

ENVIRONMENTAL ASSESSMENT

ROUTE: FAP 326 Illinois Route 47
Section: US Route 14 to Charles Road
McHenry County

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Environmental Assessment

FAP 326 (Illinois Route 47)
US Route 14 to Charles Road
Woodstock, Illinois
McHenry County

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332 (2)(c)
by the

U. S. Department of Transportation
Federal Highway Administration

and

Illinois Department of Transportation

Cooperating Agencies

Illinois Department of Natural Resources

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[Signature]

For IDOT

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Date of Approval

[Signature]

For FHWA

The following persons may be contacted for additional information concerning this document:

Catherine A. Batey
Division Administrator (HDA-IL)
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703
Telephone: 217-492-4640

Anthony Quigley, PE
Illinois Department of Transportation
Region One Engineer
201 West Center Court
Schaumburg, IL 60196-1096
Telephone: 847-705-4000

This Environmental Assessment (EA) documents the impacts with the proposed action to reconstruct a five-mile section along Illinois Route 47 from US Route 14 to Charles Road (Project). The purpose of the Project is to address transportation safety, capacity, access management, pedestrian and bicycle needs, and geometric deficiencies. 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 within the project study area. A total of 33.055 acres of permanent right-of-way will be acquired and a total of 15.593 acres of temporary easements are proposed as part of this Project. 0.310 acre of wetlands and 17.90 acres of farmland will be impacted as part of this Project. The proposed improvements will require a total of 10 buildings to be relocated. These buildings include six individual businesses, three residential homes, and two business complexes containing four businesses.

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AAI	All appropriate inquiry
ADA	Americans with Disabilities Act
ADID	advanced identification
ADT	average daily traffic
BDE	Bureau of Design and Environment
BMP	Best Management Practices
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Agency for Planning
CMP	Congestion Management Process
CNE	Common Noise Environment
CRP	Comprehensive Regional Plan
CSS	context sensitive solutions
CWA	Clean Water Act
dB (A)	decibels
DCEO	Department of Commerce and Economic Opportunity
DOE	Determination of Eligibility
DSS	Decent, Safe, Sanitary
EA	Environmental Assessment
EO	Executive Order
EPFO	platantera leucophaea
FHWA	Federal Highway Administration
FIRM	National Flood Insurance Rate Maps
FONSI	Finding of No Significant Impact
FQI	Floristic Quality Assessment
FTA	Federal Transit Administration
GIS	geographic information systems
HEI	Health Effects Institute
HQAR	high quality aquatic resource
HSM	Highway Safety Manual
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
INAI	Illinois Natural Areas Inventory
INHS	Illinois Natural Historical Society
IRIS	Integrated Risk Information System
ISGS	Illinois State Geological Survey
ITS	Intelligent Transportation System
LAWCON	Land and Water Conservation
LESA	Land Evaluation and Site Assessment
LOS	level of service
MFR	multi-family residence
mph	miles per hour
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MOU	Memorandum of Understanding
NAC	Noise Abatement Criteria
NAAQS	National Ambient Air Quality
NEPA	National Environmental Policy Act
NHRP	National Register of Historic Places
NRCS	National Resources Conservation Service
OSLAD	Open Space Lands Acquisition Development

PESA	Preliminary Environmental Assessment
PM	particulate matter
PSI	Preliminary Site Investigation
REC	Recognized environmental concern
SFR	single-family residence
SIP	State Implementation Plan
SOV	single-occupancy vehicle
SRA	Strategic Regional Arterial
TIP	Transportation Improvement Program
TWLTL	Two-Way Left-Turn Lane
TMA	transportation management areas
UP	Union Pacific
URA	Uniform Relocation Assistance and Real Property Acquisition Act
USDOT	United States Department of Transportation
USGS	United States Geological Survey
USACE	United States Army Corp of Engineers
USEPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
vpd	vehicles per day
WOUS	Waters of the United States

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CHAPTER 1
INTRODUCTION

1.1 INTRODUCTION

1.1.1 Description and Location of Project

The Illinois Department of Transportation (IDOT) is managing this Project in partnership with the Federal Highway Administration (FHWA). This Environmental Assessment (EA) is being conducted to assess potential impacts that could result from a proposed widening of Illinois Route 47. Illinois Route 47 is a Strategic Regional Arterial (SRA) and a Class II truck route running north-south through the City of Woodstock and unincorporated McHenry County, Illinois. The limits for this study extend from US Route 14 approximately five miles north to Charles Road. These represent logical termini because US Route 14 is an arterial and a major source of traffic for the corridor. Charles Road, the northern terminus, also is a designated SRA route and represents the northern edge of the urban area beyond which corridor traffic volumes decrease substantially.

US Route 14, the southern terminus, matches an existing Phase I study immediately south of this Project that extends from Reed Road to US Route 14. Illinois Route 47 has two locally recognized alternate names; Eastwood Drive from US Route 14 to Illinois Route 120 and Seminary Avenue from Illinois Route 120 to Ware Road. A Project location map is included in Figure 1.1-1 and Exhibit 1.1-1.

Land use is diverse along the corridor and is split into three distinct sections. The southern section, from US Route 14 to Illinois Route 120, is an urban section with primarily commercial and industrial buildings. In this section, Illinois Route 47 passes under the Union Pacific (UP) Railroad bridge that also carries the Metra UP/Northwest line. The middle section, extending from Illinois Route 120 to Ware Road, is an urban section of primarily residential neighborhoods mixed with commercial, healthcare, and institutional usage.

What is an Environmental Assessment?

An EA is a document prepared for a proposed project under the National Environmental Policy Act. The EA describes the purpose and need for the project, the alternatives considered, the existing socioeconomic and environmental conditions in the project vicinity, and any anticipated impacts on socioeconomics or environmental resources. The EA serves to advise the public and stakeholders on the project and help make a decision as to the desirability of the project.

If the EA determines that there are no significant impacts anticipated from the project, a Finding of No Significant Impact (FONSI) can be issued. If a FONSI cannot be concluded, additional studies or an Environmental Impact Statement may be warranted.

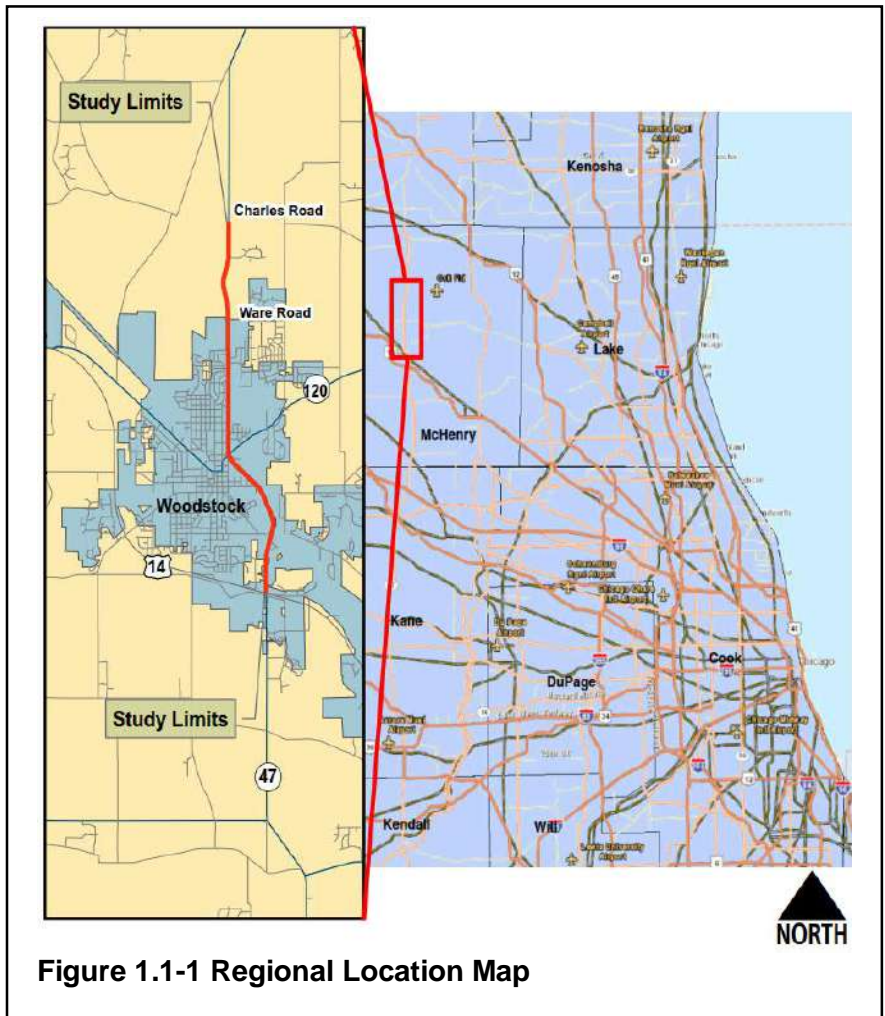


Figure 1.1-1 Regional Location Map

The northern section, from Ware Road to Charles Road, is a rural section with residential and agricultural usage.

Illinois Route 47 is the only continuous north-south route and arterial roadway in the City of Woodstock. It also is one of only three continuous north-south routes in McHenry County. As a result, this roadway is a major component of the local and regional transportation system and is vital to the economic development of the area. In addition to being an important route for through-traffic, the roadway provides local access to businesses and residents fronting the roadway. Commercial business is located in two primary areas in the City of Woodstock. The first area is Woodstock Square, a downtown business district that relies on Illinois Route 47 for access. The second commercial area is along Illinois Route 47 in the southern and middle sections of the corridor.

Although the project study area is located primarily in an urban setting, the roadway crosses or is adjacent to several natural areas. Illinois Route 47 passes over Silver Creek just north of St. Johns Road. Additionally, there are three minor culvert crossings within the project study area and wetland areas along the corridor.

1.1.2 History of Project

Illinois Route 47 was first constructed in the 1930s as a two-lane roadway. The UP Railway bridge was constructed in 1936 with a clear opening of 55 feet. A widening project added a center two-way turn lane in the mid-1980s, which expanded the typical section to three lanes from US Route 14 to Ware Road. Over time, various smaller projects incorporated geometric improvements throughout the corridor to accommodate growing capacity needs. The roadway was expanded to two lanes in each direction with a center median from US Route 14 to Catalpa Lane. An additional southbound lane was added from Country Club Road to a point one-quarter-mile south of the intersection, and there are two lanes in each direction with a flush two-way turn lane from Country Club Road north to Calhoun Street.

Location	Year				Percent Growth 1980-2010
	1980	1990	2000	2010	
City of Woodstock	11,725	14,353	19,668	24,770	111
McHenry County	86,745	183,241	260,077	308,760	256

Table 1.1-1 Regional Population Growth 1980 to 2010

The population of the City of Woodstock and McHenry County has continued to grow, as shown in Table 1.1-1. The population of Woodstock increased from 11,725 in 1980 to 24,770 in 2010. This is a growth of 111 percent. The population of McHenry County has grown 256 percent. Traffic volumes on Illinois Route 47 have increased proportionally. Despite localized roadway improvements, traffic delays and congestion negatively impact mobility and safety for roadway users. Because of these deficiencies, the Illinois Department of Transportation (IDOT) initiated a Phase I study of the Illinois Route 47 corridor. Phase II (Design) of the Project is funded. Construction funding for this Project is not included in IDOT's *Fiscal Year 2017-2022 Proposed Highway Improvement Program*. However, this Project will be evaluated for inclusion in future highway programs.

1.1.3 Previous Studies

Previous studies were initiated locally to study the future needs of Illinois Route 47 through the City of Woodstock. A study sponsored by the City of Woodstock in 1995 made several recommendations ultimately incorporating two lanes in each direction throughout the entire corridor with a center flush median from US Route 14 to Ware Road and a raised median from Ware Road to Charles Road. The study concluded the section from Illinois Route 120 to Charles Road would require a three-lane cross section in the interim. However, the study noted traffic volumes would increase and would ultimately require a five-lane cross section. This study also recommended the implementation of access control strategies, various intersection improvements to increase roadway capacity, and replacement of the UP Railway bridge. The IDOT 1995 *Strategic Regional Arterial Planning Study for Illinois Route 47* recommended the same measures. An additional study was conducted by the City of Woodstock in 2006. A five-lane cross section was recommended from US Route 14 to Illinois Route 120 and from Ware Road to Charles Road with flush and raised medians, access control, various local improvements, and replacement of the railroad bridge. In this study, a three-lane cross section was recommended through the residential section of the corridor from Illinois Route 120 to Ware Road.

Chapter 2

Purpose and Need

2.1 PURPOSE OF THE PROJECT

The purpose of the Project is to address transportation safety, capacity, access management, pedestrian and bicycle needs, and geometric deficiencies.

2.2 NEED FOR THE PROJECT

Increased travel demands on Illinois Route 47 are creating safety and operational deficiencies along the immediate roadway and adjacent arterials and intersections. The insufficient capacity of the roadway to manage travel demands creates congestion, limits mobility, hinders safe access to adjacent properties and businesses, and leads to safety issues for motorists, bicyclists, and pedestrians. Pedestrian access to adjacent land and bicycle accessibility through and across the corridor are limited.

The Project was presented for a second time at the June 28, 2011 National Environmental Policy Act (NEPA) 404 Merger Meeting. At this meeting the Project received purpose and need concurrence.

2.2.1 Safety Deficiencies

Crash data was collected from IDOT for years 2010, 2011, and 2012. The total number of crashes for the study period was 399, as shown in Figure 2.2-1.

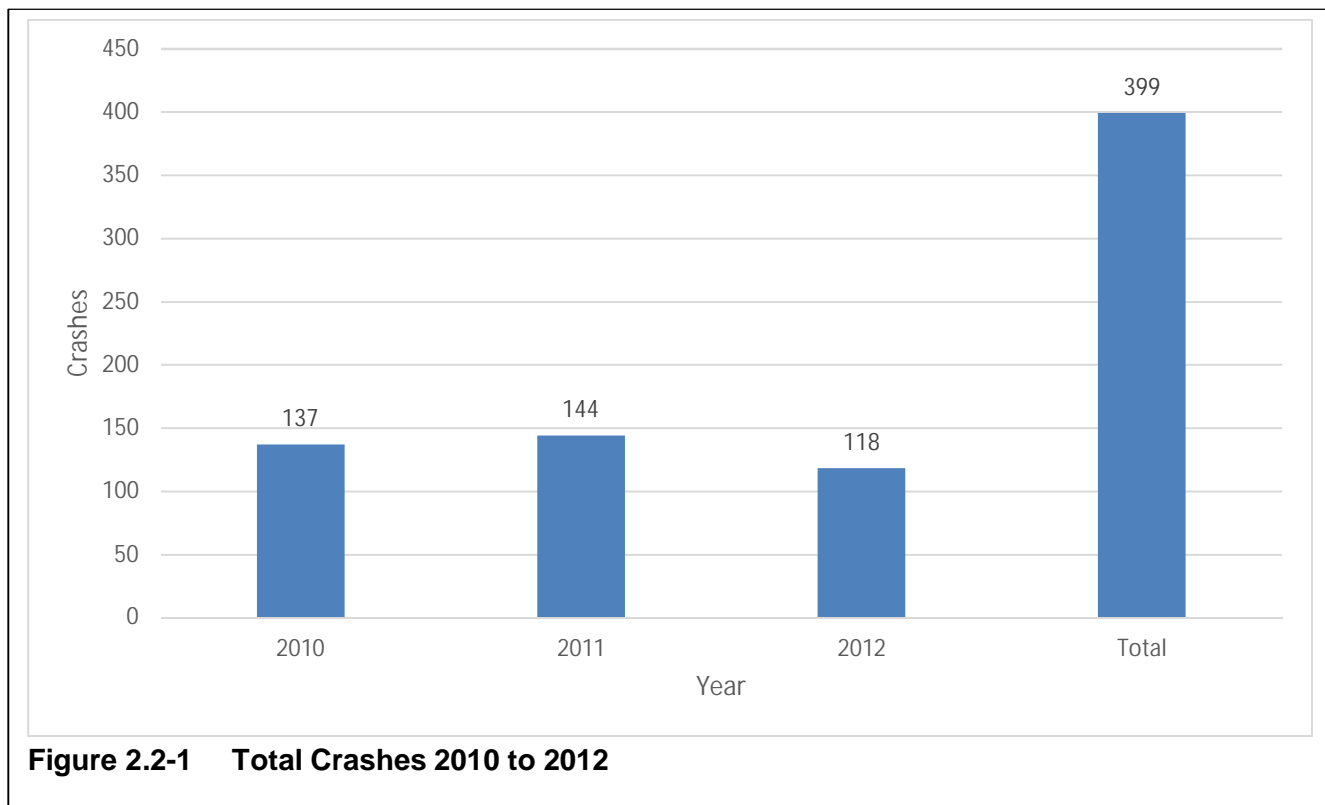
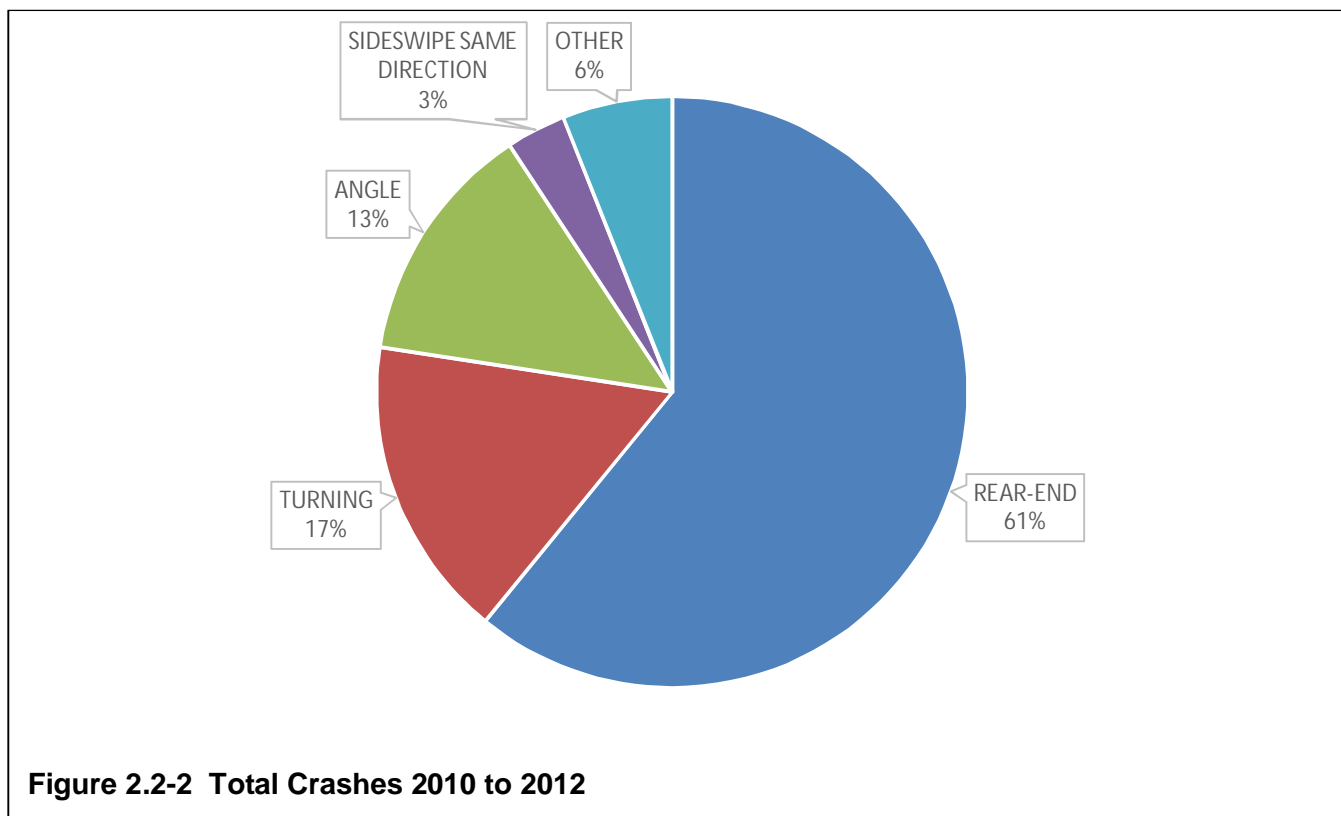


Figure 2.2-2 describes the 399 crashes by crash type. The predominant crash types for the study period were rear-end (61 percent), turning (17 percent), angle (13 percent), and sideswipe of cars traveling in the same direction (3 percent). Other types of crashes included animal, head-on, sideswipe of vehicles in opposite directions, and fixed objects.

