

**APPENDIX A**  
**AGENCY COORDINATION**

**APPENDIX A-1**  
**AGENCY COORDINATION**  
**ENVIRONMENTAL COORDINATION**



## Transmittal Letter

1170 South Houbolt Road  
 Joliet, IL 60431  
 Phone: 815-744-4200  
 Fax: 815-744-4215

**Office Locations**

Madison, WI  
 Joliet, IL  
 Lexington, KY  
 Louisville, KY  
 Mobile, AL  
 Columbus, IN  
 Columbus, OH  
 Indianapolis, IN  
 Milwaukee, WI  
 Cincinnati, OH  
 Phoenix, AZ

www.strand.com

To:	Ms. Diane O'Keefe, P.E. - Region One Engineer		
	Illinois Department of Transportation		
	201 West Center Court		
	Schaumburg, Illinois 60196-1096		
From:	Adam Moline		
Date:	March 2, 2010	Project	6346.014
Attention:	Mr. Ojas Patel, P.E. - Bureau of Programming		
RE:	Illinois Route 47 Phase I – US 14 to Charles Road		
	Environmental Survey Request Draft #2		

- WE ARE SENDING YOU:
- |                                              |                                               |
|----------------------------------------------|-----------------------------------------------|
| <input checked="" type="checkbox"/> Enclosed | <input type="checkbox"/> Under Separate Cover |
| <input type="checkbox"/> Shop Drawings       | <input type="checkbox"/> Change Order         |
| <input type="checkbox"/> Specifications      | <input type="checkbox"/> Drawings             |
| <input type="checkbox"/> Other: _____        | <input type="checkbox"/> Copy of Letter       |
|                                              | <input type="checkbox"/> Samples              |

Copies	Date	No.	Description
1	3-2-10		Draft #2 - Environmental Survey Plan Sheets
1	3-2-10		Draft #2 – USGS Location Map
1	3-2-10		Draft #2 – NWI Map

THESE ARE TRANSMITTED as checked below:

- |                                                  |                                                   |                                                               |
|--------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------|
| <input checked="" type="checkbox"/> For approval | <input type="checkbox"/> Approved as submitted    | <input type="checkbox"/> Resubmit _____ copies for approval   |
| <input type="checkbox"/> For your use            | <input type="checkbox"/> Approved as noted        | <input type="checkbox"/> Submit _____ copies for distribution |
| <input type="checkbox"/> As requested            | <input type="checkbox"/> Returned for corrections | <input type="checkbox"/> Return _____ corrected prints        |
| <input type="checkbox"/> For review and comment  | <input type="checkbox"/> Other _____              |                                                               |

Remarks: Hi Ojas,

Here is draft #2 of the ESR plans, USGS map, and NWI map. Please let me know if this addresses all your comments. Thanks,

Signed: Adam Moline  
 Adam Moline

Copy to:

**IDOT District 1, McHenry County  
IL 47 from US 14 to Charles Road  
Environmental Assessment  
Information – Project Introduction**

This was the first presentation of the IL Route 47 project to the NEPA/404 Merger Team. The purpose of the meeting was to introduce the project to the merger team, provide a brief overview of project progress to date, and identify future merger team coordination plans. An information packet was distributed to the group containing a presentation outline, a copy of the slides from the presentation, and the draft project Purpose and Need.

The presentation was conducted by Darcie Gabrisko of Strand Associates, the project consultant. The presentation began with a brief overview of the project corridor. IL Route 47 is a strategic regional arterial (SRA) located in central McHenry County in the City of Woodstock and unincorporated McHenry County. The southern terminus of the project is US Route 14, which is a major arterial crossroad and source of traffic for the corridor. The northern terminus, Charles Road, is also a designated SRA Route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially.

The project schedule was presented. The project will be processed as an environmental assessment and will follow the NEPA/404 merger process, unless the results of the environmental survey deem it unnecessary. The Phase I process for this project is expected to continue through late 2012.

Project corridor characteristics were then presented. This included a description of the existing corridor. The existing IL Route 47 can be considered as three sections. The south end is mostly a mix of industrial and commercial land uses. The middle section is mainly commercial transitioning to high density residential. The north section is a rural cross section with adjacent agriculture. Aerial images were presented showing the existing corridor with potentially sensitive features on 11x17 corridor maps.

The project is proceeding as an environmental assessment. Environmental aspects of the project were discussed. Social/economic impacts may include acquisition of R.O.W with potential relocations possible. Agriculture impacts are possible as the north section of the corridor include farm lands. Culturally significant buildings may exist from IL Route 120 to Ware Road, but no buildings are currently on the Register of Historic Places. Air quality and Noise will both be analyzed for the preferred alternative. In an initial search for special waste sites, 17 sites were identified. 4(f) involvement is possible as there are special lands, including parks and schools, throughout the corridor. The environmental survey is ongoing and results have not yet been received.

This project will follow IDOT's procedures for Context Sensitive Solutions (CSS). Public involvement and outreach activities include development of a Citizen Advisory Group, one on one meetings, 3 public meetings, one public hearings, a website, and four newsletter publications. To date, three CAG meetings have been held, to identify corridor issues, present deficiencies, and solicit preliminary input for the development of alternatives. One public meeting has been held to collect corridor issues. The second public meeting is planned for September 2010 and will present the draft purpose and need and solicit corridor alternatives.

The draft project Purpose and Need has been completed and reviewed by FHWA and IDOT. The Purpose and Need was distributed for preliminary review, and formal concurrence will be targeted at the February 2011 NEPA/404 Merger meeting. It is anticipated a presentation of the range of alternatives will also be included at the February 2011 meeting. A brief summary of the main points of the Purpose and Need were highlighted. These points are:

- Corridor safety, there were 635 crashes from 2006-2008 and 60.3% being rear end crashes. There were no fatalities and 10 type A injuries.
- Increasing delays and congestion. There are four intersections where the existing level of service is D. The future no build scenario yields 2 intersections with LOS D, 1 with LOS E, and 3 with LOS F.
- Lack of access management. There are 190 driveways and 31 intersections throughout the corridor with generally no access management principles utilized.
- Pedestrian and bicycle accommodations. There is currently intermittent sidewalk and no bike paths

throughout the corridor.

- Geometric deficiencies. Six major intersections are on a skew of at least 15 degrees and three intersections exceed 30 degrees. There is a deficient vertical curve at Ware Road.

#### **AGENCY QUESTIONS AND COMMENTS**

USEPA (West) asked why the project termini were chosen as they were, given an adjacent environmental study immediately south of this corridor. In particular, they were concerned that separating the two studies might preclude evaluation of alternatives involving an IL Route 47 on new alignment.

The study team indicated that the purpose and need for this north section of IL Route 47 was unique given the advanced development of the City of Woodstock. This north IL Route 47 study corridor passing through Woodstock is significantly built-up with residential and commercial development. It was also noted the existing ADT's were indicative that the traffic demand in this corridor is inferior to the City of Woodstock. The existing traffic volumes at the south terminus increase to almost 26,000 vpd. By the time vehicles reach the north end of the project, the ADT has decreased to 4,000 vpd due to traffic exiting corridor at the various east-west side streets and developments located along the roadway. This was further supported by the vast majority of public comments suggesting improvement needs along the existing IL Route 47 corridor. Note an IL Route 47 bypass of Woodstock has been proposed and will be considered, however, it is not anticipated to be able to address the purpose and needs of the existing north IL Route 47 corridor passing through the City of Woodstock.

While the section of IL Route 47 south of US Route 14 is significantly less developed, the majority of land uses along IL Route 47 are planned for commercial and residential uses. This south study of IL Route 47 is located within the Kishwaukee River watershed which contains sensitive plant and animal species as well as highly permeable soils. It is anticipated an IL Route 47 on new alignment would have more impacts on these sensitive environmental features than improvements on existing alignment and would not address the planned development along the existing IL Route 47 corridor.

Concerning regional land use planning efforts along IL Route 47, an "Illinois Tomorrow" grant was awarded that provided funding for a land use based study of the Illinois Route 47 corridor from within Kane County northward to the Wisconsin State line. Kane and McHenry Counties as well as the City of Woodstock and Village of Huntley participated in this study which evaluated current as well as proposed land uses and resulted in the development of a planning document that combines the comprehensive planning efforts of all the communities along the corridor. The two independent IL Route 47 studies support these regional planning efforts.

With no further questions the meeting was concluded.

**NEPA/404 Merger Meeting  
September 8, 2010**

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
KEN WESTLAKE	USEPA	312-886-2910	westlake.kenneth@epa.gov
Norm West	USEPA	312-353-5692	west.norman@epa.gov
Alan Edmondson	USACE - STL	314-331-8811	Alan.r.edmondson@usace.army.mil
Keith McMullen	USACE - St. Louis	314-331-8582	Keith.A.McMullen@usace.army.mil
Amy Henke	USACE - St. Louis	314-331-8649	amy.c.henke@usace.army.mil
Matt Cosby	USACE - St. Louis	314-331-8129	matthew.g.cosby@usace.army.mil
Jon-Paul Kohler	FHWA	217-492-4989	jon.paul.kohler@dot.gov
Gary Galecki	IDOT-Local Roads	217-785-8564	Gary.Galecki@illinois.gov
Barb Traeger	IDOT-Environment	217-785-0202	Barb.Traeger@illinois.gov
Leah Simon	FHWA	217-492-4625	leah.simon@dot.gov
Steve Amer	IDNR	217-785-4862	Steve.Amer@illinois.gov
Dennis O'Connell	IDOT - D6 ENV	217-785-9727	Dennis.O'Connell@illinois.gov
Tom Brooks	IDOT BDE	217 785 2943	thomas.brooks@illinois.gov
JD STEVENSON	FHWA	217-492-4638	Jerry.Stevenson@dot.gov
Laura Macnik	IDOT-D6	217.782.7331	Laura.Macnik@illinois.gov

Name	Organization	Phone No.	E-mail
Clarita R. Lao	Huff & Huff	630-684-4410	clao@huffnhuff.com
Linda Huff	Huff & Huff	630-684-4401	Lhuff@huffnhuff.com
Sean LaDieu	Huff-Huff	630-684-4408	SLADIEU@HUFFNHUFF.COM
SAL MADONIA	IDOT DG	(217)782-7332	sal.madonia3@illinois.gov
JEFF MYERS	IDOT DG	(217)524-7940	Jeffmyers.Myers@illinois.gov
Barbara Stevens	IDOT - BDE	217-785-4245	Barbara.Stevens@illinois.gov
Terry Savko	IL Dept of Agriculture	217-785-4458	terry.savko@illinois.gov
JOHN BETKER	CORPS RI	(309) 794-5380	JOHN.G.BETKER@USACE.ARMY.MIL
DAVID ORZECZKOWSKI	COAST GUARD	314.269.2382	DAVID.A.ORZECZKOWSKI@USCG.MIL
VINOD C. PATEL	TENG	312-616-7395	patelvc@teng.com
MARIC DVORAN	TENG	312-616-6197	DVORANM@TENG.COM
DIANE LUKAS	HAMPTON LENZINI FRENWICK	847-697-6700	DLUKAS@HLRENG.COM
Erica Spolar	Hampton Lenzini & Renwick	"	ESPOLAR@hlreng.com
Amy McSwane	Hampton, Lenzini & Renwick	"	amcswane@hlreng.com
FRAN KLAAS	KENDALL CO.	630-553-7616	fk1230@co.kendall.il.us
Roger Blakley	IDOT, D3	815-431-0868	ROGER.BLAKLEY@ILLINOIS.gov

Name	Organization	Phone No.	E-mail
Jon-Paul Kohler	FHWA	217-492-4988	jon.paul.kohler@dot.gov
Scott Sitt	IDOT/BDE	217-782-7526	Scott.Sitt@illinois.gov
Steve Hamer	IDFR	217-785-4662	Steve.Hamer@illinois.gov
Michael Hine	FHWA	217-492-4634	Mike.Hine@dot.gov
Barbara Stevens	IDOT - BDE	217 785 4245	Barbara.Stevens@illinois.gov
Stacie Dowalovsky	Clark Dietz	312 466 8217	Stacie.dowalovsky@clarkdietz.com
Darla Latman	IDOT-R3/D5	217 466 7358	DARLA.LATMAN@illinois.gov
Heidi Liske	FHWA	217 492 4637	heid.liske@dot.gov
Betsy Tracy	FHWA	217/492-4642	betsy.tracy@dot.gov
David Speicher	IDOT R3/D5	217/466-7252	david.speicher@illinois.gov
Eric Schmitt	McLean County	309/663-9445	eric.schmitt@mcleancountyil.gov
Ken Westlake	USEPA	312-886-2910	westlake.kenneth@epa.gov



NEPA/404 Merger Meeting  
September 9, 2010

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
Jim Novak	HUFF + HUFF	630-684-4411	jnovak@huffnhuff.com
Laura McGovern	Benesch	312-819-8228	lmcgovern@benesch.com
MIKE MAGNUSON	BENESCH	312-565-0450	mmagnuson@benesch.com
Ryan Thady	Benesch	312-565-0450	rthady@benesch.com
OJAS PATEL	IDOT - DI	847-705-4084	ojas.patel@illinois.gov
Leah Simon	FHWA	217-492-4221	leah.simon@dot.gov
MICHAEL HINE	FHWA	217-492-4634	Mike.Hine@dot.gov
Steve Hamer	IDNR	217-785-4862	Steve.Hamer@illinois.gov
SUSAN DEES	IDOT	217-785-0150	Susan.Dees@illinois.gov
Terry Savko	IL Dept of Agriculture	217-785-4458	terry.savko@illinois.gov
Walt Zyzanski	IDOT	217-785-4181	Walter.Zyzanski@illinois.gov
Jan Piland	FHWA	217-492-4989	janis.piland@dot.gov
Steve Schilke	IDOT	847-705-4125	Steven.Schilke@illinois.gov
John Baczek	IDOT	847-705-4104	john.baczek@illinois.gov
Shawn Cirton	USFWS	847-381-2253	shawn_cirton@fws.gov

Name	Organization	Phone No.	E-mail
Norm West	U.S. EPA-R5	312-353-5692	west.norman@epa.gov
KEN WESTLAKE	USEPA	312-886 2910	westlake.kenneth@epa.gov
ADAM MOLINE	STRAND ASSOCIATES	815-744-4200	ADAM.MOLINE@STRAND.COM
DARCIE GABRISKO	STRAND	" "	DARCIE.GABRISKO@STRAND.COM
HASSAN DASTGIR	FHWA	217-492-4623	hassan.dastgir@dot.gov
Peter Knyisz	CB&E	847-823-0500	pknyisz@cbel.com
MIKE MATKOVIC	CB&E	847 823 -0500	mmatkovic@cbel.com
CHUCK GLEASON	LC DOT	847-377-7447	CGGLEASON@LC&E COUNTYIL.GOV
Mark Peterson	IDOT-PMC	847-705-4567	mark.peterson@illinois.gov
Ted Hamilton	SEC Group Inc	815-385-1778	thamilton@hrgreen.com
Stacy Woodson	SEC Group Inc	319.841.4390	swoodson@hrgreen.com
Marty Moose	IDOT	847-705-4107	MRSBAMA@IL.gov
Aimee King	CH2MHILL	773 693 3809	aking@ch2m.com
PETE HARMET	IDOT DI	847 705 4393	PETE.HARMET@ILLINOIS.GOV
LARRY MARTIN	CH2R Hill	773 693 3800	lmartin@ch2m.com
Don Wittmer	HNTB	312-930-9117	dwittmer@hntb.com

Name	Organization	Phone No.	E-mail
Derek Johnson	HNTB	312-930-9119	djjohnson@hntb.com
Brian Smith	AECOM	312-373-6654	brian.smith@aecom.com
Cary Lewis	IDOT-P&ES	847-705-4724	cary.lewis@illinois.gov
Joe Havel	AECOM	312-373-6702	joe.havel@aecom.com

**IDOT District 1, McHenry County  
Illinois Route 47 from US Route 14 to Charles Road in Woodstock  
Environmental Assessment  
Concurrence – Purpose and Need**

This was the second presentation of the IL Route 47 project to the NEPA/404 Merger Team. The purpose of the meeting was to seek concurrence point number one, "Purpose and Need," and to present the initial range of alternatives. An information packet was distributed to the group containing a presentation outline, a copy of the slides from the presentation, the Proposed project Purpose and Need, and a corridor schematic of alternatives and their associated Average Daily Traffic (ADT) projections.

The presentation was conducted by Darcie Gabrisko of Strand Associates, the project consultant. The presentation began with a review of information presented at the September 9, 2010 NEPA/404 Merger meeting including the project location, limits, description, and a summary of related Context Sensitive Solutions public involvement activities to date.

A brief overview of the project corridor was presented. IL Route 47 is a Strategic Regional Arterial (SRA) located in central McHenry County in the City of Woodstock and unincorporated McHenry County. The southern terminus of the project is US Route 14, which is a major arterial crossroad and source of traffic for the corridor. The northern terminus, Charles Road, is also a designated SRA County Route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially. The existing IL Route 47 can be considered as three sections. The south end is mostly a mix of industrial and commercial land uses. The middle section is mainly commercial transitioning to high density residential. The north section is a rural cross section with adjacent agriculture with planned future land use as residential.

An update of recent public outreach activities was presented. Citizen Advisory Group (CAG) meeting #3 and Public meeting #2 were held to develop initial project alternatives. CAG meeting #4 was held to identify alternatives screening criteria. Additionally, the Chicago Metropolitan Agency for Planning (CMAP) created a detailed Woodstock traffic model with 2040 projections.

A summary of CAG meeting #1 and Public Meeting #1 was presented to show the issues and concerns in the project corridor and the goals and objectives of the project as identified by the stakeholders. Examples of these issues include congestion, safety, environmental/aesthetics, access/business impacts, land acquisition, alternative modes of transportation, funding, and utilities, positive and negative opinions on a bypass option, identified drainage issues, and a need for pedestrian accommodations. These elements were used in the creation of the project Purpose and Need, and a summary of the five main sections were highlighted.

There are identified safety deficiencies in the corridor. There were 635 crashes from 2006-2008, with the majority (60.3%) being rear end crashes. The majority of the crashes were property damage only (83%). There were no fatalities and 10 type A injuries. A crash cluster diagram was shown in the presentation demonstrating the frequency of crashes throughout the corridor. Many areas, particularly from US Route 14 to IL Route 120, including the intersections of Lake Avenue, Country Club Road, and Judd Street/Irving Avenue, show a high prevalence of crashes. The frequency of crashes reduces north of IL Route 120.

There are deficiencies in capacity and traffic operations. Intersections were modeled with Highway Capacity Software for existing and 2040 Future No-Build (FNB) conditions. This analysis showed traffic delays in the existing condition and increasing delays and congestion in the 2040 FNB condition. There are four intersections where the existing pm level of service is D. The future no build pm scenario yields 3 intersections with LOS D and 3 with LOS F. Projected future queue's become excessive, approaching or exceeding a 1/2 mile in some locations. A corridor level of service map was presented showing the increasing traffic delays graphically. USEPA asked about the intersection of IL Route 47 and Charles

Road, which exhibited poor LOS at the intersection but not adjacent midblock segments. The consultant stated that the Charles Road traffic volume was contributing to delays at the intersection, and the existing intersection is stop controlled. USEPA (West) asked if the 2040 ADT's were substantially larger than the 2030 volumes presented at an earlier meeting. The 2030 volumes were not available at the meeting for comparison, but it was stated that 2040 household projections are 149% of current levels and the new model will more accurately reflect the local Woodstock traffic impact so the 2030 to 2040 numbers aren't directly comparable.

There are deficiencies in the access management throughout the corridor. There are 190 driveways and 31 intersections throughout the corridor with generally no access management principles utilized. The lack of access control increases the likelihood of crashes.

There is a lack of pedestrian and bicycle accommodations. A map was presented showing the locations of sidewalk and bike accommodations in the corridor. There is currently intermittent sidewalk and no bike paths throughout the corridor. There are only two existing pedestrian crosswalks, at IL Route 120 and Russel Court.

The geometric deficiencies of the corridor were presented. Six major intersections are on a skew of at least 15 degrees and three of which exceed 30 degrees. There is a deficient vertical curve at Ware Road. There are reports of drainage issues at the Union Pacific railroad bridge. The rural cross section north of Ware Road is inconsistent with future land use plans.

## **CONCURRENCE**

The USACE (Chernich), USEPA (West), IDNR (Hamer) and IDOA (Savko) gave concurrence with the Purpose and Need presented at the meeting. USFWS was not present at the meeting and will require follow up with the request for concurrence.

The consultant also presented an overview of the initial project alternatives that have been developed to date. A detailed traffic model of the Woodstock area was developed to update projections to 2040 and also to develop forecasts for bypass alternatives. Alternatives development is following an evaluation process discussing fatal flaws, followed by Purpose and Need screening, and finally a detailed evaluation on remaining alternatives to be carried forward. This process was presented to the CAG, and participants have already identified pros and cons of the initial alternatives in a workshop format.

The initial alternatives are:

- No Build
- Existing alignment alternative
- Full Western Bypass
- Full Eastern Bypass
- One Way couplet alternatives
  - Southview Drive to St. Johns Road
  - Southview Drive to Ware Road
  - Irving Avenue Drive to St. Johns Road
  - Irving Avenue Drive to Ware Road

The proposed typical section for the existing alignment alternative is 2 lanes in each direction with a center 22' barrier median. A sidewalk is included on the west side of the road and a shared use path on the east side. In order to minimize impacts, variations of median width and type and slight shifts in centerline alignment may occur as the alternative is developed.

Additional alternatives related to the existing alignment include roundabouts at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Judd Street/Irving Avenue, IL Route 120, and Charles Road.

A map of the corridor was presented showing each of the bypass alternatives in schematic form. Additionally, a map was presented showing the results of the CMAP model for the ADT of each alternative at each segment of the corridor. Generally, this ADT map suggests the west and east bypass alternatives do not appear to be sufficient, in that they do not draw enough traffic to prevent the need for the expansion of existing IL Route 47. The CMAP model showed that the one-way couplet alternatives appear to be sufficient from an ADT perspective to prevent the need for expansion of IL Route 47.

The consultant then presented the pros and cons of each alternative as determined by the CAG workshop. These comments show that there was little support for either the bypass or couplet alternatives because: they would generally have negative impacts to ROW and regional environmental resources; result in an inconvenient traffic pattern that would harm businesses and residents; and have a high cost due to constructing new roadway alignments or maintaining two separate roadways.

The next steps for this project will be to select the Alternatives to Be Carried Forward. The September NEPA/404 Merger meeting is being targeted for this concurrence point. The packet of information for the Alternatives to Be Carried Forward will be sent prior to the meeting. Additionally, individual meetings with the resource agencies was offered outside of the NEPA meetings to provide additional information or clarification on the alternatives if it is requested.

### **AGENCY QUESTIONS AND COMMENTS**

USEPA (West) asked if detailed drawings of the alternatives presented was available. The consultant said that 11x17 plans of each alternative will be distributed to all in attendance.

USEPA (Westlake) asked if an individual permit was anticipated to be necessary for the project. The consultant stated we are not certain yet. The east bypass and couplet alternatives presented would require an individual permit. Existing IL Route 47 improvements may require an individual permit. The environmental delineation is not yet available, and all determinations at this point were based on existing GIS mapped data from the County.

USEPA (Lopez) asked how much pedestrian traffic currently utilizes the corridor. The consultant stated the corridor is used by pedestrians, particularly at the north end near the school and government complex. There are pictures on file of individuals walking in parkway areas or shoulders along IL Route 47. Public outreach efforts to date have found that pedestrians currently avoid IL Route 47 due to the lack of pedestrian accommodations.

USEPA (West) stated that the ADT's as presented do not seem realistic, given the regional importance of the corridor as a freight corridor. IDOT stated that the ADT'S presented were developed by CMAP in conjunction with their new 2040 regional model. Any differences between the 2030 volumes presented at the previous meeting can be attributed to different baseline planning horizon and a model specific to this corridor. More information regarding this point will be presented at the next meeting.



Strand Associates, Inc.®

1170 South Houbolt Road

Joliet, IL 60431

(P) 815-744-4200

(F) 815-744-4215

July 20, 2011

Mr. Walter Zyznieuski  
IDOT Bureau of Design and Environment  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. Zyznieuski:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of Mir Mustafa.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Adam Moline

cc: Mir Mustafa, IDOT District 1, Bureau of Programming



Strand Associates, Inc.®

1170 South Houcolt Road

Joliet, IL 60431

(P) 815-744-4200

(F) 815-744-4215

July 13, 2011

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

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. Fuller:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

A handwritten signature in black ink, appearing to read 'Darcie W. Gabrisko', written in a cursive style.

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming





Strand Associates, Inc.  
1170 South Hobook Road  
Joliet, IL 60431  
P: 815-744-4200  
F: 815-744-4215

July 13, 2011

Mr. Norm West  
US Environmental Protection Agency, Region 5  
77 West Jackson Boulevard  
Chicago, Illinois 60604

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. West:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



Strand Associates, Inc.  
1170 South Houbolt Road  
Joliet, IL 60431  
(P) 815-744-4200  
(F) 815-744-4215

July 13, 2011

Mr. Ken Westlake  
US Environmental Protection Agency, Region 5  
77 West Jackson Boulevard  
Chicago, Illinois 60604

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. Westlake:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



Strand Associates, Inc.  
1170 South Houck Road  
Joliet, IL 60431  
P: 815-744-4200  
F: 815-744-4215

July 13, 2011

Mr. Steve Hamer  
Illinois Department of Natural Resources  
One Natural Resources Way  
Springfield, Illinois 62702

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB Number: 149/008

Dear Mr. Hamer:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



Strand Associates, Inc.  
1170 South Houck Road  
Joliet, IL 60431  
(P) 815-744-4200  
(F) 815-744-4215

July 13, 2011

Mr. Soren Hall  
US Army Corps of Engineers  
Chicago District  
111 North Canal Street, Suite 600  
Chicago, Illinois 60606

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. Hall:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



Strand Associates, Inc.  
1170 South Hobart Road  
Joliet, IL 60431  
P: 815-744-4200  
F: 815-744-4215

July 13, 2011

Ms. Kathy Chernich  
US Army Corps of Engineers  
Chicago District  
111 North Canal Street, Suite 600  
Chicago, Illinois 60606

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB Number: 149/008

Dear Ms. Chernich:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



Strand Associates, Inc.  
1170 South Houbolt Road  
Joliet, IL 60431  
(P) 815-744-4200  
(F) 815-744-4215

July 13, 2011

Mr. Terry Savko  
Illinois Department of Agriculture  
PO Box 19281  
Springfield, Illinois 62794-9281

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. Savko:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



Strand Associates, Inc.  
1170 South McComb Road  
Joliet, IL 60431  
P: 815-744-4200  
F: 815-744-4215

July 13, 2011

Mr. Shawn Cirton  
US Fish and Wildlife Service  
Chicago Illinois Field Office  
1250 South Grove, Suite 103  
Barrington, Illinois 60010

Re: Illinois Route 47 (FAP 326), Phase I, US Route 14 to Charles Road  
Woodstock, McHenry County, Illinois  
Job No.: P-91-007-09  
PSB No.: 149/008

Dear Mr. Cirton:

Enclosed is one copy of 11-inch x 17-inch exhibits of the initial alternatives for the Illinois Route 47 Phase I Project from US Route 14 to Charles Road. These alternatives were introduced at the June 28, 2011, NEPA/404 Merger Meeting. These exhibits are being sent to your attention at the request of the resource agencies attending.

Additional information regarding the alternatives will be sent in advance of the September meeting, at which we will request concurrence on the Alternatives to be Carried Forward.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

cc: Ojas Patel, IDOT District 1, Bureau of Programming



# Illinois Department of Transportation

201 West Center Court  
Schaumburg, IL 60196-1096

## Informal Transmittal

To:	Steve Schilke
Bureau:	Programming
Attn:	

From:	Tyler Petersen
Bureau:	Programming
	Environmental Studies Unit
Subject:	IL 47; US 14 to Charles Road
	Special Waste

Date:	09/13/2012
-------	------------

### Please check appropriate box below:

- |                                                |                                                                   |                                 |
|------------------------------------------------|-------------------------------------------------------------------|---------------------------------|
| <input type="checkbox"/> Take Necessary Action | <input checked="" type="checkbox"/> For Your Information          | <input type="checkbox"/> Reply  |
| <input type="checkbox"/> For Your Comments     | <input type="checkbox"/> See Me About the Attached                | <input type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request      | <input type="checkbox"/> Draft (Letter)(Memo) For<br>My signature | <input type="checkbox"/> Route  |
| <input type="checkbox"/> For Your Approval     |                                                                   | <input type="checkbox"/> File   |

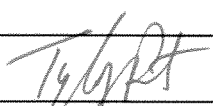
### Message

Attached is a copy of the PESA for the above-mentioned project. The PESA Review cover memo, dated September 5, 2012, states that there are Recognized Environmental Conditions (REC's) along the project route and that further studies may be required if the project will require land acquisition or linear excavation from or adjacent to a property with RECs. Special Waste studies are now complete for Phase I and the project is clear for Design Approval.

A Special Design/Construction Consideration shall be added to the Project Report that states:

"A Preliminary Environmental Site Assessment (PESA) has been completed for this project. It is the responsibility of Phase II to determine if any of the sites or ROW adjacent to the site will be impacted with the proposed work and/or if any ROW will be required at any of the locations."

If you have any questions, please call me at extension 4122.

  
 Signature

Copies to	PESA File	David Howorth – Land Acq.	
-----------	-----------	---------------------------	--

### Response

---

---

---

---

---

---

---

\_\_\_\_\_  
Signature





# Illinois Department of Transportation

## PESA Response Form

Submittal Date		Job No.:		ISGS/PESA No.:	
Project Location					
Contract #		DA/Let Date		Project Engineer	

Site No.	Estimated Volume of Excavation	Estimated Volume of Fill	Max Depth of Excavation	Site Name Or Address	Type of Work

\_\_\_\_\_ Signature



# Illinois Department of Transportation

## Memorandum

To: John Fortmann  
From: John D. Baranzelli  
Subject: PESA Review  
Date: September 5, 2012

Attn: Pete Harmet  
By: Jim Curtis  
*James R. Curtis*

Project: IL Route 47 (FAP 326), US 14 to Charles Road in Woodstock  
District 1 McHenry County  
Requesting Agency: DOH  
Survey Target Date: 09/15/2012  
Anticipated Letting: Not provided  
BDE Sequence # 16049

Job #: P-91-007-09  
Contract #: Not provided  
Anticipated DA: 01/01/2013  
Section: Not provided  
ISGS PESA #: 2279

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 Environmental 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 on any site identified in Table 1 of the PESA report that involves excavation or subsurface utility relocation or 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 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 adjoining a site listed in Table 4 of the PESA report. On those identified situations, 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 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 James R. 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 – Rm. 210  
District Utility Coordinator



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Illinois Division**

September 25, 2012

3250 Executive Park Dr.  
Springfield, IL 62703  
(217) 492-4640  
[www.fhwa.dot.gov/ildiv/](http://www.fhwa.dot.gov/ildiv/)

In Reply Refer To:  
HPER-IL

To Tribes That Have Expressed Interest in McHenry County, Illinois

Subject: Section 106 Consulting Party Request  
Environmental Assessment – IL Route 47 from U.S. Route 14 to Charles Road  
McHenry County, Illinois


Dear Primary Tribal Contact:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) has initiated studies for an Environmental Assessment (EA) for improvements to IL Route 47 from U.S. Route 14 (US 14) to Charles Road in McHenry County. The FHWA hereby invites you to be a Section 106 consulting party for this project pursuant to 36 CFR 800.3(f).

The FHWA and IDOT are developing this EA in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The study limits extend from US 14 to Charles Road through the City of Woodstock (see enclosed map). The proposed project will address transportation safety, capacity, access management, geometric deficiencies, and pedestrian and bicycle needs.

Since this portion of Illinois is an area in which your Tribe has expressed an interest, we are inviting you to be a Section 106 consulting party for this proposed project. If your Tribe has a Traditional Cultural Property or a site of religious or cultural interest in this project area, we are requesting that you contact Mr. Brad Koldehoff, IDOT Archaeologist at (217) 785-7833 or by email at [brad.koldehoff@illinois.gov](mailto:brad.koldehoff@illinois.gov). However, if you prefer that FHWA maintain the lead role in all correspondence with your Tribe, please either respond accordingly to this letter, or contact Ms. Janis Piland of FHWA at (217) 492-4989 or by email at [janis.piland@dot.gov](mailto:janis.piland@dot.gov). The FHWA and IDOT look forward to cooperating with your Tribe concerning this project.

Sincerely,



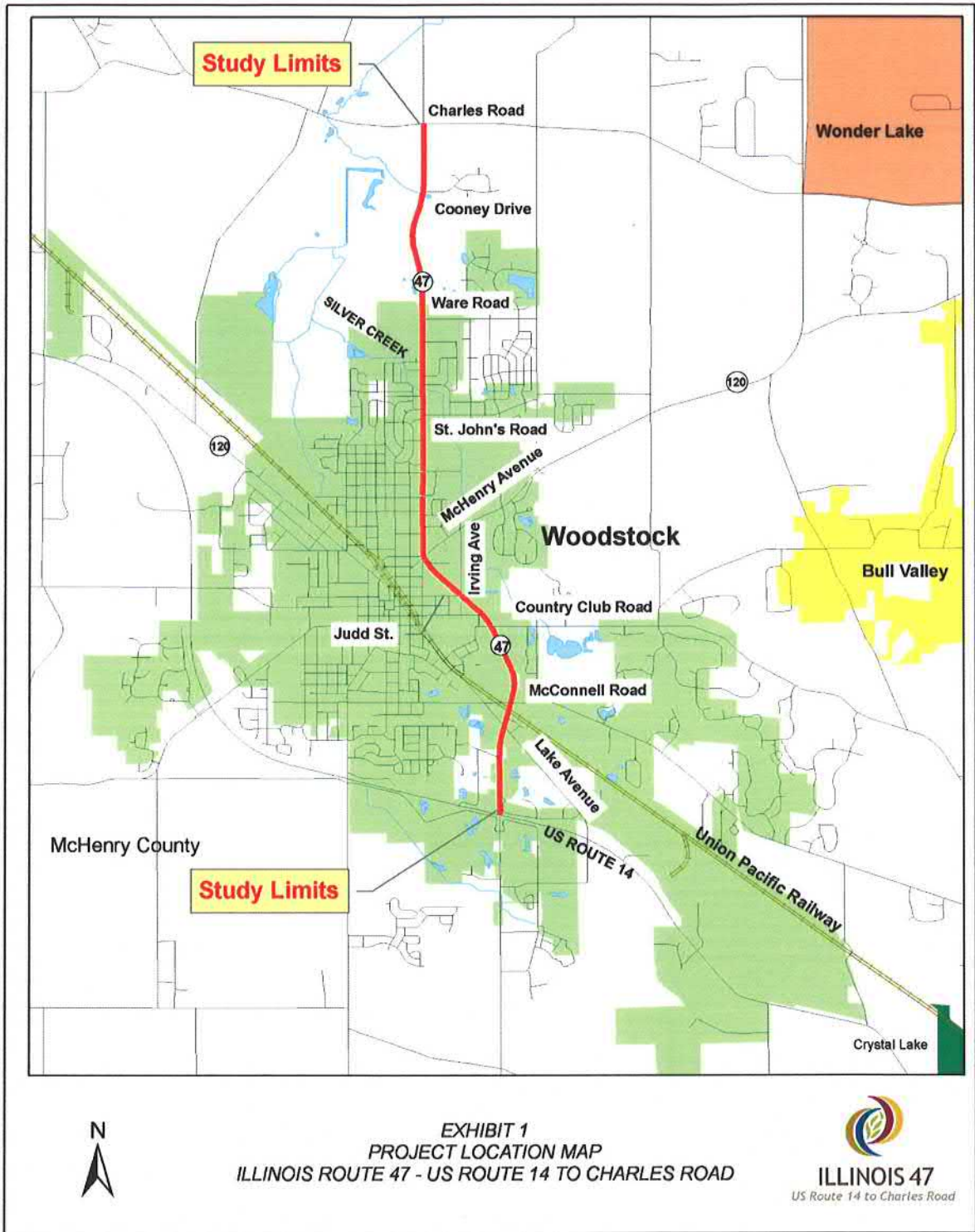
Norman R. Stoner, P.E.  
Division Administrator

Enclosure

Ecc: Mr. William Frey, Division of Highways, IDOT  
Mr. Walt Zyznieuski, Bureau of Design and Environment, IDOT  
Mr. Brad Koldehoff, Bureau of Design and Environment, IDOT  
Mr. John Fortmann, District 1, IDOT  
Ms. Anne Haaker, State Historic Preservation Office  
Ms. Carol Legard, Advisory Council on Historic Preservation

***Identical letters were sent to:***

Ho-Chunk Nation [Bill Quackenbush-Bill.Quackenbush@ho-chunk.com]  
Miami Tribe of Oklahoma [George Strack-gstrack@mianmination.com]  
Peoria Tribe of Indians of Oklahoma [John Froman-jfroman@peoriatribes.com]  
Potawatomi – Citizen Nation [John Barrett-jbarrett@potawatomi.org]  
Potawatomi – Forest County [Gus Frank-gus.frank@fcpotawatomi-nsn.gov]  
Potawatomi – Hannahville Indian Community [Earl Meshigaud-earlmeshigaud@hannahville.org]  
Potawatomi – Pokagon Band [Steve Winchester-steve.winchester@pokagonband-nsn.gov]  
Potawatomi – Prairie Band [Hattie Mitchell-hattiem@pbnation.org]  
Sac and Fox Nation of Mississippi in Iowa [Homer Bear-coord.mpw@meskwaki-nsn.gov]  
Sac and Fox Nation of Missouri [Michael Dougherty-mdougherty@sacandfoxcasino.com]  
Sac and Fox Nation of Oklahoma [Sandra Massey-smassey@sacandfoxcasino-nsn.gov]





# Illinois Department of Transportation

## Memorandum

---

To: John A. Fortmann                      Attn: Peter A. Harnet  
From: John D. Baranzelli                By: Thomas C. Brooks  
Subject: Natural Resources Review  
Date: December 16, 2013

---

*Thomas C. Brooks*

IL 47 (FAP 326)  
Lake County  
From US 14 to Charles Road  
Job No. P-91-007-09  
City of Woodstock  
Sequence number 16049

Project description. The project involves a Phase I study for possible add lanes for IL 47. There is unknown new acreage of right of way, instream work in Silver Creek and East Branch Silver Creek, and unknown quantity of tree removal. The project area consists of a mixture of urban residential, commercial, rural agricultural and wetland areas. Trees are either residential landscape trees or scattered rural trees.

### **Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075**

The Illinois Natural Heritage Database contains no impacted record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. IDNR requested surveys for state listed *Helianthus giganteus* due to proximity of nearby records; none were found. Surveys were also conducted for *Platanthera leucophaea* (EPFO) due to high quality wetlands; none were found. **Therefore, consultation under Part 1075 is terminated.**

**This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.**

### **Review for Illinois Interagency Wetland Policy Act – Part 1090**

The National Wetlands Inventory shows wetlands in the vicinity of the project location. A survey for wetlands was conducted within the Environmental Survey Request limits for the proposed improvements. Twelve sites were determined to be wetlands and five sites considered isolated wetlands. The Wetland Delineation Report and spatial information (ArcGIS shapefile) are saved in the project folder.

The project sponsor will consider location and design alternatives to avoid and minimize adverse wetland impacts to the extent practical. After the extent of impacts is determined, a Wetland Impact Evaluation (WIE) form will be completed and submitted to the IDOT Bureau of Design and Environment. Unavoidable adverse wetland impacts are subject to the applicable ratios specified in 17 Ill. Adm. Code Part 1090.50 (c)(8). If the project will avoid adverse wetland impacts, the WIE should reflect the determination that adverse wetland impacts will not occur. The WIE form and instructions for its completion can be accessed at <http://www.dot.il.gov/environment/wetlands.asp>.

#### **Review for Endangered Species Act - Section 7**

See the attached US Fish and Wildlife Service list of endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within the county in which the proposed project is located. We cross-referenced the preferred habitat of each listed species with our knowledge of the project area and determined that there may be suitable habitat for the Northern long-eared bat. Since the trees in the project area are mostly urban residential landscape trees, the suitability of habitat for this species is low. We conclude absence of Northern long-eared bat in the project area.

Wetland #18 had either FQI over 20 or mean C over 3.5, thus showing potential for *Platanthera leucophaea* (EPFO) habitat. Surveys for EPFO were conducted and none were found. Therefore, we conclude absence of EPFO in the project area.

Attachments—USFWS species' county list

# Illinois County Distribution

## Federally Endangered, Threatened, and Candidate Species

List Revised October 2013

County	Species	Status	Habitat
<b>McHenry</b> <b>Field Office to Contact:</b> USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail <a href="mailto:Chicago@fws.gov">Chicago@fws.gov</a> <a href="mailto:Cathy_Pollack@fws.gov">Cathy_Pollack@fws.gov</a>	<a href="#">Northern long-eared bat</a> <i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests and woods.
	<a href="#">Eastern prairie fringed orchid</a> <i>(Platanthera leucophaea)</i> <a href="#">Go here for specific guidance on how to determine whether this species is present on a site.</a>	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	<a href="#">Prairie bush clover</a> ( <i>Lespedeza leptostachya</i> )	Threatened	Dry to mesic prairies with gravelly soil





**A. Project Information**       Bio       Cultural       Wetlands       Special Waste

Submittal Date: 09/15/2014      Requesting Agency: DOH Region #1

Contract No.: \_\_\_\_\_      Job No.: P- 91-007-09

District: 1      County(ies): McHenry

Route: FAP 326      Marked: Illinois Route 47

Street: Eastwood Dr, Seminary Ave      Section: \_\_\_\_\_

Municipality(ies): Woodstock      Project Length: 4.9 Miles

From-To (At): US 14 to Charles Road

Quadrangle: Woodstock      Township-Range-Section: 44-7, 45-7

Anticipated Design Approval: January 1, 2015

**B. Reason for Submittal: (Check all that apply)**

See Design and Environment Manual 27-1.02 Applicability for further details

Acquisition of Additional ROW or easement      45 acres

In-Stream Work      Stream Name: Silver Creek

Other: \_\_\_\_\_

ADDITIONAL INFORMATION regarding the above should be submitted as an attachment to this ESR

**C.**

Project Description: The project involves reconstructing IL Rt. 47. The proposed roadway will consist of two lanes in each directions separated by a barrier median. Sidewalk and a bike path will be incorporated into the project. Five roundabouts are also proposed.

Proposed Work:     Highways     Bridge     Bike Trail     Other - Culverts

**D.**

Tree Removal? Yes      Number? UNK      or      \_\_\_\_\_ acres

Existing Bridge(s) Structure Number: No      On Historic Bridge List: No

Historic District Involved? No      Historic Buildings Involved? Yes

Section 4(f) Lands Involved? No      Section 6(f) Lands Involved? No

**E.**

Funding:     Federal       State       TBP       MFT       Local Non-MFT

Anticipated Processing: EA

**F.**

Contact Person: John Baldauf      Local Contact Person: Sam Mead

Telephone: 847-705-4103      Telephone: 847-705-4101

E- john.baldauf@illinois.gov      E-Mail: sam.mead@illinois.gov

**Environmental Survey Request – Page 2**  
**Special Waste Screen**

Job No.: P- 91-007-09  
 Route: FAP 326

Special Waste Submittal Date: 09/15/2014 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)  
Yes 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. Urban Land Use History and Development Setting No Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

Agricultural Current land uses Ware Road to Charles Road  
Agricultural Previous land uses \_\_\_\_\_  
Commercial Adjacent land uses Commercial/Residential US 14 to Ware Rd

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 09/04/2014

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 ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

**October 14, 2014**

A meeting was held between the US Army Corps of Engineers (USACE), Huff & Huff, Inc. (Huff & Huff), Strand Associates, (Strand), Christopher B. Burke Engineering, Ltd (CBBEL), and Illinois Department of Transportation (Department). The purpose of this meeting was to give a project update as well as discuss the existing and proposed drainage of the corridor. Attendees included:

- Soren Hall (USACE)
- Alycia Klueenberg (Huff & Huff)
- Darcie Gabrisco and Bill Plant (Strand)
- Jonathan O'Connell (CBBEL) and Dave Kleinwachter (CBBEL)
- Steve Schilke, John Baldauf, and Kyle Bochte (Department/Bureau of Programming)
- Agar Shirani, Rick Wojcik, and Perry Masouridis (Department/Bureau of Programming Hydraulics Unit)
- Vanessa Ruiz (Department/Bureau of Programming Environmental Unit)
- Melissa Del Rosario (Department/Bureau of Maintenance)

1. Project History

The project is a Phase I study of Illinois Route 47 from US Route 14 to Charles Road, spanning approximately five miles. The project began in 2008. The southern third of the project primarily consists of industrial and commercial businesses, the middle third of the project primarily consists of commercial businesses and residential homes, and the northern third of the project primarily consists of agricultural land. The project area is located within the City of Woodstock and unincorporated McHenry County. The existing cross section south of Ware Road is urban and includes one lane in each direction separated by a two way left turn lane. The existing cross section north of Ware Road is rural and includes one lane in each direction with 1 foot HMA and 7 foot aggregate shoulders and no median.

Phase II (design) of the corridor is currently funded and consultants have been selected. The design phase is separated into two sections: from US Route 14 to IL Route 120 and from IL Route 120 to Charles Road. Bypass alternatives were investigated but later eliminated because they did not remove enough congestion off IL Route 47 to allow the existing roadway conditions to remain. The remaining alternatives are on-alignment and consist of an urban section with two lanes in each direction separated by a median. From US Route 14 to Ware Road, the proposed median is an 18 foot barrier median. From Ware Road to Charles Road, the proposed median is a 22 foot mountable curb median.

The project is being carried forward as an Environmental Assessment (EA). The environmental impacts include some wetland removal, less than one acre, as well as possible impacts to a pond on the east side of IL Route 47 south of Cooney Drive. Wetlands were delineated as a part of this project. The project

study team is proposing a 12 feet wide by 6 feet tall culvert near Cooney Drive for the Silver Creek Tributary crossing IL Route 47. The existing culvert is 6 feet wide by 5 feet tall.

## 2. Existing and Proposed Drainage Concepts

Roll plots were displayed to assist in explaining the existing and proposed drainage patterns. At the south end of the project, water is currently flowing in storm sewer north through the corridor and outlets north of McConnell Road to the east. Much of the storm sewer is 24 inch diameter. The existing outlet is only an 18 inch pipe and runs beneath a commercial business. The outlet is considered unsuitable.

A proposed basin is located east of IL Route 47 approximately 1500 feet north of McConnell Road at approximately 681 Eastwood Drive (Sta. 154+00). All of the water running to this basin will continue to Silver Creek. USACE is interested in the Best Management Practices (BMP's) and how it would drain through the proposed pond and to the McHenry County Conservation Site approximately 1700 feet east of the project corridor. USACE asked if the pond will have standing water and if it can be naturalized. These would be beneficial. USACE recommended a 50 year design for conveyance and a 10 year release rate.

A detention basin is proposed for the northwest quadrant of IL Route 47 and Lake Avenue. Details of the design are not available at this time. The water depth will likely be one foot standing depth and three feet when full. The detention basin would be naturalized. The water flowing to the detention basin then continues to a large wetland site outside the project limits and then to the conservation site east of the project. The tributary area to the pond is approximately 200 acres. Both of the previously discussed detention basins are necessary in order to manage the stormwater runoff. USACE recommends increasing residence time in order to slow the flow down and improve water quality through the settlement.

It was recommended to discuss the potential detention basins with the City of Woodstock to ensure the city is comfortable with converting the commercial land to a detention basin. Dwight's Auto is proposed to be acquired as a part of the project. The Department does not recommend proposing a detention basin at this location because it is a valuable commercial property that can be re-developed after the right-of-way is acquired.

Stormwater runoff north of Country Club Road also continues north to Silver Creek but does not flow to the McHenry County Conservation Site. Storm sewer outlets at the northeast corner of IL Route 47 and IL Route 120. North of IL Route 120, storm sewer carries the water north to Silver Creek. The area north of IL Route 120 is primarily residential housing. Approximately every other street has storm sewer connecting to the IL Route 47 system and continuing to Silver Creek.

At Silver Creek, the single box culvert is 12 feet wide by 8 feet high on the east (upstream) side and 7 feet wide by 6 feet high on the west (downstream) side. The proposed design consists of replacing the structure with a 7 feet wide by 9 feet high opening and lengthening the culvert to accommodate roadway widening. USACE isn't concerned whether the proposed culvert is three or four sided but prefers that it is embedded one foot.

North of the intersection of IL Route 47 and Sunshine Lane, a detention basin is proposed on the east side of IL Route 47. The detention basin spans two properties. Both properties are currently vacant and have different owners.

Stormwater north of Silver Creek and south of Ware Road runs south to Silver Creek. North of Ware Road, stormwater drains north to Cooney Drive, where an unknown tributary to Silver Creek exists. Existing ditches currently run on each side of IL Route 47 north of Ware Road. The ditches proposed are shallow. The existing culvert at Cooney Drive will not be raised. The proposed culvert is 12 feet wide by 6 feet high, embedded one foot, and will be lengthened due to the roadway widening. There will be impacts to ADID wetlands near Cooney Drive due to the proposed design. Wetland impacts for the entire corridor will be less than one acre.

The Department noted an orchid that exists on the west side of IL Route 47 near Cooney Drive. The Department remembers the Illinois Department of Natural Resources (IDNR) not allowing the area to be mowed because of the orchid. The orchid was not found within the project limits during the biological survey performed by the Department. USACE wants to ensure the orchid is not affected by this project. *Post Meeting Note 03/12/15: Confirmation from Melissa Del Rosario - Orchid is not located in the project limits. It is located on the west side of IL 47, 0.2 miles north of Raycroft Road, which is 2.1 miles north of IL 47 and Charles Road.*

### 3. Next Steps

The Proposed Drainage Plan (PDP) will be developed. The project team is targeting a Public Hearing in early 2015. USACE will not be engaged again until construction is funded because the project is not going through the NEPA process. USACE asked if the project study team is coordinating with McHenry County. The project is a high priority for McHenry County. Several McHenry County representatives are a part of the Citizen Advisory Group for the project. An IDNR permit will be necessary for the project.



Illinois Route 47 Phase I Study  
Army Corps of Engineers Meeting

Location: Illinois Department of Transportation Region 1, District 1

Date: October 14, 2014

Time: 9:00 a.m.

Initial	First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
	John	Baczek	IDOT	201 Center Court Schaumburg	John.Baczek@illinois.gov	847-705-4104
	Steve	Schilke	IDOT	201 Center Court Schaumburg	Steven.Schilke@illinois.gov	847-705-4125
	John	Baldauf	IDOT	201 Center Court Schaumburg	John.Baldauf@illinois.gov	847-705-4103
	Kyle	Bochte	IDOT	201 Center Court Schaumburg	Kyle.Bochte@illinois.gov	847-705-4678
	Darcie	Gabrisko	Strand Associates, Inc.	1170 Houbolt Joliet	darcie.gabrisko@strand.com	815-744-4200
	Bill	Plant	Strand Associates, Inc.	1170 Houbolt Joliet	bill.plant@strand.com	815-744-4200
	AGAR	SHIRANI	IDOT	"	AGAR.SHIRANI@ILLINOIS.GOV	847-705-4765
	Rick	Wojcik	IDOT	201 W. Center Court Schaumburg	Rick.Wojcik@illinois.gov	847 705 4105
	JONATHAN	O'CONNELL	CBBEL	9575 W. HIGGINS Rm	JONATHAN@CBBEL.COM	847-321-1847
	Dave	Kleinwachter	CBBEL	" "	DKleinwachter@cbbel.com	847-888-0580
	MELISSA	DEL ROSARIO	IDOT	201 WEST CENTER CT. SCHAMM.	melissa.delrosario@illinois.gov	847-705-4391
	PERCY MASOUIDIS	MASOUIDIS	IDOT/PROGRESS	"	eloftherios.masouidis@illinois.gov	847 705-4474





# Illinois Department of Transportation

## Memorandum

---

To: John Fortmann  
From: John Baranzelli  
Subject: PESA review  
Date: November 13, 2014

Attn: Pete Harmet c/o Sam Mead  
By: Jim Curtis

*James R. Curtis*

---

Refer to : FAP 326: Illinois Route 47 (Eastwood Dr. & Seminary Ave.)  
US Route 14 to Charles Road  
McHenry County  
P-91-007-09  
Sequence # 16049A  
ISGS PESA # 2279

We have received the Addendum Environmental Survey Request (AESR) for additional areas to be surveyed. After reviewing this submittal, it has been determined that additional special waste survey will not be required at this time.

It is the opinion of BDE that there is sufficient information provided in the current ISGS PESA (#2279 dated September 5, 2012) for the project to get clearance for Design Approval under the assumption that a PESA update will be done for the entire project once D.A. is achieved and the project is in Phase II.

It is the responsibility of Phase II to submit an AESR to update the entire project prior to the PESA expiration of September 5, 2015.

Attachments





# Illinois Department of Transportation

201 West Center Court  
Schaumburg, IL 60196-1096

## Informal Transmittal

To:	John Baldauf
Bureau:	Programming/CSU
Attn:	Kyle Bochte

From:	Sam Mead
Bureau:	Programming
Subject:	IL 47; US 14 to Charles Road
	COSIM 4.0 Results

Date:	2/25/2015
-------	-----------

### Please check appropriate box below:

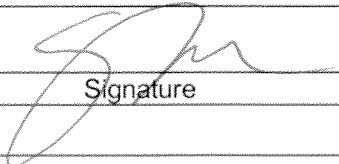
- |                                                |                                                                   |                                 |
|------------------------------------------------|-------------------------------------------------------------------|---------------------------------|
| <input type="checkbox"/> Take Necessary Action | <input checked="" type="checkbox"/> For Your Information          | <input type="checkbox"/> Reply  |
| <input type="checkbox"/> For Your Comments     | <input type="checkbox"/> See Me About the Attached                | <input type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request      | <input type="checkbox"/> Draft (Letter)(Memo) For<br>My signature | <input type="checkbox"/> Route  |
| <input type="checkbox"/> For Your Approval     |                                                                   | <input type="checkbox"/> File   |

### Message

Kyle,

Attached is the pre-screen worksheet and results for the subject project.

If you have any questions let me know.



Signature

Copies to

**Response**

--	--	--

Signature

# COSIM 4.0 PRE-SCREEN MODELING RESULTS



02-25-15

10:41 AM

## IL 47 from US 14 to Charles Road

---

Performed by: **Sam Mead**  
Intersection Location: **Mc Henry County**  
Intersection Name: **IL 47 @ lake Avenue/McConnell Road**  
Highest Approach Volume: **35000 ADT**  
Closest Receptor: **50 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.**

# Illinois Carbon Monoxide Screen for Intersection Modeling (COSIM 4.0) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

## 1. Project Name (Route Name & Project Limits):

IL Route 47 (IL 47)

From US Route 14 to Charles Road

## 2. Intersection Name (Cross Streets):

IL 47 and Lake Avenue & IL 47 and McConnell Road

## 3. Project Located in County(s):

McHenry County

## 4. Design-Year (2040) Traffic approach volume:

On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic  
35,000 ADT                      \_\_\_\_\_ vph

## 5. The closest receptor distance:

To any one edge of roadway (for the Build Design-Year)

50 Feet



# Illinois Department of Transportation

## Memorandum

---

To: John Fortmann                      Attn: Pete Harmet  
From: John D. Baranzelli              By: Brad H. Koldehoff  
Subject: Illinois 47 Project – Amended Property Avoidance  
Date: May 18, 2015

---

**McHenry County**  
**Woodstock**  
**Illinois 47 Study, from US 14 to Charles Road**  
**Job # P-91-007-09**  
**Sequence # 16049 & 16049A**

As the survey area changed from the original submittal to the Environmental Survey Request (ESR) addendum, a more thorough review of the photo logs for the above referenced project was completed. The original historic avoidance request memo from March 2012 was amended and combined with resources that have been later identified through the review process. The updated review has identified the following cultural resources that warrant National Register consideration.

- 225 McHenry Avenue (house)
- 605 Seminary Avenue (house and carriage house)
- 613 Seminary Avenue (house)
- 809 Seminary Avenue (house)
- 406 N. Eastwood Avenue (house and commercial building)
- 2608 Charles Road (barn)
- 13016 Charles Road (house and outbuildings)

Due to the historic nature of these resources, all feasible means of avoidance need to be considered. If these resources cannot be avoided, please coordinate possible minimization and mitigation measures with this office.

If there are any questions concerning this project review, please do not hesitate to contact myself or Emilie Land, 217-558-7223.

Brad H. Koldehoff, RPA  
Cultural Resources Unit  
Bureau of Design and Environment

BK:ee



**Environmental Survey Request (ESR)**

Attention: Environment Section  
Room 330

<b>A. Project Information</b>		<input checked="" type="checkbox"/> Bio	<input checked="" type="checkbox"/> Cultural	<input checked="" type="checkbox"/> Wetlands	<input checked="" type="checkbox"/> Special Waste
Submittal Date: <u>09/04/2015</u>		Requesting Agency: <u>DOH Region #1</u>			
Contract No.: _____		Job No.: <u>P- 91-007-09</u>			
District: <u>1</u>		County(ies): <u>McHenry</u>			
Route: <u>FAP 326</u>		Marked: <u>Illinois Route 47</u>			
Street: <u>Eastwood Dr, Seminary Ave</u>		Section: _____			
Municipality(ies): <u>Woodstock</u>		Project Length: <u>4.9</u> Miles			
From-To (At): <u>US 14 to Charles Road</u>					
Quadrangle: <u>Woodstock</u>		Township-Range-Section: <u>44-7,45-7</u>			
Anticipated Design Approval: <u>Dec. 1, 2016</u>					
<b>B. Reason for Submittal: (Check all that apply)</b>					
See Design and Environment Manual 27-1.02 Applicability for further details					
<input checked="" type="checkbox"/> Acquisition of Additional ROW or easement		<u>2.59</u> acres			
<input type="checkbox"/> In-Stream Work		Stream Name: _____			
<input type="checkbox"/> Other: <u>.</u>		_____			
ADDITIONAL INFORMATION regarding the above should be submitted as an attachment to this ESR					
<b>C.</b>					
Project Description:		<u>Project involves widening IL 47 from US 14 to Charles Road. Proposed roadway will consist of two lanes in each direction separated by a barrier median. Additional right-of-way is necessary for corridor improvements.</u>			
Proposed Work:		<input checked="" type="checkbox"/> Highways <input type="checkbox"/> Bridge <input type="checkbox"/> Bike Trail <input type="checkbox"/> Other - _____			
<b>D.</b>					
Tree Removal? <u>No</u>		Number? _____		or _____ acres	
Existing Bridge(s) Structure Number: <u>No</u>		On Historic Bridge List: _____			
Historic District Involved? <u>No</u>		Historic Buildings Involved? <u>No</u>			
Section 4(f) Lands Involved? <u>No</u>		Section 6(f) Lands Involved? <u>No</u>			
<b>E.</b>					
Funding: <input checked="" type="checkbox"/> Federal		<input checked="" type="checkbox"/> State	<input type="checkbox"/> TBP	<input type="checkbox"/> MFT	<input type="checkbox"/> Local Non-MFT
Anticipated Processing: <u>EA</u>		_____			
<b>F.</b>					
Contact Person: <u>John Baldauf</u>		Local Contact Person: <u>Sam Mead</u>			
Telephone: <u>847-705-4103</u>		Telephone: <u>847-705-4101</u>			
E- <u>john.baldauf@illinois.gov</u>		E-Mail: <u>sam.mead@illinois.gov</u>			

**Environmental Survey Request – Page 2**  
**Special Waste Screen**

Job No.: P- 91-007-09  
 Route: FAP 326

Special Waste Submittal Date: 09/04/2015 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. Urban Land Use History and Development Setting \_\_\_\_\_ No Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

\_\_\_\_\_ Commercial Current land uses \_\_\_\_\_ Commercial, Environmental

\_\_\_\_\_ Commercial Previous land uses \_\_\_\_\_

\_\_\_\_\_ Commercial Adjacent land uses \_\_\_\_\_ Commercial, Environmental

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 04/04/2015

Step 1 \_\_\_\_\_ Yes \_\_\_\_\_ Underground Tanks

Buildings or building materials containing regulated substances other than asbestos:

<u>Buildings</u> Yes	<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> Yes	<u>Drums</u> No	<u>Basins</u> Yes	<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: John Fortmann                      Attn: Pete Harnet  
From: Maureen Addis                      By: Brad Koldehoff  
Subject: Cultural Resource Concurrence  
Date: January 29, 2016

---

**McHenry County**  
**FAP 326, IL 47**  
**Job No. D-91-007-09**  
**Seq. # 16049 & 16049A**

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.

A handwritten signature in black ink, reading "Brad Koldehoff".

Attachment

BK:km



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED

NOV -5 2015

005110515

November 5, 2015 PRESERVATION SERVICES

McHenry County  
Woodstock  
FAP 326, IL 47  
Road Reconstruction/Widening  
Job # P-91-007-09  
IDOT Sequence #16049, 16049A  
ISAS Log #10155, 14189

### IHPA REVIEW

1/26/15

H/A \_\_\_\_\_  
AC Amey 50  
AR \_\_\_\_\_  
File \_\_\_\_\_

FEDERAL 106 PROJECT

### NO HISTORIC PROPERTIES AFFECTED

Dr. Rachel Leibowitz  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, Illinois 62701

Dear Dr. Leibowitz:

The enclosed Environmental Survey Request form concerns the potential widening of IL 47 between US 14 and Charles Street in Woodstock. A review of potential impacts to historical, archaeological, and architectural properties in the Area of Potential Effect (APE) for this project was completed by IDOT's Cultural Resources staff.

Enclosed are copies the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning archaeological resources potentially impacted by the above referenced project. Survey of the 367-acre APE, resulted in the identification of three archaeological sites (11MH511, 11MH518, and 11MH519), none of which warrant National Register consideration.

Six architectural resources were identified that warrant National Register consideration. A Determination of Eligibility study was complete by Dr. John Vogel of Heritage Research, LTD. The report provides a contextual history of Woodstock and assesses the National Register eligibility of the six resources (see attached report). The report concludes that none of the resources are eligible for the National Register.

# CONCUR

By: Rachel Leibowitz  
Deputy State Historic Preservation Officer

Date: 1-27-16



In coordination with the Federal Highway Administration (FHWA) and in accordance with the *Programmatic Agreement for Minor Projects of the Federal Aid Highway Program in Illinois*, we requests 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 will be affected by the project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Koldehoff". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Brad H. Koldehoff  
Cultural Resources Unit  
Bureau of Design & Environment



# Illinois Department of Transportation

## Memorandum

---

To: John Fortman                      Attn: Pete Harnet  
From: Maureen Addis                By: Brad Koldehoff  
Subject: Cultural Resource Clearance  
Date: September 16, 2016

---

**McHenry County**  
**FAP 326, Eastwood Drive, Seminary Avenue**  
**Seq. #16049B**

For the above referenced project, IDOT's qualified professional Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This determination follows the stipulations of the Section 106 Programmatic Agreement for the Delegation of Authority for Minor Projects of the Federal Aid Highway Program in the State of Illinois, executed by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation. This project is consistent with the minor project types listed in Appendix B of the agreement.

The attached stamped IDOT Environmental Survey Request form documents that no further coordination for this project is required for cultural resources.

A handwritten signature in black ink, reading "Brad Koldehoff".

Attachment

BK:km, cd

## Environmental Survey Request Addendum

### A. Project Information

Bio  Cultural  Wetlands  Special Waste

Submittal Date: 03/18/2016 Sequence No: 16049 B  
District: 1 Requesting Agency: DOH Project No:   
Contract #: Job No.: P- 91-007-09  
Counties: McHenry  
Route: FAP 326 Marked: IL 47  
Street: Eastwood Drive, Seminary Ave. Section:   
Municipality(ies): Woodstock Project Length: 7.8858 km 4.9 miles  
FromTo (At): US 14 to Charles Road  
Quadrangle: Woodstock Township-Range-Section: T44n, R6E; T45N, R7E; T44N, R7E  
Survey Target Date: Anticipated Design Approval: 06/30/2017

### B. Reason for Submittal: (Check all that apply)

- Acquisition of additional ROW or easement Addendum: acres Total Project: acres  
 In-Stream Work Stream Name: Silver Creek  
 Other: No additional WOUS/wetland delineations needed  
 Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Additional area for driveway reconstruction and drainage

D. Tree Removal?: Don't Know Number?: ha/ acres

Wetland delineation performed by: End. Species Consultation performed by: BDE

E. Contact Person: John Baldauf Local Contact Person:  
Telephone #: (847) 705-4103 ext. Telephone #:  
Env. Contact: Sam Mead E-Mail:  
Telephone #: 8477054101 Title/Company:

- F.  Update Entire Project  
 Addendum Only

Field Sign Off (Bio & Cultural Only)  Received in CO

**CULTURAL  
RESOURCES:**  
**NO** SURVEY OR FURTHER  
COORDINATION REQUIRED  
*Bud Kollischoff* 9/16/16  
SIGNED DATE



Addendum Environmental Survey Request (AESR)

Attention: Environment Section Room 330

A. Project Information
Original Sequence No.: 16049
Submittal Date: May 26, 2017
Requesting Agency: DOH Region 1
Contract No.: Job No.: P -91-007-09
District: 1 County(ies): McHenry
Route: FAP 326 Marked: Illinois Route 47
Street: Eastwood Dr, Seminary Ave Section:
Municipality(ies): Woodstock Project Length: 4.9 Miles
From-To (At): US 14 to Charles Road
Quadrangle: Woodstock Township-Range-Section: 44-7. 45-7
Anticipated Design Approval: Dec. 30, 2017
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: 4.12 acres Total Project: UNK acres
[ ] In-Stream Work Stream Name:
[ ] Other
ADDITIONAL INFORMATION regarding the above should be submitted as an attachment to this AESR
C. Addendum Description:
Project involves widening IL 47 from US 14 to Charles Road. Proposed roadway will consist of two lanes in each direction separated by a barrier median. Additional right-of-way is necessary for corridor improvements. Entire job needs to be updated for PESA.
D.
Contact Person: Corey Smith Local Contact Person: Sam Mead
Telephone: 847-705-4103 Telephone: 847-705-4101
E-Mail: Corey.smith@illinois.gov E-Mail: Sam.mead@illinois.gov
E.
[X] Update Entire Project
[ ] Addendum Only

For Office Use Only

**Environmental Survey Request – Page 2**  
**Special Waste Screen**

Job No.: P- 91-007-09  
 Route: FAP 326

Special Waste Submittal Date: 09-14-15 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. Urban Land Use History and Development Setting No Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

Commercial Current land uses Commercial, Environmental

Commercial Previous land uses \_\_\_\_\_

Commercial Adjacent land uses Commercial, Environmental

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 01-20-17

Step 1 Yes Underground Tanks

Buildings or building materials containing regulated substances other than asbestos:

<u>Buildings</u> Yes	<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> Yes	<u>Drums</u> No	<u>Basins</u> Yes	<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: John Fortmann                      Attn: Sam Mead  
From: Maureen Addis                      By: Brad Koldehoff  
Subject: Cultural Resource Clearance  
Date: August 30, 2017

---

**McHenry County**  
**FAP 326, IL 47**  
**Job No. P-91-007-09**  
**Seq. 16049C**

For the above referenced project, IDOT's qualified professional Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This determination follows the stipulations of the Section 106 Programmatic Agreement for the Delegation of Authority for Minor Projects of the Federal Aid Highway Program in the State of Illinois, executed by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation. This project is consistent with the minor project types listed in Appendix B of the agreement.

The attached stamped IDOT Environmental Survey Request form documents that no further coordination for this project is required for cultural resources.

Attachment

BK:km

### Environmental Survey Request Addendum

**A. Project Information**       Bio     Cultural     Wetlands     Special Waste

Submittal Date: 08/17/2017    Sequence No: 16049 C

District: 1    Requesting Agency: DOH    Project No: [ ]

Contract #: [ ]    Job No.: P- 91-007-09

Counties: McHenry

Route: FAP 326    Marked: IL 47

Street: Eastwood Drive, Seminary Ave.    Section: [ ]

Municipality(ies): Woodstock    Project Length: 7.8858 km    4.9 miles

From To (At): US 14 to Charles Road

Quadrangle: Woodstock    Township-Range-Section: T44n, R6E; T45N, R7E; T44N, R7E    Anticipated NEPA Processing: CE [ ]

Survey Target Date: 12/31/2017    Anticipated Design Approval: 12/31/2017

**B. Reason for Submittal: (Check all that apply) ; includes SW Level 1 Screening Criteria**

Survey Types: B = Biological; C = Cultural; SW = Special Waste

B,C,SW  Involves Acquisition of additional ROW or temporary or permanent easements. Addendum: [ ] acres  
Total Project: [ ] acres

SW  On a state-maintained route, crosses or involves RR ROW (except a single rail rural ROW with no maintenance facilities).

B,C  Requires In-Stream work (e.g., drainage structure runaround).    Stream Name: [ ]

C  Potential to affect a historic district or historic property.

C  Involves replacement or rehabilitation of a bridge/culvert 40 years old or older.

SW  Involves acquisition of, excavation (defined in BDE Manual 27-3.01) on, or subsurface utility relocation on State ROW.

Other: No additional Surface Water/wetland delineation needed for this addendum.

**C. Addendum Description:** Additional area needed for proposed drainage improvements

**D. Tree Removal?:** Yes [ ]    Number?: [ ]    ha/ [ ] acres     Within Mahomet SSA Project Review Area

Wetland delineation performed by: [ ]    End. Species Consultation performed by: [ ]

**E. Contact Person:** Corey Smith    **Local Contact Person:** [ ]

Telephone #: (847) 705-1403 ext.    Telephone #: [ ]

Env. Contact: Sam Mead    E-Mail: [ ]

Telephone #: (847) 705-4101 ext.    Title/Company: [ ]

**F.**     Update Entire Project

Addendum Only

Closed     PSI/RMP Only     ESR Rec'd in CO     SW Rec'd

**CULTURAL RESOURCES:**  
**NO SURVEY OR FURTHER COORDINATION REQUIRED**

*Bruce Kellehoff*    8/30/17

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Chicago Ecological Service Field Office  
U.s. Fish And Wildlife Service Chicago Ecological Services Office  
230 South Dearborn St., Suite 2938  
Chicago, IL 60604-1507  
Phone: (312) 216-4720 Fax:

<http://www.fws.gov/midwest/endangered/section7/s7process/7a2process.html>

In Reply Refer To:

September 21, 2017

Consultation Code: 03E13000-2017-SLI-0587

Event Code: 03E13000-2017-E-01420

Project Name: EA for IL 47 from US 14 to Charles Road (Seq. no. 16049)

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

**Please note!** For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at

<http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at <http://www.fws.gov/midwest/endangered/section7/s7process/step2.html>.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and



completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Chicago Ecological Service Field Office**

U.s. Fish And Wildlife Service Chicago Ecological Services Office

230 South Dearborn St., Suite 2938

Chicago, IL 60604-1507

(312) 216-4720

---

## Project Summary

Consultation Code: 03E13000-2017-SLI-0587

Event Code: 03E13000-2017-E-01420

Project Name: EA for IL 47 from US 14 to Charles Road (Seq. no. 16049)

Project Type: TRANSPORTATION

Project Description: The existing roadway is primarily one lane in each direction separated by a two way left turn lane. The proposed action consists of two through lanes in each direction separated by a barrier or mountable median. Roundabouts are proposed at five intersections with the project limits.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/42.32757655841242N88.44386775568753W>



Counties: McHenry, IL

---

## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

### Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species.  Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i> No critical habitat has been designated for this species.  This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>Follow the guidance provided at <a href="https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html">https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/601">https://ecos.fws.gov/ecp/species/601</a> Species survey guidelines: <a href="https://ecos.fws.gov/ipac/guideline/survey/population/984/office/31131.pdf">https://ecos.fws.gov/ipac/guideline/survey/population/984/office/31131.pdf</a>	Threatened
Prairie Bush-clover <i>Lespedeza leptostachya</i> No critical habitat has been designated for this species.  Species profile: <a href="https://ecos.fws.gov/ecp/species/4458">https://ecos.fws.gov/ecp/species/4458</a>	Threatened

### Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.

---



# Illinois Department of Transportation

## Memorandum

---

To: Anthony Quigley                      Attn: Sam Mead  
From: Maureen M. Addis                 By: Jim Curtis  
Subject: Seq. #16049C D.A.                      *James R. Curtis*  
Date: September 22, 2017

---

Refer to : FAP 326: Illinois Route 47 (Eastwood Dr. & Seminary Ave.)  
US Route 14 to Charles Road  
McHenry County  
P-91-007-09  
Sequence # 16049C  
ISGS PESA # 2279

We have received the Addendum Environmental Survey Request (AESR) for additional areas to be surveyed. After reviewing this submittal, it is the opinion of BDE that there is sufficient information provided in the current ISGS PESA (#2279 dated September 5, 2012) for the project to get clearance for Design Approval. D.A. will be granted by 12/31/2017 under the assumption that a PESA update will be completed for the entire project area by 02/19/2018.

cc: Tyler Petersen, District 1

SES: jmv

Attachments



# Illinois Department of Transportation

## Memorandum

To: Anthony Quigley Attn: Sam Mead  
From: Maureen M. Addis By: Scott E. Stitt  
Subject: PESA Review *Scott E. Stitt*  
Date: December 15, 2017

Project: FAP 326 (IL 47): US 14 to Charles Road  
District 1 McHenry County Job #: P-91-007-09  
Requesting Agency: DOH Contract #: Not provided  
Survey Target Date: 12/31/2017 Anticipated DA: 12/31/2017  
Anticipated Letting: Not provided Section: Not provided  
BDE Sequence # 16049C ISGS PESA #: 2279V

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 Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

### Attachments

cc: Office of Chief Counsel – Rm. 313 Central Bureau of Land Acquisition – Rm. 210  
District Bureau of Land Acquisition District Utility Coordinator



Bruce Rauner, Governor  
Raymond Poe, Director

---

**Bureau of Land and Water Resources**

State Fairgrounds • P.O. Box 19281 • Springfield, IL 62794-9281 • 217/782-6297 • TDD 866/287-2999 • Fax 217/557-0993

December 21, 2017

Mr. Kyle R. Bochte  
Illinois Department of Transportation  
Consultant Studies Unit  
201 West Center Court  
Schaumburg, Illinois 60196

Re: IL 47 (US 14 to Charles Road) - 17.9 acres  
McHenry County, Illinois  
USDA NRCS Form AD-1006

Dear Mr. Bochte:

The Illinois Department of Agriculture (IDOA) has completed its review of the agricultural impacts associated with proposed improvements to Illinois Route 47 (IL 47) in McHenry County. The project was examined for its compliance with IDOT's Agricultural Land Preservation Policy as well as the Illinois Farmland Preservation Act (505 ILCS 75/1 et seq.).

The project involves an upgrade of IL 47 from US Route 14 northward to Charles Road. The southern and middle sections are within Woodstock's corporate limits, with all farmland impacts to the northern section. The preferred alternative improvements to the rural section, from Ware Road to Charles Road, will widen and reconstruct IL 47 from one lane in each direction to two lanes in each direction. Lanes will be separated by a mountable median, paved outside shoulders, drainage ditches on each side of IL 47. In addition, a shared-use path will be constructed on the east side of IL Route 47 outside of the highway drainage ditch.

New right-of-way will be acquired adjacent to the existing highway corridor. Because the project has been designed to acquire the least possible amount of land to meet the safety needs of the public, the IDOA has determined that the project complies with IDOT's Agricultural Land Preservation Policy and Illinois' Farmland Preservation Act.

Enclosed are two copies of the USDA NRCS form AD-1006. One copy must be included in the project's environmental assessment; the other is for your files.

Sincerely,

A handwritten signature in cursive script that reads "Steven D. Chard".

Steven D. Chard, Acting Chief  
Bureau of Land and Water Resources

SDC:JL/TS

Enclosures-2

cc: Ed Weskerna, McHenry-Lake County SWCD  
Agency project file

# FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request 11/8/17	
Name Of Project US-14 widening at Charles Road		Federal Agency Involved FHWA	
Proposed Land Use Roadway		County And State McHenry County, Illinois	

<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS 11/8/17	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form):		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated N/A	Average Farm Size 372
Major Crop(s) Corn, Soybeans, Wheat, Hay	Farmable Land In Govt. Jurisdiction Acres: 29,633,500 % 97	Amount Of Farmland As Defined In FPPA Acres: 27,695,900 % 91	
Name Of Land Evaluation System Used Illinois	Name Of Local Site Assessment System Statewide	Date Land Evaluation Returned By NRCS 11/9/17	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	17.9			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	17.9	0.0	0.0	0.0

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	15.5			
B. Total Acres Statewide And Local Important Farmland	0.8			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	50.7			

<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b> Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	121	0	0	0
--------------------------------------------------------------------------------------------------------------------------------------------	-----	---	---	---

<b>PART VI (To be completed by Federal Agency)</b> Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
<b>TOTAL SITE ASSESSMENT POINTS</b>	160	0	0	0	0

See the attached  
Illinois LESA System  
Site Assessment **CORRIDOR** Factors

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	150	121	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	150	40	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	300	161	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
----------------	-------------------	----------------------------------------------------------------------------------------------------------

Reason For Selection:

\*\* When utilizing the Illinois State Site Assessment Corridor factors, 150 points are assigned to the Land Evaluation Portion, and 150 points are assigned to the Site Assessment portion of the LESA System for a maximum score of 300 points.



**IL Route 47 from US Highway 14 to Charles Road  
McHenry County, Illinois  
Federal Highway Administration Funds**

<b>PART VI-B Illinois Site Assessment <i>CORRIDOR</i> Factors</b>	<b>Maximum Points</b>	<b>Site A</b>
1. Amount of agricultural land required	30	20
2. Location of the proposed alignment	30	20
3. Acres of off-site agricultural land required for borrow materials	15	0
4. Acres of Prime and Important farmland required for mitigation	15	0
5. Creation of severed farm parcels	10	0
6. Creation of uneconomical remnants	10	0
7. Creation of landlocked parcels	10	0
8. Creation of adverse travel	10	0
9. Relocations of rural residences and farm buildings	10	0
10. Utilization of minimum design standards	10	0
<b>TOTAL SITE ASSESSMENT <i>CORRIDOR</i> POINTS</b>	<b>150</b>	<b>40</b>

**PART VII**

Relative Value of Farmland	150	121
Total Site Assessment <i>CORRIDOR</i> Factors	150	40
<b>TOTAL ILLINOIS LESA POINTS</b>	<b>300</b>	<b>161</b>

110917  
JL

*\* The Illinois LESA System applies the 225 point cutoff when evaluating state and federally funded projects. Site or Corridor alternatives receiving 175 or fewer points have a low rating for protection, and it is not necessary to evaluate additional alternatives. Those alternatives receiving 176 to 225 points are in the moderate range for protection. In most cases, alternatives exceeding the 225 point level should be retained for agricultural use, and an alternate site should be utilized for the intended project. Selecting the alternative with the lowest total points will usually protect the best farmland located in the most agriculturally viable areas. LESA also serves to maintain and promote the agricultural industry in Illinois.*

Plant, Bill

---

From: Bochte, Kyle <Kyle.Bochte@Illinois.gov>  
Sent: Friday, February 16, 2018 2:15 PM  
To: Plant, Bill  
Cc: Gabrisko, Darcie; Smith, Corey J.  
Subject: FW: IL 47 (US 14 - Charles Road  
Attachments: [External] FW: IL47 from US 14 to Charles Road EA - comments

Bill,

Also for inclusion in the EA, please find the below conversation (especially 11/28 email - highlighted) with IDNR that should help with the disposition to Matt Fuller's attached comments.

Thanks,  
Kyle

---

From: Bochte, Kyle  
Sent: Friday, February 16, 2018 2:09 PM  
To: Larimore, Kelly <Kelly.Larimore@Illinois.gov>  
Cc: Baggerly, Steve <Steve.Baggerly@illinois.gov>; Schilke, Steven E <Steven.Schilke@illinois.gov>; Smith, Corey J. <Corey.Smith@Illinois.gov>; Ruiz, Vanessa V <Vanessa.Ruiz@illinois.gov>  
Subject: RE: IL 47 (US 14 - Charles Road

Good Afternoon Kelly,

Attached please find the below discussed agreement letter from the City of Woodstock concurring to the temporary occupancy of Bates Park.

Thanks,  
Kyle

---

From: Larimore, Kelly  
Sent: Thursday, November 30, 2017 1:06 PM  
To: Bochte, Kyle <Kyle.Bochte@Illinois.gov>  
Subject: RE: IL 47 (US 14 - Charles Road

Thank you, Kyle. Please send me a copy of the letter in which the city states agreement, once received.



Kelly Larimore  
Grant Administrator  
Illinois Department of Natural Resources  
Division of Grant Administration  
One Natural Resources Way

Springfield, IL 62702

217-785-4153

---

From: Bochte, Kyle  
Sent: Thursday, November 30, 2017 12:39 PM  
To: Larimore, Kelly <[Kelly.Larimore@Illinois.gov](mailto:Kelly.Larimore@Illinois.gov)>; Baggerly, Steve <[Steve.Baggerly@illinois.gov](mailto:Steve.Baggerly@illinois.gov)>  
Cc: Schilke, Steven E <[Steven.Schilke@illinois.gov](mailto:Steven.Schilke@illinois.gov)>; Ruiz, Vanessa V <[Vanessa.Ruiz@illinois.gov](mailto:Vanessa.Ruiz@illinois.gov)>; Smith, Corey J. <[Corey.Smith@Illinois.gov](mailto:Corey.Smith@Illinois.gov)>  
Subject: RE: IL 47 (US 14 - Charles Road

Good Afternoon Kelly,

Attached please find meeting minutes in which replacing the existing sidewalk with the proposed shared-use path was discussed between IDOT and the City of Woodstock. The meeting took place on 10/4/2017. The relevant section is boxed in red. The minutes indicate the City is supportive of the improvements at Bates Park and explain that a letter will be sent from IDOT to the City asking for the support of the Bates Park improvements. We do not have an agreement with the City regarding the property.

In addition please find the below meeting minutes from a FHWA/BDE coordination meeting discussing the Bates Park improvements and the City's support (highlighted below).

1. Potential Section 4(f) and 6(f) Lands

There are four publicly owned sites along the corridor. A packet with locations and pictures of each site was given to all. There is a proposed 10-foot shared-use path on the east side of the roadway five foot behind the face of the curb and gutter. A 5-foot sidewalk on the west side of the roadway is also proposed.

The first parcel discussed was Bates Park. This is a potential Section 6(f) site. Bates Park was purchased with LAWCON funds. The City of Woodstock is the jurisdictional agency for the park. The City is currently using the north west part of the property as a water treatment plant. The parcel has an existing 5-foot sidewalk outside the existing right of way. The sidewalk is offset to avoid mature trees.

There are three alternatives to consider at Bates Park.

1. Match the proposed path to the existing sidewalk at the edges of the property. This will leave the 5 foot sidewalk on the parcel and leave a "gap" in the shared use path across this parcel. A temporary occupancy would still be necessary to grade the entrance drives on the property. This approach would not be supported by the City of Woodstock because they do not want a gap in the connectivity of the shared use path. Also the City's development plan for Bates Park includes more connectivity of bike paths to the parcel.
2. Continue the proposed shared use path across the parcel at the same setback from the face of curb as is proposed for the rest of the corridor. This would provide the minimum square foot area of impact to Bates Park when installing a shared use path. However, this would impact the existing mature trees on the parcel that were likely avoided when originally installing the sidewalk that currently exists on the property. A temporary occupancy would still be necessary to grade the entrance drives on the property.
3. Continue the proposed shared use path across the parcel following the alignment of the existing sidewalk avoiding the trees. This alternative increases the square foot area of impact to Bates Park, but accomplishes the City's desire for the shared use path and avoids damages to the existing trees on the property. A temporary occupancy would still be necessary to grade the entrance drives on the property.

There was discussion that alternative number 3 would be the best choice for the property and would also be a betterment to the parcel. It was discussed that a temporary occupancy could be used to construct the path and the driveway entrances. However, this should be confirmed with the Illinois Department of Natural Resources (IDNR). If acceptable, this would not be considered a Section 4(f) or 6(f) use. There was also discussion of a maximum time frame of temporary occupancy for construction. This time frame should be determined and a commitment made to construct the improvements on the Bates Park parcel within the time allowed.

Thanks,  
Kyle

Kyle R. Bochte  
Illinois Department of Transportation | Bureau of Programming  
Consultant Studies Unit | Project Engineer  
201 West Center Court | Schaumburg, IL 60196  
Phone: (847) 705-4088  
[kyle.bochte@illinois.gov](mailto:kyle.bochte@illinois.gov)

---

From: Larimore, Kelly  
Sent: Tuesday, November 28, 2017 2:17 PM  
To: Bochte, Kyle; Baggerly, Steve  
Cc: Schilke, Steven E; Ruiz, Vanessa V; Smith, Corey J.  
Subject: RE: IL 47 (US 14 - Charles Road)

Hello Kyle,

This is a temporary conversion of use, without a change in ownership for property protected within the 6(f) boundary of the LWCF site, with recreational development. As access to the LWCF site will not be inhibited during this time frame, this is not a conversion of any portion of the LWCF protected boundary.

Please provide me with a copy of the agreement between the City of Woodstock and IDOT.

Thank you,



Kelly Larimore  
Grant Administrator  
Illinois Department of Natural Resources  
Division of Grant Administration  
One Natural Resources Way  
Springfield, IL 62702  
217-785-4153

---

From: Bochte, Kyle  
Sent: Tuesday, November 28, 2017 1:42 PM  
To: Larimore, Kelly <[Kelly.Larimore@Illinois.gov](mailto:Kelly.Larimore@Illinois.gov)>; Baggerly, Steve <[Steve.Baggerly@illinois.gov](mailto:Steve.Baggerly@illinois.gov)>  
Cc: Schilke, Steven E <[Steven.Schilke@illinois.gov](mailto:Steven.Schilke@illinois.gov)>; Ruiz, Vanessa V <[Vanessa.Ruiz@illinois.gov](mailto:Vanessa.Ruiz@illinois.gov)>; Smith, Corey J. <[Corey.Smith@Illinois.gov](mailto:Corey.Smith@Illinois.gov)>  
Subject: RE: IL 47 (US 14 - Charles Road)

Good Afternoon Kelly,

Yes that is correct. As part of our project, we are proposing to convert the 5-foot wide sidewalk on the park property to a 10-foot wide shared-use path at the same location. The City of Woodstock was given the choice of keeping the existing sidewalk as is or replacing it with a shared-use path and decided they are supportive of the replacement of the sidewalk with a shared-use path. No permanent right-of-way will be purchased at the property but a temporary easement will be necessary on the property to construct the shared-use path, grade the parkway between the proposed roadway curb and shared-use path, as well as reconstruct the driveway apron entering the property. Access to the property will not be closed at any time.

Thanks  
Kyle

---

From: Larimore, Kelly  
Sent: Tuesday, November 28, 2017 1:23 PM  
To: Smith, Corey J.; Baggerly, Steve; Schilke, Steven E; Ruiz, Vanessa V; Bochte, Kyle  
Subject: RE: IL 47 (US 14 - Charles Road)

Alright, so let me see if I have the information correctly. You will be replacing the existing sidewalk on the park property with a 10 foot wide shared use path (recreational development). The property within the LWCF boundary will not change ownership at any time. The access to the property within the LWCF boundary will not be closed at any time.

So rather than any conversion of use, this will be development of a recreational element within the LWCF boundary?



Kelly Larimore  
Grant Administrator  
Illinois Department of Natural Resources  
Division of Grant Administration  
One Natural Resources Way  
Springfield, IL 62702  
217-785-4153

---

From: Smith, Corey J.  
Sent: Monday, November 27, 2017 4:16 PM  
To: Larimore, Kelly <[Kelly.Larimore@Illinois.gov](mailto:Kelly.Larimore@Illinois.gov)>; Baggerly, Steve <[Steve.Baggerly@Illinois.gov](mailto:Steve.Baggerly@Illinois.gov)>; Schilke, Steven E <[Steven.Schilke@Illinois.gov](mailto:Steven.Schilke@Illinois.gov)>; Ruiz, Vanessa V <[Vanessa.Ruiz@Illinois.gov](mailto:Vanessa.Ruiz@Illinois.gov)>; Bochte, Kyle <[Kyle.Bochte@Illinois.gov](mailto:Kyle.Bochte@Illinois.gov)>  
Subject: RE: IL 47 (US 14 - Charles Road)

Good afternoon Kelly,

Sorry for the delayed response. The driveway entrance should not need to be closed at any time during construction. IL 47 will remain open throughout construction. Typically we include a general note stating that all driveway access points must be maintained throughout the duration of construction. Please let us know if you have any other questions. Thanks!