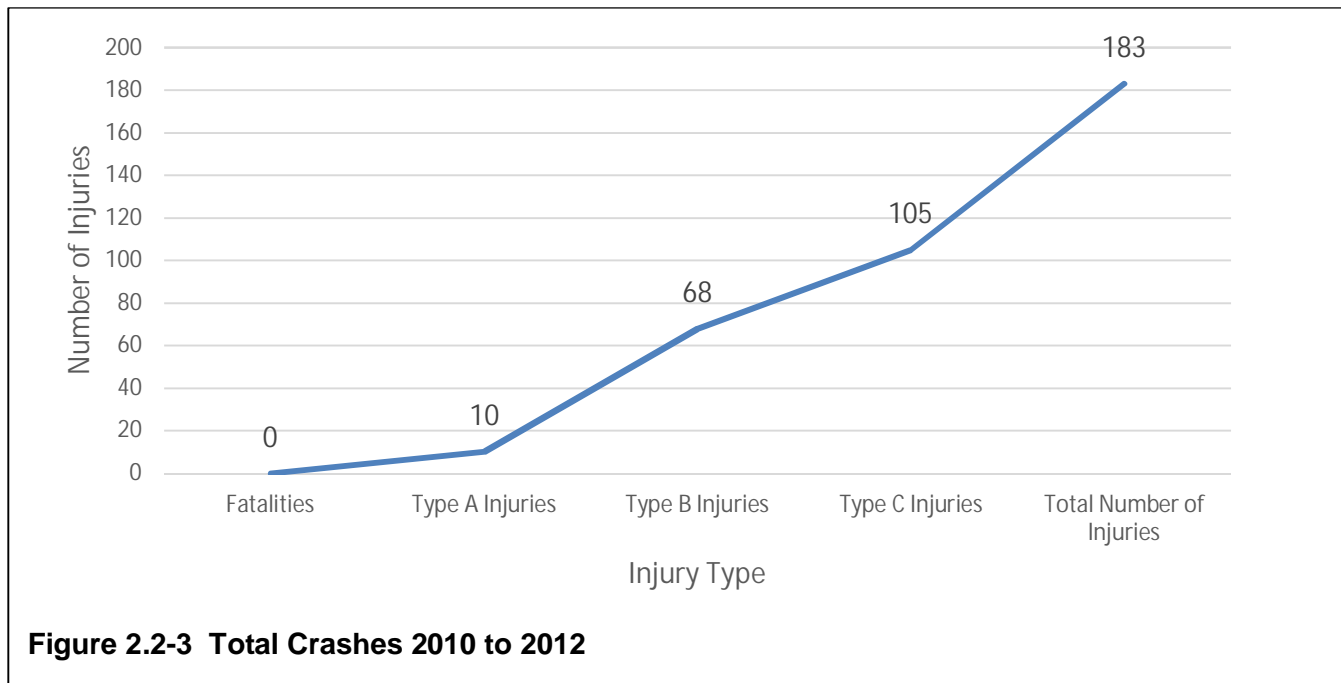


Rear-end, turning, and angle crashes are usually caused by several factors, such as deficiency in the capacity of the roadway, signal timing issues because of lack of signal modernization, improper design of the roadway leading to incomplete channelization of traffic, lack of barrier medians, and insufficient drainage of the pavement. The lack of capacity on this two-lane roadway, coupled with the numerous entrances, leads to conflicts that result in crashes.

Of the crashes, 75.9 percent occurred during the day and 72.7 percent occurred during clear weather. This indicates that lighting conditions, weather, and wet pavement do not appear to substantially contribute to crashes.

Of the total crashes, 120 (30.1 percent) were injury crashes that resulted in 183 injuries. There were no fatalities recorded during the study period; however, there were 10 incapacitating type “A” injuries, which are the most severe injury type that is not a fatality. There were two crashes involving a pedestrian and three crashes involving a bicyclist. The first pedestrian crash occurred during the 11 A.M. hour at the intersection with Lake Avenue and resulted in a reported type “C” injury. The second pedestrian crash occurred during the 8 P.M. hour at the intersection with Judd Street and Irving Avenue and resulted in a type “B” injury. Two bicyclist crashes occurred between the intersections of Lake Avenue and McConnell Drive. Both resulted in type “B” injuries. The first crash involving a bicyclist occurred during the 10 A.M. hour and the second crash involving a bicyclist occurred during the 3 P.M. hour. The third crash involving a bicyclist occurred between Illinois Route 120 and St. Johns Road during the 6 P.M. hour and it also resulted in a type “B” injury.

Figure 2.2-3 presents the number of injuries by severity for all 399 crashes. Some crashes resulted in more than one injury.



The intersection of Lake Avenue and Illinois Route 47 is one of the busiest in the corridor and it experienced an elevated number of crashes. There were 56 crashes within the three-year study period. The majority of crashes at this location were rear-end crashes. Signal timing issues or the permitted turn on red could have been contributing factors. The angle of skew of this intersection also could have been a factor causing reduced visibility that led to crashes.

The high incidence of crashes in the study period indicates that safety is an issue in the corridor. The number of rear-end crashes indicates that high traffic volumes, insufficient roadway capacity, and poor access management may be contributing to crashes.

2.2.2 Capacity Deficiencies

This Project is also needed to address capacity deficiencies in the corridor. The 2009 Average Daily Traffic (ADT) varies throughout the corridor carrying 16,300 vehicles per day (vpd) at US Route 14, increasing to 26,200 vpd at Country Club Road, before gradually decreasing to 8,100 vpd at Charles Road. 2009 ADT was used since it is found to be consistent with a more broad historical average.

Projected traffic volumes were generated by the Chicago Metropolitan Agency for Planning (CMAP) for the 2040 design year based on the No-Action scenario (i.e., no capacity improvements, only routine maintenance). These future traffic volumes are expected in the range of 17,000 vpd at US Route 14, increasing to 27,000 vpd at Country Club Road, and decreasing to 16,000 vpd south of Charles Road. A letter from CMAP detailing projected traffic volumes is dated November 14, 2011, and is shown in Appendix A. Updated traffic projections were requested from CMAP in 2015 because of the time elapsed. After comparing the revised traffic projections to the original traffic projections in 2011, it was determined the original traffic projections developed in 2011 were sufficiently accurate to complete a traffic analysis

and develop signal timing. The traffic projections sent by CMAP in a letter, dated October 28, 2015, can be found in Appendix A.

Increasing traffic volumes will lead to traffic congestion and delay. A schematic of the Illinois Route 47 corridor showing the relationship between these ADTs and the operational characteristics of the roadway is shown in Figure 2.2-4.

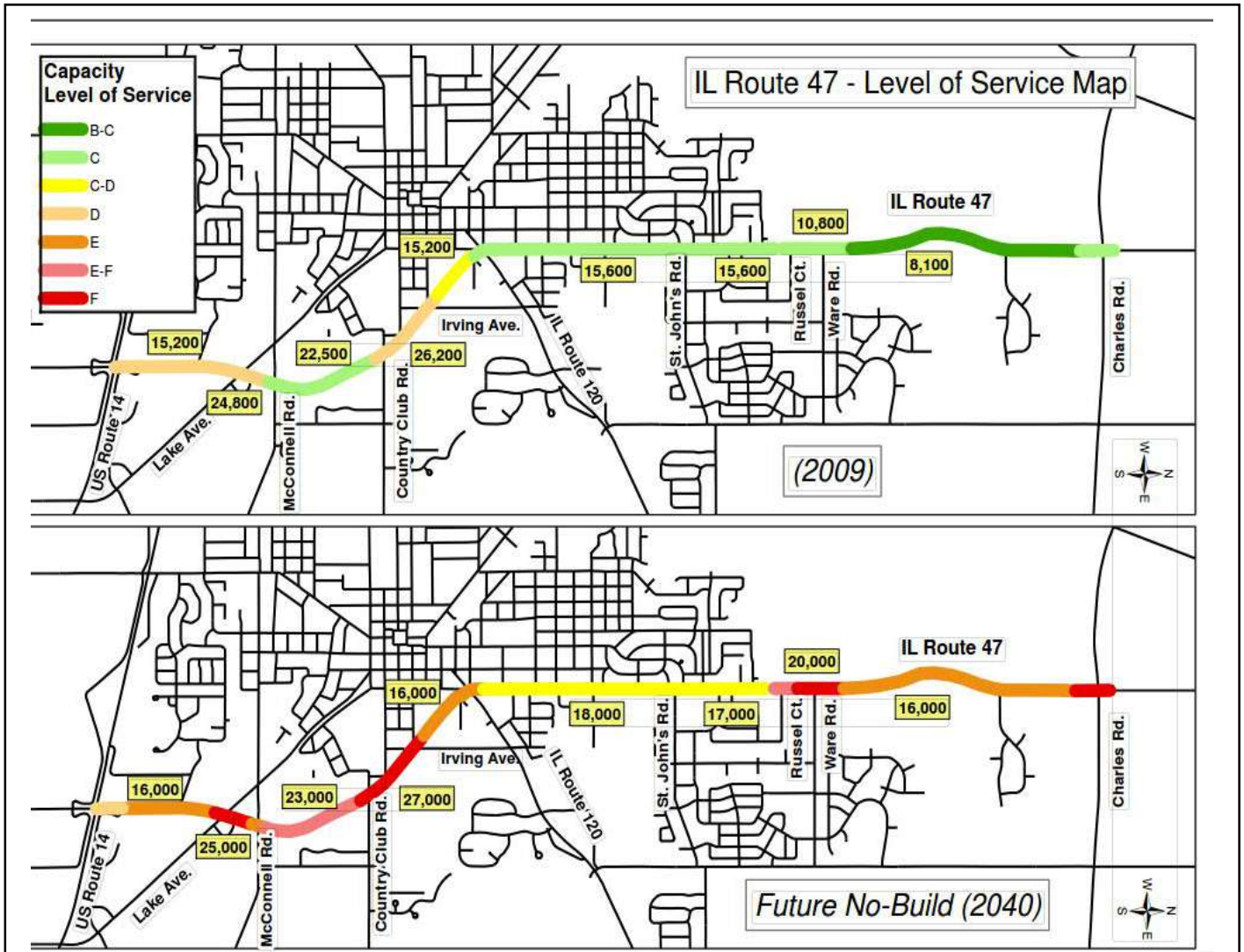


Figure 2.2-4 2009 and Projected ADT and the Resulting Impact on Congestion and Delay

Figure 2.2-4 shows the ADT of the corridor and its relation to the Level of Service (LOS). The LOS of an intersection rates the operational characteristics of traffic volumes to give a measure of traffic flow. The LOS rating is a scale from A to F, with A being optimal free-flow conditions and F indicating the intersection no longer operates properly because demand exceeds capacity. See Figure 2.2-5 for further detail of LOS. Sections between intersections were given a transitional LOS value. For example, LOS C-D indicates the section is between an intersection with LOS C and another intersection with LOS D. This figure shows increasing congestion in the 2040 design year, primarily from Lake Avenue to Ware Road.

What is Level of Service?

Level of Service (LOS) is a measurement used to describe traffic flow or the amount of congestion a section of roadway experiences. It can be used to determine speed, travel time, and amount of delay, and traffic-related safety issues can be implied. There are six LOS, each given a letter designation. LOS A represents low volumes and higher speeds of traffic associated with free-flowing traffic.

LOS B has stable flow but operating speeds are beginning to be restricted because of traffic conditions.

LOS C still has stable flow but speeds and maneuverability are restricted.

LOS D is the level of service where traffic becomes unstable. There is little freedom to maneuver and there are substantial drops in speed.

LOS E has lower operating speeds, the flow is unstable, and there may be momentary halts in traffic.

LOS F has low operating speeds and traffic often stops, forming vehicle backups.

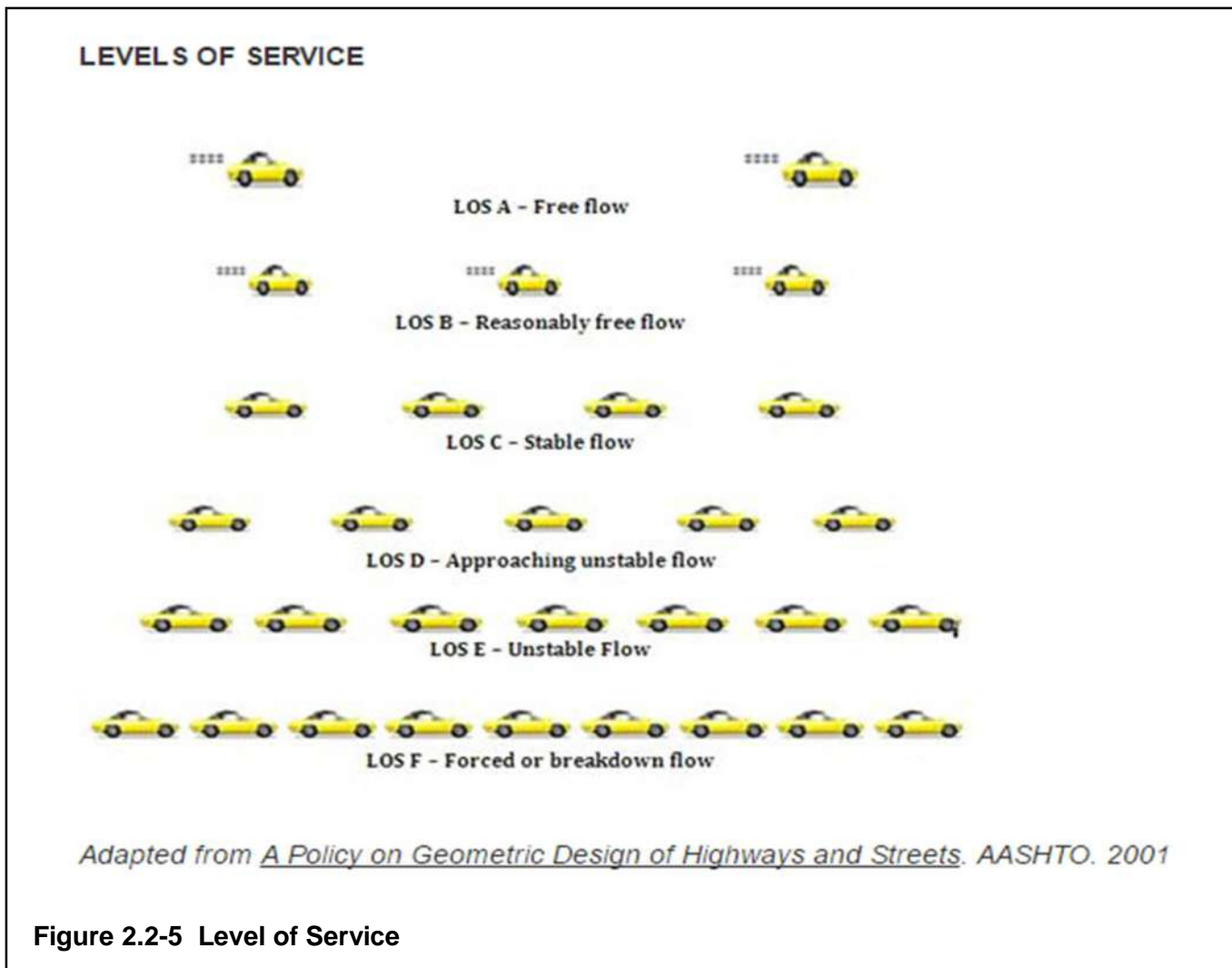


Figure 2.2-5 Level of Service

A distinct area of concern exists between Lake Avenue and McConnell Road. At this location, Illinois Route 47 passes under the UP Railway bridge, shown in Figure 2.2-6. This section currently carries 24,800 vpd and is projected to have 25,000 vpd in the 2040 design year. The bridge opening may no longer be adequate to accommodate the number of lanes required to handle growing traffic demand. Because there are no other direct north-south routes in the City of Woodstock that cross the railway, this deficiency contributes

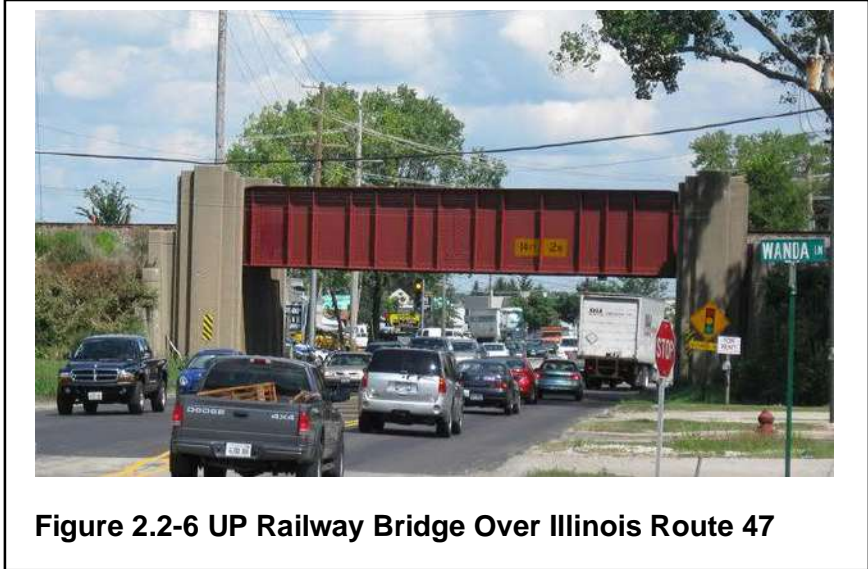


Figure 2.2-6 UP Railway Bridge Over Illinois Route 47

to traffic delay at the intersections immediately north and south of the bridge and to the corridor as a whole. The traffic delays and congestion is a problem for emergency response vehicles that need to travel along Illinois Route 47. The nearest alternative crossing is an at-grade crossing on Madison Street, approximately one mile west via Lake Avenue. Expansion of the current roadway could necessitate reconstruction of the bridge. Because this dual-track rail line carries frequent commuter and freight traffic, the railroad bridge must remain open at all times. A temporary “shoo-fly” railroad bridge and track adjacent to the existing tracks may be required for this location.

Intersection	AM Peak Hour				PM Peak Hour			
	2009		2040 No-Action		2009		2040 No-Action	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
US Route 14	32.7	C	45.7	D	35.8	D	45.6	D
Lake Avenue	34.2	C	100.8	F	41.8	D	135.4	F
McConnell Road	24.8	C	56.3	E	22.9	C	50.0	D
Country Club Road	32.5	C	99.2	F	37.9	D	131.7	F
Judd Street/ Irving Avenue	31.9	C	136.9	F	38.4	D	184.2	F
IL Route 120/ McHenry Avenue	34.6	C	53.8	D	34.0	C	41.4	D
Russel Court	22.9	C	53.7	D	20.8	C	25.4	C

Table 2.2-1 AM and PM 2009 and Future No-Action (2040) LOS and Delay by Intersection

Overall, the existing intersection geometry and 2009 traffic volumes result in intersection LOS ranges from C to D. The 2040 no-action scenario intersection LOS ranges from C to F. A summary of the AM and PM LOS and delay for 2009 and the future no-action scenario at each intersection is provided in Table 2.2-1.

In the PM peak hour, four of the seven intersections currently experience LOS D. By 2040, three of the seven intersections will experience LOS D, and three signalized intersections will experience LOS F. As a result, the future no-action PM peak hour queues and delays become excessive. For example, the northbound queue at Country Club Road and Judd Street/Irving Avenue are both over 4,000 feet. This decrease in LOS indicates excessive traffic congestion and travel times.

2.2.3 Access Management

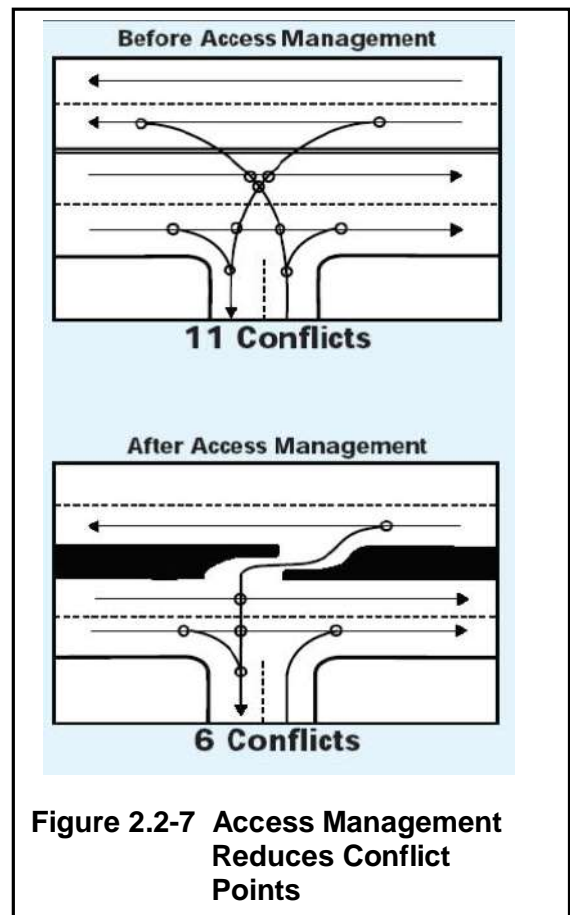
There is generally no access management along Illinois Route 47. This leads to approximately 190 driveways and 31 intersections along the route. Several businesses have multiple, closely spaced entrances serving the same parking lot. Right-in-right-out access points have only been constructed at three driveways throughout the entire five-mile corridor. There is only one side street, East Calhoun Street, where drivers are prevented from turning left onto Illinois Route 47. There are no barrier medians present in the corridor; therefore, left turns are not physically restricted at any point. The high number of access points fosters unprotected mid-block turning, including left turns.

Providing barrier median and using access management strategies reduces the number of conflict points at an intersection. This is illustrated in Figure 2.2-7, which was taken from the Federal Highway Administration (FHWA) brochure *Safe Access is Good for Business*. As shown in this figure, a three-leg intersection with no access management results in 11 vehicle conflict points while a three-leg intersection restricting left turns out of the side street results in only six vehicle conflict points.

From 2010 to 2012, there were 210 mid-block crashes in the Illinois Route 47 corridor. Of these, 62.4 percent were rear-end or turning crashes. The lack of access management on Illinois Route 47 negatively affects operations and leads to a high incidence of conflicts and, ultimately, crashes.

What is Access Management?

Access management are safe traffic control methods such as the use of: dedicated right and left turn lanes; efficient distances between traffic signals; efficient distances between driveways; the use of raised medians between lanes; and sufficient sight distance between access points.



2.2.4 Pedestrian and Bicycle Accommodations

The presence of pedestrian facilities varies in this corridor. Exhibit 2.2-1 shows the locations of existing sidewalk and bicycle facilities in the project study area. There are no existing bicycle paths or bicycle accommodations within the corridor. Bicyclists must travel on Illinois Route 47 with its heavy traffic volumes, high truck volumes, and high turning movements. In the south section, there is 5- to 6-foot-wide sidewalk on both sides of the road at irregular intervals from Catalpa Lane to Country Club Road. There is no sidewalk from Country Club Road to Illinois Route 120. There are 5- to 6-foot-wide sidewalks on both sides of the road through much of the area from Illinois Route 120 to Ware Road. The noncontiguous nature of pedestrian facilities in the corridor means pedestrians must walk through parking lots, along grass parkways, and even on roadway shoulders, as shown in Figure 2.2-8. The intersections of Illinois Route 120 and Russel Court are the only locations with striped pedestrian crossings and pedestrian signals. There are no pedestrian facilities north of Ware Road.



There are several bike and pedestrian generators located along or near the corridor. In addition to the residential and commercial properties immediately adjacent to the roadway, there are several unique land uses with regional significance that generate pedestrian traffic, including the McHenry County Fairgrounds (immediately east of the intersection of Illinois Route 47 and Country Club Road), a Metra train station (approximately 0.4 mile west of Illinois Route 47 in downtown Woodstock), and the McHenry County Government Center Campus (at the intersection of Illinois Route 47 and Ware Road). Other generators include Silver Creek Park (south of St. Johns Road), one learning center at the intersection of Illinois Route 47 and Russel Court, and two schools at the intersection of Illinois Route 47 and Ware Road. Alternate routes to Illinois Route 47 are limited. Potential secondary roads are not continuous and do not provide a direct north-south route to these destinations.

Without improvements, Illinois Route 47's limited pedestrian and bicycle accommodations will remain. Increased motor vehicle traffic will magnify the effect of these deficiencies. It will become more difficult for pedestrians and bicyclists to cross Illinois Route 47 or to use the corridor for travel.

2.2.5 Geometric and Design Deficiencies

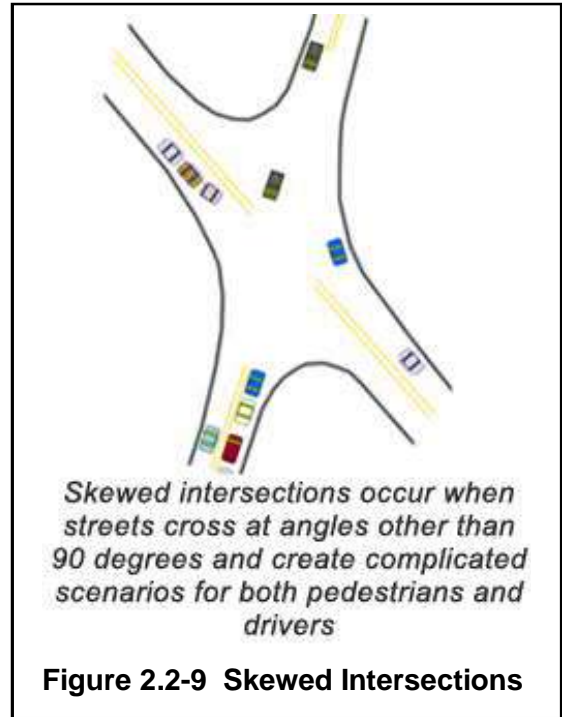
Geometric and design deficiencies along Illinois Route 47 contribute to safety deficiencies and also to reduced roadway capacity. The overall horizontal and vertical geometrics generally fall within IDOT standards, except as noted in this section.

As detailed previously, there are several skewed intersections in the corridor. IDOT recommends that roadways intersect at an angle within 15 degrees of perpendicular to maintain visibility. IDOT allows a maximum skew of 30 degrees where correcting the skew would be impractical (see Figure 2.2-9).

The six intersections that exceed a 15-degree skew are shown in yellow in Figure 2.2-10: Southview Drive, Lake Avenue, McConnell Road, Country Club Road, Judd Street/Irving Avenue, and McHenry Avenue. The skew of three of these intersections exceeds the maximum 30 degrees: Lake Avenue, Country Club Road, and Judd Street/Irving Avenue. Intersection sight distance is also restricted at the intersection of Judd Street and Irving Avenue because of its irregular alignment and the building at the northwest corner of the intersection.

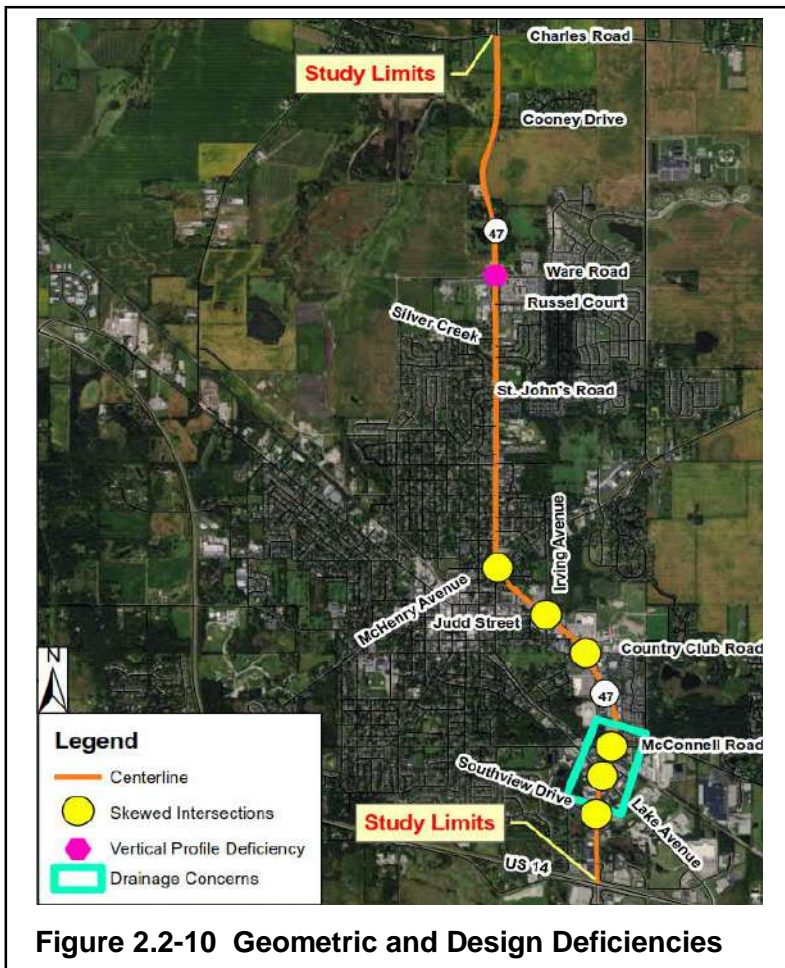
A vertical curve located just north of Ware Road is the only profile vertical deficiency within the corridor. The recommended intersection sight distance is not achieved because of this curve and the 45 mile per hour posted speed limit.

Illinois Route 47 has had consistent reports of poor drainage between the intersections at Lake Avenue and



McConnell Road. These intersections flood during heavy rain events. Specifically, in the area underneath the UP Railway bridge, water ponds on the roadway and creates a hazard.

These geometric and design deficiencies contribute to mobility, safety, and operational issues, which will only worsen as traffic volumes increase.



This chapter describes the methodology for the development of alternatives, screening methods used for the evaluation of alternatives, a description of each alternative, and the comparative analysis results that led to the determination of the Preferred Alternative.

3.0 DESIGN CRITERIA

Illinois Route 47 is listed as a Strategic Regional Arterial (SRA) within the project study area, which requires specific design criteria (see Table 3.0-1). Illinois Route 47 existing ADT varies from 8,100 vpd at the north end of the project to 26,200 vpd between Country Club Road and Irving Avenue.

Illinois Route 47 has two different roadway classifications within the project study area. From US Route 14 at the south to Ware Road at the north, Illinois Route 47 is classified as an urban corridor, with businesses or residential houses continuous along most of the section. A representative section of the urban SRA along Illinois Route 47 is shown in Figure 3.0-1.

Existing Illinois Route 47 is classified as a rural corridor from Ware Road to Charles Road, with sporadic businesses and residential houses located along the corridor. A majority of the land from

Ware Road to Charles Road is wetlands or farmland. A representative section of the rural SRA along Illinois Route 47 is shown in Figure 3.0-2. The possibility of converting Illinois Route 47 from a rural cross section to an urban or suburban cross section from Ware Road to Charles Road was evaluated as a part of this project and is further discussed in Section 3.6.3.



Figure 3.0-1 Illinois Route 47 Urban SRA

SRA design criteria in accordance with IDOT Bureau of Design and Environment (BDE) Manual, Chapter 46 was used to design Illinois Route 47.



Figure 3.0-2 Illinois Route 47 Rural SRA

Table 3.0-1 presents the controlling geometric design criteria items as recommended by the BDE Manual. Criteria is presented for urban, suburban, and rural cross sections because of the varying cross section alternatives from Ware Road to Charles Road.

Design Criteria	Urban SRA	Suburban SRA	Rural SRA
Design Speed Limit	30 to 40 mph	45 mph	60 mph
Number of Lanes	2 or 3 for each travel direction	2 or 3 for each direction of travel	2 or 3 for each direction of travel
Lane Width	11' restricted ROW 12' desired	12'	12'
Median Width and Type	18-22' with concrete barrier 11-14' flush median	18-30' with concrete barrier 12-14' flush median	50' with depressed median 22' with concrete barrier
Profile Grade	7% maximum 0.3% minimum (0.5% desired)	6% maximum 0.3% minimum (0.5% desired)	4% maximum 0% minimum (0.5% desired)
Edge Treatment	Curb and Gutter	10' wide shoulder or curb and gutter	10' wide shoulder

Table 3.0-1 Illinois Route 47 Geometric Design Criteria

The existing speed limit along Illinois Route 47 varies within the project study area. Illinois Route 47 from US Route 14 to Illinois Route 120 and from Greenwood Circle to Ware Road has an existing posted speed limit of 35 mph. Illinois Route 47 from Illinois Route 120 to Greenwood Circle has an existing posted speed limit of 30 mph. Illinois Route 47 from Ware Road to 0.5 mile north of Ware Road has an existing speed limit of 45 mph, and Illinois Route 47 from 0.5 mile north of Ware Road to Charles Road has an existing speed limit of 55 mph. Illinois Route 47 will maintain existing speed limits from US Route 14 to Ware Road and a design speed of 5 mph greater than the posted speed limit will be used. Multiple proposed posted and design speeds were evaluated as a part of this project and are discussed further in Section 3.6.5.1. A map of the existing speed limits and proposed design speeds along Illinois Route 47 is shown in Figure 3.0-3.

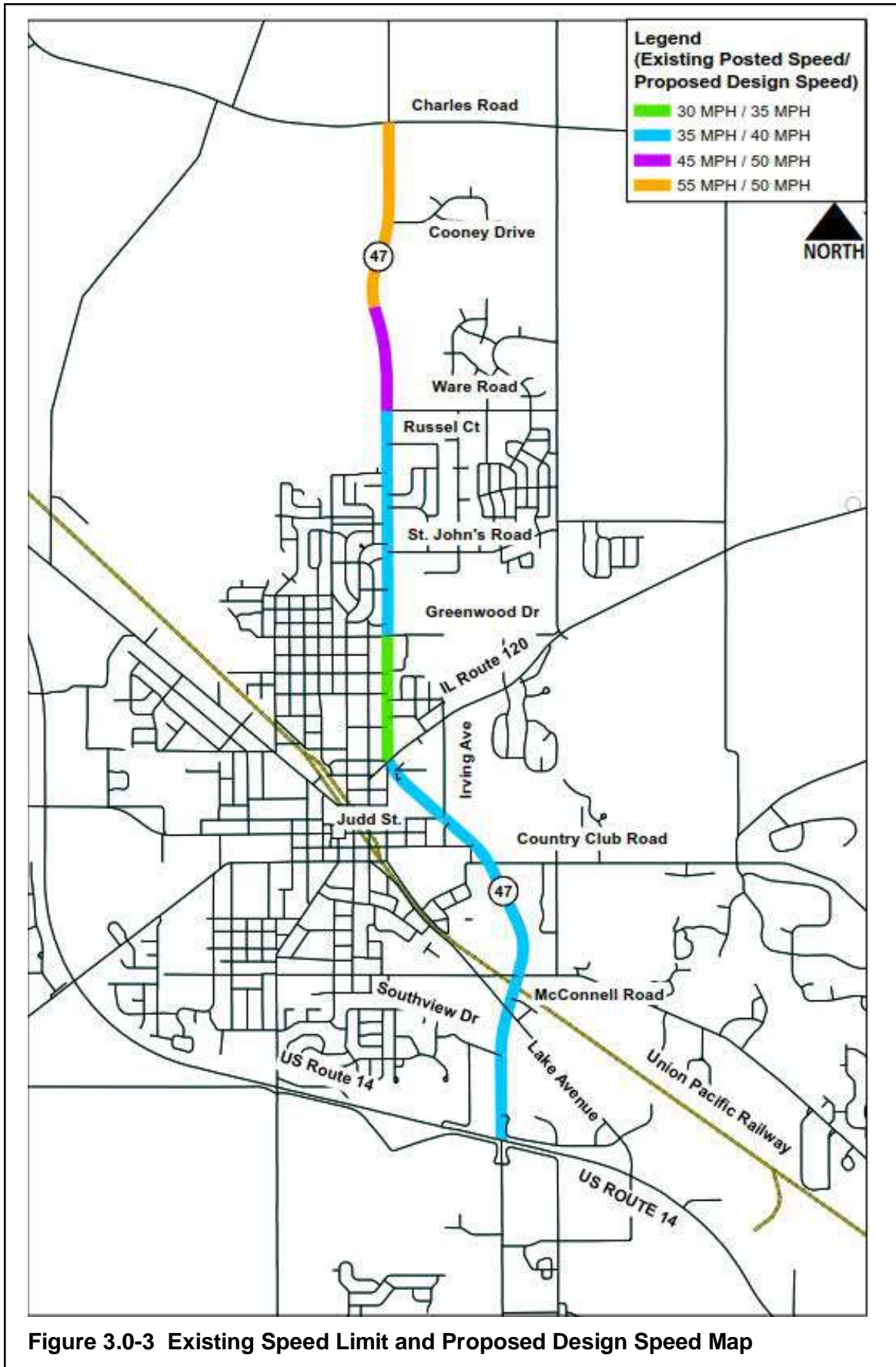


Figure 3.0-3 Existing Speed Limit and Proposed Design Speed Map

3.1 ALTERNATIVES DEVELOPMENT PROCESS

The **Purpose** and **Need** for this project described in Chapter 2 summarizes the existing Illinois Route 47 deficiencies and demonstrates the need for action. Deficiencies identified in the **Purpose** and **Need** include safety, traffic operations, access management, pedestrian accommodations, and geometrics.

Establishment of the project **Purpose** and **Need** aided in the identification of project alternatives. Additional input on alternatives resulted from the overall agency and public involvement process described in Chapter 6 using a Context Sensitive Solutions (CSS) project development process. The CSS project development process gathered public input to assist in identification of deficiencies and corridor needs, alternative concepts, and specific project elements. Public input was received from a variety of sources including the Project Study Group, Corridor Advisory Group, public meetings, NEPA/404 merger meetings, one-on-one stakeholder meetings, small group business meetings, and comments received through the project website and mailings. The Illinois Route 47 Corridor Advisory Group comprises many local officials, business owners, adjacent property owners, and other interested persons.

What is the National Environmental Policy Act (NEPA)?

The Federal law, NEPA, requires that FHWA consider the environmental consequences of a project to make a fully informed decision. NEPA prescribes three milestones during a project's study: (1) Purpose and Need, (2) Alternatives to be Carried Forward, and (3) Preferred Alternative.

The culmination of this effort combined with the technical evaluation of the Purpose and Need, resulted in the identification of a reasonable range of build alternatives to be considered.

The No-Action Alternative and Build Alternatives developed are presented in the following sections. Included for each alternative is a description of the alternative, its ability to meet the Purpose and Need, the environmental impacts associated with the alternative, and an overview of the initial feedback received from the Corridor Advisory Group on each alternative. Each alternative presents a discussion of the impact to the existing UP Railway bridge or impact to the UP Railway line, as applicable.

3.2 "NO-ACTION" ALTERNATIVE

The "No-Action" alternative does not change the existing Illinois Route 47 corridor or other suitable nearby corridors to address the needs of the existing Illinois Route 47. No upgrades would be made to the existing roadway geometry. This alternative focuses on routine pavement maintenance to keep the roadway operational. No right-of-way acquisition would be required from adjacent properties or areas with potential environmentally-sensitive resources. Figure 3.2-1 shows a typical section of the existing roadway corridor.

The "No-Action" alternative will be carried forward, as required by NEPA, to be used as a benchmark for evaluating the benefits and impacts of the build alternatives.

What is a No-Action Alternative?

The No-Action Alternative is one that would occur if the proposed project was not constructed. This provides a baseline of conditions against which the build alternatives can be compared, allowing for a comparison of socioeconomic and environmental impacts, as well as the failure to meet the Purpose and Need of the project. The No-Action Alternative is defined as the transportation facility that is most likely to exist in the forecast year without the proposed improvements.

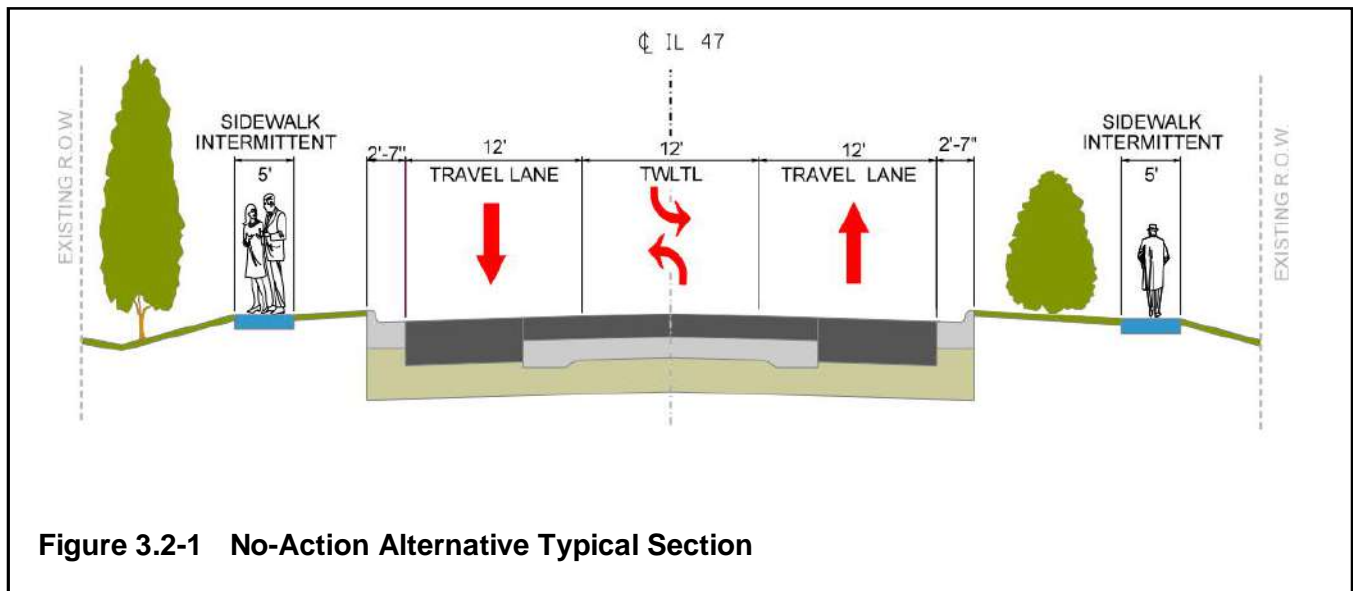


Figure 3.2-1 No-Action Alternative Typical Section

3.3 CONGESTION MANAGEMENT PROCESS ALTERNATIVE

The provisions of 23 CFR 450.320 place restrictions on the use of Federal funds for projects in Transportation Management Areas (TMAs) designated as nonattainment for carbon monoxide and/or ozone. In these areas, Federal funds may not be programmed for any project that will considerably increase capacity for single-occupancy vehicles (SOVs) unless the project is addressed through a Congestion Management Process (CMP). The CMP is required to provide an appropriate analysis of alternatives to the proposal for adding SOV capacity including all reasonable congestion management strategies. If the analysis demonstrates that other alternatives or congestion management strategies cannot fully satisfy the need for additional capacity and that the additional SOV capacity is warranted, the CMP must identify all reasonable strategies that will maintain the functional integrity of the additional lanes. All identified reasonable strategies must be incorporated into the project. The CMP for each affected TMA is addressed in materials available from the metropolitan planning organization responsible for the area.

Individual projects involving addition of SOV capacity were evaluated, selected, and prioritized in the course of developing the *Fiscal Year 2017-2022 Transportation Improvement Program (TIP)* and the *GO TO 2040 Comprehensive Regional Plan (CRP)* for Northeastern Illinois. The Northeastern Illinois CMP is documented via various materials that are available through CMAP. The following are examples of such documentation.

1. *Congestion Mitigation Handbook*, September 1998.
2. *Congestion Management System for Northeastern Illinois*, 2006 Annual Status Report.
3. *2040 Regional Transportation Plan for Northeastern Illinois*.
4. *Arterials and Streets Infrastructure and Operations for Mobility, Access, and Community in Metropolitan Chicago*, January 2009.
5. *Travel Demand Management, Strategy Paper*, March 2009.

6. *Congestion Reduction Demonstration for Northeastern Illinois A Proposal for Direct Highway Pricing, Transit, Technology, and Supporting Strategies*, December 31, 2007.

The development process for the TIP and CRP constitutes the CMP for Northeastern Illinois. The CMP process documents warranted projects for adding SOV capacity and, where applicable, also documents whether regional or project-specific alternatives, such as transportation demand management measures, high occupancy vehicle measures, transit capital improvements, congestion pricing, growth management, and incident management, would obviate the need for adding SOV capacity. Planned projects resulting from the CMP are documented in the annual CMP status report referenced above. For this project, it has been determined that stand-alone CMP alternatives will not satisfy the project Purpose and Need and, therefore, this undertaking is a warranted project for adding SOV capacity.