Thanks,

**Corey Smith, P.E.**

Direct: 847.705.4103

---

From: Larimore, Kelly  
Sent: Friday, November 17, 2017 3:17 PM  
To: Baggerly, Steve; Smith, Corey J.; Schilke, Steven E; Ruiz, Vanessa V  
Subject: FW: IL 47 (US 14 - Charles Road)

FYI. I did not reply-all.



Kelly Larimore  
Grant Administrator  
Illinois Department of Natural Resources  
Division of Grant Administration  
One Natural Resources Way  
Springfield, IL 62702  
217-785-4153

---

From: Larimore, Kelly  
Sent: Friday, November 17, 2017 3:14 PM  
To: Bochte, Kyle <[Kyle.Bochte@Illinois.gov](mailto:Kyle.Bochte@Illinois.gov)>  
Subject: RE: IL 47 (US 14 - Charles Road)

Hello Kyle,

I guess my next question would be, will the project pose any restriction on access to the grant assisted site? LWCF grant # 17-00727 is the number of the parcel in question according to our files (boundary maps are identical). On the map that you have attached, the grant boundary was extended to include a section of another parcel due to one area of access for both sites. Will this access be limited to the public during construction?

Thank you,



Kelly Larimore  
Grant Administrator  
Illinois Department of Natural Resources  
Division of Grant Administration  
One Natural Resources Way  
Springfield, IL 62702  
217-785-4153

---

From: Bochte, Kyle  
Sent: Thursday, November 16, 2017 9:01 AM  
To: Larimore, Kelly <[Kelly.Larimore@Illinois.gov](mailto:Kelly.Larimore@Illinois.gov)>  
Cc: Baggerly, Steve <[Steve.Baggerly@illinois.gov](mailto:Steve.Baggerly@illinois.gov)>; Smith, Corey J. <[Corey.Smith@Illinois.gov](mailto:Corey.Smith@Illinois.gov)>; Schilke, Steven E <[Steven.Schilke@illinois.gov](mailto:Steven.Schilke@illinois.gov)>; Ruiz, Vanessa V <[Vanessa.Ruiz@illinois.gov](mailto:Vanessa.Ruiz@illinois.gov)>  
Subject: RE: IL 47 (US 14 - Charles Road

Good Morning Kelly,

Attached and below please find some information regarding this property.

It appears the Bates Park property was acquired around the same time as the Ryders Woods park was acquired. Ryders Woods is not affected by this project. From all the data I see and recall, it looks like the Ryders Annex and Westwood Acquisition was project # 17-00603. The Westwood Park Addition which is now the Bates park has a Development Plan identification number of 17-00727.

Also attached please find an email discussion regarding Bates park from Jan Nation showing that some previous project discussion has been had about Bates park.

Please let me know if you need anything else.

Thanks,  
Kyle

Kyle R. Bochte  
Illinois Department of Transportation | Bureau of Programming  
Consultant Studies Unit | Project Engineer  
201 West Center Court | Schaumburg, IL 60196  
Phone: (847) 705-4088  
[kyle.bochte@illinois.gov](mailto:kyle.bochte@illinois.gov)

---

From: Larimore, Kelly  
Sent: Monday, November 13, 2017 10:15 AM  
To: Bochte, Kyle  
Cc: Baggerly, Steve  
Subject: IL 47 (US 14 - Charles Road

Good Morning Mr. Bochte,

Do you happen to have the grant number associated with this property?

Thank you,



Kelly Larimore  
Grant Administrator  
Illinois Department of Natural Resources  
Division of Grant Administration  
One Natural Resources Way  
Springfield, IL 62702

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.



FILE COPY



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies  
Illinois Route 47 (IL 47)  
US Route 14 (US 14) to Charles Road  
McHenry County

May 4, 2018

See Attached Mailing List

Dear «Alt\_Salutation»:

The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (Department) have completed the Environmental Assessment (EA) for the improvement of IL 47 from US 14 to Charles Road in the City of Woodstock, McHenry County. In addition, the Department is nearing completion of the preliminary engineering and environmental study (Phase I) for this project. Contract plan preparation (Phase II) for this improvement is included in the Department's FY 2018-2023 Proposed Highway Improvement Program. Land acquisition, construction and construction engineering funding for this improvement are not currently included in the multi-year program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

The general scope of work for this improvement is anticipated to consist of roadway widening and reconstruction to provide two lanes in each direction separated by a median, improvements to bicycle and pedestrian accommodations, and intersection and drainage improvements.

The EA contains a purpose and need of the proposed project, alternatives considered, anticipated environmental impacts, project benefits, and potential mitigation measures. The enclosed CD contains a full electronic copy of the EA and supporting appendices.

The EA is available for public review and comment on the project website at [www.IL47WoodstockStudy.com](http://www.IL47WoodstockStudy.com), Woodstock Public Library, Woodstock City Hall 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 June 21, 2018.

«Full\_Name»

May 4, 2018

Page two

We appreciate your continued interest in this important project. If you have any questions or need additional information, please contact me or Steve Schilke, Consultant Studies Unit Head, at (847) 705-4125.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Enclosure

bcc: Anthony J. Quigley  
John Baczek  
Matt Fuller  
John Sherrill  
Craig Cassem  
Dwayne Ferguson  
Issam Rayyan  
Vanessa Ruiz  
File

Prepared By: Kyle Bochte, Ext. 4088  
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\IL 47 (US 14 to Charles Rd.)\Public Involvement\Public Hearing (2018.6.7)\EA Distribution Letter\LT\_2018.4.20\_IDOT\_EA Distribution Letter\_DRAFT.docx

**Mailing List:**

<p>Ms. Julie Rimbault U.S. Army Corps of Engineers Chicago District – Regulatory Branch 231 South LaSalle Street Suite 1500 Chicago, IL 60604 cc: Colonel Christopher T. Drew</p>	<p>Ms. Terry Savko Bureau of Land and Water Resources Illinois Department of Agriculture State Fairgrounds P.O. Box 19281 Springfield, IL 62794-9281 cc: Raymond Poe</p>
<p>Mr. Kenneth Westlake U.S. Environmental Protection Agency, Region 5 Ralph Metcalfe Federal Building 77 West Jackson Blvd. Chicago, IL 60604-3590 cc: Robert A. Kaplan</p>	<p>Woodstock Public Library 414 West Judd Street Woodstock, IL 60098</p>
<p>Mr. Shawn Cirton Fish &amp; Wildlife Biologist U.S. Department of the Interior U.S. Fish and Wildlife Service Chicago Field Office 230 South Dearborn Street Suite 2938 Chicago, IL 60604 cc: Louise Clemency</p>	<p>Woodstock City Hall 121 West Calhoun Street Woodstock, IL 60098</p>
<p>Ms. Natalia Jones Transportation Review Program Manager Illinois Department of Natural Resources Division of Environment and Ecosystems One Natural Resources Way Springfield, IL 62702-1271 cc: Wayne Rosenthal</p>	<p>Ms. Rachel Leibowitz Deputy State Historic Preservation Officer Illinois Historic Preservation Agency Preservation Services One Old State Capitol Plaza Springfield, IL 62701</p>
<p>Mr. Alec Messina Director Illinois Environmental Protection Agency 1021 North Grand Ave. East P.O. Box 19276 Springfield, IL 62794-9276</p>	



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

**MAY 30 2018**

REPLY TO THE ATTENTION OF

Man Fuller  
Federal Highway Administration – Illinois Division  
3250 Executive Park Drive  
Springfield, Illinois 62703

**Re: Draft Environmental Assessment for the Proposed IL 47 (U.S. 14 to Charles Road)  
Project, McHenry County, Illinois**

Dear Mr. Fuller:

EPA has reviewed the referenced draft environmental assessment (EA), dated March 29, 2018, which was prepared by the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA). Our comments are provided pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act.

The proposed project involves roadway widening and reconstruction to provide two travel lanes in each direction, adding bicycle and pedestrian accommodations, and performing intersection and drainage improvements. Eight alternatives have been provided:

No Action Alternative. The proposed project will not proceed;

Alternative A. Includes widening and reconstruction of the existing alignment of IL 47 between U.S. 14 and Charles Road. This is the preferred alternative;

Alternative B1. Includes construction of a 4-lane western bypass around Woodstock by using existing roadways;

Alternative B2. Includes construction of a new 4-lane eastern bypass around Woodstock;

Alternative C1. Includes widening and reconstruction of IL 47 and creating a one-way couplet from Southview Drive to North of St. Johns Road;

Alternative C2. Includes widening and reconstruction of IL 47 and creating a one-way couplet from Southview Drive to North of Ware Road;

Alternative C3. Includes widening and reconstruction of IL 47 and creating a one-way couplet from Irving Avenue to North of St. Johns Road; and

Alternative C4. Includes widening and reconstruction of IL 47 and creating a one-way couplet from Irving Avenue to North of Ware Road.

We appreciate the opportunity to review the EA. We commend FHWA and IDOT for committing to a reduced project footprint to avoid wetland areas, and for using best management practices for stormwater management, air quality, and erosion control. Based on our review, we have comments relating to permeable pavement, as stated below:

Permeable Pavement

We are pleased to see many stormwater management features implemented into this proposed project. To further increase stormwater infiltration, we recommend the shared use path and sidewalks be constructed of permeable pavement, where appropriate and feasible.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at [sedlacek:michael@epa.gov](mailto:sedlacek:michael@epa.gov).

Sincerely,



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

cc: Corey Smith, Illinois Department of Transportation



REPLY TO  
ATTENTION OF:

**DEPARTMENT OF THE ARMY**  
CHICAGO DISTRICT, CORPS OF ENGINEERS  
231 SOUTH LASALLE STREET  
CHICAGO, ILLINOIS 60604-1437

June 15, 2018

Technical Services Division  
Regulatory Branch  
LRC-2010-643

SUBJECT: NEPA/404 Merger Process Comments on the Environmental Assessment for the FAP 326 Illinois Route 47, US Route 14 to Charles Road Project, McHenry County, Illinois

Catherine Batey  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703

Dear Ms. Batey:

This letter is in response to Federal Highway Administration and Illinois Department of Transportation's request that the Department of the Army (Corps) provide comments on the Environmental Assessment for the FAP 326 Illinois Route 47, US Route 14 to Charles Road Project (EA). The review of this project started 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 the Corps concurred on the Purpose and Need Statement. However, the project was later withdrawn from the NEPA/404 process due to the reduced amount of proposed impact to Waters of the United States and the anticipation that the project would be reviewed under a Regional Permit.

Following a review of the EA, the Corps provides the following comments:

*1. Best Management Practices (BMP) for the Preferred Alternative*

The permit application will need to provide a detailed BMP proposal that includes information on what efforts were made to prevent storm water from discharging directly into Waters of the United States. For example, stormwater outfalls should be located as far from the resource as possible. All wetlands and streams should be labelled in the BMP proposal.

*2. Water Resources Impacts*

In addition to indicating whether proposed impacts are permanent or temporary, please make sure to qualify each proposed impact. Avoidance and minimization should also be discussed. This information could be presented in the form of a table.

### 3. Proposed Mitigation

The EA states that a mitigation ratio of 1.5:1 will be applied to all non-ADID wetlands and a mitigation ratio of 3:1 will be applied to HQAR wetlands. There are instances where mitigation ratio of up to 6:1 are applied for ADID wetlands, typically for wetland with high habitat value ADID classification. Note that stream mitigation will be required for areas that are considered stream loss.

Thank you for the opportunity to comment. If you have any questions, please contact Julie Rimbault of my staff by telephone at 312-846-5542, or email at Julie.C.Rimbault@usace.army.mil.

Sincerely,

**MCLAURIN.DIED  
RA.L.1230340362**

Digitally signed by  
MCLAURIN.DIEDRA.L.1230340362  
DN: c=US, o=U.S. Government,  
ou=DoD, ou=PKI, ou=USA,  
cn=MCLAURIN.DIEDRA.L.1230340362  
Date: 2018.06.15 06:56:40 -05'00'

Diedra McLaurin  
Team Lead, West Section  
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Ken Westlake)  
U.S. Fish and Wildlife Service (Shawn Cirton)  
Illinois Department of Natural Resources (Natalia Jones)  
Illinois Department of Transportation (Anthony Quigley)

**APPENDIX A-2**  
**AGENCY COORDINATION**  
**FHWA COORDINATION**



## **AGENDA ITEM #6**

**ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09**

**October 7, 2009**

This is the first presentation for this project. The purpose of this meeting was to introduce the project and schedule, discuss the public involvement efforts, and to begin the discussion for the environmental processing required for this project.

### Project Overview

The project is a Phase I study of Illinois Route 47, which runs north-south through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock. The existing corridor is a primarily urban roadway comprised of one lane in each direction with a center two-way turn lane. Land use is diverse along the corridor, with mainly commercial buildings at the south, transitioning to residential and institutional uses to the north. The far northern project limit is located in a rural setting with mixed residential and agricultural uses. Exhibits handed out at the meeting include a project location map, McHenry County wetland location map, and an aerial exhibit showing the project corridor and flood plain areas.

Also discussed was the breakdown of who was working on the Public Involvement portion of the project. Subconsultants Christopher B. Burke Engineering, Ltd. will serve as a public involvement resource with Images, Inc. to lead the development of the public involvement program.

Strand stated this is a Context Sensitive Solutions (CSS) project and is scheduled to last approximately four years. The anticipated scope of work is an add lanes to Illinois Route 47. The exact scope of the project is unknown at this point pending the results of the CSS process. The project schedule should be submitted in a EA Timeframe Agreement format.

### Stakeholder Involvement Plan

Strand stated that the draft Stakeholder Involvement Plan (SIP) would be provided to BDE/FHWA by mid-October, with the hope of approval by early November. BDE stated that the typical review process for the initial SIP is two rounds, and therefore the SIP may not be approved by the November goal.

The public involvement will include a Citizen Advisory Group, one on one meetings, three public meetings, one public hearing, a project website and four newsletters publications. Project initiation letters will be sent out by the District shortly.

**AGENDA ITEM #6 (Continued)**  
**October 7, 2009**

Environmental Processing

Strand gave an introduction to the environmental aspect of the project, indicating that preliminary findings have located flood plain areas, wetland areas, approximately 16 LUST sites and one CERCLIS site along the corridor. Since the project was advertised as an Environmental Assessment (EA), the project may be required to go through the formal NEPA/404 concurrence process. FHWA asked if any historical districts had been identified and Strand indicated there are likely historic properties along the corridor and the Historical Association, but do not at this time have information on the location of any Historic Districts.

Mir Mustafa, Ojas Patel/Darcie Gabrisko, Adam Moline - Strand Associates

## **AGENDA ITEM #11**

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

**April 14, 2010**

This is the second presentation for this project. The last presentation was held on October 7, 2009. The purpose of this meeting was to reintroduce the project with a status report, including a presentation of the public involvement efforts, and to identify the design criteria to be used for this project.

### 1. Project Overview

Strand introduced the project. The project is a Phase I study of Illinois Route 47, which runs north-south through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock.

Strand stated this is a Context Sensitive Solutions (CSS) and includes an extensive public outreach program. A project website is available at [www.il47woodstockstudy.com](http://www.il47woodstockstudy.com).

### 2. Public Involvement Updates

Strand presented an overview of the public involvement efforts conducted to date.

The Citizen Advisory Group (CAG) meeting #1 was held January 21, 2010 and included project introduction and a data gathering workshop. This workshop culminated in the identification of issues and concerns regarding the corridor. Major issues identified by the CAG included congestion, the Union Pacific railroad bridge, right of way impacts, alternative transportation and safety. A summary list of the CAG #1 findings was presented at the meeting.

Public Meeting #1 was held February 3, 2010, and was a project introduction and data gathering meeting. This meeting was open house format, allowing stakeholders to view a presentation and to provide comments on an aerial plot of the corridor. This effort culminated in the receipt of 251 comments. Major issues identified included congestion, right of way impacts, pedestrian access, safety, the Union Pacific railroad bridge and the desire for evaluating a potential bypass route. A summary list of the comments per category and a detailed list of all written comments submitted was presented at the meeting.

The CAG meeting #2 was held March 18, 2010 and included a presentation of corridor deficiencies and development of the Problem Statement. Corridor deficiencies identified include roadway capacity, roadway geometrics, safety/crashes, and alternative forms of transportation. The Problem Statement was developed from CAG meeting #1 and Public Meeting #1 comments and presented in draft form. At the CAG meeting #2, comments were provided and the Problem Statement was revised. The final Problem Statement was presented at the meeting for review and comment as necessary.

3. Design Criteria Selection – Urban vs. Suburban SRA Criteria

Strand inquired as to what design criteria should be utilized for this project. Illinois Route 47 is an SRA route, and therefore will follow the SRA criteria as outlined in chapter 46 of the BDE manual. This criteria is further divided into sub sections (urban, suburban and rural) which are based on adjacent land uses and densities. Strand proposed urban criteria from US 14 to Ware Road, and Suburban criteria north of Ware Road to Charles Road. Urban criteria will be used for the majority of the project due to restrictive existing ROW, density close to the 5 households per acre limit defined by the BDE manual, and numerous driveways and access points located in this section. Suburban criteria is used north of Ware Road because the City of Woodstock's comprehensive plan and code requirements show the area north of Ware Road and adjacent to Illinois Route 47 as residential development not exceeding 5 units per Acre in overall density. This is consistent with the suburban criteria. All in attendance agreed with the design criteria to be utilized as proposed.

4. Next Steps

The next steps for this project will be to develop the draft Purpose and Need and to begin developing alternatives. Citizen Advisory Group meeting #3 and Public Meeting #2 will cover these topics and are planned for late June and July respectively.

Ojas Patel/Darcie Gabrisko, Adam Moline – Strand Associates

## **AGENDA ITEM #4**

### **ILLINOIS ROUTE 47 US ROUTE 14 TO CHARLES ROAD McHenry County P-91-007-09**

**July 14, 2010**

This is the third presentation for this project. The purpose of this meeting was to reintroduce the project with a status report, including a short term plan of the upcoming public involvement efforts, NEPA/404 merger coordination plans, and to present highlights from the Purpose and Need which was submitted to BDE and FHWA on June 21, 2010 and is concurrently under review.

#### 1. Project Overview

Strand introduced the project. The project is a Phase I study of Illinois Route 47, which runs south to north through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock.

Gathering of corridor deficiencies is complete and culminated in the creation of the project Purpose and Need. The Purpose and Need was previously submitted and currently under review with BDE/FHWA. The next phase of the project will begin the development of corridor alternatives.

These corridor alternatives will be developed with the aid of the Citizen's Advisory Group (CAG) and the general public. Development of alternatives will be facilitated via a workshop at public involvement meetings. The next CAG meeting will be held on September 1, 2010 and the public meeting #2 will be September 15, 2010. The draft Purpose and Need document will also be presented at these meetings.

Strand is currently planning to present the project at the September 2010 NEPA/404 merger meeting. The purpose of this meeting is to introduce the project and to submit the Purpose and Need for review. As specific impacts have not yet been identified, the need for an individual 404 permit has not been determined. IDOT stated it was best to continue with the NEPA/404 merger process until it was determined the project did not require it. The February 2011 meeting will be targeted for Purpose and Need concurrence.

#### 2. Purpose and Need Highlights

Strand presented an overview of the previously submitted Purpose and Need document. This summary covered the main points of the report. A summary of the points presented are as follows:

- Safety Deficiencies - In the study period (2006-2008) there were 635 crashes. Of these, 60.3% were rear-end crashes, which typically indicates high levels of congestion leading to conflicts. Eighty three percent of crashes were property damage only. There were no fatalities and 10 Type A injuries.

- Corridor continuity – Based on current plans, IL Route 47 from Interstate Route 90 to US Route 14 will have two through lanes in each direction. The existing configuration, one lane in each direction, is not consistent with the corridor from I-90 to the Wisconsin border.
- Increasing delays/congestion – In the existing condition four intersections have a level of service (LOS) D. In the 2030 future no-build condition, 2 intersections have a LOS D, 1 LOS E, and 3 have a LOS F. Future queues (95<sup>th</sup> percentile) become excessive approaching a ½ mile in length in several locations.
- Lack of access management – There are 190 driveways and 31 intersections in the corridor, and generally no access management. There are a few locations controlled by right-in, right-out but overall turning movements are not controlled or restricted which contributes to congestion and traffic conflicts.
- Lack of pedestrian/bicycle accommodations – Sidewalk exists intermittently throughout the corridor and there are no bike paths. The roadway width is not adequate to accommodate bicyclists. These deficiencies limit options for pedestrians wishing to utilize IL Route 47 for travel.
- Geometric deficiencies – There are six major intersections on a skew of at least 15 degrees. Three of these intersections exceed 30 degrees. There is a deficient vertical curve at Ware Road.

Mir Mustafa, Ojas Patel/Darcie Gabrisko – Strand Associates, Inc.

## **AGENDA ITEM #9**

### **ILLINOIS ROUTE 47 US ROUTE 14 TO CHARLES ROAD McHenry County P-91-007-09**

**April 13, 2011**

This is the fourth presentation for this project. The last presentation was on July 14, 2010. The purpose of this meeting was to reintroduce the project with a status report, present changes to the Purpose and Need, present the preliminary Range of Alternatives, and discuss the approach to upcoming NEPA/404 merger coordination plans.

#### 1. Project Overview

The project is a Phase I study of Illinois Route 47, which runs in a north/south direction through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock.

The Purpose and Need was recently revised to incorporate 2040 traffic projections, which were discussed later in the presentation. The project is currently in the alternatives development phase.

The next public involvement meeting will be Citizen Advisory Group meeting #4 and will be held on May 12, 2011. This meeting will present the new 2040 traffic projections, present the preliminary Range of Alternatives, and develop evaluation criteria.

#### 2. Purpose and Need Revision - 2040 Traffic Numbers

Strand presented new 2040 traffic projections that were incorporated into the previously submitted Purpose and Need document. 2040 projections were provided from CMAP in conjunction with the development of a local subarea model of Woodstock. This model was created to more accurately model future traffic and the affects of bypass alternative scenarios that were suggested in previous public involvement efforts. CMAP is projecting a high growth rate for this region, with households increasing 49 percent and employment increasing 34 percent. The 2040 ADT's were shown on a schematic view of the corridor for each alternative. The future no build (2040) traffic numbers were modeled in HCS. The resulting delay and LOS for each intersection was provided in table format.

#### 3. Preliminary Range of Alternatives

Strand presented the preliminary Range of Alternatives. These alternatives were split into the following categories: Do Nothing, Existing IL Route 47 alignment options, additional options for existing alignment alternatives, and bypass alternatives. The existing IL Route 47 alignment option has sub alternates A1, two lanes in each direction with a two-way left turn lane, and A2, two lanes each direction with a 16' barrier median. Both A1 and A2 alternatives have two lanes in each direction and a 22'

**AGENDA ITEM #9 (Continued)**  
**April 13, 2011**

barrier median from Ware Road to Charles road. Additional options for existing alignment alternatives include sidewalk on one side of the road and shared use path on the other, and roundabout intersections at five locations. There are four bypass alternatives. Bypass alternative B1 is a full western bypass utilizing US Route 14 to Lamb Road to Charles Road. Bypass alternative B2 is a full eastern bypass utilizing Zimmerman Road, new alignment, and Raffel Road. Bypass alternative B3 is a one-way couplet from Southview Drive to St. John's Road. Bypass alternative B4 is a one-way couplet from Irving Avenue to St. John's Road.

A figure was provided showing the alternatives in schematic form. IDOT suggested for the public meetings that each alternative not be shown in schematic form with ADT's, but rather with a footprint of the alternative or an indication of the number of lanes required at each segment.

4. Approach to NEPA coordination meetings

Strand will be presenting at the June 2011 NEPA/404 merger meeting for Purpose and Need concurrence. Also at this meeting, Strand will present the Full Range of Alternatives from item 3 above. Even though the CMAP traffic volumes for the west and east bypass alternative do not appear to significantly reduce traffic on existing IL Route 47 alignment, they will remain alternative options at this time. The September 2011 meeting will be targeted for Alternatives to be Carried Forward concurrence.

Mir Mustafa, Ojas Patel/Adam Moline – Strand Associates, Inc.



## **AGENDA ITEM #14**

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

**September 18, 2013**

This is the fifth presentation for this project. The last presentation was on April 13, 2011. The purpose of this meeting was to reintroduce the project with a status report, present the Range of Alternatives eliminated and remaining, and discuss the upcoming steps and public involvement plans.

1. Project Coordination Update

The project is a Phase I study of Illinois Route 47, which runs in a north/south direction through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock.

The consultant provided a history of recent public meeting topics. Advisory group meeting number 4 in May 2011 identified evaluation criteria, including addressing the corridor needs but also considering environmental impacts and access for pedestrians. Additional criteria added at this meeting included utility impacts, costs, future flexibility and a sense of urgency to move to construction.

NEPA 404 merger meeting number 2 was held in June 2011. The project received purpose and need concurrence and the full range of alternatives were presented. This was the final NEPA 404 merger meeting for this project, as environmental data demonstrated that an individual permit was not likely and this project has exited the NEPA 404 merger process.

Community Advisory Group (CAG) meeting 5 was held in March 2012 to present refined on-alignment alternatives. All bypass routes were eliminated at this point from further consideration due to their insufficient reduction of traffic levels for the corridor. This meeting focused on implementation of possible access management principles. Items discussed included access management locations, roundabouts versus traffic signals, and pedestrian accommodations.

One on one business meetings were held in June 2012. Every business owner and operator along the corridor (95 owners, 215 properties) were invited and given exhibits for possible combined access. Data was gathered for site usage and delivery information. Approximately 22 owners attended the meeting and an additional 7 responses were received via mail questionnaire. This information led to an access management concept plan that will be used to encourage the City to pursue these plans with businesses.

**AGENDA ITEM #14 (Continued)**  
**September 18, 2013**

2. Alternatives

This project is at the Alternatives to be Carried Forward phase of the project. The purpose and need was reintroduced for reference. The major needs for the corridor include addressing safety, capacity, access management, bicycle and pedestrian accommodations, and geometric deficiencies.

The full range of alternatives was presented. These alternatives were split into the following categories: Do Nothing, bypass, or on-alignment.

There were four bypass alternatives. Bypass alternative B1 was a full western bypass utilizing US Route 14 to Lamb Road to Charles Road. Bypass alternative B2 was a full eastern bypass utilizing Zimmerman Road, new alignment, and Raffel Road. Bypass alternative C1 was a one-way couplet from Southview Drive to St. John's Road, and C2 was Southview to Ware. Bypass alternative C3 was a one-way couplet from Irving Avenue to St. John's Road, and C4 was Irving to Ware.

The modeling results were compiled from traffic received from CMAP. The bypass alternatives did not draw enough traffic away from the existing IL Route 47 corridor to avoid expansion of the roadway. Therefore, all bypass alternatives have been eliminated from further consideration.

The existing IL Route 47 alignment option includes two lanes each direction with a 18' barrier median from US 14 to Ware Road with Urban criteria and 22' barrier median from Ware Road to Charles Road with suburban criteria. Additional options for existing alignment alternatives include sidewalk on one side of the road and shared use path on the other, and roundabout intersections at five locations.

Recent meetings have been held with IDOT programing, geometrics and traffic to fully develop the five roundabout concepts that are being carried forward at five intersections. These five intersections include Lake, McConnell, Irving/Judd, Ware, and Charles. There has been broad support from the advisory group for the roundabout alternatives, including McHenry County and the City of Woodstock. A discussion of each roundabout location follows.

Lake Avenue and McConnell Road Roundabouts

The concept of these back to back roundabouts is to help correct issues with the existing skewed intersections and avoid the costly replacement of the existing railroad bridge. There is approximately 800' between intersections, which are currently both signalized. Two roundabouts will help with operations when compared to having two signals. Additionally, the roadway between the roundabouts passes beneath the existing Union Pacific railroad structure. The existing opening is 52' wide, and any signalized intersection will require auxiliary lanes which will exceed the clear opening and therefore necessitate bridge replacement.

**AGENDA ITEM #14 (Continued)**  
**September 18, 2013**

The replacement of the bridge will also necessitate a temporary track and structure to accommodate train traffic during construction.

The concept for this temporary structure and track was presented briefly. It would need to be accommodated on the south side of the tracks due to geometric constraints and as directed by the Union Pacific Railroad. The cost of the proposed bridge and shoo fly accommodations is approximately \$30 million from previous studies. This number does not include the right of way acquisition and impacts on 5 to 8 businesses affected by the shoo fly.

The roundabout alternative would only require four through lanes underneath the bridge, and presents an opportunity to save the existing railroad bridge and avoid the impacts and cost. Four (4) 12' lanes are initially shown. This would leave only room for the through lanes and curb and gutter. A separate side shared use path tunnel is proposed to be bored underneath the railroad on the east side to accommodate bicycle traffic.

Initial benefits include the safety improvements to the skewed intersections and utilizing the existing bridge opening. The traffic modeling results were available - the modeling shows the intersections work as roundabouts. Level of service is "F" at Lake Avenue when looking at the coordinated Synchro model, however this program is much more conservative as it uses HCM gap values. Better results are seen with Sidra modeling.

Judd Street / Irving Avenue Roundabout

This existing signalized intersection has an extremely skewed geometry. A roundabout alternative here would aid in addressing the skew and improving safety. The traffic modeling results were available - the modeling shows the intersection works as a roundabout. This roundabout poses several benefits to correct the geometry issues.

Ware Road Roundabout

This existing minor-leg stop controlled intersection is 650' from the adjacent Russel Court intersection which is signalized. A roundabout alternative here would aid in operations between the closely spaced intersections. The traffic modeling results were available - the modeling shows the intersection works as a roundabout. Further coordination with IDOT geometrics and traffic is necessary to see if this intersection will be carried forward for consideration.

Charles Road Roundabout

This existing all-way stop controlled intersection is a high speed rural intersection. A roundabout alternative here would improve safety by reducing conflict points for traffic. This roundabout would be designed as a high-speed roundabout to slow traffic entering the intersection. The current posted speed limit on Charles Road is 55 mph.

**AGENDA ITEM #14 (Continued)**  
**September 18, 2013**

The current posted speed limit on IL 47 is 50 mph. The traffic modeling results were available - the modeling shows the intersection works as a roundabout. This roundabout poses several benefits to safety at a rural intersection.

FHWA asked if there would be a formal submittal of the geometry following this meeting. After this alternatives are refined with IDOT, there will be a formal submittal.

**3. Next Steps**

The refined alternatives, including the intersections mentioned above, will be presented at the next CAG meeting. They will also be presented with the full range of alternatives at public meeting #3. A recommended preferred alternative will be presented at a BDE/FHWA coordination meeting for approval. CAG meeting #7 will evaluate the preferred alternative, followed by the public hearing.

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

Cary Lewis/Kimberly Murphy - IDOT  
Adam Moline/Darcie Grabisko – Strand Associates, Inc.

## **AGENDA ITEM #5**

### **ILLINOIS ROUTE 47 US ROUTE 14 TO CHARLES ROAD McHenry County P-91-007-09**

**June 11, 2014**

This is the sixth presentation for this project. The last presentation was on September 18, 2013. The purpose of this meeting was to reintroduce the project with a status report, present the On-Alignment Alternatives, discuss the potential Section 4(f) and 6(f) locations, and discuss the upcoming steps and public involvement plans.

#### **Project Coordination Update**

The project is a Phase I study of Illinois Route 47, which runs in a north/south direction through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock. A bypass around the City of Woodstock was analyzed but later dismissed because it did not deter enough drivers from using Illinois Route 47. The potential for roundabouts or standard traffic signals are being compared at three intersections. One intersection is being analyzed for a roundabout or a four way stop and one intersection is being analyzed for a roundabout or a stop control on the minor leg only. At all five intersections, the roundabout yielded a better level of service than its alternative. Roll plots of both alternatives were used to display the corridor.

SAI provided a history of recent public meeting topics. Citizen Advisory Group (CAG) meeting number 6 was held on May 15, 2014. The CAG group unanimously supported the roundabout alternative at all five intersections. A meeting on June 10, 2014 was held with the Woodstock Police and Fire Chiefs. A meeting was also held on June 10, 2014 with Woodstock School District 200 representatives. Attendees at both meetings were comfortable with the roundabout alternative. Public Meeting #3 is scheduled for July 9<sup>th</sup>, 2014 to be held at the Challenger Learning Center in Woodstock from 4pm to 7pm.

#### **Potential Section 4(f) and 6(f) Lands**

There are four publicly owned sites along the corridor. A packet with locations and pictures of each site was given to all. There is a proposed 10-foot shared-use path on the east side of the roadway five feet behind the face of the curb and gutter. A 5-foot sidewalk on the west side of the roadway is also proposed.

**AGENDA ITEM #5 (Continued)**  
**June 11, 2014**

The first parcel discussed was Bates Park. This is a potential Section 6(f) site. Bates Park was purchased with LAWCON funds. The City of Woodstock is the jurisdictional agency for the park. The City is currently using the north west part of the property as a water treatment plant. The parcel has an existing 5-foot sidewalk outside the existing right of way. The sidewalk is offset to avoid mature trees.

There are three alternatives to consider at Bates Park.

Alternative 1 – Match the proposed path to the existing sidewalk at the edges of the property. This will leave the 5 foot sidewalk on the parcel and leave a “gap” in the shared use path across this parcel. A temporary occupancy would still be necessary to grade the entrance drives on the property. This approach would not be supported by the City of Woodstock because they do not want a gap in the connectivity of the shared use path. Also the City’s development plan for Bates Park includes more connectivity of bike paths to the parcel.

Alternative 2 – Continue the proposed shared use path across the parcel at the same setback from the face of curb as is proposed for the rest of the corridor. This would provide the minimum square foot area of impact to Bates Park when installing a shared use path. However, this would impact the existing mature trees on the parcel that were likely avoided when originally installing the sidewalk that currently exists on the property. A temporary occupancy would still be necessary to grade the entrance drives on the property.

Alternative 3 – Continue the proposed shared use path across the parcel following the alignment of the existing sidewalk avoiding the trees. This alternative increases the square foot area of impact to Bates Park, but accomplishes the City’s desire for the shared use path and avoids damages to the existing trees on the property. A temporary occupancy would still be necessary to grade the entrance drives on the property.

There was discussion that alternative number 3 would be the best choice for the property and would also be a betterment to the parcel. It was discussed that a temporary occupancy could be used to construct the path and the driveway entrances. However, this should be confirmed with the Illinois Department of Natural Resources (IDNR). If acceptable, this would not be considered a Section 4(f) or 6(f) use. There was also discussion of a maximum time frame of temporary occupancy for construction. This time frame should be determined and a commitment made to construct the improvements on the Bates Park parcel within the time allowed.

**Post Meeting Note (7/25/2014):**

After further coordination with the Federal Highway Administration (FHWA) it was determined that since the proposed roadway improvements are constructed within the existing right-of-way and the only impact to Bates Park would be to upgrade the existing sidewalk to a shared-use path, Bates Park will not be considered a Section 4(f) or 6(f) impact and therefore a De Minimis report will not be necessary. The FHWA determined that the shared-use path can be constructed

**AGENDA ITEM #5 (Continued)**  
**June 11, 2014**

under temporary occupancy as no other right-of-way will be necessary. The shared use path will replace the sidewalk as described in alternative number 3 above.

Plans for the property should be sent by the District to IDNR for clarification. An agreement letter from the City supporting the proposed approach will also be required.

The next parcel discussed as a potential Section 4(f) property was the property on the west side of Illinois Route 47 at Russel Court. The Verda Dierzen Early Learning Center, Northwood Middle School, and Mary Endres Elementary School are all located on the property. The existing roadway right-of-way in this location is 40 feet and the proposed right-of-way is 60 feet. Permanent right-of-way would be required for the proposed sidewalk.

The only land required would be from the grass parkway in front of the parking areas. No school parking areas would be affected. It was agreed that this parcel land will not be considered Section 4(f).

The final two properties discussed as potential Section 4(f) land were those at the northeast and southeast quadrants of the intersection of Illinois Route 47 and Ware Road. The northeast quadrant is currently undeveloped but McHenry County, the owner of the land, plans to expand their current courthouse and County facilities located south of the intersection north to this location. The land at the southeast quadrant of the intersection is also owned by McHenry County and is the location of the McHenry County Government Center. It was agreed upon that neither property would be classified as Section 4(f) property because they are not open 24 hours and are not currently used for recreation purposes.

**Environmental Signoffs**

The botanical portion of the environmental signoffs is complete. The wetland delineation was completed. There are 17 wetland locations, five of which are isolated. Currently, the current wetlands impact is 0.8 acres. Approximately 34 acres of right-of way acquisition is currently proposed. The roundabout alternative impacts six commercial buildings and five residential buildings. The traffic signal and stop sign alternative impacts ten commercial buildings and six residential buildings. The increase in building impacts for the traffic signal and stop signs alternative is due to structure replacement necessary for the railroad bridge between Lake Avenue and McConnell Road. The replacement would require a temporary shoofly for the railroad track. There are 8 potential historic sites within the corridor. Six of the sites have small portions of right-of-way acquisition proposed. SAI will coordinate with the District on these potential 106 properties as this may impact the project schedule.

**AGENDA ITEM #5 (Continued)**  
**June 11, 2014**

Next Steps

The Purpose and Need, Full Range of Alternatives, and Alternatives Carried Forward will be presented at Public Meeting #3 July 9, 2014 at Challenger Learning Center. The preferred

alternative will be presented at CAG meeting #7. The Public Hearing is targeted for the end of 2014.



## **AGENDA ITEM #4**

**ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09**

**July 16, 2014**

This is the seventh presentation for this project. The last presentation was on June 11, 2014. The purpose of this meeting was to give a project update including a summary of public meeting three, discuss environmental processing for the project, and discuss upcoming steps.

1. Project Coordination Update

The project is a Phase I study of Illinois Route 47, which runs in a north/south direction through McHenry County. The study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock. At the previous presentation of the project, alternatives to be presented at Public Meeting three, section 4(f) and section 6(f) properties were discussed.

Strand and the Illinois Department of Transportation (Department) have recently met with the Woodstock Police and Woodstock Fire District, Woodstock Community School District 200, and State Representative Jack Franks. The project team received positive feedback regarding the proposed barrier median and roundabouts from all parties. The project team also learned what streets the Police Department, Fire District, and School District desired to have median breaks.

2. Public Meeting #3 Summary

Public meeting three was held on July 9, 2014 at Challenger Learning Center in Woodstock, IL. There were 75 attendees at the meeting. In general, feedback was positive toward the roundabouts. There was discussion about access points to parcels in the corridor. Businesses discussed the issue of deliveries to their parcels. The project team discussed existing drainage with local business and home owners to get a better understanding of the existing drainage patterns. The mayor of Woodstock attended the public meeting and was supportive of the roundabout and barrier median. Based on the feedback at the public meeting, the study team will proceed with the preferred alternative of five roundabout intersections and a barrier median. The Public Comment period is open until July 23, 2014, but we do not expect any surprises.

3. Environmental Impacts and Processing Discussion

The preferred alternative currently requires approximately 32 acres of right-of-way to be acquired over 273 parcels. Most parcels require minor strip right-of-way due to the widening and sidewalk. Approximately 0.18 acres of wetlands are located within the proposed ROW.

**AGENDA ITEM #4 (Continued)**  
**July 16, 2014**

Less than that will actually be affected by the proposed project. Three parcels are currently proposed to be completely taken for the project because the parcel will no longer be useful. One building is residential and two are businesses. An additional six parcels have building impacts that may allow the parcel to be redeveloped once the project is constructed. Three of those buildings are residential and three are businesses. Nine total buildings are affected. With the exception of the standard mailings and advertisement, the project team has not yet approached the individual owners of the properties with affected buildings. An owner of a restaurant whose property is proposed to be acquired has been opposed to the project since the beginning of the project because of concerns the construction would have on the access to the business. One other building owner whose building will be affected with the proposed design is content with the proposal and is interested in rebuilding on his existing parcel. There has been little feedback from the other eight property owners. Certified letters will be sent to the property owners whose buildings are to be affected before the public hearing. The study team will investigate where there are available parcels for relocation within the corridor. There are no 4(f) properties affected with the project and one potential 6(f) to be affected. Eight potential historic sites were identified, four of which are proposed to be impacted. Impacts of all four involve minor right-of-way taking for the sidewalk and temporary easements for grading purposes. The project team will send a plan sheet of all four historic sites to Vanessa Ruiz in order to get a final determination whether the sites must be processed as historic or not.

The project was originally planned to be processed as an environmental assessment and started attending National Environmental Policy Act (NEPA) meetings. The purpose and need was approved and the full range of alternatives were presented at the NEPA meetings. After traffic analyses were complete, the bypass alternatives were eliminated and the two remaining alternatives were on-alignment. This greatly reduced the proposed environmental impacts of the project, and the project was withdrawn from the NEPA process.

It was agreed the project will be processed as an Abbreviated Environmental Assessment. The report will have an in depth section on the nine proposed building impacts. This includes researching the number of employees at each of the businesses with building impacts and identifying potential relocation areas. The project team will begin working on the abbreviated environmental assessment.

4. Next Steps

The project team will develop a Combined Design Report and present the preferred alternative at Citizen Advisory Group meeting #7. The Public Hearing is still targeted for the end of 2014.

## **AGENDA ITEM #6**

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

**November 19, 2014**

This is the eighth presentation for this project. The last presentation was on July 16, 2014. The purpose of this meeting was to give a project update including a summary of the business meeting, determine the need to perform a hot-spot analysis, and discuss upcoming steps.

1. Project Coordination Update

Draft Abbreviated Environmental Assessment and Combined Design Report are currently being developed.

2. Business Owner Meeting

A meeting was held with business owners located within the project limits on October 23, 2014. The purpose of the meeting was to present the preferred alternative to the attendees and request feedback on the design. The meeting was attended by 66 people. The current design includes barrier median and allows right-in right-out access to the businesses along the corridor. In general, the comments received at the meeting expressed concern regarding the impact of the proposed barrier median on business as well as suggested adjustments to median break locations, cross access, and delivery/truck management issues. . The proposed median breaks only accommodate passenger car U-turns. All five proposed roundabouts allow trucks to U-turn within the corridor. Businesses with a loading dock that requires trucks to back into the property could lose accessibility to the loading dock which may result in potential relocations. These impacts will be further evaluated as the project progresses.

The project study team has met with the Woodstock Police Department, Woodstock Fire/Rescue District, and Woodstock School District 200 over the past year. The Woodstock Police Department and Woodstock Fire Rescue/District was supportive of the barrier median. The Woodstock Police Department mentioned during the meeting that most accidents within the corridor occur in the three lane flush section of the project. Woodstock Fire/Rescue District prefers the barrier median because drivers know they are required to pull over to the right. In the areas where there is an existing two way left turn lane, drivers often pull into the middle lane. Woodstock School District 200 was supportive of the roundabout at Ware Road. Median break locations were adjusted per the agencies' requests.

The IL Route 47 project study team is requesting property owners present cross access agreements to the study team if they already exist and promoting property owners to work together to develop agreements during the project duration. This process will continue into the design phase of the corridor. Cross access agreements must be complete well in advance of the start of construction in order to be incorporated.

**AGENDA ITEM #6 (Continued)**  
**November 19, 2014**

3. Hot Spot Analysis Determination

The need to perform a project-level Hot Spot Analysis was discussed. A table showing the existing and proposed Average Daily Traffic values, truck percentages, and intersection level of service was provided. The need for the Hot-Spot Analysis had been discussed via email with attendees prior to the meeting. It was agreed upon that this project is in the category of Non-Exempt Projects That Are Not an Air Quality Concern, therefore a Hot-Spot Analysis is not necessary. Applicable language will be inserted into the Abbreviated Environmental Assessment.

4. Next Steps

The project team is developing the Abbreviated Environmental Assessment and the Combined Design Report. An Environmental Survey Request Addendum was recently submitted to incorporate additional areas for drainage requirements and Best Management Practices (BMPs). The draft Traffic Noise Analysis Report was submitted to IDOT. No noise abatement measures are anticipated for this project. The project study team is targeting a public hearing in spring of 2015.

## **AGENDA ITEM #1**

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

**March 15, 2017**

This is the ninth presentation for this project. The last presentation was on November 19, 2014. The purpose of this meeting was to give a project update including a summary of the recent small group business meetings, discuss the preferred alternative from Ware Road to Charles Road, and discuss upcoming steps.

### 1. Project Status Update

A brief project overview was given. This project is a Phase I study of approximately five miles of IL 47 from US 14 to Charles Road in the City of Woodstock, IL. The existing roadway is primarily one lane in each direction separated by a two-way left-turn lane (TWLTL). The preferred alternative from US 14 to Ware Road was approved at the July 16, 2014 FHWA meeting and consists of two lanes in each direction separated by a raised curb median. The purpose and need of the project includes safety, capacity, access management, pedestrian accommodations, and geometric improvements. The average daily traffic (ADT) along the corridor is 24,000 vehicles per day at the busiest part of the corridor. From US 14 to Ware Road, a majority of the segment has a posted speed limit of 35 mph and a design speed of 40 mph.

A large range of alternatives were investigated as a part of this project, including bypass and couplets. Following the traffic analysis of the different alternatives, the bypass and couplet alternatives were dismissed because the alternative routes ultimately did not reduce the projected traffic on IL 47 to eliminate the need for widening IL 47. After the off-alignment alternatives were dismissed, the project withdrew from the NEPA process and on alignment alternatives were carried forward for further investigation. The preferred alternative also includes five proposed dual lane roundabouts. Roundabouts are proposed at the intersections of IL 47 with Lake Avenue and McConnell Road. These intersections are both existing signalized intersections. The proposed roundabout design eliminates the need for reconstructing the Union Pacific Railroad bridge located between the intersections, resulting in an estimated \$30 million savings as well as a shortened construction timeline and four fewer business relocations due to the shoofly footprint. The preferred alternative is able to accommodate two lanes in each direction underneath the railroad bridge by removing the existing sidewalk underneath the bridge and installing a new pedestrian tunnel underneath the railroad east of the existing bridge. The project study team has met with the Union Pacific railroad regarding this proposed tunnel and they agree with the design concept. The detailed design of the Lake Avenue roundabout is currently being reevaluated by the Illinois Department of Transportation (IDOT) and another consultant in an attempt to eliminate the need to relocate a businesses located at the intersection. Roundabouts are also proposed at the intersections of IL 47 and Judd Street, Ware Road, and Charles Road. Judd Street is an existing signalized intersection with large skew, Ware Road is an existing minor stop-controlled intersection, and Charles Road is an existing four-way stop-controlled intersection. All five roundabouts have better traffic operations when compared to their traditional intersection alternative. The current estimated construction cost for the project is \$78 million. Roll plots of the preferred alternative were displayed.

**AGENDA ITEM #1 (Continued)**  
**March 15, 2017**

At the FHWA meeting on July 16, 2014, it was agreed that an abbreviated Environmental Assessment (EA) would be developed as the environmental document for this project with a detailed description of the proposed property relocations associated with the widening. At that meeting, a total of four residential properties and five commercial properties were proposed to be relocated as part of the project. The current preferred alternative requires three residential properties and seven commercial properties be relocated. One of the commercial properties added as a relocation was a result of the jacking pit impacts and the addition of a detention basin on a property who's owner requested relocation. The project may result in one or two additional relocations to be determined during the land acquisition process due to damages associated with truck access to the property. A question was asked if any properties along or near the corridor were identified as potential locations where relocated businesses could be placed. The project study team did identify these potential locations. The City of Woodstock has also offered assistance and incentives for the relocated businesses. The project will require right-of-way (ROW) acquisition from approximately 273 parcels. The impacts to wetlands will still be under one acre.

Bates Park, which is under the jurisdiction of the City of Woodstock, is located along the east side of IL 47 within the project limits. The City of Woodstock requested the shared-use path proposed on the east side of IL 47 continue through the Bates Park property. At the June 11, 2014 FHWA meeting, it was agreed that a temporary occupancy would be used to construct the shared-use path at the existing sidewalk location on the Bates Park property and the impacts would not be considered Section 4(f) impacts. Therefore, there are no Section 4(f) impacts associated with the project. Cultural clearance was received for the project on September 16, 2016. An Environmental Survey Request addendum is necessary for additional property impacts and a full Preliminary Environmental Site Assessment (PESA) update is necessary due to the expired PESA.

As part of the preferred alternative, the project team was previously proposing to reduce the speed limit from Ware Road to Charles Road from the existing 55 mph speed to 45 mph. This was proposed because of potential future development along the segment. The previous proposed typical section associated with this speed limit was two lanes in each direction separated by raised curb median, raised curb running along the outside edges of pavement, and a shared-use path on the east side of IL 47. A speed study was conducted for this segment along IL 47 and alternatives were evaluated for a new proposed design speed and typical section. The study team is now proposing a 50 mph design speed with varying 45 to 50 mph posted speed limits. The proposed typical section is two lanes in each direction separated by a mountable median, 10 foot outside paved shoulders, drainage ditches with some closed piping, and a shared-use path on the east side of IL 47. These design and posted speeds match what was recommended in the speed study. It was agreed that this design speed, posted speeds, and typical section would be carried forward as the preferred alternative. A stub is proposed at the west leg of the Ware Road roundabout to accommodate the future potential development as well as provide potential future access for the schools located at the intersection.

**AGENDA ITEM #1 (Continued)**  
**March 15, 2017**

2. Small Group Business Owner Meetings Held December 2016 - February 2017

The project study team received opposition from attendees at a City of Woodstock Chamber of Commerce business owner meeting held in October, 2014. As a result of the opposition, the project study team organized 10 small group business owner meetings that took place from December 2016 through February 2017. Two meetings were held per meeting day and consisted of a brief PowerPoint presentation followed by small group discussions at tables. The purpose of the meetings was to discuss impacts to specific properties, discuss access to the properties, and promote cross access between neighboring properties. Businesses were invited based on location along the corridor. The City of Woodstock played a vital role in the invitation and coordination process for the meetings. City representatives walked the entire corridor, gathering contact information for business and property owners. The City also had as many as ten representatives attend the various meetings, including the mayor. The City is supportive of the overall project.

A total of 121 business and property owners attended the meetings. Discussions during the meetings typically addressed access to the properties, concerns regarding removed parking stalls, and the fear of reduced business during construction. As a result of the meetings, median break locations were added at two locations and access to an additional property was revised to accommodate trucks backing into loading bays. Proposed median breaks along IL 47 from IL 120 to Ware Road were not moved as a result of these meetings because the locations were originally determined based on feedback received from the fire department, police department, and school district. The project study team noticed many misconceptions associated with the project.

Misconceptions included that bypass alternatives were still being investigated and were better alternatives than the on-alignment alternative as well as the rumor that the proposed roundabouts would not be able to accommodate truck traffic. Each of the roundabouts along IL 47 were designed to accommodate through movements along IL 47 of an Oversize Overweight, WB-92 truck. Following each meeting, the public was generally supportive of the project as a whole, recognizing the need for widening along the corridor. Project information will be posted on the project website in the near future now that the business meetings are complete. IDOT also presented at the City of Woodstock City Council meeting held February 21, 2017, which was attended by over 100 people. There were a few business owners that spoke in opposition, but it was a controlled meeting and the City Council was still supportive of the project.

**AGENDA ITEM #1 (Continued)**  
**March 15, 2017**

A question was asked whether the raised curb median is necessary and if a TWLTL is still being evaluated. The inclusion of a raised curb median was originally investigated at the request of the Citizens Advisory Group (CAG) as well as various public agencies, including the fire department, City of Woodstock, and the school district. The raised curb median is a safer alternative for drivers when compared to the TWLTL. Another consultant was tasked to independently analyze 13 corridors in the Chicagoland area with similar characteristics to the project corridor. Of the 13 corridors, seven include a TWLTL and six include a raised curb median. The analysis found a 72 percent reduction in number of overall crashes and a 85 percent reduction in pedestrian related crashes for raised curb median when compared to the TWLTL. The project study team also used the Highway Safety Manual (HSM) analysis tool to predict the number of crashes that will occur within the IL 47 corridor if a TWLTL or raised curb median is included as part of the preferred alternative. The analysis resulted in a predicted eight percent reduction in overall crashes associated with the raised curb median when compared to the TWLTL.

3. Environmental Assessment

The project study team is meeting in late march to finalize the project's drainage design concepts, particularly the segment from Ware Road to Charles Road. Following the meeting, the project study team will quantify the ROW impacts associated with the preferred alternative and submit the draft EA. The project team is targeting to submit the draft EA by the end of April 2017. FHWA and the Bureau of Design and Environment agreed the two agencies could review the EA document concurrently to expedite the process.

4. Next Steps

Phase II design is funded for the project and consultants have been selected. The project team is targeting to present the preferred alternative at the seventh project CAG meeting in summer of 2017 and targeting to hold the public hearing in summer/fall of 2017. There were no further questions or comments regarding the project.



## **AGENDA ITEM #6**

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

**September 13, 2017**

This is the tenth presentation for this project. The last presentation was on March 15, 2017. The purpose of this meeting was to give a project update including a summary of the drainage design north of Ware Road, the Lake Avenue roundabout alternatives being investigated, and the preferred alternative environmental impacts.

### 1. Project Status Update

A brief project overview was given. This project is a Phase I study of approximately five miles of IL 47 from US 14 to Charles Road in the City of Woodstock, IL. The existing roadway is primarily one lane in each direction separated by a two-way left-turn lane (TWLTL). The preferred alternative from US 14 to Ware Road consists of two lanes in each direction separated by a raised curb median. The preferred alternative from Ware Road to Charles Road consists of two lanes in each direction separated by a mountable median. Both typical sections were approved at previous FHWA meetings.

During the March 15, 2017 FHWA meeting, the project study team mentioned that drainage alternatives were being developed for the section north of Ware Road. The project study team has since met with IDOT Bureau of Hydraulics to develop a preferred alternative. The preferred alternative primarily consists of drainage ditches on each side of IL 47 and a shared-use path located outside of the drainage ditch on the east side of IL 47. The shared-use path is shifted to the inside of the drainage ditches on the east side of IL 47 near existing buildings to maximize the distance between the shared-use path and buildings.

The existing culvert connecting a privately owned pond east of IL 47 to an unnamed Silver Creek tributary west of IL 47 located just south of Cooney Drive is proposed to be reconstructed as a part of the project. Due to the roadway widening, the existing berm controlling the pond overtopping elevation will be removed. In order to minimize impacts to the pond, a retaining wall is proposed at the back of the shared-use path and a weir wall is proposed east of the retaining wall that will act as the new pond overtopping berm. The weir wall will have the same overtopping location and elevation as the existing berm to minimize changes to the pond and area hydraulics.

### 2. Preferred Alternative

IL 47 currently runs beneath the Union Pacific Railroad between the intersections of Lake Avenue and McConnell Road. Both intersections are currently signalized. Because of the proximity of the intersections, the intersections are required to be either both signalized or both roundabouts to operate efficiently. The roundabout alternative allows for two lanes in each direction underneath the existing Union Pacific Railroad bridge and does not require the railroad bridge to be reconstructed. The signalized intersections alternative requires the railroad bridge to be reconstructed and a temporary railroad shoofly be used while construction is taking place. This shoofly and bridge reconstruction has an estimated cost of \$30 million, requires additional property relocations, and will increase the construction duration. Because of the reduced

number of property relocations, lower construction cost, shorter construction duration, and improved operations, the roundabout alternative at both intersections was carried forward as the preferred alternative.

The current preferred roundabout intersections developed for Lake Avenue and McConnell Road require three commercial business relocations: 3 Brothers Restaurant at the southwest corner of Lake Avenue, Mambo Car Wash at the southeast corner of McConnell Road, and Dwight's Auto at the northeast corner of McConnell Road. The project team has met with the property/restaurant owner of 3 Brothers Restaurant both individually and in a public meeting setting. The owner does not want to be relocated despite many offers for relocation assistance by the project team and tax incentives by the City of Woodstock.

Because the owner of 3 Brothers Restaurant is so opposed to being relocated, the project study team has recently investigated several geometric alternatives for the Lake Avenue roundabout that would not require the relocation. Due to critical flaws in a majority of the alternatives, only one alternative other than the current preferred alternative remains. Exhibits were displayed showing the current preferred alternative as well as the new alternative developed. The new alternative consists of relocating the awning at the current restaurant entrance on the east side of the building and moving the front entrance of the restaurant to a different part of the building. The project study team does not believe the awning provides any structural support of the building. A figure was displayed showing the existing awning of the building. Removing the awning and moving the front entrance could provide sufficient space to accommodate the roundabout. Further geometric analysis must be completed to confirm this is a viable alternative. If the geometrics are acceptable, this alternative will be proposed to the City of Woodstock for consideration.

Moving the front entrance of a restaurant along a state route to prevent property relocation was completed as a part of the LaGrange Road (US 45) reconstruction project in Orland Park, IL. Figures were displayed of the aerial and street view of Petey's Restaurant at the southwest corner of the intersection of US 45 and 159th Street (US 6) prior to the US 45 reconstruction. In these figures, the existing entrance to the building was located at the northeast corner of the property, near the intersection corner. Figures were also displayed of the new aerial and street view of Petey's Restaurant. As a part of the US 45 reconstruction, the front entrance was moved to the southeast corner of the building to prevent property relocation.

### 3. Environmental Assessment

The project study team submitted the draft Environmental Assessment (EA) to the IDOT Bureau of Design and Environment (BDE) for review. Following the review, the project study team will address BDE comments received for the EA and submit to FHWA for review. Following the FHWA review, the project study team will address FHWA comments received and prepare the EA document for signature.

### 4. Environmental Impacts

Environmental impacts for the project were included in the draft EA. Environmental impacts include 33.3 acres of permanent right-of-way and 15.2 acres of temporary easement. Eleven properties (eight commercial buildings and three residential houses) are proposed to be relocated as a part of the project. 0.31 acres of wetland impacts are proposed to be impacted. Figures displaying the location of proposed property relocations and wetland impacts were displayed. A total of 16.2 acres of farmland are proposed to be impacted north of Ware Road due to the additional right-of-way required as a part of a rural cross section.

Bates Park, which was purchased using OSLAD funds, is located on the east side of IL 47 within the project limits. A temporary easement is proposed on Bates Park property to replace the existing sidewalk with the proposed shared-use path. No permanent right-of-way is proposed on the property. The City of Woodstock is the owner of Bates Park and is supportive of the improvements to the property. At a previous FHWA meeting, it was agreed that a temporary occupancy would be used at Bates Park to prevent the need for a Section 4(f) deMinimis coordination. A temporary occupancy letter will be sent to the City of Woodstock regarding the property impacts. *Post meeting note: It was recommended by FHWA that further coordination be done with IDNR to ensure Section 6(f) clearance at Bates Park. The contact at IDNR is Steve Baggerly and/or Adrian Walker.*

A recent survey was completed along IL 47 for suitable habitat for the Blandings Turtle. Habitat suitable for the Blandings Turtle was found along the south side of Charles Road approximately 3200 feet west of IL 47. This suitable habitat is approximately 2300 feet west of the proposed construction limits. It was concluded the suitable habitat will not be impacted as a part of this project. A survey was also completed for the Eastern Prairie Fringed Orchid in July 2012 and it was concluded the orchid is not within the IL 47 project limits. The project area was also surveyed for potential suitable habitat for the Northern long-eared bat. No suitable habitat was found and it was concluded the Northern long-eared bat is not within the project limits. Therefore, no threatened or endangered species are proposed to be impacted as a part of this project.

#### 5. Next Steps

The project study team is holding the seventh CAG meeting for the project on October 19, 2017. The purpose of the meeting is to present the preferred alternative and project environmental impacts. The project study team is also targeting to host the Public Hearing in November, 2017, which will require the EA to be signed prior to the meeting.

## **AGENDA ITEM #2**

Illinois Route 47  
US Route 14 to Charles Road  
McHenry County  
P-91-007-09

**June 12, 2018**

### **Project Status Update**

This is the eleventh presentation for this project. The last presentation was on September 13, 2017. The purpose of this meeting was to give a project update, including a summary of the recent Public Hearing and next steps. A brief project overview was given. This project is a Phase I study of approximately five miles of Illinois Route 47 (IL 47) from US Route 14 (US 14) to Charles Road in the City of Woodstock, IL. The existing roadway is primarily one lane in each direction separated by a two-way left-turn lane (TWLTL).

### **Preferred Alternative Summary**

Roll plots of the preferred alternative were displayed. These roll plots were used at the Public Hearing held June 7, 2018. The preferred alternative from US 14 to Ware Road consists of two lanes in each direction separated by a raised curb median. The existing and proposed speed limit for a majority of the section from US 14 to Ware Road is 35 mph, with a small portion of the section having an existing and posted speed limit of 30 mph. Urban SRA criteria was used in this section.

The preferred alternative from Ware Road to Charles Road consists of two lanes in each direction, with 4-foot inside shoulders and 10-foot outside shoulders, separated by a mountable median. The existing and proposed speed limit from Ware Road to 0.5 miles north of Ware Road is 45 mph. The existing speed limit from 0.5 miles north of Ware Road to Charles Road is 55 mph. The speed limit is being reduced to 50 mph in this section based on a speed study. Rural SRA criteria was used to design IL 47 from Ware Road to Charles Road. Both typical sections were approved at previous FHWA meetings.

The intersections of IL 47 with US 14, Country Club Road, Illinois Route 120, and Russel Court are all existing signalized intersections proposed to be widened and reconstructed. The intersections will remain signalized.

IL 47 currently runs beneath the Union Pacific Railroad between the intersections of Lake Avenue and McConnell Road. Both intersections are currently signalized. Because of the proximity of the intersections, the intersections are required to be either both signalized or both roundabouts to operate efficiently. The roundabout alternative allows for two lanes in each direction underneath the existing Union Pacific Railroad bridge and does not require the railroad bridge to be reconstructed. A new tunnel would be constructed east of the existing railroad bridge to accommodate the 10-foot proposed shared-use path. The signalized intersections alternative requires the railroad bridge to be reconstructed and a temporary railroad shoofly be used while construction is taking place. This shoofly and bridge reconstruction has an estimated cost of \$30 million, requires additional property relocations, and will increase the construction duration. Because of the reduced number of property relocations, lower construction cost, shorter construction duration, and improved operations, the roundabout alternative at both intersections was carried forward as the preferred alternative.

## **AGENDA ITEM #2 (Continued)**

June 12, 2018

The intersection of IL 47 and Judd Street/Irving Avenue is an existing signalized intersection. It is proposed to be reconstructed as a roundabout intersection. The proposed roundabout will improve the safety of the skewed intersection. The intersection of IL 47 and Ware Road is an existing minor stop-controlled intersection proposed to be reconstructed as a roundabout intersection. The intersection of IL 47 and Charles Road is an all-way stop-controlled intersection proposed to be reconstructed as a high-speed roundabout intersection. The intersection of Charles Road and Raffel Road location 0.75 miles east of IL 47 was recently converted to a roundabout intersection. All proposed roundabouts operate better than their traditional intersection alternative.

The preferred alternative has an estimated construction cost of \$85 million.

There was a question whether a Value Engineering study was completed and whether it should be in Phase I or Phase II. The District said they would make sure a Value Engineering Study is completed.

### **Environmental Assessment**

The project Environmental Assessment (EA) was signed on April 16, 2018.

### **Public Hearing Held June 7, 2018**

A Public Hearing was held at Challenger Learning Center in Woodstock, IL from 4pm to 7pm on June 7, 2018. 131 people attended the hearing, 12 comment forms were received, and 3 attendees participated in the public forum. In general, the project team received positive feedback about the project at the hearing. There was particular support of the proposed roundabouts, including support to keeping 3 Brothers Restaurant which is located at the Lake Avenue intersection.

Comments received during the hearing included questions or concerns regarding the raised median, pedestrian crosswalks, and land acquisition. The public comment period for the hearing closes on June 21, 2018. Dwayne Ferguson and John Sherrill of IDOT-BDE will be added to the project mailing list.

### **Next Steps**

The project study team will be completing the EA errata and FONSI. The project team anticipates attending one additional FHWA meeting for approval of the project design exceptions.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

**IL Route 47, US Route 14 to Charles Road, IDOT Phase I**

The scope of this project includes the reconstruction and widening of IL Route 47 between US Route 14 and Charles Road to provide two lanes in each direction with a raised barrier median between US Route 14 and Ware Road and a mountable median with inside shoulders from Ware Road to Charles Road. Left turn lanes and median breaks for U-turns are included at intersections and other various locations along the corridor.

The following Design Exceptions (DE's) were presented to IDOT BDE for approval:

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
1	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 134+43.00 RT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
2	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 135+26.00 RT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
3	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	10.0%	Driveway Profile Grade at Station 146+95.00 LT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
4	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	9.92%	Driveway Profile Grade at Station 150+92.04 LT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
5	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	9.86%	Driveway Profile Grade at Station 214+00.57 RT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
6	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	10.0%	Driveway Profile Grade at Station 215+93.57 LT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
7	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 222+08.46 LT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
8	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 223+59.90 RT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
9	8.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	10.3%	Driveway Profile Grade at Station 226+53.68 LT along Illinois Route 47	The existing radii are being removed and flared aprons are provided to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
10	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	9.85%	Driveway Profile Grade at Station 227+64.36 LT along Illinois Route 47	The existing radii are being removed and flared aprons are provided to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
11	8.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	9.4%	Driveway Profile Grade at Station 242+17.66 LT along Illinois Route 47	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade at this location would require raising the roadway profile on Illinois Route 47. There is no additional room to extend the driveway without relocating the house. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.



**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
12	8.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	10.0%	Driveway Profile Grade at Station 64+67.28 LT along Illinois Route 120	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
13	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 204+19.00 RT along Southview Drive	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
14	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 112+86.74 RT along South Street	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.
15	6.0% Driveway Profile Grade (BDE Manual 36-7.01(f) Figure 36-7.B)	8.0%	Driveway Profile Grade at Station 113+06.75 RT along South Street	The proposed radii are being increased to allow easier access into and out of the driveway.	Providing the policy value for the driveway profile grade is not feasible at this location. The driveway reconstruction limits would have to be extended to meet the policy value, impacting the property that this driveway leads to. The proposed value is geometrically compatible with adjacent sections as is, and no impacts are anticipated regarding other design elements, mobility, or traffic operations due to this design exception.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
16	716 feet Intersection Sight Distance (BDE Manual 36-6)	560 feet	Christian Way Left-Turn Sight Distance at Station 211+22	"Trucks Entering and Leaving Highway" signs will be added for traffic traveling on Illinois Route 47 in the southbound direction.	Providing the proper sight distance for trucks at this location would require lowering the Illinois Route 47 roadway profile approximately 2 additional feet. The proposed roadway profile is already 0.5 feet lower than the existing roadway profile to accommodate drainage and grading. Lowering the roadway profile an additional foot would increase right-of-way needs and likely require additional property relocations. The sight distance of 560 feet proposed meets passenger vehicle sight distance requirements for the 35 mph design speed and meets truck sight distance requirements for a 30 mph design speed.
17	18 feet Horizontal Clearance (BDE Figure 38-3.A)	15 feet	Retaining Wall along IL Route 47 between Station 591+00 and Station 594+50 LT.	Guardrail will be used to protect vehicles from the retaining wall.	The retaining walls are being proposed to reduce impacts to wetlands and a stream. To provide the required clear zone along Illinois Route 47, additional right-of-way, impacts to wetlands, and impacts to a stream, would be required.
18	18 feet Horizontal Clearance (BDE Figure 38-3.A)	14.5 feet	Retaining Wall along IL Route 47 between Station 326+50 and Station 327+50 LT.	Guardrail will be used to protect vehicles from the retaining wall.	The retaining walls are being proposed to reduce impacts to wetlands and a stream. To provide the required clear zone along Illinois Route 47, additional right-of-way, impacts to wetlands, and impacts to a stream, would be required.
19	SRA Suburban - LOS C (BDE Figure 46-3.E)	LOS D	Illinois Route 47 Roundabout at Lake Avenue Northbound Through Movement (AM & PM)	No mitigation is proposed to address this exception.	The level of service at Lake Street is a LOS D because the intersection will be a 2-lane roundabout. Impacts to adjacent businesses would include relocations and additional right of way.
20	SRA Suburban - LOS D (BDE Figure 46-3.E)	LOS E	Illinois Route 47 Roundabout at Lake Avenue Northbound Left-Turn Movement (AM & PM)	No mitigation is proposed to address this exception.	The level of service at Lake Street is a LOS D because the intersection will be a 2-lane roundabout. Impacts to adjacent businesses would include relocations and additional right of way.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
21	SRA Suburban - LOS C (BDE Figure 46-3.E)	LOS D	US Route 14 at Illinois Route 47 Westbound Through Movement (PM Only)	No mitigation is proposed to address this exception.	No work is proposed on US Route 14 for this project. Changing of the signal timings at this intersection to improve the US Route 14 through movement will decrease the level of service along Illinois Route 47 and for the US Route 14 turning movements.
22	10 feet Shared-Use Path Width (BDE Figure 17-2.X)	8 feet	Shared-Use Path from Station 122+00 to 128+00 RT	No mitigation is proposed to address this exception.	The proposed design exception is anticipated to cause less impacts to the businesses already being impacted by the shared use path. A wider shared use path would cause more parking loss, relocations, and impacts to the businesses.
23	10 feet Shared-Use Path Width (BDE Figure 17-2.X)	8 feet	Shared-Use Path from IL Route 120 to Christian Way (Station 802+00 to 211+00 RT)	No mitigation is proposed to address this exception.	The proposed design exception is anticipated to cause less impacts to the businesses already being impacted by the shared use path. A wider shared use path would cause more parking loss, relocations, and impacts to the businesses.
24	30 degrees Intersection Skew Angle (BDE Manual Section 36-1.05(a))	44 degrees	Illinois Route 47 and Calhoun Street intersection.	Left-turns from Calhoun Street are prohibited. Vehicles can take Fair Street to South Street and utilize the Signals at Illinois Route 47.	Following the existing alignment minimizes the amount of right-of-way and property relocations. Realigning the intersection to decrease skew angle would complicate roadway geometry approaching the intersection.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
25	30 degrees Intersection Skew Angle (BDE Manual Section 36-1.05(a))	32 degrees	Illinois Route 47 and Country Club Road.	The Country Club Road intersection is designed to accommodate a WB-65 design vehicle along Illinois Route 47 and the east leg of Country Club Road. A WB-55 design vehicle was used along the west leg of Country Club Road (South Street). All movements can be completed at the intersection without encroachment.	Following the existing alignment minimizes the amount of right-of-way and property relocations. Realigning the intersection to decrease skew angle would require additional impacts and complicate roadway geometry approaching the intersection.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
26	Raised median only allowed at intersection approaches (BDE Manual 36-4.02(b))	Mountable median proposed along Illinois Route 47 from Ware Road to Charles Road. Mountable median is located inside of the 4-foot wide paved inside shoulder.	Along Illinois Route 47 from Ware Road to Charles Road (Station 284+00 - Station 350+50).	Four-foot wide paved inside shoulders with rumble strips will be adjacent to the travel lane prior to the mountable median. This gives drivers some space for recovery prior to the mountable median. Reduced wetland and prime farmland impacts.	Using a depressed median increases the roadway footprint, increasing right-of-way needs and wetland impacts. Mountable curb is proposed to reduce the possibility of cars vaulting.
27	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	95 feet	Illinois Route 47 Southbound Left Turn Lane Storage Length at Catalpa Lane (Station 106+50)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
28	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	95 feet	Illinois Route 47 Northbound Left Turn Lane Storage Length (Station 107+70).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
29	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	81 feet	Illinois Route 47 Southbound Left Turn Lane Storage Length (Station 110+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
30	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	81 feet	Illinois Route 47 Northbound Left Turn Lane Storage Length (Station 111+50)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
31	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	97 feet	Illinois Route 47 Southbound Left Turn Lane Storage Length (Station 113+25).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
32	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	97 feet	Illinois Route 47 Northbound Left Turn Lane Storage Length (Station 114+50).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
33	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	110 feet	Illinois Route 47 Southbound Left Turn Lane Storage Length (Station 117+60)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
34	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	110 feet	Illinois Route 47 Northbound Left-Turn Lane Storage Length at Southview Drive (Station 118+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
35	150 feet Turn-Lane Storage Length (BDE 36-3.02(b) 2.C.) - SRA	95 feet	Illinois Route 47 Southbound Left Turn Lane Storage Length (Station 127+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Providing shorter storage lengths helps drivers distinguish between major and minor intersections and increases access to corridor businesses.
36	193 feet Turn-Lane Storage Length (BDE Manual (PM) Section 36-3.02.b, 3.03.a. Red-time Queue)	150 feet	Illinois Route 47 Northbound Left Turn Lane Storage Length at Country Club Road (Station 166+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Using 193 foot storage length will affect the ability to provide a compliant amount of storage at the intersection commercial left turn access to the south at Station 161+50. This will impact businesses and residents along the corridor.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
37	381 feet Turn-Lane Storage Length (BDE Manual (AM) Section 36-3.02.b, 3.03.a. Red-time Queue)	230 feet	Illinois Route 47 Southbound Left Turn Lane Storage Length at Country Club Road (Station 168+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Using 381 foot storage length will affect the ability to provide a compliant amount of storage at the intersection of Illinois Route 47 and Calhoun Street. This will impact businesses and residents along the corridor.
38	536 feet Turn-Lane Storage Length (BDE Manual (PM) Section 36-3.02.b Red-time Queue)	135 feet	Country Club Road Westbound Right Turn Lane Storage Length (Station 116+50).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Using 536 foot storage length will affect the ability of residents to access a commercial property at the intersection of Country Club Road and Illinois Route 47.
39	290 feet (BDE Manual (PM) Section 36-3.02.b, 3.03.a. Red-time Queue)	160 feet	Country Club Road Westbound Left Turn Lane Storage Length (Station 116+50).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Using 290 foot storage length will affect the ability of residents to access a commercial property at the intersection of Country Club Road and Illinois Route 47.
40	547 feet Turn-Lane Storage Length (BDE Manual (AM) Section 36-3.02.b, 3.03.a. Red-time Queue)	270 feet	Illinois Route 120 Eastbound Left Turn Lane Storage Length (Station 66+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Using 547 foot storage length will affect the ability to provide a compliant amount of storage at the intersection of Illinois Route 120 and Illinois Route 47.



**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
41	300 feet Dual Left-Turn Lane Taper Length (BDE Manual Section 36-3.05(b))	255 feet	Illinois Route 47 northbound dual left-turn lane (Station 95+20) at the intersection of Illinois Route 47 and US Route 14.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception, existing left turn access into Davis Road will be below 3R standards. Access in this area is important for the side street and access to businesses.
42	300 feet Dual Left-Turn Lane Taper Length (BDE Manual Section 36-3.05(b))	258 feet	Illinois Route 47 southbound dual left-turn lane (Station 102+60) at the intersection of Illinois Route 47 and US Route 14.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception, existing left turn access into Catalpa Lane will be below 3R standards. Access in this area is important for the side street and access to businesses.
43	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	53 feet	Illinois Route 47 Northbound Left-Turn Lane Taper at Station 107+10	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
44	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	53 feet	Illinois Route 47 Southbound Left-Turn Lane Taper at Catalpa Lane (Station 107+60).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
45	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.I)	50 feet	Illinois Route 47 Northbound Left Turn Lane Taper at Station 110+50.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
46	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.I)	50 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Station 110+75.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
47	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.I)	50 feet	Illinois Route 47 Northbound Left Turn Lane Taper at Station 113+90	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
48	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.I)	50 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Station 114+25.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
49	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	50 feet	Illinois Route 47 Northbound Left Turn Lane Taper at Station 117+50.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
50	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	50 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Station 117+75.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
51	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	135 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Country Club Road (Station 170+27).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception, level of service at the Illinois Route 47 and County Club Road and/or the level of service at the Illinois Route 47 and Calhoun Street intersection would be negatively affected.
52	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	70 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Station 128+25.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
53	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	53 feet	Illinois Route 47 Northbound Left Turn Lane Taper at Station 176+25.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
54	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	53 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Station 176+65.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
55	175 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	53 feet	Illinois Route 47 Southbound Left Turn Lane Taper at Station 180+60.	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	Without this design exception business access would be reduced.
56	155 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.1)	60 feet	Country Club Road Westbound Left Turn Taper Rate (Station 117+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the storage length taper at westbound Country Club Road left turn lane to allow for a left turn lane at the commercial entrance located in the northeast quadrant of the Illinois Route 47 and County Club Road intersection.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
57	155 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.I)	100 feet	Country Club Road Westbound Right Turn Lane Taper Rate (Station 117+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the storage length taper at westbound Country Club Road right turn lane to prevent the need for the taper to continue through the commercial entrance located in the northeast quadrant of the Illinois Route 47 and County Club Road intersection. This taper matches the existing conditions.
58	155 feet Turn-Lane Taper Length (BDE Manual Figure 36-3.I)	115 feet	Illinois Route 120 Eastbound Left Turn Lane Tape Rate (Station 66+00).	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A 115 foot storage length taper helps drivers distinguish between major and minor intersections.
59	265 feet Turn Lane Taper Length (BDE Manual Section 36-3.I)	240 feet	Westbound US Route 14 at Illinois Route 47 Right-Turn Lane Taper Length (Station 230+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the turn lane taper length because the existing taper of 240 feet is insufficient and no work is being proposed along US Route 14, outside adding a right-turn corner island.
60	35:1 Turn Lane Approach Taper Rate ( BDE Manual Figure 36-3.J) - Shadowed	Un-Shadowed	Westbound Russel Court at Illinois Route 47, Left Turn Lane Approach Taper Rate (Station 45+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the approach taper rate to reduce driver confusion by not having the taper extend past additional commercial entrances, which could cause traffic delays as drivers try to enter/exit the entrances.

**IDOT BDE Design Exception Meeting Minutes  
February 5, 2019**

No.	BDE Policy Value	Proposed Design Value (Exception)	Location	Mitigation	Justification
61	35:1 Turn Lane Approach Taper Rate ( BDE Manual Figure 36-3.J) - Shadowed	Un-Shadowed	Westbound St Johns Road at Illinois Route 47, Left Turn Lane Approach Taper Rate (Station 49+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the approach taper rate to reduce driver confusion by not having the taper extend past additional commercial entrances.
62	40:1 Turn Lane Approach Taper Rate ( BDE Manual Figure 36-3.J) - Shadowed	Un-Shadowed	Eastbound Illinois Route 120 at Illinois Route 47, Left Turn Lane Approach Taper Rate (Station 63+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the approach taper rate to reduce driver confusion by not having the taper extend past additional residential entrances and side streets.
63	40:1 Turn Lane Approach Taper Rate ( BDE Manual Figure 36-3.J) - Shadowed	Un-Shadowed	Eastbound Country Club Road (South Street) at Illinois Route 47, Left Turn Lane Approach Taper Rate (Station 111+00)	Pavement marking, lighting, and signing will be included along IL Route 47 to differentiate between the through lanes and turn lane.	A design exception is necessary for the approach taper rate to reduce driver confusion by not having the taper extend past additional residential entrances and side streets.

Mr. Dwayne Ferguson of BDE reviewed each DE prior to the meeting. He had no further comments and all listed DE's were approved. There were no further comments from any other participants.

Additional DE's (not listed) were presented at the meeting but were removed after further discussion. The removed DE's dealt with WB-65 truck turning movements. These DE's were removed after it was decided that encroachment onto the gutter and minor turn lane storage length modifications would be acceptable if they allowed for a WB-65 truck to physically make a turning movement.

Prepared and presented by Darcie Gabrisko and Matt Gazdziak of Strand Associates, Inc.

**APPENDIX A-3**  
**AGENCY COORDINATION**  
**CMAP COORDINATION**



1170 South Houbolt Road  
Joliet, IL 60431  
Phone: 815-744-4200  
Fax: 815-744-4215

**Office Locations**

Madison, WI  
Joliet, IL  
Louisville, KY  
Lexington, KY  
Mobile, AL  
Columbus, IN  
Columbus, OH  
Indianapolis, IN  
Milwaukee, WI  
Cincinnati, OH

[www.strand.com](http://www.strand.com)

September 22, 2009

Mr. Donald Kopec  
Deputy Director of Planning and Programming  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Attention: Traffic Projections

Re: Illinois Department of Transportation  
Illinois Route 47 Phase I Study

Dear Mr. Kopec:

The Illinois Department of Transportation intends to undertake a study of approximately five miles of Illinois Route 47 (FAP 326, SRA 303) from US 14 (FAP 305) at the south to Charles Road (FAP 333) at the north through the city of Woodstock. The existing corridor is a primarily urban roadway comprised of one lane in each direction with a center two-way turn lane. Land use is diverse along the corridor, with mainly commercial buildings at the south, transitioning to residential and institutional uses to the north. The far northern project limit is located in a rural setting with mixed residential and agricultural uses.

Proposed improvements will depend on the results of the four-year Phase I study and a public involvement program. Options to be considered include upgrading and adding capacity to Illinois Route 47, or identifying an alternate route. If the chosen improvement is upgrading Illinois Route 47, ultimate work may include adding lanes to create up to a five lane cross section, installation of traffic signals, and related improvements. If an alternate route is chosen, we will request revised projections for this corridor.

This submittal requests the 2030 projected volumes for the build and no build alternatives along Illinois Route 47.

Enclosed please find the following:

1. Location map
2. Traffic volume map showing existing volume (2007)





Mr. Donald Kopec  
Chicago Metropolitan Agency for Planning  
Page 2  
September 22, 2009

Please contact our office at (815) 744-4200 if you have any questions or need further clarification.

Sincerely,

STRAND ASSOCIATES, INC.

A handwritten signature in black ink that reads 'Adam Moline'.

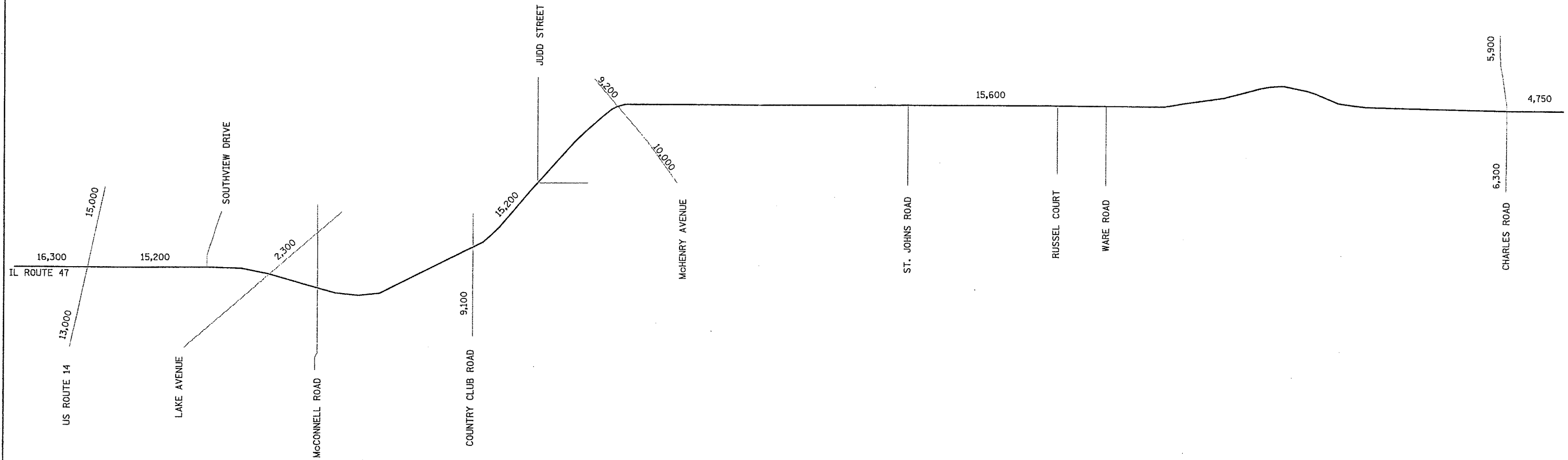
Adam R. Moline, E.I.T..

A handwritten signature in black ink that reads 'Darcie W. Gabrisko'.

Darcie W. Gabrisko, P.E  
Vice President

c: Mr. Mir Mustafa, P.E., Illinois Department of Transportation  
Mr. Ojas Patel, Illinois Department of Transportation

TRAFFIC VOLUME MAP  
 IL ROUTE 47 (US 14 TO CHARLES ROAD)



**LEGEND**

XXX Existing Average Daily Traffic (Year 2007)

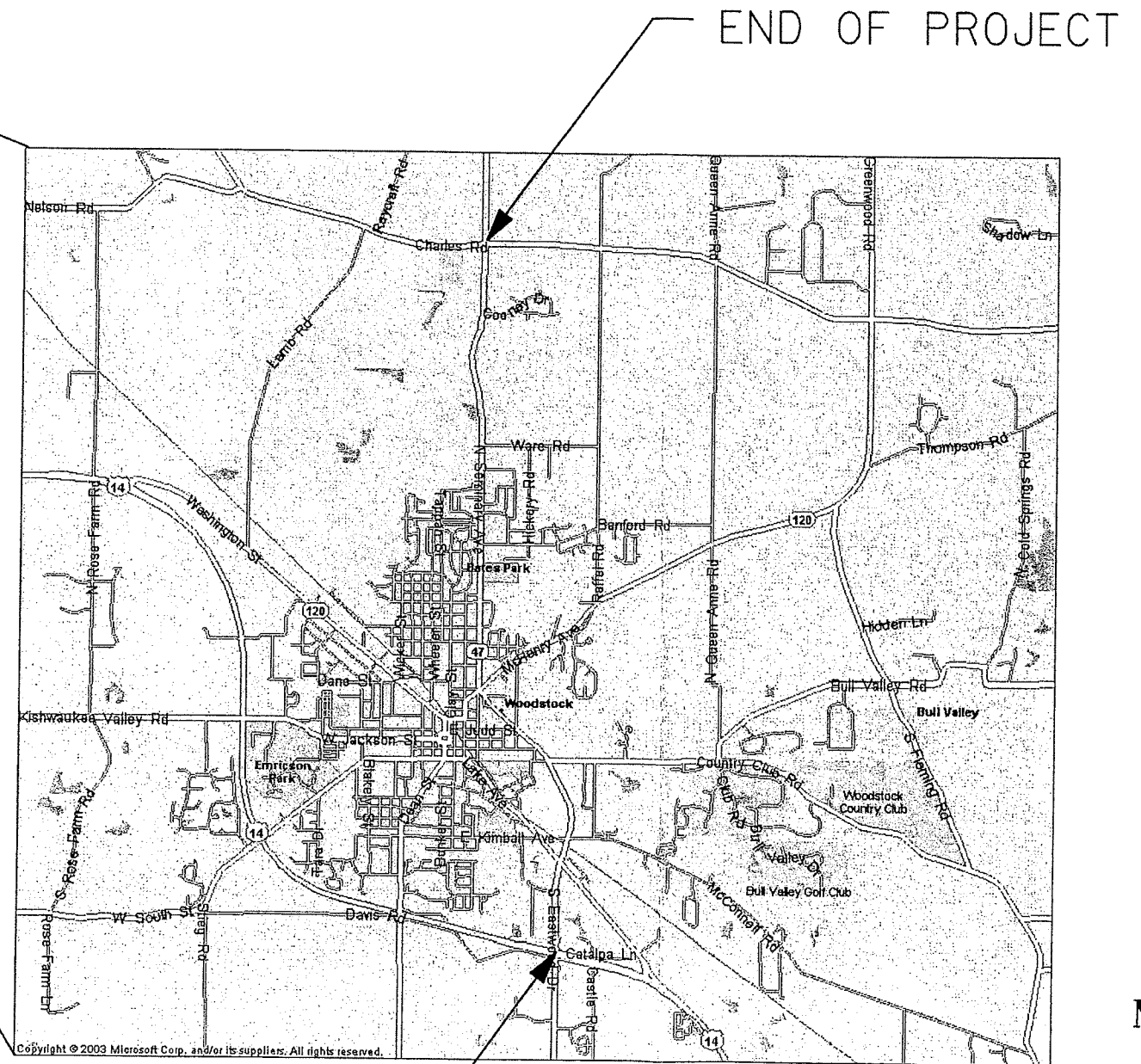
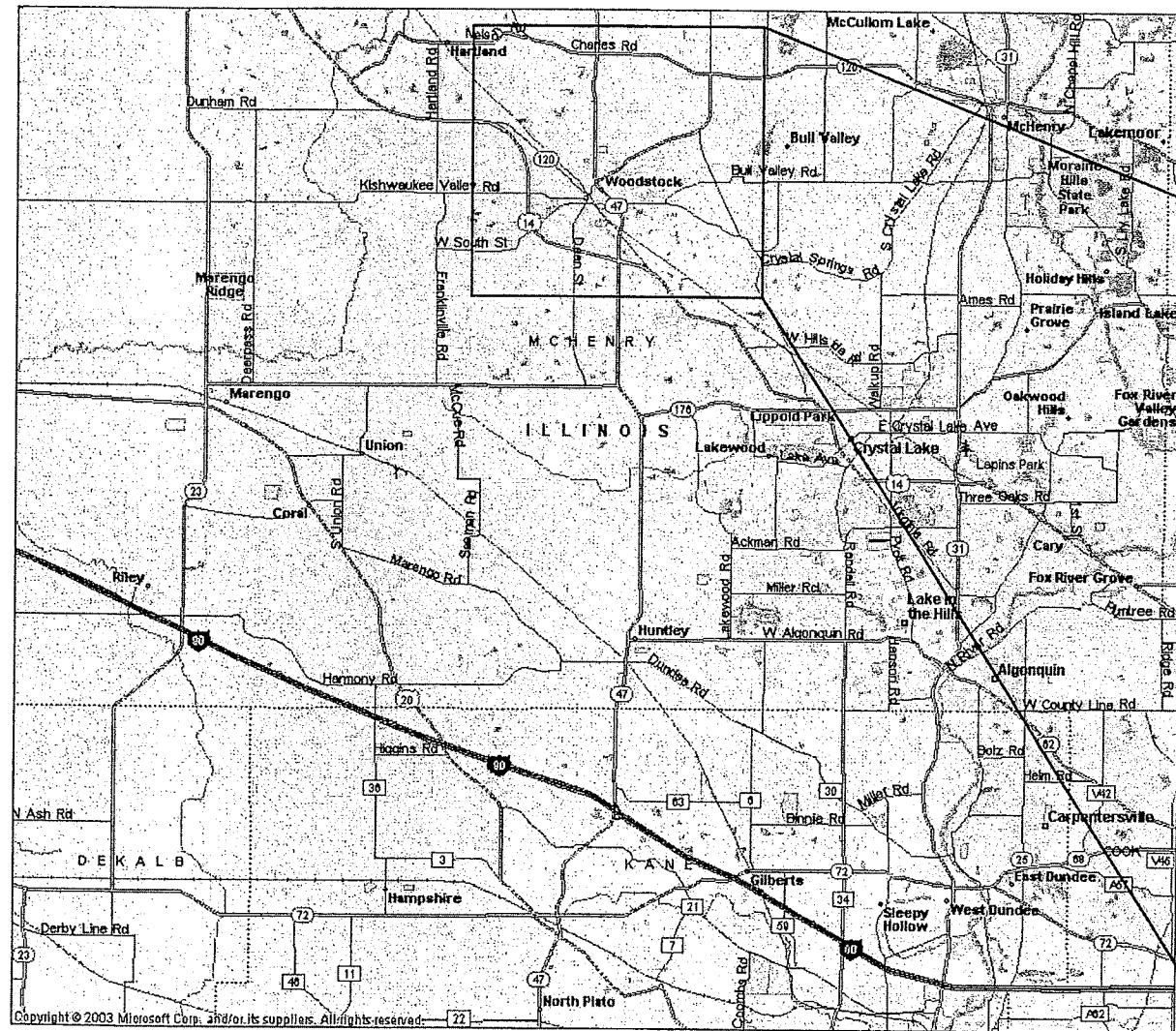
FILE NAME = \\JDL\ESDB-6595\6346\014\Area\Sh\IL47\Traffic\Volume map.dgn

USER NAME = edemm	DESIGNED -	REVISED -
PLOT SCALE = 200.0000' / IN.	DRAWN -	REVISED -
	CHECKED -	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

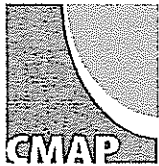
CONTRACT NO.