Reasonable project-specific CMP strategies including Traffic Operational Improvements, Transit Operational Improvements, non-motorized modes and measures (pedestrian/bicycle), Intelligent Transportation System (ITS), and Access Management, have been incorporated into this project to the extent practicable. Specific strategies incorporated include adding turn lanes, increased turn lane storage capacity, modernized signals, signal interconnects, sidewalk and bicycle accommodations, and barrier medians.

As previously documented, this project results from the CMP for Northeastern Illinois as a warranted project for adding SOV capacity, and all reasonable congestion management strategies have been incorporated into the project to sustain its effectiveness.

3.4 BUILD ALTERNATIVES

The general build alternatives considered can be categorized as the existing Illinois Route 47 alignment alternative (Alternative A), bypass alternatives (Alternatives B1 and B2), and one-way couplet alternatives (Alternatives C1 through C4), as shown in Figure 3.4-1.

What is a Build Alternative?

A Build Alternative is one that includes the design and construction of improvements needed to meet the Purpose and Need of the project.

CMAQ projections show the 2040 ADT averaging 26,000 vpd, which is generally within the capacity limit for a roadway with two lanes in each direction. For this reason, Illinois Route 47 build alternatives will consider construction of a four-lane roadway. A discussion of the resulting ADT and LOS for each alternative is provided later in this report.

Evaluation of initial alternatives included determining approximate impacts to environmental resources such as wetlands and floodplain areas. Limits of the environmental resources were taken from the McHenry County Geographical Information Systems (GIS) database. If an alternative is carried forward for further investigation, a project alternative-specific environmental survey will be conducted to determine the exact limits of the environmental resources. Figure 3.4-1 shows these delineated areas.

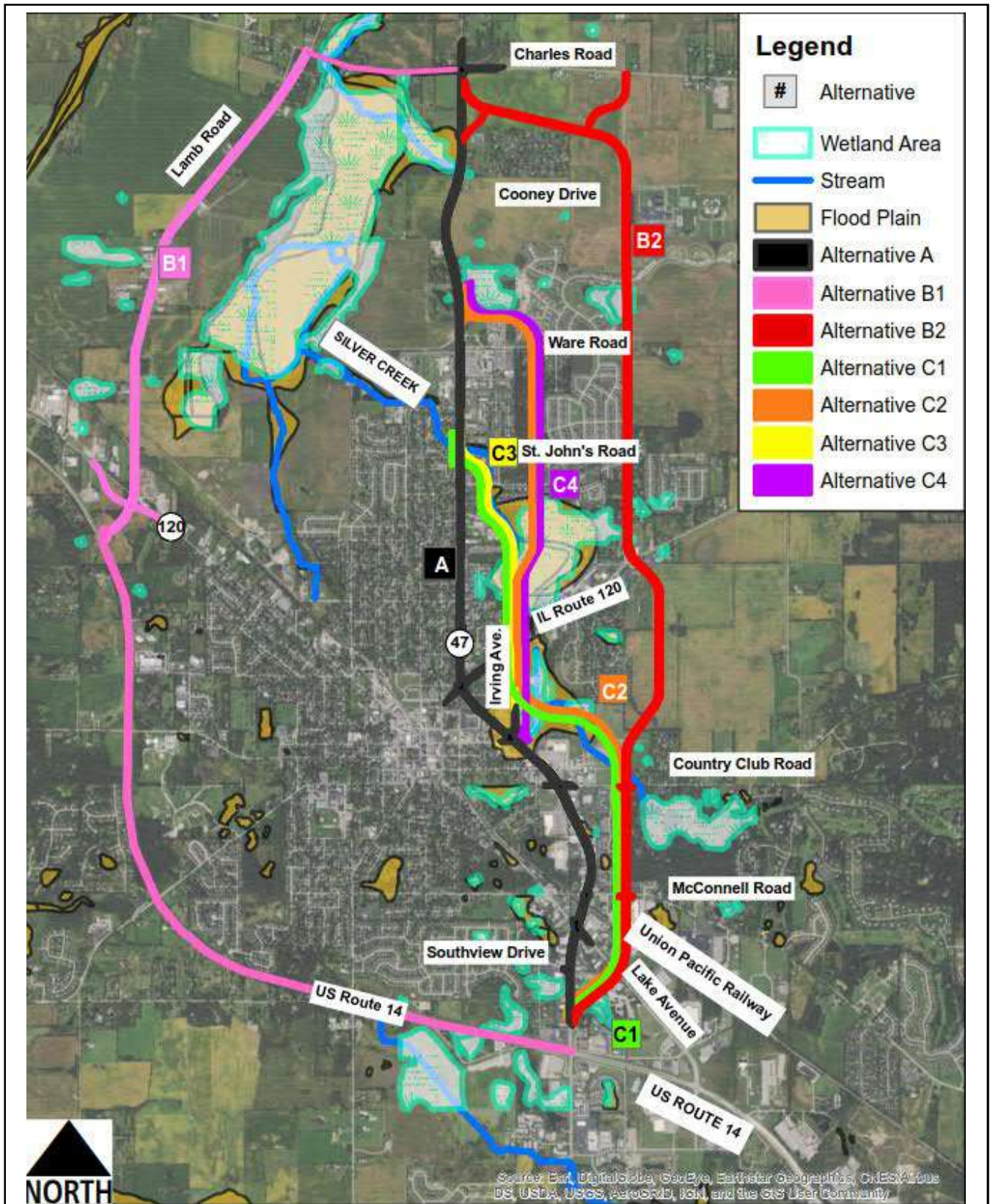


Figure 3.4-1 Illinois Route 47 Full Range of Alternatives with Environmental Resources

A description of each alternative, preliminary impacts, and the associated traffic modeling results are contained in the following sections.

3.4.1 Existing Alignment Alternative

3.4.1.1 Description of Alternative

The existing alignment Alternative A uses the current Illinois Route 47 corridor for improvements. The alignment compared to the delineated environmental resources is shown in Figure 3.4-2.

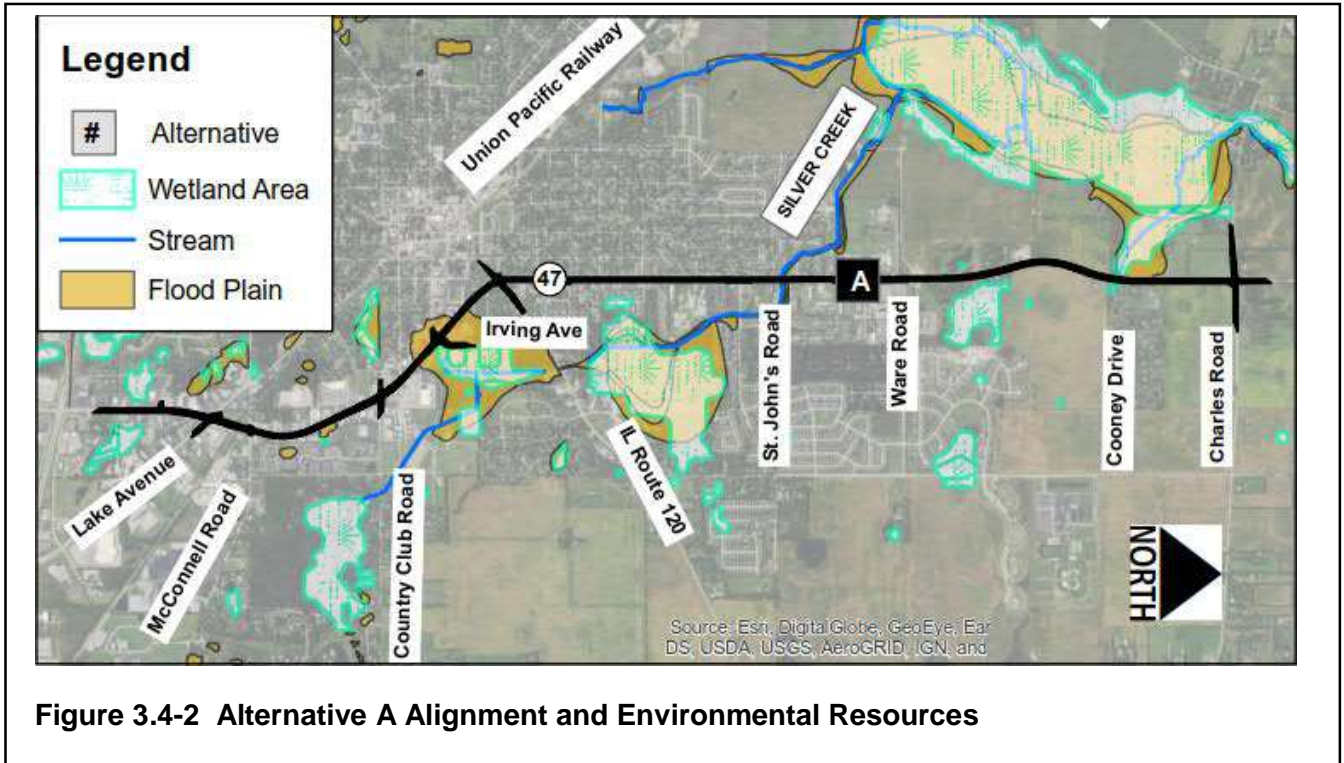


Figure 3.4-2 Alternative A Alignment and Environmental Resources

For this alternative, widening was considered along the existing centerline. The existing Illinois Route 47 corridor is characterized by numerous business and residential access points with several properties close to the existing edge of pavement. To avoid impacts, the final centerline location may shift several feet east or west of the existing centerline.

The typical section of the roadway was developed using IDOT's BDE Manual Chapter 46 criteria for SRA routes. The typical section consists of two 11- or 12-foot lanes in each direction separated by a center median.

For the initial build alternative, a proposed typical section consisting of two through-lanes in each direction separated by a 22-foot center barrier median with curb and gutter running along the outside edge of pavement was selected throughout the length of the project. It was assumed 60 feet of right-of-way would be necessary on each side of the Illinois Route 47 centerline. Traditional channelized intersections were used at all intersections for the preliminary analysis.

Also included in this alternative are provisions for pedestrian and bicycle access along the corridor. Initially chosen accommodations include a 10-foot shared-use path on the east side and a 5-foot sidewalk on the west side of the roadway. The resulting typical section is shown in Figure 3.4-3.

What is a Shared-Use Path?

A shared-use path is a multi-use path physically separated from motorized vehicular traffic by an open space or barrier, to be used by pedestrians, bicyclists, and other non-motorized users.

If it is determined the on-alignment alternative should be carried forward for further analysis, subalternatives will be developed for certain features of the alternative. Potential options for the center median vary and can include a 13-foot center two-way left-turn lane (TWLTL) or an 18- or 22-foot barrier median. Potential typical sections vary and include outside paved shoulders or outside curb and gutter running along the pavement from Ware Road to Charles Road.

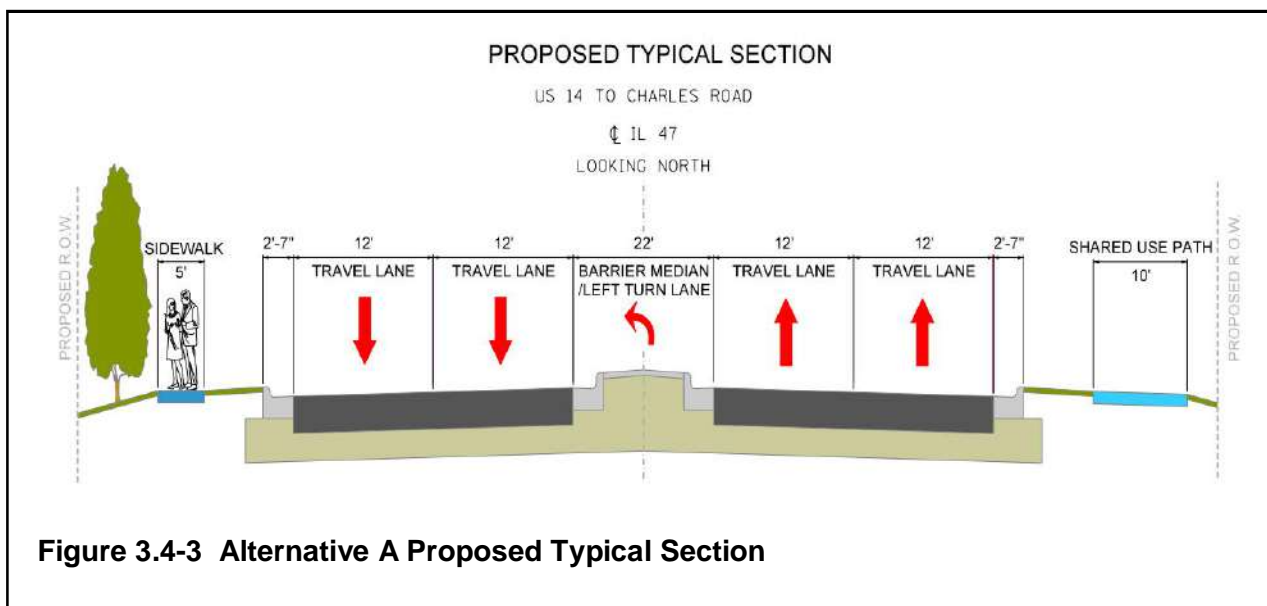


Figure 3.4-3 Alternative A Proposed Typical Section

Intersection subalternatives include the possibility of six roundabouts located at the intersections of Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Illinois Route 120, Ware Road, and Charles Road. Because of the similarity between the roundabout and traditional intersection on-alignment alternatives, differences in preliminary impacts were assumed to be negligible for the intersection alternatives.

For the purposes of developing this preliminary alternative, it is assumed all existing posted speed limits along Illinois Route 47 will be maintained and all design speeds along Illinois Route 47 will be 5 mph greater than the posted speed limit. Access management will be implemented for this alternative. Entrances to adjacent properties will be consolidated where feasible with consideration for conversion to right-in/right-out operation at the remaining driveways.

3.4.1.2 Preliminary Impacts

Alternative A impacts were determined to compare the associated impacts to the bypass and couplet alternatives. Preliminary impacts for the existing alignment alternative using traditional channelized intersections include right-of-way acquisition of approximately 18.9 acres from 505 parcels, five commercial property relocations, and three residential property relocations.

Total disturbed area within the floodplain for this alternative is 5.8 acres and total wetland area affected is 0.2 acre.

3.4.1.3 Initial Public Comments

Preliminary feedback was received from the Corridor Advisory Group on the existing alignment alternative. The Corridor Advisory Group identified positive aspects as barrier median for aesthetic options, increase in roadway capacity, safety improvements, minimizing environmental impacts by using existing right-of-way, less disruption to businesses and region, improvements to skewed intersections and geometry, and pedestrian accommodations. The Corridor Advisory Group identified negative aspects as off-road bicycle accommodations, impacts to right-of-way, potential impacts to parking lots, barrier median limiting access, potential cost of replacing the UP Railway bridge, and truck traffic remaining on existing Illinois Route 47.

3.4.2 Bypass Alternatives

3.4.2.1 West Bypass (Alternative B1)

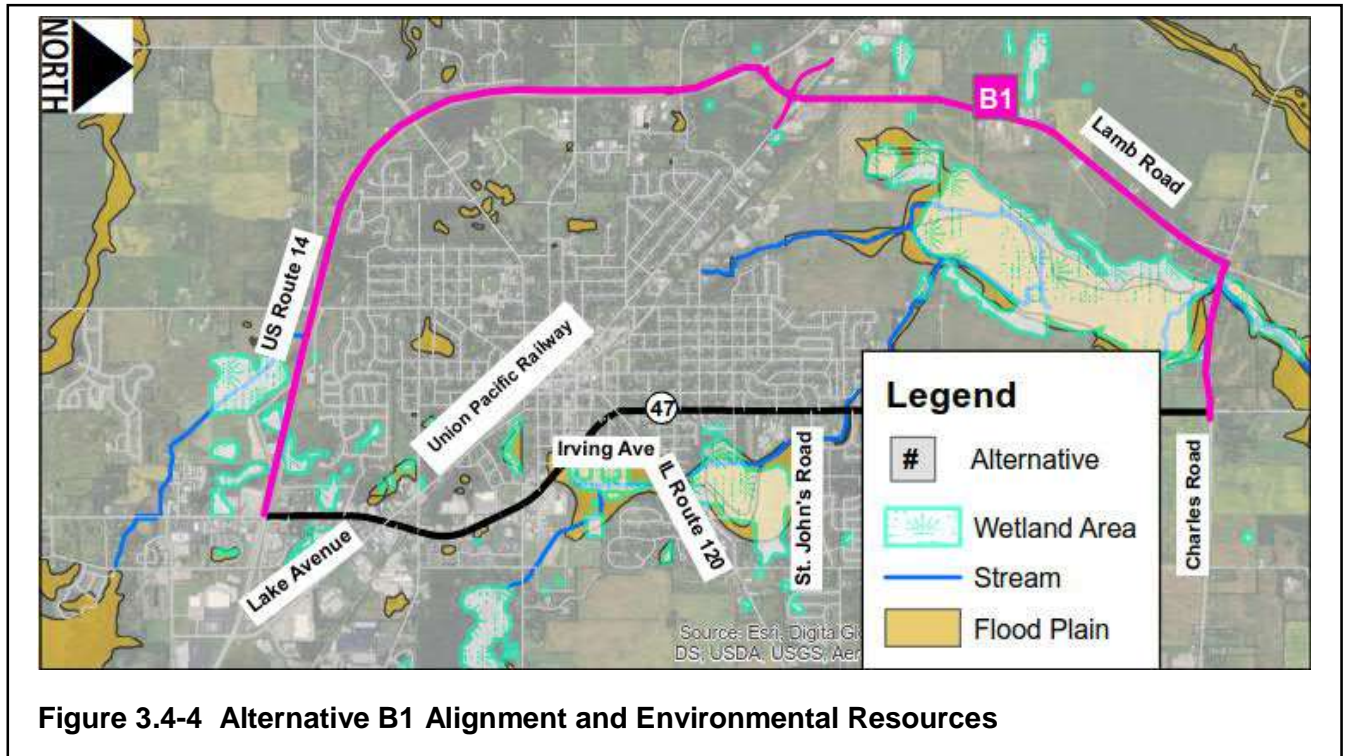
3.4.2.1.1 Description of Alternative

This alternative begins at the southern project limit and establishes a western bypass around the City of Woodstock. This alignment is designated as Illinois Route 47 and uses the existing alignment of US Route 14 westbound for approximately 3.5 miles, at which point the highway would travel north off US Route 14 establishing a new 0.4-mile connection with existing Lamb Road. The roadway would continue in the northeast direction along Lamb Road for 2.25 miles before using Charles Road to travel 0.78 mile east to match the existing Illinois Route 47. The proposed typical section for the west bypass is similar to the on-alignment alternative, consisting of two 12-foot lanes in each direction with a 22-foot center barrier median. It was assumed 60 feet of right-of-way would be required on each side of the new roadway centerline.

The CMAP model shows the western bypass draws traffic and reduces traffic volume on existing Illinois Route 47. For example, between McConnell Road and Country Club Road, the 2040 projected ADT is reduced from 31,000 to 29,000 vpd. However, this projected ADT still greatly exceeds the capacity of the existing roadway. Improvements would still be required to existing Illinois Route 47 to meet the traffic demand.

It is assumed that improvements to Illinois Route 47 also would require 60 feet of right-of-way on each side of the centerline.

The alignment compared to the delineated environmental resources is shown in Figure 3.4-4.



3.4.2.1.2 Preliminary Impacts

Preliminary impacts for the west bypass alternative include right-of-way acquisition of approximately 25.5 acres from 42 parcels, one commercial property relocation, and two residential property relocations. This alternative would require a new grade-separated railroad crossing. Work associated with establishing this new grade-separated crossing results in additional impacts to approximately four properties.

Environmental impacts include impacts to the stream crossing, wetland, and floodplain. Total disturbed area within floodplain for this alternative is 0.3 acre, and total wetland area affected is 0.4 acre.

3.4.2.1.3 Initial Public Comments

Preliminary feedback was received from the Corridor Advisory Group on the west bypass alternative. The Corridor Advisory Group identified positive aspects including some traffic relief to existing Illinois Route 47, diversion of truck traffic, and a possible new economic development corridor. The Corridor Advisory Group identified negative aspects that included required improvements to existing Illinois Route 47 to accommodate traffic volumes, the City of Woodstock assuming maintenance responsibility for existing Illinois Route 47, negative impacts to businesses because of diverted traffic, the added cost of a second railroad bridge, and a west bypass that would not address the bicycle and pedestrian needs of the existing corridor.

3.4.2.2 East Bypass (Alternative B2)

3.4.2.2.1 Description of Alternative

This alternative begins approximately 0.15 mile north of the intersection of Illinois Route 47 and US Route 14 and establishes an eastern bypass around the City of Woodstock. The newly designated Illinois Route 47 would travel off the existing roadway alignment to the northeast for 0.3 mile. This new roadway would then continue north for approximately 0.3 mile, crossing the UP Railway with a new grade-separated crossing and matching the existing alignment of Zimmerman Road. The roadway then travels north along Zimmerman Road for 0.5 mile. At Country Club Road, the roadway continues north along a new roadway for approximately 1.15 miles using horizontal curves to avoid impacts to adjacent land users and ultimately aligning with Raffel Road. The roadway continues north along Raffel Road for 1.75 miles before using one mile of reverse curves to realign with existing Illinois Route 47. The proposed typical section for the east bypass also contains two 12-foot lanes in each direction with a 22-foot center barrier median. All existing roadways used must be widened. It is assumed 60 feet of right-of-way will be required on each side of the centerlines of all roadways to be constructed/widened. The alignment compared to the delineated environmental resources is shown in Figure 3.4-5.