# ILLINOIS ROUTE 47 - LOCATION MAP



BEGINNING OF PROJECT

NOT TO SCALE



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

voice 312-454-0400  
fax 312-454-0411  
www.cmap.illinois.gov

October 5, 2009

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

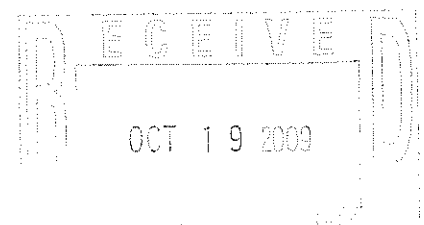
**Subject: IL 47 from US 14 to Charles Road**  
IDOT

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated September 22, 2009, we have developed year 2030 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	BUILD	NO BUILD
	2030 ADT	2030 ADT
IL 47 south of US 14	25,000	22,000
US 14 west of IL 47	19,000	19,000
US 14 east of IL 47	22,000	19,000
IL 47 between US 14 and Lake Ave	25,000	17,000
Lake Ave west of IL 47	3,000	3,000
Country Club Rd east of IL 47	10,000	10,000
IL 47 between Country Club Rd and McHenry Ave	22,000	18,000
McHenry Ave west of IL 47	10,000	11,000
McHenry Ave east of IL 47	9,000	10,000
IL 47 between McHenry Ave and Charles Rd	25,000	20,000
Charles Rd west of IL 47	8,000	8,000
Charles Rd east of IL 47	9,000	7,000
IL 47 north of Charles Rd	7,000	5,000

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: Illinois Route 47, US Route 14 and Illinois Route 120-Charles Road. SRA Reports include right-of-way, geometric, access and transit recommendations.



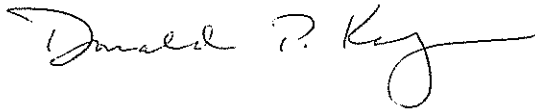
*Subject: IL 47 from US 14 to Charles Road*  
IDOT

Page 2

Traffic projections are developed using existing ADT data provided in the request letter and the results from the most recent (Spring 2009) CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald P. Kopec". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Gabrisko (Strand Associates)  
M:\proj\lceb\forecasts\2009 response\mc-13-09.docx



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

voice 312-454-0400  
fax 312-454-0411  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

October 9, 2009

Ms. Darcie W. Gabrisko, PE  
Vice President  
Strand Associates, Inc. Engineers  
1170 South Houbolt Road  
Joliet IL 60431

**Re: IL 47 – US 14 to Charles Road  
McHenry County**

Dear Ms. Gabrisko,

Thank you for the opportunity to provide information which may be helpful for your study of IL 47 in McHenry County.

IL 47 is a Strategic Regional Arterial. IDOT has completed a study of the corridor and produced an SRA report which includes right-of-way, geometric, access and transit recommendations. You can find a copy of the executive summary at <http://www.cmap.illinois.gov/sra/> under number 303. The full report is available to view in our office. On the same webpage, you will find the SRA Design Concept Report and Performance Criteria Analysis. They may also be useful for the study.

In addition, the adopted 2030 Regional Transportation Plan includes recommendations for the region's strategic regional systems, including the Strategic Regional Arterial System. Chapter 3 presents the recommendations. The region has adopted the plan, and improvements to the region's strategic systems should be consistent with the recommendations it includes. You can download the document from the Shared Path 2030 website at the bottom of the first section.  
<http://www.cmap.illinois.gov/sp2030/sp2030main.aspx> .

If you have any questions, please don't hesitate to contact me at 312-386-8744 or [cbozic@cmap.illinois.gov](mailto:cbozic@cmap.illinois.gov) .

Sincerely,

A handwritten signature in cursive script that reads "Claire Bozic".

Claire Bozic  
Senior Analyst



1170 South Houbolt Road  
Joliet, IL 60431  
Phone: 815-744-4200  
Fax: 815-744-4215

**Office Locations**

Madison, WI  
Joliet, IL  
Louisville, KY  
Lexington, KY  
Mobile, AL  
Columbus, IN  
Columbus, OH  
Indianapolis, IN  
Milwaukee, WI  
Cincinnati, OH  
Phoenix, AZ

[www.strand.com](http://www.strand.com)

November 30, 2009

Mr. Donald Kopec  
Deputy Director of Planning and Programming  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Attention: Traffic Projections

Re: Illinois Department of Transportation  
Illinois Route 47 Phase I Study

Dear Mr. Kopec:

The Illinois Department of Transportation intends to undertake a study of approximately five miles of Illinois Route 47 (FAP 326, SRA 303) from US 14 (FAP 305) at the south to Charles Road (FAP 333) at the north through the city of Woodstock. The existing corridor is a primarily urban roadway comprised of one lane in each direction with a center two-way turn lane. Land use is diverse along the corridor, with mainly commercial buildings at the south, transitioning to residential and institutional uses to the north. The far northern project limit is located in a rural setting with mixed residential and agricultural uses.

Proposed improvements will depend on the results of the four-year Phase I study and a public involvement program. Options to be considered include upgrading and adding capacity to Illinois Route 47, or identifying an alternate route. If the chosen improvement is upgrading Illinois Route 47, ultimate work may include adding lanes to create up to a five lane cross section, installation of traffic signals, and related improvements. If an alternate route is chosen, we will request revised projections for this corridor.

This submittal requests the 2030 projected volumes for the build and no build alternatives along Illinois Route 47.

Enclosed please find the following:

1. Location map
2. Traffic volume map showing existing volume (2009)



Mr. Donald Kopec  
Chicago Metropolitan Agency for Planning  
Page 2  
November 30, 2009

Please contact our office at (815) 744-4200 if you have any questions or need further clarification.

Sincerely,

STRAND ASSOCIATES, INC.®

Handwritten signature of Adam R. Moline in cursive.

Adam R. Moline, E.I.T..

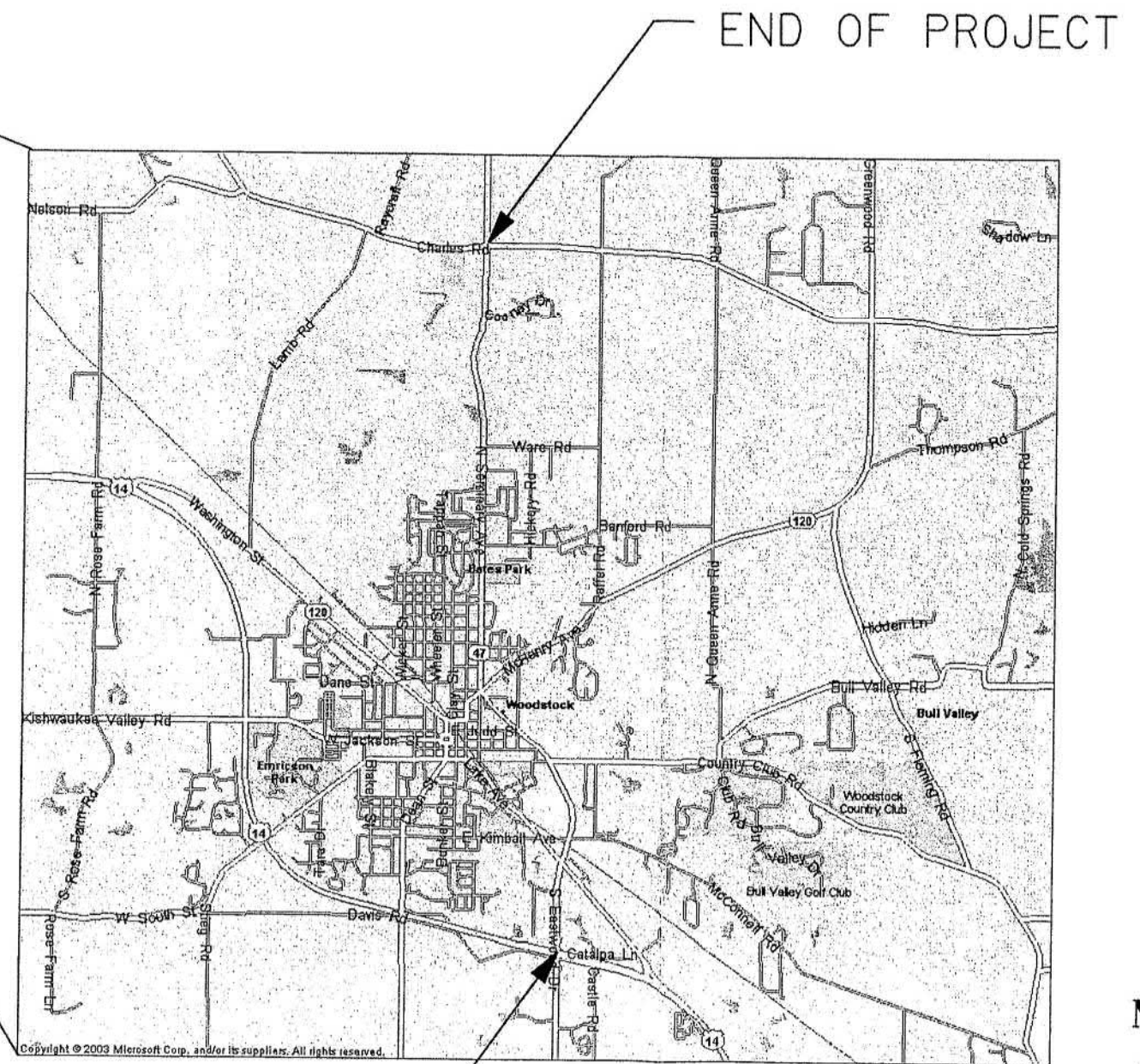
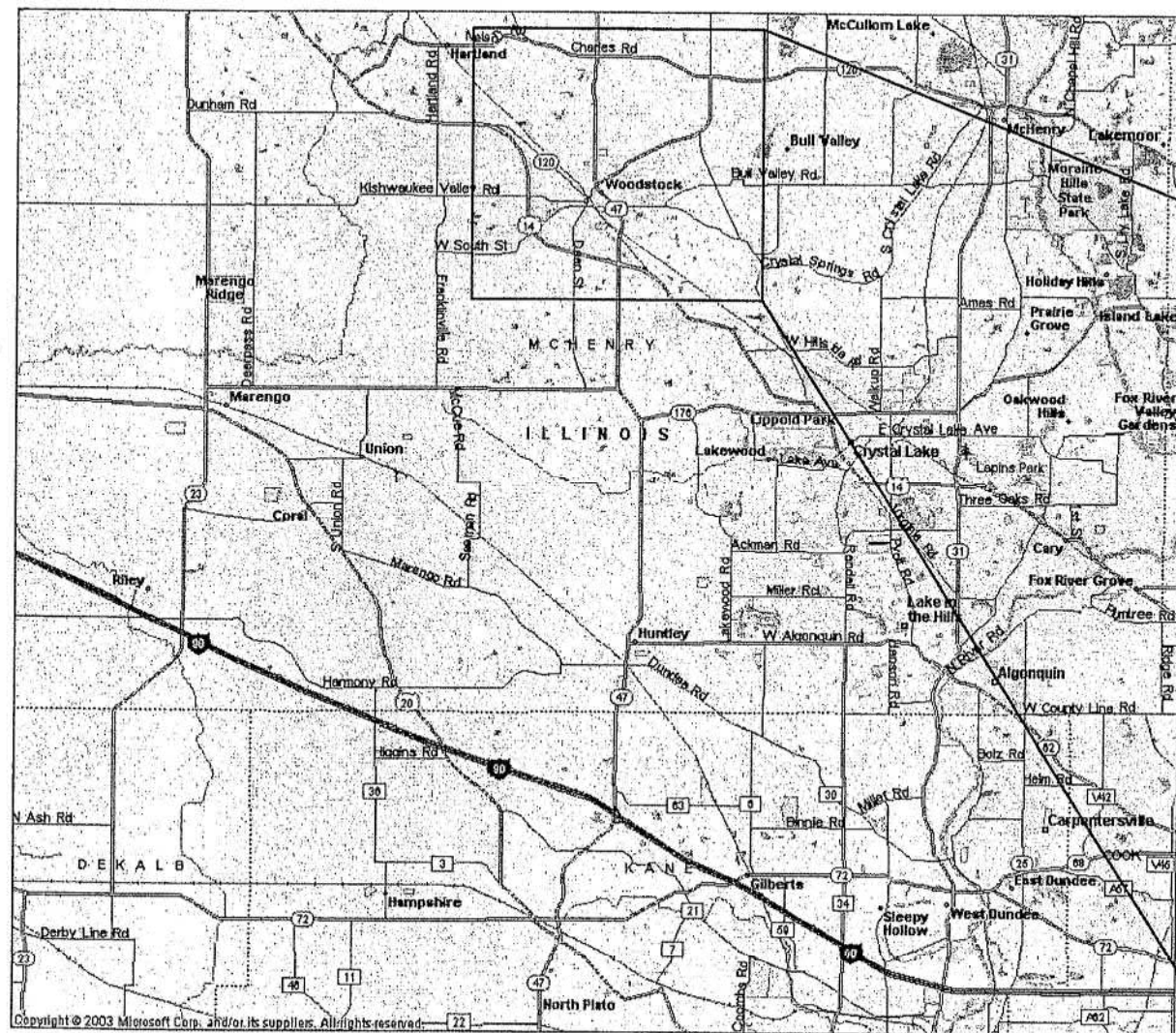
Handwritten signature of Darcie W. Gabrisko in cursive.

Darcie W. Gabrisko, P.E  
Vice President

c: Mr. Mir Mustafa, P.E., Illinois Department of Transportation  
Mr. Ojas Patel, Illinois Department of Transportation

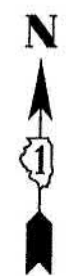


# ILLINOIS ROUTE 47 - LOCATION MAP



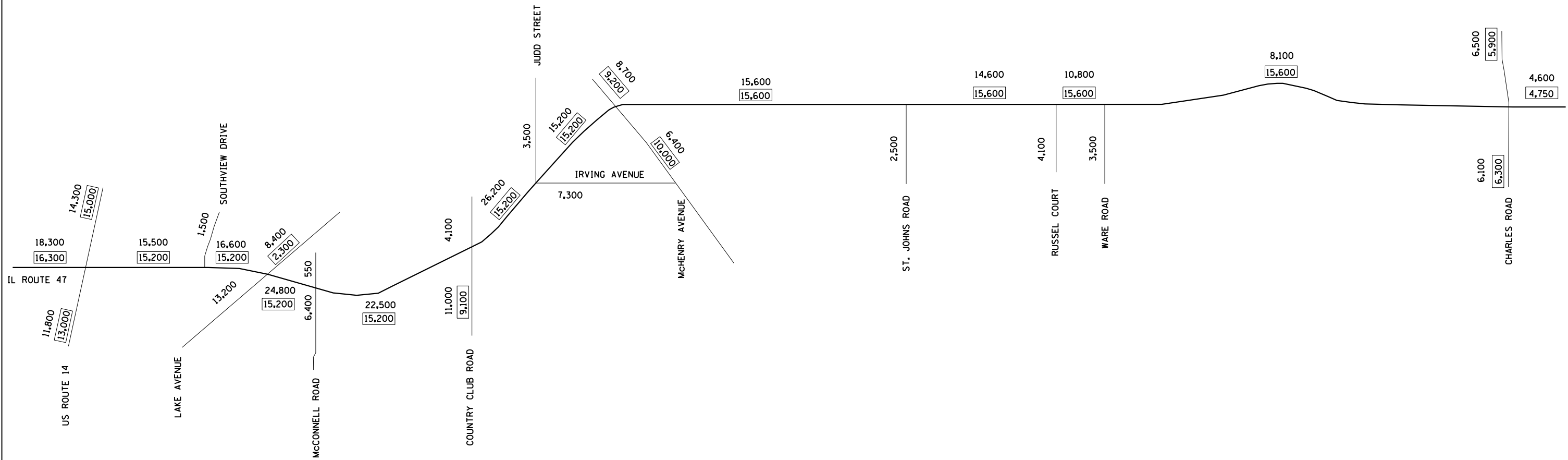
END OF PROJECT

BEGINNING OF PROJECT



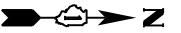
NOT TO SCALE

# TRAFFIC VOLUME MAP IL ROUTE 47 (US 14 TO CHARLES ROAD)



**LEGEND**

XXX Existing Average Daily Traffic From IDOT Website (Year 2007)  
 XXX Existing Average Daily Traffic From Traffic Counts and Regina Webster & Associates (Year 2009)



FILE NAME = S:\JOL\6388-6399\6346\01\1\Micro\CA00 Sheets\Exhibits\Archive\IL47\effrc volume map.dgn

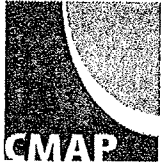
**STRAND ENGINEERS**  
 1170 SOUTH HOUBOLT ROAD  
 JOLIET, ILLINOIS 60431  
 (815) 744-4200

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 200.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/7/2015	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: AS SHOWN    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

voice 312-454-0400  
fax 312-454-0411  
www.cmap.illinois.gov

December 7, 2009

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

**Subject: IL 47 from US 14 to Charles Road REVISED PROJECTIONS  
IDOT**

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated December 1, 2009, we have developed revised year 2030 average daily traffic (ADT) projections for the subject location. These are located on a table on the following page. The revisions are the result of new and additional observed traffic information provided by Strand Associates.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: Illinois Route 47, US Route 14 and Illinois Route 120-Charles Road. SRA Reports include right-of-way, geometric, access and transit recommendations.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the most recent (Spring 2009) CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

A handwritten signature in black ink that reads "Donald P. Kopec". The signature is fluid and cursive, with a long horizontal stroke at the end.

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Gabrisko (Strand Associates)  
M:\proj1\cebf\forecasts\2009 response\mc-13u-09.docx

DEC 11 2009

Table: 2030 Projected ADTs, Build and No-Build Scenarios

ROAD SEGMENT	BUILD <sup>BUILD 47/BYPASS</sup>	NO BUILD <sup>W/ BYPASS</sup>
	2030 ADT	2030 ADT
IL 47 south of US 14	24,000	22,000
US 14 west of IL 47	18,000	19,000
US 14 east of IL 47	21,000	19,000
IL 47 between US 14 and Southview Dr	25,000	17,000
Southview Dr west of IL 47	2,000	2,000
IL 47 between Southview Dr and Lake Ave	25,000	17,000
Lake Ave west of IL 47	3,000	3,000
Lake Ave east of IL 47	12,000	13,000
IL 47 between Lake Ave and McConnell Rd	31,000	25,000
McConnell Rd west of IL 47	1,000	1,000
McConnell Rd east of IL 47	8,000	7,000
IL 47 between McConnell Rd and Country Club Rd	30,000	28,000
Country Club Rd west of IL 47	5,000	5,000
Country Club Rd east of IL 47	12,000	13,000
IL 47 btwn Country Club Rd and Irving Ave/Judd St	33,000	31,000
Irving Ave east of IL 47	10,000	11,000
Judd St west of IL 47	5,000	5,000
IL 47 between Irving Ave/Judd St and McHenry Ave	20,000	16,000
McHenry Ave west of IL 47	10,000	11,000
McHenry Ave east of IL 47	8,000	10,000
IL 47 between McHenry Ave and St Johns Rd	25,000	18,000
St Johns Rd east of IL 47	4,000	4,000
IL 47 between St Johns Rd and Russel Ct	25,000	18,000
Russel Ct east of IL 47	5,000	5,000
IL 47 between Russel Ct and Ware Rd	24,000	20,000
Ware Rd east of IL 47	4,000	7,000
IL 47 between Ware Rd and Charles Rd	15,000	12,000
Charles Rd west of IL 47	8,000	9,000
Charles Rd east of IL 47	8,000	7,000
IL 47 north of Charles Rd	7,000	5,000

February 24, 2010

Mr. Donald Kopec  
Deputy Director of Planning and Programming  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Attention: Traffic Projections

Re: Illinois Department of Transportation  
Illinois Route 47 Phase I Study

Dear Mr. Kopec:

The Illinois Department of Transportation intends to undertake a study of approximately five miles of Illinois Route 47 (FAP 326, SRA 303) from US 14 (FAP 305) at the south to Charles Road (FAP 333) at the north through the city of Woodstock. The existing corridor is a primarily urban roadway comprised of one lane in each direction with a center two-way turn lane. Land use is diverse along the corridor, with mainly commercial buildings at the south, transitioning to residential and institutional uses to the north. The far northern project limit is located in a rural setting with mixed residential and agricultural uses.

Proposed improvements will depend on the results of the four-year Phase I study and a public involvement program. Options to be considered include upgrading and adding capacity to Illinois Route 47, or identifying an alternate route. If the chosen improvement is upgrading Illinois Route 47, ultimate work may include adding lanes to create up to a five lane cross section, installation of traffic signals, and related improvements.

We have previously requested 2030 projected volumes along this corridor. It is our understanding that these projections included a signed western bypass which realigns Illinois Route 47 via US Route 14 to Lamb Road. This submittal requests the 2030 projected volumes for the build and no build alternatives for this project for the following cases:

1. Projections along Illinois Route 47 and side streets – Without western bypass included in model
2. Projections along western bypass route (US 14 to Lamb Road) – With western bypass included in model

Mr. Donald Kopec  
Chicago Metropolitan Agency for Planning  
Page 2  
February 24, 2010

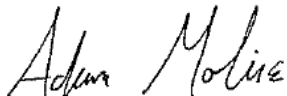
Enclosed please find the following:

1. Location map
2. Traffic volume map showing existing volumes (2009)

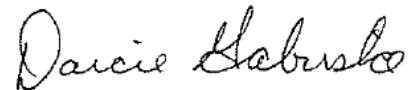
Please contact our office at (815) 744-4200 if you have any questions or need further clarification.

Sincerely,

STRAND ASSOCIATES, INC.®



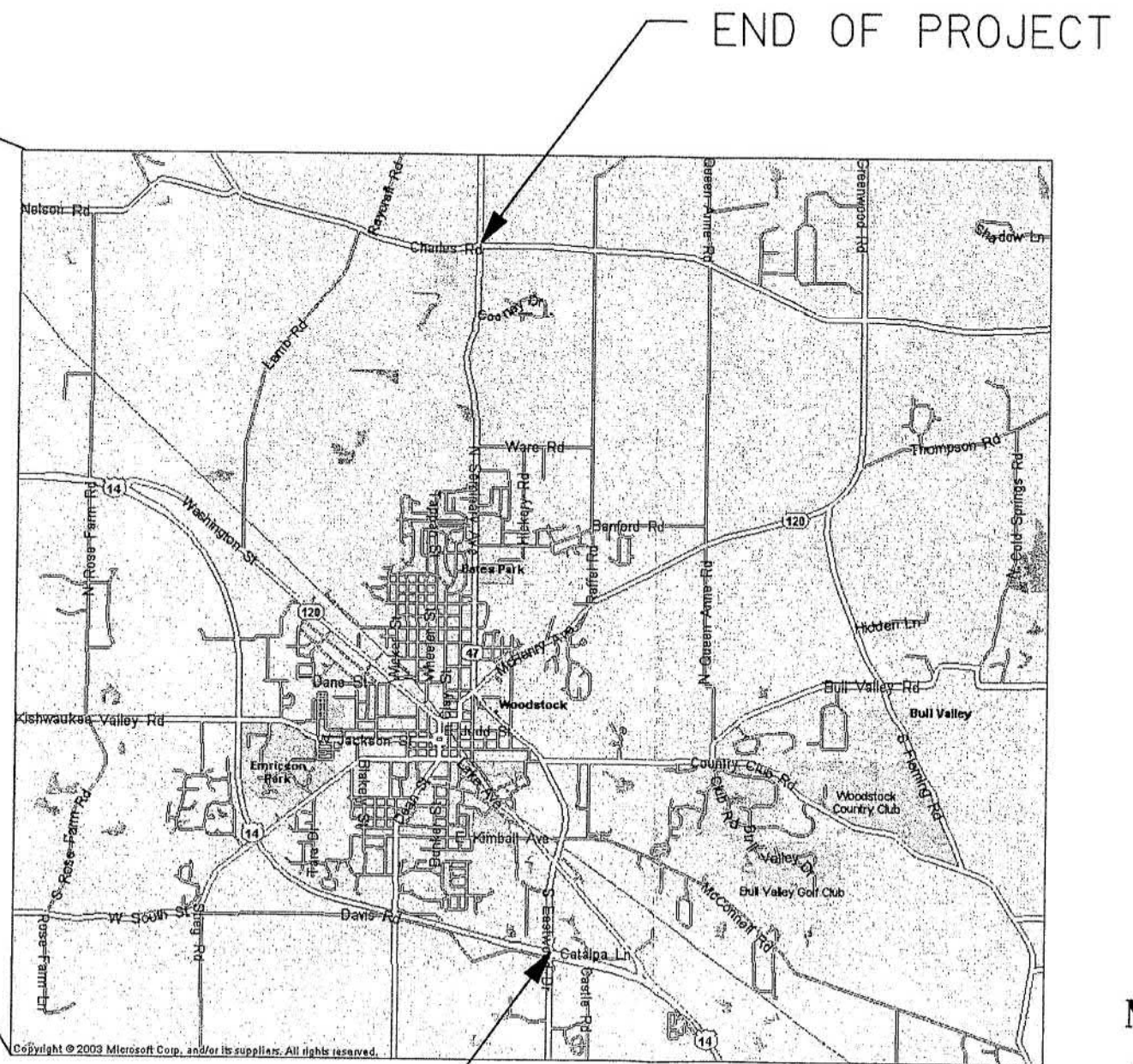
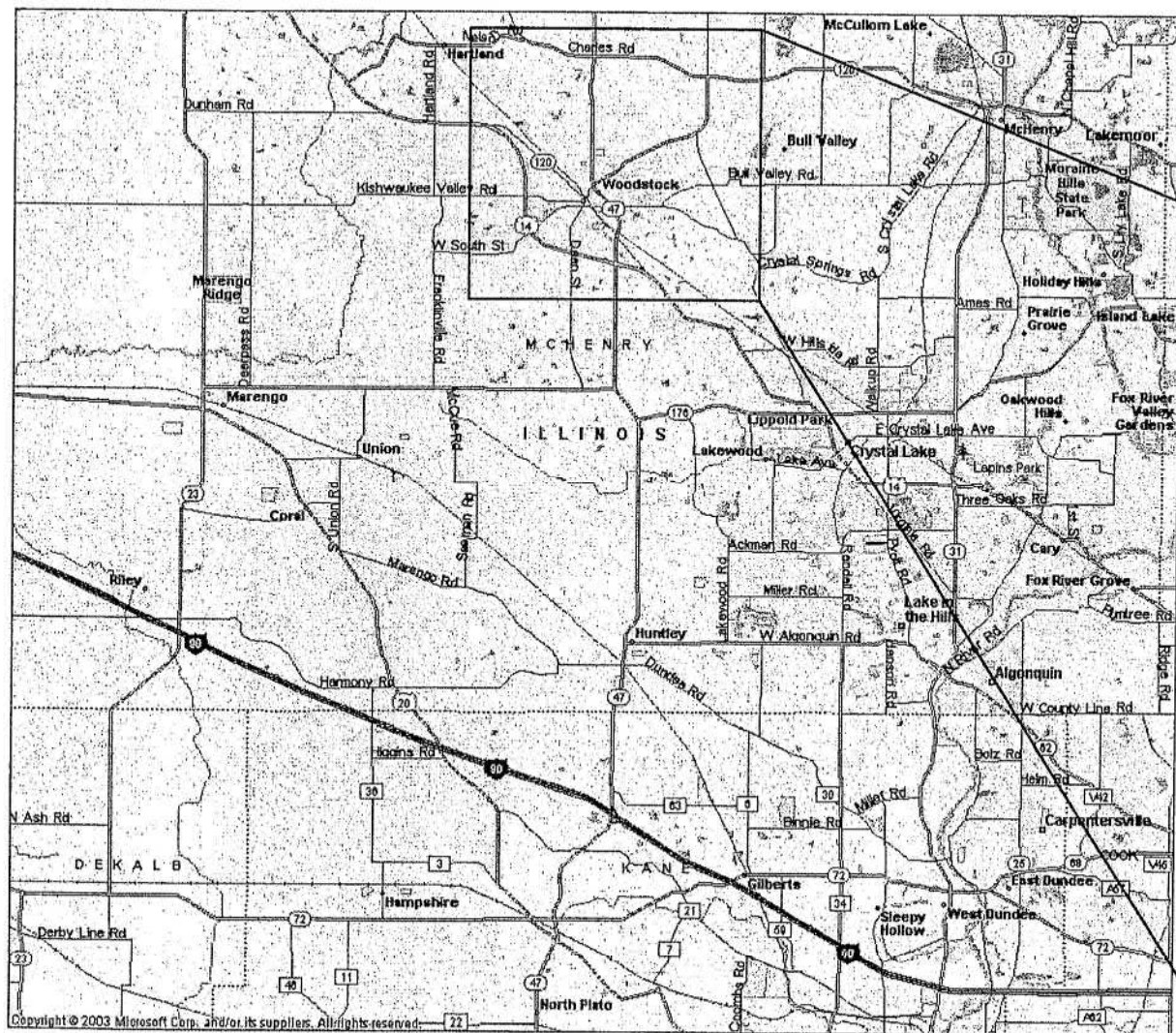
Adam R. Moline, E.I.T.



Darcie W. Gabrisko, P.E  
Vice President

c: Mr. Mir Mustafa, P.E., Illinois Department of Transportation  
Mr. Ojas Patel, P.E., Illinois Department of Transportation

# ILLINOIS ROUTE 47 - LOCATION MAP



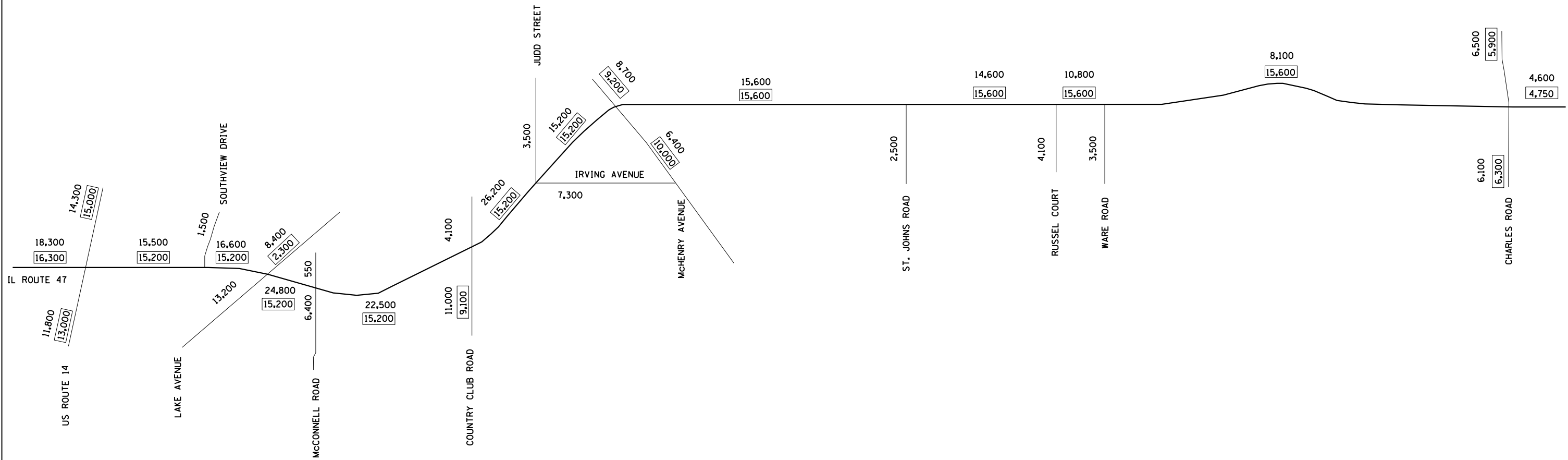
BEGINNING OF PROJECT

END OF PROJECT



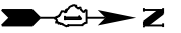
NOT TO SCALE

# TRAFFIC VOLUME MAP IL ROUTE 47 (US 14 TO CHARLES ROAD)



**LEGEND**

XXX Existing Average Daily Traffic From IDOT Website (Year 2007)  
 XXX Existing Average Daily Traffic From Traffic Counts and Regina Webster & Associates (Year 2009)



FILE NAME = S:\JOL\6300-6399\6346\01\1\Micro\CA00 Sheets\Exhibits\Archive\IL47\effrc volume map.dgn

**STRAND ENGINEERS**  
 1170 SOUTH HOUBOLT ROAD  
 JOLIET, ILLINOIS 60431  
 (815) 744-4200

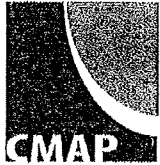
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 200.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/7/2015	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: AS SHOWN    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				





# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

voice 312-454-0400  
fax 312-454-0411  
www.cmap.illinois.gov

March 8, 2010

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

**Subject: Woodstock (IL 47) Bypass**  
IDOT

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated February 24, 2010, we have developed revised year 2030 average daily traffic (ADT) projections for the subject location. These are located on a table on the following page.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: Illinois Route 47, US Route 14 and Illinois Route 120-Charles Road. SRA Reports include right-of-way, geometric, access and transit recommendations.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the Spring 2009 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

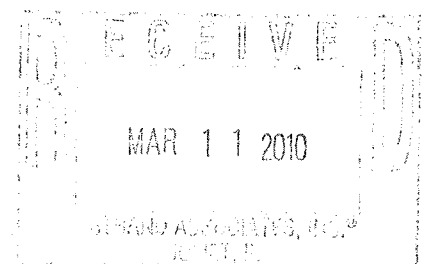
If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

A handwritten signature in black ink that reads "Donald P. Kopec".

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Gabrisko (Strand Associates)  
M:\proj1\ceb\forecasts\2010 Response\mc-04-10.docx



**Subject: Woodstock (IL 47) Bypass**

Table 1: 2030 Projected ADTs for Build IL 47 – No Build, then Build Woodstock Bypass

<b>ROAD SEGMENT</b>	<b>BUILD IL 47 NO BYPASS</b>	<b>BUILD IL 47 BLD BYPASS</b>
IL 47 south of US 14	25,000	22,000
US 14 west of IL 47	19,000	19,000
US 14 east of IL 47	22,000	19,000
IL 47 between US 14 and Southview Dr	27,000	17,000
Southview Dr west of IL 47	2,000	2,000
IL 47 between Southview Dr and Lake Ave	27,000	17,000
Lake Ave west of IL 47	3,000	3,000
Lake Ave east of IL 47	12,000	13,000
IL 47 between Lake Ave and McConnell Rd	32,000	25,000
McConnell Rd west of IL 47	1,000	1,000
McConnell Rd east of IL 47	8,000	7,000
IL 47 between McConnell Rd and Country Club Rd	32,000	28,000
Country Club Rd west of IL 47	5,000	5,000
Country Club Rd east of IL 47	12,000	13,000
IL 47 btwn Country Club Rd and Irving Ave/Judd St	35,000	31,000
Irving Ave east of IL 47	11,000	11,000
Judd St west of IL 47	5,000	5,000
IL 47 between Irving Ave/Judd St and McHenry Ave	22,000	16,000
McHenry Ave west of IL 47	10,000	11,000
McHenry Ave east of IL 47	10,000	10,000
IL 47 between McHenry Ave and St Johns Rd	26,000	18,000
St Johns Rd east of IL 47	4,000	4,000
IL 47 between St Johns Rd and Russel Ct	26,000	18,000
Russel Ct east of IL 47	5,000	5,000
IL 47 between Russel Ct and Ware Rd	26,000	20,000
Ware Rd east of IL 47	4,000	7,000
IL 47 between Ware Rd and Charles Rd	17,000	12,000
Charles Rd west of IL 47	7,000	9,000
Charles Rd east of IL 47	7,000	7,000
IL 47 north of Charles Rd	9,000	5,000

\*w/Bypass values are Build 2030 ADT values from Revised Projections letter dated 12.07.09

Table 1: 2030 Projected ADTs, along Build Woodstock Bypass with Build IL 47

<b>ROAD SEGMENT</b>	<b>BUILD IL 47 BLD BYPASS</b>
Woodstock Bypass (IL 47-US 14) south of Kish. Valley Rd.	15,000
Woodstock Bypass (IL 47-US 14) south of US 14 west split	13,000
US 14 west of Woodstock Bypass	7,000
Woodstock Bypass (IL 47) between US 14 and Washington St	6,000
Washington St west of Woodstock Bypass	6,000
Washington St east of Woodstock Bypass	6,000
Woodstock Bypass (IL 47–Lamb Rd) between Washington St and Charles St	8,000
Charles St west of Woodstock Bypass	9,000
Charles St east of Woodstock Bypass	8,000

Both Tables 1 and 2 Revised for Clarification, March 23, 2010 (JR, CMAP)



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800, Sears Tower  
Chicago, IL 60606

voice 312-454-0400  
fax 312-454-0411  
www.cmap.illinois.gov

April 8, 2010

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

**Subject: Woodstock (IL 47) Bypass: Regional Scenarios 2 and 3**  
IDOT

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated March 30, 2010, we have developed revised year 2030 average daily traffic (ADT) projections for the subject location based on two scenarios, to be referred to Regional Scenario 2 and Regional Scenario 3 respectively. Regional Scenario 2 refers to 2030 ADT for IL 47 and its cross streets under No-Build conditions which will not feature additional lane capacity for neither mainline IL 47 nor a western IL 47 bypass. Regional Scenario 3 refers to 2030 ADT for a built western IL 47 bypass while mainline IL 47 remains under No-Build conditions. These are located on tables on the following page.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: IL Route 47, US Route 14 and IL Route 120-Charles Road. SRA Reports include right-of-way, geometric, access and transit recommendations.

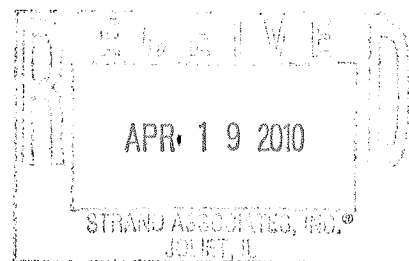
Traffic projections are developed using existing ADT data provided in the request letter and the results from the Spring 2009 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Gabrisko (Strand Associates)  
M:\proj1\ccb\forecasts\2010 Response\mc-04-10\_rs2\_rs3.docx



**Subject: Woodstock (IL 47) Bypass: Regional Scenarios 2 and 3**

**Table 1: Reg. Scenario #2: 2030 Projected ADTs for No Build IL 47 Mainline + No West IL 47 Bypass**

<b>ROAD SEGMENT</b>	<b>NO BUILD IL 47 NO WEST BYPASS</b>
IL 47 south of US 14	20,000
US 14 west of IL 47	16,000
US 14 east of IL 47	21,000
IL 47 between US 14 and Southview Dr	23,000
Southview Dr west of IL 47	2,000
IL 47 between Southview Dr and Lake Ave	23,000
Lake Ave west of IL 47	3,000
Lake Ave east of IL 47	13,000
IL 47 between Lake Ave and McConnell Rd	30,000
McConnell Rd west of IL 47	1,000
McConnell Rd east of IL 47	7,000
IL 47 between McConnell Rd and Country Club Rd	31,000
Country Club Rd west of IL 47	6,000
Country Club Rd east of IL 47	12,000
IL 47 btwn Country Club Rd and Irving Ave/Judd St	34,000
Irving Ave east of IL 47	13,000
Judd St west of IL 47	5,000
IL 47 between Irving Ave/Judd St and McHenry Ave	21,000
McHenry Ave west of IL 47	10,000
McHenry Ave east of IL 47	8,000
IL 47 between McHenry Ave and St Johns Rd	24,000
St Johns Rd east of IL 47	4,000
IL 47 between St Johns Rd and Russel Ct	24,000
Russel Ct east of IL 47	5,000
IL 47 between Russel Ct and Ware Rd	23,000
Ware Rd east of IL 47	4,000
IL 47 between Ware Rd and Charles Rd	14,000
Charles Rd west of IL 47	9,000
Charles Rd east of IL 47	9,000
IL 47 north of Charles Rd	7,000

**Table 2: Regional Scenario #3: 2030 Projected ADTs, Built West Bypass + No-Build Mainline IL 47**

<b>ROAD SEGMENT</b>	<b>BUILT WEST BYPASS NO BUILD IL 47 MAIN</b>
Woodstock Bypass (IL 47-US 14) south of Kish. Valley Rd.	16,000
Woodstock Bypass (IL 47-US 14) south of US 14 west split	12,000
US 14 west of Woodstock Bypass	5,000
Woodstock Bypass (IL 47) between US 14 and Washington St	7,000
Washington St west of Woodstock Bypass	6,000
Washington St east of Woodstock Bypass	6,000
Woodstock Bypass (IL 47-Lamb Rd) between Washington St and Charles St	9,000
Charles St west of Woodstock Bypass	9,000
Charles St east of Woodstock Bypass	7,000



1170 South Houbolt Road  
Joliet, IL 60431  
Phone: 815-744-4200  
Fax: 815-744-4215

October 20, 2010

**Office Locations**

Madison, WI  
Joliet, IL  
Louisville, KY  
Lexington, KY  
Mobile, AL  
Columbus, IN  
Columbus, OH  
Indianapolis, IN  
Milwaukee, WI  
Cincinnati, OH  
Phoenix, AZ

Mr. Donald Kopec  
Deputy Director of Planning and Programming  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Attention: Traffic Projections

Re: Illinois Department of Transportation  
Illinois Route 47 Phase I Study - US 14 to Charles Road

[www.strand.com](http://www.strand.com)

Dear Mr. Kopec:

The Illinois Department of Transportation intends to undertake a study of approximately five miles of Illinois Route 47 (FAP 326, SRA 303) from US 14 (FAP 305) at the south to Charles Road (FAP 333) at the north through the city of Woodstock. The existing corridor is a primarily urban roadway comprised of one lane in each direction with a center two-way turn lane. Land use is diverse, with mainly commercial buildings at the south, transitioning to residential and institutional uses to the north. The far northern project limit is located in a rural setting with mixed residential and agricultural uses.

Proposed improvements will depend on the results of the Phase I study and public involvement program. Options to be considered include upgrading and adding capacity to Illinois Route 47, or identifying an alternate route. Public input to date has identified several alternatives, including bypass routes and one way couples.

We have previously requested 2030 projected volumes along this corridor for the “do nothing” scenario, the widening of existing IL Route 47, and a western bypass alternative which realigns Illinois Route 47 via US Route 14 to Lamb Road. This submittal requests the 2030 projected volumes and a plot of the model network showing links for the following additional bypass routes or alternatives:

1. Projections along Illinois Route 47 and indicated side streets – With eastern bypass alternative A (Build IL Route 47 and no-build IL Route 47)
2. Projections along Illinois Route 47 and indicated side streets – With one-way pair alternative B (Build IL Route 47 and no-build IL Route 47)
3. Projections along Illinois Route 47 and indicated side streets – With one-way pair alternative C (Build IL Route 47 and no-build IL Route 47)



Mr. Donald Kopec  
Chicago Metropolitan Agency for Planning  
Page 2  
October 20, 2010

Enclosed please find the following:

1. Location map
2. Traffic volume map showing existing volumes (2009) / Exhibit displaying the various alternatives (A, B and C)

Please contact our office at (815) 744-4200 if you have any questions or need further clarification.

Sincerely,

STRAND ASSOCIATES, INC.®

Handwritten signature of Adam R. Moline in cursive.

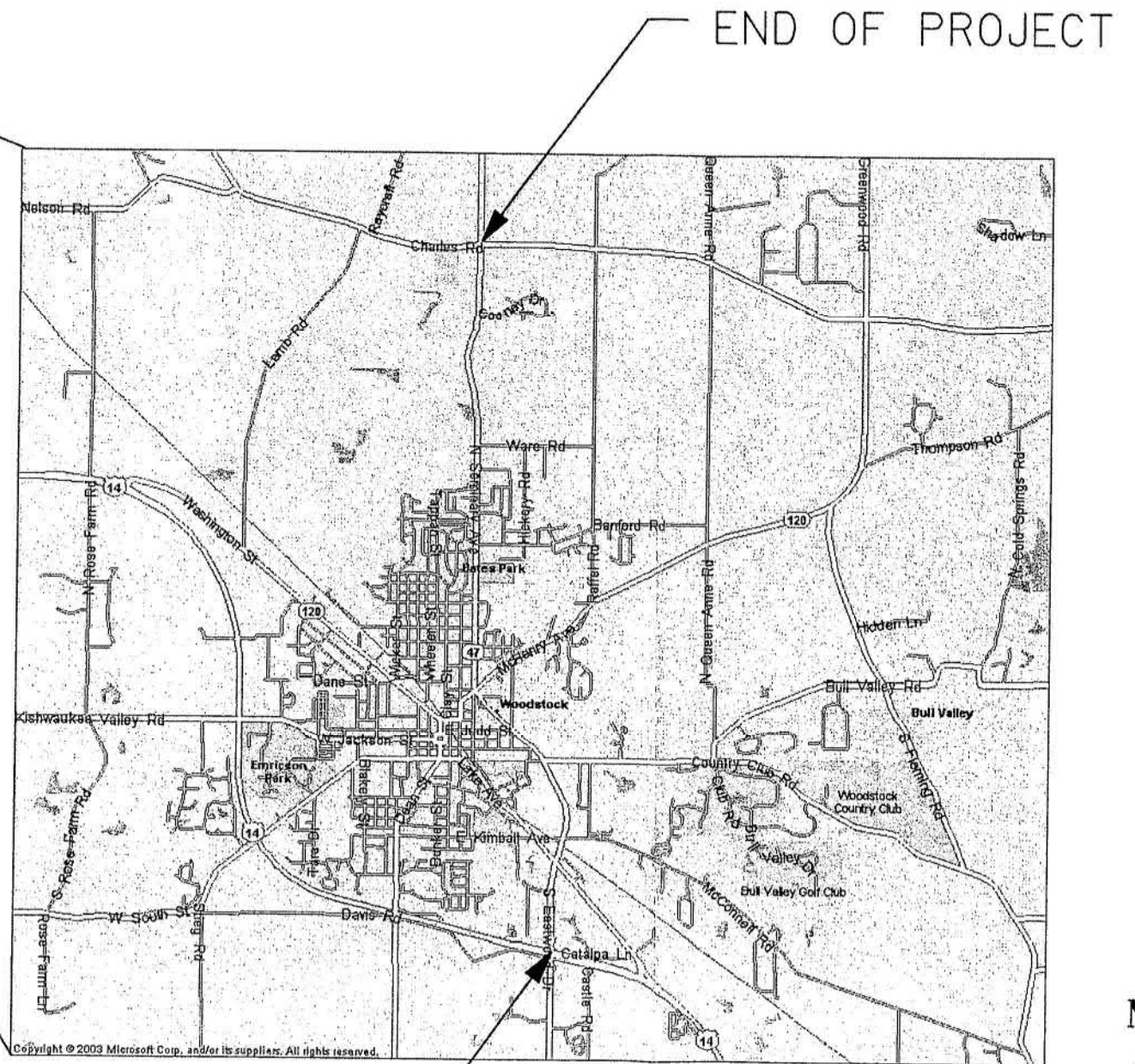
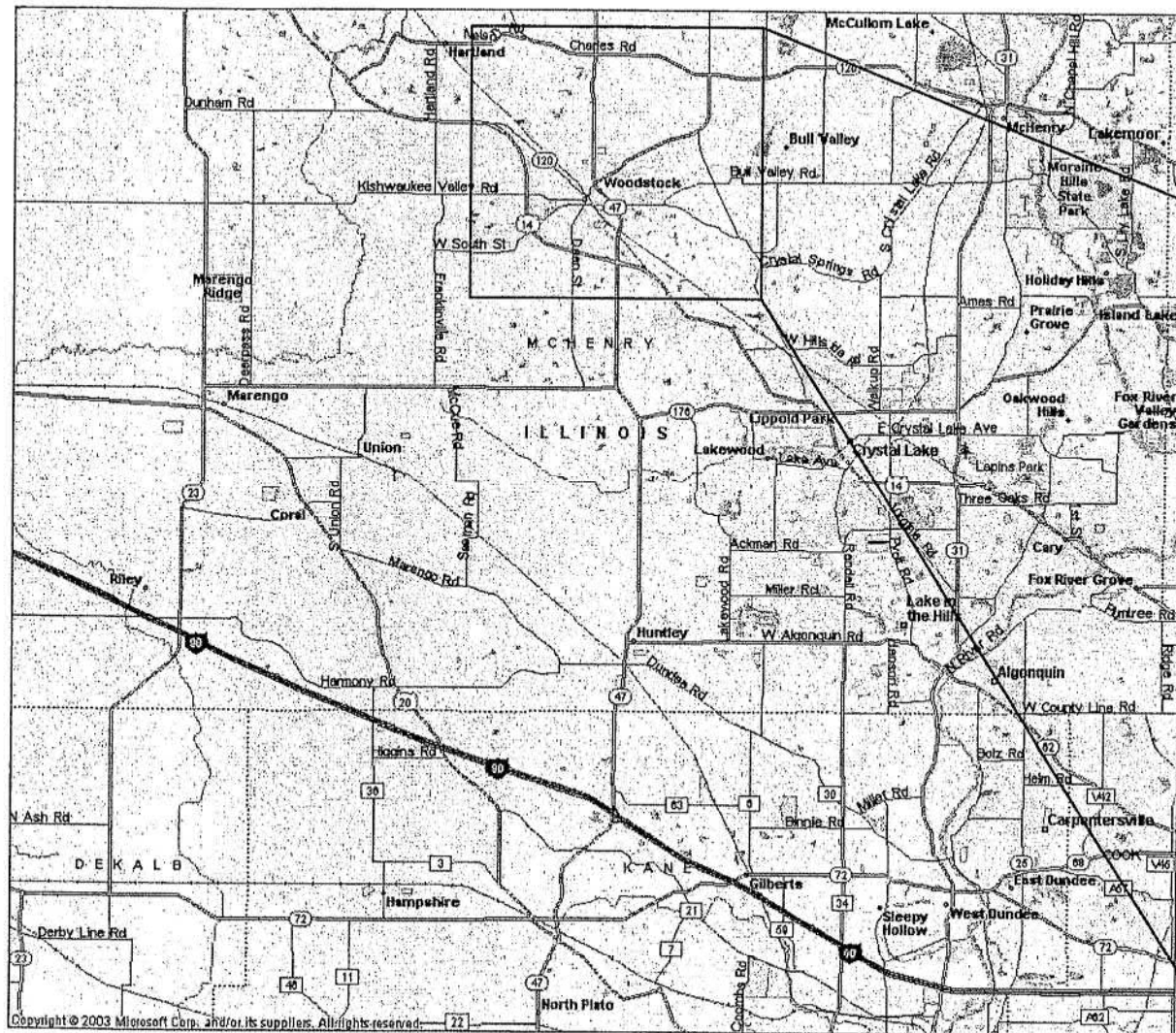
Adam R. Moline, E.I.T..

Handwritten signature of Darcie W. Gabrisko in cursive.

Darcie W. Gabrisko, P.E.  
Vice President

c: Mr. Mir Mustafa, P.E., Illinois Department of Transportation  
Mr. Ojas Patel, P.E., Illinois Department of Transportation

# ILLINOIS ROUTE 47 - LOCATION MAP



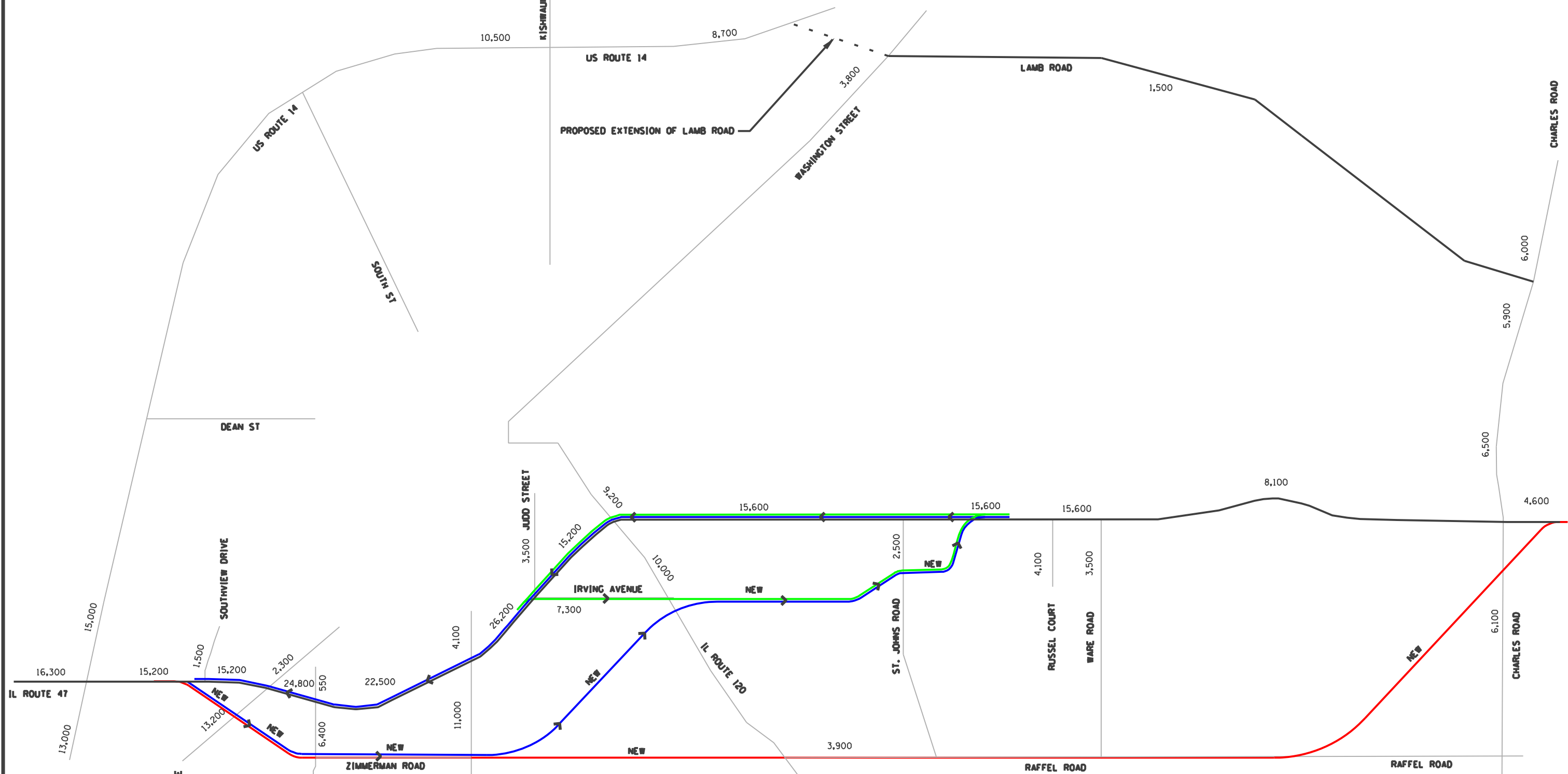
BEGINNING OF PROJECT

END OF PROJECT



NOT TO SCALE

# TRAFFIC VOLUME MAP IL ROUTE 47 (US 14 TO CHARLES ROAD)



**LEGEND**

- Eastern Bypass Alternative A
- One-way Pair Alternative B
- One-way Pair Alternative C
- XXX Existing Average Daily Traffic (Year 2009)
- NEW Requesting ADT on New Alignment



FILE NAME = S:\JOL 6380--6399\6346\014\Micro\Sh\IL47\traffic volume map.dgn

**STRAND ASSOCIATES, INC.**  
ENGINEERS

1170 SOUTH HOUBOLT ROAD  
JOLIET, ILLINOIS 60431  
(815) 744-4200

USER NAME = brianf  
PLOT SCALE = 200.0000" / IN.  
PLOT DATE = 10/20/2010

DESIGNED -  
DRAWN -  
CHECKED -  
DATE -

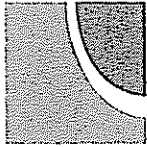
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: AS SHOWN    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				





# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
  
312 454 0400  
www.cmap.illinois.gov

November 15, 2010

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

***Subject: IL 47 from US 14 to Charles Road (East Bypass & One Way Couplet Alternatives)***  
IDOT

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated October 20, 2010, we have developed year 2030 average daily traffic (ADT) projections for the subject location. These are in tables on each of the following 3 pages for the 3 scenarios requested: 1) an Eastern Bypass from Southview Drive to Charles Road, 2) a one-way couplet for IL 47 from Southview Drive to St. John Avenue; and 3) a one-way couplet for IL 47 from Judd Street to St. John Avenue.

Please be aware that the Illinois Department of Transportation has prepared Strategic Regional Arterial (SRA) reports for: Illinois Route 47, US Route 14 and Illinois Route 120-Charles Road. SRA Reports include right-of-way, geometric, access and transit recommendations.

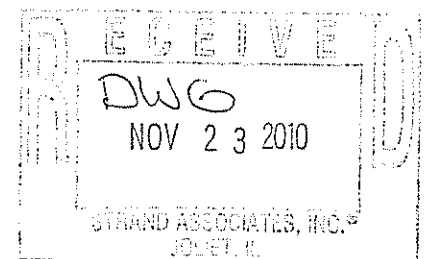
Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2010 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2030 socioeconomic projections and assumes the implementation of the 2030 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Gabrisko (Strand & Associates)  
M:\proj1\ceb\forecasts\2010 Response\mc-07-10.docx



IL 47 from US 14 to Charles Road:  
with 4-Lane Eastern Bypass Road

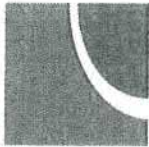
Road Segment	Build IL 47 Combined		NoBuild IL 47 Combined	
	2030 ADT	IL 47 & EB	2030 ADT	IL 47 & EB
IL 47 south of US 14	26,000		17,000	
US 14 west of IL 47	19,000		16,000	
US 14 east of IL 47	20,000		17,000	
IL 47 between US 14 and Southview Dr	29,000		20,000	
Southview Dr west of IL 47	2,000			
IL 47 between Southview Dr and Lake Ave	18,000	33,000	8,000	22,000
East Bypass between Southview Dr and Lake Ave	15,000	33,000	13,000	22,000
Lake Ave west of IL 47	3,000		3,000	
Lake Ave between IL 47 and East Bypass	10,000		12,000	
Lake Ave east of East Bypass	13,000		15,000	
IL 47 between Lake Ave and McConnell Rd	14,000	36,000	5,000	27,000
East Bypass between Lake Ave and McConnell Rd	22,000	36,000	22,000	27,000
McConnell Rd west of IL 47	1,000		1,000	
McConnell Rd between of IL 47 and East Bypass	3,000		2,000	
McConnell Rd east of East Bypass	4,000		4,000	
IL 47 between McConnell Rd and Country Club Rd	14,000	33,000	4,000	27,000
East Bypass between McConnell Rd and Country Club	19,000	33,000	23,000	27,000
Country Club Rd west of IL 47	12,000		12,000	
Country Club Rd between IL 47 and East Bypass	10,000		11,000	
Country Club Rd east of East Bypass	15,000		14,000	
IL 47 between Country Club Rd and Irving Ave/Judd S	19,000	32,000	7,000	27,000
East Bypass between Country Club and McHenry Ave	13,000	32,000	20,000	27,000
Irving Ave east of IL 47	7,000		6,000	
Judd St west of IL 47	5,000		4,000	
IL 47 between Irving Ave/Judd St and McHenry Ave	17,000	30,000	4,000	24,000
McHenry Ave west of IL 47	10,000		11,000	
McHenry Ave between IL 47 and East Bypass	8,000		10,000	
McHenry Ave east of East Bypass	10,000		14,000	
IL 47 between McHenry Ave and St Johns Rd	25,000	33,000	17,000	30,000
East Bypass between McHenry Ave and St Johns Rd	8,000	33,000	13,000	30,000
St Johns Rd between IL 47 and East Bypass	4,000		4,000	
St Johns Rd east of East Bypass	4,000		4,000	
IL 47 between St Johns Rd and Russel Ct	25,000		17,000	
Russel Ct east of IL 47	5,000		5,000	
IL 47 between Russel Ct and Ware Rd	25,000	33,000	17,000	30,000
East Bypass (Raffei Road) south of Ware Road	8,000	33,000	13,000	30,000
Ware Rd east of IL 47	5,000		8,000	
IL 47 between Ware Rd and Charles Rd	11,000	21,000	10,000	20,000
East Bypass from Ware Rd to Charles Rd / IL 47 Split	10,000	21,000	10,000	20,000
Charles Rd west of IL 47	9,000		9,000	
Charles Rd east of IL 47	10,000		7,000	
IL 47 north of Charles Rd	8,000		8,000	
US 14 south of Kishwaukee Valley Rd	12,000		13,000	
US 14 north of Kishwaukee Valley Rd	10,000		10,000	
Washington St east of US 14	5,000		6,000	
Lamb Road between Washington St and Charles Rd	3,000		3,000	
Charles Rd west of Lamb Rd	8,000		8,000	
Charles Rd east of Lamb Rd	9,000		9,000	

IL 47 from US 14 to Charles Road:  
One-Way Couplet from Irving/Judd Sts to St. John Ave

Road Segment	Build II 47 Combined		NoBuild II 47 Combined	
	2030 ADT	II 47 N and S	2030 ADT	II 47 N and S
IL 47 south of US 14	25,000		17,000	
US 14 west of IL 47	19,000		16,000	
US 14 east of IL 47	20,000		18,000	
IL 47 between US 14 and Southview Dr	27,000		17,000	
Southview Dr west of IL 47	2,000			
IL 47 between Southview Dr and Lake Ave	27,000		17,000	
Lake Ave west of IL 47	3,000		3,000	
Lake Ave east of IL 47	13,000		15,000	
IL 47 between Lake Ave and McConnell Rd	32,000		26,000	
McConnell Rd west of IL 47	1,000		1,000	
McConnell Rd east of IL 47	8,000		6,000	
IL 47 between McConnell Rd and Country Club Rd	27,000		20,000	
Country Club Rd west of IL 47	13,000		12,000	
Country Club Rd east of IL 47	12,000		12,000	
IL 47 between Country Club Rd and Irving Ave-47 NB/Judd St	29,000		23,000	
Irving Ave-47 NB north of IL 47 Split-Judd St	19,000	33,000	12,000	27,000
Judd St west of IL 47 Split - Irving Ave/47 NB	5,000		5,000	
IL 47 SB between Irving Ave/Judd St and McHenry Ave	14,000	33,000	15,000	27,000
McHenry Ave west of IL 47 NB	10,000		8,000	
McHenry Ave between SB IL 47 and Irving Ave-47 NB	12,000		13,000	
McHenry Ave east of Irving Ave -47 NB	13,000		14,000	
IL 47 SB between McHenry Ave and St Johns Rd	13,000	21,000	9,000	14,000
IL 47 NB between McHenry Ave and St Johns Rd	8,000	21,000	5,000	14,000
St Johns Rd west of SB IL 47	4,000		4,000	
St Johns Rd between IL 47 SB and IL 47 NB	4,000		4,000	
St Johns Rd east of NB IL 47	4,000		4,000	
IL 47 between St Johns Rd and Russel Ct	24,000		20,000	
Russel Ct east of IL 47	5,000		5,000	
IL 47 between Russel Ct and Ware Rd	24,000		20,000	
Ware Rd east of IL 47	5,000		8,000	
IL 47 between Ware Rd and Charles Rd	11,000		11,000	
Charles Rd west of IL 47	8,000		8,000	
Charles Rd east of IL 47	9,000		8,000	
IL 47 north of Charles Rd	8,000		6,000	
US 14 south of Kishwaukee Valley Rd	13,000		14,000	
US 14 north of Kishwaukee Valley Rd	10,000		11,000	
Washington St east of US 14	5,000		6,000	
Lamb Road between Washington St and Charles Rd	3,000		4,000	
Charles Rd west of Lamb Rd	8,000		8,000	
Charles Rd east of Lamb Rd	8,000		8,000	
Raffel Road south of Ware Road	4,000		7,000	

**IL 47 from US 14 to Charles Road:**  
**One-Way Couplet from Southview Dr to St. John Ave**

Road Segment	Build II 47 Combined		NoBuild II 4: Combined	
	2030 ADT	II 47 N and S	2030 ADT	II 47 N and S
IL 47 south of US 14	24,000		17,000	
US 14 west of IL 47	21,000		16,000	
US 14 east of IL 47	20,000		19,000	
IL 47 between US 14 and Southview Dr	25,000		18,000	
Southview Dr west of IL 47	2,000		2,000	
IL 47 SB between Southview Dr and Lake Ave	15,000	24,000	10,000	18,000
IL 47 NB between Southview Dr and Lake Ave	11,000	24,000	8,000	18,000
Lake Ave west of SB IL 47	3,000		3,000	
Lake Ave between SB and NB IL 47	12,000		15,000	
Lake Ave east of NB IL 47	13,000		14,000	
IL 47 SB between Lake Ave and McConnell Rd	20,000	37,000	15,000	30,000
IL 47 NB between Lake Ave and McConnell Rd	17,000	37,000	15,000	30,000
McConnell Rd west of SB IL 47	1,000		1,000	
McConnell Rd between SB and NB IL 47	2,000		2,000	
McConnell Rd east of NB IL 47	4,000		3,000	
IL 47 SB between McConnell Rd and Country Club Rd	18,000	33,000	13,000	25,000
IL 47 NB McConnell Rd and Country Club Rd	15,000	33,000	12,000	25,000
Country Club Rd west of SB IL 47	9,000		8,000	
Country Club Rd between SB and NB IL 47	11,000		11,000	
Country Club Rd east of NB IL 47	14,000		13,000	
IL 47 SB between Country Club Rd and Irving Ave/Judd S	15,000	30,000	12,000	24,000
IL 47 NB between Country Club Rd and McHenry Ave	15,000	30,000	12,000	24,000
Irving Ave east of SB IL 47	8,000		9,000	9,000
Judd St west of SB IL 47	4,000		4,000	
IL 47 SB between Irving Ave/Judd St and McHenry Ave	11,000	26,000	8,000	20,000
McHenry Ave west of IL 47 NB	10,000		10,000	
McHenry Ave between SB IL 47 and NB IL 47	12,000		13,000	
McHenry Ave east of East Bypass	15,000		16,000	
IL 47 SB between McHenry Ave and St Johns Rd	14,000	22,000	8,000	14,000
IL 47 NB between McHenry Ave and St Johns Rd	8,000	22,000	6,000	14,000
St Johns Rd west of SB IL 47	3,000		3,000	
St Johns Rd between IL 47 SB and IL 47 NB	3,000		3,000	
St Johns Rd east of NB IL 47	3,000		3,000	
IL 47 between St Johns Rd and Russel Ct	14,000	22,000	8,000	14,000
Russel Ct east of IL 47	5,000		5,000	
IL 47 between Russel Ct and Ware Rd	25,000		20,000	
Ware Rd east of IL 47	5,000		8,000	
IL 47 between Ware Rd and Charles Rd	11,000		11,000	
Charles Rd west of IL 47	8,000		8,000	
Charles Rd east of IL 47	8,000		7,000	
IL 47 north of Charles Rd	8,000		6,000	
US 14 south of Kishwaukee Valley Rd	13,000		15,000	
US 14 north of Kishwaukee Valley Rd	10,000		11,000	
Washington St east of US 14	5,000		6,000	
Lamb Road between Washington St and Charles Rd	3,000		4,000	
Charles Rd west of Lamb Rd	8,000		8,000	
Charles Rd east of Lamb Rd	8,000		8,000	
Raffel Road between McHenry Road and Ware Road	4,000		7,000	



Chicago Metropolitan  
Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

November 14, 2011

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

**Subject: IL 47 from US 14 to Charles Road: Build Mainline IL 47 and No-Build  
IDOT**

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated September 12, 2011, we have developed year 2040 average daily traffic (ADT) projections for the subject location. These are in a table on the following page.

Please be aware that the Illinois Department of Transportation has prepared a Strategic Regional Arterial (SRA) report for IL 47, IL 120, and US 14. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at <http://www.cmap.illinois.gov/traffic/sra-resources> with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2010 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the 2040 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Moline (Strand Associates)  
M:\proj\ceb\forecasts\2011 Response\mc-20-11.docx

ARM  
NOV 17 2011

**Table: IL 47 from US 14 to Charles Road – Build Mainline and No-Build Mainline Scenarios**

ROAD SEGMENT	BUILD	NO BUILD
	2040 ADT	2040 ADT
IL 47 south of US 14	25,000	17,000
US 14 west of IL 47	23,000	21,000
US 14 east of IL 47	26,000	22,000
IL 47 between US 14 and Southview Dr	28,000	16,000
Southview Dr west of IL 47	2,000	2,000
IL 47 between Southview Dr and Lake Ave	28,000	16,000
Lake Ave west of IL 47	4,000	7,000
Lake Ave east of IL 47	13,000	16,000
IL 47 between Lake Ave and McConnell Rd	35,000	25,000
McConnell Rd west of IL 47	1,000	1,000
McConnell Rd east of IL 47	8,000	7,000
IL 47 between McConnell Rd and Country Club Rd	31,000	23,000
Country Club Rd west of IL 47	6,000	6,000
Country Club Rd east of IL 47	11,000	12,000
IL 47 between Country Club Rd and Irving Ave-47 NB/Judd St	33,000	27,000
Irving Ave north of IL 47-Judd St	16,000	13,000
Judd St west of IL 47 Split - Irving Ave/47 NB	5,000	5,000
IL 47 between Irving Ave/Judd St and McHenry Ave	19,000	16,000
McHenry Ave west of IL 47 NB	10,000	14,000
McHenry Ave east of IL 47	10,000	10,000
IL 47 between McHenry Ave and St Johns Rd	27,000	18,000
St Johns Rd west of IL 47	4,000	4,000
St Johns Rd east of IL 47	4,000	4,000
IL 47 between St Johns Rd and Russell Ct	29,000	17,000
Russell Ct east of IL 47	5,000	5,000
IL 47 between Russell Ct and Ware Rd	28,000	20,000
Ware Rd east of IL 47	13,000	17,000
IL 47 between Ware Rd and Charles Rd	17,000	16,000
Charles Rd west of IL 47	8,000	9,000
Charles Rd east of IL 47	12,000	12,000
IL 47 north of Charles Rd	10,000	9,000
US 14 south of Kishwaukee Valley Rd	15,000	17,000
US 14 north of Kishwaukee Valley Rd	17,000	17,000
Washington St east of US 14	4,000	4,000
Lamb Road (also West Bypass) between Washington St and Charles Rd	5,000	6,000
Charles Rd west of Lamb Rd	9,000	9,000
Charles Rd east of Lamb Rd	8,000	9,000
Raffel Road south of Ware Road	9,000	13,000

Prepared November 14, 2011



Strand Associates, Inc.<sup>®</sup>  
1170 South Houbolt Road  
Joliet, IL 60431  
(P) 815-744-4200  
(F) 815-744-4215

October 22, 2015

Mr. Thomas Kotarac, Deputy Executive Director of Policy and Programming  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Attention: Traffic Projections

Re: Illinois Department of Transportation, Illinois Route 47 Phase I Study  
US 14 to Charles Road through the City of Woodstock, Illinois

Dear Mr. Kotarac:

The Illinois Department of Transportation is currently studying approximately five miles of IL 47 (FAP 326, SRA 303), from US 14 (FAP 305) at the south to Charles Road (FAP 333) at the north, through the City of Woodstock in McHenry County. Traffic projections for this study were previously provided. The current preferred alternative consists of widening IL 47 to two through-lanes in each direction with a barrier median for the entire corridor. Roundabouts are also proposed at the intersections of IL 47 and Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road.

This submittal requests the modified 2040 projected volumes for the build and no-build alternatives for this project. Projections should incorporate the build scenario of the project widening IL 47 from Reed Road to US 14 adjacent to the southern limits of this study, which consists of widening IL 47 to two through-lanes in each direction, inside and outside paved shoulders, and a depressed grass median for the entire corridor. Projections should also incorporate conditions similar to the build scenario previously used in the projections developed for this project in the letter dated November 14, 2011.

Enclosed please find the following:

1. Location map
2. Traffic volume map showing existing volume (2009).
3. Previously-provided 2040 projections.

Please contact Darcie Gabrisko at (815) 744-4200 if you have any questions or need further clarification.

Sincerely,

STRAND ASSOCIATES, INC.<sup>®</sup>

Handwritten signature of William R. Plant.

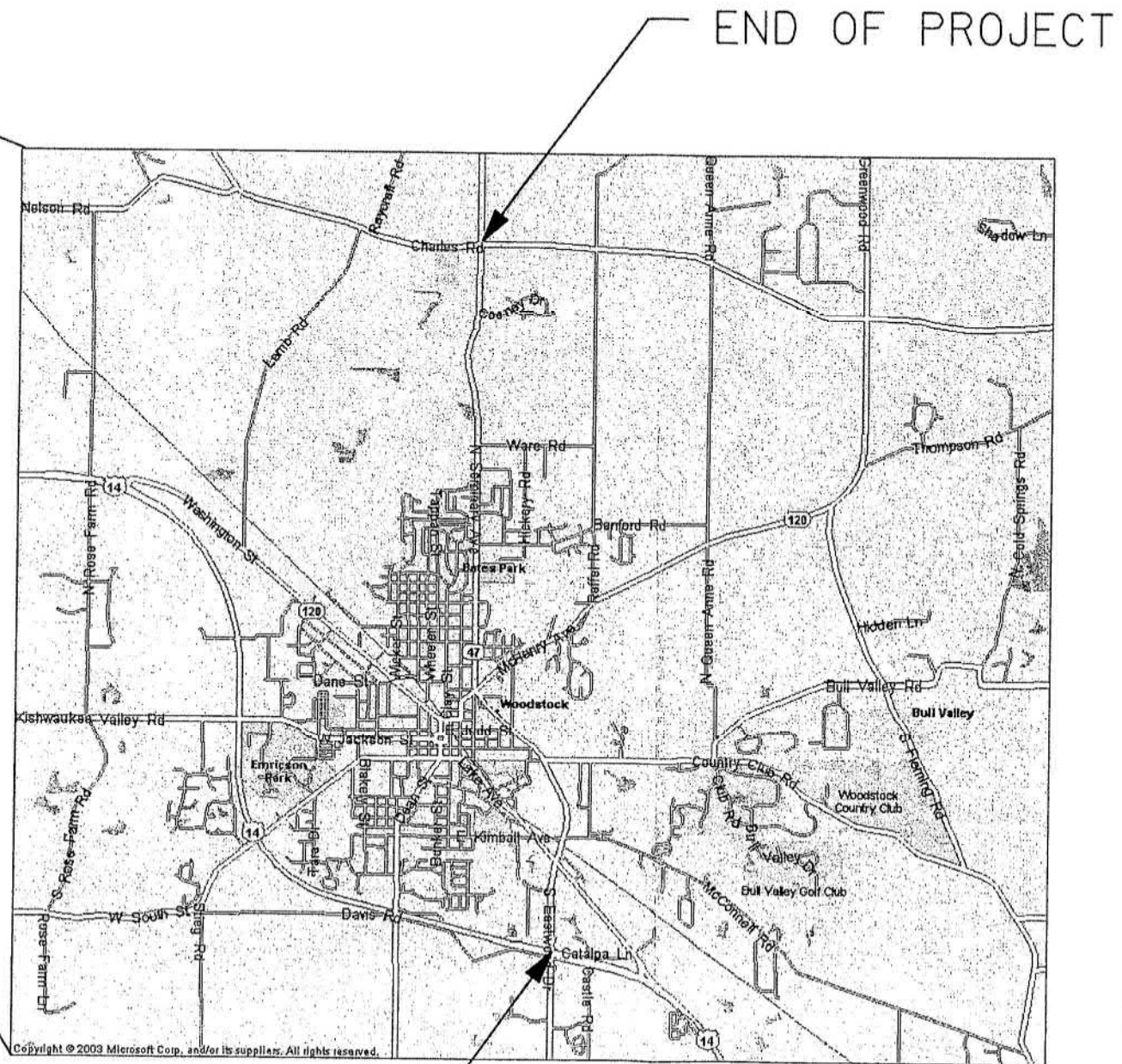
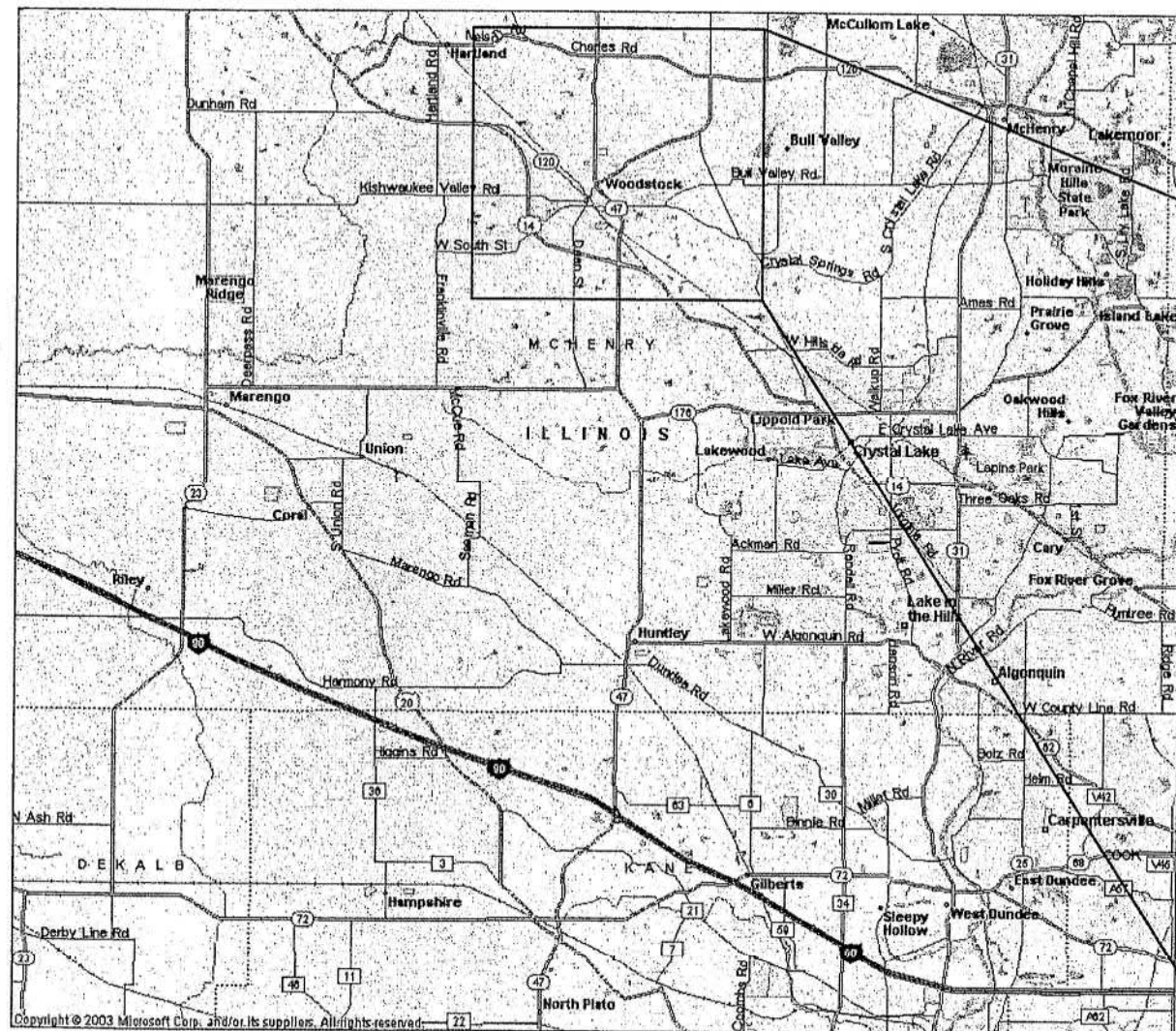
William R. Plant

Handwritten signature of Darcie W. Gabrisko.

Darcie W. Gabrisko, P.E.  
Vice President

c: Mr. John Baldauf, P.E., Illinois Department of Transportation

# ILLINOIS ROUTE 47 - LOCATION MAP



BEGINNING OF PROJECT

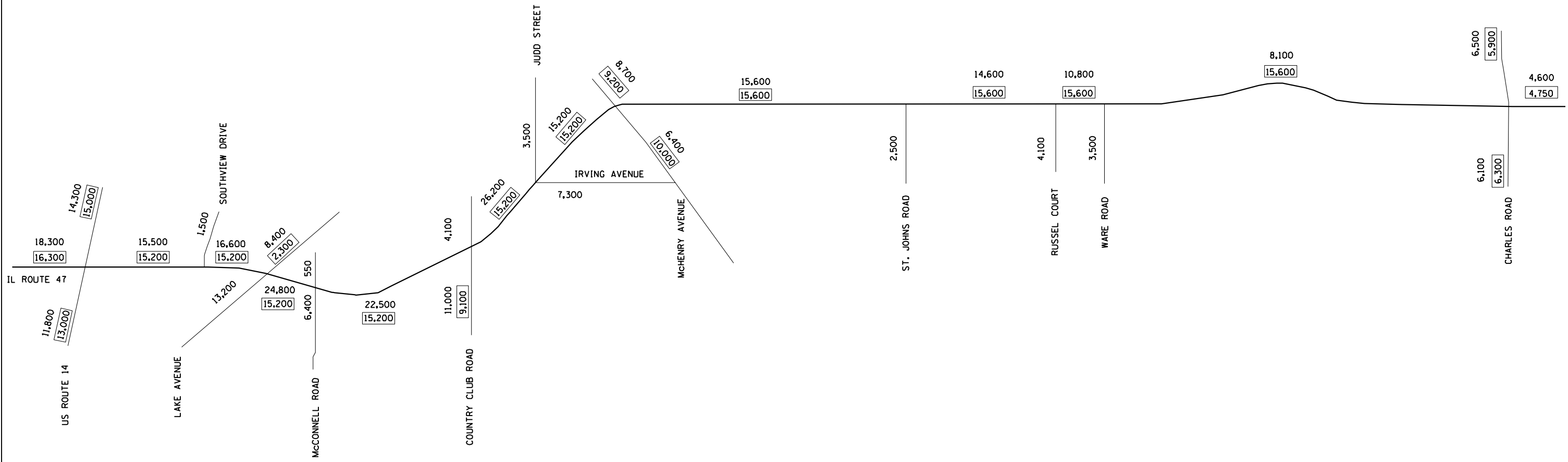
END OF PROJECT



NOT TO SCALE

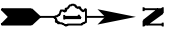


# TRAFFIC VOLUME MAP IL ROUTE 47 (US 14 TO CHARLES ROAD)



**LEGEND**

XXX Existing Average Daily Traffic From IDOT Website (Year 2007)  
 XXX Existing Average Daily Traffic From Traffic Counts and Regina Webster & Associates (Year 2009)



FILE NAME = S:\JOL\6380-6399\6346\01\1\Micro\LOAD Sheets\Exhibits\Archive\IL47.traffic volume map.dgn

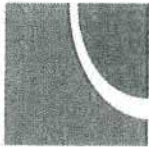
**STRAND**  
ENGINEERS  
1170 SOUTH HOUBOLT ROAD  
JOLIET, ILLINOIS 60431  
(815) 744-4200

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 200.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 8/7/2015	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: AS SHOWN	SHEET NO.	OF	SHEETS	STA.	TO STA.
-----------------	-----------	----	--------	------	---------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



Chicago Metropolitan  
Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

November 14, 2011

Ms. Diane M. O'Keefe, P.E.  
Deputy Director of Highways/Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

**Subject: IL 47 from US 14 to Charles Road: Build Mainline IL 47 and No-Build  
IDOT**

Dear Ms. O'Keefe:

In response to a request made on your behalf and dated September 12, 2011, we have developed year 2040 average daily traffic (ADT) projections for the subject location. These are in a table on the following page.

Please be aware that the Illinois Department of Transportation has prepared a Strategic Regional Arterial (SRA) report for IL 47, IL 120, and US 14. SRA Reports include right-of-way, geometric, access and transit recommendations. The executive summaries can be found at <http://www.cmap.illinois.gov/traffic/sra-resources> with other information about the SRA system.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2010 CMAP RTP/TIP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the 2040 Regional Transportation Plan for the Northeastern Illinois area.

If you have any questions, please call Jose Rodriguez at (312) 386-8806.

Sincerely,

Donald P. Kopec  
Deputy Director for Planning and Programming

cc: Baczek, Salley (IDOT); Moline (Strand Associates)  
M:\proj1\ceb\forecasts\2011 Response\mc-20-11.docx

ARM  
NOV 17 2011

**Table: IL 47 from US 14 to Charles Road – Build Mainline and No-Build Mainline Scenarios**

ROAD SEGMENT	BUILD	NO BUILD
	2040 ADT	2040 ADT
IL 47 south of US 14	25,000	17,000
US 14 west of IL 47	23,000	21,000
US 14 east of IL 47	26,000	22,000
IL 47 between US 14 and Southview Dr	28,000	16,000
Southview Dr west of IL 47	2,000	2,000
IL 47 between Southview Dr and Lake Ave	28,000	16,000
Lake Ave west of IL 47	4,000	7,000
Lake Ave east of IL 47	13,000	16,000
IL 47 between Lake Ave and McConnell Rd	35,000	25,000
McConnell Rd west of IL 47	1,000	1,000
McConnell Rd east of IL 47	8,000	7,000
IL 47 between McConnell Rd and Country Club Rd	31,000	23,000
Country Club Rd west of IL 47	6,000	6,000
Country Club Rd east of IL 47	11,000	12,000
IL 47 between Country Club Rd and Irving Ave-47 NB/Judd St	33,000	27,000
Irving Ave north of IL 47-Judd St	16,000	13,000
Judd St west of IL 47 Split - Irving Ave/47 NB	5,000	5,000
IL 47 between Irving Ave/Judd St and McHenry Ave	19,000	16,000
McHenry Ave west of IL 47 NB	10,000	14,000
McHenry Ave east of IL 47	10,000	10,000
IL 47 between McHenry Ave and St Johns Rd	27,000	18,000
St Johns Rd west of IL 47	4,000	4,000
St Johns Rd east of IL 47	4,000	4,000
IL 47 between St Johns Rd and Russell Ct	29,000	17,000
Russell Ct east of IL 47	5,000	5,000
IL 47 between Russell Ct and Ware Rd	28,000	20,000
Ware Rd east of IL 47	13,000	17,000
IL 47 between Ware Rd and Charles Rd	17,000	16,000
Charles Rd west of IL 47	8,000	9,000
Charles Rd east of IL 47	12,000	12,000
IL 47 north of Charles Rd	10,000	9,000
US 14 south of Kishwaukee Valley Rd	15,000	17,000
US 14 north of Kishwaukee Valley Rd	17,000	17,000
Washington St east of US 14	4,000	4,000
Lamb Road (also West Bypass) between Washington St and Charles Rd	5,000	6,000
Charles Rd west of Lamb Rd	9,000	9,000
Charles Rd east of Lamb Rd	8,000	9,000
Raffel Road south of Ware Road	9,000	13,000

Prepared November 14, 2011

**FAX**

To: William R. Plant / Darcie Gabrisko, Strand Associates (fax 815-744-4215)  
From: Jose Rodriguez, Senior Planner, CMAP  
Re: Draft Year 2040 ADT Projections, Build- and NoBuild- scenarios, IL 47 from US 14 to Charles Road  
Date: October 28, 2015

---

Attached to this cover sheet are the updated draft year 2040 ADT projections for IL 47 from US 14 to Charles Road based on the most recent (October 2015) version of the GOTO 2040 Plan transportation network model.

Please review and provide feedback at your earliest convenience. I may be reached via email at [jrodriguez@cmapp.illinois.gov](mailto:jrodriguez@cmapp.illinois.gov) or at Fax #312-454-0411. Once ADTs are finalized, CMAP will provide signed letter.

**DRAFT YEAR 2040 ADT PROJECTIONS, October 2015 GOTO2040 Model**  
 IL Route 47 from US 14 to Charles Road

SEGMENT	Current ADT*	BUILD 2040	NoBuild2040
IL 47 south of US 14	18,300	27,000	27,000
US 14 west of IL 47	14,300	19,000	21,000
US 14 east of IL 47	11,800	21,000	21,000
IL 47 from US 14 to Southview Dr	15,500	17,000	17,000
Southview Dr west of IL 47 (895)	1,500	2,000	2,000
IL 47 from Southview Dr to Lake Ave	16,600	19,000	19,000
Lake Ave west of IL 47	8,400	6,000	10,000
Lake Ave east of IL 47	13,200	18,000	17,000
IL 47 from Lake Ave to McConnell Rd	24,800	34,000	30,000
McConnell Rd west of IL 47 (896)	550	1,000	1,000
McConnell Rd east of IL 47	6,400	8,000	9,000
IL 47 from McConnell Rd to Country Club Dr	22,500	33,000	26,000
Country Club Dr west of IL 47	4,100	6,000	5,000
Country Club Dr east of IL 47	11,000	14,000	13,000
IL 47 from Country Club Dr to Irving Ave/Judd St	26,200	36,000	28,000
Irving Ave north of IL 47	7,300	10,000	10,000
Judd St west of IL 47	3,500	5,000	5,000
IL 47 from Irving Ave/Judd St to McHenry Ave	15,200	21,000	17,000
McHenry Ave west of IL 47	8,700	8,000	10,000
McHenry Ave east of IL 47	6,400	6,000	7,000
IL 47 from McHenry Ave to St. Johns Rd	15,600	23,000	18,000
St. Johns Rd east of IL 47 (893)	2,500	4,000	4,000
IL 47 from St.Johns Rd to Russell Ct.	14,600	23,000	18,000
Russell Ct. east of IL 47 (893)	4,100	5,000	5,000
IL 47 from Russell Ct. to Ware Rd	10,800	19,000	15,000
Ware Rd east of IL 47	3,500	6,000	7,000
IL 47 from Ware Rd to Charles Rd	8,100	13,000	12,000
Charles Rd west of IL 47	6,500	9,000	9,000
Charles Rd east of IL 47	6,100	8,000	8,000
IL 47 north of Charles Rd	4,600	8,000	7,000

Prepared by CMAP, October 28, 2015

\*2009 from SA Map

**APPENDIX A-4**  
**AGENCY COORDINATION**  
**LEGISLATIVE COORDINATION**



**MEETING MINUTES**  
**Representative Franks**

---

**Date:** July 7, 2014  
**Time:** 10:30 AM  
**Location:** Representative Franks' Office - 1193 S. Eastwood Dr., Woodstock, IL 60098  
**Prepared By:** Strand Associates, Inc.

---

A meeting between State Representative Jack Franks, representatives from the Illinois Department of Transportation (Department), and Strand Associates (Strand) was held on July 7, 2014 at 10:30 AM to discuss the IL Route 47 Phase I Study and provide a progress update. Attendees included Jack Franks, Darcie Gabrisko (Strand), Bill Plant (Strand), Steve Schilke (Department), John Baldauf (Department), and Kyle Bochte (Department).

Introductions were made and a project update was given. The project consists of a Phase I study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. The project began in 2009. To date, there have been six Citizen Advisory Group (CAG) meetings and two public meetings. The CAG consists of an interactive group of selected officials and technical experts who represent stakeholders directly affected by the project. The study team has asked for input and met with businesses in the project corridor. Meetings were recently held with the Woodstock Police, Woodstock Fire District, and Woodstock School District 200. The third public meeting is scheduled for July 9, 2014 at Challenger Learning Center with the goal of having the public hearing in December 2014.

The purpose and need of the project is to address transportation safety, capacity, access management, pedestrian and bicycle needs, and geometric deficiencies. There are two on-alignment alternatives being carried forward at this time. Both alternatives propose two lanes in each direction, an 18-22' barrier median, a 5' sidewalk on the west side of the roadway, and a 10' shared-use path on the east side of the roadway. On-alignment intersection alternatives include roundabouts and/or conventional intersection or a combination of the two. Roundabouts are being considered at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Irving/Judd Street, Ware Road, and Charles Road. Roundabouts at Lake Avenue and McConnell Road would enable the existing railroad structure between the intersections to remain. Based on our analysis, roundabouts yield a better level of service and

less delay at all five proposed intersections. Traffic signals at the Lake Avenue and McConnell Road would require a new structure with a temporary track, costing approximately \$30 million. The Union Pacific owns the track and requires the track remain open for freight. Currently the corridor costs range from 60 to 90 million dollars. All roundabouts can act independently in the corridor except for the Lake Avenue and McConnell Road intersections. Positive feedback for the project has been received at all recent meetings, including the roundabouts and barrier median. At CAG meeting number six, held on May 15, 2014, the group unanimously supported roundabouts at all five intersections. Bypass alternatives were investigated but did not draw enough traffic away from existing IL Rt. 47 and did not meet the purpose and need of the project so therefore were eliminated. The study team indicated they recently met with emergency services including Woodstock Police and Woodstock Fire District as well as Woodstock School District 200, who also expressed support for the roundabout intersections, barrier median, and pedestrian access.

Roll plots of the corridor were displayed. The locations on the roll plots shaded pink represent proposed parcels where the right of way (ROW) needs impact the actual footprint of the building. The final impacts to the property will be negotiated during the land acquisition process. The study team asked for input from Representative Franks regarding his initial issues and concerns with the Route 47 study area.

The Study Team discussed the impacts to each parcel that may be a potential relocation due to building impacts during construction.

- In the roundabout alternative, the ROW needs impact the actual footprint of the building for Three Brothers Restaurant. Representative Franks suggested the study team meet personally with the owners to discuss the impacts to their property.
- In the roundabout alternative, the ROW needs impact the actual footprint of the building for Dwight's Auto.
- In either alternative, the ROW needs impact the actual footprint of the building for the Rockstar Music business. This entire property will need to be acquired.
- In either alternative, the ROW needs impact the actual footprint of the building for the Sheet Metal and HVAC building on the east side of IL Rt. 47 between Judd Street and IL Rt. 120.
- Representative Franks asked if there is a way to avoid impacting the Mobil Gas Station at the intersection with Greenwood Circle. The property at the northeast corner of the intersection is currently vacant because the owner passed away. This property may be easier to acquire and cheaper than the Mobil Gas Station. The Study team commented that keeping the Mobil Gas Station operating was also discussed at the CAG meeting six. The study group is evaluating an alternative that re-aligns Greenwood Avenue on the west side of IL Rt. 47.

Comments and suggestions regarding the proposed alternatives included:



- Representative Franks asked if there is enough room at the intersection with IL Rt. 120 to avoid impacting some of the houses. The Study Team responded some buildings at the intersection will be impacted. Currently dual left turn lanes for the eastbound and westbound directions are shown on the exhibits. Single left turn lanes are being considered and will reduce the impacts currently shown. Members of the CAG believe constructing a roundabout at the intersection of IL Rt. 47 and Judd Street will alleviate some of the traffic at IL Rt. 120 because travelers currently check the existing signal at the intersection of Judd and IL Rt. 47 before deciding to utilize the intersection of IL Rt. 120 and IL Rt. 47.
- Representative Franks inquired what material would be used in the proposed median. The Study Team responded at narrow cross sections, including turn lanes, the barrier median will be a concrete surface. Elsewhere, the median will be grass. Representative Franks supported the use of raised grassed median.
- Representative Franks mentioned the pedestrian facilities are currently used very little, but supports the multi-use path running throughout the length of the corridor.
- Representative Franks mentioned that businesses between the Lake and McConnell intersections will be required to turn right in and out with the proposed design. The Study Team added the roundabout alternative will enable drivers to make a U-turn at the roundabout intersection with McConnell Road. Wanda Lane would also be right in-right out and require a U-turn to go southbound. This design was supported.
- Representative Franks mentioned that the roundabouts may be quieter because there is less starting and stopping.
- The existing Judd Street and Irving Avenue intersection has a unique alignment. It was agreed that a roundabout is a good fit for the intersection.
- The project team stated a roundabout was analyzed at the intersection of IL Rt. 120 but was eliminated because of the significant left turning traffic and the large footprint that would be required.
- The project team mentioned that at the meetings with the Woodstock Police, Woodstock Fire District, and Woodstock Community School District 200, median breaks were recommended based upon frequent use and need. Those changes will be incorporated into the design. Recommended median opening locations included Todd Avenue, Christian Way, and Sheila Street.
- Representative Franks asked whether traffic signals are really necessary at the intersection with St. Johns Road. The Study Team responded this was a previous request by the City. The intersection met signal warrants and it is currently difficult for drivers to turn left onto IL Rt. 47 from St. Johns Road.
- If a roundabout is not implemented at the intersection with Ware Road, the intersection would remain stop-controlled on Ware Road and uncontrolled on IL Rt. 47. The roundabout also allows school busses a place to U-turn in order to enter the school at the southwest corner of the intersection. The signal design requires busses to turn left into the school from IL Rt. 47. The roundabout also slows down drivers coming from the north into the city. The roundabout is designed for speeds of 20 m.p.h. Representative Franks asked if the speed could be increased to 30 m.p.h. because he believes drivers

will be going 30-40 m.p.h. into the roundabout. The Study Team responded the roundabout cannot be designed for traffic at that speed. The curves approaching the roundabout on the IL Rt. 47 legs of the intersections are designed to slow drivers down as they approach the roundabout. Approach signing will also be used to warn drivers. Representative Franks was supportive of the roundabout at this location because it is designed for future growth to the west and adds safety for school busses.

- The speed limit of the segment between the intersections with Ware Road and Charles Road will be reduced to 45 m.p.h. in each alternative. This is necessary because a speed limit of 55 m.p.h. (existing) would require a wider median and shoulders, affecting more properties and wetlands. Also, in the past, IDOT has received letters requesting the posted speed limit in this area be reduced.
- If a roundabout is not selected at Charles Road, the intersection would remain a four-way stop-controlled intersection because it does not meet signal warrants. The proposed roundabout at Charles Road would cost roughly 1.5 to 2 million dollars to construct. The four-way stop-controlled intersection at Charles Road would cost roughly \$500,000 to construct. Representative Franks is supportive of the roundabout alternative at this intersection for drivers to get acclimated with roundabouts approaching the city.
- There was discussion as to whether there are any federal funds for safety that could be used for this project. There are no high accident locations in the corridor so these funds cannot be used.
- Representative Franks supported the project and proposed roundabout alternatives. Representative Franks preferred being consistent with roundabouts at all five intersections to provide continuity and an identity for Woodstock.
- The construction schedule was discussed. It is desired to have the public hearing by the end of 2014. Currently only Phase II (Contract Plan Preparation) is funded. The land acquisition and Phase III (construction and construction engineering) are not currently in the Department's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. The study team is waiting for a decision on the desired alternative before proceeding with a detailed cost estimate. Representative Franks desires a budget for the worst case scenario so he can work to get funding for future phases in the state's budget. Completing Phase I is a big step. Phase II cannot begin until Phase I is complete.
- Representative Franks asked if the mayor is supportive of the project. The Study Team responded the mayor is supportive of the project, including the barrier median.
- The public meeting will be held July 9 at Challenger Learning Center. The study team will be at the meeting to answer questions. A PowerPoint Presentation will be running continuously and boards will be displayed showing the design alternatives and additional information. This is the Department's standard public meeting process.
- Representative Franks asked what he can do to help with the project and asked why the public hearing cannot occur shortly after the public meeting July 9 assuming the public meeting goes well. The environmental processing will be a large portion of the time between the public meeting July 9 and the public hearing. This includes the Bates Park property.

- Representative Franks was appreciative of the meeting and wants to stay informed on the project.

Illinois Route 47 Phase I Study  
 Representative Franks Meeting



Location: Representative Franks' Office 1193 S. Eastwood Dr., Woodstock, IL 60098

Date: July 7, 2014

Time: 11:00 a.m. - 12:00 p.m.

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Jack	Franks	63rd District	1193 S. Eastwood		
DARCIE	GRANDS	STAND ASSOC	1170 HOUBOLT	DARCIE.G.GRANDS@STAND.CO.UK	615-744-9200
Bill	Plant	Stand	1170 Houbolt	bill.plant@stand.com	815-744-4200
John	BALDAUF	IDOT - PROGRAMMING	201 W. CENTER CT.	JOHN.BALDAUF@ILLINOIS.GOV	847.705.4103
Kyle	Bechte	IDOT - Programming	"	Kyle.Bechte@illinois.gov	(847) 705-4678
Steve	Schilke	JOOT	201 W. Center Ct	Steven.Schilke@illinois.gov	847-705-4125

**APPENDIX A-5**  
**AGENCY COORDINATION**  
**MUNICIPAL COORDINATION**



1170 South Houbolt Road  
Joliet, IL 60431  
Phone: 815-744-4200  
Fax: 815-744-4215

**Office Locations**

Madison, WI  
Joliet, IL  
Louisville, KY  
Lexington, KY  
Mobile, AL  
Columbus, IN  
Columbus, OH  
Indianapolis, IN  
Milwaukee, WI  
Cincinnati, OH

[www.strand.com](http://www.strand.com)

September 30, 2009

Chairman, Transportation Commission  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Sir or Madam:

We are writing to inform you that the Illinois Department of Transportation (IDOT) has recently initiated preliminary engineering and environmental studies for the improvement of Illinois Route 47 from US Route 14 to Charles Road in the City of Woodstock in McHenry County. You should be receiving a letter with more information from the Illinois Department of Transportation shortly.

The current scope of work for this project is anticipated to consist of widening and/or reconstruction of the existing pavement to accommodate additional lanes where appropriate and traffic signal modernization to improve geometry, roadway conditions, and operational characteristics.

In an effort to assure the highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be coordinating with you at various points during our study. At this time, we request that you provide the following data and information, if available. It may be useful to us in the development of this proposed improvement.

- Land use plans and planned developments.
- Any engineering studies and/or programmed improvements, along with their respective schedules, involving City routes which may affect our proposed project or its implementation.
- Zoning ordinances and maps.
- School, park, fire protection, and sanitary districts and boundaries.
- On street parking ordinances, if applicable.
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

County and Municipal

Data Collection Letter Recipients

Saj	First	Last	Title	Affiliation	Address 1	City	State	Zip
Dr.	Brian	Sager	Mayor	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Ms.	Katherine	Parkhurst	Chairwoman, Plan Commission	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Timothy	Clifton	City Manager	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	John	Ibbell	Public Works Director	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Jim	Kastner	Planning & Zoning Administrator	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Ms.	Nancy	Baker	City Planner	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098
Mr.	Ken	Keehler	County Board Chairman	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098
Mr.	Peter	Austin	County Administrator	McHenry County	16111 Nelson Rd.	Woodstock	IL	60098
Mr.	Joseph	Korpalski	Director, Division of Transportation	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098
Mr.	Dennis	Sandquist	Director, Dept. of Planning and Development	McHenry County	12322 Davis Rd.	Woodstock	IL	60098
Mr.	Thomas	Thurman	Highway Commissioner	Dorr Township	16500 Garden Valley Rd.	Woodstock	IL	60098
Mr.	Robert	Hellers	Road Commissioner	Seneca Township	5211 Miller Rd.	Wentur Lake	IL	60097-9189
Mr.	Donald	Goad	Highway Commissioner	Greenwood Township	44 N. Virginia, Ste. 2A	Crystal Lake	IL	60014
Ms.	Anna	Bicanic Moeller	Executive Director	McHenry County Council of Governments	136 Cass St.	Woodstock	IL	60098
Ms.	Keefe	Quinn	Executive Director	Woodstock Chamber of Commerce	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Allen	Stebbins	Chairman, Historic Preservation Commission	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Scott	Kuykendall	Chairman, Environmental Commission	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Randy	Blankenhorn	Chairman, Transportation Commission	City of Woodstock	233 S. Wacker Dr., Ste. 800	Chicago	IL	60606
Mr.	Phil	Pagano	Executive Director	METRA	547 W. Jackson	Chicago	IL	60611
Mr.	T.J.	Ross	Executive Director	Face	550 W. Algonquin Rd.	Arlington Heights	IL	60005-4412
Ms.	Elizabeth	Kessler	Executive Director	McHenry County Conservation District	18410 US Highway 14	Woodstock	IL	60098
Mr.	Ed	Weskerna	District Manager	McHenry County Soil & Water Conservation District	1648 S. Eastwood Dr.	Woodstock	IL	60098
Mr.	Richard	Ellison	Public Projects Coordinator	Union Pacific Railroad	101 N. Wacker Dr., Ste. 1910	Chicago	IL	60606
Mr.	Robert	Lowen	Chief of Police	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Ralph	Webster	Chief	Woodstock Fire/Rescue District	435 E. Judd St.	Woodstock	IL	60098
Mr.	Keith	Nygreen	Sheriff	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098



Department of Public Works  
326 Washington Street  
Woodstock, Illinois 60098  
815/338-6118  
fax 815/334-2263  
pwdept@woodstockil.gov  
[www.woodstockil.gov](http://www.woodstockil.gov)

28 October 2009

Darcie W. Gabrisko PE  
Vice President  
Strand Associates Inc  
1170 South Houbolt Road  
Joliet IL 60431

RE: IL Route 47, from US Route 14 to Charles Road

Dear Darcie Gabrisko:

In response to your request to John Isbell on September 30, we are providing the following City of Woodstock documents and information for your use:

- Transportation Plan, February 2008
- Page 4 of Proposed Improvements to Route 47 and St. Johns (Preliminary)
- IL Route 47 Improvement Plan, January 9, 2006
- IL Route 47 Railroad Bridge Feasibility Study, March 22, 2007
- Official Zoning Map, May 8, 2007
- Comprehensive Plan, 2008
- Unified Development Ordinance, January 2007

The City has hired SEC Group to prepare a concept plan for improvements at IL Route 47 and Ware Road, and they will send that plan to you when it is complete. If you have any questions regarding this information, or you require further information, please contact our office.

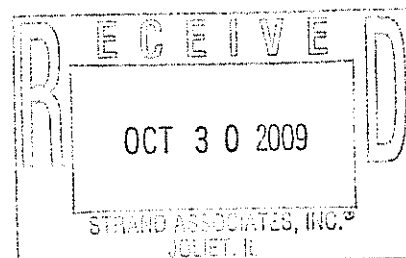
Sincerely,

  
Susan Gullotto  
Office Manager

c: John Isbell  
Akram Chaudhry, SEC Group



DOZEN DISTINCTIVE  
DESTINATIONS 2007



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



CITY OF WOODSTOCK MEETING #1 MINUTES  
DECEMBER 3, 2009

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

A meeting was held on Thursday, December 3, 2009, at 9:30 A.M. The purpose of this meeting was to introduce the project, discuss the project public involvement process and schedule, gather data regarding the corridor, and to solicit recommendations for the Citizen's Advisory Group. In attendance were Mayor Brian Sager and City Manager Timothy Clifton from the City of Woodstock, Ojas Patel from Illinois Department of Transportation (IDOT) Programming, Carrie Hansen from Images, Inc., and Darcie Gabrisko and Adam Moline of Strand Associates, Inc (SAI).

1. Introductions

SAI introduced the project. The project is a Phase I study of Illinois Route 47. This study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock. Phase I involves preliminary engineering which sets initial geometry and determines environmental impacts.

Strand Associates is the prime consultant to IDOT. There are four subconsultants on this project. American Surveying is providing the survey. Images, Inc. will lead the development of the public involvement program. Christopher B. Burke Engineering, Ltd. and Lin Engineering will provide miscellaneous engineering studies.

2. Study Approach

This project is proceeding as an Environmental Assessment (EA). The EA is a formal process IDOT uses to determine the environmental consequences of the proposed geometry and layout. This process determines the impacts to biological and cultural resources, and special waste areas.

This is a Context Sensitive Solutions (CSS) project and is scheduled to last approximately three years. The exact scope of the project is unknown at this point pending the results of the CSS process. The goal of a CSS project is to solicit stakeholder opinions of the project as the plan is being developed. Meetings will be held regularly to discuss corridor issues. This collaboration leads to a consensus on the final design. This project will include at least three public meetings and one public hearing.

Public meeting number one will be held in February 2010 and will solicit comments necessary to develop the project purpose and need. Public meeting two will be held in summer of 2010 and will present the purpose and need and solicit opinions for geometric alternatives. Public meeting three will be held in fall of 2010 and will present the alternatives carried forward and develop selection criteria for choosing an alternative. The public hearing is currently scheduled for January of 2012 to present the preferred alternative. A Citizen's Advisory Group (CAG) will be established to meet regularly to provide input on the project in between public meetings. Other public involvement measures include a



project website, newsletters, and a mailing list.

### 3. Study Goals and Objectives

The project is currently in the data collection and early public involvement phase.

Woodstock stated that the four biggest concerns with the corridor are as follows:

1. County government interaction – Incorporating McHenry Counties long term plan on Ware Road
2. Residential Impact – Oldest portion of community north of Route 120 to Russel Court
3. Economic impact – business core from US 14 to Route 120
4. Railroad Bridge – congestion concerns can not be adequately resolved without replacing the narrow railroad overpass bridge at Lake Avenue

Other concerns and items include:

Silver Creek is located in the residential section and will likely be an environmental concern. Other environmental concerns include the industrial businesses south of Route 120 (for example Bott's Welding).

The business impact of Illinois Route 47 is important. It is one of the only major north-south routes in McHenry County and thus impacts the economic health of the entire region. Woodstock would see greater retail options if IL 47 congestion is resolved.

Historical preservation is an upheld value in the City of Woodstock. Several residents are extremely passionate about preserving historical properties. Resident's do not need property owner consent to declare a property as historical. Potential historical properties include: The apartment building at the southwest corner of the intersection of IL Route 120 and IL Route 47 and the home at the northwest corner of the same intersection.

Woodstock has been contacting business along the corridor to attempt to consolidate access points off of Illinois Route 47 to reduce the impact of turning vehicles. For example, the McDonald's at Country Club Road has received approval to rebuild and will eliminate the driveway entrance closest to the intersection. Any improvements to Illinois Route 47 should recommend consolidation of driveways.

A major movement that causes congestion is right turns off of Country Club Road onto Illinois Route 47 then turn left continuing west into downtown Woodstock on Calhoun Street.

There is a major school crossing in the corridor at Russel Court. The city has recently adopted a bike plan. Illinois 47 should be evaluated to accommodate pedestrians.

There is a drainage issue between Lake Avenue and McConnell Road. Flooding occurs during heavy rains on the roadway and private property.

There is generally not a problem with traffic accidents along the corridor. Probably the highest accident location would be the intersection with Lake Avenue.

Woodstock is a distinct community and the aesthetics of the final roadway are very important to the city and residents.

The City of Woodstock long term plan sees the development of a large track of land east of the city. In addition, the city would like to develop the land adjacent to the Jewel. The timing of these developments depends on the rebounding of the economy. Woodstock has a value of controlled growth.

4. Public Involvement Process – Citizen Advisory Group

SAI asked for recommendations as to who will be considered for the Citizen Advisory Group. Woodstock mentioned that it has several applicable commissions, including Historical Preservation, Environmental, and Transportation. The CAG will be around 20-25 individuals. The CAG will also be comprised of business and residential members. Derik Morefield can provide a list of recommended business representatives for the CAG. SAI will send a letter requesting specific names from these commissions and groups to be considered for inclusion in the CAG.

5. Data Collection – Point of Contact

The point of contact for data collection for the City of Woodstock will be Director of Public Works, John Isbell. Updates on the public involvement activities will go through City Manager, Timothy Clifton.

6. Context Survey

A Context Survey was distributed. These forms will be filled out to help determine project purpose and need in context to the characteristics of the corridor.

December 15, 2009

Dr. Brian Sager, Mayor  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Mayor Sager,

Thank you for meeting with us on Thursday, December 3rd, 2009 regarding the Phase I study of Illinois Route 47 from US 14 to Charles Road. We look forward to collaborating with the City of Woodstock throughout the course of the project. As a follow-up to our meeting, we are writing to solicit your recommendations for individuals to be considered for inclusion in the Citizen's Advisory Group (CAG).

As you know, the CAG is an interactive group made up of selected officials and technical experts who represent stakeholders that are directly affected by the project. The CAG should be comprised of individuals from a wide variety of backgrounds to ensure all possible views and opinions of the corridor are adequately represented. The goal for participation is anywhere from 20-25 members, comprised of stakeholders including but not limited to City, County, institutional, business and residential representatives.

Please recommend specific names of individuals who you feel will be best suited to represent the City and the stakeholders who are affected by this project. The specific groups that may have particular expertise or knowledge of the corridor are as follows:

- Plan Commission
- Transportation Commission
- Environmental Commission
- Historical Preservation Commission

Please recommend one or two individuals from each commission, one or two City Council members, and any other members you feel would be important from City administration, residential or business interests.

Thank you for your time meeting with us and your recommendations. Your response by December 28, 2009 will be greatly appreciated. We will consider these individuals for inclusion in the CAG, and look forward to their contribution to the project. Please do not hesitate to contact us if you have any questions.

Sincerely,

STRAND ASSOCIATES, INC.<sup>®</sup>



Darcie W. Gabrisko, P.E.  
Vice President



**MEETING MINUTES**  
**Dorr Township One-on-One Meeting**

---

**Date:** January 13, 2010  
**Time:** 1:00 PM  
**Location:** Dorrr Township Offices - 140 Newell Street, Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between Dorrr Township officials and representatives of IDOT, Strand Associates and Images was held on January 13, 2010 at 1:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Bob Pierce, Township Supervisor, Tom Thurmond, Highway Commissioner, Ojas Patel, IDOT, Darcie Gabrisko and Adam Moline, Strand Associates, and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the formation and upcoming schedule for the Citizen Advisory Group (CAG), the January 19, 2010 City Council briefing, Public Meetings and anticipated three-year timeframe for completion. It was noted that only Phase I is funded, and that future funding would need to be secured for Phases II and III. In addition, an explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure local participation in the project.

The study team asked for input from the Township regarding its issues and concerns with the Route 47 study area. While the Township itself does not have any roadway jurisdiction within the study limits, comments provided about the corridor included:

- Always have to plan for an alternative route to taking Route 47.
- Rush hours along the corridor are impossible; Fridays are particularly congested, along with Saturdays and Sundays during the summer due to Lake Geneva traffic.
- During bad weather, traffic backs up from light to light.
- History of the by-pass options discussed over the years, including an alignment east of Route 47 up to McConnell Road, and the Lamb's Road alternative west of Route 47
- Railroad viaduct is going to be the main issue.

- Development proposals that could potentially impact traffic on Route 47:
  - Sports complex near Route 176
  - Possible minor league baseball facility at same location as potential future Metra station at Route 14 and Lily Pond Road (Metra has also purchased land west of town for car storage)

Bob Pierce indicated that he would participate as a member of the CAG, and would be attending the upcoming meeting on January 21, 2010. Tom Thurmond was unsure if he'd be able to attend.

CLH:



**MEETING MINUTES**  
**Woodstock Community Unit School District 200**

---

**Date:** January 13, 2010  
**Time:** 3:00 PM  
**Location:** Woodstock School District 200 Administration Offices –  
227 W. Judd Street, Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between Woodstock Community Unit School District 200 officials and representatives of IDOT, Strand Associates and Images was held on January 13, 2010 at 3:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Ellen Wrzeski, Superintendent, Mark Heckmon, Associate Superintendent, Linda Van Dyke, Director of Transportation, Ojas Patel, IDOT, Darcie Gabrisko and Adam Moline, Strand Associates, and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the formation and upcoming schedule for the Citizen Advisory Group (CAG), the January 19, 2010 City Council briefing, Public Meetings and anticipated three-year timeframe for completion. It was noted that only Phase I is funded, and that future funding would need to be secured for Phases II and III. In addition, an explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure local participation in the project.

The study team asked for input from the School District regarding its issues and concerns with the Route 47 study area. Comments and suggestions included:

- Intersections in the corridor are deficient – always clogged and people avoid.
- There is a big problem in the morning across from the courthouse; have a crossing guard to assist students crossing Route 47.
- The Ware Road intersection is a problem (is near Woodstock North High School which will have 1000 students next year).

- North of Route 120, there is a traffic flow/congestion issue due to the School District's transport of a handicapped student who lives on Route 47. The bus stops on Route 47, and takes anywhere from 7 to 9 minutes for loading/unloading.
- If you're a Woodstock resident, you don't use Route 47.
- There is a local cost to taxpayers as the School District's transportation budget has increased mileage due to rerouting buses around the corridor; would be shorter to use Route 47, but would take too much time.
- Suggested alternatives should consider adding lanes, a possible by-pass and access consolidation.
- The Route 47/Route 120 intersection is problematic, particularly for a.m. kindergarten busing. Congestion adds 5-10 minutes onto route.
- In the afternoon and evening, buses use Dean Street as an alternative to Route 47.
- As a result of the Route 47 congestion, bus routing is designed to have drivers make right hand turns to avoid having to wait to make left hand turns.
- The railroad bridge is a major impediment to improving the corridor. The cost of its widening should be evaluated and considered with a by-pass alternative.

Linda Van Dyke and Mark Heckmon indicated that they would participate as members of the CAG, and would be attending the upcoming meeting on January 21, 2010.

CLH:





## **MEETING MINUTES**

### **Woodstock Fire/Rescue District One-on-One Meeting**

---

**Date:** January 29, 2010  
**Time:** 2:00 PM  
**Location:** Woodstock Fire/Rescue District – 435 E. Judd Street, Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between the Woodstock Fire/Rescue District and representatives of Strand Associates and Images was held on January 29, 2010 at 2:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Ralph Webster, Fire Chief, Darcie Gabrisko, Strand Associates and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the work completed to date, scope of the project, the formation, purpose and schedule for the Citizen Advisory Group (CAG), upcoming Public Meetings and the anticipated three-year timeframe for completion. An explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure continued local participation in the project.

The study team asked for input from the Fire/Rescue District regarding its issues and concerns with the Route 47 study area. Comments, issues and concerns provided about the corridor included:

- Anything that happens along Route 47 affects emergency services, and this needs to be taken into consideration. The District must have the ability to use the corridor during construction.
- The existing congestion affects current emergency response times, particularly from Judd Street to the McDonald's, a route used to get to Country Club Road.
- Close proximity of buildings to the street impacts site distances for emergency vehicles.
- The intersection of Ware Road and Route 47 needs a traffic signal now.

- There does not seem to be an area along the corridor with a higher number of accidents, although there are a significant number of rear end collisions near McConnell Road.
- The Lake Avenue intersection experiences significant back-ups as a result of the skewed intersection and the westbound approach turn lanes.
- Any widening would likely impact the Bott's Welding building as well as numerous parking areas for businesses along the corridor.
- There are gravel pits both east and west of Route 47 on US 14, impacting the amount of truck traffic on Route 47.
- The railroad bridge pylon will be major issue in any construction efforts.
- Those who know avoid Route 47.

The Chief inquired as to the amount of right-of-way proposed for the project. The study team responded that it is not known at this time, and will be part of the development and evaluation of alternatives later in the process.

The likelihood of the proposed minor league baseball facility near the proposed Woodstock East Metra Station site at US 14 and Lily Pond Road was also discussed. There has been no official confirmation of the project, which could potentially impact the commitment to the Metra station site as the parking areas are intended to be shared.

The Chief was invited to attend the February 3, 2010 Public Meeting, and will also be the District's representative on the Citizen Advisory Committee.

CLH:



# City of WOODSTOCK

**Office of the City Manager**  
Timothy J. Clifton, City Manager  
121 W. Calhoun Street  
Woodstock, Illinois 60098

phone 815.338.4301  
fax 815.334.2269  
citymanager@woodstockil.gov  
www.woodstockil.gov

October 9, 2009

Darcie Gabrisko  
Strand Associates, Inc.  
1170 South Houbolt Road  
Joliet, IL. 60431

Dear Darcie Gabrisko,

Thank you for your September 30 letter to various individuals at the City of Woodstock pertaining to the IDOT preliminary engineering and environmental studies for the improvement of Illinois Route 47 from US Route 14 to Charles Road. The City will provide the information requested under separate transmittal in the near future.

It is not necessary for your firm or IDOT to contact multiple departments and employees in the future pertaining to this Illinois Route 47 project. The City of Woodstock contact for this project is the Director of Public Works and he will then forward the information to the appropriate City Department and coordinate the City's interest in these studies:

John Isbell  
Director of Public Works  
326 Washington Street  
Woodstock, Il. 60098

Phone 815 - 338 - 6118  
Fax 815 - 334 - 2263  
Email [jisbell@woodstockil.gov](mailto:jisbell@woodstockil.gov)

Sincerely,

Timothy J. Clifton  
City Manager



DATE: January 12, 2011

TO: All Attendees, File

FROM: Jonathan O'Connell, PE; Christopher B. Burke Engineering, LTD. (CBBEL)

SUBJECT: Drainage Review Meeting  
01/12/11 at 1:30 pm

LOCATION: City of Woodstock, Public Works Building

ATTENDEES: John Isbell (City of Woodstock)  
Alan Wilson (City of Woodstock)  
Rick Wojcik (IDOT Hydraulics)  
Agar Shirani (IDOT Hydraulics)  
Adam Moline (Strand)  
Chin Wang (CBBEL)  
Jonathan O'Connell (CBBEL)

Christopher B. Burke Engineering (CBBEL) presented the Existing Drainage Plans based on the survey information available. CBBEL went through the plans and highlighted the areas where survey data was insufficient for determining an outlet location.

- Outlet 1 is located at the intersection of IL Rte. 47 and McConnell Road. CBBEL explained that they were unsure where that outlet eventually ends up. The City explained that the pipe that heads east, at McConnell ends up via ditches and a double culvert under Zimmerman Road to DuFields Pond. IDOT wanted the pipe that runs under the building to be replaced by a new pipe within the McConnell ROW. During the design phase CBBEL will incorporate the flooding issues at Lake Avenue, under the railroad tracks and at McConnell Road into the Location Drainage Study. The City will pass along plans showing Lake Avenue design plans and also any plans showing the detention facility outlet for the lumber store located just east of IL Rte. 47 on Lake Avenue and as built plans of storm sewer systems in this area to IDOT. IDOT will provide a copy of the Lake Avenue drainage investigation to CBBEL. CBBEL noticed during their field review a box culvert under the Union Pacific Northwest Line railroad tracks. The City were unsure where this outlets to and the general thought was that it was used when there was an open drainage system in place but since there is a closed system now the box culvert is redundant.
- Outlet 2 is located at the Burger King restaurant approximately 1500' north of McConnell Road. CBBEL explained that they were unsure exactly how this outlet operates. There is a double 60" or 72" culverts that appear to handle the high flow events. The City believes they have plans from the developments in this area and will forward any copies to IDOT.



- Outlet 5 is located at the intersection of IL 47 and Irving Avenue . CBBEL explained that the survey as presented didn't show where the outlet was. The City explained that the 48" that crosses IL Rte 47 and then Irving Avenue outlets to a ditch behind the Wendy's property. The City also identified this area as a potential site for the City's regional detention.
- Strand will talk to the survey consultant regarding picking up the 2 pump stations at Taco Bell's and Tommy's Restaurant so their locations can be incorporated into the Existing Drainage Plan.
- The City of Woodstock shared a copy of a FIRM that was revised to reflect LOMR effective Jan 20<sup>th</sup>, 2011. This is located adjacent to IL 47 from Irving Ave. to IL Rte 120. CBBEL will incorporate this data into their study.

Once the City and IDOT have passed along the relevant information CBBEL will compile a set of mark ups detailing where additional survey data is required. Strand will coordinate getting the survey request to American Surveying & Engineering P.C.

*These notes represent the preparer's understanding of the items discussed and are not a verbatim account of the discussion. They are intended to generally document the discussions held; if any portion of these Minutes is found incomplete or inaccurate, please notify the preparer in writing within five business days from the receipt of the Minutes.*



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

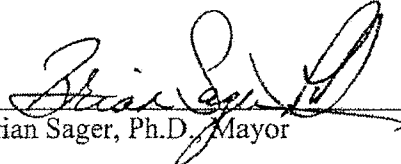
**WHEREAS**, the Mayor and City Council believe that the overall highway system performance related to Illinois Route 47 is inadequate and lacks adequate capacity to serve the needs of our community as well as the region, and

**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 18<sup>th</sup> 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: Laura Kleiman  
City Clerk

**CERTIFICATION**

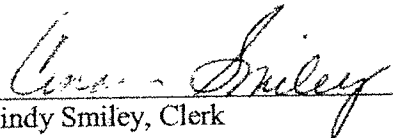
I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Councilmen of said City.

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,



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

OFFICIAL BUSINESS  
RECEIVED

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

NOV 1 2011  
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.

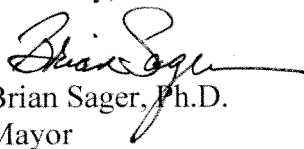
The City of Woodstock has identified the need for traffic congestion reduction and widening of Illinois Route 47 through Woodstock as a high priority for the community. While this roadway is under the control and jurisdiction of the Illinois Department of Transportation (IDOT), the City realizes that 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

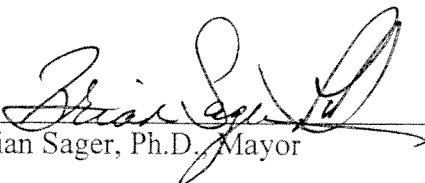
**WHEREAS**, the Mayor and City Council believe that the overall highway system performance related to Illinois Route 47 is inadequate and lacks adequate capacity to serve the needs of our community as well as the region, and

**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 18<sup>th</sup> 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: Karen Kleiman  
City Clerk

**CERTIFICATION**

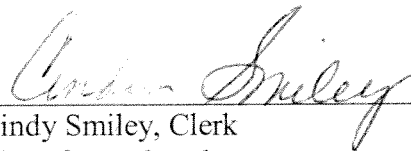
I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Councilmen of said City.

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)

CITY OF WOODSTOCK MEETING No. 2 MINUTES  
February 15, 2012

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

A meeting was held on Wednesday, February 15, 2012, at 10:30 A.M. The purpose of this meeting was to provide a recap of recent project progress and to solicit the City of Woodstock's opinion on design criteria related to the On-Alignment alternative. In attendance were City Manager Timothy Clifton and Public Works Director John Isbell from the City of Woodstock, Ojas Patel and Mir Mustafa from the Illinois Department of Transportation (IDOT) Programming, Carrie Hansen from Images, Inc., and Darcie Gabrisco and Adam Moline of Strand Associates, Inc.® (Strand).

1. Study Update

A project update was provided. Coordination with the Chicago Metropolitan Agency for Planning is complete, and its 2040 projections have been received. Work continues on development of the On-Alignment alternative that will be presented in the next public involvement meetings. Wetland information was received for the corridor, and it appears there will be minimal impacts. As a result, this project is dropping out of the NEPA/404 merger process for environmental coordination. The development should help the schedule progress at a faster rate because of the reduced coordination effort.

2. Upcoming Citizen Advisory Group (CAG) Meeting No. 5

The next CAG meeting was planned for March 25, 2012. The City expressed concerns as many of the City staff will not be available for that date. The meeting was rescheduled for March 21, 2012, to accommodate City attendance.

3. Design Criteria and Options

Strand presented the following design criteria items for discussion:

- a. Access Consolidation—The city supports employing access management principles in the corridor and has enacted policy to require new development to implement cross access between businesses. The City is concerned with the prospect of losing parking, but the City understands it may be necessary and will work with the businesses to consider varying parking requirements in order to achieve cross access between businesses. The City prefers the study team present cross access and access management concepts to the CAG group rather than soliciting opinions first.
- b. Barrier Median—The City does not prefer the barrier median versus a center two-way left-turn lane but understands the IDOT policy and safety benefits of the barrier median. The City is concerned about right-of-way (ROW) impacts related to the increased width of the barrier median. The City is not interested in the maintenance cost of enhanced landscaping within the proposed barrier medians and urged the study team to look to the recently built IL Route 47 expansion in Huntley for an example of what the City prefers as far as the aesthetics for the barrier median.
- c. Decorative Lighting—The City is interested in the concept of decorative lighting along certain segments of the corridor. The City would seek to implement a similar theme as is used in the

downtown square. The City would like to maintain or enhance the directional signage to the downtown areas. The relocation of existing signs should occur at no cost to the City. The existing signs are currently on private property but may be affected by the proposed widening.

- d. Roadway Lighting–The existing roadway lighting in the corridor is sporadic and was perhaps installed by ComEd. The City does not have jurisdiction over this lighting system. Strand said roadway lighting for the City of Woodstock could approach \$1.2 million per mile. IDOT indicated that if lighting is not specifically warranted, the City would be responsible for 100 percent of the cost. The City responded that such a high cost would be difficult to handle, and the decision to include lighting would have to be reviewed further.

4. Nonconforming Elements

The City generally has no issues with varying its requirements as far as setbacks, parking, or signage requirements that would be modified by potential ROW takes.

5. CAG Membership–New City Commission Members

The City indicated that new members were appointed to various city commissions of which several participate in the IL Route 47 CAG. The City promised to e-mail a list of new names to Images, Inc. for invitation to the upcoming meeting.

6. Next Steps

Strand presented the next steps of the study process. The footprint of the On-Alignment alternative would be developed to further detail. The detailed impacts would be evaluated and the alternative further refined until ultimately arriving at the preferred alternative. The City indicated that the study group should make it clear to the CAG and public that all bypass alternatives have been eliminated from consideration.

If there are any additions or comments, please call me at 815-744-4200 ext. 3314.

Prepared and respectfully submitted by Adam Moline.

c: All Participants	Ojas Patel, IDOT
Timothy Clifton, Woodstock	Mir Mustafa, IDOT
John Isbell, Woodstock	Darcie Gabrisko, Strand
Carrie Hansen, Images, Inc.	Adam Moline, Strand



**MEETING MINUTES**  
**City of Woodstock One-on-One Meeting**

---

**Date:** April 2, 2014  
**Time:** 1:00 PM  
**Location:** Woodstock Mayor's Office – 121 Calhoun, Woodstock, Illinois  
**Prepared By:** Images, Inc.

---

A meeting amongst the City of Woodstock, the Illinois Department of Transportation (Department), representatives of Strand Associates and Images was held on April 2, 2014 at 1:00 PM to provide a study update, present alternatives under consideration and discuss the next steps in the Phase I study. Attendees from the City of Woodstock included Roscoe Stelford, Alan Wilson, Paul Ruscko and Cort Carlson. Attendees from the Department included Steve Schilke, John Baldauf and Kyle Bochte and consultants Darcie Gabrisko, Strand Associates and Cathy Valente, Images were present.

An overview of the Phase I study background and process was presented, highlighting the work completed to date which included the full range of alternatives. Steve and Darcie presented the background on the bypass history as presented at the last Citizen Advisory Group (CAG) meeting. The bypass alternatives have been dismissed due to the traffic analysis demonstrating that a bypass scenario would not take enough traffic away from Route 47, and Route 47 would still need to be widened.

The Department and consultant, Strand Associates, Inc., then presented the two alternatives under consideration beginning at the southern end of the project limits and moving northerly. Characteristics of the two alternatives include two lanes in each direction separated by barrier median. The alternatives presented include roundabouts and/or conventional intersections or a combination of the two. The Department has been proactive meeting with business owners and will continue to be available to discuss how best to accommodate existing business access with balancing future development. The Department expressed the desire to promote cross access between businesses to improve access due to the proposed barrier median design. The City should work with local businesses to promote cross access to improve access management along IL 47. It is anticipated that the study would be processed as an Environmental Assessment at this time.



The project was discussed starting at the southern limits and moved north. The project team explained that the existing traffic control at US 14 (signal), and Southview Drive (minor stop) will be maintained in both of the proposed alternatives. Frontage Road access will be maintained and the Department will be evaluating how to accommodate access to businesses, including potential cross access opportunities and consolidating access throughout the southern section of the project.

The existing traffic control at Lake Avenue (signal) and McConnell Road (signal) would both be roundabouts or both remain signalized in the proposed alternatives.

With roundabouts at Lake Avenue and McConnell Road, the railroad structure would not need to be replaced. A 10' shared-use path on the east would be accommodated by jacking under the railroad. With the signalized intersection scenario, the structure would need to be replaced and a shoofly constructed with impacts to approximately eight businesses on the south side of the railroad.

#### Cost

The cost differential between the roundabouts and signalized intersections is approximately \$30 million, and that is for the replacement bridge and shoofly and does not include ROW, acquisition or roadway construction.

#### Growth

The signalized intersection alternative would fail first if the area continues to grow due to storage. The projected traffic is based on a 2040 model and currently the ADT is 24,000 and it is anticipated to grow to 46,000.

#### Roundabout Proximity

The State of Illinois does not have any other locations in which two roundabouts are in close proximity, however, Strand Associates, Inc. has worked with over 200 roundabouts in Illinois and other states and it has been done.

#### Hybrid Alternative

A hybrid alternative, one signalized intersection and one roundabout is not an option because there would be insufficient storage to handle left turn movements from southbound IL 47 to eastbound Lake. Also, red lights would stop traffic and backup traffic into the roundabout. The shoofly and replacement bridge would also be required.

#### Department Preference

The Department does not have a preference whether these are signalized intersection or roundabouts at this time. The City of Woodstock and its stakeholders will tell us what is acceptable.

## Safety

The roundabout alternative is safer when compared to a signalized intersection.

## Truck Traffic

Trucks can navigate roundabouts, the aprons are wide enough to accommodate traffic. Also, the truck traffic runs off peak travel times so there shouldn't be conflict between types of vehicles.

## Increased Demand due to County Fair

If the traffic doubles, either alternative will experience delays.

## Roundabouts after Construction

The Department has not taken a roundabout out after installation. Roundabouts are analyzed operationally, just as signalized intersections.

There was a brief discussion regarding legal "U" turns.

## Country Club Road

The existing traffic control at Country Club Road (signal) and would remain signalized in the proposed alternative.

## McDonalds

The elimination of the McDonald's IL 47 access is currently proposed because they have access on the south and west sides of their parcel. Right in and right out access can be considered. In general, median breaks on Strategic Regional Arterials (SRA) are limited to ¼ mile spacing.

## Judd Street/Irving Avenue

The existing traffic control at Judd Street/Irving Avenue (signal) and would be a roundabout or remain signalized in the proposed alternatives.

A roundabout would provide for a smooth movement for vehicles traveling northbound on Irving.

## Space Requirement

Roundabouts do require more space immediately at the intersection, however less space at the approaches to the intersection. For a signalized intersection, more space is needed due to long tapers.

## Route 120/McHenry Avenue

The existing traffic control at Route 120/McHenry Avenue (signal) and would remain signalized in the proposed alternatives.

A roundabout would not work at this particular location due to the traffic imbalance. 11' lanes are proposed to minimize property acquisition. To the north there would be a barrier median with grass cover instead of concrete and a 10' shared-use path on the east side and sidewalk on the west side.

Moving north to Greenwood, there are residential properties on one side and businesses on the other side. This is a difficult area as there are few areas with not having a lot of cross access. The Department asked if there was any commercial business issues in this area and the City responded no.

#### St. John's Road

The existing traffic control at St. John's Road (minor stop) would be converted to a signal.

The City mentioned this will make people happy. However, closing off 2 roads will make people unhappy.

#### Russel Court

The existing traffic control at Russel Court (signal) would remain signalized.

#### Ware Road

The existing traffic control at Ware Road (minor stop) would be a roundabout or remain stop controlled on Ware Road.

This location did not meet warrants for a traffic signal. The sidewalk would be terminated at Ware Road due to the rural nature of the area to the north. However, the shared-use path will extend to Charles Road.

There are discussions with the property owner north of the school about development of commercial along the corridor adjacent to IL 47 and residential behind the commercial area.

#### Charles Road

The existing traffic control at Charles Road (all-way stop) would be a roundabout or remain an all-way stop.

Charles Road did not meet traffic warrants for a signal. A roundabout would slow traffic down approaching the curb and gutter area of 45 mph.

## Miscellaneous

A discussion took place regarding the shared-use path and sidewalk pedestrian accommodations and the IDOT cost share policy of 80/20 if the City provides maintenance. These types of decisions are not needed during Phase I, however, they are needed during Phase II. In Phase I, the Department will include the path and ROW. During Phase II an agreement can be executed and as construction draws near, detailed cost estimates will be available and firm financial commitments would be necessary at that time.

The Department can also make grading and right of way accommodations for the sidewalk and path if the City doesn't want to install them with the IL 47 improvements.

Roadway lighting and maintenance is 100% City responsibility. A discussion took place regarding the City cost share (at 100%) of lighting a roundabout vs. the City cost share of constructing a signalized intersection. The cost share for the signals is 50/50 for each leg for which the City has jurisdiction. The City would be responsible for maintenance, too.

Maintenance of the green space within a roundabout or in medians was discussed. The Department will mow once a year if there are no trees in the median. The Department will not mow if there are trees in the median. It is likely the City will want to maintain the green space. The Department will provide the City with a listing of plantings that withstand the elements. There may be an opportunity for the City to obtain sponsorships of the roundabouts, if selected, by local groups.

There will be utility impacts and that would be a City of Woodstock cost. It was mentioned that this would be a large cost. Steve mentioned that land acquisition could take 3 -5 years and the Department has run into clear title issues since 2007. The Department has the water main and sewer plans.

The Phase II, design, portion of this project is funded. Construction and Land Acquisition are programmed at this time. Land Acquisition is becoming more complicated due to increasing numbers of foreclosures and could take 3 to 5 years before all the property is acquired.

## Next Steps

Next steps include a Citizen's Advisory Committee (CAG) meeting to obtain feedback on what was presented today, with a public meeting early summer. A follow up CAG meeting will be conducted prior to a fall/winter public hearing.

## Action Items

- Provide a set of plans for review to the City and County
- Look into cost of lighting a multi-lane roundabout
- Provide the Department policy on traffic generator signage
- Provide the Department policy on gateway signage
- Provide Department list of types of median plantings that survive the street conditions



## MEETING MINUTES

### Woodstock Fire/Rescue District and City of Woodstock Police Department

---

**Date:** June 10, 2014  
**Time:** 9:00 AM  
**Location:** Woodstock Police/Fire District – 435 E. Judd Street, Woodstock, IL  
**Prepared By:** Strand Associates, Inc.

---

A meeting between the City of Woodstock Police and Woodstock Fire District, Strand Associates (Strand), Illinois Department of Transportation (Department), and the City of Woodstock representative was held on June 10, 2014 at 9:00 AM to discuss the IL Route 47 Phase I Study and provide a progress update. Attendees included Fire Chief Ralph Webster, Police Chief Robert Lowen, Roscoe Stelford (City of Woodstock), Paul Ruscko (City of Woodstock), Darcie Gabrisko (Strand), Bill Plant (Strand), Steve Schilke (Department), John Baldauf (Department), and Kyle Bochte (Department).

Introductions were made and a project update was given. The project consists of a Phase I study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. The Phase II consultants have been chosen. The Phase II design is broken up into two sections: IL Route 47 from US Route 14 to IL Route 120 is the first section and IL Route 120 to Charles Road is the second section. There is no current funding for construction or land acquisition. To date, there have been six Citizen Advisory Group (CAG) meetings and two public meetings held. The third public meeting is scheduled for July 9, 2014 at Challenger Learning Center. Roll plots of the corridor were displayed. The planned cross section is two lanes in each direction with a barrier median, a ten foot shared-use path on the east side of the roadway, and a five foot sidewalk on the west side of the roadway. Roundabouts are being considered at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Irving/Judd Street, Ware Road, and Charles Road. Roundabouts at Lake Avenue and McConnell Road would enable the existing railroad structure between the intersections to remain. Traffic signals at the intersections would require a new structure with a temporary track, costing approximately \$30 million. At CAG meeting number six, the group unanimously voted in favor of roundabouts at all five intersections.

The study team asked for input from the City of Woodstock Police and Woodstock Fire District regarding its initial issues and concerns with the Route 47 study area. Comments, issues and concerns provided about the corridor included:

- A barrier curb median does eliminate the potential for left turns from side streets or entrances onto IL Route 47 or from IL Route 47 onto side streets or entrances. Various entrances will be right-in/right-out. Therefore, at some entrances, U-turns will be required to get to the destination. U-turns are also possible at roundabouts, which is often safer and more convenient due to the protection provided.
- Currently there is a high number of crashes around Lake Avenue and McConnell Road. A crash exhibit was displayed showing the number of crashes in the corridor by location.
- A concern of the efficiency of the roundabouts compared to a standard intersection with traffic signals was mentioned. IL Route 47 is often overly congested during peak traffic times such as a Friday afternoon around 4 P.M. Roundabouts typically result in fewer crashes due to there being fewer conflict points in the intersection and the possibility to eliminate skew in the intersection. Crashes are typically less severe in roundabouts because they reduce the likelihood of dangerous angle crashes and the speeds are lower. Roundabouts also yielded a better level of service and reduced delay at all five intersections compared to its alternative for the design year of 2040. There would be a learning curve for roundabouts but as familiarity increases, efficiency would as well. An Average Daily Traffic (ADT) figure was displayed for the corridor. The figure showed that the current primary use of IL 47 is local traffic because the ADT values significantly decrease around Ware Road and Charles Road. Drivers are not typically using IL Route 47 to pass through town and continue to Wisconsin or other distant destinations. Users of the corridor should be able to familiarize themselves with roundabout intersections if that alternative were to be chosen.
- Fire Chief Webster expressed concern about how fire trucks could navigate through the roundabouts. The proposed roundabouts will be able to accommodate the fire trucks because the roundabouts are two lanes and have a truck apron. The roundabouts were designed for vehicles larger than those used by the Fire District. *Post Meeting: Chief Webster provided dimensions of their largest Fire Truck. Strand developed a template for it and ran turning movements in auto-turn software. The vehicle successfully navigated the roundabouts. A video and still aerial view were provided to the Chief for his Board.*
- The Fire District is not concerned with their ability to perform U-turns. They are more likely to go against traffic.
- The safety of the U-turns was brought up as a concern. The U-turns are safe. "U-turn Permitted" signs could also be included to better inform drivers.
- A question as to what signing and striping is involved at roundabouts was mentioned. The roundabouts will have significant signing and striping. There is more signing involved in a roundabout than a traditional intersection. The signing is often graphic. The signing will also warn drivers to slow down approaching the roundabout. Curves approaching the roundabouts are utilized to slow drivers.

- A question as to how the snow plows maintain a roundabout was asked. A roundabout requires a different approach to snow removal. However, snow plows can still successfully maintain roundabouts.
- The railroad structure between Lake Avenue and McConnell Road was discussed. In the roundabout design, users of the sidewalk will cross over to the east side of the roadway onto the shared-use path through a proposed tunnel running beneath the railroad structure east of the roadway. There is enough room for four 11-foot lanes beneath the existing structure. No additional feet can be added beneath the bridge without providing an entire new structure. The existing structure is in good condition. The profile of the roadway may be lowered slightly under the bridge for clearance purposes. The standard traffic signal design does require a new structure for the railroad. This also requires a temporary track and structure for the railroad while the proposed structure is being constructed. The temporary track would impact four businesses and two residential buildings. Currently, the roundabout design impacts two businesses near the railroad bridge. The ultimate impact to these affected businesses and property would be a part of the land acquisition process.

A review of the entire corridor was given by Strand. The proposed barrier median is 18 feet wide south of Ware Road and 22 feet wide north of Ware Road. On the roll plot exhibits, all properties highlighted pink were instances where the proposed design affects part of the building on the property. The intersection at Southview Drive does not meet signal warrants so will be left as stop-controlled on Southview Drive and uncontrolled on IL Route 47. Wanda Lane is proposed to be right-in/right-out access. The design is trying to best accommodate businesses with median openings along the corridor. The proposed shared-use path continues through Bates Park on the City's property. The City is supportive of the shared-use path providing connectivity throughout the corridor, including at Bates Park. At Ware Road, traffic does not warrant standard signals so the intersection would remain as stop-controlled on Ware Road and uncontrolled on IL Route 47 if the roundabout alternative is not selected. Similar to Ware Road, traffic does not warrant signals at Charles Road so the intersection would remain a four-way stop-controlled intersection if the roundabout alternative is not selected. Roundabouts at the north end of the project could also be useful to slow down drivers approaching the city from the north. The Police and Fire District were supportive of the roundabouts at Ware Road and Charles Road and had no objections to the three other roundabout locations.

A question was asked as to why the intersection at Greenwood Circle and Greenwood Avenue is being realigned to a four-way intersection but the intersection at Donovan Avenue and Greenwood Circle is not being realigned. At Donovan Avenue, realignment of the minor legs would cause the church parking lot or residential houses to be affected.

Strand and IDOT asked if the Police or Fire District were concerned about the right-in/right-out access at the intersections of IL Route 47 with Center Street and Christian Way. The Police and Fire District were not concerned.

The Police and Fire District mentioned it would be important to have a left turn lane with a median break at Sheila Street because the Police and Fire District go there a lot approaching from both directions.

The possibility of having mountable curb with a grass median at certain areas was mentioned. The Police and Fire District expressed concern that after seeing the Police and Fire District mount the median for left turns, local drivers would begin to do the same thing.

The question was asked if the project was going to combine the Northwood Lane entrance with Ware Road to form a four-way intersection. The property north of the school at Ware Road is ultimately planned to be developed and the roundabout will have a stub at the west side to accommodate the future expansion.



Illinois Route 47 Phase I Study  
Police and Fire Chief Meeting



Location: Judd Street Fire Station - 435 E Judd St.

Date: June 10, 2014

Time: 9:00 a.m. - 10:00 a.m.

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Bill	Plant	Strand Associates	1170 Humbolt Joliet	bill.plant@strand.com	815-744-4200
Ralph	WEBSTER	Woodstock Fire Dept	PO Box 423 Woodstock, IL 60098	rwebsterc@frd.org	815-790-2956
Robert	Lowen	Woodstock P.D.	656 Lake Ave Woodstock 60098	R.Lowen@woodstockil.gov	815-338-6787
Roscoe	Stelferd	City of Woodstock	121 W. Calhoun St. Woodstock, IL 60098	R.Stelferd@woodstockil.gov	815-338-4301
Paul	Ruscko	City of Woodstock	326 Washington St Woodstock, IL 60098	pruscko@woodstockil.gov	815-338-6118
Steve	Schiltz	IDOT	201 W. Center Ct. Schaumburg IL	Steven.Schiltz@illinois.gov	847 705-4125
Kyle	Bochte	IDOT	"	Kyle.Bochte@illinois.gov	(847) 705-4678
Gunn	BALDAUF	IDOT	"	GUNN.BALDAUF@ILLINOIS.GOV	(847) 705-4103
PARCIE	GABRISKO	STRAND ASSOC INC	1170 HUMBOLT JOLIET, IL 60448	PARCIE.GABRISKO@STRAND.COM	815-744-4200



**MEETING MINUTES**  
**Woodstock Community Unit School District 200**

---

**Date:** June 10, 2014  
**Time:** 10:15 AM  
**Location:** Woodstock School District 200 Administration Offices –  
227 W. Judd Street, Woodstock, IL  
**Prepared By:** Strand Associates, Inc.

---

A meeting between Woodstock Community Unit School District 200 officials, representatives of Illinois Department of Transportation (Department), and Strand Associates (Strand) was held on June 10, 2014 at 10:15 AM to discuss the IL Route 47 Phase I Study and provide a progress update. Attendees included Mark Heckmon (School District 200), Diane Carter School District 200), Mike Moan (School District 200), Darcie Gabrisco (Strand), Bill Plant (Strand), Steve Schilke (Department), John Baldauf (Department), and Kyle Bochte (Department).

Introductions were made and a project update was given. The project consists of a Phase I study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. To date, there have been six Citizen Advisory Group (CAG) meetings and two public meetings. The third public meeting is scheduled for July 9, 2014 at Challenger Learning Center. Roll plots of the corridor were displayed. The planned cross section is two lanes in each direction with a barrier median, a ten foot shared-use path east of the roadway, and a five foot sidewalk west of the roadway. Roundabouts are being considered at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Irving/Judd Street, Ware Road, and Charles Road. Roundabouts at Lake Avenue and McConnell Road would enable the existing railroad structure between the intersections to remain. Traffic signals at the intersections would require a new structure with a temporary track, costing approximately \$30 million. Roundabouts typically result in fewer crashes due to there being fewer conflict points in the intersection and the possibility to eliminate skew in the intersection. Crashes are typically less severe in roundabouts because they reduce the likelihood of dangerous angle crashes. Speeds at roundabouts will be lower than signalized intersections due to the curved approaches designed to slow approaching drivers. Roundabouts also yielded a better level of service and less delay at all five intersections compared to its alternative for the design year of 2040. At CAG meeting number six, the group unanimously voted in favor of roundabouts at all five intersections.

The study team asked for input from the School District regarding its initial issues and concerns with the Route 47 study area. Comments and suggestions included:

- The School District asked what dictates if roundabouts or signalized intersections are chosen at the five locations. Public meetings, CAG meetings, and detailed technical analysis are key parts of deciding what is ultimately proposed at each intersection. After the public meeting July 9, 2014, final details on the intersections will be made with the goal of having the public hearing at the end of 2014.
- A discussion was held as to whether the School District's buses could navigate the roundabout. There will be no issue with the buses being able to navigate through the proposed roundabouts. The roundabouts are multi-lane roundabouts with a truck apron. Autoturn movements were run using vehicles larger than school buses and the vehicles were able to navigate the roundabouts.
- The school representatives asked if four lanes can fit beneath the existing railroad structure and where the pedestrians will cross the railroad tracks. There is enough room for four 11-foot lanes beneath the existing structure. The existing structure is a severe constriction because it has the roadway lanes and sidewalk underneath it now. In the roundabout alternative at Lake and McConnell, there will be only four lanes of traffic underneath the existing structure. Sidewalk users on the west side of IL 47 must cross over to the east side onto the shared-use path that runs through a proposed tunnel beneath the existing railroad tracks. Pedestrians crossing a roundabout can be safer than crossing an intersection because pedestrians must only look in one direction at a time to avoid traffic.
- The School District asked what the lane width inside the roundabouts would be. *Post Meeting: It was confirmed the roundabout lane widths would be 13 feet for the inside lane and 15 feet for the outside lane.*
- Dedicated right turn lanes are proposed at roundabouts to improve the operations of the intersection. The eastbound, westbound, and southbound legs of the intersection at Lake Avenue have dedicated right turn lanes. The westbound leg of the intersection at McConnell Road has a dedicated right turn lane. The westbound and eastbound legs of the intersection at Charles Road have dedicated right turn lanes.
- There was a discussion of other roundabouts being implemented in the area. Kane County is planning a roundabout on IL 47 at Burlington Road south of the project limits.
- A question was asked about how the corridor will be constructed. The Phase II consultants have been chosen. The Phase II design is broken up into two sections: IL Route 47 from US Route 14 to IL Route 120 is the first section and IL Route 120 to Charles Road is the second section. There is no current funding for construction or land acquisition. Construction plans could get divided even further, based on funding availability. Getting through the Phase I process is the priority. Land acquisition will take two to four years minimum so it will still be several years before the corridor is constructed.

Discussion began about the School District's opinion on the currently proposed median break locations. Some entrances were combined and others have a right-in/right-out design. The goal of the selected median break locations is to best accommodate the businesses and residents within the corridor. Comments and suggestions from the School District included:

- How the Roundabout alternative addresses access to the schools at Ware Road was discussed. Northwood Lane is a one way street going south. Not providing a median break and left turn lane at the north entrance on Northwood Lane to the schools would require buses headed northbound to U-turn at Ware Road. The entrance at Russel Court is rarely used except for the elementary school because the other schools are north of that entrance. In the stop sign design of the intersection with Ware Road, there is a median break for the north entrance to the school from IL Route 47. A median break at this location cannot be provided in the roundabout alternative due to the proximity of the roundabout to the entrance. The School District said it would probably be easier for them to U-turn at the roundabout than attempt to make a left turn across two lanes of traffic at a median break.
- Up to 35-40 buses use IL Route 47 around Ware Road at 7:30 AM, 8:30 AM, 3:00 PM, and 3:30 PM.
- The School District asked if there is a learning curve for roundabouts. There would be a learning curve for roundabouts but as familiarity increases, efficiency would as well. An Average Daily Traffic (ADT) figure was displayed for the corridor. The figure showed that the current primary use of IL 47 is local traffic because the ADT values significantly decrease around Ware Road and Charles Road. Drivers are not typically using IL Route 47 to pass through town and continue to Wisconsin or other distant destinations. Users of the corridor should be able to familiarize themselves with roundabout intersections if that alternative were to be chosen.
- The School District uses Sheila Street quite a bit and would prefer if there was a median break with a left turn lane at the intersection. Otherwise, the school buses will need to be rerouted. The School District said Sheila Street plays a bigger role than Birch Road typically.
- St. Johns is used a lot by the School District. A signal is being proposed at the intersection.
- The School District stated it might be more useful for them to have a median break at Christian Way rather than at Park Street. Strand mentioned doing this would impact the Grove Street median break. The School District does not use Grove Street for left turns as much. The School District had no other issues with the access and lack of access to the other streets in this part of the corridor.
- The School District supported the median breaks at Donovan Avenue, Melody Lane, Maple Avenue, and Cooney Drive.
- The U-turns are designed for passenger cars, not school buses. Roundabouts would be a good location for school buses to turn around.
- The School District still uses Illinois Route 47 quite a bit for their routes.

- A question was asked regarding the length of construction once it has begun. The construction schedule would depend on the timing of the funding available.

A review of the corridor was given by Strand. The proposed barrier median is 18 feet wide south of Ware Road and 22 feet wide north of Ware Road. On the roll plot exhibits, all properties highlighted pink were instances where the proposed design affects part of the building on the property. The intersection at Southview Drive does not meet signal warrants so will be left as stop controlled on Southview Drive and uncontrolled on IL Route 47. Wanda Lane is proposed to be right-in/right-out access. At Ware Road, traffic does not warrant standard signals so the intersection would remain as stop-controlled on Ware Road and uncontrolled on IL Route 47 if the roundabout alternative is not selected. Similar to Ware Road, traffic does not warrant signals at Charles Road so the intersection would remain a four-way stop-controlled intersection if the roundabout alternative is not selected. Roundabouts at the north end of the project could also be useful to slow down drivers approaching the city from the north. At the conclusion of the meeting, the school district had no objections to any of the proposed roundabout locations.

Illinois Route 47 Phase I Study  
School District 200 Meeting



Location: Administration Building - 227 W Judd St.

Date: June 10, 2014

Time: 10:15 a.m. - 11:00 a.m.

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Bill	Plant	Strand Associates	1170 Houbolt Rd Joliet, IL	bill.plant@strand.com	815-744-4200
Mark	Heckmon	Woodstock CUSD 200	227 W. Judd Woodstock, IL	mheckmon@wvusd200.org	815-337-6575
Diane	Carter	Woodstock CUSD 200 Trans	11401 Charles Rd Woodstock, IL 60098	d.carter@wvusd200.org	815-338-4777
Mike	Moan	Woodstock CUSD 200	227 W. Judd Woodstock, IL	MUOAN @ district200.org	815-751-5456
Kyle	Bechte	IDOT	201 W. Center Ct Schwabenberg, IL 60194	Kyle.Bechte@illinc.s.gov	(847) 705-4628
Steve	Schilke	IDOT	201 W. Center Ct Schwabenberg, IL 60194	Steve.Schilke@illinc.s.gov	(847) 705-4125
John	Baldorf	IDOT	201 W. Center Ct. Schwabenberg, IL 60194	JOHN.BALDORF@ILLINOIS.GOV	847.705.4103



**ILLINOIS 47**  
*US Route 14 to Charles Road*

**MEETING MINUTES**  
City of Woodstock Meeting 4

---

Date: April 8, 2016  
Time: 10:00 AM  
Location: Woodstock Mayor's Office – 121 Calhoun, Woodstock, Illinois  
Prepared By: Strand Associates, Inc.

---

A meeting between the City of Woodstock (City), representatives of the Illinois Department of Transportation (Department), and Strand Associates, Inc. (Strand) was held on April 8, 2016. The purpose of the meeting was to provide a project update, discuss cross access possibilities, discuss upcoming public involvement planned, and discuss the Highway Safety Manual analysis results. Attendees included Mayor Brian Sager (City), Garrett Anderson (City), Jeff VanLanduyt (City), Roscoe Stelford (City), Joe Napolitano (City), Krista Coltrin (City), Steve Schilke (Department), John Baldauf (Department), Kyle Bochte (Department), and Bill Plant (Strand).

Introductions were made and a project update was given. The project consists of a Phase I study of IL 47 from US 14 to Charles Road. In a Phase I study, alternatives are considered, public involvement is conducted, environmental impacts are determined, and a proposed alternative is selected. The project team is targeting to complete the Phase I study by spring 2017. Phase II is currently funded and will begin upon completion of Phase I. Phase II consists of developing the contract documents necessary for construction.

IL 47 as a whole was divided into two sections. The other Phase I for IL 47, from Reed Road to US 14, is near completion, and Phase II will begin in summer 2016. Each Phase I section is divided into two Phase II sections due to complexity of work associated with the design. All four Phase II consultants have been selected. Land acquisition and a majority of construction of the project are not currently funded. The only section of IL 47 that is funded for construction is the bridge over the Kishwaukee River in the south section of IL 47. The Department will provide the City with a briefing of all four sections in the near future.

The preferred alternative consists of two lanes in each direction separated by a barrier median. A 10-foot wide shared-use path is proposed on the east side of IL 47 from US 14 to Charles Road

and a 5-foot wide sidewalk is proposed on the west side of IL 47 from US 14 to Ware Road. Roll plots of the project preferred alternative were displayed.

At the Chamber of Commerce meeting held on October 23, 2014, some business owners and tenants along the corridor expressed concern regarding the proposed barrier median and the lack of left turn access for certain businesses. As a result of the concerns voiced, the project study team has worked to investigate the possibility of cross access between properties. Cross access is defined as navigable vehicle access between two different businesses on private property. Cross access is beneficial because it allows vehicles to travel between businesses on private property, removing congestion on IL 47. Cross access is also beneficial because it allows businesses currently without left turn access to have full access to their property via the neighboring businesses with full access. A majority of the median breaks will provide a bumpout in the pavement to allow for passenger car U-turns at the median breaks.

The Department will work with property owners to implement cross access if cross access agreements have been signed by the adjoining property owners. Receiving the cross access agreements prior to the land acquisition process is important in order for the cross access to be implemented as a part of this project. The Department requires the temporary easement necessary to construct the cross access be donated by the property owners. The temporary easement is only necessary to construct the proposed cross access and lasts five years. It is the responsibility of the adjoining property owners to maintain the cross access after it is initially constructed.

The roll plots displayed identified locations along the corridor where cross access currently exists and can continue to exist after the proposed construction, locations where cross access is possible, locations where no left turn access is possible if all cross access was implemented, and property owners/tenants who have commented on the project regarding access. Properties where trucks currently back into private driveways for loading docks that can no longer be accommodated were also identified on the roll plots. The City asked what happens to the properties where truck movements for the property can no longer be accommodated. Impacts on truck movements on private properties are determined in the Land Acquisition phase of the project. Depending on the property owner desires as well as significance of the property impacts, the Department assesses damages resulting from the loss of productivity/convenience related to the property change and evaluates potential relocation of the property.

The project study team is targeting to meet in small groups with businesses located along the corridor to discuss access concerns as well as cross access possibilities. The meetings will be conducted in late spring or early summer. A total of 10 meetings are proposed with groups of businesses throughout the corridor. The meeting groups were determined by location along the corridor, property characteristics, impacts associated with the proposed design, and previous project involvement of the business. The project team discussed the proposed meetings and other design aspects with the City of Woodstock. The following is a summary of the discussion.



- The City stated that the property at the southwest corner of IL 47 and US 14 is an important property for redevelopment. A right in-right out request was submitted by the City for access off of US 14. Davis Road could also be realigned to run south of the property and north of the old Woodstock Harley Davidson. The Department will determine whose jurisdiction Davis Road is. The City will provide the Department with the draft plans for the property buildout that are available. *Post Meeting Note: Davis Road is under City jurisdiction.*
- The idea of extending Catalpa Lane north to align with his property and provide a median break at the entrance was discussed. This realignment would remove left turn access from 1790 S Eastwood Drive and split the 1700 S Eastwood Drive property in half. The City agreed Catalpa Lane should not be extended.
- The building at 1220 S Eastwood Drive is proposed to be relocated as a part of the project and has voiced their concerns throughout the project. Several roundabout design iterations were evaluated in an attempt to avoid the relocation.
- The proposed Lake Avenue roundabout requires vehicles exiting 990 Lake Avenue located at the southwest corner of the intersection to travel southbound.
- The proposed design removes left turn access for 930 Lake Avenue located on the south side of Lake Avenue west of IL 47.
- The proposed design removes all existing parking at the front of the 890 Lake Avenue property.
- The City believes there are hints of development desired at the property on the west side of IL 47 between Lake Avenue and the Union Pacific Railroad. This property is currently proposed to be used for detention. The Department stated all properties along state routes that are attempting to change the current use of the land should require a permit through the Department. This will allow the Department to inform developers about the future plans of the property when the permit is requested.
- Cross Access is possible for 991 McConnell Road, 950 S Eastwood Drive, and 900 S Eastwood Drive, located on the west side of IL 47 north of McConnell Road.
- No direct left turn access is proposed for 935 S Eastwood Drive. Vehicles traveling southbound will be able to access the property by U-turning in the McConnell Road roundabout.
- 999 S Eastwood Drive is identified as a potential relocation as a part of this project due to the footprint associated with the McConnell Road roundabout.

- Trucks currently back into a loading dock at 900 S Eastwood Drive on the west side of IL 47. The proposed design with barrier median will not allow the trucks to perform this movement.
- A majority of the businesses located on the east side of IL 47 from McConnell Road to Country Club Road have existing cross access between properties that will remain after construction. Cross access can be added between 401 S Eastwood Drive and 385 S Eastwood Drive.
- Cross access is possible with a majority of the businesses located on the west side of IL 47. The City informed the project team that Dominick's owns the property on the west side of IL 47 north of the 410 S Eastwood Drive complex. The City is concerned regarding access at this location. The existing entrance where left turn access is proposed between 500 S Eastwood Drive and 400 S Eastwood Drive has poor visibility. The City suggested evaluating moving the median break north in between 400 S Eastwood Drive and 320 S Eastwood Drive because it could serve as a primary entrance to the properties. Moving the median break to this location would require evaluating the median break spacing between this opening and the Country Club Road intersection. The Dominick's lot may also be able to use Country Club Road/South Street as their primary access. The City believes Dominick's also purchased a few of the houses located on the south side of South Street west of IL 47 in order to provide access off of South Street. The City informed the project team that the Taco Bell located 400 S Eastwood Drive will likely be relocating. It is unknown where they will be moving to.
- The City stated the owner of the property located at the northwest corner of the intersection of IL 47 and Judd Street is aware that his property is proposed to be relocated as a part of this project. The property owner understands he can sell the property but is required to disclose the project to potential buyers. The project study team stated even if funding became available in the near future, it is likely land acquisition will not be complete for at least three years. Because of this, the property owner should be able to lease out the building until land acquisition is carried forward.
- Median break locations north of IL 120 were determined based on design policy and feedback received from the Woodstock School District 200, Woodstock Fire/Rescue District, and Woodstock Police Department at previous meetings. All parties met with mentioned above were supportive of the proposed barrier median.
- The City informed the project study team there are three new Hearthstone Communities buildings located on the east side of IL 47 south of Christian Way that are not depicted in the roll plot figures provided. All driveways for the new buildings are located off of Christian Way.

- No direct left turn access is possible for 1108 North Seminary Avenue, 1110 N Seminary Avenue, 1114 N Seminary Avenue, and 1118 N Seminary Avenue located on the east side of IL 47 north of Donovan Avenue.
- The property tenant of 1125 N Seminary Avenue voiced their concerns requesting left turn access at the Chamber of Commerce meeting. The property currently has cross access with 1132 N Madison Street, located west of the subject property, so full access is possible for customers traveling to 1125 N Seminary Avenue through 1132 N Madison Street.
- The proposed project removes a portion of the parking lot at 1211 N Seminary Avenue, located at the northwest corner of IL 47 and Greenwood Avenue. The property owner has not yet commented on the project. The property owner also owns the property directly to the west so additional parking can be added if necessary.
- Direct left turn access will be removed for a majority of the businesses and apartment complexes on the east side of IL 47 from Greenwood Avenue to Birch Road. The project study team asked if there is any future development planned for the parcel located east of 1216 N Seminary Avenue. No known development is planned at this time.
- No direct left turn access is proposed for 1903 N Seminary Avenue on the west side of IL 47 south of Sunshine Lane. The property located north of the subject property is currently being marketed for a future apartment building.
- 2028 N Seminary Avenue, 2030 N Seminary Avenue, and 2020 N Seminary Avenue, all located on the east side of IL 47 south of Russel Court, will not have direct left turn access unless cross access is implemented. The City believes the owner of 2028 N Seminary Avenue also owns the property directly south of the building. The City informed the project study team that the vacant building at 2020 N Seminary Avenue has been purchased and is scheduled to become an independent restaurant. The City believes 2020, 2024, 2028, and 2030 N Seminary Avenue all have an existing cross access agreement.

Figures were handed out to all attendees detailing safety factors and studies associated with the corridor. A total of 399 crashes were observed in the project corridor between 2010 and 2012. Of the 399 crashes, a majority of the crashes were between Lake Avenue and Judd Street. The Federal Highway Administration (FHWA) completed a national study comparing corridors with barrier median to two-way left-turn lanes (TWLTL). The study found that adding a median where a previous TWLTL existed can reduce the crash rate by approximately 37% and the injury rate by approximately 48%. The Department is currently conducting a similar study at a regional level. The Department's study investigated 13 corridors in the Chicagoland Region, 7 of which have a TWLTL and 6 of which have a barrier median. The results show a 36% reduction in crashes for barrier median compared to a TWLTL, as well as a 54% reduction in fatalities. The project study

team also did a safety analysis for expected number of crashes along this IL 47 project corridor, Evaluating the impact of a barrier median compared to a TWLTL. The results yielded an 8% reduction in total number of expected crashes, as well as a 9% reduction in total number of expected fatal and injury crashes.

The City asked if there was negative feedback regarding the roundabouts at the Chamber of Commerce meeting. Some negative feedback was received but it is believed the feedback was a result of the negative views toward the barrier median. Several also expressed support of the roundabouts. In general, there was much support of the roundabouts at the previous public meeting. The roundabouts were designed to accommodate large trucks. The trucks will be required to use both lanes when navigating through the roundabouts.

The City asked if there are any studies on the financial economic impact associated with implementing barrier median as opposed to a TWLTL. The FHWA pamphlet *Safe Access is Good for Business* explains the economic benefits associated with barrier medians. Barrier medians allow for better traffic flow as well as a safer corridor. These improvements will make IL 47 a more desirable roadway to use.

The City believes the other main concern regarding the project is pedestrian access. The project study team has received positive feedback regarding the pedestrian accommodations associated with the project. The City stated a significant amount of pedestrian desire to cross IL 47 at Calhoun Street near 145 S Eastwood Drive. The project study team has received several comments asking for a way to cross IL 47 at Calhoun Street. However, a signalized intersection is not warranted at Calhoun Street and it is Department policy not to provide crosswalks at midblock locations due to associated safety risks. Pedestrians walking from Calhoun Street attempting to go to the strip mall on the east side of IL 47 will be required to walk south along IL 47 to Country Club Road and cross at the signalized intersection. The City will need to construct sidewalk connecting from the private properties east of IL 47 in this area to the proposed shared use path. All signalized intersections will incorporate pedestrian push buttons, countdown timers, ADA ramps, and other items associated with crossing the street.

The other location the City is concerned about pedestrian accommodations is Lake Avenue. Roundabouts do allow pedestrians to only look for traffic in one direction at a time and provide a safe place in the splitter island. However, there are no allocated times for pedestrians to cross the intersection. The south section of IL 47 from Reed Road to US 14 is also proposing a shared-use path on the east side of IL 47 and a sidewalk on the west side of IL 47. New sidewalk and path are paid for at an 80% state/ 20% local split and it is the municipality's responsibility to maintain the sidewalk and paths. This agreement is finalized during Phase II of the project. If the municipality will not agree to the cost sharing terms, the Department will acquire the right-of-way and provide a sidewalk/path shelf in the interim.

The City asked if pedestrian infrastructure such as trash cans and benches are being considered for the project. The only pedestrian infrastructure included is Pace Bus pads at bus stops along IL 47 at locations requested by Pace Bus. Other pedestrian infrastructure can be determined in

Phase II of the project. All infrastructure would be a municipality cost. The Department recommends the City wait until construction is complete to install pedestrian infrastructure.

The City is supportive of the project as a whole and the idea of meeting with smaller groups of businesses. The City asked what they can do to help the project continue smoothly. The project study team may require the City's assistance in planning business owner meetings discussed and inviting attendees. The City is welcome to attend all of the meetings. Roscoe Stelford from the City will be the contact person for the project team.

The City asked if other funding such as Evacuation Route Funding at the railroad is possible for the project. Evacuation route funding is typically reserved for coastal communities where designated evacuation routes exist. The Department will send the letter they received to the City that states this funding is not available.

The City asked if way finding signage can be added as a part of this project and what will happen to the existing signs. The Department is open to discussing way finding signage with the City whenever the City desires. The Department has a policy for way finding signage that they will send to the City.

No attendees had any further questions. The City thanked the project team for meeting with them.



Project / Topic: IL 47 (US 14 – Charles Road) – Project Discussion

Date: 4/8/2016 Time: 10:00 AM

Location: City of Woodstock – 121 Calhoun St. Room: \_\_\_\_\_

	Name		Representing	Phone Number	Email Address
	(Please Print)	Initials			
1	Steve Schilke	SSS	IDOT – BOP/CSU	(847) 705-4125	Steven.Schilke@illinois.gov
2	John Baldauf	JBS	IDOT – BOP/CSU	(847) 705-4103	John.Baldauf@illinois.gov
3	Kyle Bochte	KRB	IDOT – BOP/CSU	(847) 705-4678	Kyle.Bochte@illinois.gov
4	Bill Plant	BP	Strand	(815) 744-4200	Bill.Plant@strand.com
5	GARRETT ANDERSON		CITY OF WOODSTOCK	815-321-2913	GANDERSON@WOODSTOCKIL.GOV
6	Jeff VanLanduyt		City of Woodstock	815-338-6118	jvanlanduyt@woodstockil.gov
7	BRIAN SAGER, MAYOR		CITY OF WOODSTOCK	815-338-4902	mayor@woodstockil.gov
8	Roscoe Stelford, RCS		City of Woodstock	815-338-4301	rsstelford@woodstockil.gov
9	JOE NAPOLITANO		"	815-338-4305	jnapolitano@woodstockil.gov
10	KRISTA COLTRIN		CITY OF WOODSTOCK	815-338-3176	KCOLTRIN@WOODSTOCKIL.GOV
11	<del>JOHN BALDAUF</del>	<del>JB</del>			
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					



**ILLINOIS 47**  
*US Route 14 to Charles Road*

**MEETING MINUTES**  
**City of Woodstock Meeting 5**

---

**Date:** July 20, 2016  
**Time:** 2:00 PM  
**Location:** IDOT District 1 Headquarters – 201 West Center Court, Schaumburg, IL  
**Prepared By:** Strand Associates, Inc.

---

A meeting between the City of Woodstock (City), representatives of the Illinois Department of Transportation (Department), and Strand Associates, Inc. (Strand) was held on July 20, 2016. The purpose of the meeting was to provide an update on the project and discuss the approach for business owner outreach concerning cross access opportunities in conjunction with the proposed improvements along IL 47 from US 14 to Charles Road. Attendees included Garrett Anderson (City), Roscoe Stelford (City), Joe Napolitano (City), Krista Coltrin (City), Mike Cullian (Department), Steve Schilke (Department), John Baldauf (Department), Kyle Bochte (Department), and Erskine Klyce (Department). Conference call attendees included Darcie Gabrisko (Strand) and Bill Plant (Strand).

A project update was given. The project study team met with the City on April 8, 2016 to discuss the public involvement and cross access development process. The project study team is promoting cross access throughout the corridor because it relieves congestion on IL 47 as well as improves access to businesses along the corridor. The project study team wanted to meet with the City again due to updates in the cross access development process based on lessons learned on other projects.

The cross access development process is managed by the Department's Bureau of Land Acquisition. The previous process consisted of the project study team informing property owners of the project and explaining the possibility of cross access between neighboring properties. The Department proposed to work with property owners to implement cross access if cross access agreements have been signed by the adjoining property owners. It was also the responsibility of the property owners to donate the temporary easement necessary for the cross access to be constructed.

The associated costs of developing the cross access agreement and donating the temporary easement did not appear worthwhile for many property owners. Few cross access agreements were being developed and constructed as part of the corridor construction.

As part of the revised process, the Department desires the City take a bigger role in cross access development. As discussed at the April 8, 2016 meeting with the City, the project study team intends to host 10 small meetings with businesses located along the corridor to discuss the reasoning behind the proposed barrier median, any remaining barrier median concerns, and access to individual properties. The meeting groups were determined by location along the corridor, property characteristics, impacts associated with the proposed design, and previous project involvement of the business. Each meeting time slot will be 2-3 hours. The meetings will be held near the project corridor. The City requested meetings be held in the morning before more businesses open in an attempt to maximize the number of business owners able to attend. The project study team is targeting to hold these meetings in early fall 2016. The Department requested City representatives attend each meeting. It would also be acceptable if a Chamber representative wanted to attend.

The invitation process for the 10 business owner meetings was discussed. The Department has property owner, tenant name, and address list for all desired attendees for the meetings. Prior to the meetings, a City representative will visit with each business to explain the need for the meeting, invite them to attend, and obtain additional contact information. Following the City visiting with businesses, the Department will invite the contact person provided by the City to a meeting via letter, email, or phone. If there is little response to the invitations, the Department may enlist additional City support in an attempt to promote meeting attendance. In order for the business meetings to occur in early fall 2016, the City must begin their visits as soon as possible.