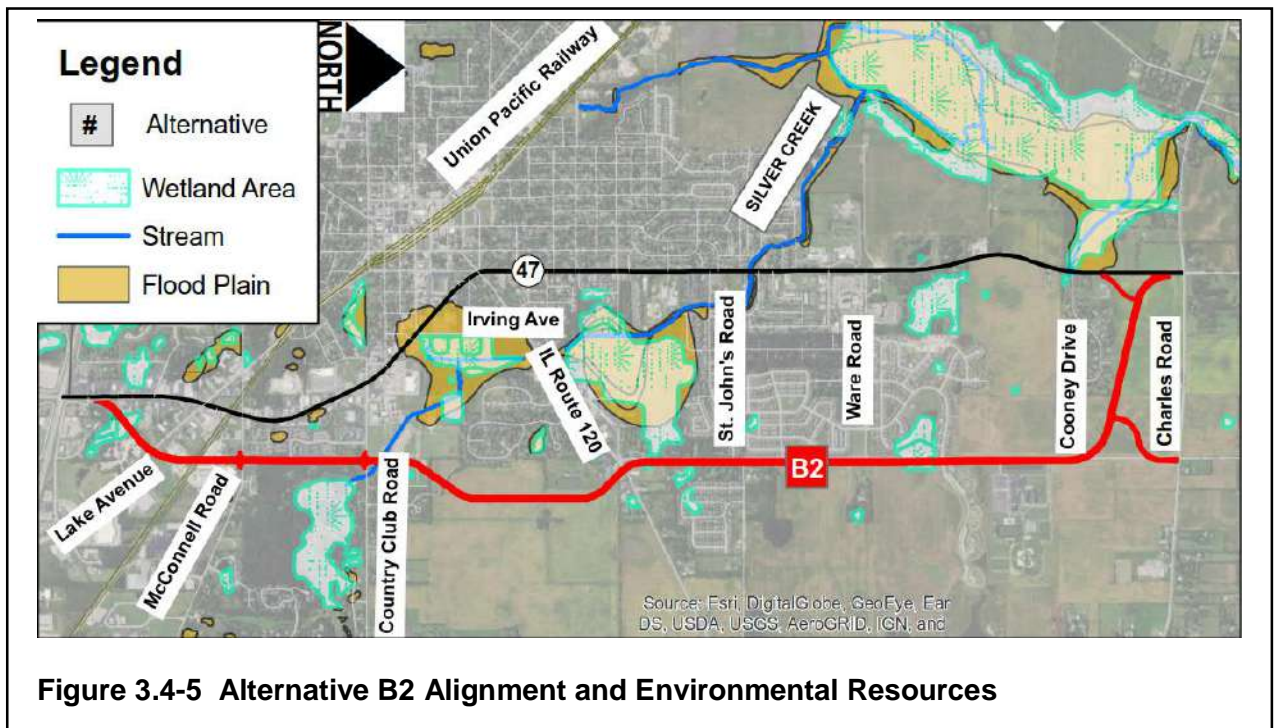


Figure 3.4-5 Alternative B2 Alignment and Environmental Resources

The CMAP model shows the eastern bypass draws traffic from and reduces traffic volume on existing Illinois Route 47. For example, between Country Club Road and Irving Avenue, the 2040 projected ADT is reduced from 33,000 to 21,000 vpd. This alternative provides more congestion relief than the western bypass alternative. However, the projected ADT does exceed the capacity of the existing three-lane roadway. Improvements would still be required to existing Illinois Route 47 to meet the traffic demand.

3.4.2.2 Preliminary Impacts

Preliminary impacts for the east bypass alternative include right-of-way acquisition of approximately 68.1 acres from 209 properties, four commercial property relocations, and six residential property relocations. A portion of the alignment would require right-of-way from the McHenry County Fairgrounds. A baseball field would need to be acquired from a private high school south of Illinois Route 120. This alternative would require a new grade-separated railroad crossing between Lake Avenue and McConnell Road. Work associated with establishing this new grade-separated crossing results in impacts to approximately 6 to 14 properties.

This alternative would require two new stream crossings north of Country Club Road. Total wetland area affected for this alternative is 3.1 acres.

3.4.2.2.3 Initial Public Comments

Preliminary feedback was received from the Corridor Advisory Group on the east bypass alternative. The Corridor Advisory Group identified positive aspects that include some traffic relief to existing Illinois Route 47 and a possible new economic development corridor. The Corridor Advisory Group identified negative aspects that include required improvements to existing Illinois Route 47 to accommodate traffic volumes, the City of Woodstock assuming maintenance responsibility for existing Illinois Route 47, negative impacts to businesses because of diverted traffic, the added cost of a second railroad bridge, property acquisition, and difficult geometry and impacts at the beginning and end of the bypass.

3.4.3 One-Way Couplet Alternatives

Four one-way couplet alternatives were considered. The typical section for this alternative would be different for the two directions of traffic. The newly established northbound leg of traffic would be an urban two-lane cross section, requiring 33 feet of right-of-way on each side of the centerline. Existing Illinois Route 47 would remain three lanes within the one-way couplet limits. All other two-way sections of existing Illinois Route 47 would need to be expanded to two lanes in each direction with a 22-foot center barrier median requiring 60 feet of right-of-way on each side of the centerline.

The CMAP model generally shows that one-way couplet options split traffic in half and will reduce traffic volume on existing Illinois Route 47. Improvements to existing Illinois Route 47 and the associated impacts could be avoided at various sections when using the one-way couplet alternatives.

A description of each couplet alternative and the associated preliminary impacts is included in the following sections.

3.4.3.1 Southview Drive to North of St. Johns Road (Alternative C1)

3.4.3.1.1 Description of Alternative

This alternative begins approximately 0.15 mile north of the intersection of Illinois Route 47 and US Route 14. The highway splits northbound traffic off the existing roadway alignment to the northeast for approximately 0.3 mile. This new roadway then continues north for approximately 0.3 mile, crossing the UP Railway and matching the existing alignment of Zimmerman Road. The roadway then travels north along Zimmerman Road for 0.5 mile. At Country Club Road, the roadway continues north along a new roadway for approximately 0.75 mile using horizontal curves to align with Irving Avenue. The roadway continues north along existing Irving Avenue for 0.25 mile. Irving Avenue is extended northward and to the west of Silver Creek for approximately 0.85 mile before merging back into two-way traffic along existing Illinois Route 47 just north of St. Johns Road. Illinois Route 47 would be widened to two lanes in each direction from north of St. Johns Road to Charles Road. The alignment compared to the delineated environmental resources is shown in Figure 3.4-6.

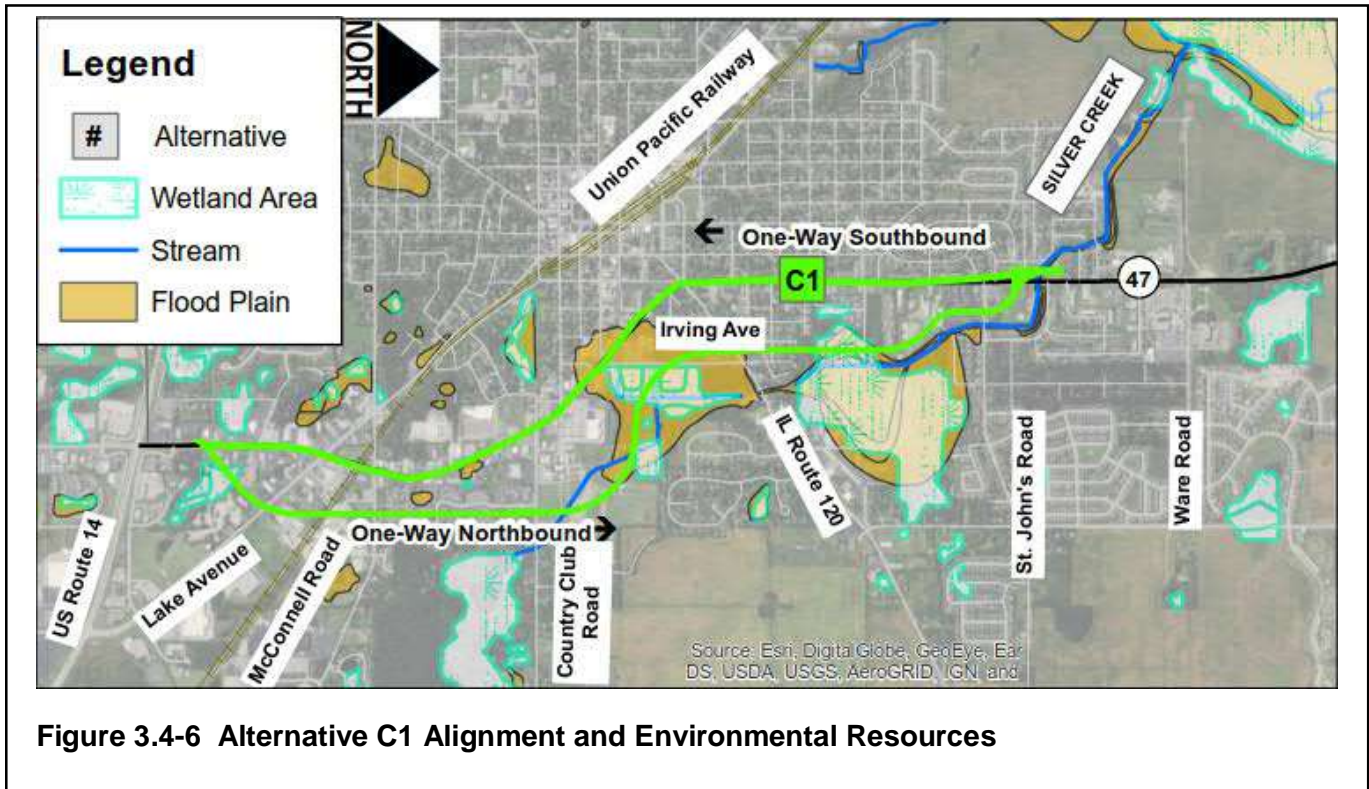


Figure 3.4-6 Alternative C1 Alignment and Environmental Resources

3.4.3.1.2 Preliminary Impacts

Preliminary impacts for one-way couplet Alternative C1 include right-of-way acquisition of approximately 46.9 acres from 143 properties, including the necessary expansion of existing Illinois Route 47 south and north of the couplet. Potential relocations may be necessary for two residential and three business properties. A portion of the alignment would require right-of-way from the McHenry County Fairgrounds, essentially splitting the parcel in two. Two tennis courts and two baseball fields would be acquired from Silver Creek Park. This alternative would require a new grade-separated railroad crossing between Lake Avenue and McConnell Road. Work associated with establishing this new grade-separated crossing would result in additional impacts to approximately 6 to 14 properties.

Total disturbed area within floodplain for this alternative is 7.5 acres and total wetland area affected is 4.1 acres.

3.4.3.2 Southview Drive to North of Ware Road (Alternative C2)

3.4.3.2.1 Description of Alternative

This alternative is similar to Alternative C1 from the southern limit at Southview Drive to Illinois Route 120. North of Illinois Route 120, the northbound lanes of traffic continue east and align with existing Hickory Road. The roadway travels north for 0.7 mile before merging back into two-way traffic along existing Illinois Route 47 just north of Ware Road. Illinois Route 47 would be widened to two lanes in each direction from north of Ware Road to Charles Road. The alignment compared to the delineated environmental resources are shown in Figure 3.4-7.

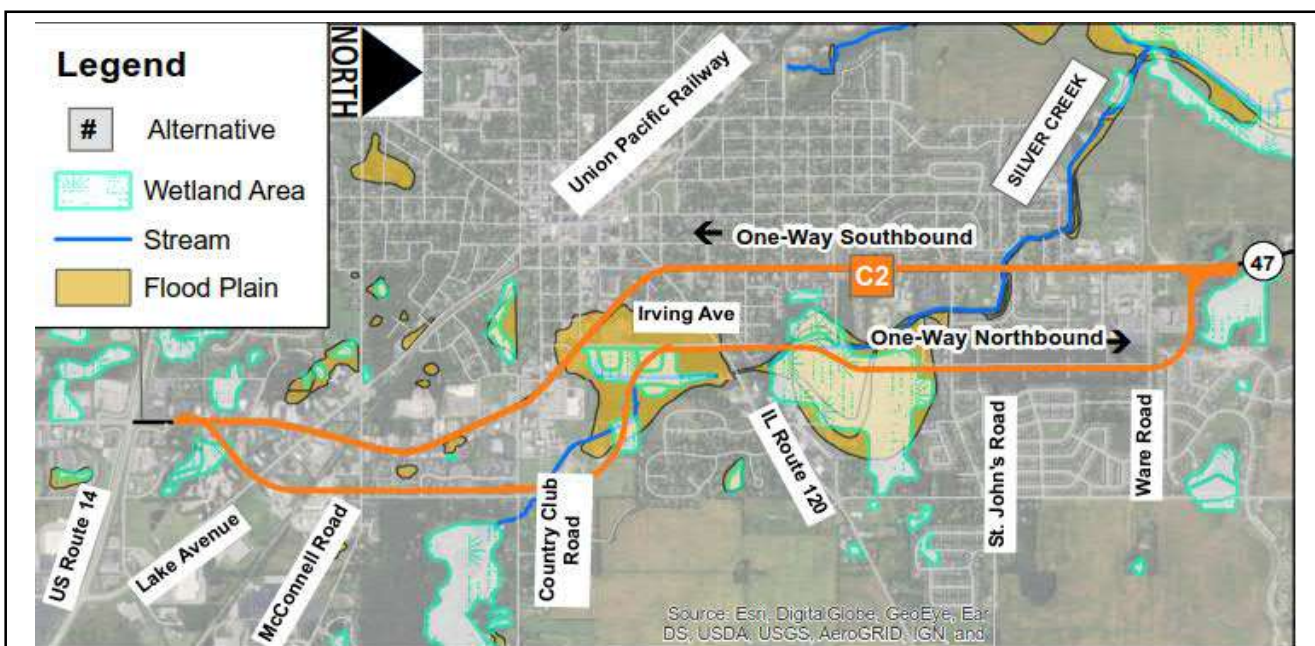


Figure 3.4-7 Alternative C2 Alignment and Environmental Resources

3.4.3.2.2 Preliminary Impacts

Preliminary impacts for one-way couplet Alternative C2 include right-of-way acquisition of approximately 38.7 acres from 134 properties, including the necessary expansion of existing Illinois Route 47 south and north of the couplet. Potential relocations may be necessary for three residential and three business properties. A portion of the alignment would require right-of-way from the McHenry County Fairgrounds, essentially splitting the parcel in two. This alternative would require a new railroad crossing between Lake Avenue and McConnell Road. Work associated with establishing this new grade separated crossing results in additional impacts to approximately 6 to 14 properties.

Total disturbed area within floodplain for this alternative is nine acres and total wetland area affected is six acres.

3.4.3.3 Irving Avenue to North of St. Johns Road (Alternative C3)

3.4.3.3.1 Description of Alternative

This alternative begins at the intersection of Illinois Route 47 and Irving Avenue. The highway splits northbound traffic along Irving Avenue for 0.45 mile. Irving Avenue is extended northward and to the west of Silver Creek for approximately 0.85 mile before merging back into two-way traffic along existing Illinois Route 47 just north of St. Johns Road. Illinois Route 47 would be widened to two lanes in each direction from US Route 14 to Irving Avenue and from north of St. Johns Road to Charles Road. The alignment compared to the delineated environmental resources is shown in Figure 3.4-8.

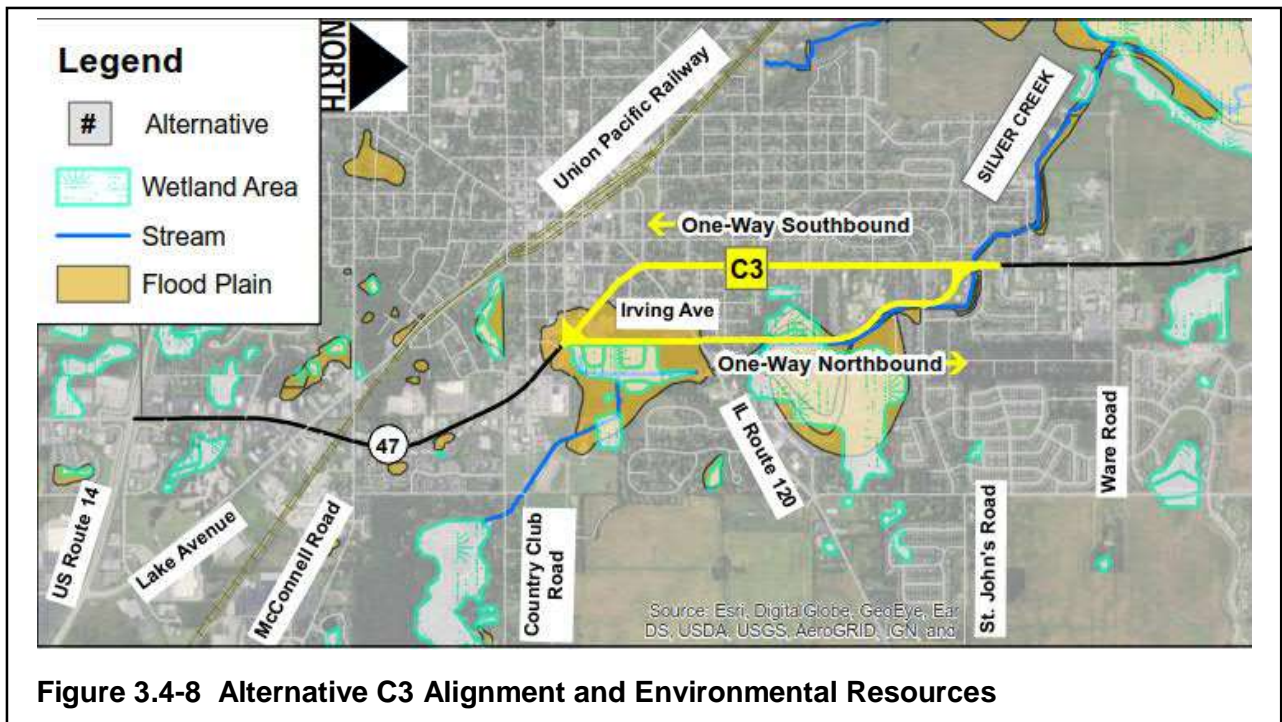


Figure 3.4-8 Alternative C3 Alignment and Environmental Resources

3.4.3.3.2 Preliminary Impacts

Preliminary impacts for one-way couplet Alternative C3 include right-of-way acquisition of approximately 36.5 acres from 139 properties, including the necessary expansion of existing Illinois Route 47. Potential relocations may be necessary for two residential buildings and one business property. Two tennis courts and two baseball fields would be acquired from Silver Creek Park.

This alternative would require replacement of the existing Illinois Route 47 UP Railway bridge to accommodate the expanded roadway width. This may require a temporary shoo-fly railroad bridge and track adjacent to the existing tracks.

If this work occurs north of the tracks, there are additional possible impacts to five parcels and potential relocations of two businesses. If this work occurs south of the tracks, there are additional possible impacts to 14 parcels and the potential for relocations of 5 businesses.

Total disturbed area within floodplain for this alternative is 9 acres and total wetland area affected is 1.5 acres.

3.4.3.4 Irving Avenue to North of Ware Road (Alternative C4)

3.4.3.4.1 Description of Alternative

This alternative is similar to Alternative C3 from the southern limit at Irving Avenue to Illinois Route 120. North of Illinois Route 120, the northbound lanes of traffic continue east and align with existing Hickory Road. The roadway travels north for 0.7 mile before merging back into two-way traffic along existing Illinois Route 47 just north of Ware Road. Illinois Route 47 would be widened to two lanes in each direction from US Route 14 to Irving Avenue and from north of Ware Road to Charles Road. The alignment compared to the delineated environmental resources is shown in Figure 3.4-9.

3.4.3.4.2 Preliminary Impacts

Preliminary impacts for one-way couplet Alternative C4 include right-of-way acquisition of approximately 28.3 acres from 116 properties, including the necessary expansion of existing Illinois Route 47. Potential relocations may be necessary for three residential and one business property.

This alternative would require replacement of the existing Illinois Route 47 UP Railway bridge to accommodate the expanded roadway width. This may require a temporary shoo-fly railroad bridge and track adjacent to the existing tracks. If this work occurs north of the tracks, there are additional possible impacts to five parcels and potential relocations of two businesses. If this work occurs south of the tracks, there are additional possible impacts to 14 parcels and the potential for relocation of five businesses.

Total disturbed area within floodplain for this alternative is 10.5 acres and total wetland area affected is 3.4 acres.

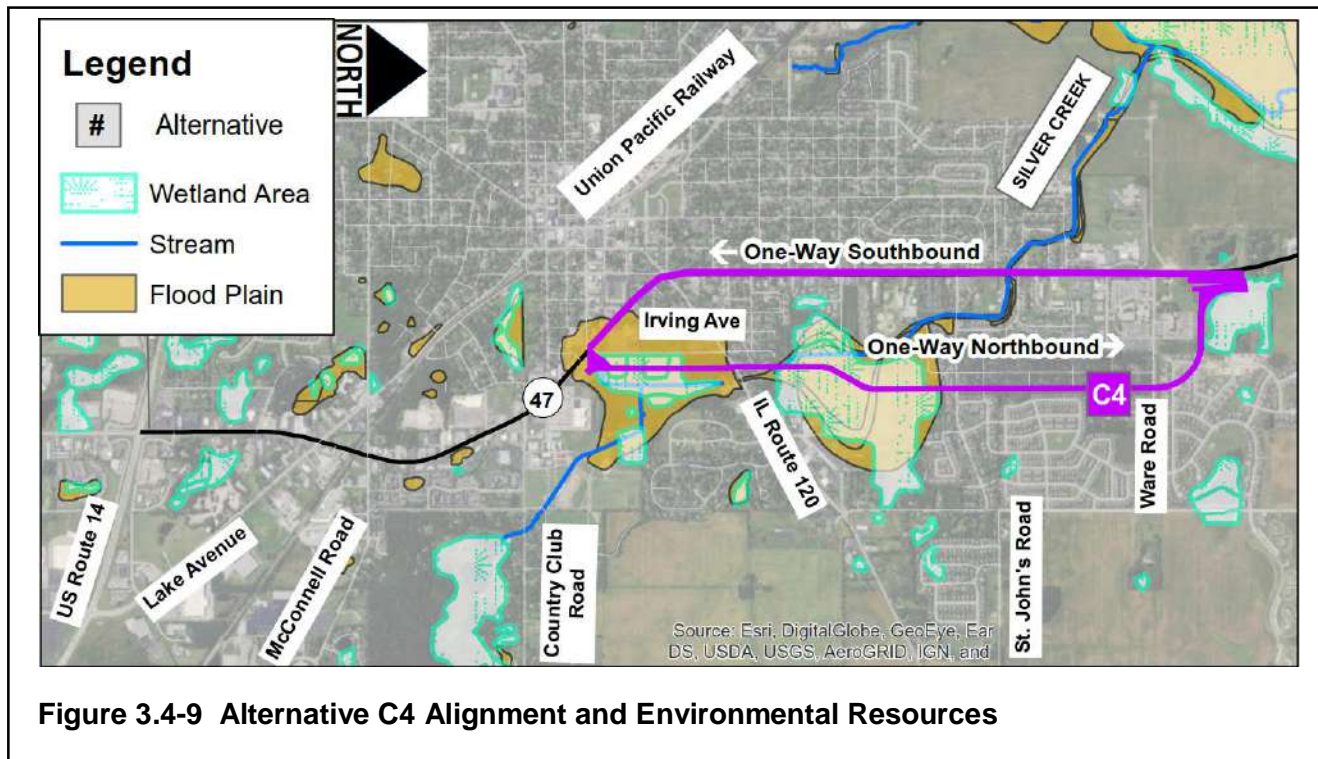


Figure 3.4-9 Alternative C4 Alignment and Environmental Resources

3.4.3.5 Couplet Initial Public Feedback

Preliminary feedback was received from the Corridor Advisory Group on the one-way couplet alternatives. The Corridor Advisory Group identified positive aspects that include no need to widen the existing Illinois Route 47 UP Railway bridge (Alternatives C1 and C2 only), IDOT continuing to maintain both roadways, relief of traffic on existing Illinois Route 47 (in adjacent one-way areas), increased safety by reducing left turn conflicts and, when compared to other bypass alternatives, the couplet has more access to businesses. The Corridor Advisory Group-identified negative aspects include increased cost for improving two roadways, the cost of a second railroad bridge (Alternatives C3 and C4 only), right-of-way acquisition and cost, complex traffic pattern and resulting adverse travel, negative impact on existing businesses, impacts to local zoning and land use plans, and impacts to environmental areas.

3.5 EVALUATION AND SCREENING OF ALTERNATIVES

Alternatives were evaluated for their ability to meet the Purpose and Need of the project. Those that met the Purpose and Need were carried forward for further evaluation. This evaluation consisted of detailed analysis of impacts for each alternative and public feedback on the alternatives. The goal of the analysis was to select a preferred alternative for the project.

A summary of this process is displayed in Figure 3.5-1.

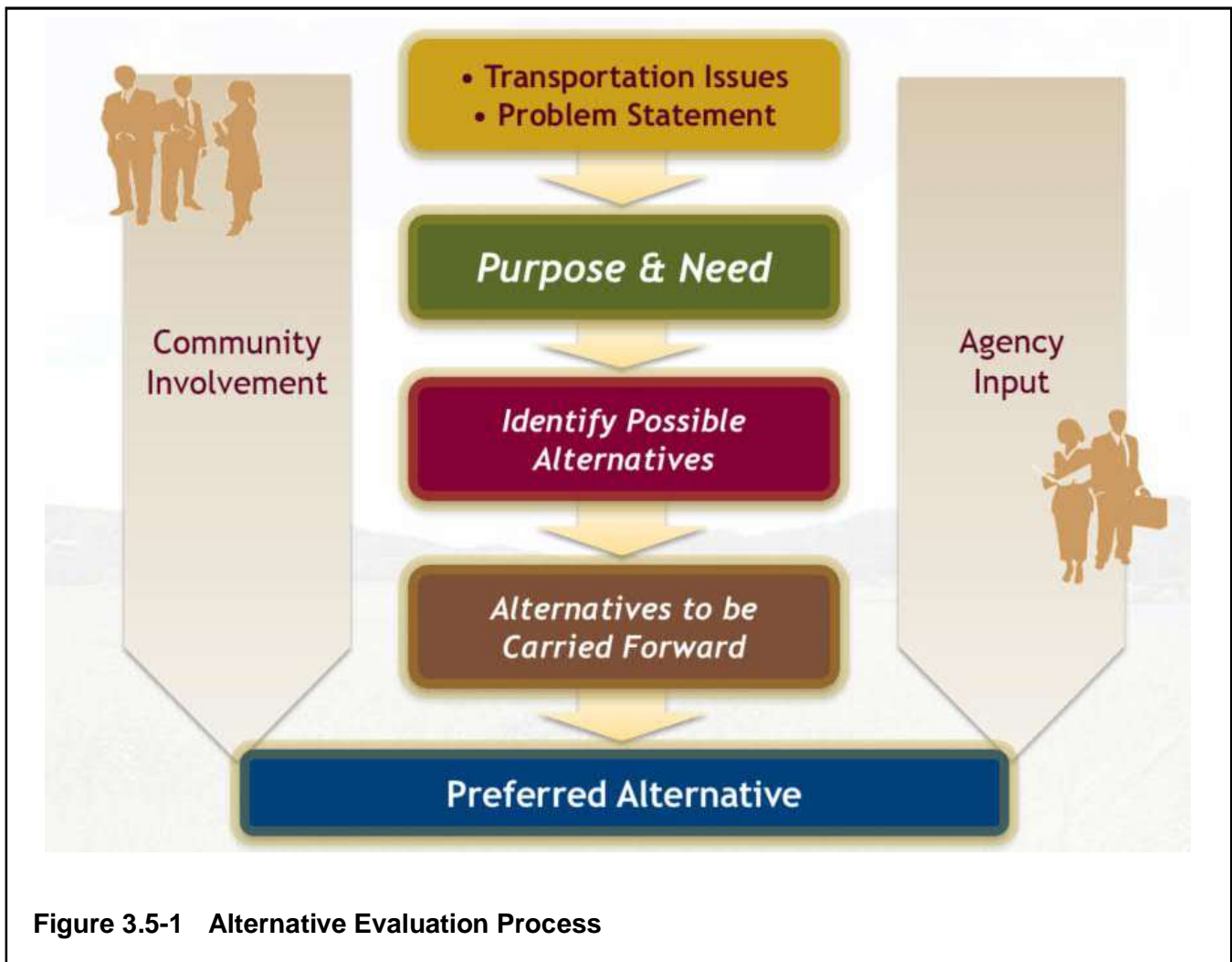


Figure 3.5-1 Alternative Evaluation Process

Level of Service (LOS) is a measurement used to describe traffic flow or the amount of congestion a section of roadway experiences. There are six LOS, each given a letter designation. See Figure 3.5-2 for further detail of LOS.

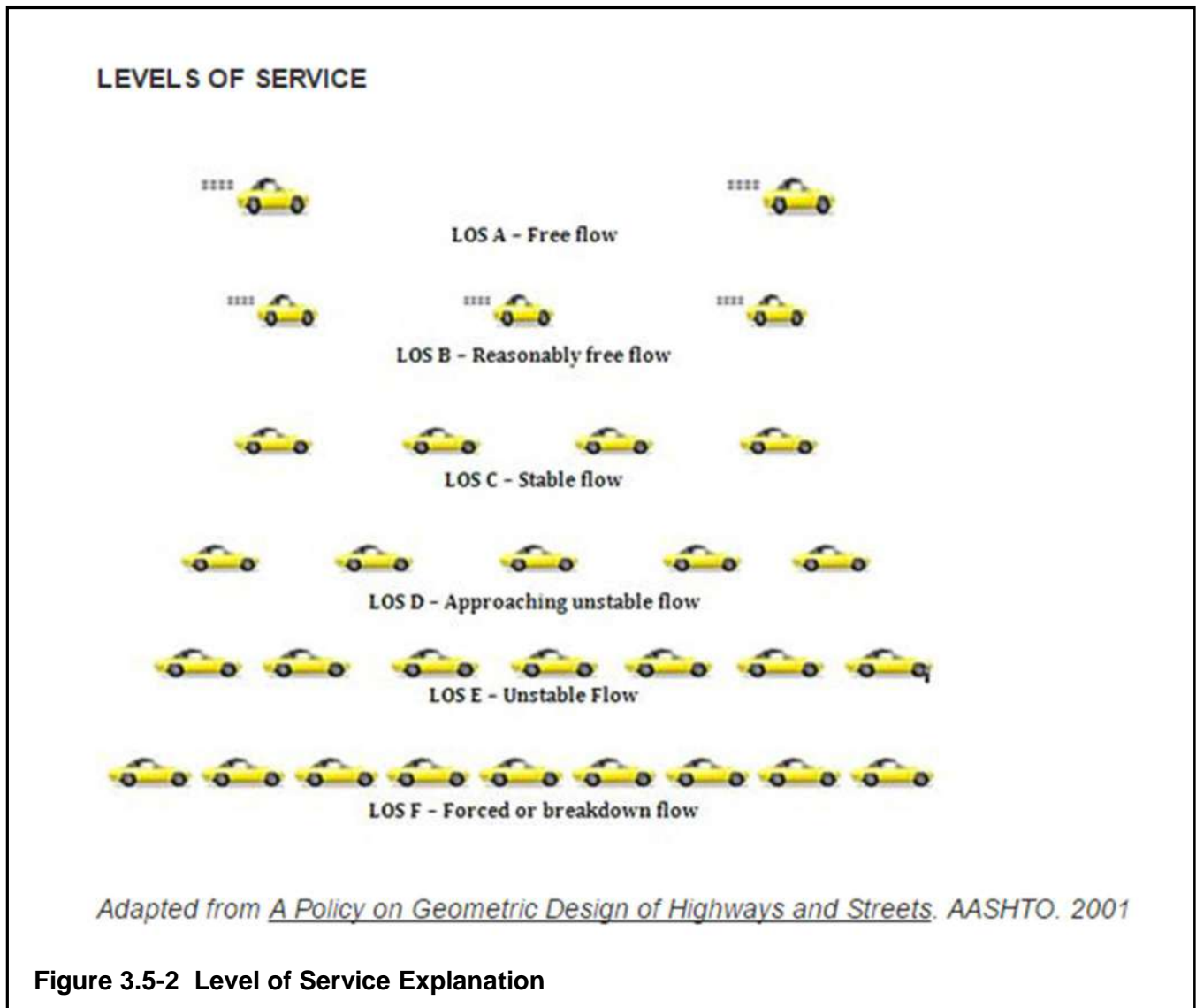


Figure 3.5-2 Level of Service Explanation

ADT values and the resulting LOS were used to predict the amount of congestion Illinois Route 47 would experience for the alternatives. The results of the traffic analysis for the no-action alternative are shown in Figure 3.5-3.

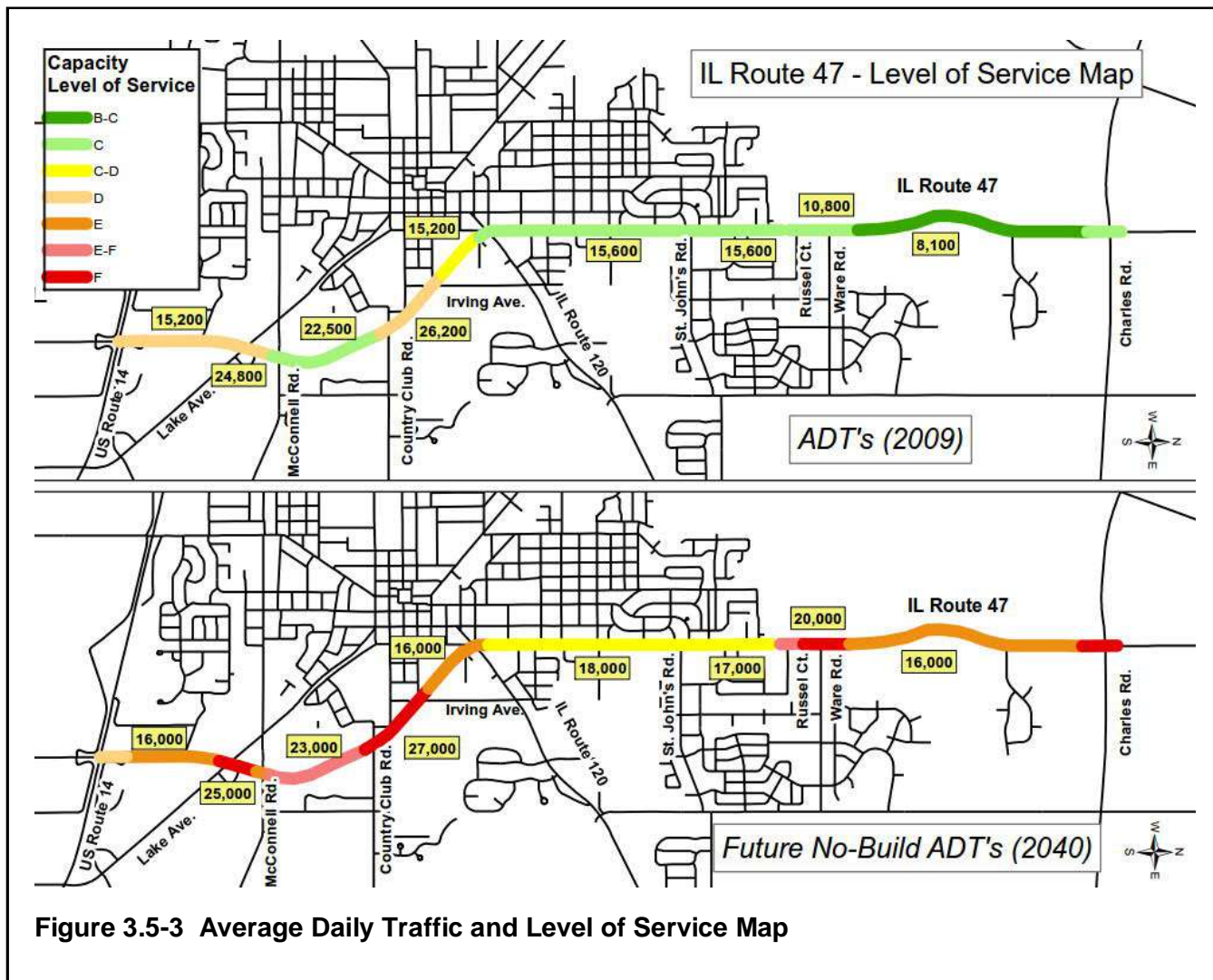


Figure 3.5-3 Average Daily Traffic and Level of Service Map

As can be seen in Figure 3.5-3, 2040 LOS for the future no-action varies from C to F. This LOS range is not acceptable for IDOT highways. IDOT guidelines for an urban SRA such as Illinois Route 47 recommend consideration of expansion to a four-lane section when the ADT reaches approximately 16,000 to 18,000 vpd in the design year. The design year for this project is 2040, and parts of the corridor have already surpassed this ADT threshold.

Given the deficiencies of the roadway in its existing condition and continued increases in traffic volume in the future, the “No-Action” alternative is not a viable option to address the Purpose and Need of the corridor. The “No-Action” alternative would result in increased congestion and travel delays and would contribute to decreased safety by increasing the incidence of traffic conflicts. Additionally, this alternative does not address the need for access management, pedestrian and bicycle accommodations, or any of the identified geometric deficiencies.

To determine the effectiveness of each preliminary build alternative from a capacity standpoint, traffic projections were needed. CMAP developed a sub-area traffic model of the Woodstock area. This model was used to develop 2040 ADT volumes for each scenario. The model output shows how each bypass and couplet scenario would affect local and regional traffic patterns, and also shows the feasibility of each bypass to alleviate traffic demand on the existing Illinois Route 47 roadway. The resulting ADTs are shown in Figure 3.5-4.

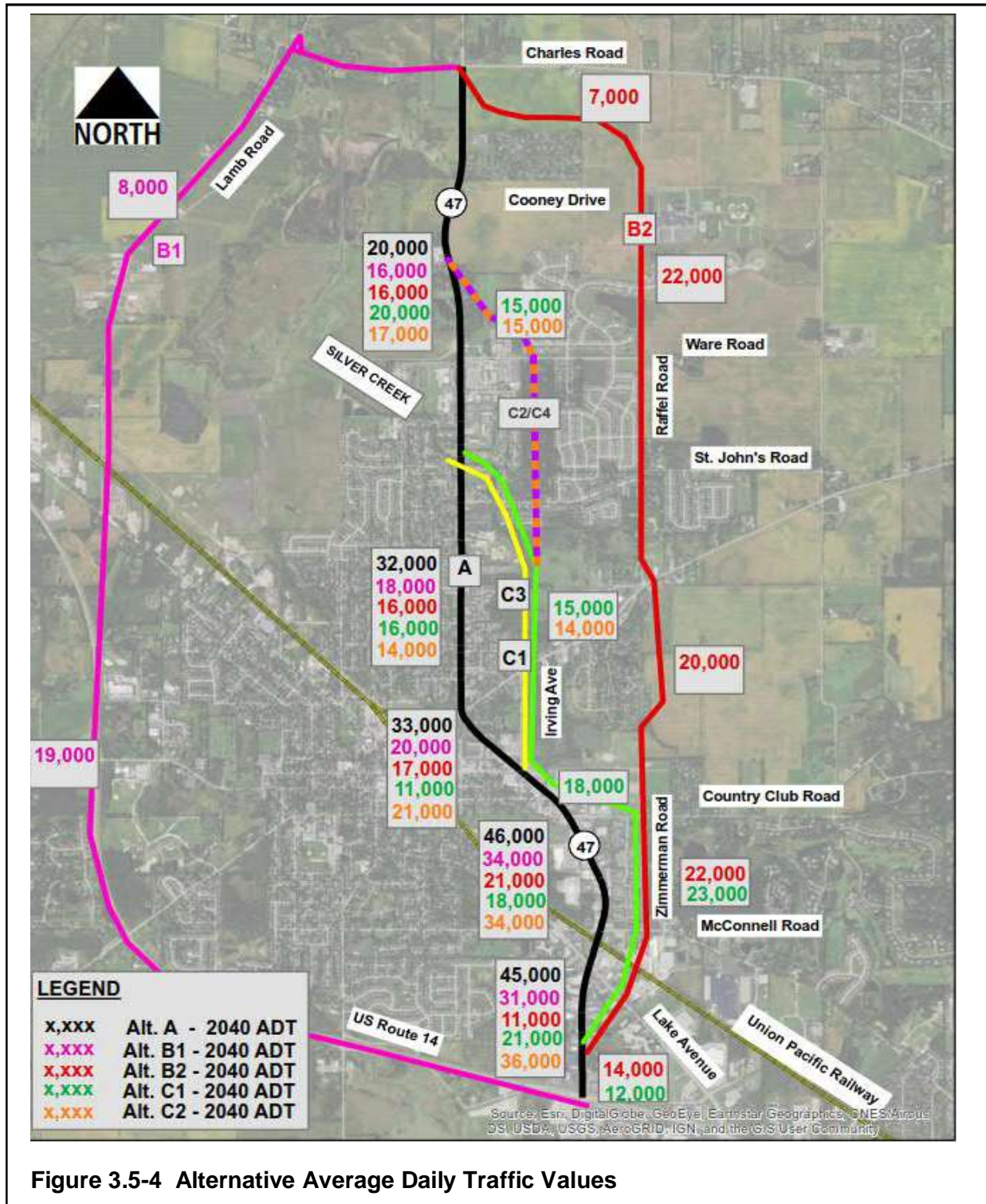


Figure 3.5-4 Alternative Average Daily Traffic Values

A summary of the preliminary potential impacts of each build alternative is shown in Table 3.5-1. Wetland, floodplain, and stream crossing impacts for the bypass and couplet alternatives were determined using National Wetland Inventory maps. No survey on site was completed for the bypass and couplet alternatives.

Alternative	Property Impacts				Environmental Impacts		
	Right-of-Way (acres)	Potential Relocated Residences	Potential Relocated Businesses	Additional Properties Affected by Railroad Work	Wetland (acres)	Floodplain (acres)	Stream Crossings
A	18.9	11	3	5 to 14	0.2	5.8	2
B1	25.5	3	0	4	0.4	0.3	1
B2	68.1	6	4	6 to 14	3.1	0.0	1
C1	46.9	2	3	6 to 14	4.1	7.5	3
C2	38.7	3	3	6 to 14	6.0	9.0	3
C3	36.5	2	1	5 to 14	1.5	9.0	2
C4	28.3	3	1	5 to 14	3.4	10.5	2

Table 3.5-1 Impacts Summary Table

As shown in Table 3.5-1, Alternative A requires the least amount of right-of-way to be acquired. Alternative A also has the most potential relocated residences and a high number of potential relocated businesses. Alternative B1 involves the second least amount of right-of-way acquisition. Alternative B1 also involves the least overall property and environmental impacts. Alternatives B2, C1, C2, C3, and C4 all involve additional right-of-way acquisition and environmental impacts when compared to Alternatives A and B1.

This existing alignment build alternative (Alternative A) meets the project Purpose and Need. It will increase roadway capacity. Because many of the crashes in the corridor appear to be congestion related, the increased capacity combined with improved access management will likely reduce traffic conflicts and therefore reduce crashes. Pedestrian and bicycle accommodations are included. This alternative also will provide feasible and practical repairs to geometric deficiencies. Therefore, this alternative is recommended to be carried forward.