The following is a list of questions and concerns related to the cross access development process voiced by the City:

- The City asked what the next step would be if a property owner is not interested in developing cross access. Nothing can be done if the property owner is not interested in cross access. If the property is ever redeveloped, the City will have the opportunity to step in and request cross access be provided at that time.
- The City recommended meeting individually with business owners who have voiced concerns throughout the project. The project study team has already met with the owner of 3 Brothers Restaurant at 1220 Eastwood Drive in a one-on-one format.
- It would be beneficial if the Woodstock Chamber of Commerce is involved in the process as much as possible.
- The City may develop a special signage ordinance for businesses along the corridor during construction.
- The City asked about the timeline for the project. The project study team is currently working to complete the project's environmental document, the Environmental Assessment (EA). The project study team is targeting to receive EA approval in 2016.



Following the EA approval, the project study team will host the Public Hearing and complete the planning phase of the project. After completion of the planning phase, plan preparation and land acquisition will begin. The optimistic schedule allows for construction to occur in 2019-2020.

- The City wants to ensure the 10 business meetings are structured to maintain control of the meeting and be beneficial to all attendees. A conference call prior to the first meeting will be scheduled to finalize the meeting plans.
- The City's contact for the project is John Baldauf (Department).

The following is a list of questions, concerns, or information related to specific properties along the corridor was voiced by the City.

- At the meeting held on April 8, 2016, the City requested the median break currently proposed at Sta. 157+00 be relocated to Sta. 160+50. The project study team investigated this geometrics change and found relocating the median is possible. The City asked if a signalized intersection or dual left turn lanes could be constructed at Sta. 160+50. A signalized intersection and dual left turn lanes are not feasible at the location due to site constraints, traffic warrants, and traffic signal spacing restrictions on a Strategic Regional Arterial (SRA) route.
- The convenience store and car wash will be unaffected by the project. The gas pumping facilities on the East side of IL Route 47 at station 160+50 will be significantly affected and likely acquired. This facilitates the implementation of cross access and benefits several businesses on the East side of IL 47 in this area.
- The City believes the property owner of 1330 Eastwood Drive purchased the property located at 1300 Eastwood Drive. A median break is proposed for the 1300 Eastwood Drive property. Cross access can be developed between the two properties, giving 1330 Eastwood Drive full access.
- The property owner of 900 Eastwood Drive is currently evaluating truck access to their property. The property owner is investigating the possibility of providing access around their property using the area behind their building. The project study team will likely not get involved in the engineering design of complex cross access for businesses in the back of their properties.
- The property owner of 1460 Eastwood Drive has been supportive of the project.
- People have expressed interest in developing the property at the northwest corner of IL 47 and Lake Avenue. This property is proposed to become a detention basin for the project. The possibility of relocating the detention basin can still be evaluated at this time. A permit from the Department is necessary when proposing to develop land adjacent Department right-of-way.

No attendees had any further questions. The City thanked the project team for meeting with them.



**ILLINOIS 47**  
*US Route 14 to Charles Road*

**MEETING MINUTES**  
City of Woodstock Meeting

---

Date: October 4, 2017  
Time: 9:00 AM  
Location: Stage Left Café - 121 Van Buren Street, Woodstock, IL  
Prepared By: Strand Associates, Inc.

---

A meeting between the City of Woodstock (City), representatives of the Illinois Department of Transportation (Department), Strand Associates, Inc. (Strand), and Christopher B. Burke Engineering Limited (CBBEL) was held on October 4, 2017. The purpose of the meeting was to provide an update on the project preferred alternative and schedule, the roundabout alternatives at Lake Avenue and McConnell Road, the proposed drainage plan, City cost sharing, and potential landscaping opportunities. Attendees included Mayor Brian Sager (City), Garrett Anderson (City), Roscoe Stelford (City), Joe Napolitano (City), Krista Coltrin (City), Dan McElmeel (City), Jeff Van Landuyt (City), Steve Schilke (Department), Corey Smith (Department), Kyle Bochte (Department), Darcie Gabrisko (Strand), Bill Plant (Strand), Jonathan O'Connell (CBBEL), and Dave Kleinwachter (CBBEL).

Study Update, Design Changes, and Preferred Alternative

A project update was given. The project study team made modifications based on feedback received at the small group business owner meetings held between December 2016 and February 2017. Modifications are listed below.

- A proposed median break was added at Sta. 109+00 (currently Stassen Insurance strip mall and Brown's CPA).
- The detention basin previously proposed at the northwest corner of IL 47 and Lake Avenue was removed and a detention basin is now proposed at the southeast corner of IL 47 and McConnell Road. This relocated basin contains all the required volume as the previously proposed basin at the northwest corner of IL 47 and Lake Avenue. The proposed storm sewer will be routed through the detention basin and will continue further north along IL 47 towards the ultimate outlet. Mambo Car Wash, currently

located at the southeast corner of IL 47 and McConnell Road is proposed to be relocated as a part of the project in order to construct the shared-use path tunnel located east of the existing railroad bridge. The new proposed detention basin also requires permanent property acquisition from the McHenry County Farm Bureau building located east of Mambo Car Wash. The McHenry County Farm Bureau representative has said the proposed impacts will not be detrimental to the Farm Bureau.

- The project study team and City agreed that a median break would be proposed at Sta. 160+00 (north of the existing Taco Bell) rather than at Sta. 157+25 (south of the existing Taco Bell).
- A proposed median break was added at Sta. 178+25 (currently Ace Hardware and a strip mall).
- A third driveway entrance was added for the property located at Sta. 190+00 (currently Bott's Welding). The proposed outside curb and gutter was also modified to be mountable curb to allow trucks to back into the existing property loading docks.
- The project study team presented the impacts to the new Hearthstone Communities building located at the southeast corner of IL 47 and Christian Way. A figure of the site was provided. The preferred alternative consists of an eight-foot wide shared-use path on the east side of IL 47 at this location. A two-foot wide retaining wall with a pedestrian railing on top will be located two feet behind the shared-use path. This two foot gap between the shared-use path and retaining wall will allow the City to incorporate aesthetic enhancements such as bushes. The existing patio of the Hearthstone building extends from the building to one foot from the proposed retaining wall. At its closest point, the retaining wall will be eight feet from the face of the Hearthstone building. The City is supportive of the preferred alternative at this location because the property owner was aware of the future roadway improvements when this building was designed.

### Lake Avenue and McConnell Road Roundabouts

The project study team evaluated several alternatives for the Lake Avenue roundabout in an attempt to avoid any property relocations at the intersection. Evaluations included shifting the intersection, revising the number of entry lanes, and revising curve geometry. Ultimately, only two alternatives remain at the Lake Avenue roundabout intersection. All other alternatives were eliminated due to critical flaws. Exhibits were displayed showing the two remaining alternatives.

The first alternative (Alternative 1) is continuing with the previously proposed preferred alternative, which requires the full property relocation of 3 Brothers Restaurant located at the southwest corner of the intersection. The second alternative (Alternative 2) consists of a revised geometry that requires relocating the awning at the current restaurant entrance on the east side of the building. The proposed sidewalk will be two feet from the building.

Moving the front entrance of a restaurant along a state route to prevent property relocation was completed as a part of the LaGrange Road (US 45) reconstruction project in Orland Park, IL. Before and after figures were displayed of the aerial and street view of Petey's Restaurant located at the southwest corner of the intersection of US 45 and 159th Street (US 6). If the City is supportive of Alternative 2, the project study team would present the alternative to the 3 Brothers Restaurant property owner and it would ultimately be the property owner's decision whether they choose to have these building modifications completed and remain at their current location or be relocated as a part of this project.

The City asked why alternatives that impact the gas station located at the northeast corner of the intersection were not considered. The project study team did investigate several alternatives impacting the gas station. However, due to the skew of the intersection, the alternatives typically still required the relocation of 3 Brothers Restaurant or required the relocation of the gas station and O'Reilly Auto Parts. Alternative 2 does still require right-of-way acquisition from the gas station. The project study team attempted to locate the roundabout as close to the gas station as possible without compromising the circulation on the gas station property, which would require a full property relocation.

The project study team and the City agreed that Alternative 2 would be carried forward as the preferred alternative. If the land acquisition process ultimately determines the modifications to the 3 Brothers building are too significant, full relocation of the property will be necessary. If that occurs, Alternative 1 will be carried forward as the preferred alternative.

The City asked when the right-of-way acquisition and building modifications can begin and if they can begin applying for advanced acquisition of the property. The Department stated that land acquisition for the project is not currently funded and therefore relocation and building modifications cannot begin. The timetable for funding is unknown. Typically, land acquisition does not begin until the Phase I Environmental Study is complete.

The project study team and City began discussions regarding the vacant property located at the northwest corner of IL 47 and Lake Avenue. The property is for sale at this time. The preferred alternative currently consists of providing one entrance along IL 47 for the property. When the property is ready for development, the property owner must apply for a permit through IDOT – Bureau of Traffic: Permits Section to allow for a second IL 47 entrance. Typically, a permit will not be approved for a property until complete development plans are provided, detailing the parking lot and entrance location. An entrance for the property on the west leg of Lake Avenue is not proposed because there is no existing entrance along Lake Avenue and it is too close to the roundabout. Because Lake Avenue is a City route, a permit to add an entrance for the property along Lake Avenue would be completed through the City. The project study team recommends the entrance be located on the far west side of the property to maximize the distance from the potential entrance to the proposed roundabout. The City stated that the existing property located west of the subject property will be a NAPA Auto Parts. The project study team recommended cross access be established.

The west leg of the proposed McConnell Road roundabout was discussed. The current preferred alternative consists of treating the west leg of McConnell Road as a street with standard roundabout curved geometry. This geometry requires the proposed back of curb be located six feet from the existing Yamaha building, located at the southwest corner of the intersection, and requires the removal of approximately eight parking stalls. The property currently has approximately 23 parking stalls total. Because the west leg of the intersection currently only serves four properties, the project study team investigated converting the west leg of the intersection from a roundabout leg to an entrance. Converting the leg to an entrance changes the distance from the proposed back of curb to the Yamaha building to approximately 24 feet. The entrance alternative also requires only two parking stalls be removed. It was agreed the entrance alternative would be carried forward as part of the preferred alternative.

#### Additional Preferred Alternative Discussion

The following is a list of additional elements of the preferred alternative that were discussed. Roll plots were displayed showing the corridor and preferred alternative.

- At its closest point, the proposed sidewalk located on the west side of IL 47 is 17 feet from the residential houses near St. John's Road. This is approximately 15 feet closer than the existing sidewalk. The driveway for the residential house located at 1611 North Seminary Avenue will be located within the proposed signalized intersection. A traffic signal will be provided for this driveway to determine when vehicles exiting the driveway are allowed to enter the intersection. The project study team will provide additional information on the controls for the driveway.
- The previous preferred alternative from Ware Road to Charles Road consisted of a suburban cross section with a raised barrier curb median, barrier curb on the outside edge of pavement, and storm sewer. Due to the 50 mph posted speed limit in this section, the project study team has revised the preferred alternative to consist of a rural cross section including a mountable curb median with paved shoulders on the inside and outside edge of pavement.
- Property impacts at the northwest corner of IL 47 and IL 120 were discussed. The proposed sidewalk location along IL 120 will be approximately the same as the existing sidewalk location at 245 McHenry Avenue (northwest corner of IL 47 and IL 120, directly south of North Street). The preferred alternative includes shifting the intersection of IL 47 and IL 120 east to minimize impacts to the residential properties on the west side of IL 47. The proposed IL 47 sidewalk will be located further from the house than the existing sidewalk for the residential property located at 605 Seminary Avenue (northwest corner of IL 47 and IL 120, directly north of North Street). North of 605 Seminary Avenue on the west side of IL 47, the proposed sidewalk will be closer to the house than the existing sidewalk by as much as 12 feet.
- The residential driveway entrance at 504 N Madison Street was discussed. It was agreed the existing entrance would be relocated to connect to IL 120.
- The Department must send a letter to the City asking for support of the project and impacts to Bates Park. The proposed impacts to Bates Park consist of replacing the

existing sidewalk with a shared-use path at the same location and regrading the parkway between the proposed curb and proposed shared-use path. The City is supportive of this improvement.

### Proposed Drainage Plan

The project study team presented the current proposed drainage plan (PDP) for the project. All stormwater south of US 14 along IL 47 currently runs south to the Kishwaukee River. All stormwater north of US 14 along IL 47 runs north to Silver Creek. The existing drainage system consists of multiple storm sewer pipes running parallel at some locations. In general, the PDP consists of consolidating these pipes and proposing a single storm sewer trunk line, typically beneath the curb and gutter on the east side of the road.

Locations of proposed detention basins and outlets were discussed. There is an existing drainage ditch located between 401 S Eastwood Drive (currently Gas Cap Fuels) and 385 S Eastwood Drive (currently Eastwood Service Center). The PDP must accept drainage from the ditch if it drains towards IL 47. If it drains away from IL 47, there will not be an outlet from the IL 47 storm sewer system into the ditch. Any proposed design must accommodate potential future cross access.

From Ware Road to Charles Road, drainage ditches are now proposed for a majority of the corridor. Storm sewer is proposed near environmentally sensitive areas to reduce impacts. The proposed widening impacts the existing berm controlling the water elevation in the pond at the southeast corner of the Cooney Drive intersection. The preferred alternative includes a proposed retaining wall at the back of the shared-use path on the east side of IL 47 and a weir wall east of the retaining wall that will replace the existing berm. The weir wall will have the same overtopping elevation as the existing berm in order to maintain the same pond elevation as existing. The widening will require regrading to portions of the existing pond. The Department will be responsible for maintaining the retaining and weir walls.

### Cost Sharing

Local municipalities are responsible for some of the costs of certain elements of a Department roadway improvement project. As part of Phase I environmental studies completed by the Department, the Department provides the local municipality the anticipated local costs associated with the project via a Letter of Intent (LOI). It is up to the municipality to state their intent to accept or decline these elements of the project and the associated costs during Phase I via the LOI. If the elements are declined by the municipality during Phase I, it is more difficult to include them in later phases of the project due to the funding. Stating the intent to accept the costs in the LOI is not legally binding, but rather just a statement of municipality's intent. If the municipality determines they no longer want an element as construction approaches, the element can be removed from the project. The Department gave an overview of the project elements the City will be partially responsible for financially. The City cost responsibility will be detailed in the LOI, which will be sent in the coming months, prior to the Public Hearing.

1. The Department pays 100 percent of the removal and replacement of existing sidewalk. The Department also pays 100 percent of the shared-use path cost at locations where sidewalk currently exists. If there is no existing sidewalk at a location with proposed pedestrian accommodations, the City is responsible for 20 percent of the sidewalk/shared-use path cost at that location. The new tunnel proposed carrying the shared-use path underneath the Union Pacific Railroad will be paid for by the Department. The City will become responsible for maintenance of all the sidewalk, shared-use path, and the tunnel. If the City declines their associated costs with the sidewalk and shared-use path, the Department will purchase the right-of-way for the pedestrian accommodations and construct a shelf that allows the accommodations to be added at a later date. When pedestrian accommodations are added later, the City is responsible for 100 percent of the associated costs. The Department would be responsible for maintenance of the shelf.
2. The City is responsible for 100 percent of Emergency Vehicle Preemption (EVP) costs. The City is unsure whether that cost will fall upon the City itself or the Woodstock Fire/Rescue District. The City is also responsible for maintenance of the EVP system.
3. The City is responsible for 20 percent of the costs associated with signalized intersection equipment for legs of an intersection under the City's jurisdiction. The City has jurisdiction over Country Club Road, St. John's Road, and Russel Court, all of which are proposed signalized intersections.
4. The City is responsible for 100 percent of the roadway lighting costs for the project if the City desires to include lighting as a part of the project. The Department is required to include lighting at the roundabout intersections. The City stated that if corridor lighting were included, they would only desire the lighting to extend from US 14 to Ware Road. The City requested the Department pay for the roundabout lighting costs because it is their requirement.
5. The City owns existing fiber along IL 47 within Department right-of-way that could be in conflict with the preferred alternative. It is unknown who is responsible for the cost to relocate the fiber. The Department has eight strands within the City fiber. The City will provide the permit for the fiber to the Department for further investigation. If it is determined the fiber relocation is the City's responsibility, the Department will not provide a detailed cost breakdown for the fiber relocation in the LOI. Rather, they will only state that fiber is in conflict and will require relocation.
6. It was assumed the existing sanitary sewer along IL 47 is deep enough that there are minimal conflicts with the preferred alternative. If it is determined sanitary sewer does require relocation as part of this project, the Department will not provide a detailed cost breakdown for the relocation in the LOI. Rather, they will only state that sanitary sewer is in conflict and will require relocation.
7. The City's existing water main is in conflict with the preferred alternative. The City is responsible for 100 percent of the costs associated with water main in conflict. For cost estimating purposes, it was assumed 70 percent of all water main within the project limits is in conflict with the preferred alternative. It was also assumed that all water main will be replaced in a similar design to the existing water main. This includes

proposing water main on both sides of the road where water main currently exists on both sides of the road. Based on these assumptions, it was determined approximately 21,000 feet of water main is in conflict with the preferred alternative. The Department will not provide a detailed cost breakdown for the relocation in the LOI. Rather, they will only state that water main is in conflict and will require relocation.

The City asked what funding opportunities are available to help with the City's costs for the project. The Department will follow up with the City regarding potential funding opportunities. Many funding sources include a maximum time limit to spend the funded money. At this time, the City intends to include all the above mentioned elements of the preferred alternative, which will be documented in the LOI.

### Landscaping/Aesthetics

The City is responsible for any landscaping and aesthetic enhancements they wish to include as a part of the project. The Department is responsible to replace any existing trees removed at a 1:1 ratio. The current preferred alternative impacts approximately 1,200 trees. The Department will work with the City to determine where the City desires these 1,200 new trees to be located. The City requested some of the trees be added to the US 14 corridor, similar to what was done in Crystal Lake. This can be discussed further with the Department at a later date. The Department is proposing grass median at all locations where the raised median width is greater than six feet. The Department is also responsible for mowing the grass in the median once a year. If the City elects to provide any aesthetic enhancements or plantings in the median, the City becomes responsible for the maintenance of the median. The City is also welcome to add landscaping/aesthetic enhancements to the corridor later on after construction via a permit with the Department.

### Next Steps

The project study team is holding the seventh and final Corridor Advisory Group (CAG) meeting on Thursday, October 19, 2017 at Bull Valley Country Club at 1pm. The project study team will present the preferred alternative and environmental impacts at the meeting.

The project study team is targeting to host a Public Hearing in winter 2017/2018. The City is welcome to update their residents and business owners regarding the anticipated Public Hearing date. After the Phase I environmental study is complete, Phase II design can begin and is funded. However, because land acquisition and construction are not currently funded and the state funding was significantly reduced, it is unknown when construction could actually begin.

The City would like to meet with 3 Brothers Restaurant to discuss the new preferred alternative at the Lake Avenue roundabout. *Post meeting note: The project study team including city officials met with the owners of 3 Brothers Restaurant on October 19, 2017.*



The City would also like to provide updated exhibits on the project website and email the businesses within the corridor that the updated exhibits are available. The project study team will revise the preferred alternative exhibits based on the decisions made at this meeting and update the project website as the CAG meeting approaches.

There were no further questions regarding the project. The Mayor thanked the project study team for meeting with them, accommodating the changes requested by the City and discussing the anticipated City costs.

City of Woodstock October 4, 2017  
Sign In Sheet

Name	Organization	Email	Phone No.
Bill Plant	Strand		
JONATHAN O'CONNOR	CBREL	jconnor@cbrel.com	847-823-6500
Dave Kleinwachter	CBREL	DKleinwachter@cbrel.com	" "
JOE NAPOLITANO	CITY OF WOODSTOCK	jnapolitano@woodstockil.gov	815 338-4305
GARRETT ANDERSON	CITY OF WOODSTOCK	GANDERSON@WOODSTOCKIL.GOV	815 338-3176
Roscoe Stefford	City of Woodstock	RStefford@woodstockil.gov	815/338-4301
Brian Green	CITY OF WOODSTOCK	mayor@woodstockil.gov	
DAN McELNEEL	CITY OF WOODSTOCK	DMCELNEEL@WOODSTOCKIL.GOV	815-338-4300
KRISTA COLTRIN	City of Woodstock	KCOLTRIN@WOODSTOCKIL.GOV	815
Jeff Van Landuyt	City of Woodstock	jvanlanduyt@woodstockil.gov	338-6118
KYLE BOCHTE	IDOT	KYLE.BOCHTE@ILLINOIS.GOV	(847) 705-4120
STEVE SCHILKE	IDOT	STEVEN.SCHILKE@ILLINOIS.GOV	(847) 705-4125
DARCIE GABRUSKO	STRAND ASSOC. INC.	DARCIE.GABRUSKO@STRAND.COM	815-744-4200
Corey Smith	IDOT	Corey.smith@illinois.gov	847 705-4103

## Plant, Bill

---

From: Plant, Bill  
Sent: Tuesday, October 24, 2017 10:02 AM  
To: Garrett Anderson (ganderson@woodstockil.gov)  
Subject: IL 47 Google Earth Files  
Attachments: IL-47-design-shapes.kmz; IL47-Notes.kmz; IL47-row.kmz; IL47-design.kmz

Hi Garrett,

I know you had requested the IL 47 Google Earth files. They are attached. Please remember that these files are still preliminary and subject to change as the project continues. Let us know if you need anything else. Thanks!



**Bill Plant**

Strand Associates, Inc.®  
815.744.4200 ext. 3145  
[bill.plant@strand.com](mailto:bill.plant@strand.com) | [www.strand.com](http://www.strand.com)

*Excellence in Engineering Since 1946.*



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

FILE COPY

Project and Environmental Studies  
Illinois Route 47 - US Route 14 to Charles Road  
City of Woodstock - Bates Park Impacts  
McHenry County

January 11, 2018

Mr. Roscoe Stelford  
City Manager  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Mr. Stelford:

The Illinois Department of Transportation (Department) is currently performing a preliminary engineering and environmental (Phase I) study of Illinois Route 47 (IL 47) from US Route 14 (US 14) to Charles Road. A location map is attached for your reference. The contract plan preparation phase is currently funded and will begin upon completion of the Phase I study. Funding for land acquisition, construction, and construction engineering is not currently included in the Department's Fiscal Year 2018-2023 Proposed Highway Improvement Program. However, funding for this project will be considered among similar improvement needs throughout the region. The purpose of this project is to improve capacity, operations, safety, access management, and pedestrian accommodations along the corridor.

The Department is currently in the process of refining the preferred alternative, which will be presented at the public hearing anticipated to be held in early 2018. The preferred alternative from US 14 to Ware Road consists of widening and reconstructing IL 47 to two lanes in each direction separated by a barrier median. The preferred alternative from Ware Road to Charles Road consists of widening and reconstructing IL 47 to two lanes in each direction separated by a mountable median with outside paved shoulders. A shared-use path is proposed on the east side of IL 47 from US 14 to Charles Road and a sidewalk is proposed on the west side of IL 47 from US 14 to Ware Road.

As discussed in a meeting with the City of Woodstock on October 4, 2017, the proposed IL 47 improvement will require a temporary easement from the Bates Park property. As this project is being processed to utilize federal funds, Bates Park is eligible for protection under federal regulations 23 U.S.C 138 and 49 U.S.C 303, which were originally enacted as Section 4(f) of the Illinois Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)". Section 4(f), now implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this letter is to request your

Mr. Roscoe Stelford  
January 11, 2018  
Page two

concurrence that this project will satisfy the temporary occupancy requirements under Section 4(f).

Bates Park is a recreational park under the jurisdiction of the City of Woodstock. This park was purchased using Land and Water Conservation Funds (LWCF), funds granted by the National Park Service to provide recreational opportunities. The park LWCF grant number is 17-00727. In order to construct the shared-use path proposed on the east side of IL 47 throughout the project limits, a temporary easement will be required on Bates Park property. This temporary easement will allow the contractor to remove the existing sidewalk along the property, construct the new 10-foot wide shared-use path along the property, and regrade the ground between the proposed roadway and proposed shared-use path. The new shared-use path will be constructed at approximately the same location as the existing sidewalk. It is anticipated construction will last four weeks on the Bates Park property and the sidewalk will be closed during this time. No additional permanent right-of-way is proposed on the property. Following the construction, the path will become City property. A plan sheet of the proposed improvements is attached.

The requirements of Section 4(f) will be satisfied for the subject property if the impacts to Bates Park can be qualified as a temporary occupancy. This is described in 23 CFR Part 774 as *temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f)*. The following conditions must be satisfied:

1. *Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land;*
2. *Scope of the work must be minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property are minimal;*
3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;*
4. *The land being used must be fully restored, i.e. the property must be returned to a condition which is at least as good as that which existed prior to the project; and*
5. *There must be documented agreement of the officials(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

We believe that these conditions will be met for this project. If you agree that the subject project meets the above conditions for temporary occupancy, please indicate your concurrence by signing the last page of this letter and returning it to the Department.

Mr. Roscoe Stelford  
January 11, 2018  
Page three

We appreciate your interest and support shown in the IL 47 study and look forward to your continued participation. For more information and updates, please visit the website at <http://www.il47woodstockstudy.com/>

If you have any questions or need additional information, please contact me or Mr. Corey Smith, P.E., Project Manager, at (847) 705-4103.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer



By:  
Issam Rayyan, P.E.  
Acting Bureau Chief of Programming

  
{Name}

I, Roscoe Stelford, City of Woodstock, hereby agree that the impacts associated with the IL 47 improvements from US 14 to Charles Road to the Bates Park property meets the above conditions for temporary occupancy.

Roscoe Stelford, City Manager

bcc: File

Prepared By: Corey Smith, Ext. 4103  
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\IL 47 (US 14 to Charles Rd.)\Environmental\Section 4(f) & 6(f)\LT\_2017.12.22\_Strand\_Bates Impacts Letter\_DRAFT.docx

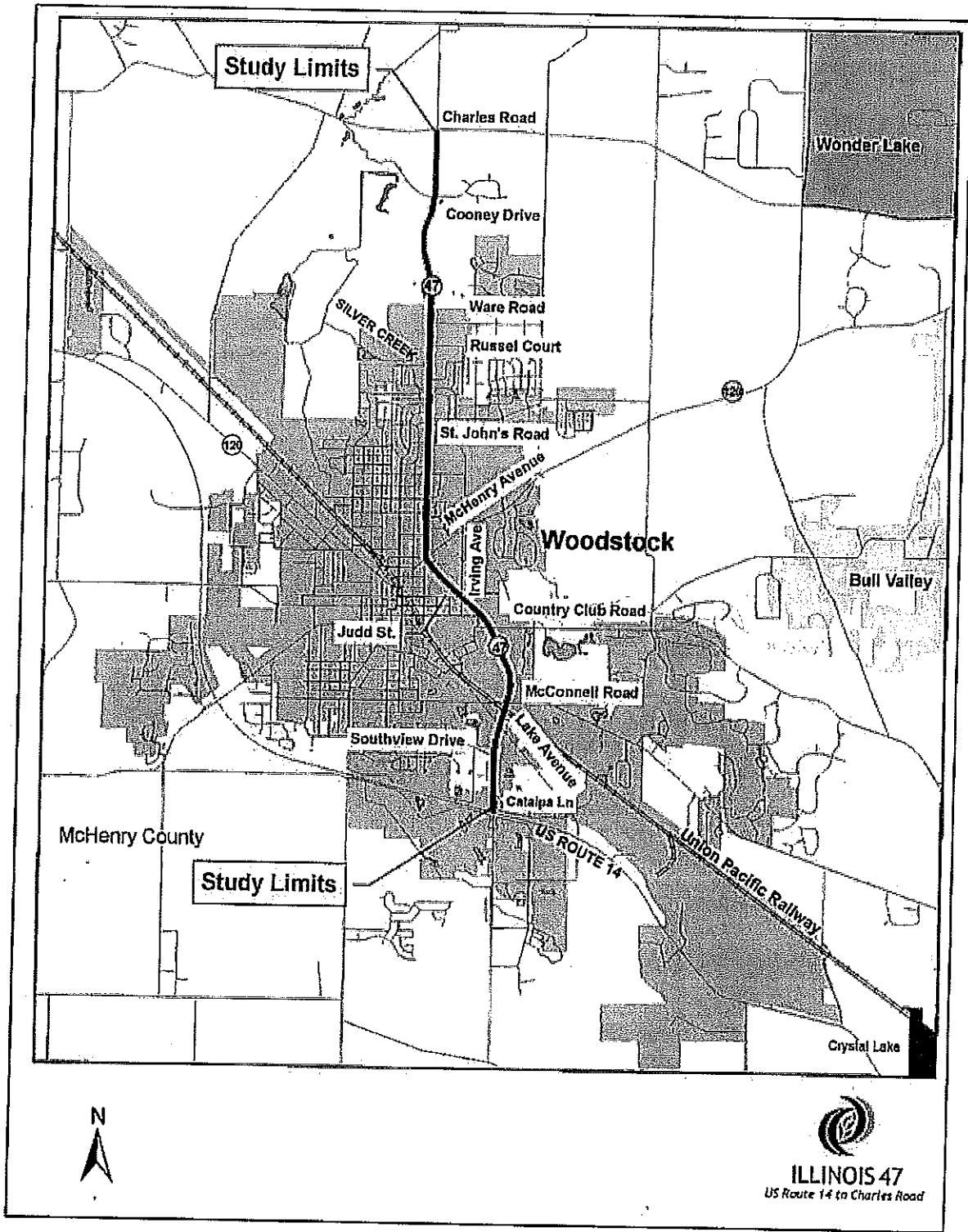
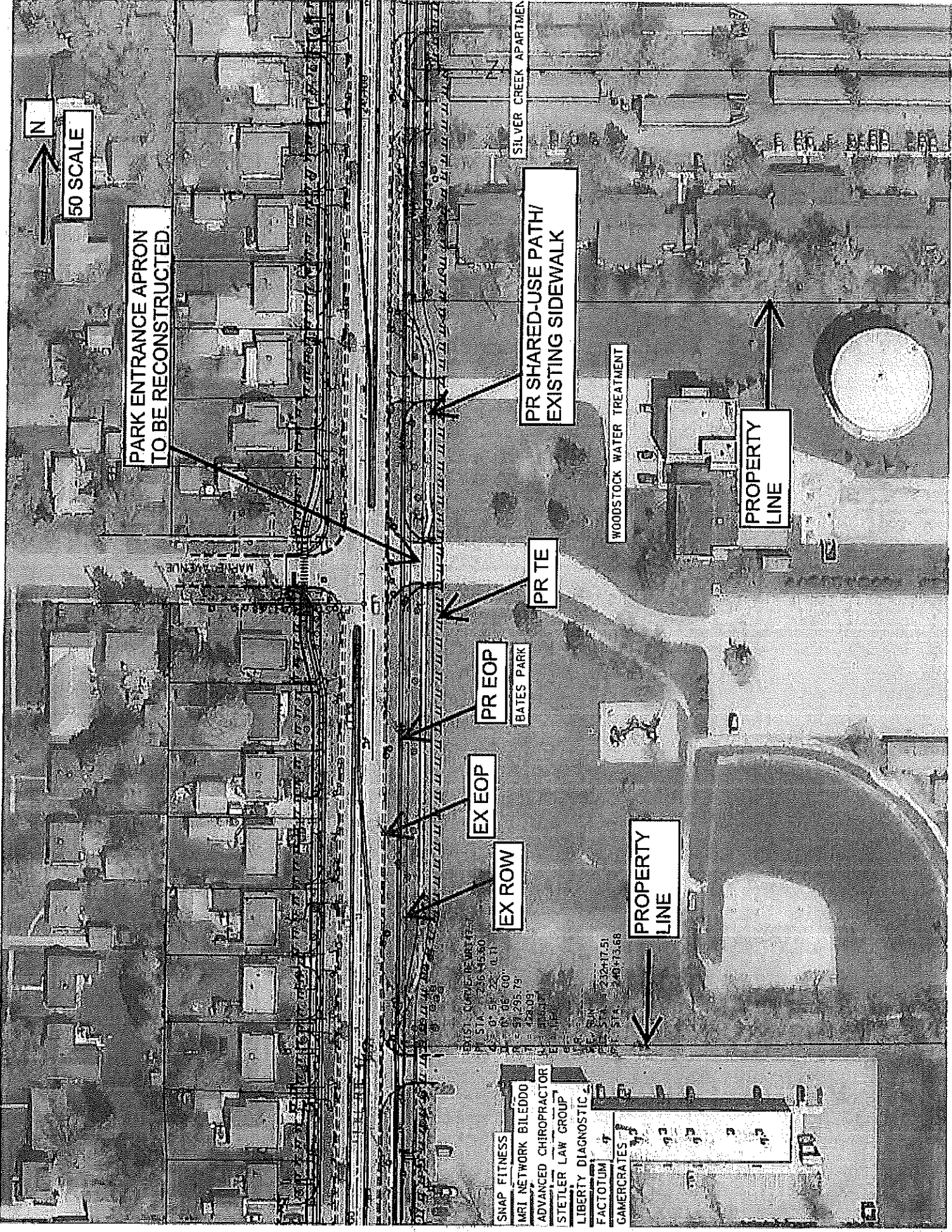


Exhibit 1.1-1  
Project Location Map



N

50 SCALE

PARK ENTRANCE APRON TO BE RECONSTRUCTED.

SILVER CREEK APARTMEN

PR SHARED-USE PATH/ EXISTING SIDEWALK

RODSOCK WATER TREATMENT

PROPERTY LINE

PR TE

PR EOP  
BATES PARK

EX EOP

EX ROW

PROPERTY LINE

SNAP FITNESS  
MRI NETWORK BILED00  
ADVANCED CHIROPRACTOR  
STELLER LAW GROUP  
LIBERTY DIAGNOSTIC  
FACTOTIUM  
CAMERCRATES

252417-51  
249473-68

511 295-79  
42409

511 295-79  
42409





1170 South Houbolt Road  
Joliet, IL 60431  
Phone: 815-744-4200  
Fax: 815-744-4215

**Office Locations**

Madison, WI  
Joliet, IL  
Louisville, KY  
Lexington, KY  
Mobile, AL  
Columbus, IN  
Columbus, OH  
Indianapolis, IN  
Milwaukee, WI  
Cincinnati, OH

[www.strand.com](http://www.strand.com)

September 30, 2009

Chairman, Transportation Commission  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Sir or Madam:

We are writing to inform you that the Illinois Department of Transportation (IDOT) has recently initiated preliminary engineering and environmental studies for the improvement of Illinois Route 47 from US Route 14 to Charles Road in the City of Woodstock in McHenry County. You should be receiving a letter with more information from the Illinois Department of Transportation shortly.

The current scope of work for this project is anticipated to consist of widening and/or reconstruction of the existing pavement to accommodate additional lanes where appropriate and traffic signal modernization to improve geometry, roadway conditions, and operational characteristics.

In an effort to assure the highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be coordinating with you at various points during our study. At this time, we request that you provide the following data and information, if available. It may be useful to us in the development of this proposed improvement.

- Land use plans and planned developments.
- Any engineering studies and/or programmed improvements, along with their respective schedules, involving City routes which may affect our proposed project or its implementation.
- Zoning ordinances and maps.
- School, park, fire protection, and sanitary districts and boundaries.
- On street parking ordinances, if applicable.
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project.

If you have any questions or need additional information, please contact me at (815) 744-4200.

Sincerely,

STRAND ASSOCIATES, INC.®

Darcie W. Gabrisko, P.E.  
Vice President

County and Municipal

Data Collection Letter Recipients

Saj	First	Last	Title	Affiliation	Address 1	City	State	Zip
Dr.	Brian	Sager	Mayor	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Ms.	Katherine	Parkhurst	Chairwoman, Plan Commission	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Timothy	Clifton	City Manager	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	John	Ibbell	Public Works Director	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Jim	Kastner	Planning & Zoning Administrator	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Ms.	Nancy	Baker	City Planner	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098
Mr.	Ken	Keehler	County Board Chairman	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098
Mr.	Peter	Austin	County Administrator	McHenry County	16111 Nelson Rd.	Woodstock	IL	60098
Mr.	Joseph	Korpalski	Director, Division of Transportation	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098
Mr.	Dennis	Sandquist	Director, Dept. of Planning and Development	McHenry County	12322 Davis Rd.	Woodstock	IL	60098
Mr.	Thomas	Thurman	Highway Commissioner	Dorr Township	16500 Garden Valley Rd.	Woodstock	IL	60098
Mr.	Robert	Helfers	Road Commissioner	Seneca Township	5211 Miller Rd.	Wentler Lake	IL	60097-9189
Mr.	Donald	Goad	Highway Commissioner	Greenwood Township	44 N. Virginia, Ste. 2A	Crystal Lake	IL	60014
Ms.	Anna	Bicanic Moeller	Executive Director	McHenry County Council of Governments	136 Cass St.	Woodstock	IL	60098
Ms.	Quinn	Keefe	Executive Director	Woodstock Chamber of Commerce	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Allen	Stebbins	Chairman, Historic Preservation Commission	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Scott	Kuykendall	Chairman, Environmental Commission	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Randy	Blankenhorn	Chairman, Transportation Commission	City of Woodstock	233 S. Wacker Dr., Ste. 800	Chicago	IL	60606
Mr.	Phil	Pagano	Executive Director	MEETA	547 W. Jackson	Chicago	IL	60611
Mr.	T.J.	Ross	Executive Director	Face	550 W. Algonquin Rd.	Arlington Heights	IL	60005-1412
Ms.	Elizabeth	Kessler	Executive Director	McHenry County Conservation District	18410 US Highway 14	Woodstock	IL	60098
Mr.	Ed	Weskerna	District Manager	McHenry County Soil & Water Conservation District	1648 S. Eastwood Dr.	Woodstock	IL	60098
Mr.	Richard	Ellison	Public Projects Coordinator	Union Pacific Railroad	101 N. Wacker Dr., Ste. 1910	Chicago	IL	60606
Mr.	Robert	Lowen	Chief of Police	City of Woodstock	121 W. Calhoun St.	Woodstock	IL	60098
Mr.	Ralph	Webster	Chief	Woodstock Fire/Rescue District	435 E. Judd St.	Woodstock	IL	60098
Mr.	Keith	Nygreen	Sheriff	McHenry County	2200 N. Seminary Ave.	Woodstock	IL	60098



Department of Public Works  
326 Washington Street  
Woodstock, Illinois 60098  
815/338-6118  
fax 815/334-2263  
pwdept@woodstockil.gov  
[www.woodstockil.gov](http://www.woodstockil.gov)

28 October 2009

Darcie W. Gabrisko PE  
Vice President  
Strand Associates Inc  
1170 South Houbolt Road  
Joliet IL 60431

RE: IL Route 47, from US Route 14 to Charles Road

Dear Darcie Gabrisko:

In response to your request to John Isbell on September 30, we are providing the following City of Woodstock documents and information for your use:

- Transportation Plan, February 2008
- Page 4 of Proposed Improvements to Route 47 and St. Johns (Preliminary)
- IL Route 47 Improvement Plan, January 9, 2006
- IL Route 47 Railroad Bridge Feasibility Study, March 22, 2007
- Official Zoning Map, May 8, 2007
- Comprehensive Plan, 2008
- Unified Development Ordinance, January 2007

The City has hired SEC Group to prepare a concept plan for improvements at IL Route 47 and Ware Road, and they will send that plan to you when it is complete. If you have any questions regarding this information, or you require further information, please contact our office.

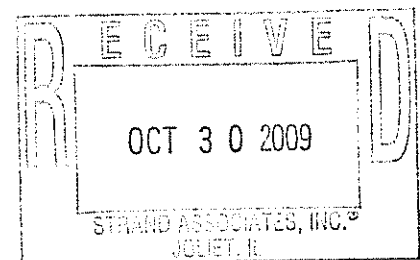
Sincerely,

  
Susan Gullotto  
Office Manager

c: John Isbell  
Akram Chaudhry, SEC Group



DOZEN DISTINCTIVE  
DESTINATIONS 2007



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

CITY OF WOODSTOCK MEETING #1 MINUTES  
DECEMBER 3, 2009

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

A meeting was held on Thursday, December 3, 2009, at 9:30 A.M. The purpose of this meeting was to introduce the project, discuss the project public involvement process and schedule, gather data regarding the corridor, and to solicit recommendations for the Citizen's Advisory Group. In attendance were Mayor Brian Sager and City Manager Timothy Clifton from the City of Woodstock, Ojas Patel from Illinois Department of Transportation (IDOT) Programming, Carrie Hansen from Images, Inc., and Darcie Gabrisko and Adam Moline of Strand Associates, Inc (SAI).

1. Introductions

SAI introduced the project. The project is a Phase I study of Illinois Route 47. This study extends from US Route 14 approximately five miles to the north to Charles Road through the City of Woodstock. Phase I involves preliminary engineering which sets initial geometry and determines environmental impacts.

Strand Associates is the prime consultant to IDOT. There are four subconsultants on this project. American Surveying is providing the survey. Images, Inc. will lead the development of the public involvement program. Christopher B. Burke Engineering, Ltd. and Lin Engineering will provide miscellaneous engineering studies.

2. Study Approach

This project is proceeding as an Environmental Assessment (EA). The EA is a formal process IDOT uses to determine the environmental consequences of the proposed geometry and layout. This process determines the impacts to biological and cultural resources, and special waste areas.

This is a Context Sensitive Solutions (CSS) project and is scheduled to last approximately three years. The exact scope of the project is unknown at this point pending the results of the CSS process. The goal of a CSS project is to solicit stakeholder opinions of the project as the plan is being developed. Meetings will be held regularly to discuss corridor issues. This collaboration leads to a consensus on the final design. This project will include at least three public meetings and one public hearing.

Public meeting number one will be held in February 2010 and will solicit comments necessary to develop the project purpose and need. Public meeting two will be held in summer of 2010 and will present the purpose and need and solicit opinions for geometric alternatives. Public meeting three will be held in fall of 2010 and will present the alternatives carried forward and develop selection criteria for choosing an alternative. The public hearing is currently scheduled for January of 2012 to present the preferred alternative. A Citizen's Advisory Group (CAG) will be established to meet regularly to provide input on the project in between public meetings. Other public involvement measures include a



project website, newsletters, and a mailing list.

### 3. Study Goals and Objectives

The project is currently in the data collection and early public involvement phase.

Woodstock stated that the four biggest concerns with the corridor are as follows:

1. County government interaction – Incorporating McHenry Counties long term plan on Ware Road
2. Residential Impact – Oldest portion of community north of Route 120 to Russel Court
3. Economic impact – business core from US 14 to Route 120
4. Railroad Bridge – congestion concerns can not be adequately resolved without replacing the narrow railroad overpass bridge at Lake Avenue

Other concerns and items include:

Silver Creek is located in the residential section and will likely be an environmental concern. Other environmental concerns include the industrial businesses south of Route 120 (for example Bott's Welding).

The business impact of Illinois Route 47 is important. It is one of the only major north-south routes in McHenry County and thus impacts the economic health of the entire region. Woodstock would see greater retail options if IL 47 congestion is resolved.

Historical preservation is an upheld value in the City of Woodstock. Several residents are extremely passionate about preserving historical properties. Resident's do not need property owner consent to declare a property as historical. Potential historical properties include: The apartment building at the southwest corner of the intersection of IL Route 120 and IL Route 47 and the home at the northwest corner of the same intersection.

Woodstock has been contacting business along the corridor to attempt to consolidate access points off of Illinois Route 47 to reduce the impact of turning vehicles. For example, the McDonald's at Country Club Road has received approval to rebuild and will eliminate the driveway entrance closest to the intersection. Any improvements to Illinois Route 47 should recommend consolidation of driveways.

A major movement that causes congestion is right turns off of Country Club Road onto Illinois Route 47 then turn left continuing west into downtown Woodstock on Calhoun Street.

There is a major school crossing in the corridor at Russel Court. The city has recently adopted a bike plan. Illinois 47 should be evaluated to accommodate pedestrians.

There is a drainage issue between Lake Avenue and McConnell Road. Flooding occurs during heavy rains on the roadway and private property.

There is generally not a problem with traffic accidents along the corridor. Probably the highest accident location would be the intersection with Lake Avenue.

Woodstock is a distinct community and the aesthetics of the final roadway are very important to the city and residents.

The City of Woodstock long term plan sees the development of a large track of land east of the city. In addition, the city would like to develop the land adjacent to the Jewel. The timing of these developments depends on the rebounding of the economy. Woodstock has a value of controlled growth.

4. Public Involvement Process – Citizen Advisory Group

SAI asked for recommendations as to who will be considered for the Citizen Advisory Group. Woodstock mentioned that it has several applicable commissions, including Historical Preservation, Environmental, and Transportation. The CAG will be around 20-25 individuals. The CAG will also be comprised of business and residential members. Derik Morefield can provide a list of recommended business representatives for the CAG. SAI will send a letter requesting specific names from these commissions and groups to be considered for inclusion in the CAG.

5. Data Collection – Point of Contact

The point of contact for data collection for the City of Woodstock will be Director of Public Works, John Isbell. Updates on the public involvement activities will go through City Manager, Timothy Clifton.

6. Context Survey

A Context Survey was distributed. These forms will be filled out to help determine project purpose and need in context to the characteristics of the corridor.

December 15, 2009

Dr. Brian Sager, Mayor  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Mayor Sager,

Thank you for meeting with us on Thursday, December 3rd, 2009 regarding the Phase I study of Illinois Route 47 from US 14 to Charles Road. We look forward to collaborating with the City of Woodstock throughout the course of the project. As a follow-up to our meeting, we are writing to solicit your recommendations for individuals to be considered for inclusion in the Citizen's Advisory Group (CAG).

As you know, the CAG is an interactive group made up of selected officials and technical experts who represent stakeholders that are directly affected by the project. The CAG should be comprised of individuals from a wide variety of backgrounds to ensure all possible views and opinions of the corridor are adequately represented. The goal for participation is anywhere from 20-25 members, comprised of stakeholders including but not limited to City, County, institutional, business and residential representatives.

Please recommend specific names of individuals who you feel will be best suited to represent the City and the stakeholders who are affected by this project. The specific groups that may have particular expertise or knowledge of the corridor are as follows:

- Plan Commission
- Transportation Commission
- Environmental Commission
- Historical Preservation Commission

Please recommend one or two individuals from each commission, one or two City Council members, and any other members you feel would be important from City administration, residential or business interests.

Thank you for your time meeting with us and your recommendations. Your response by December 28, 2009 will be greatly appreciated. We will consider these individuals for inclusion in the CAG, and look forward to their contribution to the project. Please do not hesitate to contact us if you have any questions.

Sincerely,

STRAND ASSOCIATES, INC.<sup>®</sup>



Darcie W. Gabrisko, P.E.  
Vice President



**MEETING MINUTES**  
**Dorr Township One-on-One Meeting**

---

**Date:** January 13, 2010  
**Time:** 1:00 PM  
**Location:** Dorrr Township Offices - 140 Newell Street, Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between Dorrr Township officials and representatives of IDOT, Strand Associates and Images was held on January 13, 2010 at 1:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Bob Pierce, Township Supervisor, Tom Thurmond, Highway Commissioner, Ojas Patel, IDOT, Darcie Gabrisko and Adam Moline, Strand Associates, and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the formation and upcoming schedule for the Citizen Advisory Group (CAG), the January 19, 2010 City Council briefing, Public Meetings and anticipated three-year timeframe for completion. It was noted that only Phase I is funded, and that future funding would need to be secured for Phases II and III. In addition, an explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure local participation in the project.

The study team asked for input from the Township regarding its issues and concerns with the Route 47 study area. While the Township itself does not have any roadway jurisdiction within the study limits, comments provided about the corridor included:

- Always have to plan for an alternative route to taking Route 47.
- Rush hours along the corridor are impossible; Fridays are particularly congested, along with Saturdays and Sundays during the summer due to Lake Geneva traffic.
- During bad weather, traffic backs up from light to light.
- History of the by-pass options discussed over the years, including an alignment east of Route 47 up to McConnell Road, and the Lamb's Road alternative west of Route 47
- Railroad viaduct is going to be the main issue.



- Development proposals that could potentially impact traffic on Route 47:
  - Sports complex near Route 176
  - Possible minor league baseball facility at same location as potential future Metra station at Route 14 and Lily Pond Road (Metra has also purchased land west of town for car storage)

Bob Pierce indicated that he would participate as a member of the CAG, and would be attending the upcoming meeting on January 21, 2010. Tom Thurmond was unsure if he'd be able to attend.

CLH:



**MEETING MINUTES**  
**Woodstock Community Unit School District 200**

---

**Date:** January 13, 2010  
**Time:** 3:00 PM  
**Location:** Woodstock School District 200 Administration Offices –  
227 W. Judd Street, Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between Woodstock Community Unit School District 200 officials and representatives of IDOT, Strand Associates and Images was held on January 13, 2010 at 3:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Ellen Wrzeski, Superintendent, Mark Heckmon, Associate Superintendent, Linda Van Dyke, Director of Transportation, Ojas Patel, IDOT, Darcie Gabrisko and Adam Moline, Strand Associates, and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the formation and upcoming schedule for the Citizen Advisory Group (CAG), the January 19, 2010 City Council briefing, Public Meetings and anticipated three-year timeframe for completion. It was noted that only Phase I is funded, and that future funding would need to be secured for Phases II and III. In addition, an explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure local participation in the project.

The study team asked for input from the School District regarding its issues and concerns with the Route 47 study area. Comments and suggestions included:

- Intersections in the corridor are deficient – always clogged and people avoid.
- There is a big problem in the morning across from the courthouse; have a crossing guard to assist students crossing Route 47.
- The Ware Road intersection is a problem (is near Woodstock North High School which will have 1000 students next year).

- North of Route 120, there is a traffic flow/congestion issue due to the School District's transport of a handicapped student who lives on Route 47. The bus stops on Route 47, and takes anywhere from 7 to 9 minutes for loading/unloading.
- If you're a Woodstock resident, you don't use Route 47.
- There is a local cost to taxpayers as the School District's transportation budget has increased mileage due to rerouting buses around the corridor; would be shorter to use Route 47, but would take too much time.
- Suggested alternatives should consider adding lanes, a possible by-pass and access consolidation.
- The Route 47/Route 120 intersection is problematic, particularly for a.m. kindergarten busing. Congestion adds 5-10 minutes onto route.
- In the afternoon and evening, buses use Dean Street as an alternative to Route 47.
- As a result of the Route 47 congestion, bus routing is designed to have drivers make right hand turns to avoid having to wait to make left hand turns.
- The railroad bridge is a major impediment to improving the corridor. The cost of its widening should be evaluated and considered with a by-pass alternative.

Linda Van Dyke and Mark Heckmon indicated that they would participate as members of the CAG, and would be attending the upcoming meeting on January 21, 2010.

CLH:



## **MEETING MINUTES**

### **Woodstock Fire/Rescue District One-on-One Meeting**

---

**Date:** January 29, 2010  
**Time:** 2:00 PM  
**Location:** Woodstock Fire/Rescue District – 435 E. Judd Street, Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between the Woodstock Fire/Rescue District and representatives of Strand Associates and Images was held on January 29, 2010 at 2:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Ralph Webster, Fire Chief, Darcie Gabrisko, Strand Associates and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the work completed to date, scope of the project, the formation, purpose and schedule for the Citizen Advisory Group (CAG), upcoming Public Meetings and the anticipated three-year timeframe for completion. An explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure continued local participation in the project.

The study team asked for input from the Fire/Rescue District regarding its issues and concerns with the Route 47 study area. Comments, issues and concerns provided about the corridor included:

- Anything that happens along Route 47 affects emergency services, and this needs to be taken into consideration. The District must have the ability to use the corridor during construction.
- The existing congestion affects current emergency response times, particularly from Judd Street to the McDonald's, a route used to get to Country Club Road.
- Close proximity of buildings to the street impacts site distances for emergency vehicles.
- The intersection of Ware Road and Route 47 needs a traffic signal now.

- There does not seem to be an area along the corridor with a higher number of accidents, although there are a significant number of rear end collisions near McConnell Road.
- The Lake Avenue intersection experiences significant back-ups as a result of the skewed intersection and the westbound approach turn lanes.
- Any widening would likely impact the Bott's Welding building as well as numerous parking areas for businesses along the corridor.
- There are gravel pits both east and west of Route 47 on US 14, impacting the amount of truck traffic on Route 47.
- The railroad bridge pylon will be major issue in any construction efforts.
- Those who know avoid Route 47.

The Chief inquired as to the amount of right-of-way proposed for the project. The study team responded that it is not known at this time, and will be part of the development and evaluation of alternatives later in the process.

The likelihood of the proposed minor league baseball facility near the proposed Woodstock East Metra Station site at US 14 and Lily Pond Road was also discussed. There has been no official confirmation of the project, which could potentially impact the commitment to the Metra station site as the parking areas are intended to be shared.

The Chief was invited to attend the February 3, 2010 Public Meeting, and will also be the District's representative on the Citizen Advisory Committee.

CLH:



# City of WOODSTOCK

**Office of the City Manager**  
Timothy J. Clifton, City Manager  
121 W. Calhoun Street  
Woodstock, Illinois 60098

phone 815.338.4301  
fax 815.334.2269  
citymanager@woodstockil.gov  
www.woodstockil.gov

October 9, 2009

Darcie Gabrisko  
Strand Associates, Inc.  
1170 South Houbolt Road  
Joliet, IL. 60431

Dear Darcie Gabrisko,

Thank you for your September 30 letter to various individuals at the City of Woodstock pertaining to the IDOT preliminary engineering and environmental studies for the improvement of Illinois Route 47 from US Route 14 to Charles Road. The City will provide the information requested under separate transmittal in the near future.

It is not necessary for your firm or IDOT to contact multiple departments and employees in the future pertaining to this Illinois Route 47 project. The City of Woodstock contact for this project is the Director of Public Works and he will then forward the information to the appropriate City Department and coordinate the City's interest in these studies:

John Isbell  
Director of Public Works  
326 Washington Street  
Woodstock, Il. 60098

Phone 815 - 338 - 6118  
Fax 815 - 334 - 2263  
Email [jisbell@woodstockil.gov](mailto:jisbell@woodstockil.gov)

Sincerely,

Timothy J. Clifton  
City Manager



DATE: January 12, 2011

TO: All Attendees, File

FROM: Jonathan O'Connell, PE; Christopher B. Burke Engineering, LTD. (CBBEL)

SUBJECT: Drainage Review Meeting  
01/12/11 at 1:30 pm

LOCATION: City of Woodstock, Public Works Building

ATTENDEES: John Isbell (City of Woodstock)  
Alan Wilson (City of Woodstock)  
Rick Wojcik (IDOT Hydraulics)  
Agar Shirani (IDOT Hydraulics)  
Adam Moline (Strand)  
Chin Wang (CBBEL)  
Jonathan O'Connell (CBBEL)

Christopher B. Burke Engineering (CBBEL) presented the Existing Drainage Plans based on the survey information available. CBBEL went through the plans and highlighted the areas where survey data was insufficient for determining an outlet location.

- Outlet 1 is located at the intersection of IL Rte. 47 and McConnell Road. CBBEL explained that they were unsure where that outlet eventually ends up. The City explained that the pipe that heads east, at McConnell ends up via ditches and a double culvert under Zimmerman Road to DuFields Pond. IDOT wanted the pipe that runs under the building to be replaced by a new pipe within the McConnell ROW. During the design phase CBBEL will incorporate the flooding issues at Lake Avenue, under the railroad tracks and at McConnell Road into the Location Drainage Study. The City will pass along plans showing Lake Avenue design plans and also any plans showing the detention facility outlet for the lumber store located just east of IL Rte. 47 on Lake Avenue and as built plans of storm sewer systems in this area to IDOT. IDOT will provide a copy of the Lake Avenue drainage investigation to CBBEL. CBBEL noticed during their field review a box culvert under the Union Pacific Northwest Line railroad tracks. The City were unsure where this outlets to and the general thought was that it was used when there was an open drainage system in place but since there is a closed system now the box culvert is redundant.
- Outlet 2 is located at the Burger King restaurant approximately 1500' north of McConnell Road. CBBEL explained that they were unsure exactly how this outlet operates. There is a double 60" or 72" culverts that appear to handle the high flow events. The City believes they have plans from the developments in this area and will forward any copies to IDOT.



- Outlet 5 is located at the intersection of IL 47 and Irving Avenue . CBBEL explained that the survey as presented didn't show where the outlet was. The City explained that the 48" that crosses IL Rte 47 and then Irving Avenue outlets to a ditch behind the Wendy's property. The City also identified this area as a potential site for the City's regional detention.
- Strand will talk to the survey consultant regarding picking up the 2 pump stations at Taco Bell's and Tommy's Restaurant so their locations can be incorporated into the Existing Drainage Plan.
- The City of Woodstock shared a copy of a FIRM that was revised to reflect LOMR effective Jan 20<sup>th</sup>, 2011. This is located adjacent to IL 47 from Irving Ave. to IL Rte 120. CBBEL will incorporate this data into their study.

Once the City and IDOT have passed along the relevant information CBBEL will compile a set of mark ups detailing where additional survey data is required. Strand will coordinate getting the survey request to American Surveying & Engineering P.C.

*These notes represent the preparer's understanding of the items discussed and are not a verbatim account of the discussion. They are intended to generally document the discussions held; if any portion of these Minutes is found incomplete or inaccurate, please notify the preparer in writing within five business days from the receipt of the Minutes.*





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

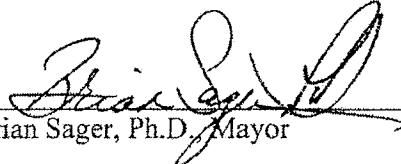
**WHEREAS**, the Mayor and City Council believe that the overall highway system performance related to Illinois Route 47 is inadequate and lacks adequate capacity to serve the needs of our community as well as the region, and

**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 18<sup>th</sup> 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: Laura Kleiman  
City Clerk

**CERTIFICATION**

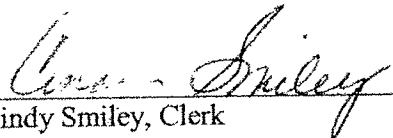
I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Councilmen of said City.

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,



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

OFFICE OF THE MAYOR  
RECEIVED

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

NOV 1 2011  
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.

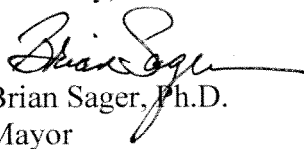
The City of Woodstock has identified the need for traffic congestion reduction and widening of Illinois Route 47 through Woodstock as a high priority for the community. While this roadway is under the control and jurisdiction of the Illinois Department of Transportation (IDOT), the City realizes that 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

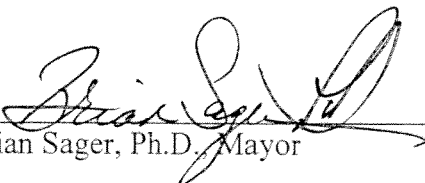
**WHEREAS**, the Mayor and City Council believe that the overall highway system performance related to Illinois Route 47 is inadequate and lacks adequate capacity to serve the needs of our community as well as the region, and

**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 18<sup>th</sup> 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: Karen Kleiman  
City Clerk

**CERTIFICATION**

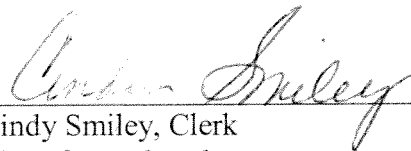
I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Councilmen of said City.

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)



CITY OF WOODSTOCK MEETING No. 2 MINUTES  
February 15, 2012

ILLINOIS ROUTE 47  
US ROUTE 14 TO CHARLES ROAD  
McHenry County  
P-91-007-09

A meeting was held on Wednesday, February 15, 2012, at 10:30 A.M. The purpose of this meeting was to provide a recap of recent project progress and to solicit the City of Woodstock's opinion on design criteria related to the On-Alignment alternative. In attendance were City Manager Timothy Clifton and Public Works Director John Isbell from the City of Woodstock, Ojas Patel and Mir Mustafa from the Illinois Department of Transportation (IDOT) Programming, Carrie Hansen from Images, Inc., and Darcie Gabrisco and Adam Moline of Strand Associates, Inc.® (Strand).

1. Study Update

A project update was provided. Coordination with the Chicago Metropolitan Agency for Planning is complete, and its 2040 projections have been received. Work continues on development of the On-Alignment alternative that will be presented in the next public involvement meetings. Wetland information was received for the corridor, and it appears there will be minimal impacts. As a result, this project is dropping out of the NEPA/404 merger process for environmental coordination. The development should help the schedule progress at a faster rate because of the reduced coordination effort.

2. Upcoming Citizen Advisory Group (CAG) Meeting No. 5

The next CAG meeting was planned for March 25, 2012. The City expressed concerns as many of the City staff will not be available for that date. The meeting was rescheduled for March 21, 2012, to accommodate City attendance.

3. Design Criteria and Options

Strand presented the following design criteria items for discussion:

- a. Access Consolidation—The city supports employing access management principles in the corridor and has enacted policy to require new development to implement cross access between businesses. The City is concerned with the prospect of losing parking, but the City understands it may be necessary and will work with the businesses to consider varying parking requirements in order to achieve cross access between businesses. The City prefers the study team present cross access and access management concepts to the CAG group rather than soliciting opinions first.
- b. Barrier Median—The City does not prefer the barrier median versus a center two-way left–turn lane but understands the IDOT policy and safety benefits of the barrier median. The City is concerned about right-of-way (ROW) impacts related to the increased width of the barrier median. The City is not interested in the maintenance cost of enhanced landscaping within the proposed barrier medians and urged the study team to look to the recently built IL Route 47 expansion in Huntley for an example of what the City prefers as far as the aesthetics for the barrier median.
- c. Decorative Lighting—The City is interested in the concept of decorative lighting along certain segments of the corridor. The City would seek to implement a similar theme as is used in the

downtown square. The City would like to maintain or enhance the directional signage to the downtown areas. The relocation of existing signs should occur at no cost to the City. The existing signs are currently on private property but may be affected by the proposed widening.

- d. Roadway Lighting–The existing roadway lighting in the corridor is sporadic and was perhaps installed by ComEd. The City does not have jurisdiction over this lighting system. Strand said roadway lighting for the City of Woodstock could approach \$1.2 million per mile. IDOT indicated that if lighting is not specifically warranted, the City would be responsible for 100 percent of the cost. The City responded that such a high cost would be difficult to handle, and the decision to include lighting would have to be reviewed further.

4. Nonconforming Elements

The City generally has no issues with varying its requirements as far as setbacks, parking, or signage requirements that would be modified by potential ROW takes.

5. CAG Membership–New City Commission Members

The City indicated that new members were appointed to various city commissions of which several participate in the IL Route 47 CAG. The City promised to e-mail a list of new names to Images, Inc. for invitation to the upcoming meeting.

6. Next Steps

Strand presented the next steps of the study process. The footprint of the On-Alignment alternative would be developed to further detail. The detailed impacts would be evaluated and the alternative further refined until ultimately arriving at the preferred alternative. The City indicated that the study group should make it clear to the CAG and public that all bypass alternatives have been eliminated from consideration.

If there are any additions or comments, please call me at 815-744-4200 ext. 3314.

Prepared and respectfully submitted by Adam Moline.

c: All Participants	Ojas Patel, IDOT
Timothy Clifton, Woodstock	Mir Mustafa, IDOT
John Isbell, Woodstock	Darcie Gabrisko, Strand
Carrie Hansen, Images, Inc.	Adam Moline, Strand



**MEETING MINUTES**  
**City of Woodstock One-on-One Meeting**

---

**Date:** April 2, 2014  
**Time:** 1:00 PM  
**Location:** Woodstock Mayor's Office – 121 Calhoun, Woodstock, Illinois  
**Prepared By:** Images, Inc.

---

A meeting amongst the City of Woodstock, the Illinois Department of Transportation (Department), representatives of Strand Associates and Images was held on April 2, 2014 at 1:00 PM to provide a study update, present alternatives under consideration and discuss the next steps in the Phase I study. Attendees from the City of Woodstock included Roscoe Stelford, Alan Wilson, Paul Ruscko and Cort Carlson. Attendees from the Department included Steve Schilke, John Baldauf and Kyle Bochte and consultants Darcie Gabrisko, Strand Associates and Cathy Valente, Images were present.

An overview of the Phase I study background and process was presented, highlighting the work completed to date which included the full range of alternatives. Steve and Darcie presented the background on the bypass history as presented at the last Citizen Advisory Group (CAG) meeting. The bypass alternatives have been dismissed due to the traffic analysis demonstrating that a bypass scenario would not take enough traffic away from Route 47, and Route 47 would still need to be widened.

The Department and consultant, Strand Associates, Inc., then presented the two alternatives under consideration beginning at the southern end of the project limits and moving northerly. Characteristics of the two alternatives include two lanes in each direction separated by barrier median. The alternatives presented include roundabouts and/or conventional intersections or a combination of the two. The Department has been proactive meeting with business owners and will continue to be available to discuss how best to accommodate existing business access with balancing future development. The Department expressed the desire to promote cross access between businesses to improve access due to the proposed barrier median design. The City should work with local businesses to promote cross access to improve access management along IL 47. It is anticipated that the study would be processed as an Environmental Assessment at this time.

The project was discussed starting at the southern limits and moved north. The project team explained that the existing traffic control at US 14 (signal), and Southview Drive (minor stop) will be maintained in both of the proposed alternatives. Frontage Road access will be maintained and the Department will be evaluating how to accommodate access to businesses, including potential cross access opportunities and consolidating access throughout the southern section of the project.

The existing traffic control at Lake Avenue (signal) and McConnell Road (signal) would both be roundabouts or both remain signalized in the proposed alternatives.

With roundabouts at Lake Avenue and McConnell Road, the railroad structure would not need to be replaced. A 10' shared-use path on the east would be accommodated by jacking under the railroad. With the signalized intersection scenario, the structure would need to be replaced and a shoofly constructed with impacts to approximately eight businesses on the south side of the railroad.

#### Cost

The cost differential between the roundabouts and signalized intersections is approximately \$30 million, and that is for the replacement bridge and shoofly and does not include ROW, acquisition or roadway construction.

#### Growth

The signalized intersection alternative would fail first if the area continues to grow due to storage. The projected traffic is based on a 2040 model and currently the ADT is 24,000 and it is anticipated to grow to 46,000.

#### Roundabout Proximity

The State of Illinois does not have any other locations in which two roundabouts are in close proximity, however, Strand Associates, Inc. has worked with over 200 roundabouts in Illinois and other states and it has been done.

#### Hybrid Alternative

A hybrid alternative, one signalized intersection and one roundabout is not an option because there would be insufficient storage to handle left turn movements from southbound IL 47 to eastbound Lake. Also, red lights would stop traffic and backup traffic into the roundabout. The shoofly and replacement bridge would also be required.

#### Department Preference

The Department does not have a preference whether these are signalized intersection or roundabouts at this time. The City of Woodstock and its stakeholders will tell us what is acceptable.

## Safety

The roundabout alternative is safer when compared to a signalized intersection.

## Truck Traffic

Trucks can navigate roundabouts, the aprons are wide enough to accommodate traffic. Also, the truck traffic runs off peak travel times so there shouldn't be conflict between types of vehicles.

## Increased Demand due to County Fair

If the traffic doubles, either alternative will experience delays.

## Roundabouts after Construction

The Department has not taken a roundabout out after installation. Roundabouts are analyzed operationally, just as signalized intersections.

There was a brief discussion regarding legal "U" turns.

## Country Club Road

The existing traffic control at Country Club Road (signal) and would remain signalized in the proposed alternative.

## McDonalds

The elimination of the McDonald's IL 47 access is currently proposed because they have access on the south and west sides of their parcel. Right in and right out access can be considered. In general, median breaks on Strategic Regional Arterials (SRA) are limited to ¼ mile spacing.

## Judd Street/Irving Avenue

The existing traffic control at Judd Street/Irving Avenue (signal) and would be a roundabout or remain signalized in the proposed alternatives.

A roundabout would provide for a smooth movement for vehicles traveling northbound on Irving.

## Space Requirement

Roundabouts do require more space immediately at the intersection, however less space at the approaches to the intersection. For a signalized intersection, more space is needed due to long tapers.

## Route 120/McHenry Avenue

The existing traffic control at Route 120/McHenry Avenue (signal) and would remain signalized in the proposed alternatives.

A roundabout would not work at this particular location due to the traffic imbalance. 11' lanes are proposed to minimize property acquisition. To the north there would be a barrier median with grass cover instead of concrete and a 10' shared-use path on the east side and sidewalk on the west side.

Moving north to Greenwood, there are residential properties on one side and businesses on the other side. This is a difficult area as there are few areas with not having a lot of cross access. The Department asked if there was any commercial business issues in this area and the City responded no.

#### St. John's Road

The existing traffic control at St. John's Road (minor stop) would be converted to a signal.

The City mentioned this will make people happy. However, closing off 2 roads will make people unhappy.

#### Russel Court

The existing traffic control at Russel Court (signal) would remain signalized.

#### Ware Road

The existing traffic control at Ware Road (minor stop) would be a roundabout or remain stop controlled on Ware Road.

This location did not meet warrants for a traffic signal. The sidewalk would be terminated at Ware Road due to the rural nature of the area to the north. However, the shared-use path will extend to Charles Road.

There are discussions with the property owner north of the school about development of commercial along the corridor adjacent to IL 47 and residential behind the commercial area.

#### Charles Road

The existing traffic control at Charles Road (all-way stop) would be a roundabout or remain an all-way stop.

Charles Road did not meet traffic warrants for a signal. A roundabout would slow traffic down approaching the curb and gutter area of 45 mph.

## Miscellaneous

A discussion took place regarding the shared-use path and sidewalk pedestrian accommodations and the IDOT cost share policy of 80/20 if the City provides maintenance. These types of decisions are not needed during Phase I, however, they are needed during Phase II. In Phase I, the Department will include the path and ROW. During Phase II an agreement can be executed and as construction draws near, detailed cost estimates will be available and firm financial commitments would be necessary at that time.

The Department can also make grading and right of way accommodations for the sidewalk and path if the City doesn't want to install them with the IL 47 improvements.

Roadway lighting and maintenance is 100% City responsibility. A discussion took place regarding the City cost share (at 100%) of lighting a roundabout vs. the City cost share of constructing a signalized intersection. The cost share for the signals is 50/50 for each leg for which the City has jurisdiction. The City would be responsible for maintenance, too.

Maintenance of the green space within a roundabout or in medians was discussed. The Department will mow once a year if there are no trees in the median. The Department will not mow if there are trees in the median. It is likely the City will want to maintain the green space. The Department will provide the City with a listing of plantings that withstand the elements. There may be an opportunity for the City to obtain sponsorships of the roundabouts, if selected, by local groups.

There will be utility impacts and that would be a City of Woodstock cost. It was mentioned that this would be a large cost. Steve mentioned that land acquisition could take 3 -5 years and the Department has run into clear title issues since 2007. The Department has the water main and sewer plans.

The Phase II, design, portion of this project is funded. Construction and Land Acquisition are programmed at this time. Land Acquisition is becoming more complicated due to increasing numbers of foreclosures and could take 3 to 5 years before all the property is acquired.

## Next Steps

Next steps include a Citizen's Advisory Committee (CAG) meeting to obtain feedback on what was presented today, with a public meeting early summer. A follow up CAG meeting will be conducted prior to a fall/winter public hearing.

## Action Items

- Provide a set of plans for review to the City and County
- Look into cost of lighting a multi-lane roundabout
- Provide the Department policy on traffic generator signage
- Provide the Department policy on gateway signage
- Provide Department list of types of median plantings that survive the street conditions



## MEETING MINUTES

### Woodstock Fire/Rescue District and City of Woodstock Police Department

---

**Date:** June 10, 2014  
**Time:** 9:00 AM  
**Location:** Woodstock Police/Fire District – 435 E. Judd Street, Woodstock, IL  
**Prepared By:** Strand Associates, Inc.

---

A meeting between the City of Woodstock Police and Woodstock Fire District, Strand Associates (Strand), Illinois Department of Transportation (Department), and the City of Woodstock representative was held on June 10, 2014 at 9:00 AM to discuss the IL Route 47 Phase I Study and provide a progress update. Attendees included Fire Chief Ralph Webster, Police Chief Robert Lowen, Roscoe Stelford (City of Woodstock), Paul Ruscko (City of Woodstock), Darcie Gabrisko (Strand), Bill Plant (Strand), Steve Schilke (Department), John Baldauf (Department), and Kyle Bochte (Department).

Introductions were made and a project update was given. The project consists of a Phase I study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. The Phase II consultants have been chosen. The Phase II design is broken up into two sections: IL Route 47 from US Route 14 to IL Route 120 is the first section and IL Route 120 to Charles Road is the second section. There is no current funding for construction or land acquisition. To date, there have been six Citizen Advisory Group (CAG) meetings and two public meetings held. The third public meeting is scheduled for July 9, 2014 at Challenger Learning Center. Roll plots of the corridor were displayed. The planned cross section is two lanes in each direction with a barrier median, a ten foot shared-use path on the east side of the roadway, and a five foot sidewalk on the west side of the roadway. Roundabouts are being considered at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Irving/Judd Street, Ware Road, and Charles Road. Roundabouts at Lake Avenue and McConnell Road would enable the existing railroad structure between the intersections to remain. Traffic signals at the intersections would require a new structure with a temporary track, costing approximately \$30 million. At CAG meeting number six, the group unanimously voted in favor of roundabouts at all five intersections.



The study team asked for input from the City of Woodstock Police and Woodstock Fire District regarding its initial issues and concerns with the Route 47 study area. Comments, issues and concerns provided about the corridor included:

- A barrier curb median does eliminate the potential for left turns from side streets or entrances onto IL Route 47 or from IL Route 47 onto side streets or entrances. Various entrances will be right-in/right-out. Therefore, at some entrances, U-turns will be required to get to the destination. U-turns are also possible at roundabouts, which is often safer and more convenient due to the protection provided.
- Currently there is a high number of crashes around Lake Avenue and McConnell Road. A crash exhibit was displayed showing the number of crashes in the corridor by location.
- A concern of the efficiency of the roundabouts compared to a standard intersection with traffic signals was mentioned. IL Route 47 is often overly congested during peak traffic times such as a Friday afternoon around 4 P.M. Roundabouts typically result in fewer crashes due to there being fewer conflict points in the intersection and the possibility to eliminate skew in the intersection. Crashes are typically less severe in roundabouts because they reduce the likelihood of dangerous angle crashes and the speeds are lower. Roundabouts also yielded a better level of service and reduced delay at all five intersections compared to its alternative for the design year of 2040. There would be a learning curve for roundabouts but as familiarity increases, efficiency would as well. An Average Daily Traffic (ADT) figure was displayed for the corridor. The figure showed that the current primary use of IL 47 is local traffic because the ADT values significantly decrease around Ware Road and Charles Road. Drivers are not typically using IL Route 47 to pass through town and continue to Wisconsin or other distant destinations. Users of the corridor should be able to familiarize themselves with roundabout intersections if that alternative were to be chosen.
- Fire Chief Webster expressed concern about how fire trucks could navigate through the roundabouts. The proposed roundabouts will be able to accommodate the fire trucks because the roundabouts are two lanes and have a truck apron. The roundabouts were designed for vehicles larger than those used by the Fire District. *Post Meeting: Chief Webster provided dimensions of their largest Fire Truck. Strand developed a template for it and ran turning movements in auto-turn software. The vehicle successfully navigated the roundabouts. A video and still aerial view were provided to the Chief for his Board.*
- The Fire District is not concerned with their ability to perform U-turns. They are more likely to go against traffic.
- The safety of the U-turns was brought up as a concern. The U-turns are safe. "U-turn Permitted" signs could also be included to better inform drivers.
- A question as to what signing and striping is involved at roundabouts was mentioned. The roundabouts will have significant signing and striping. There is more signing involved in a roundabout than a traditional intersection. The signing is often graphic. The signing will also warn drivers to slow down approaching the roundabout. Curves approaching the roundabouts are utilized to slow drivers.

- A question as to how the snow plows maintain a roundabout was asked. A roundabout requires a different approach to snow removal. However, snow plows can still successfully maintain roundabouts.
- The railroad structure between Lake Avenue and McConnell Road was discussed. In the roundabout design, users of the sidewalk will cross over to the east side of the roadway onto the shared-use path through a proposed tunnel running beneath the railroad structure east of the roadway. There is enough room for four 11-foot lanes beneath the existing structure. No additional feet can be added beneath the bridge without providing an entire new structure. The existing structure is in good condition. The profile of the roadway may be lowered slightly under the bridge for clearance purposes. The standard traffic signal design does require a new structure for the railroad. This also requires a temporary track and structure for the railroad while the proposed structure is being constructed. The temporary track would impact four businesses and two residential buildings. Currently, the roundabout design impacts two businesses near the railroad bridge. The ultimate impact to these affected businesses and property would be a part of the land acquisition process.

A review of the entire corridor was given by Strand. The proposed barrier median is 18 feet wide south of Ware Road and 22 feet wide north of Ware Road. On the roll plot exhibits, all properties highlighted pink were instances where the proposed design affects part of the building on the property. The intersection at Southview Drive does not meet signal warrants so will be left as stop-controlled on Southview Drive and uncontrolled on IL Route 47. Wanda Lane is proposed to be right-in/right-out access. The design is trying to best accommodate businesses with median openings along the corridor. The proposed shared-use path continues through Bates Park on the City's property. The City is supportive of the shared-use path providing connectivity throughout the corridor, including at Bates Park. At Ware Road, traffic does not warrant standard signals so the intersection would remain as stop-controlled on Ware Road and uncontrolled on IL Route 47 if the roundabout alternative is not selected. Similar to Ware Road, traffic does not warrant signals at Charles Road so the intersection would remain a four-way stop-controlled intersection if the roundabout alternative is not selected. Roundabouts at the north end of the project could also be useful to slow down drivers approaching the city from the north. The Police and Fire District were supportive of the roundabouts at Ware Road and Charles Road and had no objections to the three other roundabout locations.

A question was asked as to why the intersection at Greenwood Circle and Greenwood Avenue is being realigned to a four-way intersection but the intersection at Donovan Avenue and Greenwood Circle is not being realigned. At Donovan Avenue, realignment of the minor legs would cause the church parking lot or residential houses to be affected.

Strand and IDOT asked if the Police or Fire District were concerned about the right-in/right-out access at the intersections of IL Route 47 with Center Street and Christian Way. The Police and Fire District were not concerned.

The Police and Fire District mentioned it would be important to have a left turn lane with a median break at Sheila Street because the Police and Fire District go there a lot approaching from both directions.

The possibility of having mountable curb with a grass median at certain areas was mentioned. The Police and Fire District expressed concern that after seeing the Police and Fire District mount the median for left turns, local drivers would begin to do the same thing.

The question was asked if the project was going to combine the Northwood Lane entrance with Ware Road to form a four-way intersection. The property north of the school at Ware Road is ultimately planned to be developed and the roundabout will have a stub at the west side to accommodate the future expansion.

Illinois Route 47 Phase I Study  
Police and Fire Chief Meeting



Location: Judd Street Fire Station - 435 E Judd St.

Date: June 10, 2014

Time: 9:00 a.m. - 10:00 a.m.

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Bill	Plant	Strand Associates	1170 Houbolt Joliet	bill.plant@strand.com	815-744-4200
Ralph	WEBSTER	WOODSTOCK FIRE/PLANT	PO Box 423 WOODSTOCK, IL 60098	rwebsterc@frd.org	815-790-2956
Robert	Lowen	WOODSTOCK P.D.	656 LAKE AVE WOODSTOCK 60098	RLOWEN@WOODSTOCK.IL.GOV	815-338-6787
Roscoe	Stelferd	City of Woodstock	121 W. Calhoun St. WOODSTOCK, IL 60098	RStelferd@woodstock.il.gov	815-338-4301
Paul	Ruscko	City of Woodstock	326 WASHINGTON ST WOODSTOCK, IL 60098	pruscko@woodstock.il.gov	815-338-6118
Steve <del>Stitt</del>	Schiltz	IDOT	201 W. Center Ct. Schaumburg IL	Steven.Schiltz@illinois.gov	847 705-4125
Kyle	Bochte	IDOT	"	Kyle.Bochte@illinois.gov	(847) 705-4678
Gunn	BALDAUF	IDOT	"	GUNN.BALDAUF@ILLINOIS.GOV	(847) 705-4103
PARCIE	GABRISKO	STRAND ASSOC. INC	1170 HOUBOLT JOLIET, IL 60448	PARCIE.GABRISKO@STRAND.COM	815-744-4200



**MEETING MINUTES**  
**Woodstock Community Unit School District 200**

---

**Date:** June 10, 2014  
**Time:** 10:15 AM  
**Location:** Woodstock School District 200 Administration Offices –  
227 W. Judd Street, Woodstock, IL  
**Prepared By:** Strand Associates, Inc.

---

A meeting between Woodstock Community Unit School District 200 officials, representatives of Illinois Department of Transportation (Department), and Strand Associates (Strand) was held on June 10, 2014 at 10:15 AM to discuss the IL Route 47 Phase I Study and provide a progress update. Attendees included Mark Heckmon (School District 200), Diane Carter School District 200), Mike Moan (School District 200), Darcie Gabrisco (Strand), Bill Plant (Strand), Steve Schilke (Department), John Baldauf (Department), and Kyle Bochte (Department).

Introductions were made and a project update was given. The project consists of a Phase I study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. To date, there have been six Citizen Advisory Group (CAG) meetings and two public meetings. The third public meeting is scheduled for July 9, 2014 at Challenger Learning Center. Roll plots of the corridor were displayed. The planned cross section is two lanes in each direction with a barrier median, a ten foot shared-use path east of the roadway, and a five foot sidewalk west of the roadway. Roundabouts are being considered at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Irving/Judd Street, Ware Road, and Charles Road. Roundabouts at Lake Avenue and McConnell Road would enable the existing railroad structure between the intersections to remain. Traffic signals at the intersections would require a new structure with a temporary track, costing approximately \$30 million. Roundabouts typically result in fewer crashes due to there being fewer conflict points in the intersection and the possibility to eliminate skew in the intersection. Crashes are typically less severe in roundabouts because they reduce the likelihood of dangerous angle crashes. Speeds at roundabouts will be lower than signalized intersections due to the curved approaches designed to slow approaching drivers. Roundabouts also yielded a better level of service and less delay at all five intersections compared to its alternative for the design year of 2040. At CAG meeting number six, the group unanimously voted in favor of roundabouts at all five intersections.

The study team asked for input from the School District regarding its initial issues and concerns with the Route 47 study area. Comments and suggestions included:

- The School District asked what dictates if roundabouts or signalized intersections are chosen at the five locations. Public meetings, CAG meetings, and detailed technical analysis are key parts of deciding what is ultimately proposed at each intersection. After the public meeting July 9, 2014, final details on the intersections will be made with the goal of having the public hearing at the end of 2014.
- A discussion was held as to whether the School District's buses could navigate the roundabout. There will be no issue with the buses being able to navigate through the proposed roundabouts. The roundabouts are multi-lane roundabouts with a truck apron. Autoturn movements were run using vehicles larger than school buses and the vehicles were able to navigate the roundabouts.
- The school representatives asked if four lanes can fit beneath the existing railroad structure and where the pedestrians will cross the railroad tracks. There is enough room for four 11-foot lanes beneath the existing structure. The existing structure is a severe constriction because it has the roadway lanes and sidewalk underneath it now. In the roundabout alternative at Lake and McConnell, there will be only four lanes of traffic underneath the existing structure. Sidewalk users on the west side of IL 47 must cross over to the east side onto the shared-use path that runs through a proposed tunnel beneath the existing railroad tracks. Pedestrians crossing a roundabout can be safer than crossing an intersection because pedestrians must only look in one direction at a time to avoid traffic.
- The School District asked what the lane width inside the roundabouts would be. *Post Meeting: It was confirmed the roundabout lane widths would be 13 feet for the inside lane and 15 feet for the outside lane.*
- Dedicated right turn lanes are proposed at roundabouts to improve the operations of the intersection. The eastbound, westbound, and southbound legs of the intersection at Lake Avenue have dedicated right turn lanes. The westbound leg of the intersection at McConnell Road has a dedicated right turn lane. The westbound and eastbound legs of the intersection at Charles Road have dedicated right turn lanes.
- There was a discussion of other roundabouts being implemented in the area. Kane County is planning a roundabout on IL 47 at Burlington Road south of the project limits.
- A question was asked about how the corridor will be constructed. The Phase II consultants have been chosen. The Phase II design is broken up into two sections: IL Route 47 from US Route 14 to IL Route 120 is the first section and IL Route 120 to Charles Road is the second section. There is no current funding for construction or land acquisition. Construction plans could get divided even further, based on funding availability. Getting through the Phase I process is the priority. Land acquisition will take two to four years minimum so it will still be several years before the corridor is constructed.

Discussion began about the School District's opinion on the currently proposed median break locations. Some entrances were combined and others have a right-in/right-out design. The goal of the selected median break locations is to best accommodate the businesses and residents within the corridor. Comments and suggestions from the School District included:

- How the Roundabout alternative addresses access to the schools at Ware Road was discussed. Northwood Lane is a one way street going south. Not providing a median break and left turn lane at the north entrance on Northwood Lane to the schools would require buses headed northbound to U-turn at Ware Road. The entrance at Russel Court is rarely used except for the elementary school because the other schools are north of that entrance. In the stop sign design of the intersection with Ware Road, there is a median break for the north entrance to the school from IL Route 47. A median break at this location cannot be provided in the roundabout alternative due to the proximity of the roundabout to the entrance. The School District said it would probably be easier for them to U-turn at the roundabout than attempt to make a left turn across two lanes of traffic at a median break.
- Up to 35-40 buses use IL Route 47 around Ware Road at 7:30 AM, 8:30 AM, 3:00 PM, and 3:30 PM.
- The School District asked if there is a learning curve for roundabouts. There would be a learning curve for roundabouts but as familiarity increases, efficiency would as well. An Average Daily Traffic (ADT) figure was displayed for the corridor. The figure showed that the current primary use of IL 47 is local traffic because the ADT values significantly decrease around Ware Road and Charles Road. Drivers are not typically using IL Route 47 to pass through town and continue to Wisconsin or other distant destinations. Users of the corridor should be able to familiarize themselves with roundabout intersections if that alternative were to be chosen.
- The School District uses Sheila Street quite a bit and would prefer if there was a median break with a left turn lane at the intersection. Otherwise, the school buses will need to be rerouted. The School District said Sheila Street plays a bigger role than Birch Road typically.
- St. Johns is used a lot by the School District. A signal is being proposed at the intersection.
- The School District stated it might be more useful for them to have a median break at Christian Way rather than at Park Street. Strand mentioned doing this would impact the Grove Street median break. The School District does not use Grove Street for left turns as much. The School District had no other issues with the access and lack of access to the other streets in this part of the corridor.
- The School District supported the median breaks at Donovan Avenue, Melody Lane, Maple Avenue, and Cooney Drive.
- The U-turns are designed for passenger cars, not school buses. Roundabouts would be a good location for school buses to turn around.
- The School District still uses Illinois Route 47 quite a bit for their routes.

- A question was asked regarding the length of construction once it has begun. The construction schedule would depend on the timing of the funding available.

A review of the corridor was given by Strand. The proposed barrier median is 18 feet wide south of Ware Road and 22 feet wide north of Ware Road. On the roll plot exhibits, all properties highlighted pink were instances where the proposed design affects part of the building on the property. The intersection at Southview Drive does not meet signal warrants so will be left as stop controlled on Southview Drive and uncontrolled on IL Route 47. Wanda Lane is proposed to be right-in/right-out access. At Ware Road, traffic does not warrant standard signals so the intersection would remain as stop-controlled on Ware Road and uncontrolled on IL Route 47 if the roundabout alternative is not selected. Similar to Ware Road, traffic does not warrant signals at Charles Road so the intersection would remain a four-way stop-controlled intersection if the roundabout alternative is not selected. Roundabouts at the north end of the project could also be useful to slow down drivers approaching the city from the north. At the conclusion of the meeting, the school district had no objections to any of the proposed roundabout locations.



Illinois Route 47 Phase I Study  
School District 200 Meeting



Location: Administration Building - 227 W Judd St.

Date: June 10, 2014

Time: 10:15 a.m. - 11:00 a.m.

First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
Bill	Plant	Strand Associates	1170 Houbolt Rd Joliet, IL	bill.plant@strand.com	815-744-4200
Mark	Heckmon	Woodstock CUSD 200	227 W. Judd Woodstock, IL	mheckmon@wvusd200.org	815-337-6575
Diane	Carter	Woodstock CUSD 200 Trans	11401 Charles Rd Woodstock, IL 60098	d.carter@wvusd200.org	815-338-4777
Mike	Moan	Woodstock CUSD 200	227 W. Judd Woodstock, IL	MUON @ district200.org	815-751-5456
Kyle	Bechte	IDOT	201 W. Center Ct Schwabenberg, IL 60194	Kyle.Bechte@illinc.s.gov	(847) 705-4628
Steve	Schilke	IDOT	201 W. Center Ct Schwabenberg, IL 60194	Steve.Schilke@illinc.s.gov	(847) 705-4125
John	Baldorf	IDOT	201 W. Center Ct. Schwabenberg, IL 60194	JOHN.BALDORF@ILLINOIS.GOV	847.705.4103



**ILLINOIS 47**  
*US Route 14 to Charles Road*

**MEETING MINUTES**  
City of Woodstock Meeting 4

---

Date: April 8, 2016  
Time: 10:00 AM  
Location: Woodstock Mayor's Office – 121 Calhoun, Woodstock, Illinois  
Prepared By: Strand Associates, Inc.

---

A meeting between the City of Woodstock (City), representatives of the Illinois Department of Transportation (Department), and Strand Associates, Inc. (Strand) was held on April 8, 2016. The purpose of the meeting was to provide a project update, discuss cross access possibilities, discuss upcoming public involvement planned, and discuss the Highway Safety Manual analysis results. Attendees included Mayor Brian Sager (City), Garrett Anderson (City), Jeff VanLanduyt (City), Roscoe Stelford (City), Joe Napolitano (City), Krista Coltrin (City), Steve Schilke (Department), John Baldauf (Department), Kyle Bochte (Department), and Bill Plant (Strand).

Introductions were made and a project update was given. The project consists of a Phase I study of IL 47 from US 14 to Charles Road. In a Phase I study, alternatives are considered, public involvement is conducted, environmental impacts are determined, and a proposed alternative is selected. The project team is targeting to complete the Phase I study by spring 2017. Phase II is currently funded and will begin upon completion of Phase I. Phase II consists of developing the contract documents necessary for construction.

IL 47 as a whole was divided into two sections. The other Phase I for IL 47, from Reed Road to US 14, is near completion, and Phase II will begin in summer 2016. Each Phase I section is divided into two Phase II sections due to complexity of work associated with the design. All four Phase II consultants have been selected. Land acquisition and a majority of construction of the project are not currently funded. The only section of IL 47 that is funded for construction is the bridge over the Kishwaukee River in the south section of IL 47. The Department will provide the City with a briefing of all four sections in the near future.

The preferred alternative consists of two lanes in each direction separated by a barrier median. A 10-foot wide shared-use path is proposed on the east side of IL 47 from US 14 to Charles Road

and a 5-foot wide sidewalk is proposed on the west side of IL 47 from US 14 to Ware Road. Roll plots of the project preferred alternative were displayed.

At the Chamber of Commerce meeting held on October 23, 2014, some business owners and tenants along the corridor expressed concern regarding the proposed barrier median and the lack of left turn access for certain businesses. As a result of the concerns voiced, the project study team has worked to investigate the possibility of cross access between properties. Cross access is defined as navigable vehicle access between two different businesses on private property. Cross access is beneficial because it allows vehicles to travel between businesses on private property, removing congestion on IL 47. Cross access is also beneficial because it allows businesses currently without left turn access to have full access to their property via the neighboring businesses with full access. A majority of the median breaks will provide a bumpout in the pavement to allow for passenger car U-turns at the median breaks.

The Department will work with property owners to implement cross access if cross access agreements have been signed by the adjoining property owners. Receiving the cross access agreements prior to the land acquisition process is important in order for the cross access to be implemented as a part of this project. The Department requires the temporary easement necessary to construct the cross access be donated by the property owners. The temporary easement is only necessary to construct the proposed cross access and lasts five years. It is the responsibility of the adjoining property owners to maintain the cross access after it is initially constructed.

The roll plots displayed identified locations along the corridor where cross access currently exists and can continue to exist after the proposed construction, locations where cross access is possible, locations where no left turn access is possible if all cross access was implemented, and property owners/tenants who have commented on the project regarding access. Properties where trucks currently back into private driveways for loading docks that can no longer be accommodated were also identified on the roll plots. The City asked what happens to the properties where truck movements for the property can no longer be accommodated. Impacts on truck movements on private properties are determined in the Land Acquisition phase of the project. Depending on the property owner desires as well as significance of the property impacts, the Department assesses damages resulting from the loss of productivity/convenience related to the property change and evaluates potential relocation of the property.

The project study team is targeting to meet in small groups with businesses located along the corridor to discuss access concerns as well as cross access possibilities. The meetings will be conducted in late spring or early summer. A total of 10 meetings are proposed with groups of businesses throughout the corridor. The meeting groups were determined by location along the corridor, property characteristics, impacts associated with the proposed design, and previous project involvement of the business. The project team discussed the proposed meetings and other design aspects with the City of Woodstock. The following is a summary of the discussion.

- The City stated that the property at the southwest corner of IL 47 and US 14 is an important property for redevelopment. A right in-right out request was submitted by the City for access off of US 14. Davis Road could also be realigned to run south of the property and north of the old Woodstock Harley Davidson. The Department will determine whose jurisdiction Davis Road is. The City will provide the Department with the draft plans for the property buildout that are available. *Post Meeting Note: Davis Road is under City jurisdiction.*
- The idea of extending Catalpa Lane north to align with his property and provide a median break at the entrance was discussed. This realignment would remove left turn access from 1790 S Eastwood Drive and split the 1700 S Eastwood Drive property in half. The City agreed Catalpa Lane should not be extended.
- The building at 1220 S Eastwood Drive is proposed to be relocated as a part of the project and has voiced their concerns throughout the project. Several roundabout design iterations were evaluated in an attempt to avoid the relocation.
- The proposed Lake Avenue roundabout requires vehicles exiting 990 Lake Avenue located at the southwest corner of the intersection to travel southbound.
- The proposed design removes left turn access for 930 Lake Avenue located on the south side of Lake Avenue west of IL 47.
- The proposed design removes all existing parking at the front of the 890 Lake Avenue property.
- The City believes there are hints of development desired at the property on the west side of IL 47 between Lake Avenue and the Union Pacific Railroad. This property is currently proposed to be used for detention. The Department stated all properties along state routes that are attempting to change the current use of the land should require a permit through the Department. This will allow the Department to inform developers about the future plans of the property when the permit is requested.
- Cross Access is possible for 991 McConnell Road, 950 S Eastwood Drive, and 900 S Eastwood Drive, located on the west side of IL 47 north of McConnell Road.
- No direct left turn access is proposed for 935 S Eastwood Drive. Vehicles traveling southbound will be able to access the property by U-turning in the McConnell Road roundabout.
- 999 S Eastwood Drive is identified as a potential relocation as a part of this project due to the footprint associated with the McConnell Road roundabout.

- Trucks currently back into a loading dock at 900 S Eastwood Drive on the west side of IL 47. The proposed design with barrier median will not allow the trucks to perform this movement.
- A majority of the businesses located on the east side of IL 47 from McConnell Road to Country Club Road have existing cross access between properties that will remain after construction. Cross access can be added between 401 S Eastwood Drive and 385 S Eastwood Drive.
- Cross access is possible with a majority of the businesses located on the west side of IL 47. The City informed the project team that Dominick's owns the property on the west side of IL 47 north of the 410 S Eastwood Drive complex. The City is concerned regarding access at this location. The existing entrance where left turn access is proposed between 500 S Eastwood Drive and 400 S Eastwood Drive has poor visibility. The City suggested evaluating moving the median break north in between 400 S Eastwood Drive and 320 S Eastwood Drive because it could serve as a primary entrance to the properties. Moving the median break to this location would require evaluating the median break spacing between this opening and the Country Club Road intersection. The Dominick's lot may also be able to use Country Club Road/South Street as their primary access. The City believes Dominick's also purchased a few of the houses located on the south side of South Street west of IL 47 in order to provide access off of South Street. The City informed the project team that the Taco Bell located 400 S Eastwood Drive will likely be relocating. It is unknown where they will be moving to.
- The City stated the owner of the property located at the northwest corner of the intersection of IL 47 and Judd Street is aware that his property is proposed to be relocated as a part of this project. The property owner understands he can sell the property but is required to disclose the project to potential buyers. The project study team stated even if funding became available in the near future, it is likely land acquisition will not be complete for at least three years. Because of this, the property owner should be able to lease out the building until land acquisition is carried forward.
- Median break locations north of IL 120 were determined based on design policy and feedback received from the Woodstock School District 200, Woodstock Fire/Rescue District, and Woodstock Police Department at previous meetings. All parties met with mentioned above were supportive of the proposed barrier median.
- The City informed the project study team there are three new Hearthstone Communities buildings located on the east side of IL 47 south of Christian Way that are not depicted in the roll plot figures provided. All driveways for the new buildings are located off of Christian Way.

- No direct left turn access is possible for 1108 North Seminary Avenue, 1110 N Seminary Avenue, 1114 N Seminary Avenue, and 1118 N Seminary Avenue located on the east side of IL 47 north of Donovan Avenue.
- The property tenant of 1125 N Seminary Avenue voiced their concerns requesting left turn access at the Chamber of Commerce meeting. The property currently has cross access with 1132 N Madison Street, located west of the subject property, so full access is possible for customers traveling to 1125 N Seminary Avenue through 1132 N Madison Street.
- The proposed project removes a portion of the parking lot at 1211 N Seminary Avenue, located at the northwest corner of IL 47 and Greenwood Avenue. The property owner has not yet commented on the project. The property owner also owns the property directly to the west so additional parking can be added if necessary.
- Direct left turn access will be removed for a majority of the businesses and apartment complexes on the east side of IL 47 from Greenwood Avenue to Birch Road. The project study team asked if there is any future development planned for the parcel located east of 1216 N Seminary Avenue. No known development is planned at this time.
- No direct left turn access is proposed for 1903 N Seminary Avenue on the west side of IL 47 south of Sunshine Lane. The property located north of the subject property is currently being marketed for a future apartment building.
- 2028 N Seminary Avenue, 2030 N Seminary Avenue, and 2020 N Seminary Avenue, all located on the east side of IL 47 south of Russel Court, will not have direct left turn access unless cross access is implemented. The City believes the owner of 2028 N Seminary Avenue also owns the property directly south of the building. The City informed the project study team that the vacant building at 2020 N Seminary Avenue has been purchased and is scheduled to become an independent restaurant. The City believes 2020, 2024, 2028, and 2030 N Seminary Avenue all have an existing cross access agreement.

Figures were handed out to all attendees detailing safety factors and studies associated with the corridor. A total of 399 crashes were observed in the project corridor between 2010 and 2012. Of the 399 crashes, a majority of the crashes were between Lake Avenue and Judd Street. The Federal Highway Administration (FHWA) completed a national study comparing corridors with barrier median to two-way left-turn lanes (TWLTL). The study found that adding a median where a previous TWLTL existed can reduce the crash rate by approximately 37% and the injury rate by approximately 48%. The Department is currently conducting a similar study at a regional level. The Department's study investigated 13 corridors in the Chicagoland Region, 7 of which have a TWLTL and 6 of which have a barrier median. The results show a 36% reduction in crashes for barrier median compared to a TWLTL, as well as a 54% reduction in fatalities. The project study

team also did a safety analysis for expected number of crashes along this IL 47 project corridor, Evaluating the impact of a barrier median compared to a TWLTL. The results yielded an 8% reduction in total number of expected crashes, as well as a 9% reduction in total number of expected fatal and injury crashes.

The City asked if there was negative feedback regarding the roundabouts at the Chamber of Commerce meeting. Some negative feedback was received but it is believed the feedback was a result of the negative views toward the barrier median. Several also expressed support of the roundabouts. In general, there was much support of the roundabouts at the previous public meeting. The roundabouts were designed to accommodate large trucks. The trucks will be required to use both lanes when navigating through the roundabouts.

The City asked if there are any studies on the financial economic impact associated with implementing barrier median as opposed to a TWLTL. The FHWA pamphlet *Safe Access is Good for Business* explains the economic benefits associated with barrier medians. Barrier medians allow for better traffic flow as well as a safer corridor. These improvements will make IL 47 a more desirable roadway to use.

The City believes the other main concern regarding the project is pedestrian access. The project study team has received positive feedback regarding the pedestrian accommodations associated with the project. The City stated a significant amount of pedestrian desire to cross IL 47 at Calhoun Street near 145 S Eastwood Drive. The project study team has received several comments asking for a way to cross IL 47 at Calhoun Street. However, a signalized intersection is not warranted at Calhoun Street and it is Department policy not to provide crosswalks at midblock locations due to associated safety risks. Pedestrians walking from Calhoun Street attempting to go to the strip mall on the east side of IL 47 will be required to walk south along IL 47 to Country Club Road and cross at the signalized intersection. The City will need to construct sidewalk connecting from the private properties east of IL 47 in this area to the proposed shared use path. All signalized intersections will incorporate pedestrian push buttons, countdown timers, ADA ramps, and other items associated with crossing the street.

The other location the City is concerned about pedestrian accommodations is Lake Avenue. Roundabouts do allow pedestrians to only look for traffic in one direction at a time and provide a safe place in the splitter island. However, there are no allocated times for pedestrians to cross the intersection. The south section of IL 47 from Reed Road to US 14 is also proposing a shared-use path on the east side of IL 47 and a sidewalk on the west side of IL 47. New sidewalk and path are paid for at an 80% state/ 20% local split and it is the municipality's responsibility to maintain the sidewalk and paths. This agreement is finalized during Phase II of the project. If the municipality will not agree to the cost sharing terms, the Department will acquire the right-of-way and provide a sidewalk/path shelf in the interim.

The City asked if pedestrian infrastructure such as trash cans and benches are being considered for the project. The only pedestrian infrastructure included is Pace Bus pads at bus stops along IL 47 at locations requested by Pace Bus. Other pedestrian infrastructure can be determined in

Phase II of the project. All infrastructure would be a municipality cost. The Department recommends the City wait until construction is complete to install pedestrian infrastructure.

The City is supportive of the project as a whole and the idea of meeting with smaller groups of businesses. The City asked what they can do to help the project continue smoothly. The project study team may require the City's assistance in planning business owner meetings discussed and inviting attendees. The City is welcome to attend all of the meetings. Roscoe Stelford from the City will be the contact person for the project team.

The City asked if other funding such as Evacuation Route Funding at the railroad is possible for the project. Evacuation route funding is typically reserved for coastal communities where designated evacuation routes exist. The Department will send the letter they received to the City that states this funding is not available.

The City asked if way finding signage can be added as a part of this project and what will happen to the existing signs. The Department is open to discussing way finding signage with the City whenever the City desires. The Department has a policy for way finding signage that they will send to the City.

No attendees had any further questions. The City thanked the project team for meeting with them.





Project / Topic: IL 47 (US 14 – Charles Road) – Project Discussion

Date: 4/8/2016 Time: 10:00 AM

Location: City of Woodstock – 121 Calhoun St. Room: \_\_\_\_\_

	Name		Representing	Phone Number	Email Address
	(Please Print)	Initials			
1	Steve Schilke	SES	IDOT – BOP/CSU	(847) 705-4125	Steven.Schilke@illinois.gov
2	John Baldauf	JES	IDOT – BOP/CSU	(847) 705-4103	John.Baldauf@illinois.gov
3	Kyle Bochte	KRS	IDOT – BOP/CSU	(847) 705-4678	Kyle.Bochte@illinois.gov
4	Bill Plant	BP	Strand	(815) 744-4200	Bill.Plant@strand.com
5	GARRETT ANDERSON		CITY OF WOODSTOCK	815-321-2913	GANDERSON@WOODSTOCKIL.GOV
6	Jeff VanLanduyt		City of Woodstock	815-338-6118	jvanlanduyt@woodstockil.gov
7	BRIAN SAGER, MAYOR		CITY OF WOODSTOCK	815-338-4902	mayor@woodstockil.gov
8	Roscoe Stelford, RCS		City of Woodstock	815-338-4301	rsstelford@woodstockil.gov
9	JOE NAPOLITANO		"	815-338-4305	jnapolitano@woodstockil.gov
10	KRISTA COLTRIN		CITY OF WOODSTOCK	815-338-3176	KCOLTRIN@WOODSTOCKIL.GOV
11	<del>JOHN BALDAUF</del>	<del>JB</del>			
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					



**ILLINOIS 47**  
*US Route 14 to Charles Road*

**MEETING MINUTES**  
**City of Woodstock Meeting 5**

---

**Date:** July 20, 2016  
**Time:** 2:00 PM  
**Location:** IDOT District 1 Headquarters – 201 West Center Court, Schaumburg, IL  
**Prepared By:** Strand Associates, Inc.

---

A meeting between the City of Woodstock (City), representatives of the Illinois Department of Transportation (Department), and Strand Associates, Inc. (Strand) was held on July 20, 2016. The purpose of the meeting was to provide an update on the project and discuss the approach for business owner outreach concerning cross access opportunities in conjunction with the proposed improvements along IL 47 from US 14 to Charles Road. Attendees included Garrett Anderson (City), Roscoe Stelford (City), Joe Napolitano (City), Krista Coltrin (City), Mike Cullian (Department), Steve Schilke (Department), John Baldauf (Department), Kyle Bochte (Department), and Erskine Klyce (Department). Conference call attendees included Darcie Gabrisko (Strand) and Bill Plant (Strand).

A project update was given. The project study team met with the City on April 8, 2016 to discuss the public involvement and cross access development process. The project study team is promoting cross access throughout the corridor because it relieves congestion on IL 47 as well as improves access to businesses along the corridor. The project study team wanted to meet with the City again due to updates in the cross access development process based on lessons learned on other projects.

The cross access development process is managed by the Department's Bureau of Land Acquisition. The previous process consisted of the project study team informing property owners of the project and explaining the possibility of cross access between neighboring properties. The Department proposed to work with property owners to implement cross access if cross access agreements have been signed by the adjoining property owners. It was also the responsibility of the property owners to donate the temporary easement necessary for the cross access to be constructed.

The associated costs of developing the cross access agreement and donating the temporary easement did not appear worthwhile for many property owners. Few cross access agreements were being developed and constructed as part of the corridor construction.

As part of the revised process, the Department desires the City take a bigger role in cross access development. As discussed at the April 8, 2016 meeting with the City, the project study team intends to host 10 small meetings with businesses located along the corridor to discuss the reasoning behind the proposed barrier median, any remaining barrier median concerns, and access to individual properties. The meeting groups were determined by location along the corridor, property characteristics, impacts associated with the proposed design, and previous project involvement of the business. Each meeting time slot will be 2-3 hours. The meetings will be held near the project corridor. The City requested meetings be held in the morning before more businesses open in an attempt to maximize the number of business owners able to attend. The project study team is targeting to hold these meetings in early fall 2016. The Department requested City representatives attend each meeting. It would also be acceptable if a Chamber representative wanted to attend.

The invitation process for the 10 business owner meetings was discussed. The Department has property owner, tenant name, and address list for all desired attendees for the meetings. Prior to the meetings, a City representative will visit with each business to explain the need for the meeting, invite them to attend, and obtain additional contact information. Following the City visiting with businesses, the Department will invite the contact person provided by the City to a meeting via letter, email, or phone. If there is little response to the invitations, the Department may enlist additional City support in an attempt to promote meeting attendance. In order for the business meetings to occur in early fall 2016, the City must begin their visits as soon as possible.

The following is a list of questions and concerns related to the cross access development process voiced by the City:

- The City asked what the next step would be if a property owner is not interested in developing cross access. Nothing can be done if the property owner is not interested in cross access. If the property is ever redeveloped, the City will have the opportunity to step in and request cross access be provided at that time.
- The City recommended meeting individually with business owners who have voiced concerns throughout the project. The project study team has already met with the owner of 3 Brothers Restaurant at 1220 Eastwood Drive in a one-on-one format.
- It would be beneficial if the Woodstock Chamber of Commerce is involved in the process as much as possible.
- The City may develop a special signage ordinance for businesses along the corridor during construction.
- The City asked about the timeline for the project. The project study team is currently working to complete the project's environmental document, the Environmental Assessment (EA). The project study team is targeting to receive EA approval in 2016.

Following the EA approval, the project study team will host the Public Hearing and complete the planning phase of the project. After completion of the planning phase, plan preparation and land acquisition will begin. The optimistic schedule allows for construction to occur in 2019-2020.

- The City wants to ensure the 10 business meetings are structured to maintain control of the meeting and be beneficial to all attendees. A conference call prior to the first meeting will be scheduled to finalize the meeting plans.
- The City's contact for the project is John Baldauf (Department).

The following is a list of questions, concerns, or information related to specific properties along the corridor was voiced by the City.

- At the meeting held on April 8, 2016, the City requested the median break currently proposed at Sta. 157+00 be relocated to Sta. 160+50. The project study team investigated this geometrics change and found relocating the median is possible. The City asked if a signalized intersection or dual left turn lanes could be constructed at Sta. 160+50. A signalized intersection and dual left turn lanes are not feasible at the location due to site constraints, traffic warrants, and traffic signal spacing restrictions on a Strategic Regional Arterial (SRA) route.
- The convenience store and car wash will be unaffected by the project. The gas pumping facilities on the East side of IL Route 47 at station 160+50 will be significantly affected and likely acquired. This facilitates the implementation of cross access and benefits several businesses on the East side of IL 47 in this area.
- The City believes the property owner of 1330 Eastwood Drive purchased the property located at 1300 Eastwood Drive. A median break is proposed for the 1300 Eastwood Drive property. Cross access can be developed between the two properties, giving 1330 Eastwood Drive full access.
- The property owner of 900 Eastwood Drive is currently evaluating truck access to their property. The property owner is investigating the possibility of providing access around their property using the area behind their building. The project study team will likely not get involved in the engineering design of complex cross access for businesses in the back of their properties.
- The property owner of 1460 Eastwood Drive has been supportive of the project.
- People have expressed interest in developing the property at the northwest corner of IL 47 and Lake Avenue. This property is proposed to become a detention basin for the project. The possibility of relocating the detention basin can still be evaluated at this time. A permit from the Department is necessary when proposing to develop land adjacent Department right-of-way.

No attendees had any further questions. The City thanked the project team for meeting with them.



**ILLINOIS 47**  
*US Route 14 to Charles Road*

**MEETING MINUTES**  
City of Woodstock Meeting

---

Date: October 4, 2017  
Time: 9:00 AM  
Location: Stage Left Café - 121 Van Buren Street, Woodstock, IL  
Prepared By: Strand Associates, Inc.

---

A meeting between the City of Woodstock (City), representatives of the Illinois Department of Transportation (Department), Strand Associates, Inc. (Strand), and Christopher B. Burke Engineering Limited (CBBEL) was held on October 4, 2017. The purpose of the meeting was to provide an update on the project preferred alternative and schedule, the roundabout alternatives at Lake Avenue and McConnell Road, the proposed drainage plan, City cost sharing, and potential landscaping opportunities. Attendees included Mayor Brian Sager (City), Garrett Anderson (City), Roscoe Stelford (City), Joe Napolitano (City), Krista Coltrin (City), Dan McElmeel (City), Jeff Van Landuyt (City), Steve Schilke (Department), Corey Smith (Department), Kyle Bochte (Department), Darcie Gabrisko (Strand), Bill Plant (Strand), Jonathan O'Connell (CBBEL), and Dave Kleinwachter (CBBEL).

Study Update, Design Changes, and Preferred Alternative

A project update was given. The project study team made modifications based on feedback received at the small group business owner meetings held between December 2016 and February 2017. Modifications are listed below.

- A proposed median break was added at Sta. 109+00 (currently Stassen Insurance strip mall and Brown's CPA).
- The detention basin previously proposed at the northwest corner of IL 47 and Lake Avenue was removed and a detention basin is now proposed at the southeast corner of IL 47 and McConnell Road. This relocated basin contains all the required volume as the previously proposed basin at the northwest corner of IL 47 and Lake Avenue. The proposed storm sewer will be routed through the detention basin and will continue further north along IL 47 towards the ultimate outlet. Mambo Car Wash, currently

located at the southeast corner of IL 47 and McConnell Road is proposed to be relocated as a part of the project in order to construct the shared-use path tunnel located east of the existing railroad bridge. The new proposed detention basin also requires permanent property acquisition from the McHenry County Farm Bureau building located east of Mambo Car Wash. The McHenry County Farm Bureau representative has said the proposed impacts will not be detrimental to the Farm Bureau.

- The project study team and City agreed that a median break would be proposed at Sta. 160+00 (north of the existing Taco Bell) rather than at Sta. 157+25 (south of the existing Taco Bell).
- A proposed median break was added at Sta. 178+25 (currently Ace Hardware and a strip mall).
- A third driveway entrance was added for the property located at Sta. 190+00 (currently Bott's Welding). The proposed outside curb and gutter was also modified to be mountable curb to allow trucks to back into the existing property loading docks.
- The project study team presented the impacts to the new Hearthstone Communities building located at the southeast corner of IL 47 and Christian Way. A figure of the site was provided. The preferred alternative consists of an eight-foot wide shared-use path on the east side of IL 47 at this location. A two-foot wide retaining wall with a pedestrian railing on top will be located two feet behind the shared-use path. This two foot gap between the shared-use path and retaining wall will allow the City to incorporate aesthetic enhancements such as bushes. The existing patio of the Hearthstone building extends from the building to one foot from the proposed retaining wall. At its closest point, the retaining wall will be eight feet from the face of the Hearthstone building. The City is supportive of the preferred alternative at this location because the property owner was aware of the future roadway improvements when this building was designed.

### Lake Avenue and McConnell Road Roundabouts

The project study team evaluated several alternatives for the Lake Avenue roundabout in an attempt to avoid any property relocations at the intersection. Evaluations included shifting the intersection, revising the number of entry lanes, and revising curve geometry. Ultimately, only two alternatives remain at the Lake Avenue roundabout intersection. All other alternatives were eliminated due to critical flaws. Exhibits were displayed showing the two remaining alternatives.

The first alternative (Alternative 1) is continuing with the previously proposed preferred alternative, which requires the full property relocation of 3 Brothers Restaurant located at the southwest corner of the intersection. The second alternative (Alternative 2) consists of a revised geometry that requires relocating the awning at the current restaurant entrance on the east side of the building. The proposed sidewalk will be two feet from the building.

Moving the front entrance of a restaurant along a state route to prevent property relocation was completed as a part of the LaGrange Road (US 45) reconstruction project in Orland Park, IL. Before and after figures were displayed of the aerial and street view of Petey's Restaurant located at the southwest corner of the intersection of US 45 and 159th Street (US 6). If the City is supportive of Alternative 2, the project study team would present the alternative to the 3 Brothers Restaurant property owner and it would ultimately be the property owner's decision whether they choose to have these building modifications completed and remain at their current location or be relocated as a part of this project.

The City asked why alternatives that impact the gas station located at the northeast corner of the intersection were not considered. The project study team did investigate several alternatives impacting the gas station. However, due to the skew of the intersection, the alternatives typically still required the relocation of 3 Brothers Restaurant or required the relocation of the gas station and O'Reilly Auto Parts. Alternative 2 does still require right-of-way acquisition from the gas station. The project study team attempted to locate the roundabout as close to the gas station as possible without compromising the circulation on the gas station property, which would require a full property relocation.

The project study team and the City agreed that Alternative 2 would be carried forward as the preferred alternative. If the land acquisition process ultimately determines the modifications to the 3 Brothers building are too significant, full relocation of the property will be necessary. If that occurs, Alternative 1 will be carried forward as the preferred alternative.

The City asked when the right-of-way acquisition and building modifications can begin and if they can begin applying for advanced acquisition of the property. The Department stated that land acquisition for the project is not currently funded and therefore relocation and building modifications cannot begin. The timetable for funding is unknown. Typically, land acquisition does not begin until the Phase I Environmental Study is complete.

The project study team and City began discussions regarding the vacant property located at the northwest corner of IL 47 and Lake Avenue. The property is for sale at this time. The preferred alternative currently consists of providing one entrance along IL 47 for the property. When the property is ready for development, the property owner must apply for a permit through IDOT – Bureau of Traffic: Permits Section to allow for a second IL 47 entrance. Typically, a permit will not be approved for a property until complete development plans are provided, detailing the parking lot and entrance location. An entrance for the property on the west leg of Lake Avenue is not proposed because there is no existing entrance along Lake Avenue and it is too close to the roundabout. Because Lake Avenue is a City route, a permit to add an entrance for the property along Lake Avenue would be completed through the City. The project study team recommends the entrance be located on the far west side of the property to maximize the distance from the potential entrance to the proposed roundabout. The City stated that the existing property located west of the subject property will be a NAPA Auto Parts. The project study team recommended cross access be established.

The west leg of the proposed McConnell Road roundabout was discussed. The current preferred alternative consists of treating the west leg of McConnell Road as a street with standard roundabout curved geometry. This geometry requires the proposed back of curb be located six feet from the existing Yamaha building, located at the southwest corner of the intersection, and requires the removal of approximately eight parking stalls. The property currently has approximately 23 parking stalls total. Because the west leg of the intersection currently only serves four properties, the project study team investigated converting the west leg of the intersection from a roundabout leg to an entrance. Converting the leg to an entrance changes the distance from the proposed back of curb to the Yamaha building to approximately 24 feet. The entrance alternative also requires only two parking stalls be removed. It was agreed the entrance alternative would be carried forward as part of the preferred alternative.

#### Additional Preferred Alternative Discussion

The following is a list of additional elements of the preferred alternative that were discussed. Roll plots were displayed showing the corridor and preferred alternative.

- At its closest point, the proposed sidewalk located on the west side of IL 47 is 17 feet from the residential houses near St. John's Road. This is approximately 15 feet closer than the existing sidewalk. The driveway for the residential house located at 1611 North Seminary Avenue will be located within the proposed signalized intersection. A traffic signal will be provided for this driveway to determine when vehicles exiting the driveway are allowed to enter the intersection. The project study team will provide additional information on the controls for the driveway.
- The previous preferred alternative from Ware Road to Charles Road consisted of a suburban cross section with a raised barrier curb median, barrier curb on the outside edge of pavement, and storm sewer. Due to the 50 mph posted speed limit in this section, the project study team has revised the preferred alternative to consist of a rural cross section including a mountable curb median with paved shoulders on the inside and outside edge of pavement.
- Property impacts at the northwest corner of IL 47 and IL 120 were discussed. The proposed sidewalk location along IL 120 will be approximately the same as the existing sidewalk location at 245 McHenry Avenue (northwest corner of IL 47 and IL 120, directly south of North Street). The preferred alternative includes shifting the intersection of IL 47 and IL 120 east to minimize impacts to the residential properties on the west side of IL 47. The proposed IL 47 sidewalk will be located further from the house than the existing sidewalk for the residential property located at 605 Seminary Avenue (northwest corner of IL 47 and IL 120, directly north of North Street). North of 605 Seminary Avenue on the west side of IL 47, the proposed sidewalk will be closer to the house than the existing sidewalk by as much as 12 feet.
- The residential driveway entrance at 504 N Madison Street was discussed. It was agreed the existing entrance would be relocated to connect to IL 120.
- The Department must send a letter to the City asking for support of the project and impacts to Bates Park. The proposed impacts to Bates Park consist of replacing the



existing sidewalk with a shared-use path at the same location and regrading the parkway between the proposed curb and proposed shared-use path. The City is supportive of this improvement.

### Proposed Drainage Plan

The project study team presented the current proposed drainage plan (PDP) for the project. All stormwater south of US 14 along IL 47 currently runs south to the Kishwaukee River. All stormwater north of US 14 along IL 47 runs north to Silver Creek. The existing drainage system consists of multiple storm sewer pipes running parallel at some locations. In general, the PDP consists of consolidating these pipes and proposing a single storm sewer trunk line, typically beneath the curb and gutter on the east side of the road.

Locations of proposed detention basins and outlets were discussed. There is an existing drainage ditch located between 401 S Eastwood Drive (currently Gas Cap Fuels) and 385 S Eastwood Drive (currently Eastwood Service Center). The PDP must accept drainage from the ditch if it drains towards IL 47. If it drains away from IL 47, there will not be an outlet from the IL 47 storm sewer system into the ditch. Any proposed design must accommodate potential future cross access.

From Ware Road to Charles Road, drainage ditches are now proposed for a majority of the corridor. Storm sewer is proposed near environmentally sensitive areas to reduce impacts. The proposed widening impacts the existing berm controlling the water elevation in the pond at the southeast corner of the Cooney Drive intersection. The preferred alternative includes a proposed retaining wall at the back of the shared-use path on the east side of IL 47 and a weir wall east of the retaining wall that will replace the existing berm. The weir wall will have the same overtopping elevation as the existing berm in order to maintain the same pond elevation as existing. The widening will require regrading to portions of the existing pond. The Department will be responsible for maintaining the retaining and weir walls.

### Cost Sharing

Local municipalities are responsible for some of the costs of certain elements of a Department roadway improvement project. As part of Phase I environmental studies completed by the Department, the Department provides the local municipality the anticipated local costs associated with the project via a Letter of Intent (LOI). It is up to the municipality to state their intent to accept or decline these elements of the project and the associated costs during Phase I via the LOI. If the elements are declined by the municipality during Phase I, it is more difficult to include them in later phases of the project due to the funding. Stating the intent to accept the costs in the LOI is not legally binding, but rather just a statement of municipality's intent. If the municipality determines they no longer want an element as construction approaches, the element can be removed from the project. The Department gave an overview of the project elements the City will be partially responsible for financially. The City cost responsibility will be detailed in the LOI, which will be sent in the coming months, prior to the Public Hearing.

1. The Department pays 100 percent of the removal and replacement of existing sidewalk. The Department also pays 100 percent of the shared-use path cost at locations where sidewalk currently exists. If there is no existing sidewalk at a location with proposed pedestrian accommodations, the City is responsible for 20 percent of the sidewalk/shared-use path cost at that location. The new tunnel proposed carrying the shared-use path underneath the Union Pacific Railroad will be paid for by the Department. The City will become responsible for maintenance of all the sidewalk, shared-use path, and the tunnel. If the City declines their associated costs with the sidewalk and shared-use path, the Department will purchase the right-of-way for the pedestrian accommodations and construct a shelf that allows the accommodations to be added at a later date. When pedestrian accommodations are added later, the City is responsible for 100 percent of the associated costs. The Department would be responsible for maintenance of the shelf.
2. The City is responsible for 100 percent of Emergency Vehicle Preemption (EVP) costs. The City is unsure whether that cost will fall upon the City itself or the Woodstock Fire/Rescue District. The City is also responsible for maintenance of the EVP system.
3. The City is responsible for 20 percent of the costs associated with signalized intersection equipment for legs of an intersection under the City's jurisdiction. The City has jurisdiction over Country Club Road, St. John's Road, and Russel Court, all of which are proposed signalized intersections.
4. The City is responsible for 100 percent of the roadway lighting costs for the project if the City desires to include lighting as a part of the project. The Department is required to include lighting at the roundabout intersections. The City stated that if corridor lighting were included, they would only desire the lighting to extend from US 14 to Ware Road. The City requested the Department pay for the roundabout lighting costs because it is their requirement.
5. The City owns existing fiber along IL 47 within Department right-of-way that could be in conflict with the preferred alternative. It is unknown who is responsible for the cost to relocate the fiber. The Department has eight strands within the City fiber. The City will provide the permit for the fiber to the Department for further investigation. If it is determined the fiber relocation is the City's responsibility, the Department will not provide a detailed cost breakdown for the fiber relocation in the LOI. Rather, they will only state that fiber is in conflict and will require relocation.
6. It was assumed the existing sanitary sewer along IL 47 is deep enough that there are minimal conflicts with the preferred alternative. If it is determined sanitary sewer does require relocation as part of this project, the Department will not provide a detailed cost breakdown for the relocation in the LOI. Rather, they will only state that sanitary sewer is in conflict and will require relocation.
7. The City's existing water main is in conflict with the preferred alternative. The City is responsible for 100 percent of the costs associated with water main in conflict. For cost estimating purposes, it was assumed 70 percent of all water main within the project limits is in conflict with the preferred alternative. It was also assumed that all water main will be replaced in a similar design to the existing water main. This includes

proposing water main on both sides of the road where water main currently exists on both sides of the road. Based on these assumptions, it was determined approximately 21,000 feet of water main is in conflict with the preferred alternative. The Department will not provide a detailed cost breakdown for the relocation in the LOI. Rather, they will only state that water main is in conflict and will require relocation.

The City asked what funding opportunities are available to help with the City's costs for the project. The Department will follow up with the City regarding potential funding opportunities. Many funding sources include a maximum time limit to spend the funded money. At this time, the City intends to include all the above mentioned elements of the preferred alternative, which will be documented in the LOI.

### Landscaping/Aesthetics

The City is responsible for any landscaping and aesthetic enhancements they wish to include as a part of the project. The Department is responsible to replace any existing trees removed at a 1:1 ratio. The current preferred alternative impacts approximately 1,200 trees. The Department will work with the City to determine where the City desires these 1,200 new trees to be located. The City requested some of the trees be added to the US 14 corridor, similar to what was done in Crystal Lake. This can be discussed further with the Department at a later date. The Department is proposing grass median at all locations where the raised median width is greater than six feet. The Department is also responsible for mowing the grass in the median once a year. If the City elects to provide any aesthetic enhancements or plantings in the median, the City becomes responsible for the maintenance of the median. The City is also welcome to add landscaping/aesthetic enhancements to the corridor later on after construction via a permit with the Department.

### Next Steps

The project study team is holding the seventh and final Corridor Advisory Group (CAG) meeting on Thursday, October 19, 2017 at Bull Valley Country Club at 1pm. The project study team will present the preferred alternative and environmental impacts at the meeting.

The project study team is targeting to host a Public Hearing in winter 2017/2018. The City is welcome to update their residents and business owners regarding the anticipated Public Hearing date. After the Phase I environmental study is complete, Phase II design can begin and is funded. However, because land acquisition and construction are not currently funded and the state funding was significantly reduced, it is unknown when construction could actually begin.

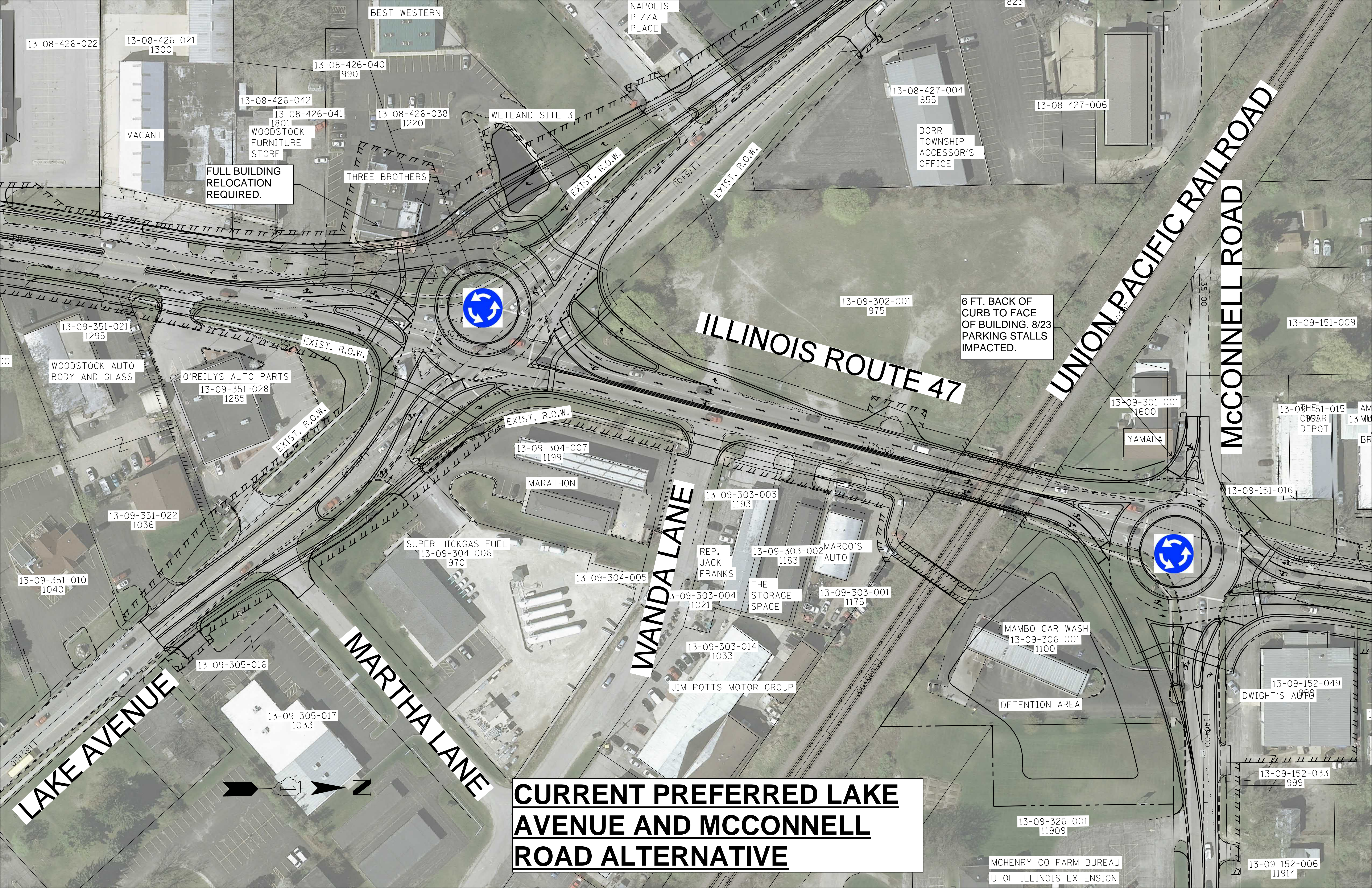
The City would like to meet with 3 Brothers Restaurant to discuss the new preferred alternative at the Lake Avenue roundabout. *Post meeting note: The project study team including city officials met with the owners of 3 Brothers Restaurant on October 19, 2017.*

The City would also like to provide updated exhibits on the project website and email the businesses within the corridor that the updated exhibits are available. The project study team will revise the preferred alternative exhibits based on the decisions made at this meeting and update the project website as the CAG meeting approaches.

There were no further questions regarding the project. The Mayor thanked the project study team for meeting with them, accommodating the changes requested by the City and discussing the anticipated City costs.

City of Woodstock October 4, 2017  
Sign In Sheet

Name	Organization	Email	Phone No.
Bill Plant	Strand		
JONATHAN J. CAINESE	CBREL	jcainese@cbrel.com	847-823-6500
Dave Kleinwachter	CBREL	DKleinwachter@cbrel.com	" "
JOE NAPOLITANO	CITY OF WOODSTOCK	jnapolitano@woodstockil.gov	815 338-4305
GARRETT ANDERSON	CITY OF WOODSTOCK	GANDERSON@WOODSTOCKIL.GOV	815 338-3176
Roscoe Stefford	City of Woodstock	RStefford@woodstockil.gov	815/338-4301
Brian Sager	CITY OF WOODSTOCK	mayor@woodstockil.gov	
DAN McELHEEL	CITY OF WOODSTOCK	DMCELHEEL@WOODSTOCKIL.GOV	815-338-4300
KRISTA COLTRIN	City of Woodstock	KCOLTRIN@WOODSTOCKIL.GOV	815
Jeff Van Landuyt	City of Woodstock	jvanlanduyt@woodstockil.gov	338-6118
KYLE BOCHTE	IDOT	KYLE.BOCHE@ILLINOIS.GOV	(847) 705-4120
STEVE SCHILKE	IDOT	STEVEN.SCHILKE@ILLINOIS.GOV	(847) 705-4125
DARCIE GABRISKO	STRAND ASSOC. INC.	DARCIE.GABRISKO@STRAND.COM	815-744-4200
Corey Smith	IDOT	Corey.smith@illinois.gov	847 705-4103



13-08-426-022

13-08-426-021  
1300

13-08-426-040  
990

13-08-426-042

13-08-426-041  
1801  
WOODSTOCK  
FURNITURE  
STORE

13-08-426-038  
1220

WETLAND SITE 3

EXIST. R.O.W.

EXIST. R.O.W.

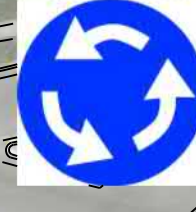
13-08-427-004  
855

13-08-427-006

DORR  
TOWNSHIP  
ACCESSOR'S  
OFFICE

FULL BUILDING  
RELOCATION  
REQUIRED.

THREE BROTHERS



13-09-302-001  
975

6 FT. BACK OF  
CURB TO FACE  
OF BUILDING. 8/23  
PARKING STALLS  
IMPACTED.

ILLINOIS ROUTE 47

UNION PACIFIC RAILROAD

MCCONNELL ROAD

13-09-351-021  
1295

WOODSTOCK AUTO  
BODY AND GLASS

O'REILYS AUTO PARTS  
13-09-351-028  
1285

EXIST. R.O.W.

EXIST. R.O.W.

EXIST. R.O.W.

13-09-304-007  
1199

MARATHON

SUPER HICK GAS FUEL  
13-09-304-006  
970

13-09-304-005

WANDA LANE

13-09-303-003  
1193

REP. JACK  
FRANKS

13-09-303-002  
1183

MARCO'S  
AUTO

13-09-303-004  
1021

THE  
STORAGE  
SPACE

13-09-303-001  
1175

13-09-303-014  
1033

JIM POTTS MOTOR GROUP

13-09-303-002  
1183

THE  
STORAGE  
SPACE

13-09-303-001  
1175

MAMBO CAR WASH  
13-09-306-001  
1100

DETENTION AREA



13-09-351-010  
1040

13-09-351-022  
1036

13-09-305-016

13-09-305-017  
1033

MARTHA LANE

LAKE AVENUE

**CURRENT PREFERRED LAKE  
AVENUE AND MCCONNELL  
ROAD ALTERNATIVE**



13-09-326-001  
11909

MCHENRY CO FARM BUREAU  
U OF ILLINOIS EXTENSION

13-09-152-049  
DWIGHT'S AUTO

13-09-152-033  
999

13-09-152-006  
11914

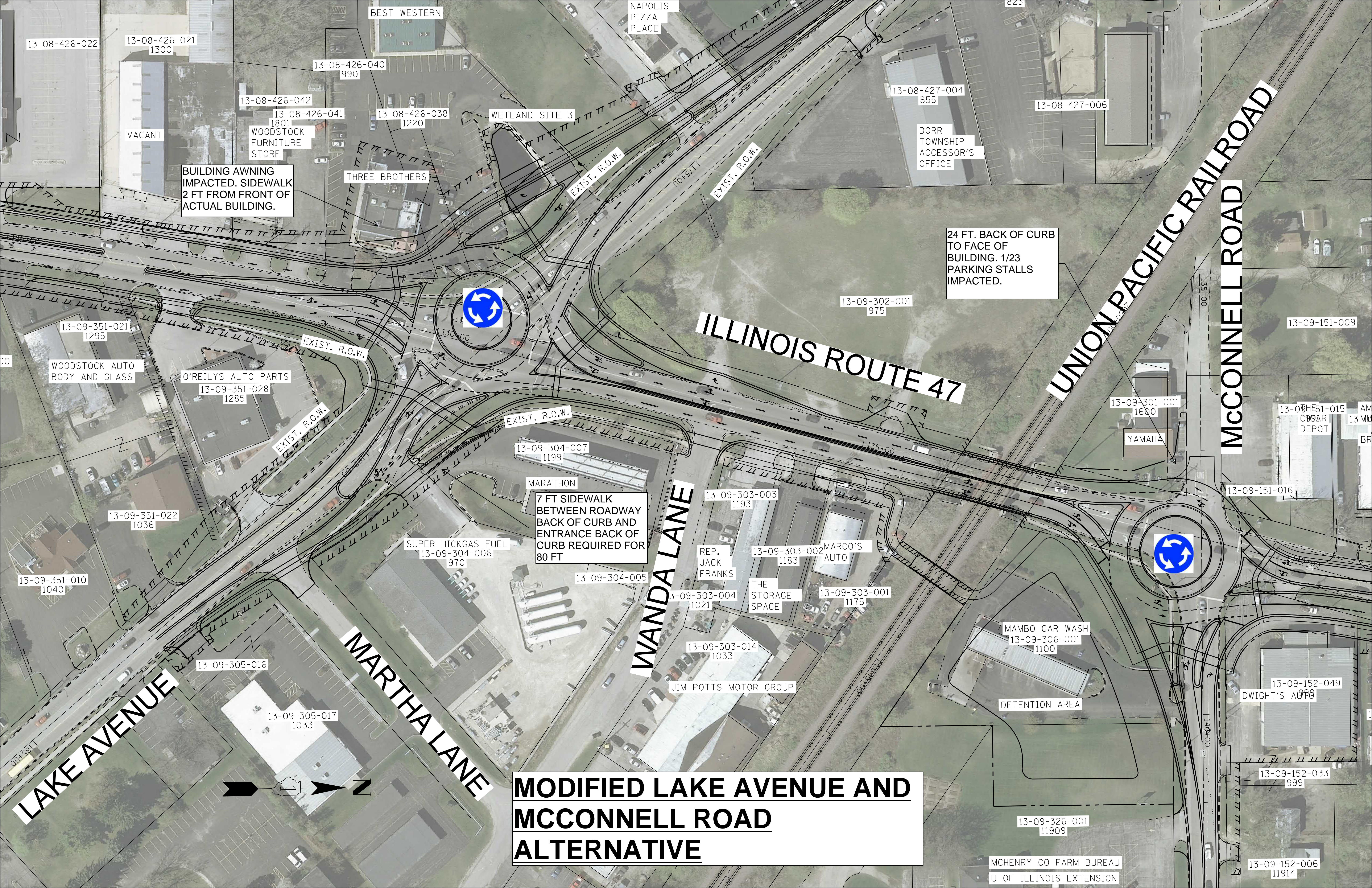
13-09-151-015  
CROSS  
DEPOT

13-09-151-016

13-09-151-009

13-09-301-001  
1600

YAMAHA



BUILDING AWNING IMPACTED. SIDEWALK 2 FT FROM FRONT OF ACTUAL BUILDING.

24 FT. BACK OF CURB TO FACE OF BUILDING. 1/23 PARKING STALLS IMPACTED.

7 FT SIDEWALK BETWEEN ROADWAY BACK OF CURB AND ENTRANCE BACK OF CURB REQUIRED FOR 80 FT

# MODIFIED LAKE AVENUE AND MCCONNELL ROAD ALTERNATIVE

13-08-426-022

13-08-426-021 1300

13-08-426-040 990

13-08-426-042

13-08-426-041 1801 WOODSTOCK FURNITURE STORE

13-08-426-038 1220

WETLAND SITE 3

NAPOLIS PIZZA PLACE

13-08-427-004 855

DORR TOWNSHIP ACCESSOR'S OFFICE

13-08-427-006

THREE BROTHERS

EXIST. R.O.W.

EXIST. R.O.W.

13-09-302-001 975

## ILLINOIS ROUTE 47

## UNION PACIFIC RAILROAD

## MCCONNELL ROAD

13-09-351-021 1295

WOODSTOCK AUTO BODY AND GLASS

O'REILYS AUTO PARTS 13-09-351-028 1285

EXIST. R.O.W.

EXIST. R.O.W.

EXIST. R.O.W.

13-09-304-007 1199

MARATHON

SUPER HICK GAS FUEL 13-09-304-006 970

13-09-304-005

## WANDA LANE

13-09-303-003 1193

REP. JACK FRANKS

13-09-303-002 1183

MARCO'S AUTO

13-09-303-004 1021

THE STORAGE SPACE

13-09-303-001 1175

13-09-303-014 1033

JIM POTTS MOTOR GROUP

MAMBO CAR WASH 13-09-306-001 1100

DETENTION AREA

13-09-351-010 1040

13-09-351-022 1036

13-09-305-016

13-09-305-017 1033

## MARTHA LANE



13-09-151-016

13-09-151-015 AM CIGAR DEPOT

13-09-152-049 DWIGHT'S AUTO

13-09-152-033 999

13-09-326-001 11909

MCHENRY CO FARM BUREAU U OF ILLINOIS EXTENSION

13-09-152-006 11914

## Plant, Bill

---

From: Plant, Bill  
Sent: Tuesday, October 24, 2017 10:02 AM  
To: Garrett Anderson (ganderson@woodstockil.gov)  
Subject: IL 47 Google Earth Files  
Attachments: IL-47-design-shapes.kmz; IL47-Notes.kmz; IL47-row.kmz; IL47-design.kmz

Hi Garrett,

I know you had requested the IL 47 Google Earth files. They are attached. Please remember that these files are still preliminary and subject to change as the project continues. Let us know if you need anything else. Thanks!



**Bill Plant**

Strand Associates, Inc.®  
815.744.4200 ext. 3145  
[bill.plant@strand.com](mailto:bill.plant@strand.com) | [www.strand.com](http://www.strand.com)

*Excellence in Engineering Since 1946.*





# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

FILE COPY

Project and Environmental Studies  
Illinois Route 47 - US Route 14 to Charles Road  
City of Woodstock - Bates Park Impacts  
McHenry County

January 11, 2018

Mr. Roscoe Stelford  
City Manager  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Mr. Stelford:

The Illinois Department of Transportation (Department) is currently performing a preliminary engineering and environmental (Phase I) study of Illinois Route 47 (IL 47) from US Route 14 (US 14) to Charles Road. A location map is attached for your reference. The contract plan preparation phase is currently funded and will begin upon completion of the Phase I study. Funding for land acquisition, construction, and construction engineering is not currently included in the Department's Fiscal Year 2018-2023 Proposed Highway Improvement Program. However, funding for this project will be considered among similar improvement needs throughout the region. The purpose of this project is to improve capacity, operations, safety, access management, and pedestrian accommodations along the corridor.

The Department is currently in the process of refining the preferred alternative, which will be presented at the public hearing anticipated to be held in early 2018. The preferred alternative from US 14 to Ware Road consists of widening and reconstructing IL 47 to two lanes in each direction separated by a barrier median. The preferred alternative from Ware Road to Charles Road consists of widening and reconstructing IL 47 to two lanes in each direction separated by a mountable median with outside paved shoulders. A shared-use path is proposed on the east side of IL 47 from US 14 to Charles Road and a sidewalk is proposed on the west side of IL 47 from US 14 to Ware Road.

As discussed in a meeting with the City of Woodstock on October 4, 2017, the proposed IL 47 improvement will require a temporary easement from the Bates Park property. As this project is being processed to utilize federal funds, Bates Park is eligible for protection under federal regulations 23 U.S.C 138 and 49 U.S.C 303, which were originally enacted as Section 4(f) of the Illinois Department of Transportation Act of 1966 and are still commonly referred to as "Section 4(f)". Section 4(f), now implemented under 23 CFR 774, is the federal act that protects publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this letter is to request your

Mr. Roscoe Stelford  
January 11, 2018  
Page two

concurrence that this project will satisfy the temporary occupancy requirements under Section 4(f).

Bates Park is a recreational park under the jurisdiction of the City of Woodstock. This park was purchased using Land and Water Conservation Funds (LWCF), funds granted by the National Park Service to provide recreational opportunities. The park LWCF grant number is 17-00727. In order to construct the shared-use path proposed on the east side of IL 47 throughout the project limits, a temporary easement will be required on Bates Park property. This temporary easement will allow the contractor to remove the existing sidewalk along the property, construct the new 10-foot wide shared-use path along the property, and regrade the ground between the proposed roadway and proposed shared-use path. The new shared-use path will be constructed at approximately the same location as the existing sidewalk. It is anticipated construction will last four weeks on the Bates Park property and the sidewalk will be closed during this time. No additional permanent right-of-way is proposed on the property. Following the construction, the path will become City property. A plan sheet of the proposed improvements is attached.

The requirements of Section 4(f) will be satisfied for the subject property if the impacts to Bates Park can be qualified as a temporary occupancy. This is described in 23 CFR Part 774 as *temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f)*. The following conditions must be satisfied:

1. *Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land;*
2. *Scope of the work must be minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property are minimal;*
3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;*
4. *The land being used must be fully restored, i.e. the property must be returned to a condition which is at least as good as that which existed prior to the project; and*
5. *There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.*

We believe that these conditions will be met for this project. If you agree that the subject project meets the above conditions for temporary occupancy, please indicate your concurrence by signing the last page of this letter and returning it to the Department.

Mr. Roscoe Stelford  
January 11, 2018  
Page three

We appreciate your interest and support shown in the IL 47 study and look forward to your continued participation. For more information and updates, please visit the website at <http://www.il47woodstockstudy.com/>

If you have any questions or need additional information, please contact me or Mr. Corey Smith, P.E., Project Manager, at (847) 705-4103.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer



By:  
Issam Rayyan, P.E.  
Acting Bureau Chief of Programming

  
{Name}

I, Roscoe Stelford, City of Woodstock, hereby agree that the impacts associated with the IL 47 improvements from US 14 to Charles Road to the Bates Park property meets the above conditions for temporary occupancy.

Roscoe Stelford, City Manager

bcc: File

Prepared By: Corey Smith, Ext. 4103  
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\IL 47 (US 14 to Charles Rd.)\Environmental\Section 4(f) & 6(f)\LT\_2017.12.22\_Strand\_Bates Impacts Letter\_DRAFT.docx

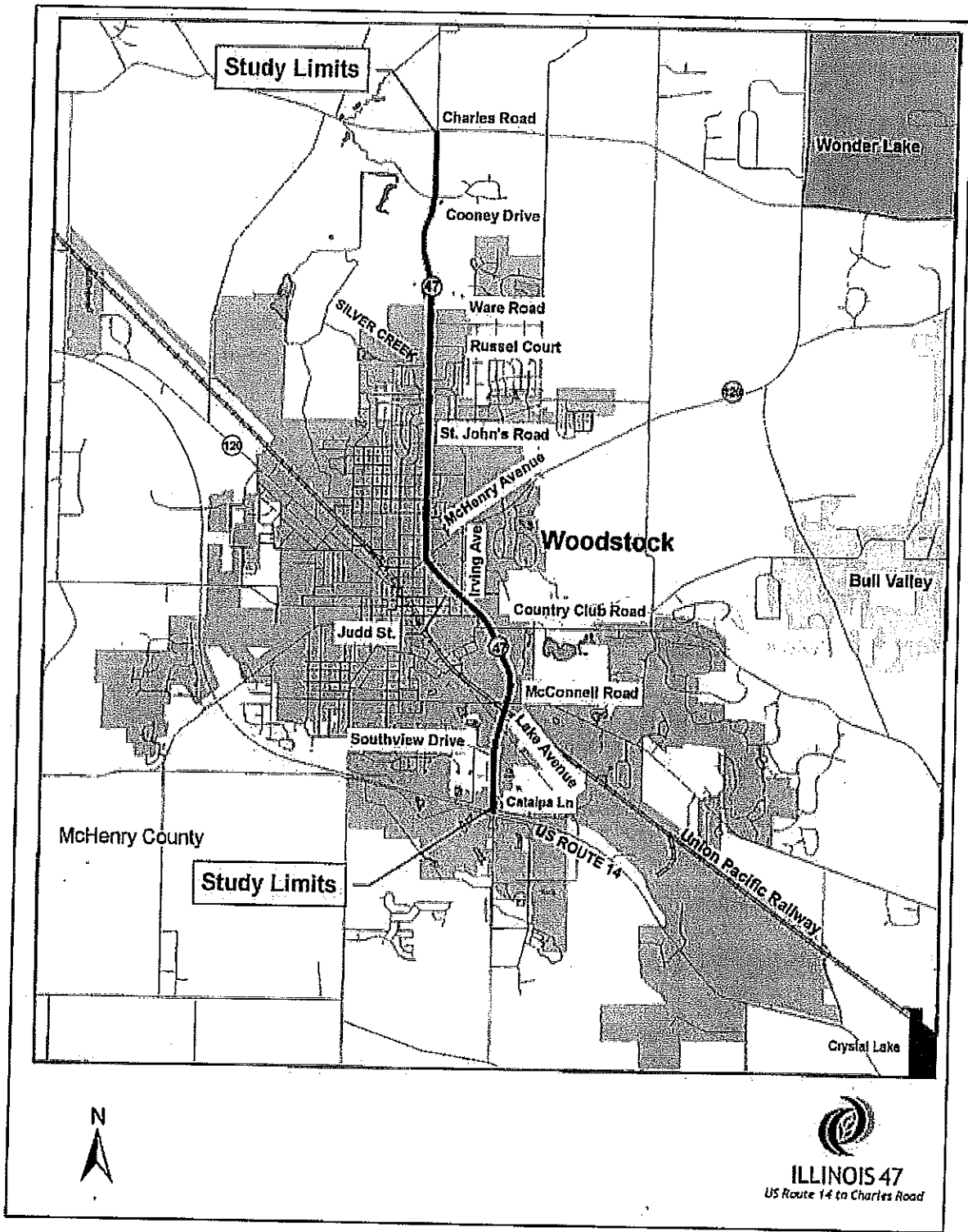


Exhibit 1.1-1  
Project Location Map

N  
50 SCALE

PARK ENTRANCE APRON  
TO BE RECONSTRUCTED.

SILVER CREEK APARTMEN

PR SHARED-USE PATH/  
EXISTING SIDEWALK

WOODSTOCK WATER TREATMENT

PROPERTY LINE

PR TE

PR EOP  
BATES PARK

EX EOP

EX ROW

PROPERTY LINE

BALES - C. EDWIN DE WRIGHT  
PLATA 236 4380  
0' 5" 22' 0" 11"  
1' 8" 86' 00"  
1' 295.79'  
424.09'

SNAP FITNESS  
MRI NETWORK BILED00  
ADVANCED CHIROPRACTOR  
STELLER LAW GROUP  
LIBERTY DIAGNOSTIC  
FACTOTUM  
CAMERCRATES

252417-51  
240173-68



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

FILE COPY

March 22, 2019

Mr. Donald Goad  
Highway Commissioner  
Greenwood Township  
5211 Miller Road  
Wonder Lake, IL 60097

Dear Mr. Goad:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of Illinois Route 47 (IL 47) from US Route 14 (US 14) to Charles Road in the City of Woodstock, McHenry County. Contract plan preparation (Phase II) for this improvement is included in the Department's FY 2019-2024 Proposed Highway Improvement Program. Land acquisition, construction and construction engineering funding for this improvement are not currently included in the multi-year program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between Greenwood Township (Township) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a median, improvements to bicycle and pedestrian accommodations, and intersection and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the Township. A public hearing for this project was held on June 7, 2018.

Based on available information collected during the Phase I process, there is no cost participation required by the Township. Discussion regarding landscaped medians and utility relocation is included for your information.

#### Landscaped Medians

If the Township chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the Township would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the Township. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some Township cost participation. The Department would work with the Township on the development of an enhanced landscape plan, noting the Township will be responsible for the future maintenance of all median and

Mr. Donald Goad  
March 22, 2019  
page two

roadside landscaping within the Township limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

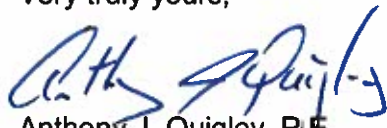
Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The Township will be responsible for relocation of its facilities in conflict with the IL 47 from US 14 to Charles Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain, fire hydrants as well as storm, sanitary, and/or combined sewers. An investigation of the utility information that was provided to the Department in Phase I indicate no apparent Township utility conflicts. However, a more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

Based on the available information collected during the Phase I process, there is no cost participation required by the Township. However, this does not include the cost of utilities, which should be pursued independently by the Township. At the end of this Letter of Intent, there is an area where you can state your concurrence to the project and provide comments. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the Township and the Department, as necessary. Please return an original signed copy of this letter within 90 days to effectively maintain the project schedule.

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,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachments

cc: Barbara Klasen, Greenwood Township

Mr. Donald Goad  
March 22, 2019  
page two

bcc: John Baczek  
Ken Eng  
Jose Dominguez  
Jim Stumpner  
Brian Carlson  
File

Prepared By: Kyle Bochte, Ext. 4088  
Bureau of Programming

CC:  
Ms. Barbara Klasen  
Township Supervisor  
Greenwood Township  
5211 Miller Road  
Wonder Lake, IL 60097

S:\Gen\WP\p&es\CONSULT\Projects - Active\IL 47 (US 14 to Charles  
Rd.)\Correspondence\LO\ILT\_2019.1.29\_IDOT\_Letter of Intent\_Greenwood TWP\_DRAFT.docx



Mr. Donald Goad  
March 22, 2019  
page three

Project and Environmental Studies

**Illinois Route 47  
US Route 14 to Charles Road  
McHenry County**

Concur with project scope:

Yes

No

Concur with landscaped median long-term maintenance:

Yes

No

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Comments:

---

---

---

---

---

---

---

---



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

April 11, 2019

The Honorable Brian Sager  
Mayor  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

Dear Mayor Sager:

The Illinois Department of Transportation (Department) is in the process of finalizing preliminary engineering and environmental studies (Phase I) for the improvement of Illinois Route 47 (IL 47) from US Route 14 (US 14) to Charles Road in the City of Woodstock, McHenry County. Contract plan preparation (Phase II) for this improvement is included in the Department's FY 2019-2024 Proposed Highway Improvement Program. Land acquisition, construction and construction engineering funding for this improvement are not currently included in the multi-year program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. This will serve as a Letter of Intent between the City of Woodstock (City) and the Department confirming your concurrence with the proposed improvement plan and the cost participation responsibilities for the subject project.

The general scope of work for this improvement consists of roadway widening and reconstruction to provide two lanes in each direction separated by a median, improvements to bicycle and pedestrian accommodations, and intersection and drainage improvements. A CD of the proposed roadway geometry is enclosed for your information. This scope of work was discussed in greater detail during coordination with the City. A public hearing for this project was held on June 7, 2018.

Based on previous coordination with the City, specific items identified by the Department requiring cost participation and/or maintenance by the City include traffic signal replacement, traffic signal installation, emergency vehicle pre-emption (EVP) devices, bicyclist and pedestrian accommodations, and roadway lighting. Additional discussion regarding landscaped medians and utility relocation is included for your information.

### Traffic Signal Installation/Replacement

Traffic signal replacement is proposed at the intersections of IL 47 and US 14, Country Club Road, Illinois Route 120 (IL 120), and Russel Court. A new traffic signal is proposed at St. Johns Road. The total cost of the traffic signal work at these intersections is \$1,700,000. As outlined in the attached Exhibit A, funds provided by the Federal Highway Administration (FHWA) may be used for 80% of the traffic signal costs with the Department and the City sharing in the remainder of the cost, based on the percentage of approach leg jurisdiction.

If federal funds are not used, the FHWA share will be assumed by the Department. The City has jurisdiction of the east and west legs of Country Club Road and Russel Court as well as the east leg of St. Johns Road at the intersections with IL 47. Therefore, the cost of the traffic signals to the City is \$99,682, including a 15% engineering fee.

There are existing emergency vehicle pre-emption (EVP) devices on the traffic signals at US 14 and Country Club Road. EVP devices can be installed on the traffic signals as part of the improvement at IL 120, St. Johns Road, and Russel Court. The estimated cost to reinstate or install the EVP devices after the traffic signal replacement or installation is \$6,900 per signalized intersection, including a 15% engineering fee. The financial responsibility for the EVP devices for this improvement and any future improvements requiring modifications to the traffic signals, including maintenance and energy costs, shall be borne by the City.

The cost share breakdown of traffic signal costs is outlined in the following table. The City's share of the costs will be approximately \$120,382.

Location	Improvement	FHWA Cost	Division of Remaining Costs		Engineering Fee, 15%	Total City Cost
			IDOT	City		
Illinois Route 47 at Country Club Road	Traffic Signal Replacement \$380,000	\$304,000 (80%)	\$38,000 (10%)	\$38,000 (10%)	\$5,700	\$43,700
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$900	\$6,900
Illinois Route 47 at Russel Court	Traffic Signal Replacement \$335,000	\$268,000 (80%)	\$33,500 (10%)	\$33,500 (10%)	\$5,025	\$38,525
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$900	\$6,900
Illinois Route 47 at St. Johns Road	Traffic Signal Installation \$230,000	\$184,000 (80%)	\$30,820 (13.4%)	\$15,180 (6.6%)	\$2,277	\$17,457
	Emergency Vehicle Pre-Emption (EVP) Device	\$0 (0%)	\$0 (0%)	\$6,000 (100%)	\$900	\$6,900
<b>Total City Costs - Traffic Signals and EVP</b>						<b>\$120,382</b>

**Energy and Maintenance Costs for Traffic Signals**

The existing Master Agreement with the City will need to be revised to include the new traffic signal location at St. Johns Road. Future maintenance and electrical energy costs will be split by jurisdiction in accordance with the Department's policy. Therefore, future financial participation for maintenance and electric energy for the operation of the traffic signal shall be portioned as follows:

	Maintenance	Energy
Illinois Department of Transportation	66.67%	66.67%
City of Woodstock	33.33%	33.33%

Energy and maintenance costs will continue as outlined in the existing Master Agreement executed between the City and the Department for Country Club Road and Russel Court.

**Bicyclist and Pedestrian Accommodations**

As described in the attached Exhibit A, the Department is responsible for 100% of the cost for removal and replacement of existing sidewalk/paths affected by the roadway improvements. The intermittent sidewalk on the west side of IL 47 between US 14 and Ware Road will be replaced in kind. The intermittent sidewalk on the east side of IL 47 between US 14 and Charles Road will be replaced with a shared-use path. Locations are shown on the plan drawings provided.

According to Department policy, a separate shared-use path and sidewalk is required to accommodate bicyclists and pedestrians along, or short distances outside of, the project limits if the local agency is willing to participate in cost sharing and take maintenance responsibilities for the shared-use path and sidewalk. The local cost share for new pedestrian and bicyclist facilities is 20% of the construction cost, plus a 15% engineering fee. Based on previous coordination with the City, the following bicycle and pedestrian accommodations are proposed:

- 11,260 feet of new five to seven-foot wide sidewalk along the west side of IL 47 from US 14 to Ware Road
- 6,560 feet of new eight to ten-foot wide shared-use path along the east side of IL 47 from US 14 to Ware Road
- 7,575 feet of new ten-foot wide shared-use path along the east side of IL 47 from Ware Road to Charles Road

The estimated total cost of the new sidewalk/shared-use path is \$888,825. The City's portion would be approximately \$204,430, including a 15% engineering fee. In addition, the City must agree to accept long-term responsibility for the administration, control, reconstruction and maintenance of the shared-use path and sidewalks along State Highways including the pedestrian tunnel proposed between Lake Avenue and McConnell Road.

If the City chooses not to participate in the bicyclist or pedestrian accommodations, the Department requests that a local resolution indicating their non-participation be sent to the Department (see enclosed example). Without local agency cost participation, the Department will consider a means to accommodate bicyclist and pedestrian facilities in the future. At this time this consists of the proposed installation of a ten-foot wide shelf on the east side and a five-foot shelf on the west side of IL 47 as mentioned above. In the future, a path or sidewalk could be installed on the shelf via permit at 100% local cost.

#### Roadway Lighting

The existing roadway lighting, which is owned and maintained by ComEd, does not meet Illuminating Engineering Society (IES) Standards and should be removed or upgraded to current standards. It is the Department's understanding that the City has a lighting agreement with ComEd. The City will need to request that ComEd pursue the removal of the existing substandard lighting.

As outlined in the attached Exhibit A, all costs and long-term maintenance associated with roadway lighting within the corporate limits of a municipality are a local responsibility. The City has expressed interest in upgrading the existing lighting system. Roadway lighting would include corridor lighting along IL 47 from US 14 to Ware Road, as well as intersection lighting at US 14, Country Club Road, IL 120, St. Johns Road, Russel Court, Lake Avenue, McConnell Road, Judd Street/Irving Avenue, and Ware Road. The estimated cost for new corridor lighting is \$3,583,215, including a 15% engineering fee. In addition, the City must agree to accept long-term responsibility for the administration, control, and maintenance of the roadway lighting.

Local agencies are required to secure federal funds through the Council of Mayors to upgrade or install locally-owned roadway lighting on future state-let contracts. The local agency would need to ensure the federal and local matching funds are programmed through both the Council of Mayors and the District One Bureau of Local Roads and Streets, in order to coincide with the state letting schedule for the IL 47 from US 14 to Charles Road improvement. If the local agency is unable to secure federal funds for roadway lighting, they may pursue the installation of roadway lighting under a separate, locally let contract, or via permit through the District One Bureau of Traffic-Permits Section. For information about permits along state highways, contact Yeleina Haydel, McHenry County Permit Coordinator, at (847) 705-4145.

#### Landscaped Medians

If the City chooses to upgrade the proposed grass medians to include additional landscape items, such as trees, the City would need to agree to accept responsibility for the long-term maintenance of the landscaping in the medians, all within the municipal boundaries of the City. The inclusion of trees on the landscaped median would not typically require local cost participation. Additional shrubs and perennials as well as other ornamental median or roadside features can be included with the project but may require some

City cost participation. The Department would work with the City on the development of an enhanced landscape plan, noting the City will be responsible for the future maintenance of all median and roadside landscaping within the City limits. All proposed landscaping elements must be contained within the highway right-of-way.

Utility Relocation

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The City will be responsible for relocation of its facilities in conflict with the IL 47 from US 14 to Charles Road improvements. Facilities subject to the previously stated condition may include, but may not be limited to, watermain, fire hydrants as well as storm, sanitary, and/or combined sewers. A potential for conflicts exists with watermain, sanitary sewer, and combined sewers. The estimated cost to relocate these utilities is \$6,025,000. A more detailed study of conflicts will be initiated during Phase II, contract plan preparation.

Summary of Estimated Costs

The estimated total cost responsibility for the City, based on the available information collected during the Phase I process is approximately \$3,908,027 as outlined in the following table. However, this does not include the cost of utilities, which should be pursued independently by the City.

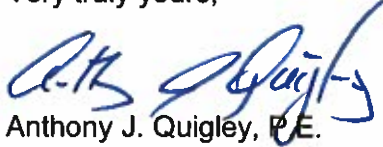
<b>Improvement</b>	<b>City Cost</b>	<b>Engineering Fee (15%)</b>	<b>Total City Cost</b>
Traffic Signals	\$86,680	\$13,002	\$99,682
EVP Devices	\$18,000	\$2,700	\$20,700
Sidewalk	\$78,820	\$11,823	\$90,643
Shared-use path	\$98,945	\$14,842	\$113,787
Roadway Lighting	\$3,115,839	\$467,376	\$3,583,215
<b>Total City Costs</b>			<b>\$3,908,027</b>

At the end of this Letter of Intent, there is an area where you can state your concurrence to the cost participation items outlined above. This Letter of Intent will be used as a basis during Phase II, contract plan preparation, to develop a project agreement between the City and the Department. Please return an original signed copy of this letter within 90 days to effectively maintain the project schedule.

The Honorable Brian Sager  
April 11, 2019  
Page 6

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,



Anthony J. Quigley, P.E.  
Region One Engineer

**Attachments**

cc: Roscoe Stelford

bcc: John Baczek  
Ken Eng  
Jose Dominguez  
Lisa Heaven-Baum  
Jim Stumpner  
Brian Carlson  
File

Prepared By: Kyle Bochte, Ext. 4088  
Bureau of Programming

Cc:  
Mr. Roscoe Stelford  
City Manager  
City of Woodstock  
121 West Calhoun Street  
Woodstock, IL 60098

S:\Gen\WP\p&es\CONSULT\Projects - Active\IL 47 (US 14 to Charles  
Rd.)\Correspondence\LO\ILT\_2018.11.20\_IDOT\_Letter of Intent\_City of Woodstock\_DRAFT.docx

**Project and Environmental Studies  
Illinois Route 47  
US Route 14 to Charles Road  
McHenry County**

Concur with project scope:

- Yes
- No

Concur with traffic signals scope, cost, energy and maintenance costs:

- Yes
- No

Concur with EVP devices scope, costs, and long-term maintenance:

- Yes
- No

Concur with sidewalk scope, costs, and long-term maintenance:

- Yes
- No

Concur with shared-use path scope, costs, and long-term maintenance:

- Yes
- No

Concur with roadway lighting scope, costs, and long-term maintenance:

- Yes
- No

Concur with landscaped median long-term maintenance:

- Yes
- No

Concur with roundabout lighting long-term maintenance:

- Yes
- No

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Comments:

---

---

---

---

---

---

---

---



SUGGESTED RESOLUTION LANGUAGE FOR NON-PARTICIPATING LOCAL AGENCIES

WHEREAS, The Illinois Department of Transportation (Department) has the power to approve and determine the final plans, specifications and estimates for all State highways; and

WHEREAS, the Department's projects must adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve; and

WHEREAS, the Department must embrace principles of context sensitive design and context sensitive solutions in its policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities by engaging in early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects; and

WHEREAS, Bicyclist and pedestrian ways must be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs; and

WHEREAS, The State's complete streets law requires bicyclist and pedestrian ways to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility, except in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders, or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need; and

WHEREAS, During the development of highway projects throughout the State, the Department gives consideration to accommodating bicyclists and pedestrians on a need-basis; and

WHEREAS, The Department has presented the City of Woodstock, for its consideration, a bicyclist and/or pedestrian improvement with funding to be split 80% State, 20% local with maintenance to be provided by the City of Woodstock; therefore, be it

RESOLVED, That the City of Woodstock hereby rejects the Department's proposed bicyclist and/or pedestrian improvement and acknowledges that such rejection will result in a cancellation of the proposed improvement; and be it further

RESOLVED, That a suitable copy of this resolution be presented to the Project Engineer associated with the proposal, or his or her equivalent, within the Department.

**APPENDIX A-6**  
**AGENCY COORDINATION**  
**MCHENRY COUNTY COORDINATION**

**Department of Planning and Development**  
**McHenry County Government Center - Administration Building**

---

---

2200 North Seminary Avenue  
Woodstock, Illinois 60098



---

---

815 334-4560 Fax 815 337-3720  
[www.co.mchenry.il.us](http://www.co.mchenry.il.us)

20 October, 2009

*Sent via fax: 815-744-4215*

Darcie W. Gabrisko, P.E., Vice President  
Strand Associates, Inc.  
1170 South Houbolt Rd.  
Joliet, IL 60431

**Regarding: *Illinois Route 47 Preliminary Engineering and Studies, U.S. Route 14 to Charles Road, Woodstock, Illinois***

Dear Darcie Gabrisko:

McHenry County's jurisdiction for the abovementioned project consists of a limited area. The unincorporated area is located south of Charles Road and north of Ware Road, plus a few very small islands between U.S. Route 14 and Lake Avenue.

I have also forwarded a copy of your letter to Jason Osborn at the McHenry Division of Transportation (07 October 2009). He indicated that he did not have any specific comments, since Route 47 is a State highway. The current County Long-Range Transportation is available online at: [www.co.mchenry.il.us/departments/dot](http://www.co.mchenry.il.us/departments/dot) which includes the Plan maps.

Regarding the other items you asked about, we have no "official" maps to send, but they should not be necessary, because most districts are easy to describe:

- **Land Use Plans:** The entire project area falls within Woodstock's one-and-a-half-mile planning jurisdiction, and this plan can be found online. The County Land Use Plan map is currently under review and has not been adopted yet. The draft version is very similar to the City of Woodstock Comprehensive plan, however. Online County land use planning drafts can (or will) be found at: [www.mchenrycounty2030plan.com](http://www.mchenrycounty2030plan.com) and may be adopted at the end of the year or early in 2010. Greenwood Township (815-790-4449) also has a Comprehensive Plan, which is a policy-oriented plan. We have a copy dated 14 October 1996.
- **Zoning:** Most of the zoning is within the City of Woodstock. Most of the County zoning that abuts the highway is A-1/Agriculture, except PINs 08-29-203-001 (R-1/Single-family residential), 09-29-100-003 (O/Office), 08-29-200-002 (B-1/Neighborhood Business), 13-08-477-010 (I-1/Light Industry), 13-09-351-009 (B-3/General Business), and 13-09-351-020 (B-1/General Business). I could make excerpts of an "unofficial" zoning map to illustrate the unincorporated zoning. The GIS department has an

McHenry County Planning and Development  
20 October, 2009 – Page 2  
Strand Associates, Inc.

interactive map on the county web site if you just wanted to locate the parcels noted above.

- On street parking: Contact the City of Woodstock ([www.woodstock-il.com](http://www.woodstock-il.com)). The County does not designate on-street parking on State highways.
- School districts: Woodstock Unit School District 200 (covers entire project area – [www.woodstockschoools.org](http://www.woodstockschoools.org))
- Park district: Contact the City of Woodstock ([www.woodstock-il.com](http://www.woodstock-il.com))
- Conservation District: McHenry County Conservation District (covers entire county – [www.mccdistrct.org](http://www.mccdistrct.org))
- Fire Protection District: Woodstock Fire / Rescue District (covers entire project area – [www.wfrd.org](http://www.wfrd.org))
- Sanitary district: Woodstock Facilities Planning Area, whose northern boundary was expanded earlier this year (or is in the process of doing so) north to Charles Road – Contact the City of Woodstock to confirm this.
- Other considerations: Road width should accommodate safe bicycle travel.
- Studies: The City of Woodstock ([www.woodstock-il.com](http://www.woodstock-il.com)) has a copy of the “*Illinois Route 47 Improvement Plan*” online. Houseal Lavigne Associates ([www.hlplanning.com](http://www.hlplanning.com)) was involved in a Illinois Route 47 corridor study as well.

If you have any questions about these items, please feel free to call or e-mail me.

Sincerely,



Sean Foley  
Planner II

815-334-4215



## McHenry County Division of Transportation

Joseph R. Korpalski, Jr., P.E.  
Director of Transportation/County Engineer

November 3, 2009

Ms. Darcie W. Gabrisko, P.E.  
Strand Associates, Inc.  
1170 South Houbolt Road  
Joliet, Illinois 60431

Dear Ms. Gabrisko:

Thank you for notifying (September 30, 2009 letter) the McHenry County Division of Transportation of IDOT's preliminary engineering and environmental studies work on Illinois Route 47 in Woodstock. As you know, Charles Road is a County Highway and the County Government Center Campus is on Illinois Route 47 in Woodstock.

### Charles Road Notes

The McHenry County Division of Transportation has been contacted by farmers in the area about a drainage problem at the northwest corner of the Illinois Route 47 and Charles Road intersection. Please see enclosed pictures. Farmers say it is difficult to not roll over a drainage structure grate while making a turn. Debris accumulates in this structure causing a drainage problem. This structure is IDOT's.

There are two County Highway projects on Charles Road worth noting for your work. The Charles Road and Raffel Road intersection is currently being redesigned to better accommodate traffic from the Woodstock North Highway School. The Charles Road and Queen Anne Road intersection is currently being redesigned to adjust sight distances. Both projects would likely be constructed within the next five years. Additionally, the McHenry County Division of Transportation would like to express interest in having round-a-bout geometric changes evaluated at the Illinois Route 47 and Charles Road intersection.

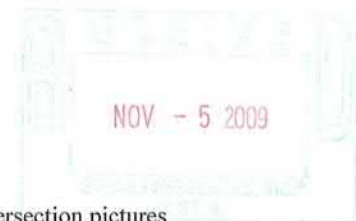
### County Campus Notes

The County has plans to expand its campus on Illinois Route 47 in Woodstock. Please refer to the enclosed plan detailing these plans. In particular, please note new access planned north of Ware Road.

If you have any questions, please do not hesitate to contact me at (815) 334-4980.

Very truly yours,

Wally Dittrich, P.E.  
Design Manager



Enclosure: County Facility Master Plan Government Center Campus; Charles Road intersection pictures

c: Wynnyth Adair, P.E. – Drainage Engineer  
Jason J. Osborn, AICP – Principal Transportation Planner



- Existing Administration Building
- Proposed County Garage
- Wetlands and Detention Areas
- Bioswales
- Parking, Landscape & Stormwater Enhancements
- Proposed Public Safety Center
- Proposed Administration Building Addition
- Future Skybridge
- Proposed Health Department Building

- Parking Lot Expansion
- Proposed Parking Garage
- Existing Annex A
- Proposed Government Center Addition
- Existing Judicial Center
- Existing Jail
- Future Traffic Control Improvements
- Campus Entranceway Construction
- Pedestrian Brightways
- Edge Landscaping Treatments
- Walking Path
- Future Ware Road Extension

**Entrance Symbols**

- Public
- Employee
- Public / Employee

— Pedestrian Brightway

— Road

- Demolished Buildings
- Future Addition





11.03.2009





11.03.2009





**MEETING MINUTES**  
**McHenry County One-on-One Meeting**

---

**Date:** December 7, 2009  
**Time:** 1:00 PM  
**Location:** McHenry County Offices – 2200 N. Seminary Ave., Woodstock, IL  
**Prepared By:** Images, Inc.

---

A meeting between McHenry County officials and representatives of IDOT, Strand Associates and Images was held on December 7, 2009 at 1:00 PM to kick-off the start of the IL Route 47 Phase I Study. Attendees included Ken Koehler, McHenry County Board Chairman, Wally Dittrich, McHenry County Division of Transportation, Ojas Patel, IDOT, Darcie Gabrisco and Adam Moline, Strand Associates, and Carrie Hansen, Images.

An overview of the Phase I study background and process was presented, highlighting the formation and upcoming schedule for the Citizen Advisory Group (CAG), the first Public Meeting expected in February, 2010, the anticipated three-year timeframe for the study, and ongoing data collection efforts. An explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure local participation in the project including the Stakeholder Involvement Plan (SIP), website and newsletters. The study team indicated that Chairman Koehler would be receiving a formal request for suggested appointees to the CAG. His preliminary suggestions included a representative from the McHenry County Division of Transportation, County Board member Tina Hill, the Woodstock Fire/Rescue District Chief, officials from Dorr and Greenwood Townships and Pam Cumpata of the McHenry County Economic Development Corporation.

Chairman Koehler noted that the biggest challenge for the project is the railroad bridge near Lake Avenue, and that now is the time to work on federal funding. Metra is moving its staging yards north of Woodstock in the near future, and the timing of those improvements could coincide with work on the bridge. The study team added that Phase I readiness is key to proceeding with a push for Phase II and III funding.

The County has purchased 30 additional acres north of its current complex on Route 47. A Strategic Plan has been completed, and recommends locating public safety, public health and

possibly juvenile detention uses on the expanded property. This would allow for the expansion/conversion of the existing courts building. It's possible the public safety building could be constructed as early as three years from now. The MCDOT fleet location would remain off-site of the main County complex. The County's expansion plans will impact future traffic volumes in the corridor, and will need to be considered in the Phase I process.

Additional comments/questions regarding the study included:

- The County questioned if the Lamb's Road by-pass would be considered as an alternative. The study team responded that nothing has been ruled out, but no alternatives have been developed at this early stage of the study. The team is aware that other studies have been conducted regarding Route 47; this is a completely separate study, but will consider the data from prior studies.
- The County urged the consideration of staging any potential improvements to help "get by" during the construction period.
- The possible use of roundabouts was discussed, and will be evaluated during the Phase I process.

The County's primary contact for the project will be the Wally Dittrich of the Division of Transportation, who was given the Community Context Audit for completion. He will forward any project materials to the County's Transportation Committee for input. The County will allow a link to the IL Route 47 website from its website.

The study team thanked the County for its time and input, and indicated that they would soon be receiving materials for the first CAG meeting anticipated for mid-January, and first Public Meeting, expected to be scheduled the first week of February.

CLH:

December 15, 2009

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

Dear Chairman Koehler,

Thank you for meeting with us on Monday, December 7th, 2009 regarding the Phase I study of Illinois Route 47 from US 14 to Charles Road. We look forward to collaborating with McHenry County throughout the course of the project. As a follow-up to our meeting, we are writing to solicit your recommendations for individuals to be considered for inclusion in the Citizen's Advisory Group (CAG).

As you know, the CAG is an interactive group made up of selected officials and technical experts who represent stakeholders that are directly affected by the project. The CAG should be comprised of individuals from a wide variety of backgrounds to ensure all possible views and opinions of the corridor are adequately represented. The goal for participation is anywhere from 20-25 members, comprised of stakeholders including but not limited to City, County, institutional, business and residential representatives.

Please recommend specific names of individuals who you feel will be best suited to represent the County and the stakeholders who are affected by this project. The specific groups that may have particular expertise or knowledge of the corridor are as follows:

- McHenry County Board
- McHenry County Division of Transportation
- McHenry County Economic Development Corporation
- Township Representatives
- Public Safety Representatives

Please recommend one or two individuals from each group, and any other members you feel would be important from County administration, residential or business interests.

Thank you for your time meeting with us and your recommendations. Your response by December 28, 2009 will be greatly appreciated. We will consider these individuals for inclusion in the CAG, and look forward to their contribution to the project. Please do not hesitate to contact us if you have any questions.

Sincerely,

STRAND ASSOCIATES, INC.®



Darcie W. Gabrisko, P.E.  
Vice President



# McHenry County GIS Department

Administration Building – Suite 206  
North of Courthouse Complex on Ware Rd  
Mail Address: 2200 N Seminary Av  
Woodstock, IL 60098

## MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING is entered into by and between the County of McHenry, its duly authorized agent, being the GIS Manager and \_\_\_\_\_ (being a governmental entity or qualified nonprofit organization) for the purpose of sharing digital geographic information. The parties to this MEMORANDUM OF UNDERSTANDING agree to exchange digital geographic information subject to the following understanding and may continue to do so as long as both parties deem such exchange to be beneficial, without further written agreements.