The bypass alternatives (Alternatives B1 and B2) do not satisfy the Purpose and Need, as traffic congestion and related safety deficiencies on existing Illinois Route 47 would continue. Additionally, designating a bypass route does not address access management, pedestrian and bicycle accommodations, or the geometric needs of the existing Illinois Route 47 corridor. Therefore, this alternative is not being carried forward for further analysis.

Each of the one-way couplet alternatives could satisfy the project Purpose and Need because both existing Illinois Route 47 and the new corridor would be improved. The traffic model showed that traffic congestion and delay would be reduced and, therefore, would improve safety. The existing Illinois Route 47 edge of pavement would be sufficient in the adjacent one-way couplet areas, but work

would be required to implement access management, provide pedestrian accommodations, and address the geometric issues. In discussions with the Illinois Route 47 Corridor Advisory Group, there was no support for the one-way couplet alternatives. While the alternatives meet the Purpose and Need, the lack of support for the one-way couplet alternatives means they will not be carried forward for further consideration.

Based on the above analysis, it is recommended that Bypass Alternatives B1 and B2, and Couplet Alternatives C1, C2, C3, and C4 not be carried forward. Alternative A, the existing alignment alternative with pedestrian accommodations, will be carried forward for further analysis.

3.6 FURTHER EVALUATION OF EXISTING ALIGNMENT ALTERNATIVE

As previously discussed, Alternative A, the on-alignment alternative, was the only alternative carried forward for further evaluation. This section of the report evaluates different subalternatives of Alternative A to determine a preferred alternative. Each subalternative consists of two lanes in each direction with a shared-use path on the east side and sidewalk on the west side of Illinois Route 47.

3.6.1 Median Selection—US Route 14 to Ware Road

A 13-foot-wide two-way left-turn lane (TWLTL), 18-foot-wide barrier median, and 22-foot-wide barrier median are all possible subalternatives for the median along Illinois Route 47.

A TWLTL consists of a flush pavement median separating travel directions. Illinois Route 47 currently has a TWLTL from US Route 14 to Ware Road. A TWLTL allows vehicles to enter the TWLTL whenever desired and turn left across oncoming traffic to their desired destination. Vehicles can also turn left out of all driveways onto Illinois Route 47. Figure 3.6-1 is a typical section of the TWLTL median alternative.

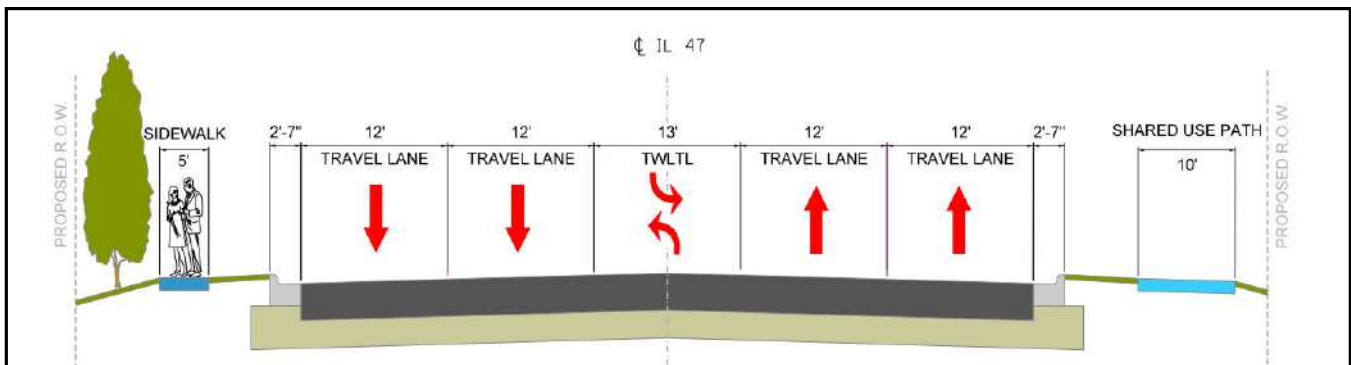
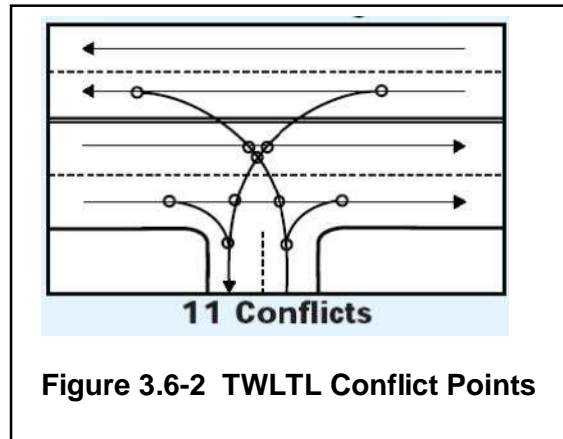
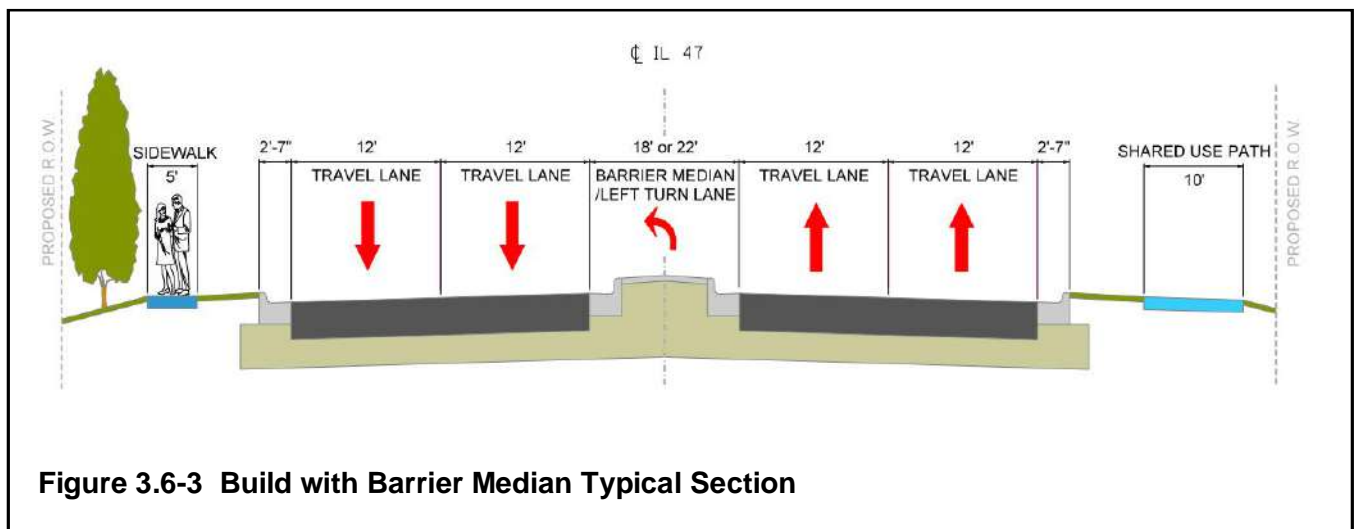


Figure 3.6-1 TWLTL Alternative Typical Section

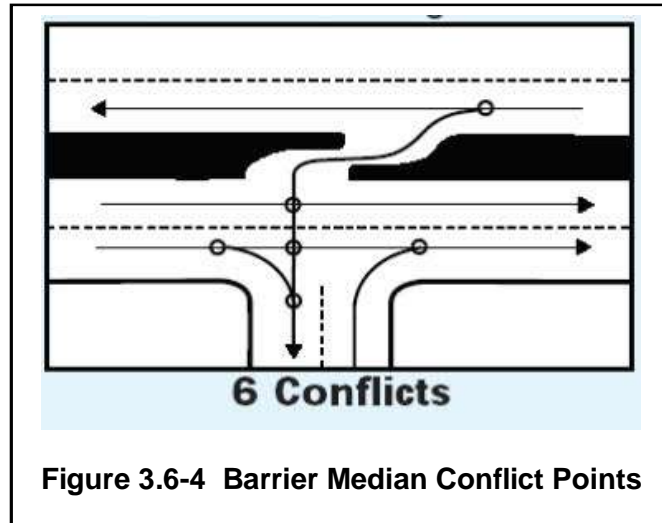
Access is not controlled through a TWLTL. This creates an increased number of conflict points along Illinois Route 47. The 11 total conflict points created by a TWLTL are shown in Figure 3.6-2, taken from the FHWA *Safe Access is Good for Business* pamphlet.



A barrier median consists of barrier curb with grass or paved median separating travel directions. The purpose of the barrier median is to limit the number of access points, thereby limiting the number of conflict points and potential crash locations. Median breaks would be provided sporadically throughout the corridor at key access locations. Left-turn lane tapers and storage would be provided for these median breaks. Figure 3.6-3 is a typical section of the barrier median alternative.



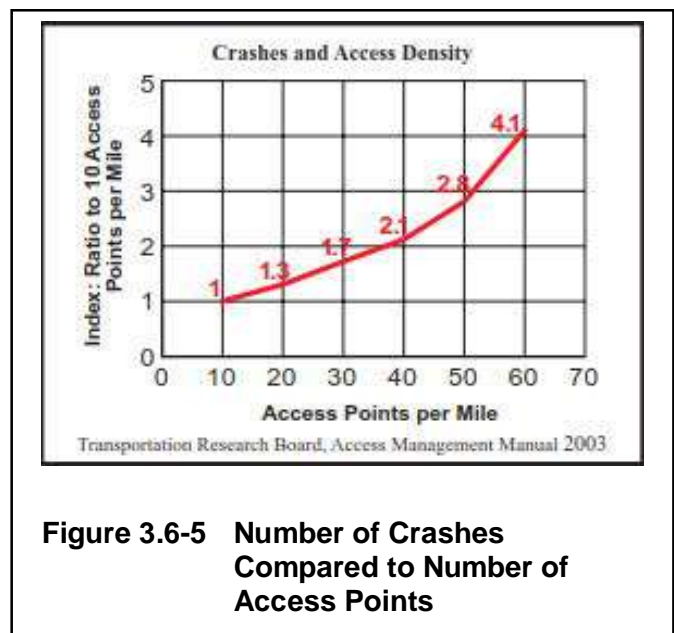
Barrier median with median breaks allows vehicles to exit the travel lanes safely and turn left without having to be concerned about oncoming vehicles also using the lane. Barrier median also prevents vehicles out of control from crossing over into oncoming traffic, resulting in decreased predicted number of dangerous head-on collisions. Figure 3.6-4 displays the six total conflict points created by barrier median, as presented in FHWA's *Safe Access is Good for Business* pamphlet.



As the number of conflict points indicates, safety is the major factor when evaluating a barrier median and a TWLTL for a corridor. National, regional, and local studies were conducted comparing the number of crashes at each of these levels for both the barrier median and TWLTL. The findings were used to help evaluate the median alternatives and are summarized in the following.

3.6.1.1 Barrier Median Versus TWLTL Crashes–National Level

The FHWA completed a study comparing corridors with barrier median and TWLTLs at a national level and results were included in the *Safe Access is Good for Business* pamphlet in Exhibit 3.6-1. The FHWA found that increasing the number of access points per mile on a major arterial road increases the crash rate by about 30 percent. The study also found that adding a barrier median where a TWLTL previously existed can reduce the crash rate by approximately 37 percent and the injury rate by approximately 48 percent. Figure 3.6-5 shows the number of crashes reported compared to the number of access points per mile.



3.6.1.2 Barrier Median Versus TWLTL Crashes—Regional Level

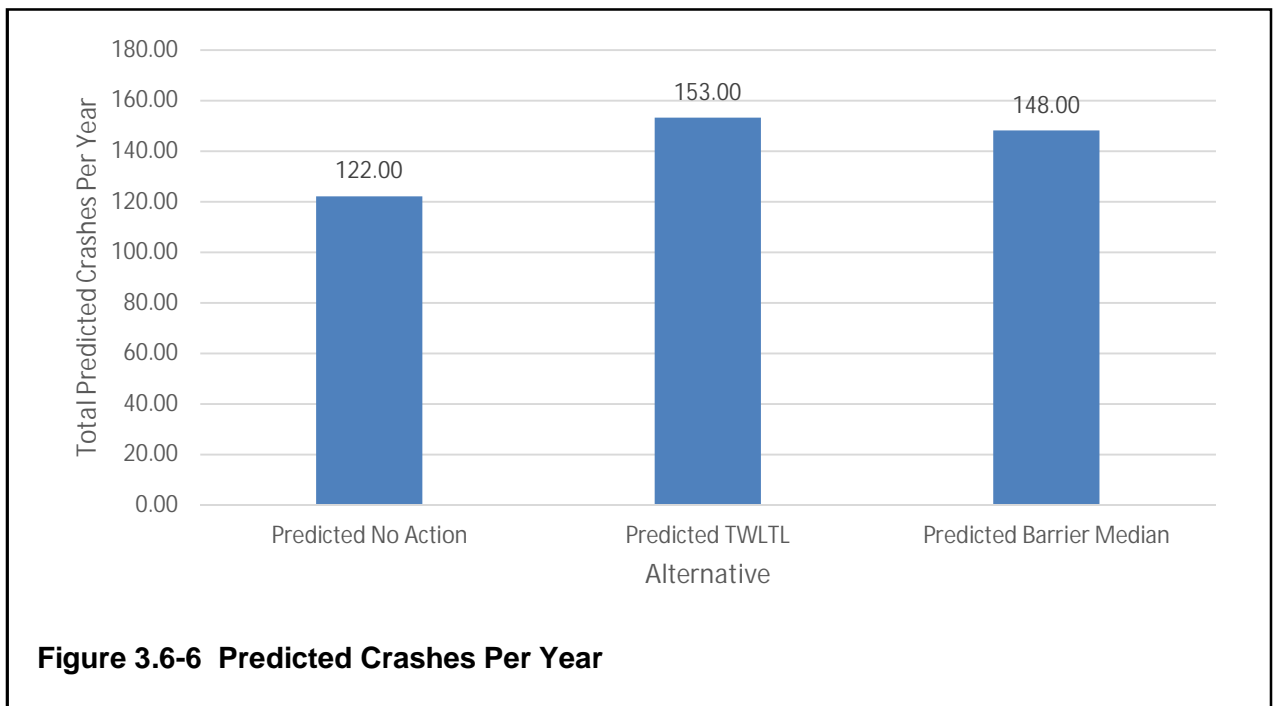
IDOT hired an independent consultant to study the number of crashes reported for different corridors in the Chicagoland region. The study included a total of 13 corridors with similar land use to the Illinois Route 47 project study area. Of the 13 corridors, seven have a TWLTL and six have a barrier median. Crash data from 2009 to 2013 was studied and measured using number of crashes per mile per year. The study found the corridors with barrier median had 72 percent fewer crashes when compared to the corridors with TWLTL and 85 percent fewer crashes involving pedestrians and bicyclists. Table 3.6-1 shows the percent reduction in types of crashes for the barrier median compared to the TWLTL corridors.

Type	Fatal	A Injury	B Injury	C Injury	PDO	Total
Percent Reduction for Barrier Median versus TWLTL	69	71	71	72	73	72

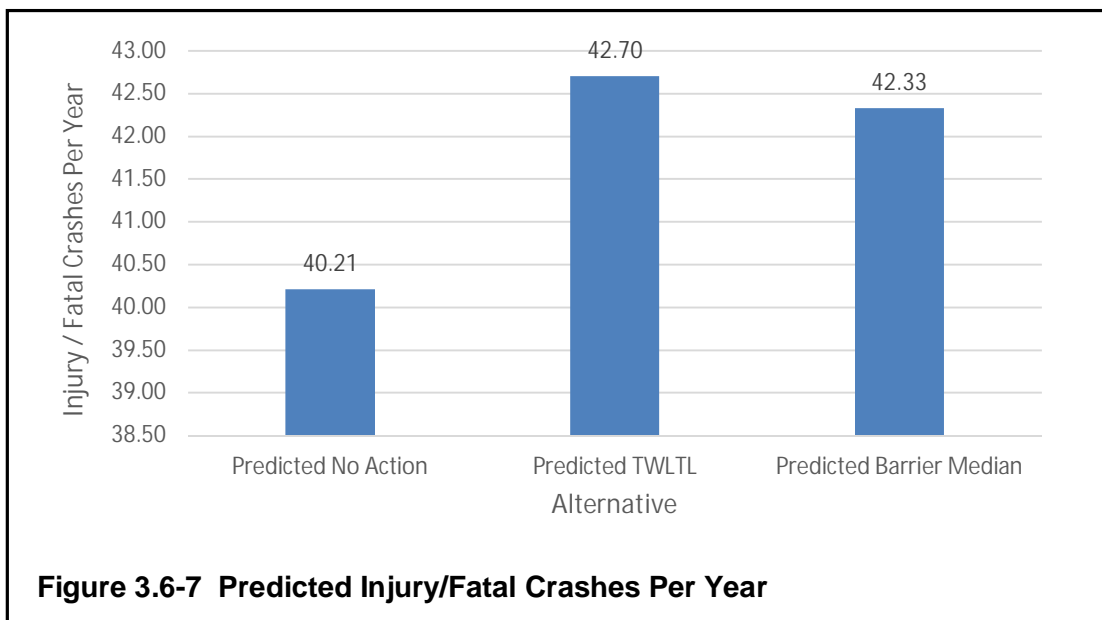
Table 3.6-1 Regional Barrier Median Crash Reduction

3.6.1.3 Barrier Median Versus TWLTL Crashes—Local Level

The Highway Safety Manual (HSM) was used to quantitatively predict the number of crashes per year that would result along Illinois Route 47 from each typical section alternative. Roadway characteristics including ADT, number of driveways, section length, and more were put into the HSM program for several sections of Illinois Route 47 within the project study area for each of the median alternatives. Figure 3.6-6 presents the total number of predicted crashes per year for the 2040 no-action alternative (baseline), 2040 TWLTL, and 2040 barrier median.



The total number of predicted crashes resulting in an injury or fatality was also analyzed for the no action, TWLTL, and barrier median alternatives. The predicted number of injury/fatal crashes is shown in Figure 3.6-7.



As Figure 3.6-6 and 3.6-7 show, the predicted no action alternative has the fewest predicted total number of crashes per year, as well as the fewest predicted injury/fatal crashes per year. This is expected because the roadway consists of only one lane in each direction and a lower ADT. However, as discussed previously in this report, the no-action alternative was only carried forward as a baseline to compare other alternatives, but it is not considered a potential alternative because of its inability to satisfy the Purpose and Need.

The predicted total number of crashes and injury/fatal crashes per year for the barrier median alternative is slightly lower than the predicted number of crashes for the TWLTL alternative.

3.6.1.4 Barrier Median Selection and Median Break Locations

Because of the results found in the national, regional, and local studies for crashes with each median alternative, it is recommended the barrier median be carried forward as the preferred alternative from US Route 14 to Ware Road. The national and regional studies found fewer crashes occur along corridors with barrier median compared to corridors with TWLTLs and the local analysis predicted a fewer number of crashes along Illinois Route 47 with the proposed barrier median compared to a TWLTL. U-turn bump-outs will be provided at a majority of median breaks to allow passenger cars to U-turn. According to IDOT BDE Manual Chapter 34, the minimum median width for urban barrier medians is 18 feet. A 22-foot median is recommended if many intersections do not need to be signalized. Since several signalized intersections exist along Illinois Route 47, an 18-foot barrier median is being carried forward as part of the preferred median alternative to meet BDE requirements and minimize right-of-way impacts in the restricted corridor. Meetings were held with the Woodstock Police Department, Woodstock Fire/Rescue District, City of Woodstock, and Woodstock Community School District 200 following the selection of the barrier median as part of the preferred alternative. All agencies understood the reasoning

for proceeding with the barrier median and expressed no critical concerns regarding the barrier median. Minutes from meetings with these agencies can be found in Appendix A.

















Selecting median break locations throughout the corridor required maintaining access control along the corridor for safety purposes, accommodating access to busy streets and businesses, and satisfying turn lane development criteria presented in the BDE Manual. Median breaks from US Route 14 to Illinois Route 120 were provided at all major intersections and at select businesses between intersections based on property needs and size and discussions at various meetings with business owners. Median breaks from Illinois Route 120 to Ware Road are provided at select side street intersections based on requested locations from the Woodstock Police Department, Woodstock Fire/Rescue District, and Woodstock Community School District 200. All median break locations have been discussed with City of Woodstock representatives.

3.6.2 Intersection Alternatives

Roundabout intersections were evaluated at the following six locations:

- Illinois Route 47 and Lake Avenue
- Illinois Route 47 and McConnell Road
- Illinois Route 47 and Irving Avenue/Judd Street
- Illinois Route 47 and Illinois Route 120
- Illinois Route 47 and Ware Road
- Illinois Route 47 and Charles Road

The intersections of Lake Avenue, McConnell Road, Judd Street/Irving Avenue, and Illinois Route 120 are currently signalized intersections. Ware Road is a minor stop controlled intersection and Charles Road is an all-way stop-controlled intersection. Analysis found that all six intersections should be replaced with the same type of intersection as the existing intersection if roundabouts are not selected. All other intersections within the corridor will also be replaced with the same traffic control as existing except the intersection of St. Johns Road. Signal warrant analysis determined the existing minor leg, stop-controlled intersection will operate more efficiently as a signalized intersection.

INTERSECTION	EXISTING	PROPOSED ALTERNATIVES
Lake Avenue		 or 
McConnell Road		 or 
Irving Avenue/Judd Street		 or 
IL Route 120		 or 
Ware Road	MS	 or MS
Charles Road		 or 




 Roundabout Alternative **MS** Minor Stop
 Potential Traffic Signal  All-Way Stop

Figure 3.6-8 Intersection Alternatives Evaluated

All six intersections are able to act independently, except for the intersections of Lake Avenue and McConnell Road. Because of their proximity, for the Lake Avenue and McConnell Road intersections to operate properly, the two intersections must have the same type of traffic control. Therefore, both intersections must have either roundabouts or traffic signals. A summary of the intersection alternatives is shown in Figure 3.6-8.