1. All information is provided on an "as is" basis. That is, neither party guarantees the accuracy, completeness or timeliness of the shared data.
2. The information will be provided at no cost.
3. The information provided will not be used by either party as a basis for engineering design or as a substitute for an on-site survey required by ordinances or regulations of either party.
4. Information received by either party will not be sold, gifted or disseminated in digital form to any other person or entity, or placed on a public internet site without written permission from the provider.
5. Map products may incorporate information received from the other party, but may not consist exclusively of digital data received from the other party. A citation shall be placed on any map product that includes information from a party to this agreement acknowledging the source and date of the information.
6. The receiving party will not alter the digital information provided in any manner.
7. In the event of breach, in addition to terminating this agreement, either party may bring an action in the 22<sup>nd</sup> Judicial Circuit Court (or its successor circuit), McHenry County, Illinois to enjoin any actions which constitute a breach of this MEMORANDUM OF UNDERSTANDING.

COUNTY OF MCHENRY

\_\_\_\_\_  
Authorized Agent Signature

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Agency Name: STRAND ASSOCIATES, INC.

Matthew S. Richards  
Authorized Agent Signature

Name (Printed): Matthew S. Richards

Title: Corporate Secretary

Date: 12/30/09

Phone: 608 251-4843

Address: \_\_\_\_\_

## Plant, Bill

---

From: Plant, Bill  
Sent: Tuesday, October 24, 2017 9:58 AM  
To: BAREDDING@CO.MCHENRY.il.us  
Subject: IL 47 - US 14 to Charles Road Google Earth Files  
Attachments: IL47-design.kmz; IL-47-design-shapes.kmz

Hi Benjamin,

Thank you for attending the IL 47-US 14 to Charles Road CAG Meeting 7 on Thursday, October 19. As requested, attached are the google earth files for the current preferred alternative. Please remember that these files are still preliminary and subject to change. If you have any other questions, don't hesitate to ask. Thanks again.



**Bill Plant**

Strand Associates, Inc.®

815.744.4200 ext. 3145

[bill.plant@strand.com](mailto:bill.plant@strand.com) | [www.strand.com](http://www.strand.com)

*Excellence in Engineering Since 1946.*

**APPENDIX A-7**

**AGENCY COORDINATION**

**PACE BUS COORDINATION**



## Gabrisko, Darcie

---

**From:** Gabrisko, Darcie  
**Sent:** Friday, August 15, 2014 4:45 PM  
**To:** 'Michael Bolton'  
**Subject:** RE: Response to your email to the Chairman

Mike,

The website has a ton of information the project, feel free to surf. If you're time is limited, this link takes you directly to the public meeting materials.

[http://www.il47woodstockstudy.com/information\\_center/presentations.aspx](http://www.il47woodstockstudy.com/information_center/presentations.aspx)

The most recent meeting was Public Meeting #3 on July 9, 2014. The Presentation gives you some project history and background and the roll plots have the proposed concept plan for the corridor. At the meeting, the Roundabouts were recommended by most and the Citizens Advisory Group has supported them unanimously. Therefore, IDOT is proceeding with the five roundabout intersection in the final proposed scope.

We'd appreciate any feedback or comments you might have.

Feel free to give me a call if you have any questions, 815-744-4200.

Thanks and have a great weekend!

Darcie

---

**From:** Michael Bolton [<mailto:Michael.Bolton@Pacebus.com>]  
**Sent:** Friday, August 15, 2014 3:44 PM  
**To:** Gabrisko, Darcie  
**Subject:** RE: Response to your email to the Chairman

Yes, I am available now.

Best Regards,  
Mike

---

**From:** Gabrisko, Darcie [<mailto:Darcie.Gabrisko@strand.com>]  
**Sent:** Friday, August 15, 2014 2:20 PM  
**To:** Michael Bolton  
**Subject:** RE: Response to your email to the Chairman

Great! Thank you. Do you have a few minutes to talk this afternoon?

Darcie

---

**From:** Michael Bolton [<mailto:Michael.Bolton@Pacebus.com>]  
**Sent:** Friday, August 15, 2014 1:28 PM  
**To:** Gabrisko, Darcie  
**Subject:** Response to your email to the Chairman

Darcie,

Chairman Kwasneski asked me to get in touch with you regarding the IDOT phase I study in Woodstock that you are doing. I would be happy to work with you to provide any information that you might need at this time.

Best Regards,  
Mike





**MEETING MINUTES**  
**Pace Suburban Bus**

---

**Date:** February 20, 2015  
**Time:** 9:00 AM  
**Location:** Pace Suburban Bus –  
550 W. Algonquin Road, Arlington Heights, IL 60005  
**Prepared By:** Strand Associates, Inc.

---

A meeting between Pace Suburban Bus (Pace) officials, representatives of Illinois Department of Transportation (Department), and Strand Associates (Strand) was held on February 20, 2015 at 9:00 AM to discuss the IL Route 47 Phase I Study and provide a progress update. Attendees included Mary Donner (Pace), Rick Willman (Pace), Dan Dembinski (Pace), Darcie Gabrisko (Strand), Bill Plant (Strand), Steve Schilke (Department/Bureau of Programming), John Baldauf (Department/Bureau of Programming), Kyle Bochte (Department/Bureau of Programming), and Corey Smith (Department/Bureau of Programming).

Introductions were made and a project update was given. The project consists of a Phase I study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. A Phase I study of IL Route 47 from Reed Road to US Route 14 is also in progress. The Public Hearing for IL Route 47 from Reed Road to US Route 14 is scheduled for March 12, 2015.

The IL Route 47 from US Route 14 to Charles Road project began in 2009. Bypasses were investigated for the project but were later eliminated because they did not remove enough traffic from IL Route 47 and IL Route 47 would still require widening. Two on-alignment alternatives remain for the project. Both alternatives consist of two lanes in each direction separated by a barrier median, a 5 foot sidewalk on the west side of IL Route 47, and a 10 foot shared-use path on the east side of IL Route 47.

Alternative 2 consists of dual lane roundabouts at the intersections of IL Route 47 with Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road. Alternative 1 consists of traditional signalized or stop controlled intersections at these intersections. A roundabout at the intersection of IL Route 120 was also investigated but later eliminated because of the right-of-way requirements and low traffic capacity. All five remaining

roundabouts are able to act independently of one another except for the intersections of Lake Avenue and McConnell Road. Due to their close proximity, both intersections must be either roundabouts or signals. Roundabouts at Lake Avenue and McConnell Road would enable the existing railroad structure between the intersections to remain. A pedestrian tunnel is proposed east of IL Route 47 to cross the Union Pacific Railroad with the roundabout alternative. Traffic signals at the intersections would require a new structure with a temporary track, costing approximately \$30 million. Roundabouts are typically safer than traditional intersections because they reduce the likelihood of dangerous angle crashes. Roundabouts also yielded a better level of service and less delay at all five intersections compared to its alternative for the design year of 2040. Roundabouts provide a safer location for vehicles to U-turn to access properties on the opposite side of IL Route 47 without a median break.

Both alternatives were presented at Public Meeting 3 on July 9, 2014 and a City of Woodstock Chamber of Commerce meeting on October 23, 2014. Based on the positive feedback of the roundabout alternative at these meetings and the other benefits of the roundabouts discussed, all five roundabouts are anticipated to be carried forward as the preferred alternative.

Discussion began regarding the fixed bus routes Pace has within the project limits. Bus Route 807 runs eastbound on IL Route 120, turns left onto northbound IL Route 47, and then turns right onto eastbound Russel Court. Bus Route 808 runs westbound on Lake Avenue, crossing IL Route 47. Twice per day, it also runs eastbound on IL Route 120, crossing IL Route 47. Comments and suggestions regarding the bus routes included:

- The project study team asked if Pace is concerned about any individual stops along IL Route 47 in particular. Pace is not concerned about any stops in particular. The majority of traffic for Bus Route 807 comes from the Woodstock Metra Station and from McHenry County Courthouse.
- A new bus stop shelter was built for Route 807 at Greenwood Circle. Pace stated the shelter seems to be necessary as the McHenry County Housing Authority is located there.
- Pace asked if their buses will be able to navigate the roundabouts as well as the intersections of IL Route 120 and Russel Court. The project study team confirmed that the roundabouts, IL Route 120 intersection, and Russel Court intersection were designed for vehicles larger than the Pace buses. Autoturn diagrams were displayed showing the design vehicle navigating the intersections. Pace indicated they do not have problems navigating the roundabout currently in operation in Johnsburg, IL.
- Pace stated that several bus stops are located along IL Route 47. Pace asked if there is an opportunity to construct a concrete pad connecting the sidewalk or bike path to the roadway at these locations. The project study team recommended Pace review the proposed plans and submit any comments or concerns they may have via letter to the Department. The Department will evaluate and consider any comments that are submitted. The project study team emailed a copy of the current Plan and Profiles to Pace prior to this meeting. Pace will mark which existing stops have concrete pads and where they would like proposed pads on the Plan and Profiles.

- Pace asked how far the improvements will continue along Ware Road east of IL Route 47. Pace Route 807 turns onto Ware Road 400 feet east of IL Route 47. At this time, improvements stop before the County access drive on Ware Road.

Plan and Profile drawings were displayed and details regarding the project were further discussed. Pace comments and suggestions included:

- The project study team asked if any future bus routes are proposed for the project area. Pace stated no future routes are proposed within the project area. A future route is proposed from Elgin to Crystal Lake but will not cross the project area. Pace also stated it is possible a park and ride lot will be proposed in the future at the I-90 and IL Route 47 interchange. This would not be constructed for at least five years.
- Pace asked what the timeline is for the IL Route 47 project. Right now, the project is in Phase I and a Public Hearing is targeted for summer/fall of 2015. Phase II (Contract Plan Preparation) is funded, and will begin after completion of Phase I.
- Pace asked what the estimated cost of construction will be. At this time, the estimates of cost for the roundabout and signalized alternatives are \$60 million and \$90 million, respectively.
- At this time, it is expected staged construction will be used.
- Right-of-way will be required from parcels along the corridor due to the widening. Right-of-way to be acquired is primarily only strips in the front of the properties.
- Proposed median break locations north of IL Route 120 were discussed. These median breaks were selected based upon turn lane storage criteria and recommendations from School District 200, City of Woodstock Police Department, and City of Woodstock Fire District. The median breaks are designed to accommodate U-turn movements for passenger vehicles.
- Pace explained how the intersection of IL Route 47 and Ware Road can be dangerous because of the vertical profile. The project study team indicated the proposed improvement will address this concern.
- Pace is supportive of the sidewalk connectivity. The connectivity will provide pedestrians with safer access to the bus stops.
- Pace asked what the IDOT policy is on midblock crosswalks. IDOT indicated it is preferred to have crosswalks at signalized intersections. The Department will evaluate potential midblock crosswalk locations that have adequate justification.

Pace had no further questions regarding the project. The project study team thanked Pace for meeting.



**Illinois Route 47 Phase I Study  
Pace Suburban Bus Meeting**

Location: Pace Suburban Bus - 550 W. Algonquin Road, Arlington Heights, IL 60005

Date: February 20, 2015

Time: 9:00 a.m.

Initial	First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
	John	Baczek	IDOT	201 Center Court Schaumburg	<a href="mailto:John.Baczek@illinois.gov">John.Baczek@illinois.gov</a>	847-705-4104
	Steve	Schilke	IDOT	201 Center Court Schaumburg	<a href="mailto:Steven.Schilke@illinois.gov">Steven.Schilke@illinois.gov</a>	847-705-4125
	John	Baldauf	IDOT	201 Center Court Schaumburg	<a href="mailto:John.Baldauf@illinois.gov">John.Baldauf@illinois.gov</a>	847-705-4103
	Kyle	Bochte	IDOT	201 Center Court Schaumburg	<a href="mailto:Kyle.Bochte@illinois.gov">Kyle.Bochte@illinois.gov</a>	847-705-4678
	Corey	Smith	IDOT	201 Center Court Schaumburg	<a href="mailto:Corey.Smith@illinois.gov">Corey.Smith@illinois.gov</a>	847-705-4086
	Darcie	Gabrisko	Strand Associates, Inc.	1170 Houbolt Joliet	<a href="mailto:darcie.gabrisko@strand.com">darcie.gabrisko@strand.com</a>	815-744-4200
	Bill	Plant	Strand Associates, Inc.	1170 Houbolt Joliet	<a href="mailto:bill.plant@strand.com">bill.plant@strand.com</a>	815-744-4200
	Rick	Willman	Pace	550 W. Algonquin	<a href="mailto:richard.willman@pacebus.com">richard.willman@pacebus.com</a>	847-228-3584
	Dan	Donner	Pace	"	<a href="mailto:dan.donner@pace.com">dan.donner@pace.com</a>	847-228-4219
	Mary	Donner	Pace	"	<a href="mailto:mary.donner@pacebus.com">mary.donner@pacebus.com</a>	847-345-5546



Thomas J. Ross  
Executive Director

March 13, 2015  
March 17, 2015 (revised)

Mr. John Fortmann, P.E.  
Deputy Director of Highways  
Region One Engineer  
Illinois Department of Transportation  
201 W. Center Ct.  
Schaumburg, IL 60196-1096

Attn: John Baldauf, P.E.  
Project Manager  
IDOT Bureau of Programming

RE: IL 47 (US 14 to Charles)  
Woodstock, McHenry County

Dear Mr. Baldauf:

Thank you for providing Pace with the opportunity to review the plans for the above referenced project. We have reviewed the plans provided to us from Strand Associates via email on February 9, 2015 and we offer the following:

1. Near Sta. 212+25
  - a. Left Side. We would like to request a 25' PCC pad be installed between the new 5' sidewalk and the back of curb to facilitate rider boarding and alighting for both the front and back doors of the bus. ADA compliance requires the pad to be at a maximum slope of 2% from the back of curb
  - b. Right Side. We would like to request a 25' PCC pad be installed between the new 10' path and the back of curb to facilitate rider boarding and alighting for both the front and back doors of the bus. ADA compliance requires the pad to be at a maximum slope of 2% from the back of curb.
2. Near Sta. 224+25
  - a. Left Side. We would like to request a 25' PCC pad be installed between the new 5' sidewalk and the back of curb to facilitate rider boarding and alighting for both the front and back doors of the bus. ADA compliance requires the pad to be at a maximum slope of 2% from the back of curb
  - b. Right Side. Pace has an existing shelter near this location. We would like to have the shelter relocated so it is in front of the McHenry Housing Authority building. We would like to request a 25' PCC pad be installed between the 10' Path and the back of

curb. We would also like to request a 9' (perpendicular to the road) by 13.5' PCC pad be installed behind the 10' Path for the relocated shelter. ADA compliance requires a maximum slope of 2% from the back of curb.

3. Near Sta 273+25, Left

- a. We would like to request a 25' x 5' PCC pad be installed at the back of curb along with a 5' sidewalk to connect the pad to the proposed 5' sidewalk.

4. Near Sta. 274+00, Right

- a. We would like to request a 25' PCC pad be installed between the new 10' path and the back of curb to facilitate rider boarding and alighting for both the front and back doors of the bus. ADA compliance requires the pad to be at a maximum slope of 2% from the back of curb.

If you should need further assistance, please do not hesitate to contact me at (847) 228-3584.

Sincerely,

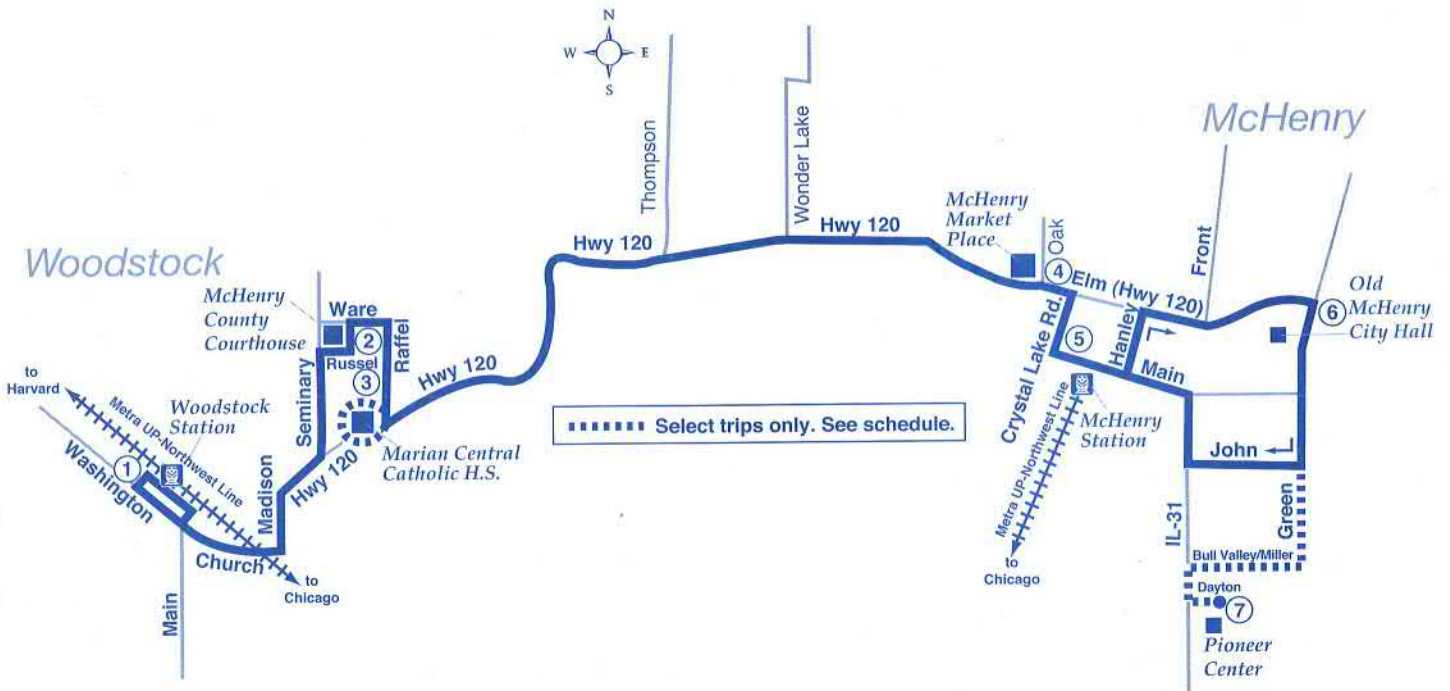
A handwritten signature in blue ink that reads "Richard Willman". The signature is written in a cursive, flowing style.

Richard Willman, P.E.  
Transportation Engineer



# Route 807

Effective Date  
December 17, 2012



100709rev-120712rev

## REGULAR FARE ROUTE

**Exact Fare Required  
Driver Has No Change**

Please refer to the Pace Fare Guide for details about current fares, passes, tickets, reduced fares, restrictions and additional information. Pace has a variety of passes and tickets that can make traveling on Pace, CTA and Metra easier and more cost effective. Call (847) 364-7223 or visit [www.pacebus.com](http://www.pacebus.com) for details. Reduced Fares are available for children (ages 7-11), students traveling to and from school, persons with disabilities and seniors. The RTA Reduced Fare Permit is required for persons with disabilities and seniors. A Medicare card along with another source of identification with a photograph and date of birth is acceptable to obtain the RTA Reduced Fare Card/Permit. Free rides are offered to children under 7 (max two children per fare paying adult), law enforcement officers and firefighters in full uniform, or presenting a badge, and active duty military personnel in uniform. Persons with disabilities and residents aged 65 and older who are enrolled in the Illinois Circuit Breaker Program may ride Pace fixed routes service free of charge with the Circuit Ride Fee card. To register for a permit card, please contact the RTA at 836-7000.

### TRAVEL INFORMATION

If you need transit information please call:  
**The RTA Travel Information Center**, open daily from 5:00 a.m. to 1:00 a.m. Use from all suburban area codes.  
836-7000  
TTY# (For HEARING IMPAIRED ONLY) (312) 836-4949

**Pace Customer Relations**, Monday through Friday from 8:00 a.m. to 5:00 p.m.  
(847) 364-PACE (7223)  
TTY# (Pace information for HEARING IMPAIRED ONLY) (847) 364-5093

### CARRIER INFORMATION

**OPERATED BY: First Transit -McHenry**  
For lost and found call (800) 451-4599

### ADDITIONAL INFORMATION

The schedules, fares and other information in this timetable are subject to change. Pace does not assume responsibility for errors in timetables, nor for inconvenience or damage resulting from delayed trains or buses or failure to make connections.

Unless otherwise noted, bus will stop upon signal to driver at any intersection along the route where it is safe to do so.

# 807

Woodstock-  
McHenry



All Pace service is wheelchair accessible.



# pace

## Major Destinations

- Metra-UP Northwest Line  
Woodstock Station
- McHenry County  
Courtthouse
- Marian Central  
Catholic H.S.
- Metra-UP Northwest Line  
McHenry Station
- Old McHenry City Hall
- Pioneer Center

Weekday Service

December 17, 2012

[PaceBus.com](http://PaceBus.com)

# ROUTE 807 WOODSTOCK - MCHENRY



## WEEKDAY EASTBOUND



	MCHENRY COUNTY COURTHOUSE	MARION CENTRAL CATHOLIC H.S.	OAK DR./ HWY. 120	MCHENRY STATION	OLD MCHENRY CITY HALL	PIONEER CENTER
WOODSTOCK STATION						
5:20 AM	5:27 AM	-	5:52 AM	5:55 AM	6:00 AM	-
6:08	6:15	-	6:37	6:40	6:45	-
6:48	6:55	-	7:17	7:20	7:25	-
7:41	7:48	7:58 AM	8:14	8:18	8:23	8:33 AM
2:30 PM	2:37 PM	2:47 PM	3:02 PM	3:05 PM	3:10 PM	-
3:08	3:15	-	3:37	3:40	3:45	3:55 PM
4:05	4:12	-	4:34	4:37	4:42	-
4:50	4:57	-	5:19	5:22	5:27	-

## WEEKDAY WESTBOUND



	MCHENRY STATION	OAK DR./ HWY. 120	MARION CENTRAL CATHOLIC H.S.	MCHENRY COUNTY COURTHOUSE	WOODSTOCK STATION
OLD MCHENRY CITY HALL					
5:30 AM	5:34 AM	5:37 AM	-	6:02 AM	6:08 AM
6:07	6:11	6:15	-	6:41	6:48
6:45	6:49	6:52	-	7:18	7:25
7:30	7:34	7:37	7:55 AM	8:05	8:11
2:15 PM	2:19 PM	2:22 PM	2:40 PM	2:50 PM	2:58 PM
3:20	3:24	3:27	-	3:49	3:55
4:05	4:09	4:12	-	4:34	4:40
4:52	4:56	4:59	-	5:21	5:27

Transfer at Woodstock Station to/from Route 808 and Metra UP-NW Line.

Unless otherwise noted, bus will stop upon signal to driver at any intersection along the route where it is safe to do so.

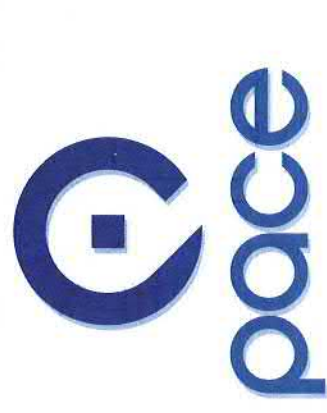
No Saturday, Sunday or holiday service.

# Route 808

Effective Date  
December 17, 2012

# 808 Crystal Lake-Harvard

All Pace service is wheelchair accessible.



## REGULAR FARE ROUTE

Exact Fare Required  
Driver Has No Change

Please refer to the Pace Fare Guide for details about current fares, passes, tickets, reduced fares, restrictions and additional information. Pace has a variety of passes and tickets that can make traveling on Pace, CTA and Metra easier and more cost effective. Call (847) 364-7223 or visit [www.pacebus.com](http://www.pacebus.com) for details. Reduced Fares are available for children (ages 7-11), students traveling to and from school, persons with disabilities and seniors. The RTA Reduced Fare Permit is required for persons with disabilities and seniors. A Medicare card along with another source of identification with a photograph and date of birth is acceptable to obtain the RTA Reduced Fare Card/Permit. Free rides are offered to children under 7 (max two children per fare paying adult), law enforcement officers and firefighters in full uniform or presenting a badge, and active duty military personnel in uniform. Persons with disabilities and residents aged 65 and older who are enrolled in the Illinois Circuit Breaker Program may ride Pace fixed route service free of charge with the Circuit Ride Free card. To register for a permit/card, please contact the RTA at 836-7000.

### TRAVEL INFORMATION

If you need transit information please call:  
**The RTA Travel Information Center**, open daily from 5:00 a.m. to 1:00 a.m. Use from all suburban area codes. **836-7000 TTY# (For HEARING IMPAIRED ONLY)**  
**Pace Customer Relations**, Monday through Friday from 8:00 a.m. to 5:00 p.m. **(847) 364-PACE (7223)**  
**TTY# (Pace information for HEARING IMPAIRED ONLY)** **(847) 364-5093**

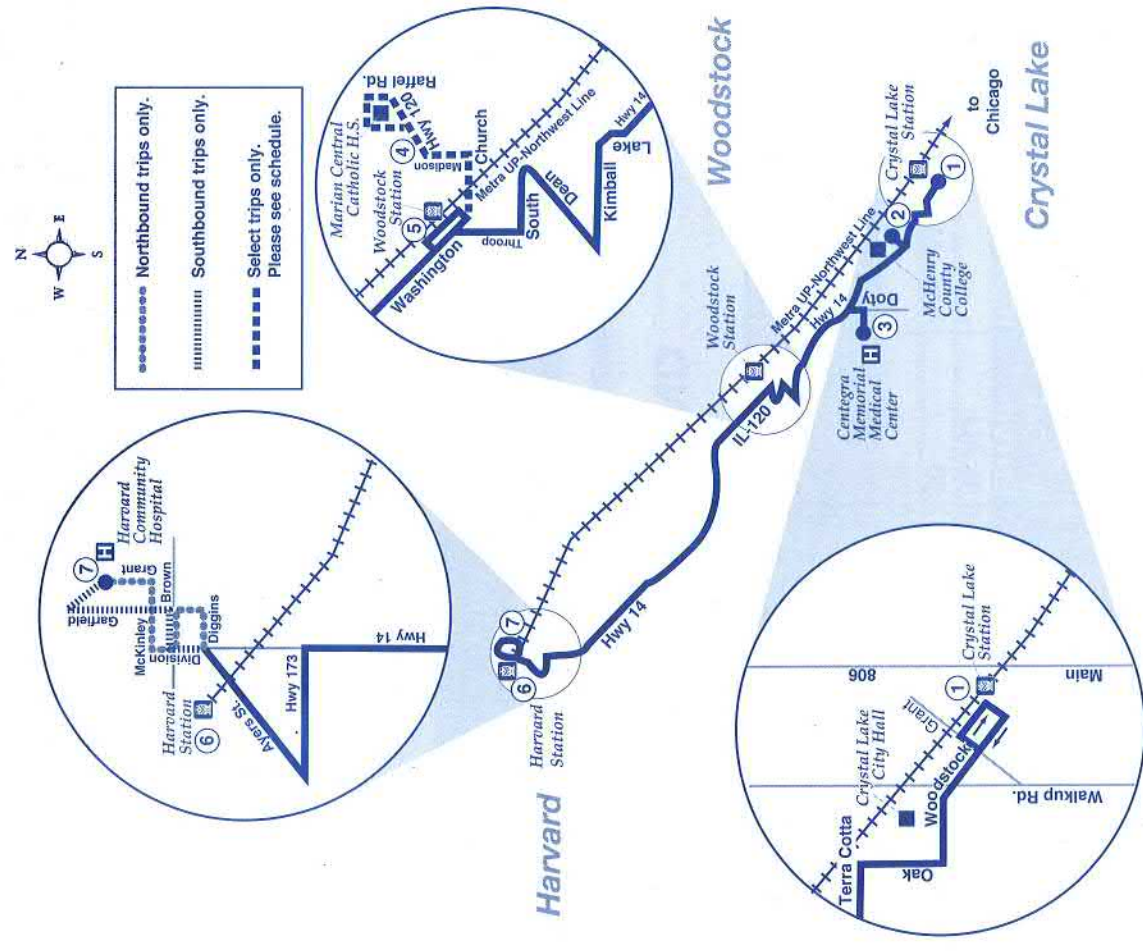
### CARRIER INFORMATION

**OPERATED BY: First Transit - McHenry**  
For lost and found call **(800) 451-4599**

### ADDITIONAL INFORMATION

The schedules, fares and other information in this timetable are subject to change. Pace does not assume responsibility for errors in timetables, nor for inconveniences or damage resulting from delayed trains or buses or failure to make connections.

Unless otherwise noted, bus will stop upon signal to driver at any intersection along the route where it is safe to do so.



## Major Destinations

Metra UP-NW Line  
Crystal Lake Station

McHenry County  
College

Centegra Memorial  
Medical Center

Marian Central  
Catholic H.S.

Metra UP-NW Line  
Woodstock Station

Metra UP-NW Line  
Harvard Station

Harvard Community  
Hospital

Weekday Service

December 17, 2012

[PaceBus.com](http://PaceBus.com)

# ROUTE 808 CRYSTAL LAKE - HARVARD

## WEEKDAY WESTBOUND

1 → 2 → 3 → 4 → 5 → 6 → 7

CRYSTAL LAKE STATION	MCHENRY COUNTY COLLEGE	CENTEGRA MEMORIAL MEDICAL CENTER	MARIAN CENTRAL CATHOLIC H.S.	WOODSTOCK STATION	HARVARD STATION	HARVARD COMMUNITY HOSPITAL
6:25 AM	**	6:36 AM	-	6:48 AM	7:06 AM	7:10 AM
7:15	7:24 AM	7:30	7:46 AM	7:51	8:10	8:14
8:14	8:23	8:29	-	8:39	8:58	9:02
2:05 PM	2:14 PM	2:20 PM	2:36 PM	2:41 PM	3:00 PM	3:04 PM
3:06	3:15	3:21	-	3:32	3:53	3:57
4:11	4:20	4:27	-	4:40	4:59	5:03
5:15	5:24	5:30	-	5:41	6:00	6:04

## WEEKDAY EASTBOUND

7 → 6 → 5 → 4 → 3 → 2 → 1

HARVARD COMMUNITY HOSPITAL	HARVARD STATION	WOODSTOCK STATION	MARIAN CENTRAL CATHOLIC H.S.	CENTEGRA MEMORIAL MEDICAL CENTER	MCHENRY COUNTY COLLEGE	CRYSTAL LAKE STATION
6:25 AM	6:29 AM	6:48 AM	-	6:59 AM	**	7:10 AM
7:15	7:19	7:38	7:42 AM	7:54	8:00	8:09
8:14	8:18	8:37	-	8:49	8:55	9:04
2:05 PM	2:09 PM	2:30 PM	2:36 PM	2:46 PM	2:52 PM	3:01 PM
3:09	3:13	3:32	-	3:44	3:50	3:59
4:07	4:11	4:32	-	4:43	4:49	4:58
5:08	5:12	5:31	-	5:42	5:48	5:57

\*\* The bus does not enter the McHenry County College complex on this trip.

No Saturday, Sunday or holiday service.

Unless otherwise noted, bus will stop upon signal to driver at any intersection along the route where it is safe to do so.

**APPENDIX A-8**  
**AGENCY COORDINATION**  
**UNION PACIFIC RAILROAD COORDINATION**



**MEETING MINUTES**  
**Union Pacific One-on-One Meeting**

---

**Date:** March 10, 2010  
**Time:** 10:00 AM  
**Location:** UP Offices – 500 W. Madison, Chicago, IL  
**Prepared By:** Images, Inc.

---

A meeting between Union Pacific Railroad officials and representatives of IDOT, Strand Associates and Images was held on March 10, 2010 at 10:00 AM to kick-off the start of the IL Route 47 Phase I Study. Attendees included:

Union Pacific: Thomas Andryuk, Bryon Thiesse, Chris Keckeisen, Chase Nichols  
IDOT: Ojas Patel, Andy Rabadi  
Strand Associates: Darcie Gabrisko, Adam Moline  
Images: Carrie Hansen

A brief overview of the IL Route 47 Phase I study background and process was presented, indicating that the study is in the very early stages, and there is no set scope for improvements. The study team is in the initial data collection phase, and is seeking input from key stakeholders, including UP. An explanation of the Context Sensitive Solutions (CSS) process was provided, identifying the various public outreach methods that will be utilized to ensure local participation in the project.

The UP bridge overpass is a critical component to any future plans that may be developed to improve Route 47. The study team inquired as to any current or future plans that the UP may have that would impact the bridge. UP representatives responded that the current bridge, built in 1936, is in good condition, and is not approaching the 20-year replacement. When asked, the study team explained there are no specific improvement plans identified at this time, but a potential alternative could include a 4-5 lane cross-section for IL Route 47. A by-pass option has been discussed, but for now the Phase I study is focusing on the analysis of the mainline.

UP stated that regardless of which future improvement option is selected, continuity of train traffic will be essential, and required, with operations being maintained throughout

construction. Train speeds must also be maintained, presently at 70 mph, with some possible minor adjustments allowed. The approach curve for the track cannot be tightened, and any design work will have to be completed on the south side of the tracks.

There are presently 6-8 freight trains per day, with an additional 22 Metra passenger trains per day. Metra is looking to increase its service by an additional 12 trains per day. The right-of-way and track are owned by UP; Metra owns its equipment and leases from UP. It is presently a dual track, and there are no plans for expansion for now. Both tracks will need to remain operational at all times.

The study team inquired as to what UP's requirements would be if the bridge/viaduct were to be lengthened.

- There will be shoring requirements, and the team should refer to the UPBN Standard Grade Separation Guidelines, which can be found via a link on their website.
- There exists a single-line pole which will need to be relocated.
- Existing vertical clearance is 14'2"; IDOT/AASHTO requirement is 14'9". However, UP indicated that their requirement is 16'6" for a steel bridge and 17'6" for a concrete bridge. If a variance to UP's requirement is requested, justification must be provided. This topic will require further discussion.
- The current grade elevation of the tracks will have to be maintained. This would result in the lowering of the current roadway elevation in order accommodate the increased vertical clearance.
- No horizontal curves will be allowed.
- UP will require walkways on the outside, on 2 sides if at all feasible. Design should follow ICC, AREMA standards.

UP asked if IDOT would own the bridge after construction. IDOT responded that it was unlikely. The current railroad right-of-way is 99'-100'; 15' temporary easements for construction should be OK.

The study team has structure plans for the bridge, but will need plans for the approaches as well. Tom Andryuk will be the local UP contact, and all plans should be transmitted through him. UP's Omaha office will perform all structural reviews.

UP inquired about the anticipated schedule for the project. The Phase I study will take approximately 3 years to complete, and is expected to be finished in 2013. Only Phase I is funded at this time. If Phases II and III were to be funded, it would likely be another 2 years after Phase I before construction would begin. The construction would be 100% funded by IDOT, unless UP was looking for service enhancement, i.e. the addition of track, in which case UP would be responsible for the incremental cost difference as a result of the requested enhancement.

Ojas Patel will be the IDOT contact for UP, and Andy Rabadi, IDOT's Railroad Coordinator, will also be involved with the project. The study team has sufficient capability to perform the Phase I preliminary engineering design for the railroad bridge. Detailed design work would be handled in Phase II. It was reiterated that the project is in the very early stages, and when more is known on the development of alternatives, the team will again meet with UP representatives for coordination. UP commented that they were pleased to be included early on in the planning process. In addition to the approach plans noted earlier in the meeting, UP will provide documentation for right-of-way, property limits, utility locations and fiber optic lines.

CLH:



**Moline, Adam R.**

---

**From:** Tom N. Andryuk [TNANDRYU@up.com]  
**Sent:** Friday, November 05, 2010 2:39 PM  
**To:** Moline, Adam R.  
**Subject:** Re: Union pacific shoofly guidelines  
**Attachments:** graycol.gif; pic14887.gif; ecblank.gif; 0001B.pdf; 0002B.pdf; 0016 Vert Curve.pdf; 0017A-Facing Point Arrangement.pdf; 0018 Min Tangent.pdf; 0019A Superelevation.pdf; 0021C 1 Inch Imbalance.pdf; Order info.pdf

**Categories:** To Print

Adam,

Unfortunately there are no guidelines for shooflys per se. **Shooflys are designed for Mainline Standards at RR Timetable speed**, which is 70mph at the Rt 47 location. *70 MPH DESIGN SPEED*

Here are some basic track standards that should get you started. You can purchase a complete set of UPRR track design standards from Staples in Omaha (see Order info file; order document PB22003) which is recommended.

*(See attached file: 0001B.pdf)(See attached file: 0002B.pdf)(See attached file: 0016 Vert Curve.pdf)(See attached file: 0017A-Facing Point Arrangement.pdf)(See attached file: 0018 Min Tangent.pdf)(See attached file: 0019A Superelevation.pdf)(See attached file: 0021C 1 Inch Imbalance.pdf)(See attached file: Order info.pdf)*

Hope that helps.

"Moline, Adam R." <[Adam.Moline@strand.com](mailto:Adam.Moline@strand.com)>

"Moline, Adam R."  
<[Adam.Moline@strand.com](mailto:Adam.Moline@strand.com)>

11/03/2010 11:02 AM

To "TNANDRYU@up.com" <[TNANDRYU@up.com](mailto:TNANDRYU@up.com)>

cc

Subject Union pacific shoofly guidelines

Hi Tom,

We met earlier this year regarding our project, IL Route 47 Phase I from US Route 14 to Charles Road in Woodstock, Illinois. This project may result in the widening of IL route 47 underneath the Union Pacific Railroad Bridge between the intersections of Lake Avenue and McConnell road, and may require a temporary shoo-fly track and bridge.

We have identified some alternatives and are beginning the preliminary design of the roadway, and we want to make sure we have all of UP's design standards before beginning work on shoofly bridge alignments.

We are using the "Guidelines for railroad grade separation projects" you provided, however this guide does not appear to have specific information related to shoo-fly design. For example it does not indicate UP's

minimum curve radius, taper lengths, spiral lengths or turn-out details. Additionally, section 4.1.1 regarding shoofly track states that "Other restrictions specific to the individual Railroad may apply." Does the UP have a separate document or requirements governing shoofly track design?

We have found references to a "Guidelines for Design and Construction of Shoofly (Detour) Tracks" guide but have not been able to find the document. Does UP still utilize this guide in shoofly design? Please let me know if there is and additional resource where I can find this information.

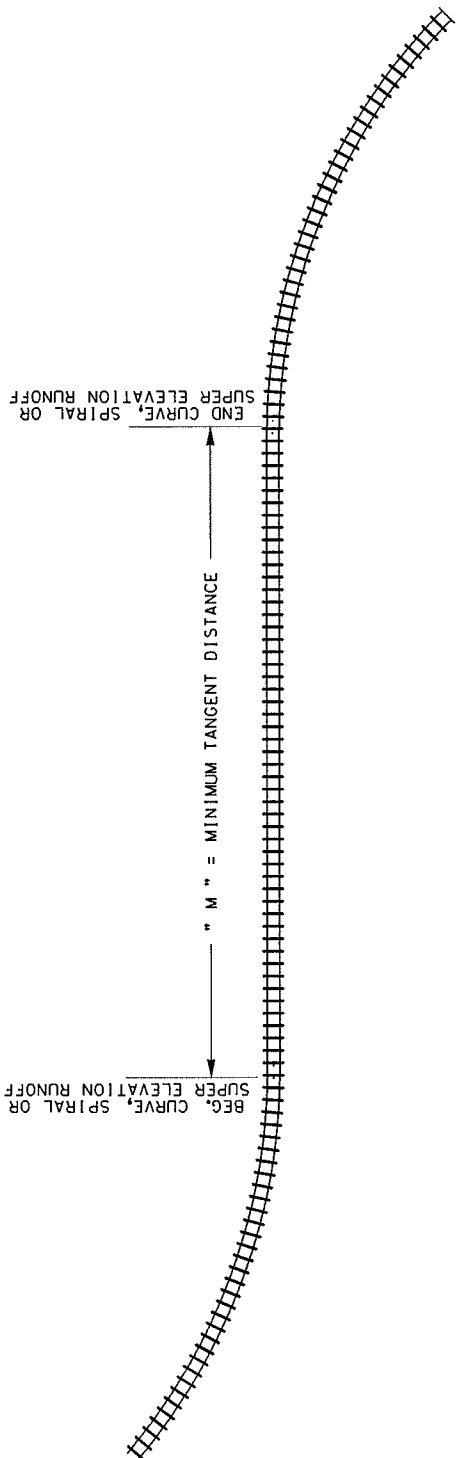
Thank you very much,  
Adam

**Adam R. Moline**  
Strand Associates, Inc.  
815.744.5867 Ext. 3314  
[Adam.Moline@strand.com](mailto:Adam.Moline@strand.com)

\*\*

This message and any attachments contain information from Union Pacific which may be confidential and/or privileged. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this message is strictly prohibited by law. If you receive this message in error, please contact the sender immediately and delete the message and any attachments.

\*\*



MAIN LINE AND BRANCH LINES

TRACK SPEED / TYPE	"M" DISTANCE
60 MPH AND ABOVE	500 FEET
40 MPH THRU 59 MPH	300 FEET
39 MPH AND BELOW	150 FEET

YARD AND INDUSTRY TRACKS

DEGREE OF CURVE	MINIMUM TANGENT DISTANCE "M"
7° 30' OR LESS	36 FEET
GREATER THAN 7° 30'	60 FEET

NOTES:  
 ADJACENT SIDINGS AND RUNNING TRACKS SHALL CONFORM TO THE CRITERIA OF THE MAIN TRACK, REGARDLESS OF THE ALLOWABLE SPEED ON THE SIDING OR RUNNING TRACK

CONNECTIONS TO ADJACENT TRACKS SHALL BE DESIGNED AND CONSTRUCTED AS SHOWN ON STANDARD LAYOUT PLANS FOR MAIN LINE TURNOUTS AND CROSSOVERS.

FOR MAIN AND BRANCH TRACKS, THE POINT OF SWITCH OR POINT OF FROG OF ANY TURNOUT SHALL BE NO CLOSER THAN 200 FEET FROM THE END OF A HORIZONTAL CURVE OR SUPERELEVATION RUNOFF, UNLESS AUTHORIZED BY THE CHIEF ENGINEER.

UNION PACIFIC RAILROAD  
 ENGINEERING STANDARDS

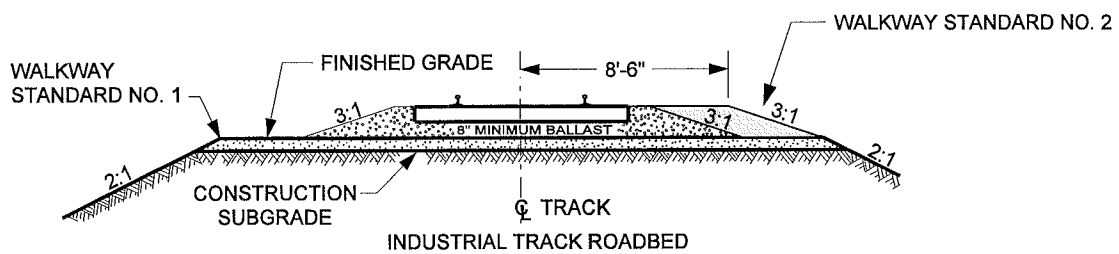
MINIMUM TANGENT  
 DISTANCE

STD DWG  
 0018

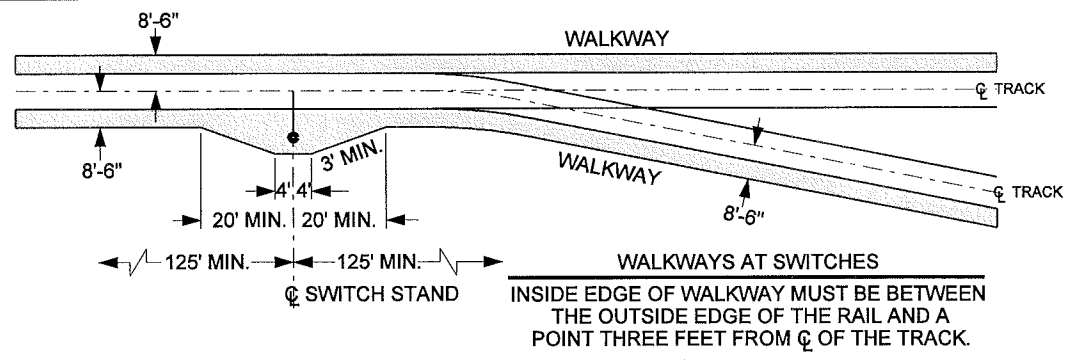


ADOPTED: DEC. 31, 1996  
 REVISED:  
 FILE NO.: 0018

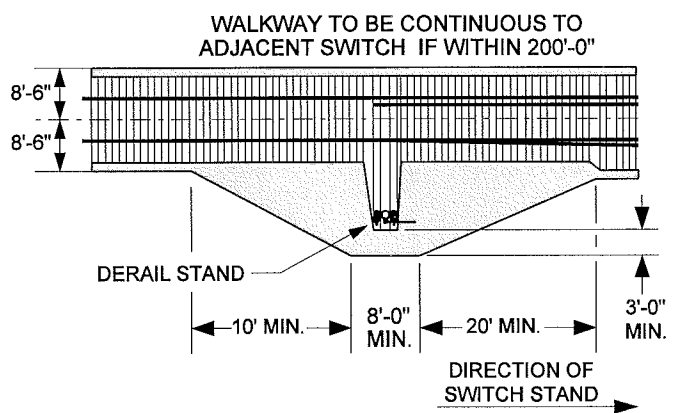
STD DWG  
 0018



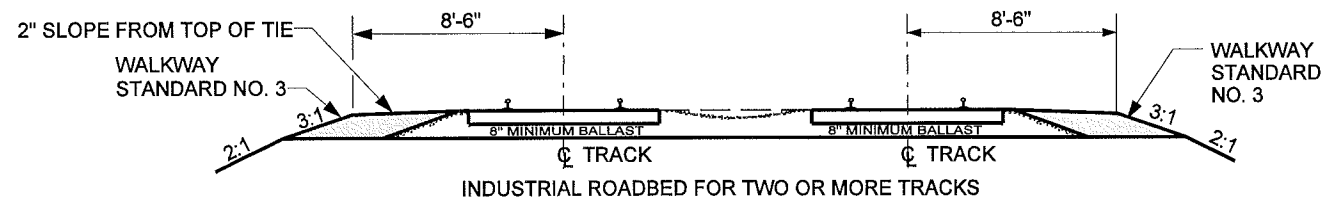
**WALKWAY STANDARDS NO. 1 AND 2**



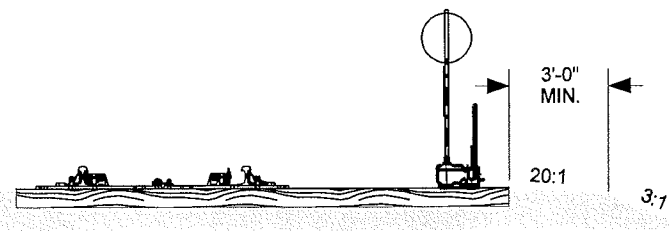
**WALKWAY STANDARD NO. 3**




**WALKWAY STANDARD NO. 4**



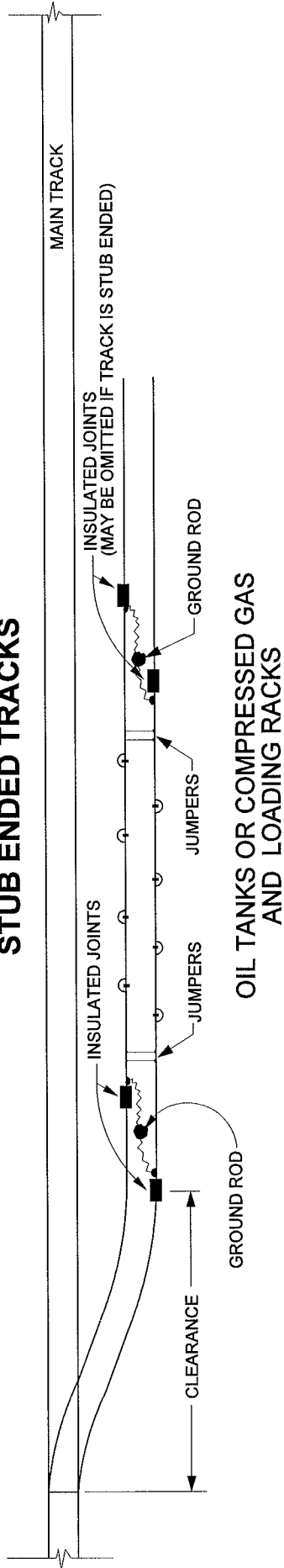
**WALKWAY STANDARD NO. 5**



**TYP. SWITCH STAND SECTION**

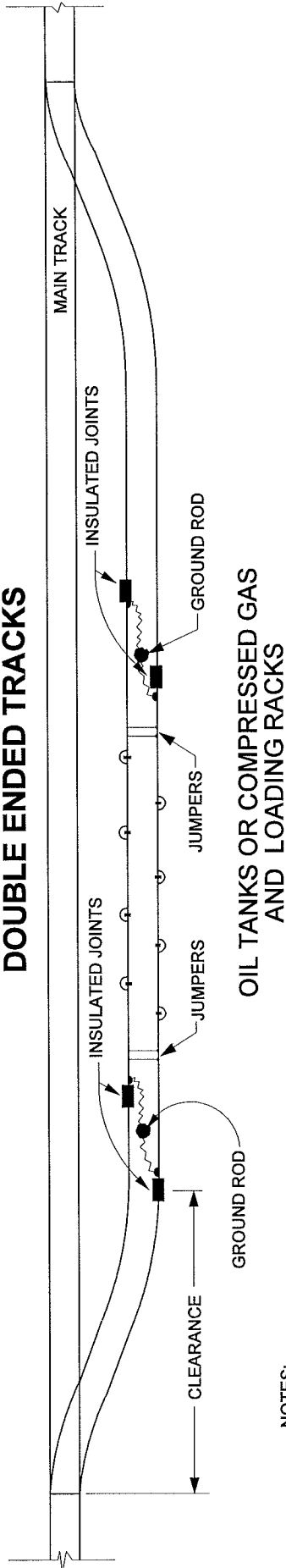
	<p><b>UNION PACIFIC RAILROAD</b> Office of Chief Engineer Design</p>
	<p><b>INDUSTRY STANDARDS</b></p>
<p><b>TYPICAL WALKWAY STANDARDS FOR INDUSTRIAL TRACKS</b></p>	
<p>ADOPTED: JAN. 1, 1996 REVISED: AUG. 4, 2003 FILE NO.: EXHIBIT E</p>	<p>EXHIBIT <b>"E"</b></p>

## STUB ENDED TRACKS



OIL TANKS OR COMPRESSED GAS  
AND LOADING RACKS

## DOUBLE ENDED TRACKS



OIL TANKS OR COMPRESSED GAS  
AND LOADING RACKS

### NOTES:

1. THE SECTION OF TRACK ON WHICH ANY PART OF A TANK CAR MAY STAND WHILE A FLAMMABLE LIQUID OR FLAMMABLE COMPRESSED GAS IS BEING LOADED OR UNLOADED SHALL BE BONDED AT EACH RAIL JOINT WITH 2 W-15 STRANDED WIRES.
2. AT LEAST FOUR JUMPER WIRES EQUIVALENT TO J-65 STRANDED JUMPERS SHALL BE CROSS CONNECTED BETWEEN THE TWO RAILS. TWO NEAR EACH END OF THE BONDED SECTION.
3. THE BONDED RAILS SHALL BE CONNECTED TO COPPERWELD GROUND RODS 5/8" (1.59CM) IN DIAMETER AND 9'-0" (2.74M) LONG, DRIVEN FULL LENGTH WITH AT LEAST 5'-0" (1.52M) IN NATURAL EARTH. THE CONNECTION BETWEEN THE RAILS AND THE GROUND RODS SHALL BE AT LEAST #6 AWG SOFT ANNEALED COPPER, CHANNEL-PINNED TO RAIL AND CONNECTED TO THE GROUND ROD BY MEANS OF A CLAMP.
4. PERMANENT MULTIPLE CONNECTIONS OF AT LEAST #6 AWG SOFT ANNEALED COPPER WIRE SHALL BE PROVIDED BETWEEN THE BONDED TRACK SECTION AND THE LOADING AND UNLOADING PIPES.
5. WHERE A CONSIDERABLE AMOUNT OF STRAY CURRENT EXISTS, PIPE AND METALLIC STRUCTURE SHOULD BE ELECTRICALLY INTERCONNECTED AND GROUNDED IN ADDITION TO THE ABOVE CONNECTION TO RAILS; AND IN ADDITION TO THE PERMANENT CONNECTIONS, A TEMPORARY ELECTRICAL CONNECTION OF #0 FLEXIBLE COPPER STRAND FROM EACH OIL PIPE OUTLET TO EACH CAR TANK SHOULD BE MADE.

UNION PACIFIC RAILROAD  
ENGINEERING DRAWINGS

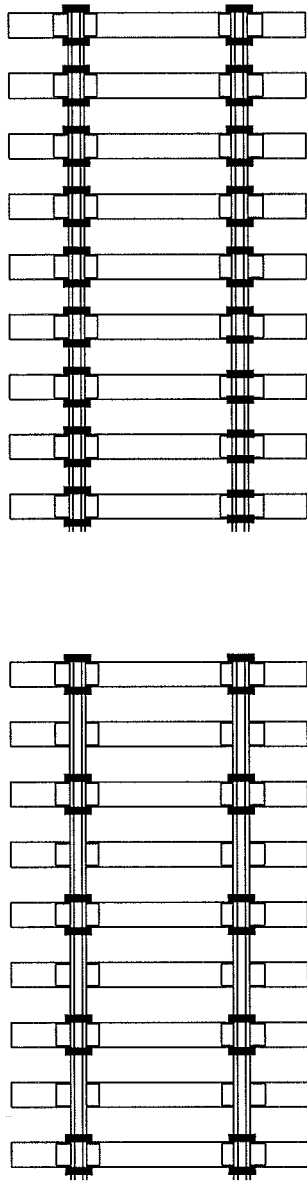
GROUNDING DETAIL FOR  
LOADING AND UNLOADING  
FLAMMABLE COMMODITIES



ADOPTED: JAN. 21, 2005  
REVISED: AUG. 26, 2008  
FILE NO.: 6003A

MISC DWG  
6003A

MISC DWG  
6003A



ANCHOR PATTERN # 2

ANCHOR PATTERN # 1

**GENERAL NOTES:**

ANCHOR PATTERN # 1 WILL BE USED FOR ALL RAIL RELAYS. EXISTING ANCHOR PATTERNS MAY REMAIN UNTIL A RAIL RELAY IS DONE.

WHERE ELASTIC FASTENERS FAIL TO PROPERLY RESTRAIN THE RAIL FROM MOVING LONGITUDINALLY, INSTALL ADDITIONAL ANCHORS AS REQUIRED.

WHERE PRACTICAL, ANCHOR TO BE INSTALLED FROM GAGE SIDE OF RAIL.

**NOTES:**

**CONTINUOUS WELDED RAIL (NEW INSTALLATION):**

- 1) EVERY OTHER TIE BOX ANCHORED (USE PATTERN #1).
- 2) BOX ANCHOR 120 TIES IN BOTH DIRECTIONS FROM OPEN DECK BRIDGES, INSULATED JOINTS, HOT BOX DETECTORS, CROSSING FROGS AND TURNOUTS (USE PATTERN #2).
- 3) CHIEF ENGINEER MAY AUTHORIZE ADDITIONAL ANCHORS TO BE INSTALLED WHERE INCREASED RAIL RESTRAINT IS DESIRED. SUCH LOCATIONS MAY BE: LINES EXPECTED TO HANDLE 95MGT OR MORE ANNUALLY, OPEN JOINTS IN CWR TERRITORY, HEAVY TRAIN BRAKING GRADES, ETC.

**JOINTED RAIL (NEW INSTALLATION):**

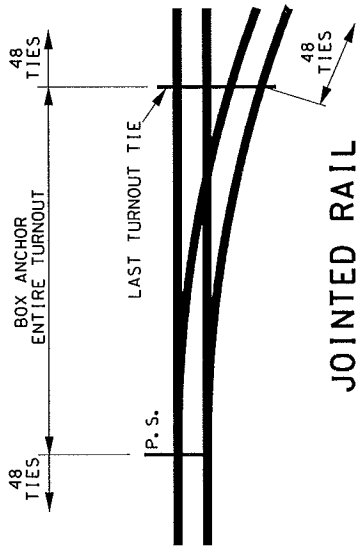
- 1) BOX ANCHOR EVERY OTHER TIE (USE PATTERN #1)
- 2) BOX ANCHOR 48 TIES AHEAD OF POINT OF SWITCH AND BEHIND LAST TURNOUT TIE

**TURNOUTS (NEW INSTALLATION):**

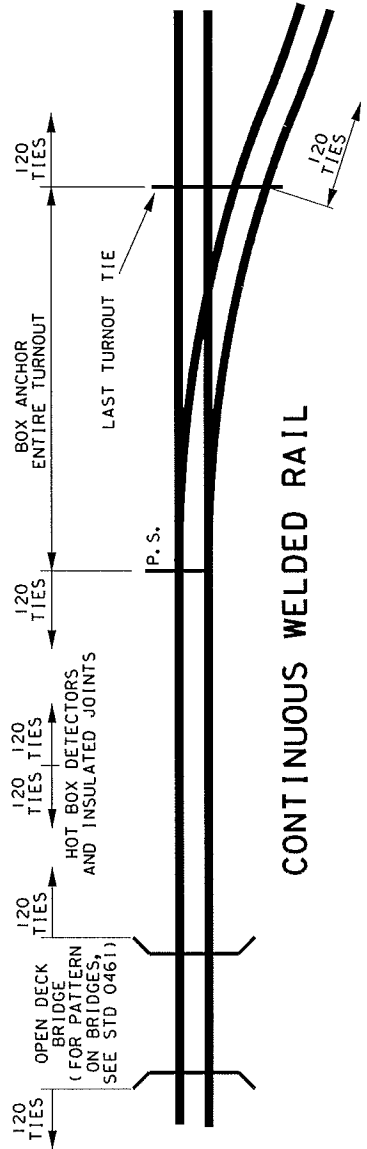
EVERY TIE BOX ANCHORED (USE PATTERN #2).

**HOT BOX DETECTORS:**

BOX ANCHOR 120 TIES AWAY FROM HOT BOX DETECTOR IN BOTH DIRECTIONS.



JOINTED RAIL



CONTINUOUS WELDED RAIL

UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS

RAIL ANCHOR PATTERNS  
FOR NEW RAIL  
INSTALLATIONS

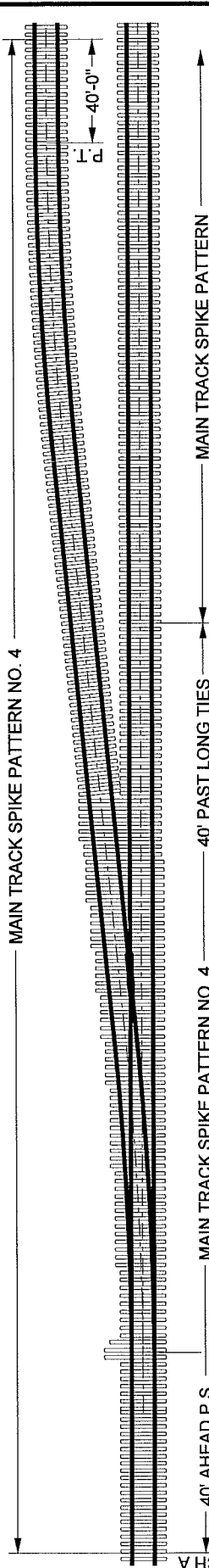


ADOPTED: DEC. 31, 1996  
REVISED: MARCH 24, 2000  
FILE NO.: 0460D

STD DWG  
0460D

STD DWG  
0460D

MAIN TRACK SPIKE PATTERN NO. 4



**MAIN TRACK TURNOUT**

APPLICATION	PATTERN
TANGENTS AND CURVES LESS THAN 1° 30'	1
CURVES AT LEAST 1° 30' BUT LESS THAN 4°	3
CURVES AT LEAST 4° BUT LESS THAN 8°	4
CURVES 8° OR MORE	5

APPLICATION	PATTERN
TANGENTS AND CURVES LESS THAN 30'	2
CURVES AT LEAST 30' BUT LESS THAN 1° 30'	3
CURVES AT LEAST 1° 30' BUT LESS THAN 4°	4
CURVES 4° OR MORE	5

YARD AND INDUSTRY TRACKS	
APPLICATION	PATTERN
TANGENTS AND CURVES LESS THAN 4°	1
CURVES AT LEAST 4° BUT LESS THAN 8°	3
CURVES 8° OR MORE	4

**NOTES:**

- THE SPIKE PATTERNS SHOWN ARE FOR MAIN TRACKS, BRANCH LINE TRACKS, HEAVY TONNAGE SPURS, AND C.T.C. SIDINGS WITH 13" AND LONGER PLATES.
- ANY SPIKING PATTERN OTHER THAN WHAT IS SHOWN ON THIS DRAWING ARE TO BE APPROVED BY THE CHIEF ENGINEER.

**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS**

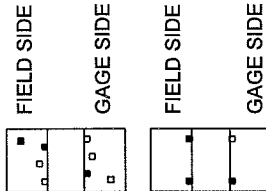
**SPIKING PATTERN**



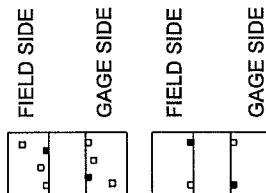
ADOPTED: DEC. 31, 1986  
REVISED: JUL. 17, 2007  
FILE NO.: 0453D

STD DWG

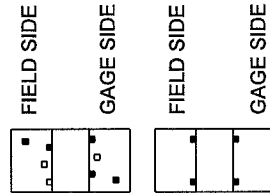
0453D



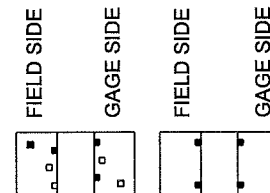
SPIKING PATTERN NO. 2



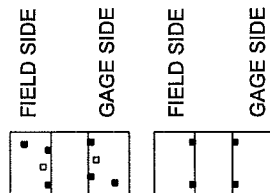
SPIKING PATTERN NO. 1



SPIKING PATTERN NO. 4



SPIKING PATTERN NO. 3

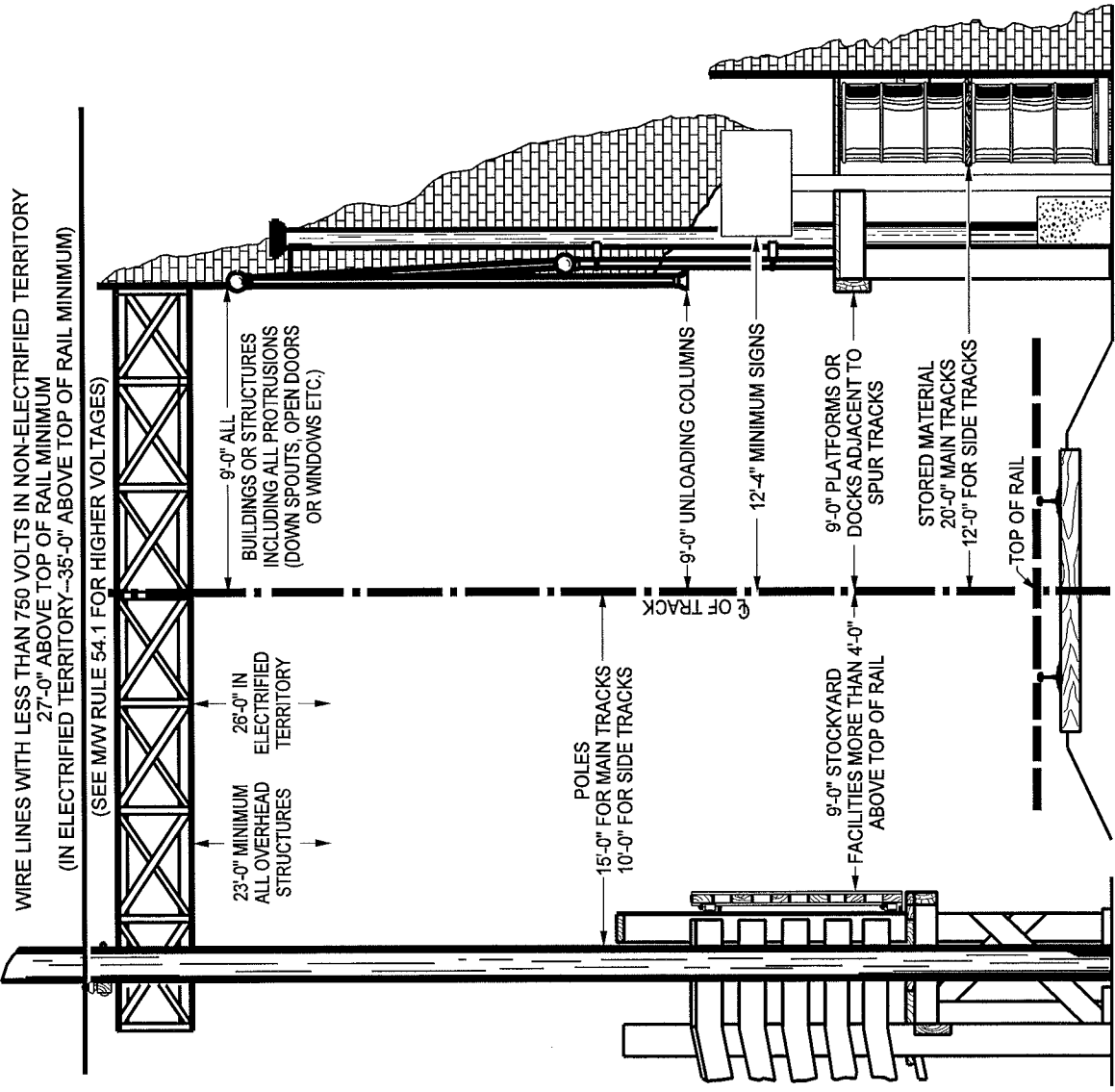


SPIKING PATTERN NO. 5

■ - DENOTES SPIKE FILLED HOLE

STD DWG  
0453D

WIRE LINES WITH LESS THAN 750 VOLTS IN NON-ELECTRIFIED TERRITORY  
27'-0" ABOVE TOP OF RAIL MINIMUM  
(IN ELECTRIFIED TERRITORY - 35'-0" ABOVE TOP OF RAIL MINIMUM)  
(SEE M/W RULE 54.1 FOR HIGHER VOLTAGES)



THROUGH INDUSTRY OWNED STRUCTURES AND FACILITIES


TRACK NOTES (SEE PAGE 2 FOR GENERAL NOTES):

TRACK CENTERS:

1. TWO OR MORE MAIN TRACKS WILL BE A MINIMUM OF 15'-0" CENTER TO CENTER. SIDE TRACKS ADJACENT TO A MAIN TRACK WILL BE A MINIMUM OF 15'-0" CENTER TO CENTER.
2. ANY TWO OR MORE SIDE OR INDUSTRY TRACKS WILL BE A MINIMUM OF 14'-0" CENTER TO CENTER.
3. LADDER TRACKS AND ANY ADJACENT TRACK WILL BE A MINIMUM OF 20'-0" CENTER TO CENTER.
4. TEAM TRACKS IN PAIRS MAY BE A MINIMUM OF 13'-0" CENTER TO CENTER.

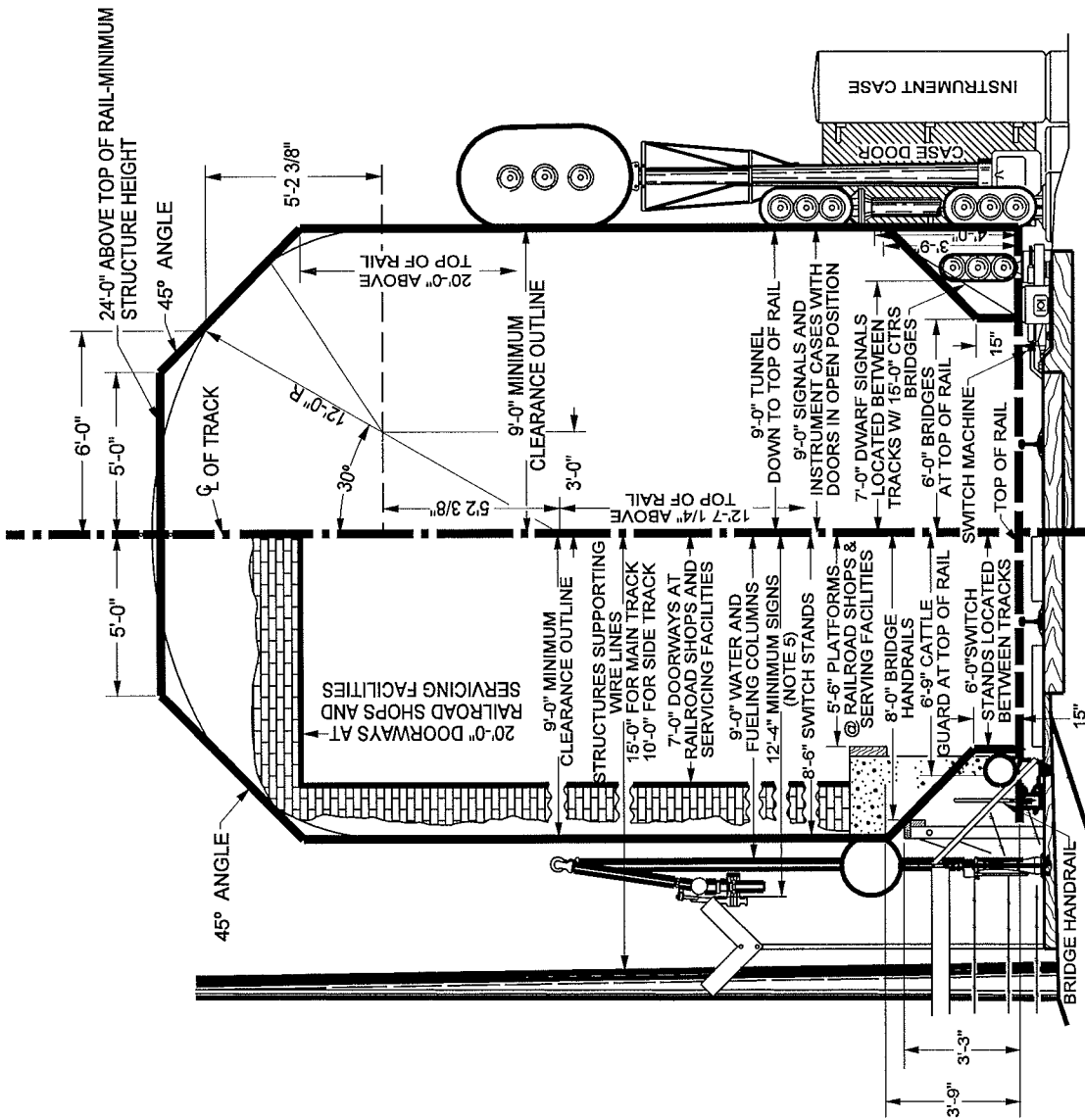
SUPERELEVATION:

1. AN ADDITIONAL 4 1/4" HORIZONTAL CLEARANCE AT 20'-0" ABOVE TOP OF RAIL MUST BE ALLOWED ON THE LOW RAIL SIDE FOR EACH ONE INCH OF SUPERELEVATION TAPERING TO ZERO INCHES ADDITIONAL CLEARANCE AT THE TOP OF RAIL.

<b>UNION PACIFIC RAILROAD ENGINEERING STANDARDS</b>	
<b>STANDARD MINIMUM OPERATING CLEARANCES</b>	
	ADOPTED: MAY 2, 1977 REVISED: OCT. 25, 2004 FILE NO.: 0038F
STD DWG	0038F
PAGE 1 OF 2	

STD DWG
0038F
PAGE 1 OF 2





THROUGH RAILROAD OWNED STRUCTURES AND FACILITIES

GENERAL NOTES (SEE PAGE 1 FOR TRACK NOTES):

1. ALL STRUCTURES OR FACILITIES NOT SHOWN MUST BE AT LEAST 9'-0" FROM THE CENTER LINE OF TRACK AND AT LEAST 23'-0" ABOVE THE TOP OF RAIL.
2. CLEARANCES FOR STRUCTURES OR FACILITIES ON CURVES MUST BE INCREASED Laterally ON EACH SIDE 1 1/2" PER EACH DEGREE OF CURVATURE, EXTENDING TO 80'-0" BEYOND THE END OF THE CURVE.
3. ANY FACILITIES FALLING WITHIN THESE DIMENSIONS WILL BE CONSIDERED IMPAIRED CLEARANCE, SUBJECT TO AGREEMENT, AND MUST BE APPROVED PRIOR TO CONSTRUCTION BY UNION PACIFIC RAILROAD'S OFFICE OF THE CHIEF ENGINEER OF DESIGN.
4. WHERE STATE OR LOCAL LAWS REQUIRE GREATER CLEARANCES THAN SHOWN HERE, THOSE LAWS SHALL PREVAIL.
5. SIGNS FOR INTERIOR MAIN TRACKS IN MULTIPLE MAIN TRACK TERRITORY WILL BE A MINIMUM OF 9'-0" FROM CENTER OF TRACK.

UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS

STANDARD MINIMUM  
OPERATING CLEARANCES



ADOPTED: MAY 2, 1977  
REVISED: OCT 25, 2004  
FILE NO.: 0038F

STD DWG  
0038F  
PAGE 2 OF 2

STD DWG  
0038F  
PAGE 2 OF 2

**GENERAL:** FENCE SHALL BE PROVIDED AS INDICATED ON THE CROSS SECTION ON BOTH SIDES OF THE VIADUCT. THE FENCE SHALL EXTEND COMPLETELY ACROSS THE STRUCTURE OR UPRR RIGHT-OF-WAY, WHICHEVER IS SHORTER.

SPLASH BOARDS SHALL BE PROVIDED ON BOTH SIDES OF THE VIADUCT IN LOCATIONS WHERE SWITCHING OR OTHER FREQUENT RAILROAD ACTIVITIES ARE PERFORMED. THE SPLASHBOARD SHALL EXTEND COMPLETELY ACROSS THE STRUCTURE OR UPRR RIGHT-OF-WAY, WHICHEVER IS SHORTER.

LIGHTS ARE TO BE INSTALLED ON THE UNDERSIDE OF THE VIADUCT WHERE SHADOWS CAST BY THE STRUCTURE WOULD INTERFERE WITH RAILROAD OPERATIONS.

SLOPE PAVING SHALL BE PROVIDED WHERE END SLOPES EXCEED 2 HORIZONTAL TO 1 VERTICAL.

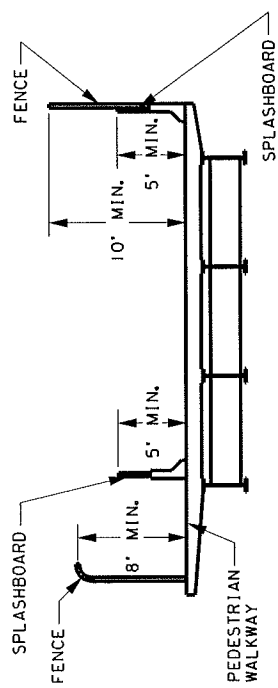
FALSEWORK, NETTING OR OTHER SUITABLE PROTECTION SHALL BE PROVIDED TO PREVENT DEBRIS FROM FALLING ON THE TRACK DURING DEMOLITION AND CONSTRUCTION OPERATIONS.

APPLICANT SHALL BE RESPONSIBLE FOR IDENTIFICATION, LOCATION AND PROTECTION OF EXISTING UTILITIES.

CONTACT UPRR'S "CALL BEFORE YOU DIG" AT LEAST 48 HOURS PRIOR TO COMMENCING WORK AT 1-800-336-9193 TO DETERMINE LOCATION OF FIBER OPTICS.

CERTAIN LOCATIONS MAY REQUIRE ADDITIONAL CLEARANCES OR FEATURES BEYOND THOSE SHOWN IN THIS DRAWING BASED ON LOCAL CONDITIONS

EXCEPTIONS TO THESE STANDARDS MUST BE APPROVED BY UPRR'S CHIEF ENGINEER DESIGN.



**VIADUCT CROSS SECTION**

**NOTES:**  
 CLEARANCES:  
 MINIMUM VERTICAL CLEARANCE SHALL BE 23' ABOVE THE PLANE OF TOP-OF-RAIL. ADDITIONAL CLEARANCE MAY BE REQUIRED IF SAG OF VERTICAL CURVE MUST BE ADJUSTED OR IF FUTURE TRACK RAISE FOR FLOOD CONSIDERATIONS OR MAINTENANCE IS PROBABLE.  
 MINIMUM HORIZONTAL CLEARANCES, MEASURED AT RIGHT ANGLE FROM CENTERLINE OF TRACK, SHALL BE AS SHOWN.

MINIMUM CONSTRUCTION CLEARANCES SHALL BE 21' VERTICAL ABOVE THE PLANE OF TOP-OF-RAIL AND 12' HORIZONTAL AT RIGHT ANGLE FROM CENTERLINE OF TRACK.

HORIZONTAL CLEARANCES ARE TO BE INCREASED 1/2" PER DEGREE OF CURVE WHERE THE STRUCTURE IS LOCATED ADJACENT TO OR WITHIN 80' OF THE CURVE LIMITS.

**FUTURE TRACKS:**  
 SPACE IS TO BE PROVIDED FOR ONE OR MORE FUTURE TRACKS AS REQUIRED FOR LONG RANGE PLANNING OR OTHER OPERATING REQUIREMENTS. WHERE PROVISION IS MADE FOR MORE THAN TWO TRACKS, SPACE IS TO BE PROVIDED FOR ACCESS ROADS ON BOTH SIDES OF TRACK.

**PIERS:**  
 PIER PROTECTION (CRASH WALLS) SHALL BE PROVIDED IN ACCORDANCE WITH AREA CHAPTER 8, PART 2.1.5 FOR PIERS WITHIN 25 FEET OF THE CENTERLINE OF TRACK.

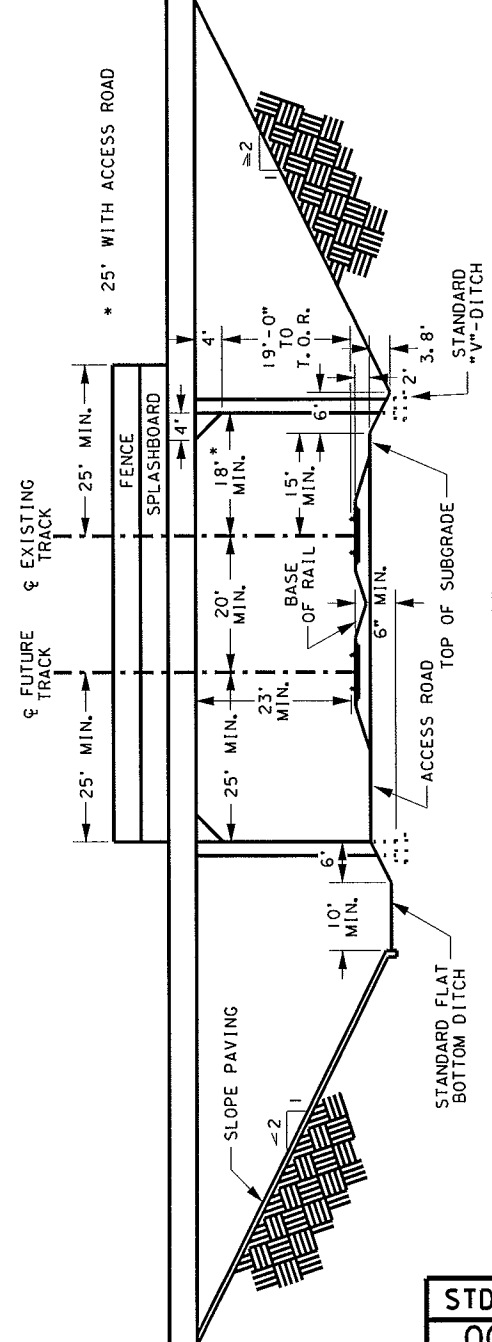
TOP OF FOOTING SHALL BE A MINIMUM OF 6' BELOW BASE OF RAIL AND A MINIMUM OF 1 FOOT BELOW FLOW LINE OF DITCH.

TEMPORARY OR PERMANENT SHORING SHALL BE DESIGNED IN ACCORDANCE WITH UPRR SHORING REQUIREMENTS (DRAWING NO. 106613).

**DRAINAGE:**  
 DRAINAGE FROM THE OVERPASS SHALL BE DIVERTED AWAY FROM UPRR TRACKS AND NOT DISCHARGED ONTO THE TRACKS OR ROADBED.

A STANDARD "V"-SHAPE OR FLAT-BOTTOM DITCH SHALL BE PROVIDED ON EACH SIDE OF TRACKS AS NECESSARY

CULVERTS MAY BE INSTALLED ON OPPOSITE SIDES OF COLUMN FROM TRACK IN LIEU OF STANDARD RAILROAD DITCHES WHEN APPROVED BY CHIEF ENGINEER DESIGN. MAINTENANCE OF CULVERTS IS TO BE AT APPLICANT'S EXPENSE.

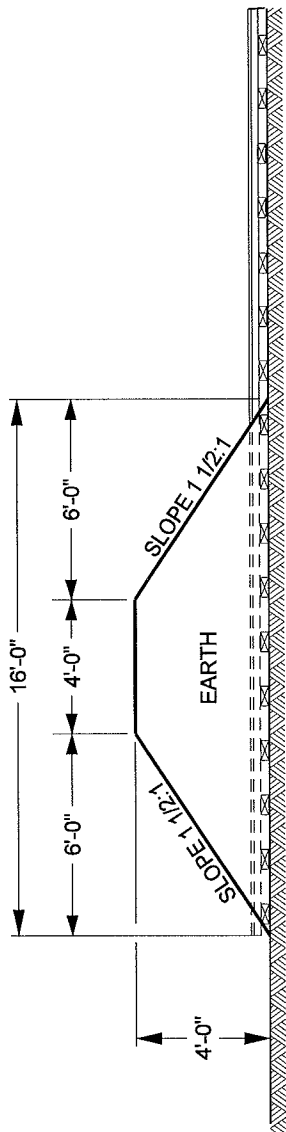
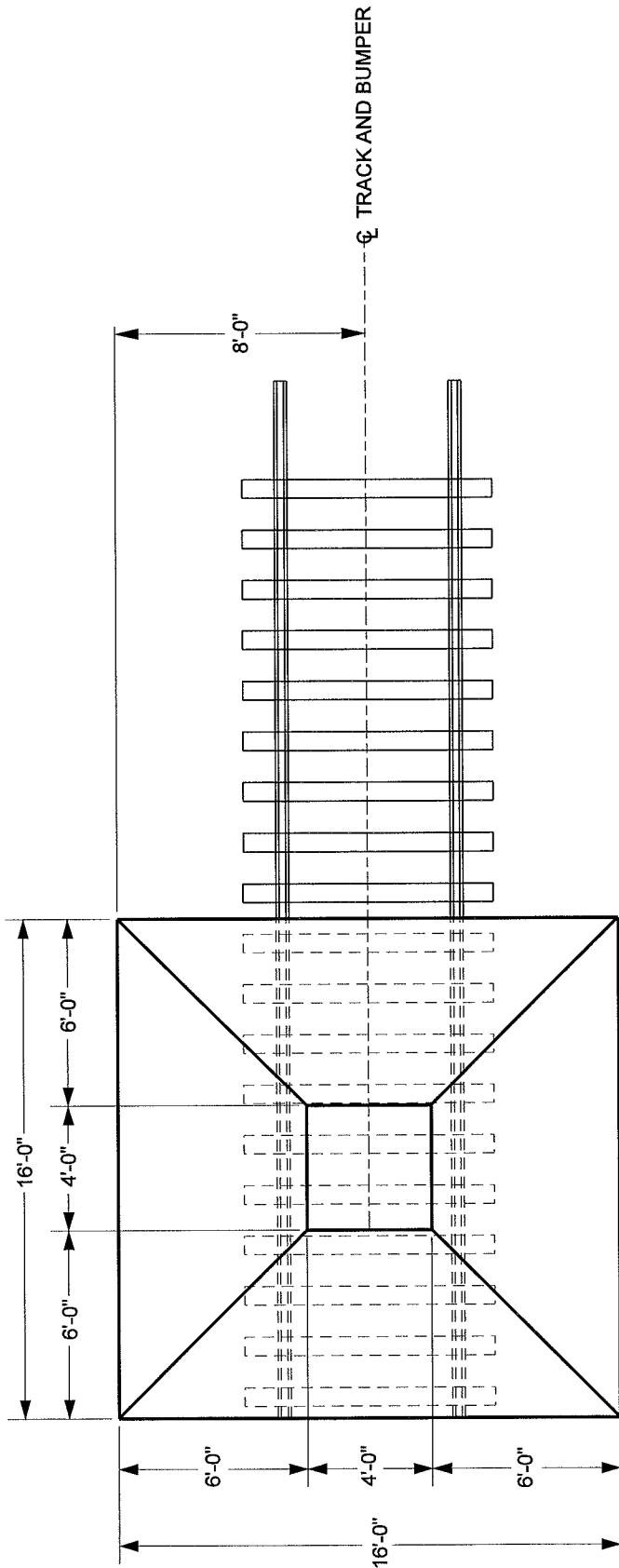


**ELEVATION PERPENDICULAR TO TRACKS**

**UNION PACIFIC RAILROAD  
 ENGINEERING STANDARDS  
 DESIGN CLEARANCES  
 FOR HIGHWAY AND  
 PEDESTRIAN OVERPASS**

ADOPTED: DEC. 30, 1996  
 REVISED:  
 FILE NO.: 0035

**STD DWG  
 0035**



- NOTES:
1. SIZE OF BASE MAY BE REDUCED IN CASES WHERE WIDTH OF ROADBED WILL NOT PERMIT PLAN TO BE FOLLOWED.
  2. EARTHEN BUMPER AS SHOWN HERE ON SHALL BE USED AT ALL LOCATIONS WHERE BUMPER IS REQUIRED EXCEPT ON THE AUTHORITY OF THE CHIEF ENGINEER OF MAINTENANCE TO USE A BUMPER OF SOME OTHER DESIGN.

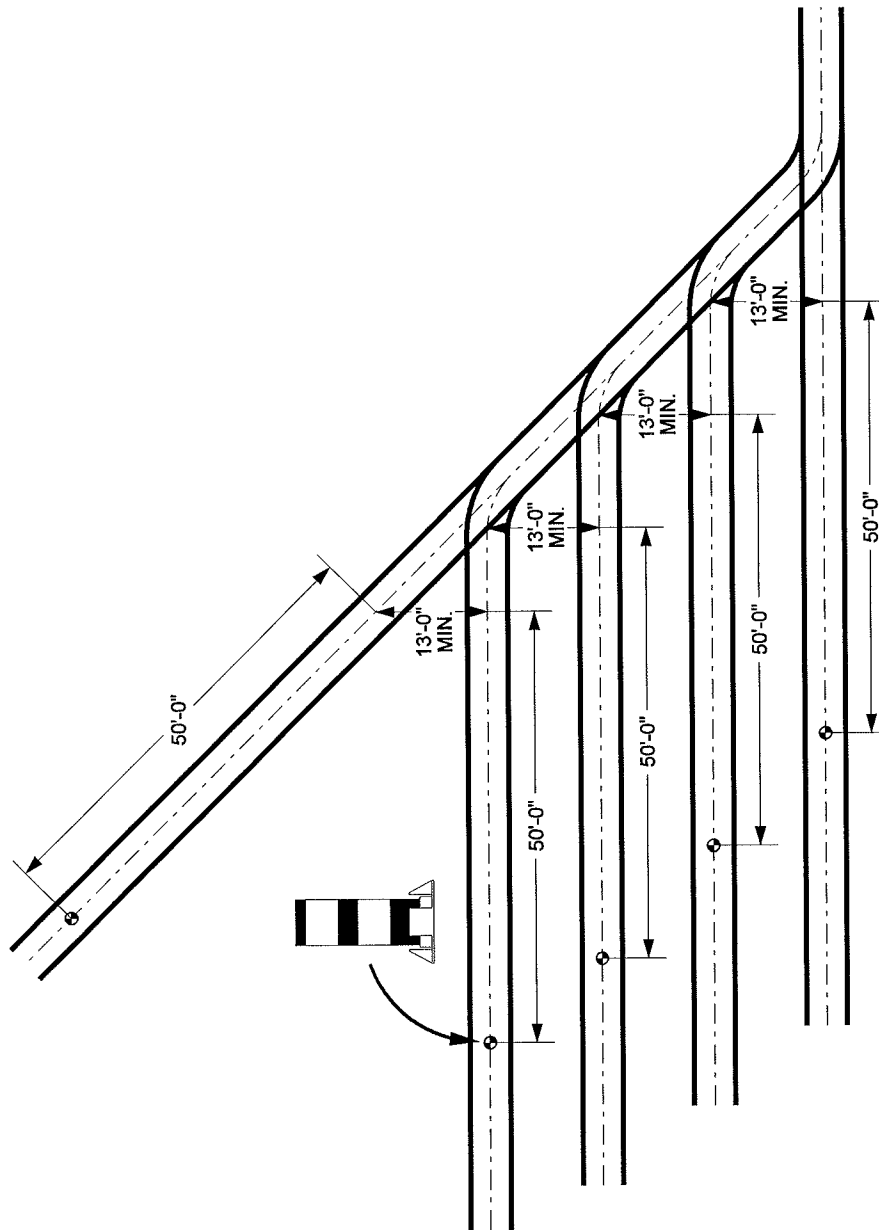
**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS  
STANDARD EARTH  
BUMPER FOR END  
OF SPUR TRACK**

STD DWG  
**0030A**

ADOPTED: FEB. 16, 1966  
REVISED: JAN. 21, 2004  
FILE NO.: 0030A



STD DWG  
**0030A**



PAINT BOTH SIDES OF WEB, SIDE OF RAIL HEAD AND BASE OF BOTH RAILS YELLOW (3'-0" LONG)

- NOTES:
1. USE OF CONES OR PAINTING OF RAILS SERVE THE SAME PURPOSE. THE USE OF ONE OR BOTH IS ACCEPTABLE.
  2. CONE/MARKINGS TO BE PLACED IN CLASSIFICATION YARDS AND AT OTHER SWITCHING LOCATIONS DESIGNATED BY THE SUPERINTENDENT
  3. CONE/MARKINGS TO BE INSTALLED 50 FEET FROM 13 FEET TRACK CENTER LOCATION.
  4. IN A YARD WHERE 12 FOOT 6 INCH TRACK CENTERS IS THE DESIGN, THIS WILL BE CONSIDERED THE CLEARANCE POINT
  5. CONE TO BE MADE OF POLY ETHYLENE 2 3/4" OD 8" HIGH. CONE TO BE WRAPPED WITH 3 EA 2" YELLOW REFLECTORIZED ENGINEERING GRADE BANDS AND 2 EA 2" WHITE REFLECTORIZED ENGINEERING GRADE BANDS OR EQUIVALENT.
  6. THE RECOMMENDED YELLOW PAINT IS RUSTOLEUM SUNBURST YELLOW #7747

**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS**

**CLEARANCE POINT  
MARKING**

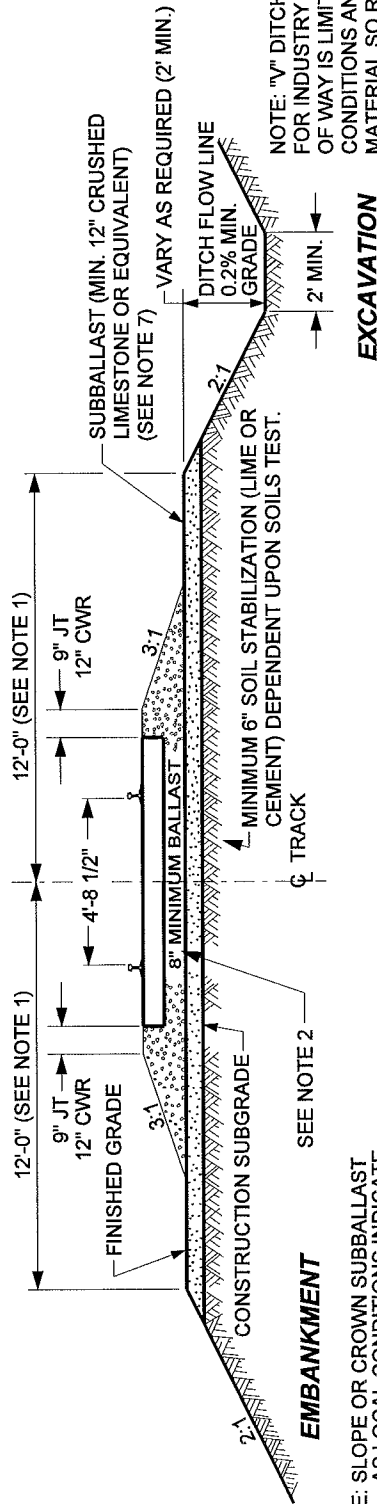
STD DWG  
0026

ADOPTED: NOV. 24, 2008  
REVISED:  
FILE NO.: 0026



ITEM NO.  
FOR CONE  
380-0630

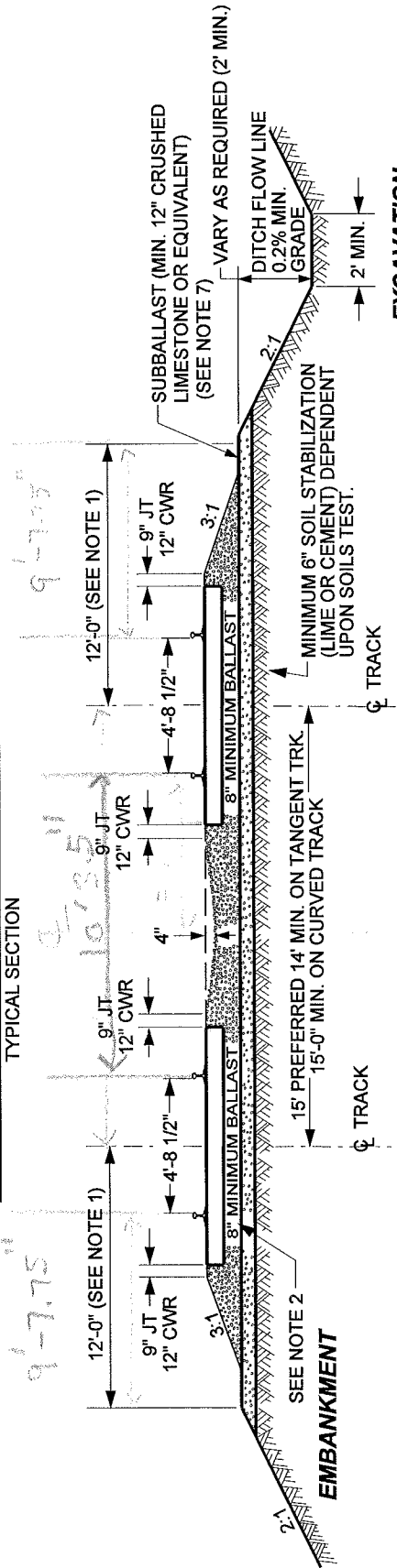
STD DWG  
0026



NOTE: SLOPE OR CROWN SUBBALLAST AS LOCAL CONDITIONS INDICATE.

**INDUSTRIAL TRACK ROADBED**

TYPICAL SECTION



**INDUSTRIAL ROADBED FOR TWO OR MORE TRACKS**

TYPICAL SECTION

- NOTES:
- 12' SHOULDER WIDTH STANDARD. 11' SHOULDER MUST BE APPROVED BY CHIEF ENGINEER.
  - IF USING CONCRETE TIES - 10" MINIMUM BALLAST UNDER TIES.
  - PREFERABLY TRACKS WILL NOT BE DEPRESSED BELOW GROUND LEVEL PARTICULARLY IN SNOW AND HIGH RUNOFF TERRITORIES, TRACKS CONSTRUCTED AT OR BELOW GROUND LEVEL MUST HAVE FULL STANDARD ROADBED DITCHES.
  - ALL NECESSARY DRAINAGE FACILITIES TO DIVERT RUNOFF WATER AWAY FROM TRACKS ARE TO BE PROVIDED AS APPROVED BY UNION PACIFIC RAILROAD'S CHIEF ENGINEER OF DESIGN.
  - WALKWAYS WILL BE CONSTRUCTED TO COMPLY WITH STATE REQUIREMENTS.
  - THESE STANDARDS DO NOT APPLY TO ORE AND COAL LINES OR OTHER HEAVILY USED TRACKS.
  - REFER TO EXHIBIT "H" IF LESS THAN 12" OF SUBBALLAST IS TO BE USED.

**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS**

**ROADBED SECTION  
FOR INDUSTRIAL  
TRACK CONSTRUCTION**

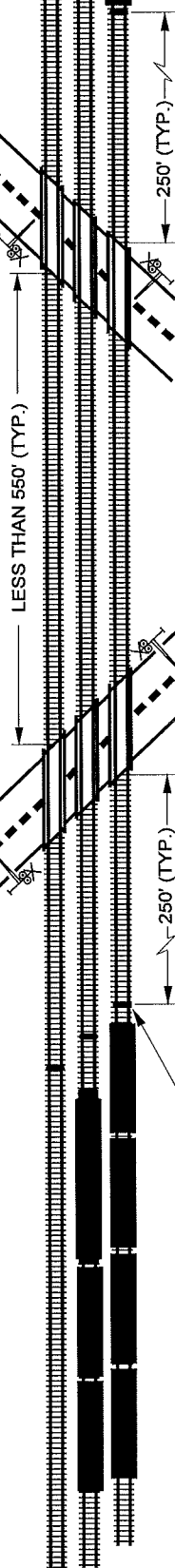
STD DWG  
0003

ADOPTED: AUG. 31, 2004  
REVISED:  
FILE NO.: 0003

STD DWG  
0003

IN AREAS WHERE MULTIPLE ROAD CROSSINGS ARE LOCATED LESS THAN 550 FT.\* APART, NO MARKINGS WILL BE REQUIRED.  
\* SEE D2 IN TABLE FOR EXCEPTIONS

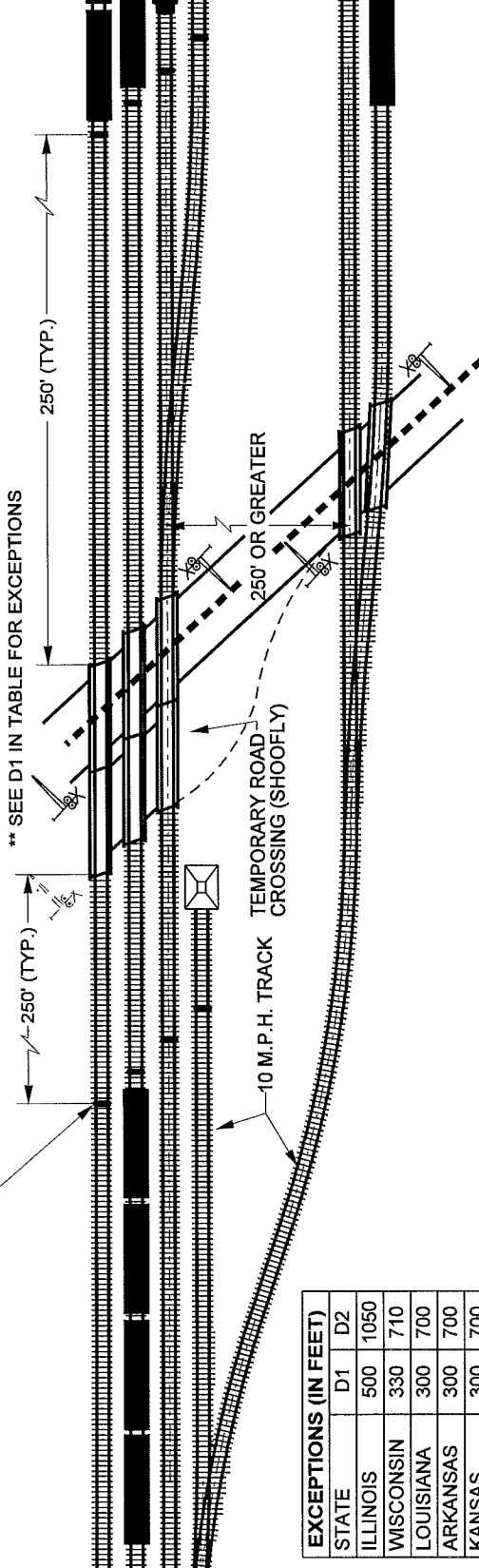
LESS THAN 550' (TYP.)



WHERE PRACTICAL, BOTH RAILS ON EACH TRACK WHERE TWO OR MORE TRACKS EXIST AT EACH GRADE CROSSING SHALL BE MARKED AS SHOWN TO LOCATE CARS, ENGINES, OR EQUIPMENT TO A POINT NOT CLOSER THAN 250 FT.\*\* FROM THE EDGE OF THE GRADE CROSSING AS MEASURED ALONG THE CENTER OF THE TRACK.

SEE TYPICAL RAIL MARKING DETAIL

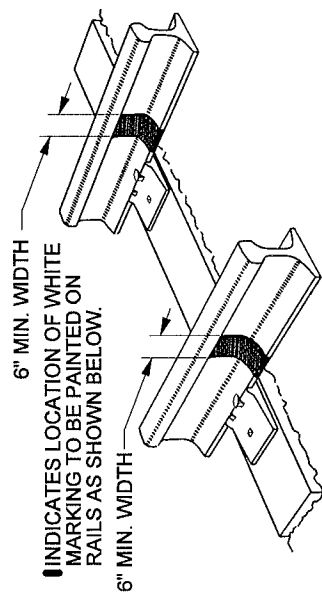
\*\* SEE D1 IN TABLE FOR EXCEPTIONS



EXCEPTIONS (IN FEET)		
STATE	D1	D2
ILLINOIS	500	1050
WISCONSIN	330	710
LOUISIANA	300	700
ARKANSAS	300	700
KANSAS	300	700

NOTES:  
APPLY A SIX INCH WIDE MARKING OF WHITE FEDERAL SAFETY PAINT TO THE WEB AND BASE AREA OF EACH RAIL OF THE TRACK ON THE FIELD AND GAGE SIDE OF EACH RAIL. MARKINGS SHALL BE LOCATED 250 FEET FROM EDGE OF GRADE CROSSING UNLESS A GREATER DISTANCE IS REQUIRED BY STATE LAW (SEE EXCEPTIONS IN ABOVE CHART). THE EDGE OF GRADE CROSSING BEING SECTIONAL TREATED TIMBER, FULL WOOD PLANK, ASPHALT, CONCRETE SLAB, CONCRETE PAVEMENT, RUBBER SLAB, METAL SECTION AND UNCONSOLIDATED CROSSINGS, WHICH WOULD INCLUDE TEMPORARY CROSSINGS OR OTHER MATERIAL PLACED IN TRACK TO FACILITATE THE CROSSING OF VEHICLES OR EQUIPMENT.

MEASUREMENTS OF 250 FEET TAKEN FROM THE EDGE OF THE GRADE CROSSING TO THE PAINTED MARK ON THE RAILS WILL BE MEASURED ALONG THE CENTER LINE OF THE TRACK.



TYPICAL RAIL MARKING DETAIL

MARKING MULTIPLE ROAD CROSSINGS IS NOT REQUIRED WHERE MAXIMUM AUTHORIZED TRACK SPEED IS 10 M.P.H. OR LESS, EXCEPT WHERE OTHER TRACK WITH A MAX AUTHORIZED SPEED GREATER THAN 10 M.P.H. IS WITHIN 250' OF THE CROSSING.

**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS**

**RAIL MARKING FOR ENGINES,  
CARS OR EQUIPMENT CLEAR  
OF ROAD GRADE CROSSINGS**

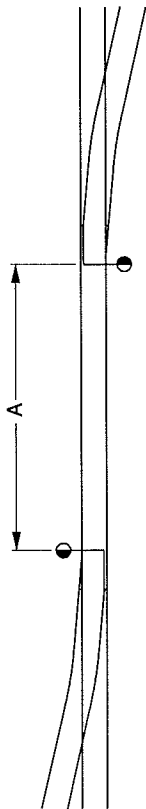


ADOPTED: JAN. 25, 1999  
REVISED: JUNE 27, 2002  
FILE NO.: 0025B

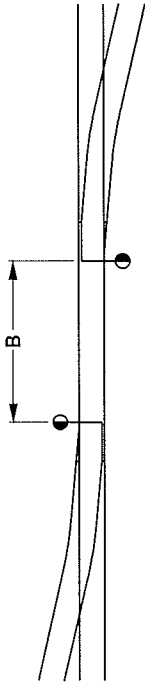
DESCRIPTION	ITEM NO.
WHITE SAFETY PAINT	353-4850

STD DWG  
0025B

STD DWG  
0025B



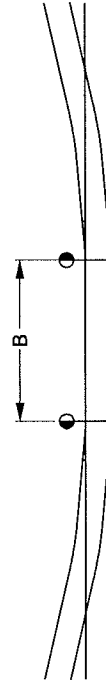
**SAME HANDED TURNOUTS**  
PREFERRED ARRANGEMENT



**SAME HANDED TURNOUTS**  
MINIMUM ARRANGEMENT



**OPPOSITE HANDED TURNOUTS**  
PREFERRED ARRANGEMENT



**OPPOSITE HANDED TURNOUTS**  
MINIMUM ARRANGEMENT

SAME HANDED TURNOUTS		
TURNOUT	A	B
9	100'	60'
11	100'	60'
15	125'	90'
20	160'	120'
24	160'	120'

OPPOSITE HANDED TURNOUTS		
TURNOUT	A	B
9	100'	60'
11	100'	60'
15	125'	90'
20	160'	120'
24	160'	120'

**NOTES:**

- INSULATED JOINTS MAY BE REQUIRED AT CERTAIN LOCATIONS. SIGNAL SPACING AND CIRCUITS WILL GOVERN.
- FOR RAIL JOINT LOCATIONS THROUGH THE TURNOUT AREAS, SEE UPRR STD DWGS 5000 THRU 5999 AND COMMON STD DWGS 341000 THRU 347999.
- WHERE IT APPEARS THAT GROUND CONDITIONS REQUIRE A DEVIATION FROM THE ARRANGEMENTS SHOWN, APPROVAL WILL BE CONSIDERED UPON WRITTEN REQUEST TO THE CHIEF ENGINEER, SETTING FORTH SUCH SIGNIFICANT REASONS.

**UNION PACIFIC RAILROAD  
ENGINEERING STANDARDS**

**FACING POINT TURNOUT  
ARRANGEMENT**

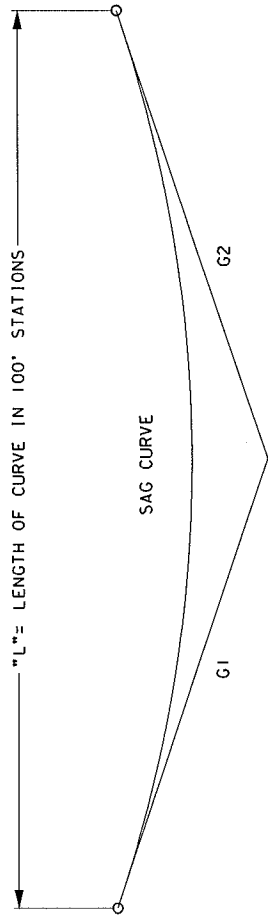


ADOPTED: NOV. 17, 1972  
REVISED: FEB. 20, 2007  
FILE NO.: 0017A

STD DWG

0017A

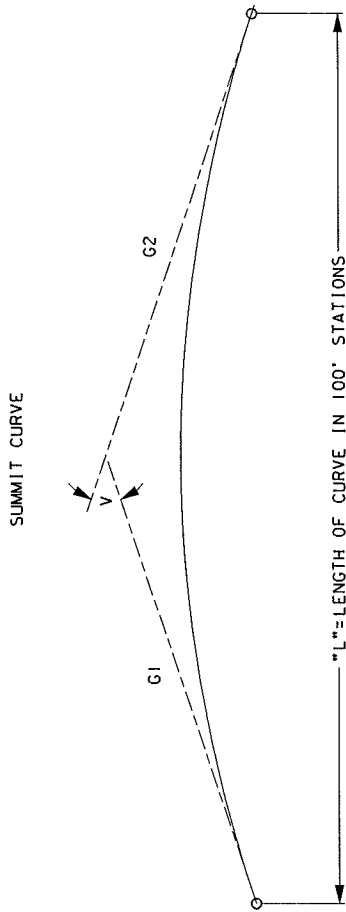
STD DWG  
0017A



$$V/L = \frac{[(G2-G1)L]}{L}$$

G1 AND G2 DESIGNATE GRADES IN PERCENT.  
 L=LENGTH OF CURVE IN 100' STATIONS.  
 V=ALGEBRAIC DIFFERENCE IN GRADES IN PERCENT(G2-G1)  
 V/L=AVERAGE CHANGE IN GRADIENT PER 100' STATION.  
 TO DETERMINE LENGTH (L), DIVIDE V BY THE DESIRED V/L  
 ROUND UP THE RESULT TO THE NEAREST 100' STATION.

EXAMPLES:  
 GIVEN G1=1.05 AND G2=-0.71  $V = (-.71) - (1.05) = -1.76\%$   
 GIVEN  $V/L = .10$   $L = -1.76 / .10 = 17.6'$  STATION,  
 VERTICAL CURVE LENGTH=1800' (ROUNDED UP).



NOTES:  
 VERTICAL CURVES SHALL NOT FALL WITHIN THE  
 LIMITS OF HORIZONTAL CURVES OR TURNOUTS  
 UNLESS AUTHORIZED BY THE CHIEF ENGINEER.

UNION PACIFIC RAILROAD  
 ENGINEERING STANDARDS

VERTICAL CURVE  
 DESIGN



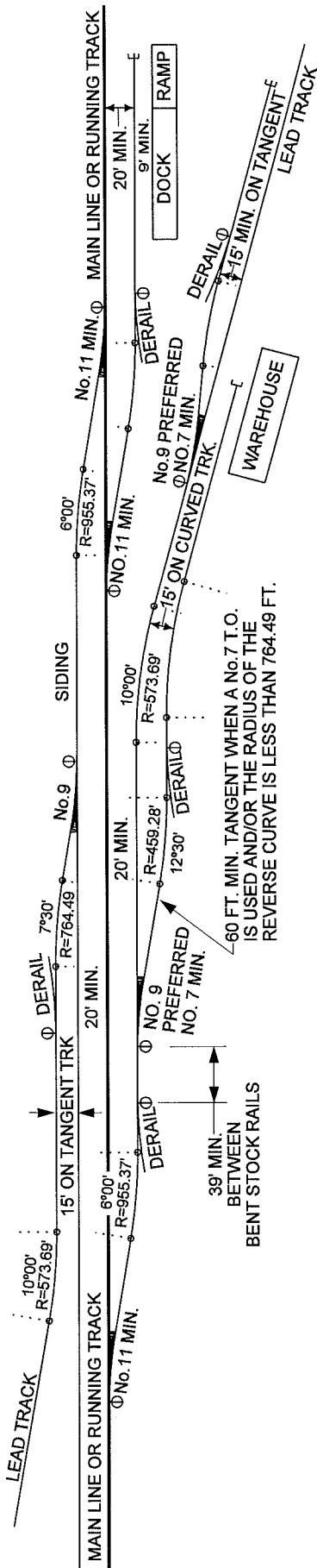
ADOPTED: DEC. 31, 1996  
 REVISED:  
 FILE NO.: 0016

STD DWG  
 0016

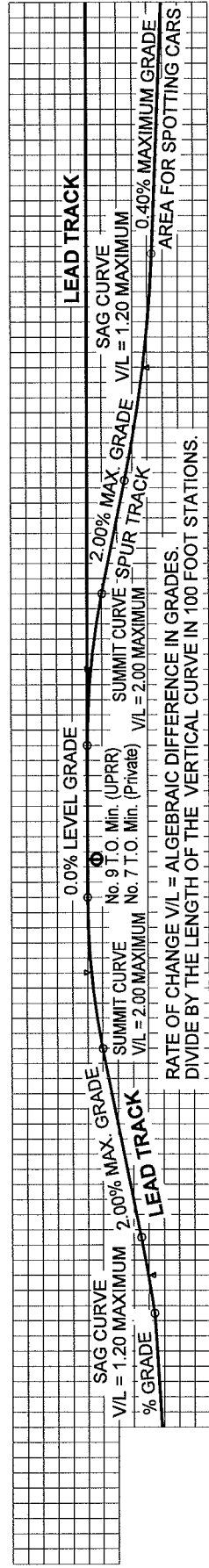
TRACK	MAXIMUM V/L	
	SAG	SUMMIT
ALL MAIN TRACKS	0.06	0.10
BRANCH TRACK SPEEDS 40 MPH AND GREATER	0.06	0.10
BRANCH TRACK SPEEDS UNDER 40 MPH	0.12	0.20
YARD TRACKS	0.40	0.80
INDUSTRIAL LEADS	0.60	1.00
INDUSTRY TRACK	1.20	2.00

STD DWG  
 0016





### TURNOUTS, TRACK CENTERS, CURVES AND DERRAILS



### GRADES AND VERTICAL CURVES

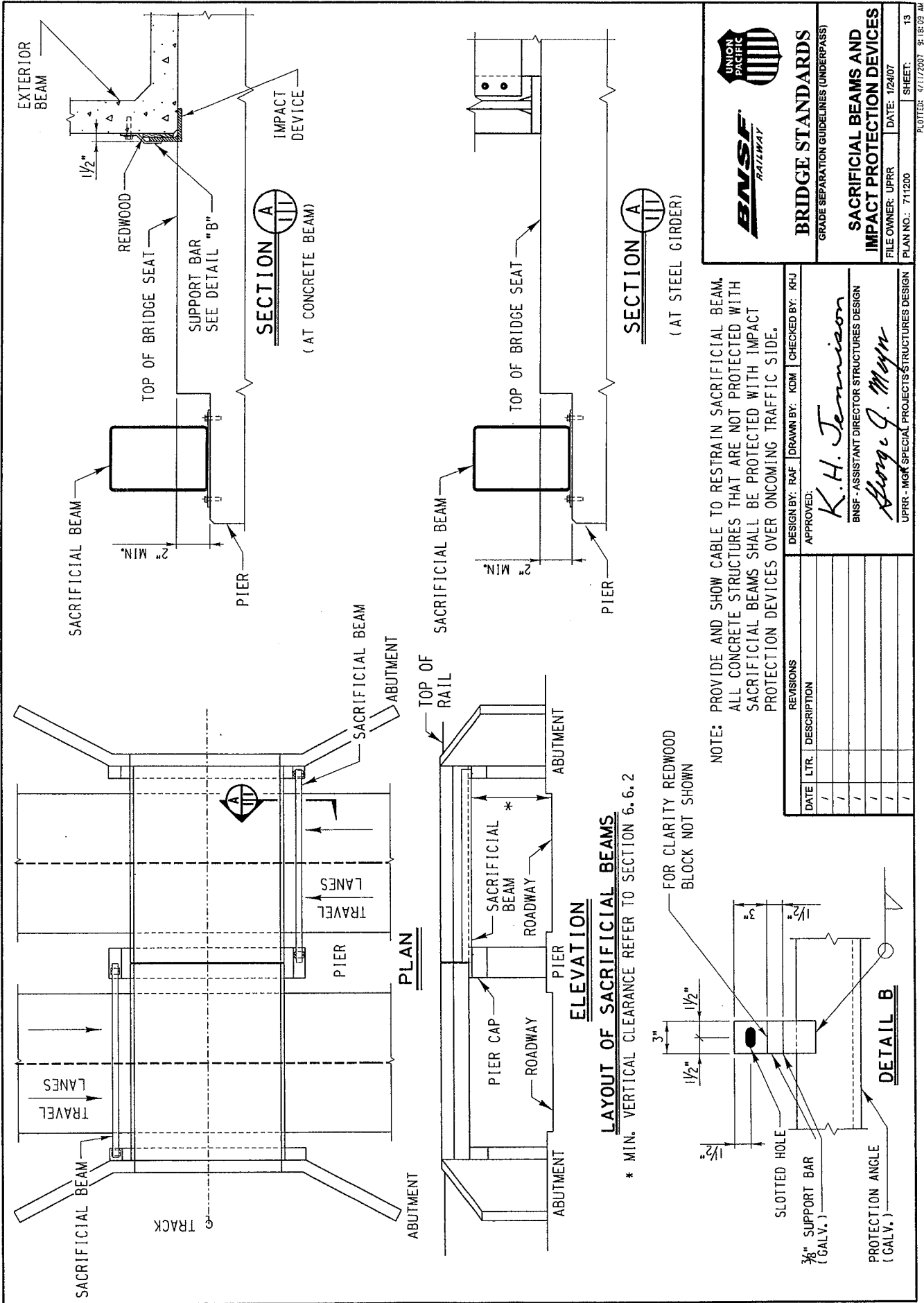
- NOTES:
1. THE PREFERRED MINIMUM RADIUS OF CURVE IS SHOWN ON THIS TYPICAL LAYOUT DRAWING. WHERE POSSIBLE THE MINIMUM RADIUS SHOULD BE 573.69- FEET FOR INDUSTRIAL LEAD TRACKS, EXCEPT THAT THE RADIUS OF THE REVERSE CURVE FOR ANY TRACK ADJACENT AND PARALLEL TO A MAIN LINE, RUNNING TRACK OR SIDING TRACK SHOULD CORRESPOND TO THE THEORETICAL CURVE FOR THE TURNOUT USED FOR THE TRACK.
  2. IN ALL CASES THE MINIMUM ALLOWABLE RADIUS OF A CURVE IS 459.28- FEET. EXCEPT THAT THE RADIUS ON A LEAD OR SPUR TRACK MUST BE INCREASED BY THE TRACK CENTER DISTANCE FOR EACH ADDITIONAL TRACK WHERE IT IS PLANNED TO CONSTRUCT ADDITIONAL TRACKS AS CONCENTRIC CURVES ON THE INSIDE OF A LEAD OR SPUR TRACK.
  3. DERRAILS SHALL BE INSTALLED TO PROTECT MAINLINE, SIDING, RUNNING OR LEAD TRACKS WHERE GRADE AND OTHER LOCAL CONDITIONS JUSTIFY THE INSTALLATION AS DETERMINED BY THE CHIEF ENGINEER.
  4. THERE MUST BE AT LEAST 60- FEET OF TANGENT BETWEEN REVERSE CURVES.
  5. TRACK CENTERS MUST BE AT LEAST 17- FEET WHERE NO. 7 CROSSOVERS ARE INSTALLED. MEASUREMENT FROM THE HEEL OF FROG IS PREFERRED FOR TANGENT TRACK BETWEEN TURNOUT AND REVERSE CURVE OR TANGENT IN CROSSOVERS, BUT MEASUREMENT FROM TOE OF FROG IS ALLOWABLE.
  6. A NEW CURVE MUST BEGIN AT THE HEEL OF FROG OR BEYOND FOR ADDITIONAL CURVATURE IN THE SAME DIRECTION, BUT OF A DIFFERENT RADIUS OF CURVE THAN THE THEORETICAL CURVE OF THE TURNOUT.

**UNION PACIFIC RAILROAD**  
Office of Chief Engineer Design

**INDUSTRY STANDARDS**

**PREFERRED LAYOUT STANDARDS FOR INDUSTRIAL TRACKS**

ADOPTED: JAN. 1, 1980 REVISED: AUG. 4, 2003 FILE NO.: EXHIBIT A-3	EXHIBIT <b>"A-3"</b>
-------------------------------------------------------------------------	-------------------------





# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

May 13, 2014

Ms. Clair Anderson  
Manager Field Engineering  
Union Pacific Railroad  
2 North Riverside, Suite 1700  
Chicago, IL 60606

Dear Ms. Anderson:

The Illinois Department of Transportation (Department) is currently conducting preliminary engineering and environmental studies for the proposed improvement of IL 47 from US Route 14 to Charles Road in the City of Woodstock, in McHenry County. We previously met with Union Pacific Railroad on March 10, 2010 to introduce this study. The meeting minutes from that meeting are attached for your reference. The study is currently in the alternatives evaluation stage of the process and we are moving towards the selection of a preferred alternative.

As we move towards selecting a preferred alternative we would like to obtain any comments or concerns regarding the alternatives we are currently evaluating that may affect your existing facility. Any feedback you provide will be considered in the selection of the preferred alternative for this project. The Union Pacific Railroad crosses IL 47 at an existing railroad overpass located between Lake Avenue and McConnell Road which our evaluation shows is currently in good condition. The following is a summary of the two (2) alternatives currently under consideration and their relation to your facility. Please note any proposed improvement involving your facility will be designed to meet Union Pacific Railroad standards.

Alternative 1: This alternative proposes the construction of roundabouts along IL 47 at the intersection of Lake Avenue and the intersection of McConnell Road. The proposed cross section of IL 47 between these two intersections consists of two lanes in each direction with no median. This cross section will fit within the existing railroad bridge opening. In addition, a shared-use path is proposed to accommodate bicycle and pedestrian traffic in accordance with State Policy. A culvert under the railroad is proposed to be constructed adjacent to the existing overpass to accommodate the shared-use path facility.

The proposed location of the culvert was determined to allow for positive drainage. The proposed culvert will provide a minimum of 10-feet of vertical clearance for bicycle and pedestrian traffic while providing more than 5 feet of cover below the typical ballast of the tracks. The ultimate length of the culvert can be modified to accommodate additional tracks in the future.

Ms. Clair Anderson  
May 13, 2014  
Page 2

The culvert would be installed using a tunneling process anticipated to eliminate the need for temporary tracks and avoiding significant disruption to railroad operations. The preliminary plans for this concept are attached for your reference. The details of the design will be more fully developed as the project moves forward.

Alternative 2: This alternative proposes traditional signalized intersections at Lake Avenue and McConnell Road instead of roundabouts. In order to accommodate future traffic projections, the intersections will require additional through and turning lanes. In addition, a median is required along IL 47 between the two intersections which will require the reconstruction of the existing railroad bridge. Subsequently, a shoofly would need to be constructed in order to maintain railroad operations while the existing bridge is reconstructed.

As a stakeholder, your comments and opinions are important. For more information and updates please visit the project website at <http://www.il47woodstockstudy.com/>.

If you have any questions or need additional information, please contact John Baldauf, P.E., Project Manager at (847)-705-4103.

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

cc: Mr. Mike Stead, Illinois Commerce Commission  
Dan Kneita, Contracts and Energy Management, Metra

**Illinois Route 47 Phase I Study  
Union Pacific Railroad Meeting**



Location: Illinois Department of Transportation Region 1, District 1

Date: January 21, 2015

Time: 1:00 p.m.

Initial	First Name	Last Name	Organization	Address	E-Mail Address	Phone Number
	John	Baczek	IDOT	201 Center Court Schaumburg	John.Baczek@illinois.gov	847-705-4104
	Steve	Schilke	IDOT	201 Center Court Schaumburg	Steven.Schilke@illinois.gov	847-705-4125
	John	Baldauf	IDOT	201 Center Court Schaumburg	John.Baldauf@illinois.gov	847-705-4103
	Kyle	Bochte	IDOT	201 Center Court Schaumburg	Kyle.Bochte@illinois.gov	847-705-4678
DB	Darcie	Gabrisko	Strand Associates, Inc.	1170 Houbolt Joliet	darcie.gabrisko@strand.com	815-744-4200
BP	Bill	Plant	Strand Associates, Inc.	1170 Houbolt Joliet	bill.plant@strand.com	815-744-4200
	Patrick	Seravoy	Union Pacific RR	2 N Riverside Plz.	psjennin@up.com	573-301-8269
	Claire	Anderson	Union Pacific	-	ceanders@up	-
	Chris	Coppock	Union Pacific	" "	ccoppoc@up.com	402-672-4209
	Mike	GILLIAM	UPRR	" "	mgilliam@up.com	312-456-4676





## MEETING MINUTES

Union Pacific Railroad

---

Date: January 21, 2015  
Time: 1:00 PM  
Location: IDOT District 1 – 201 West Center Court, Schaumburg, IL  
Prepared By: Strand Associates, Inc.

---

A meeting between the Union Pacific Railroad (Railroad), Strand Associates (Strand), and the Illinois Department of Transportation (Department) was held on January 21, 2015 at 1:00 PM to discuss the IL Route 47 Phase I Study and Railroad Bridge alternatives for the project. Attendees included the new Manager of Construction Projects Claire Anderson (Railroad), Patrick Jennings (Railroad), Chris Coppock (Railroad), Mike Gilliam (Railroad), Darcie Gabrisco (Strand), Bill Plant (Strand), Steve Schilke (Department), John Baldauf (Department), Kyle Bochte (Department), Andy Rabadi (Department), Benjamin Chavez (Department), and Anna Kutryn (Department).

Introductions were made and a project update was given. The project consists of a Phase I Study of IL Route 47 from US Route 14 to Charles Road in Woodstock, Illinois. The Railroad crosses over IL Route 47 between Lake Avenue and McConnell Road. The existing Railroad Bridge is in good condition and has 52 foot wide opening. The project study team previously met with the Railroad on March 10, 2010.

The project study team investigated several alternatives to improve the capacity of the corridor including on-alignment alternatives, bypasses, and one way couplets. Bypasses and couplets were later eliminated due to the fact that they didn't remove enough congestion off of the IL Route 47 roadway. At this point, only two on-alignment alternatives remain. Both on-alignment alternatives consist of widening existing IL Route 47 to two lanes in each direction separated by a barrier median. A 10 foot bike path is proposed on the east side of IL Route 47 throughout the length of the project and a 5 foot sidewalk is proposed on the west side of IL Route 47 from US Route 14 to Charles Road.

Roundabout intersections were considered at the intersections of IL Route 47 and Lake Avenue, McConnell Road, Judd Street/Irving Avenue, IL Route 120, Ware Road, and Charles Road. The

roundabout intersection at IL Route 120 was later eliminated because it did not function well. All five remaining roundabout intersection alternatives yielded a better capacity than their traditional intersection alternative. Each roundabout acts independently except for Lake Avenue and McConnell Road. Due to their close proximity, in order for the intersections to operate properly, the two intersections must have the same traffic control. At this time, all five roundabouts are anticipated to be carried forward as the preferred alternative.

Full size drawings of the roundabout and signalized intersection alternatives at Lake Avenue and McConnell Road were displayed. Hatched parcels on the drawings represented possible relocations each alternative would require. The signalized intersection alternative at Lake Avenue and McConnell Road was discussed first. The signalized intersection alternative requires approximately 122 feet of horizontal clearance beneath the Railroad Bridge to accommodate for additional through and turning lanes as well as bicycle and pedestrian accommodations. A conceptual temporary railroad shoofly was designed to be used during construction of the lengthened Railroad Bridge. The railroad shoofly would require six potential property relocations and right-of-way acquisition from additional properties. The additional cost to construct the railroad shoofly and new Railroad Bridge was estimated at \$30 million excluding the additional right-of-way and relocation costs. The project cost excluding the Railroad Bridge is currently estimated at \$60 million.

The roundabout alternative at Lake Avenue and McConnell Road was also presented. A typical section of existing IL Route 47 beneath the Railroad was displayed. IL Route 47 has one lane in each direction separated by a painted median beneath the Railroad. Four foot wide sidewalks are located at the back of curb on each side of IL Route 47 beneath the Railroad.

The roundabout alternative consists of two 11 foot lanes in each direction not separated by a median beneath the Railroad Bridge. The existing Railroad Bridge would not require reconstruction with the roundabout alternative as roundabouts eliminate the need for turn lanes thus reducing the overall cross section of the roadway. The roundabout alternative would require two potential property relocations, one each at the intersections of Lake Avenue and McConnell Road. Per the State's Complete Streets Law, pedestrian and bicycle accommodations shall be included in the planning process for the development of transportation facilities. A 14 foot diameter pedestrian tunnel is currently proposed beneath the Railroad east of IL Route 47 for pedestrian and bicyclist accommodations. A 14 foot tunnel was proposed to accommodate the 10 foot bike path and 2 foot shoulders on each side. The proposed tunnel would be a new Railroad crossing, but would not be an at-grade crossing. The current design of the tunnel is preliminary, detailed design will occur in Phase II.

The Railroad was concerned about the 14 foot diameter being too large for the tunnel. The Railroad preferred to have pedestrian accommodations beneath the current bridge. If a tunnel is necessary, the Railroad usually prefers a 10 foot diameter tunnel. The project study team stated pedestrian accommodations beneath the bridge is not desirable.



The largest tunnel the Railroad has done to date is a 12 foot diameter tunnel in Lombard as a part of the CREATE program. The tunnel in Lombard had less clearance below the Railroad track than is proposed for this tunnel. The Railroad required minimum vertical clearance from top of casing to top of tie is 5.5 feet. Approximately 8 feet is proposed for the current IL Route 47 tunnel. The project study team displayed an example plan set that includes a 14 foot circular pedestrian tunnel beneath Randall Road in Kane County.

The project study team asked if the Railroad has a preference whether the tunnel is a circular or rectangular cross section. The Railroad stated they did not have a preference for design purposes but typically a circular cross section tunnel is easier to construct.

Comments, issues, and concerns provided by the Railroad regarding the proposed pedestrian tunnel included the following:

- The Railroad asked if lighting will be included inside the tunnel as part of the project. The project will likely include pedestrian tunnel lighting but must be discussed with the City of Woodstock to determine cost sharing percentages.
- The Railroad asked how the tunnel will drain and if it will ever flood. The entire tunnel will be have positive drainage and should not flood. A detention pond is currently proposed at the northwest corner of IL Route 47 and Lake Avenue.
- The Railroad pedestrian tunnel will require monitoring during and after construction is complete.
- Many of the Railroad requirements can be found on their website at UP.com. However, design must comply with Department standards.
- The Railroad asked if the proposed tunnel could be moved closer to the existing Railroad Bridge. The proposed tunnel was designed to accommodate drainage, minimize the length of tunnel necessary, and avoid impacts to the abutments and wing-walls of the existing bridge. The project study team can investigate moving the tunnel closer to the existing bridge.
- The Railroad asked who will maintain the tunnel. IDOT or the City of Woodstock will maintain the tunnel. A railroad Construction and Maintenance Agreement will provide language stating maintenance responsibilities.
- The Railroad stated a concept submittal of the tunnel will be required. No permits will be required prior to the submittal. After the concept tunnel is approved, the tunnel can be further designed. The Railroad stated the concept seems reasonable. The Railroad preferred that both alternatives be submitted for the project. Only electronic copies of each alternative need be submitted. The project study team asked how long the process takes to receive approval of the concept tunnel. The Railroad stated that all drawings go to Omaha, Nebraska for review and will take at least a month. The Illinois Commerce Commission will also be required to approve the final design.
- The Railroad stated they would like elevations including inverts on the proposed pedestrian tunnel exhibit. The Railroad would also like the distance from abutment to the tunnel labeled.

- The Railroad asked what happens if they prefer the signalized intersection alternative after reviewing the submittal. Additional discussion with the Railroad will be required if they prefer the signalized intersection alternative. The selected alternative will be decided by the Department and subject to Illinois Commerce Commission (ICC) approval.

The Railroad asked how the project is being funded. The project is using federal funds. The design phase (Phase II) has been funded and consultants have been selected. Construction and land acquisition are not currently funded.

Andy Rabadi, Department's Senior Railroad Engineer, will be doing the detailed coordination with the Railroad in Phase II. Andy should be carbon copied when any exhibits are submitted to the Railroad. The Department will also initiate discussions regarding construction requirements, ICC coordination, and maintenance with the Railroad after receiving design approval. Temporary easements will be required on top of the Railroad tunnel even if the Department is jacking the tunnel. If right-of-way is required for IL Route 47 mainline under the bridge, it will be included with the right-of-way acquisition.

The project study team asked what kind of utilities are located on the Railroad property. The Railroad indicated fiber optics or other utilities are probably located within the embankment of the Railroad property. This will be verified by the Railroad.

The project study team's next step for the project is to submit exhibits to the Railroad for approval. A Citizen Advisory Group meeting is scheduled for Spring 2015 and the Public Hearing is scheduled for Summer 2015. The Railroad asked what public involvement has been completed to date. Three Public Meetings have been held. The most recent Public Meeting was in July 2014. The project study team has also had various meetings with the Citizen Advisory Group and businesses along the corridor.

## Plant, Bill

---

**From:** Gabrisko, Darcie  
**Sent:** Wednesday, February 18, 2015 9:45 AM  
**To:** ceanders@up.com; pgjennin@up.com; crcoppoc@up.com; mgilliam@up.com  
**Cc:** Baldauf, John E.; Bochte, Kyle (Kyle.Bochte@Illinois.gov); Smith, Corey J. (Corey.Smith@Illinois.gov); Andy.Rabadi@illinois.gov  
**Subject:** IDOT Phase I Study of IL 47 (US 14 to Charles Road) UP Crossing  
**Attachments:** EXB\_2015.2.18\_Strand\_Bikepath Tunnel\_Alternative 2 (RABs).pdf; EXB\_2015.2.18\_Strand\_Bikepath Tunnel\_Elevations.pdf; EXB\_2015.2.18\_Strand\_Bikepath Tunnel\_Alternative 2 (RABs)\_Topo Plot.pdf; EXB\_2015.2.18\_Strand\_Alternative 1(Signalized Intersections)\_Shoofly.pdf; MM\_SAI\_WRP\_FinalUP01212015RRMinutes\_02092015.pdf; MSI\_SAI\_WRP\_UPRRSignIn\_01222015.pdf

IL 47 (US 14 to Charles Road)  
Woodstock, IL  
McHenry County

Dear Ms. Anderson,

Thank you for meeting with us on Wednesday, January 21, 2015 concerning the Illinois Department of Transportation's (Department) Illinois Route 47 (IL 47) Preliminary Engineering and Environmental (Phase I) Study from US 14 to Charles Road in the City of Woodstock, McHenry County.

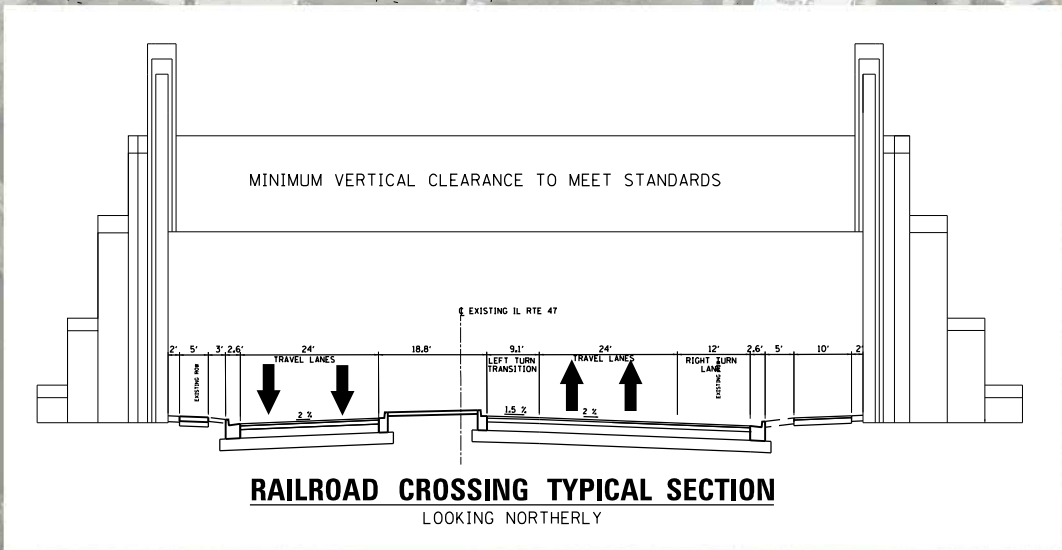
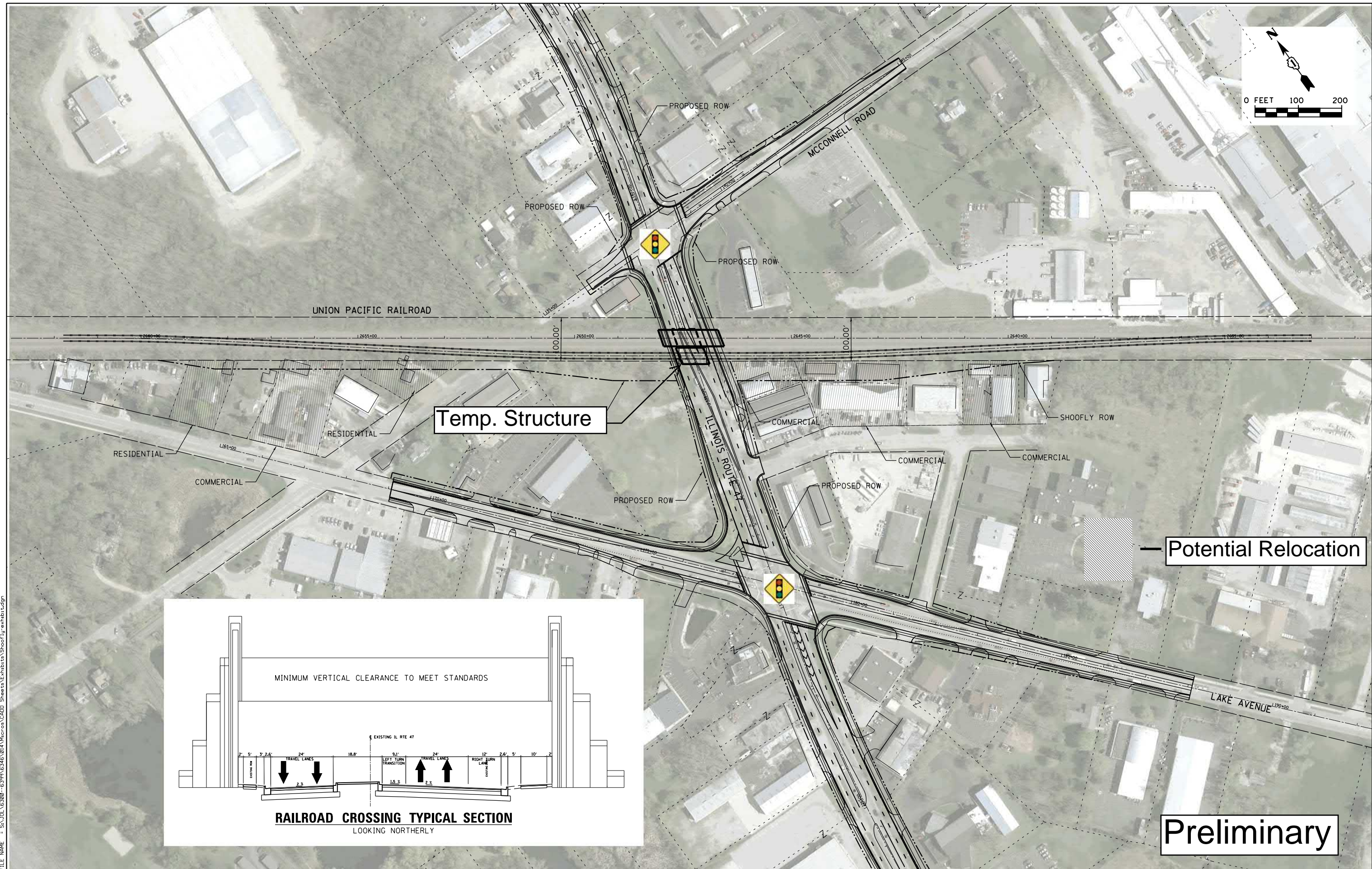
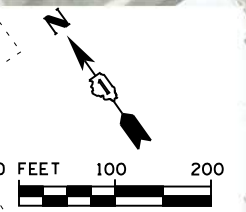
As requested, attached are the concept figures for IL 47 crossing under the Railroad. The figures show the current drawings of the two alternatives at the Railroad as well as the associated elevations. Please note these drawings are only concept level and will be further developed during Phase II (Contract Plan Preparation).

This project consists of the reconstruction of IL 47 from US 14 to Charles Road. The Union Pacific Railroad (Railroad) crosses over IL 47 between Lake Avenue and McConnell Road within the project limits. There are two (2) alternatives being carried forward for this project. The proposed typical section of the alternatives carried forward consists of two lanes in each direction with a barrier curb median. Accommodations for a 10-foot shared use path are proposed on the east side of IL 47 and a 5-foot sidewalk on the west side. The two alternatives to be carried forward vary mainly on the type of traffic control at the following five intersections: Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road. Alternative 1 proposes traffic signals at these intersections while Alternative 2 proposes roundabouts be constructed. At this time, Alternative 2 is being carried forward as the preferred alternative.

Due to their close proximity, Lake Avenue and McConnell Road intersections must have the same traffic control to operate effectively. Alternative 1 requires approximately 122 feet of horizontal clearance beneath the Railroad Bridge to accommodate for additional through and turning lanes as well as bicycle and pedestrian accommodations. A conceptual temporary railroad shoofly was designed to be used during construction of the lengthened Railroad Bridge. Construction of the railroad shoofly would require six potential property relocations and right-of-way acquisition from additional properties. The additional cost to construct the railroad shoofly and new Railroad Bridge was estimated at \$30 million excluding the additional right-of-way and relocation costs. The project cost excluding the Railroad Bridge is currently estimated at \$60 million. Alternative 2 consists of two 11 foot lanes in each direction with no median beneath the Railroad Bridge. The existing Railroad Bridge has a 52 foot wide opening and is in good condition. Reconstruction would not be required with Alternative 2 as roundabouts eliminate the need for turn lanes thus reducing the overall cross section of the roadway. Alternative 2 would require only two potential property relocations, one each at the intersections of Lake Avenue and McConnell Road. Therefore, Alternative 2 is being carried forward as the preferred alternative.

Per the State's Complete Streets Law, pedestrian and bicycle accommodations shall be included in the planning process for the development of transportation facilities. Due to the limited width of the existing Railroad Bridge opening, Alternative 2 proposes a 15 foot diameter pedestrian tunnel beneath the Railroad east of IL Route 47 for pedestrian and bicyclist accommodations. A 15 foot tunnel was proposed to accommodate the 10 foot bike path and 2 foot shoulders on each side. The proposed tunnel would be a new Railroad crossing, but would not be an at-grade crossing. A Railroad Construction and Maintenance Agreement will provide language stating maintenance responsibilities.

Please provide any comments you may have. If you have questions or need additional information, please contact Mr. John Baldauf, P.E., Project Manager, at (847) 705-4103.



**Preliminary**

FILE NAME = SA:\JOL\63800-6399\6346\014\Micro\CA00D\_Sheets\Exhibits\Shoofly\exhibit.dgn

**STRAND ASSOCIATES**  
 1110 SOUTH HOUBOLT ROAD  
 JOLIET, ILLINOIS 60431  
 (815) 744-4200

USER NAME = denismw  
 MODEL NAME = Default  
 PLOT SCALE = 1/8"=1'-0"  
 PLOT DATE = 2/3/2015

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

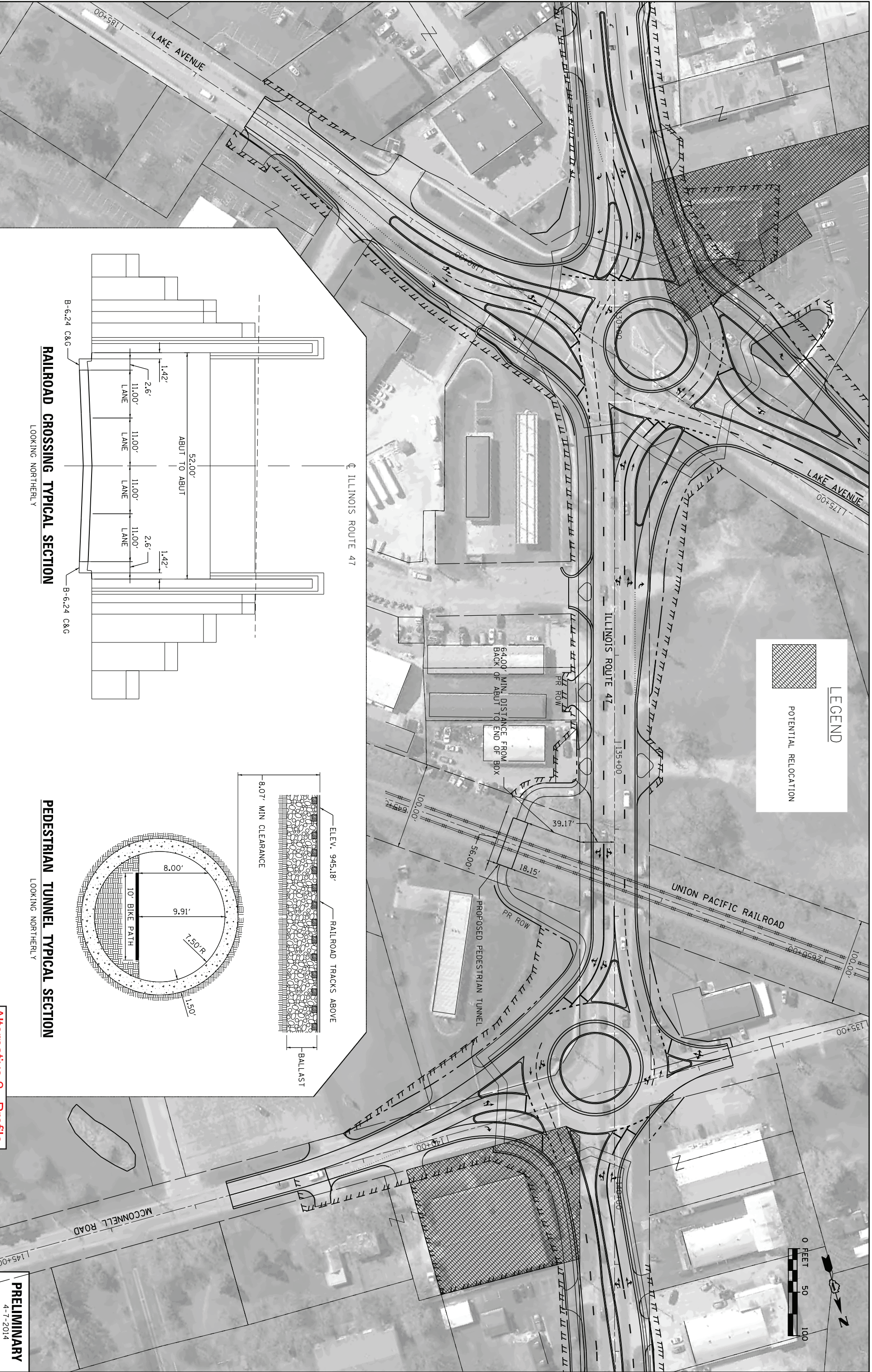
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

EXHIBIT  
**Alternative 2 - Profile**  
 PEDESTRIAN TUNNEL UNDER UNION PACIFIC RAILROAD

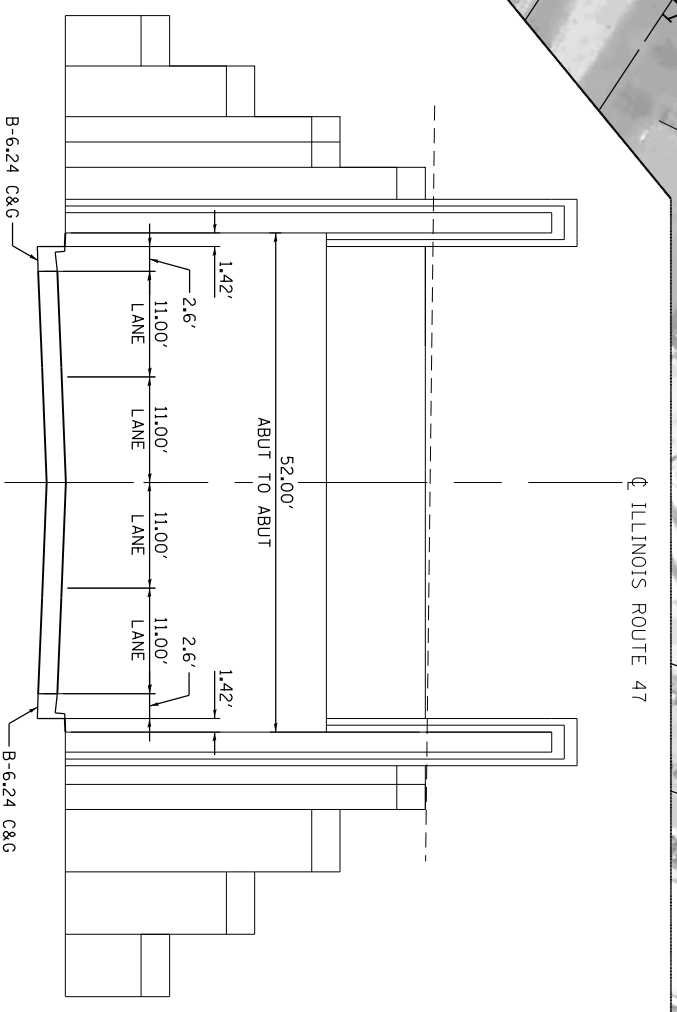
FEA RTE. SECTION COUNTY TOTAL SHEET NO. ILLINOIS FED. AID PROJECT CONTRACT NO.  
**PRELIMINARY**  
 4-7-2014



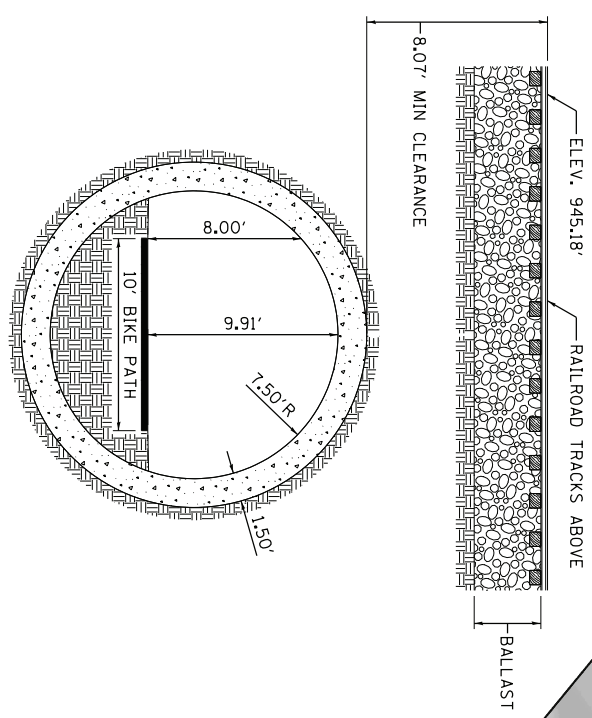
**LEGEND**

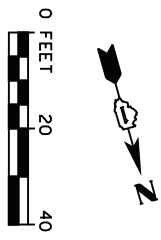
POTENTIAL RELOCATION

**RAILROAD CROSSING TYPICAL SECTION**  
 LOOKING NORTHERLY



**PEDESTRIAN TUNNEL TYPICAL SECTION**  
 LOOKING NORTHERLY





**STRAND ASSOCIATES**  
 1110 SOUTH HOUBOLT ROAD  
 JOLIET, ILLINOIS 60431  
 (815) 744-4200

USER NAME = demetrius  
 MODEL NAME = Default  
 PLOT SCALE = 48.0000 / in.  
 PLOT DATE = 2/3/2015

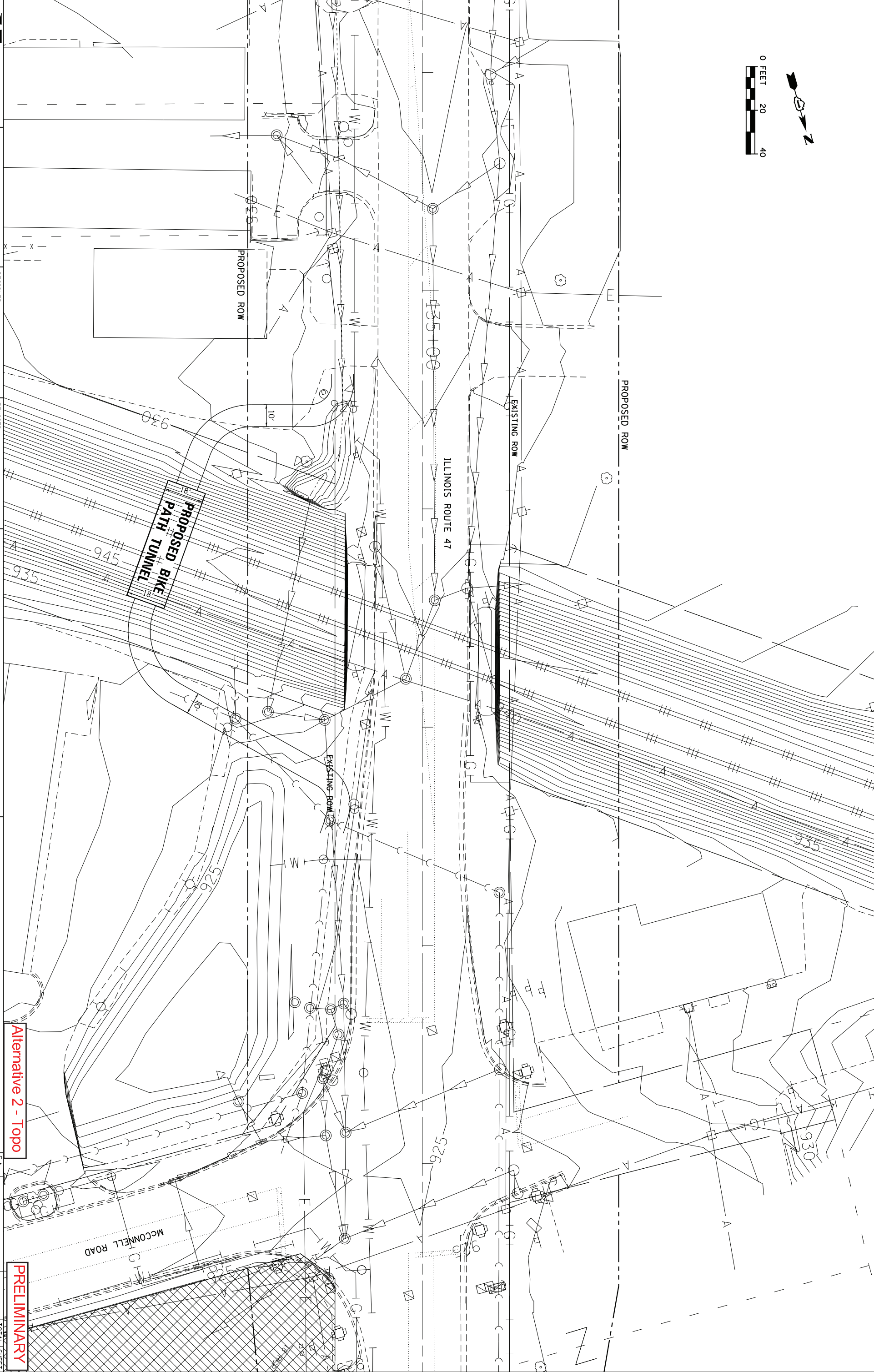
DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET OF SHEETS STA. TO STA.  
**ILLINOIS ROUTE 47**  
**PROPOSED BIKE PATH TUNNEL**

FEA. RTE. SECTION COUNTY TOTAL SHEET NO.  
 ILLINOIS FED. AID PROJECT CONTRACT NO.

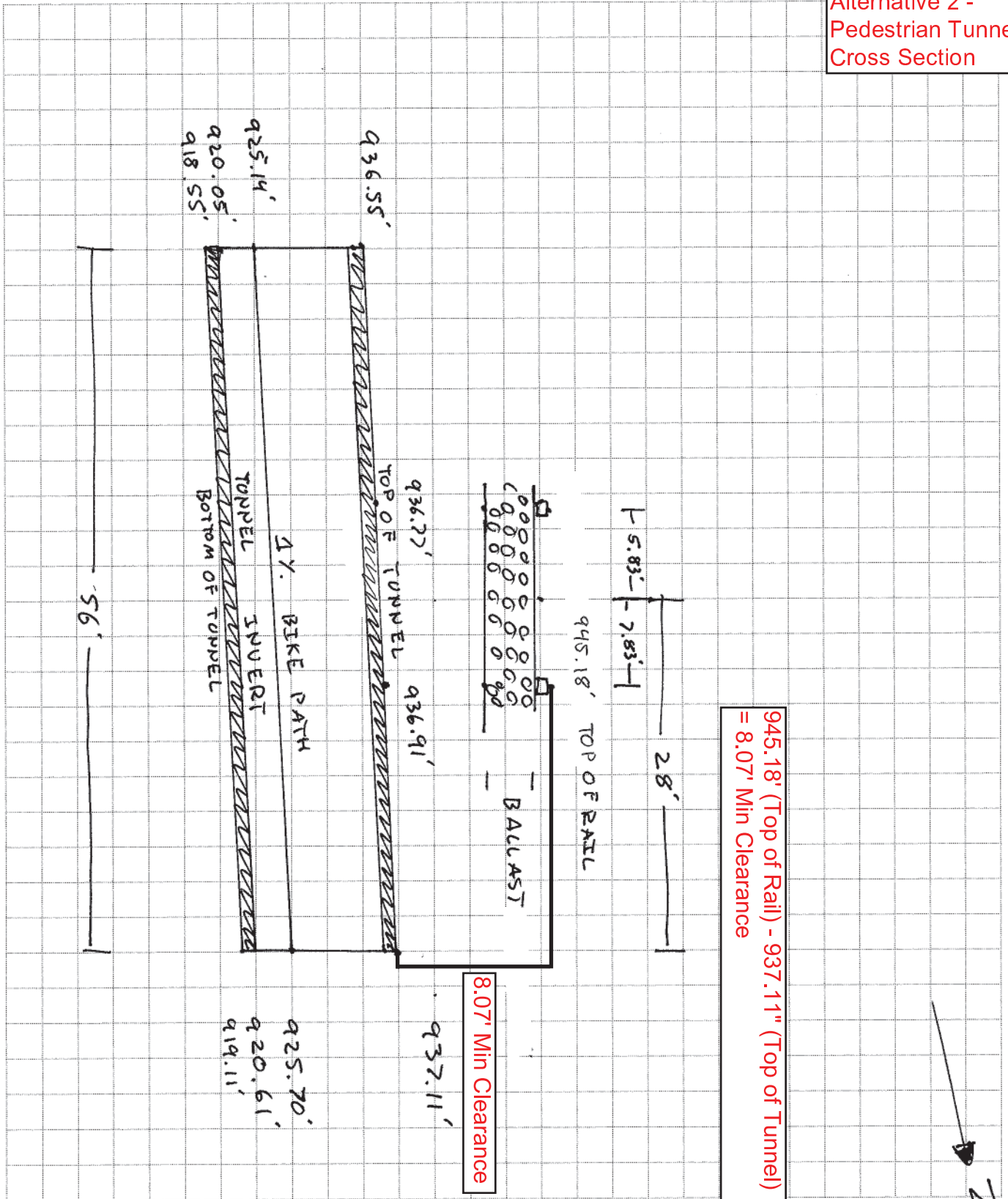


**Alternative 2 - Topo**

**PRELIMINARY**

PROJECT	BY RRS	DATE 2/3/15	JOB NO. 6346.016
---------	-----------	----------------	---------------------

Alternative 2 -  
Pedestrian Tunnel  
Cross Section





## Plant, Bill

---

**From:** Bochte, Kyle <Kyle.Bochte@Illinois.gov>  
**Sent:** Thursday, March 19, 2015 10:46 AM  
**To:** Gabrisko, Darcie  
**Cc:** Plant, Bill; Baldauf, John E.; Smith, Corey J.  
**Subject:** FW: IDOT Phase I Study of IL 47 (US 14 to Charles Road) UP Crossing

Darcie,

Please see Andy's response below regarding the RR agreement.

Thanks,  
Kyle

---

**From:** Rabadi, Andy E  
**Sent:** Thursday, March 19, 2015 10:44 AM  
**To:** Baldauf, John E.  
**Cc:** Kutryn, Anna; Chavez, Benjamin; Bochte, Kyle; Smith, Corey J.  
**Subject:** RE: IDOT Phase I Study of IL 47 (US 14 to Charles Road) UP Crossing

John,

Phase-1 does not need to develop any agreements. Design will prepare the agreements with the UP when the project moves to phase-2. Continue with your plan preparation as usual and we'll deal with the UP in phase-2. Thank you.

PS: never sign a UP or any other RR company's agreement initiated or drafted by them. We have our own agreement templates that we use for all types of projects and with all the various RR companies.

*Andy Rabadi*  
Senior Railroad Engineer  
(847) 705-4256

---

**From:** Baldauf, John E.  
**Sent:** Thursday, March 19, 2015 10:34 AM  
**To:** Rabadi, Andy E  
**Cc:** Kutryn, Anna; Chavez, Benjamin; Bochte, Kyle; Smith, Corey J.  
**Subject:** FW: IDOT Phase I Study of IL 47 (US 14 to Charles Road) UP Crossing

IL 47 Phase I Study  
US 14 to Charles Road  
P-91-007-09  
McHenry County

Andy,

UP has requested that we develop a Preliminary Engineering Agreement ([http://www.uprr.com/reus/attachments/roadxing/quiet-zone/qz-pe\\_agreement.pdf](http://www.uprr.com/reus/attachments/roadxing/quiet-zone/qz-pe_agreement.pdf)). Is this something we need to complete or does IDOT already have agreements in place? Please advise.

Thank you,

**John E. Baldauf, P.E.**

**Illinois Department of Transportation**

Bureau of Programming | Project and Environmental Studies

201 West Center Court | Schaumburg, IL 60196-1096

Phone: 847.705.4103 | Fax: 847.705.4159

[john.baldauf@illinois.gov](mailto:john.baldauf@illinois.gov)



Before printing this email, think about environmental impact.

---

**From:** Gabrisko, Darcie [<mailto:Darcie.Gabrisko@strand.com>]  
**Sent:** Wednesday, March 18, 2015 4:53 PM  
**To:** Baldauf, John E.  
**Cc:** Bochte, Kyle; Smith, Corey J.; Plant, Bill  
**Subject:** FW: IDOT Phase I Study of IL 47 (US 14 to Charles Road) UP Crossing

Things are really coming together. I spoke with Claire and she wanted to make sure we knew that a Preliminary Engineering Agreement will be required before they will review the design as the project moves forward. The agreement is on the website and she can send one if desired.

I told her we were at least six months out before they would see any design plans and she said that is fine, just make sure the agreement is signed before submitting the plans.

Is that something we would include as a commitment?

Thanks,  
Darcie

**From:** Claire E. Anderson [<mailto:CEANDERS@UP.COM>]  
**Sent:** Wednesday, March 18, 2015 4:31 PM  
**To:** Gabrisko, Darcie  
**Cc:** Christopher N. Coppock; Patrick G. Jennings; Sean D. Collier  
**Subject:** Fw: IDOT Phase I Study of IL 47 (US 14 to Charles Road) UP Crossing

Mrs. Gabrisko,

We have reviewed and are in agreement with this design. We need to have an internal review of the actual design as it moves forward. In order to do this we have to have a Preliminary Engineering agreement. Please give me a call when you have a chance. Thank you.

Claire E. Anderson  
Union Pacific Railroad Manager of Construction Projects  
Office 312-496-4724 Cell 312-287-4011  
email [ceanders@up.com](mailto:ceanders@up.com) fax 402-271-3047



**BUILDING AMERICA®**

----- Forwarded by Claire E. Anderson/UPC on 03/18/2015 04:05 PM -----

From: "Gabrisko, Darcie" <[Darcie.Gabrisko@strand.com](mailto:Darcie.Gabrisko@strand.com)>  
To: "[ceanders@up.com](mailto:ceanders@up.com)" <[ceanders@up.com](mailto:ceanders@up.com)>, "[pgjennin@up.com](mailto:pgjennin@up.com)" <[pgjennin@up.com](mailto:pgjennin@up.com)>, "[crcoppoc@up.com](mailto:crcoppoc@up.com)" <[crcoppoc@up.com](mailto:crcoppoc@up.com)>, "[mgilliam@up.com](mailto:mgilliam@up.com)" <[mgilliam@up.com](mailto:mgilliam@up.com)>  
Cc: "Baldauf, John E." <[John.Baldauf@Illinois.gov](mailto:John.Baldauf@Illinois.gov)>, "Bochte, Kyle ([Kyle.Bochte@Illinois.gov](mailto:Kyle.Bochte@Illinois.gov))" <[Kyle.Bochte@Illinois.gov](mailto:Kyle.Bochte@Illinois.gov)>, "Smith, Corey J.

IL 47 (US 14 to Charles Road)  
Woodstock, IL  
McHenry County

Dear Ms. Anderson,

Thank you for meeting with us on Wednesday, January 21, 2015 concerning the Illinois Department of Transportation's (Department) Illinois Route 47 (IL 47) Preliminary Engineering and Environmental (Phase I) Study from US 14 to Charles Road in the City of Woodstock, McHenry County.

As requested, attached are the concept figures for IL 47 crossing under the Railroad. The figures show the current drawings of the two alternatives at the Railroad as well as the associated elevations. Please note these drawings are only concept level and will be further developed during Phase II (Contract Plan Preparation).

This project consists of the reconstruction of IL 47 from US 14 to Charles Road. The Union Pacific Railroad (Railroad) crosses over IL 47 between Lake Avenue and McConnell Road within the project limits. There are two (2) alternatives being carried forward for this project. The proposed typical section of the alternatives carried forward consists of two lanes in each direction with a barrier curb median. Accommodations for a 10-foot shared use path are proposed on the east side of IL 47 and a 5-foot sidewalk on the west side. The two alternatives to be carried forward vary mainly on the type of traffic control at the following five intersections: Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road. Alternative 1 proposes traffic signals at these intersections while Alternative 2 proposes roundabouts be constructed. At this time, Alternative 2 is being carried forward as the preferred alternative.

Due to their close proximity, Lake Avenue and McConnell Road intersections must have the same traffic control to operate effectively. Alternative 1 requires approximately 122 feet of horizontal clearance beneath the Railroad Bridge to accommodate for additional through and turning lanes as well as bicycle and pedestrian accommodations. A conceptual temporary railroad shoofly was designed to be used during construction of the lengthened Railroad Bridge. Construction of the railroad shoofly would require six potential property relocations and right-of-way acquisition from additional properties. The additional cost to construct the railroad shoofly and new Railroad Bridge was estimated at \$30 million excluding the additional right-of-way and relocation costs. The project cost excluding the Railroad Bridge is currently estimated at \$60 million. Alternative 2 consists of two 11 foot lanes in each direction with no median beneath the Railroad Bridge. The existing Railroad Bridge has a 52 foot wide opening and is in good condition. Reconstruction would not be required with Alternative 2 as roundabouts eliminate the need for turn lanes thus reducing the overall cross section of the roadway. Alternative 2 would require only two potential property relocations, one each at the intersections of Lake Avenue and McConnell Road. Therefore, Alternative 2 is being carried forward as the preferred alternative.

Per the State's Complete Streets Law, pedestrian and bicycle accommodations shall be included in the planning process for the development of transportation facilities. Due to the limited width of the existing Railroad Bridge opening, Alternative 2 proposes a 15 foot diameter pedestrian tunnel beneath the Railroad east of IL Route 47 for pedestrian and bicyclist accommodations. A 15 foot tunnel was proposed to accommodate the 10 foot bike path and 2 foot shoulders on each side. The proposed tunnel would be a new Railroad crossing, but would not be an at-grade crossing. A Railroad Construction and Maintenance Agreement will provide language stating maintenance responsibilities.

Please provide any comments you may have. If you have questions or need additional information, please contact Mr. John Baldauf, P.E., Project Manager, at (847) 705-4103.

\*\*

This email and any attachments may contain information that is confidential and/or privileged for the sole use of the intended recipient. Any use, review, disclosure, copying, distribution or reliance by others, and any forwarding of this email or its contents, without the express permission of the sender is strictly prohibited by law. If you are not the intended recipient, please contact the sender immediately, delete the e-mail and destroy all copies.

\*\*

**APPENDIX A-9**  
**AGENCY COORDINATION**  
**IDOT COORDINATION**



District	Consultant
1	Strand Associates, Inc.

Type of Design:  Intersection Design Study     Interchange Design Study  
 Interchange Type Study     Other Phase I Plan & Profiles

Route	Marked	Street
FAP 326	Illinois Route 47	

Intersecting Route	Marked	Street
Various		

Contract Number	State Job Number	Section Number
	P-91-007-09	

Counties	Municipalities
McHenry	Woodstock

Local Agency	LRS Section Number

Permit Applicant	Permit Number

**Brief Project Description**  
 Proposed improvements include the reconstruction of IL 47 from US 14 to Charles Rd to provide 2-lanes in each direction. The NB and SB lanes will be separated with an 18-ft raised median from US 14 to Ware Rd and a 22-ft mountable median from Ware Rd to Charles Rd. Some intersections are designed with Roundabouts and pedestrian accommodations are provided throughout the project.

Date Approved by Qualified Geometrics Engineer  
 03/21/2019

Comments



Informal Transmittal

JFP/SNS  
DUE → 3/28/19

To:	Jason Salley
Bureau:	Programming - GSU
Attn:	Jim Prola
<b>10<sup>TH</sup> SUBMITTAL</b>	
Date:	2/14/2019 ✓

From:	S.Schilke/C.Smith/K.Bochte
Bureau:	Programming - CSU
Subject:	IL 47 (US 14 - Charles Road)
	Final Geometry Review

Please check appropriate box below:

- |                                                       |                                                                |                                            |
|-------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------|
| <input type="checkbox"/> Take Necessary Action        | <input type="checkbox"/> For Your Information                  | <input checked="" type="checkbox"/> Reply  |
| <input checked="" type="checkbox"/> For Your Comments | <input type="checkbox"/> See Me About the Attached             | <input checked="" type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request             | <input type="checkbox"/> Draft (Letter)(Memo) For my signature | <input type="checkbox"/> Route             |
| <input type="checkbox"/> For Your Approval            |                                                                | <input type="checkbox"/> File              |

Message

P-91-007-09  
IL 47  
From US 14 to Charles Road  
McHenry County  
Woodstock

2/14/19 - PENDING MATERIALS  
- DE MEETING MINUTES

Attached is the final geometry submittal for the subject project for your review and comment. The submittal includes plan and profiles, typical sections, cross-sections, ADA plans, design exceptions, and IDSs (10 intersections - 5 signal | 5 RAB). The submittal also includes a disposition and previous review comments.

If you have any questions or need additional information, please contact Corey Smith, Project Manager at extension 4103 or Kyle Bochte, Project Engineer at extension 4088.

*[Handwritten Signature]*

Signature

Copies to

Response

3/21/19

KYLE - THIS PROJECT'S GEOMETRY AND ITS IDS'S ARE APPROVED.

THANKS!

CC: JK, YH & JL (BSP)  
DF (BAE)

Signature



To:	Corey Smith
Attn:	Kyle Bochte
Unit:	Consultant Studies Unit
Phone:	(847) 705-4103
Date:	March 21, 2019

From:	Jason Salley
Unit:	Geometric Studies Unit
Phone:	(847) 705-4085
Subject:	IL 47, US 14 to Charles Rd P-91-007-09 Geometric & IDS Approval

**Please check appropriate box below:**

- |                                                      |                                                                   |                                 |
|------------------------------------------------------|-------------------------------------------------------------------|---------------------------------|
| <input type="checkbox"/> Take Necessary Action       | <input type="checkbox"/> For Your Information                     | <input type="checkbox"/> Reply  |
| <input type="checkbox"/> For Your Comments           | <input type="checkbox"/> See Me About the Attached                | <input type="checkbox"/> Return |
| <input checked="" type="checkbox"/> Per Your Request | <input type="checkbox"/> Draft (Letter)(Memo) For<br>My signature | <input type="checkbox"/> Route  |
| <input type="checkbox"/> For Your Approval           |                                                                   | <input type="checkbox"/> File   |

**Message**

Kyle,  
 The Design Exceptions for this project were approved by IDOT BDE on February 05, 2019. The remaining Design Elements for this project meet current BDE Standards.

A PDF copy of the project's Intersection Design Studies (IDS's) has been received by the Geometric Studies Unit and has been placed onto the District's H Drive for future reference.

Therefore, I approve this project's geometry as well as its IDS's.

This project's BDE 2602 and 3100 Forms will be forwarded to IDOT BDE for their records.

Please contact me if you have any questions or comments.

Thanks,

Jason Salley, P.E.

Signature

Copies to

File	BDE	BOT	
------	-----	-----	--

**Response**

Signature





# Illinois Department of Transportation

## Memorandum

---

To: John A. Fortmann, Dist. 1                      Attn: John Baczek  
From: D. Carl Puzey                                      By: Patrik D. Claussen  
Subject: Bridges and Structures  
Date: March 12, 2015

A handwritten signature in black ink, reading "Patrik D. Claussen", with a long horizontal line extending to the right.

---

FAP Route 326  
McHenry County

P-91-007-09  
SN 056-0044

Union Pacific Railroad over IL Route 47, south of McConnell Road

We received the Bridge Condition Report for the above referenced structure submitted with your transmittal dated January 6, 2015.

The scope of work recommended in the report is a series of suggested repairs to the bridge owner, Union Pacific Railroad.

After reviewing the report, we have the following comments and recommendations.

1. The report indicates the roadway improvements to IL 47 do not warrant widening the bridge; therefore we have no objection with the recommended repairs for this scope of work.
2. The report recommends lowering the roadway to increase the vertical clearance and meet the 14'-9" policy according to the classification of IL 47. The lowering of the roadway may result in less than 4 feet of fill to the bottom of the bridge footings. Any plan to exceed this limit requires coordination with the bridge owner.

Please contact Al-Barrae Shebib at (217) 558-6260 with questions pertaining to this project.

ARS/kkt0560044-20150312




# Illinois Department of Transportation

## Memorandum

---

To: John A. Fortmann, Dist. 1                      Attn: Steve Schilke  
From: D. Carl Puzey                                      By: Patrik D. Claussen  
Subject: Bridges and Structures  
Date: March 9, 2015



---

FAP Route 326  
McHenry County

P-91-007-09  
SN 056-P004  
(BBS Ref. #)

Private Drive over Drainage Ditch south of South Street

We received the Bridge Condition Report for the above referenced structure submitted with your transmittal dated January 6, 2015.

The report recommends repairing the existing culvert. After reviewing the report, we have no objection to the proposed recommendation. The report is approved.

Please contact Al-Barrae Shebib at (217) 558-6260 with questions pertaining to this project.

ARS/kkt056P004-20150309



# Illinois Department of Transportation

## Memorandum

---

To: John A. Fortmann, Dist. 1                      Attn: Steve Schilke  
From: D. Carl Puzey                                      By: Patrik D. Claussen  
Subject: Bridges and Structures  
Date: March 9, 2015

FAP Route 326  
Kendall County

P-91-007-09  
SN 056-0241

McHenry

Illinois Route 47 over Drainage Ditch, south of South Street ✓

We received the Bridge Condition Report for the above referenced structure submitted with your transmittal dated January 6, 2015. The report recommends repairing and extending the existing concrete box culvert.

After reviewing the report, we have no objection with the proposed recommendations to accommodate the proposed IL 47 roadway geometric improvements. The report is approved.

Please contact Al-Barrae Shebib at (217) 558-6260 with questions pertaining to this project.

ARS/kkt0560241-20150309



To:	Acting Bureau Chief - Issam Rayyan
Bureau:	Programming
Attn:	Kyle Bochte

From:	Michael Cullian/Michael Harris
Bureau:	Land Acquisition
Subject:	Cost Estimate #: 1CS0447
	IL Rte. 47 ~ US 14 to Charles Rd P-91-007-09

Date:	1/2/19
-------	--------

Please check appropriate box below:

- |                                                      |                                                                |                                 |
|------------------------------------------------------|----------------------------------------------------------------|---------------------------------|
| <input type="checkbox"/> Take Necessary Action       | <input type="checkbox"/> For Your Information                  | <input type="checkbox"/> Reply  |
| <input type="checkbox"/> For Your Comments           | <input type="checkbox"/> See Me About the Attached             | <input type="checkbox"/> Return |
| <input checked="" type="checkbox"/> Per Your Request | <input type="checkbox"/> Draft (Letter)(Memo) For my signature | <input type="checkbox"/> Route  |
| <input type="checkbox"/> For Your Approval           |                                                                | <input type="checkbox"/> File   |

Message			
Total Parcels		(557)	
Total Fee Takings	(270)	33.088 Acres	1,441,303 sq. ft.
Temporary Easements	(207)	16.225 Acres	708,081 sq. ft.
Permanent Easements	(1)	0.173 Acres	7,534 sq. ft.
Segment 1:	Parcels 1 - 48 = \$1,093,800		
Segment 2:	Parcels 49 - 299 = \$3,507,675		
Segment 3:	Parcels 300 - 577 = \$9,588,525		
GRAND TOTAL ESTIMATED ACQUISITION COST: \$14,200,000 ROUNDED			

*Michael Harris*  
Signature

Copies to	M. Cullian	D. Howorth	
-----------	------------	------------	--

Response

---



---



---



---

\_\_\_\_\_  
Signature