In general, roundabouts typically reduce the rate of angle crashes and injury crashes. The lower speeds at which a roundabout operates will likely result in less severe crashes. One study showed that conversion to roundabout control has reduced an average of 39 percent of the total crashes and 76 percent of the injury crashes at 24 intersections studied (From IHS Status Report Vol. 35, No 5).

Roundabouts also increase the safety of skewed intersections. The intersections of Lake Avenue, McConnell Road, and Judd Street/Irving Avenue all exceed the maximum recommended intersection skew of 15 degrees. Roundabouts help eliminate the skew of the intersection, lowering the sight angle required by drivers. Roundabouts also only require drivers to look in one direction when entering the intersection.

Finally, roundabouts reduce the number of conflict points when compared to a traditional signalized intersection. A traditional signalized intersection has 32 conflict points while a roundabout intersection only has eight conflict points. Figure 3.6-9 shows the conflict points in red for traditional and roundabout intersections.

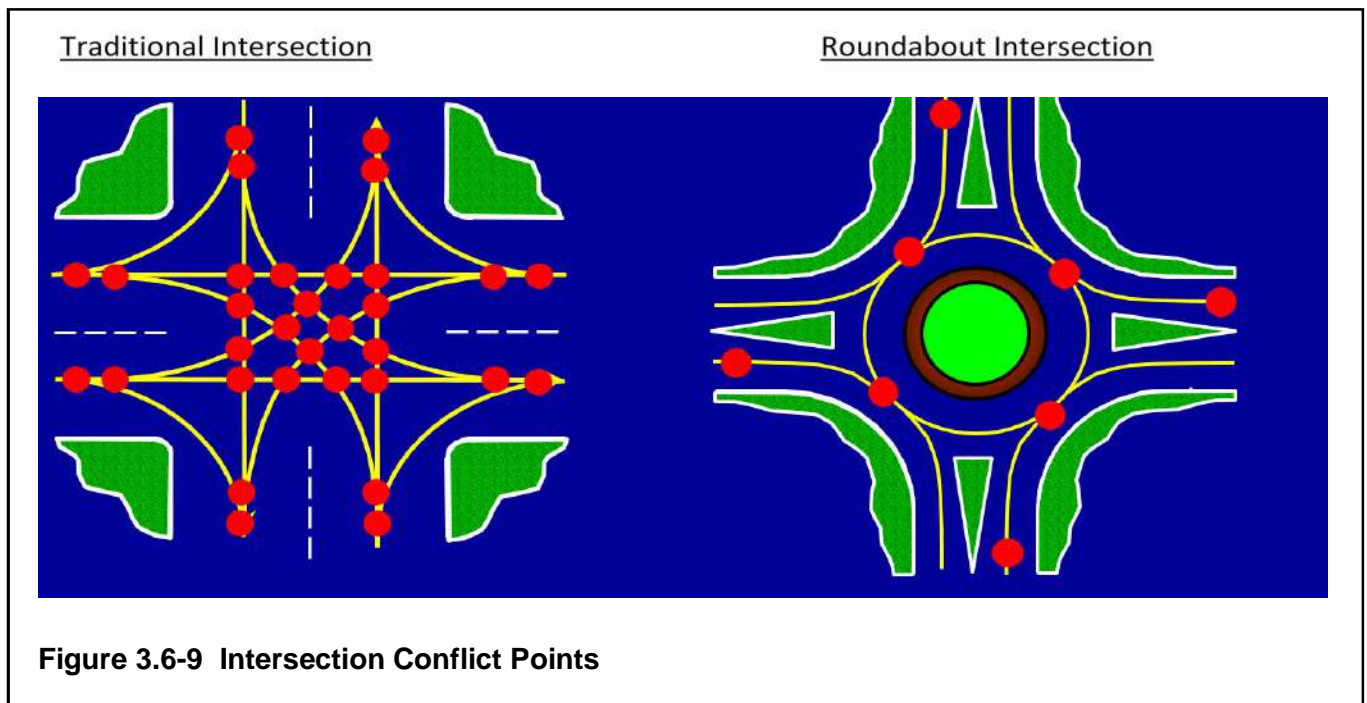
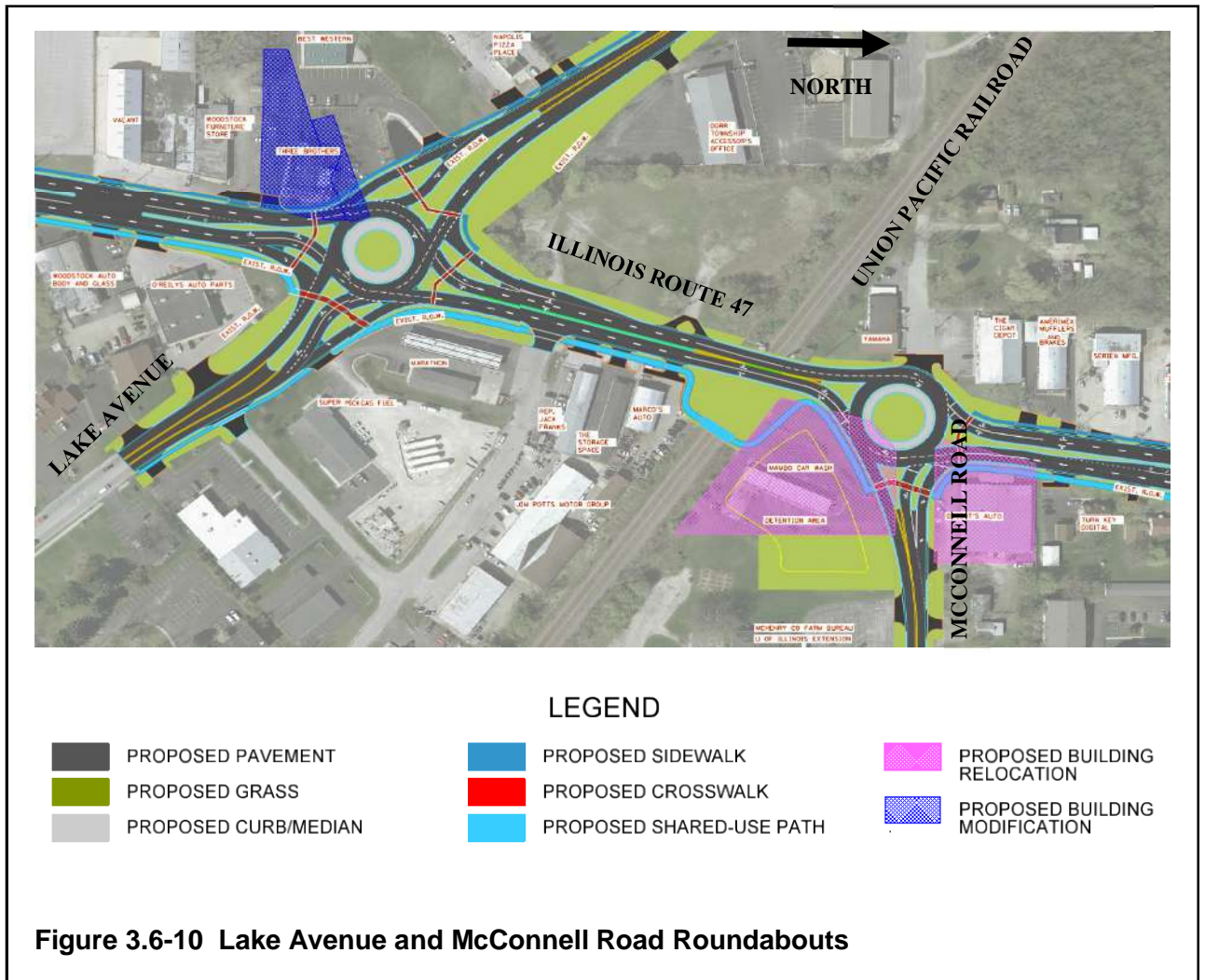


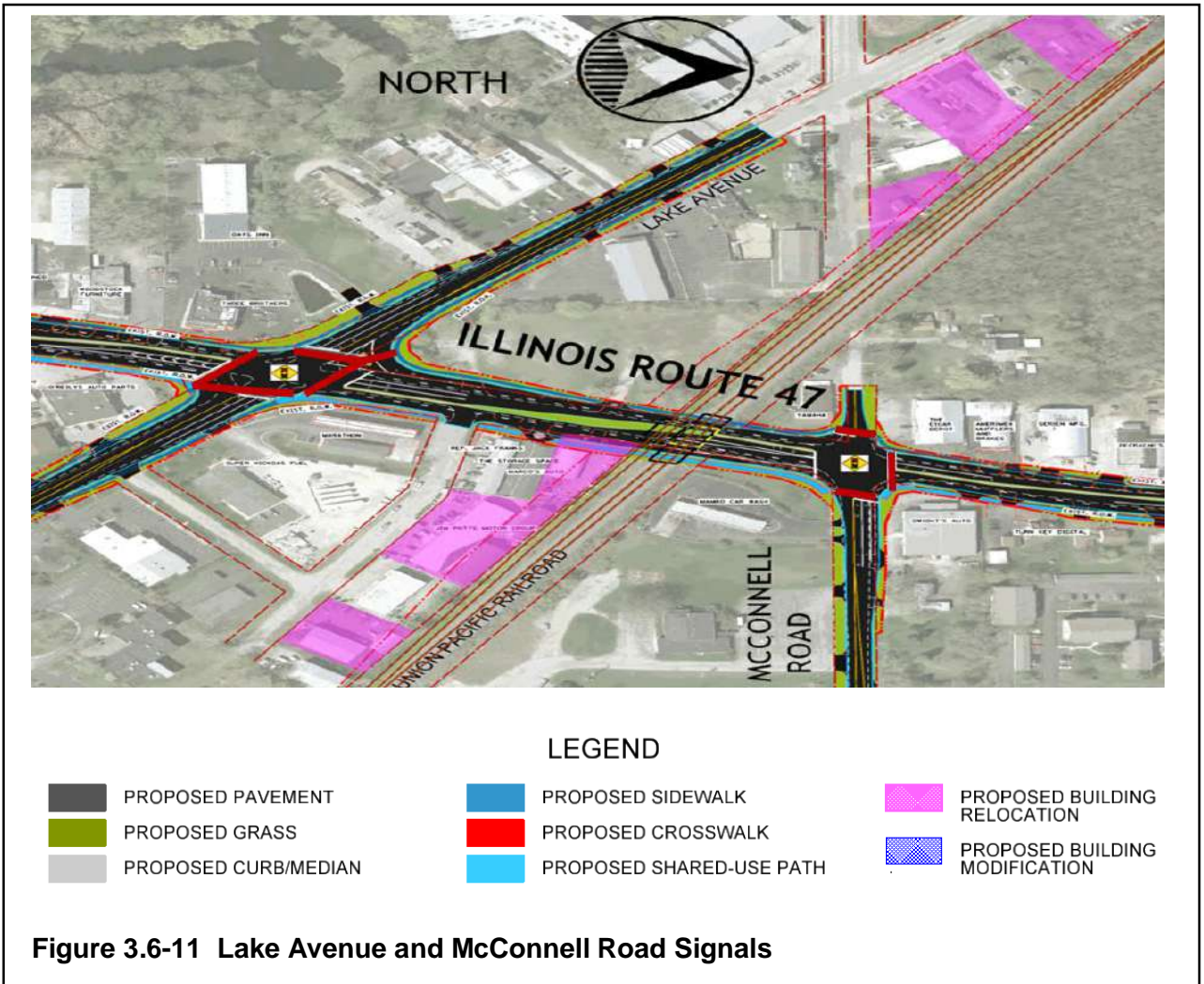
Figure 3.6-9 Intersection Conflict Points

3.6.2.1 Lake Avenue and McConnell Road

Figures 3.6-10 and 3.6-11 show the proposed roundabout and signalized intersection alternatives for the Lake Avenue and McConnell Road intersections. Proposed building relocations are highlighted in pink. A proposed building modification is highlighted in blue and discussed further

in Section 4.2.5. If the signalized intersection design is selected, the existing bridge for the UP Railway over Illinois Route 47 must be replaced. This would require a temporary shoo-fly railroad bridge and track adjacent to the existing tracks. Because of the existing railroad track alignment, the shoo-fly would only be feasible south of the existing track. There are possible impacts to 14 parcels and the potential for relocation of four businesses. This design increases the cost of the construction by approximately \$30 million. The proposed roundabout alternative allows the existing bridge to remain in place and proposes a pedestrian tunnel to be built east of the roadway bridge to accommodate pedestrians and bicyclists.





A summary of the impacts associated with each intersection alternative at Lake Avenue and McConnell Road is shown in Table 3.6-2.

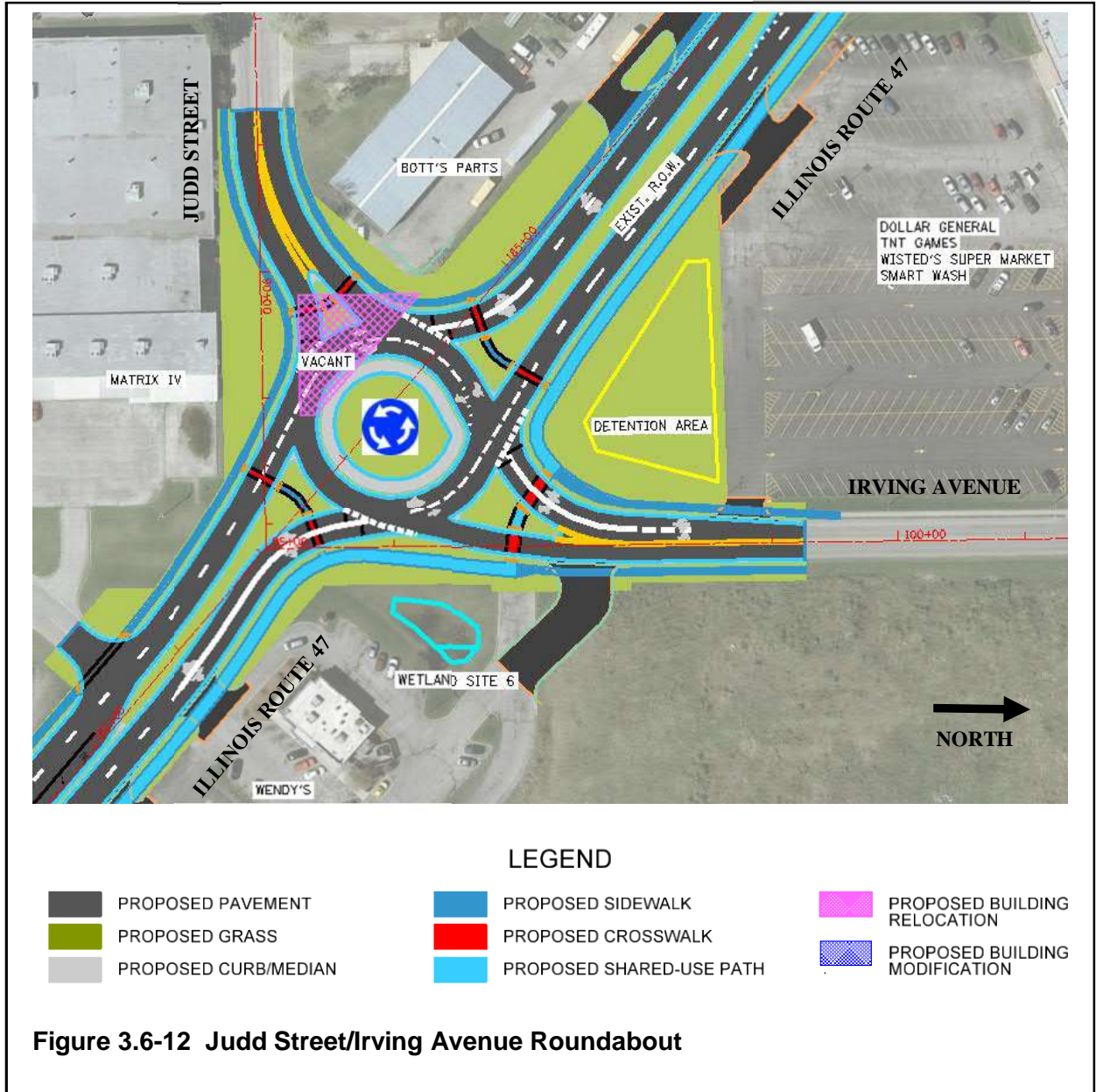
As can be seen in Table 3.6-2, the roundabout alternative at Lake and McConnell requires less right-of-way, fewer relocations, a lower cost, and operates more efficiently. Because of these reasons, the roundabout intersection alternative at Lake Avenue and McConnell Road is being carried forward as the part of the preferred alternative.

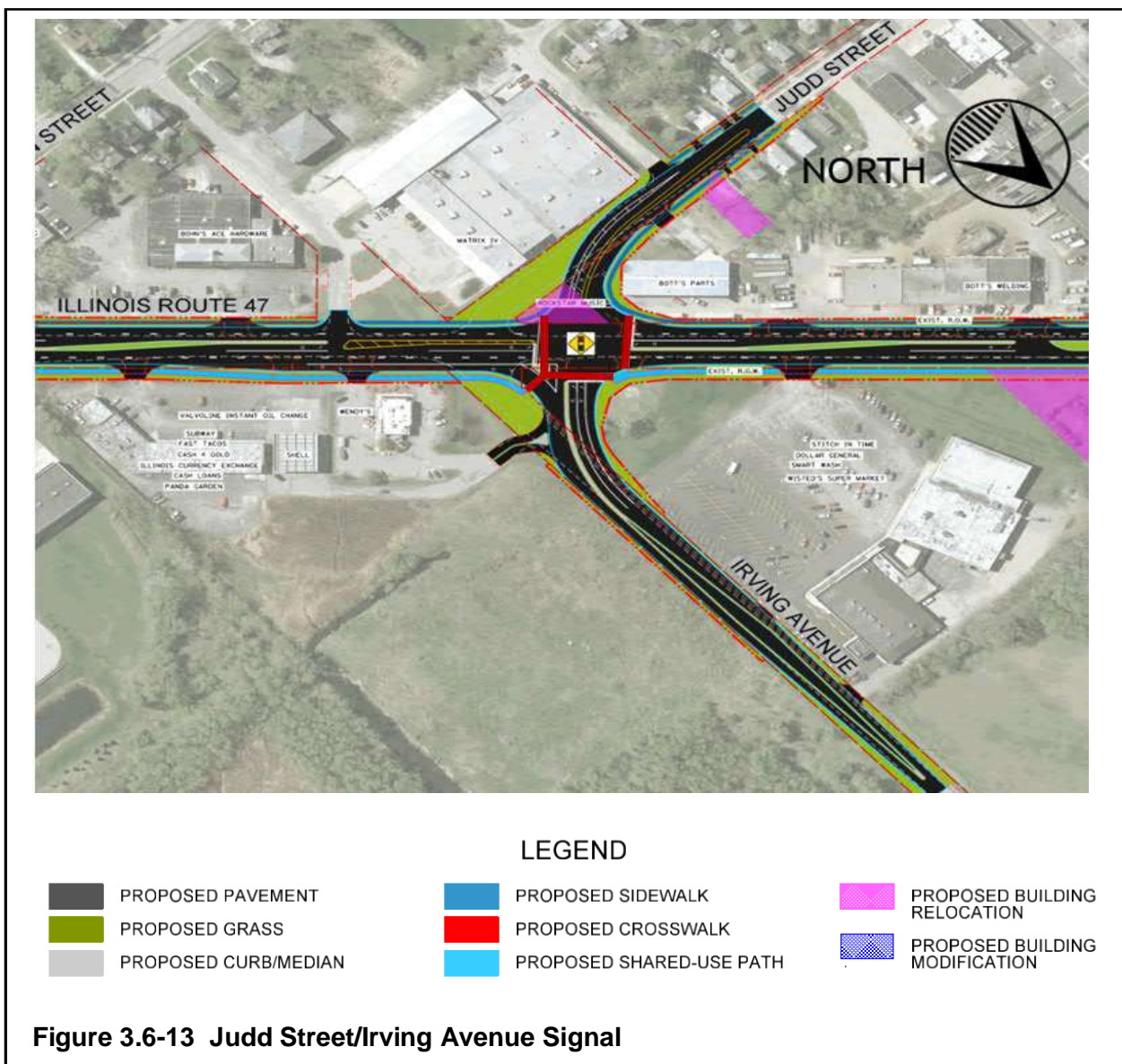
Impact	Roundabout	Signalized
Right-of-Way (acre)	2.93	5.13
Affected Parcels	35	42
Commercial Relocations	2	4
Commercial Building Modifications	1	0
Residential Relocations	0	2
Wetland Impacts (ac.)	0.080	0
Delay-Lake (seconds)/LOS	20.7-C	37.4-D
Delay-McConnell (seconds)/LOS	11.1-B	18.5-B
Cost	\$\$	\$\$\$\$\$

Table 3.6-2 Lake Avenue and McConnell Road Roundabout Versus Signal Impacts

3.6.2.2 Judd Street/Irving Avenue

Figures 3.6-12 and 3.6-13 display the roundabout and signalized intersection alternatives for Judd Street/Irving Avenue.





A summary of the impacts associated with each intersection alternative at Judd Street/Irving Avenue is shown in Table 3.6-3.

Table 3.6-3 shows the roundabout intersection alternative at Judd Street/Irving Avenue requires less right-of-way acquisition, fewer property relocations, and operates more efficiently. For these reasons, the roundabout intersection alternative is being carried forward as part of the preferred alternative.

Impact	Roundabout	Signalized
Right-of-Way (acre)	2.16	1.84
Affected Parcels	14	15
Commercial Relocations	1	1
Residential Relocations	0	1
Delay (seconds)	11.1-B	30.4-C

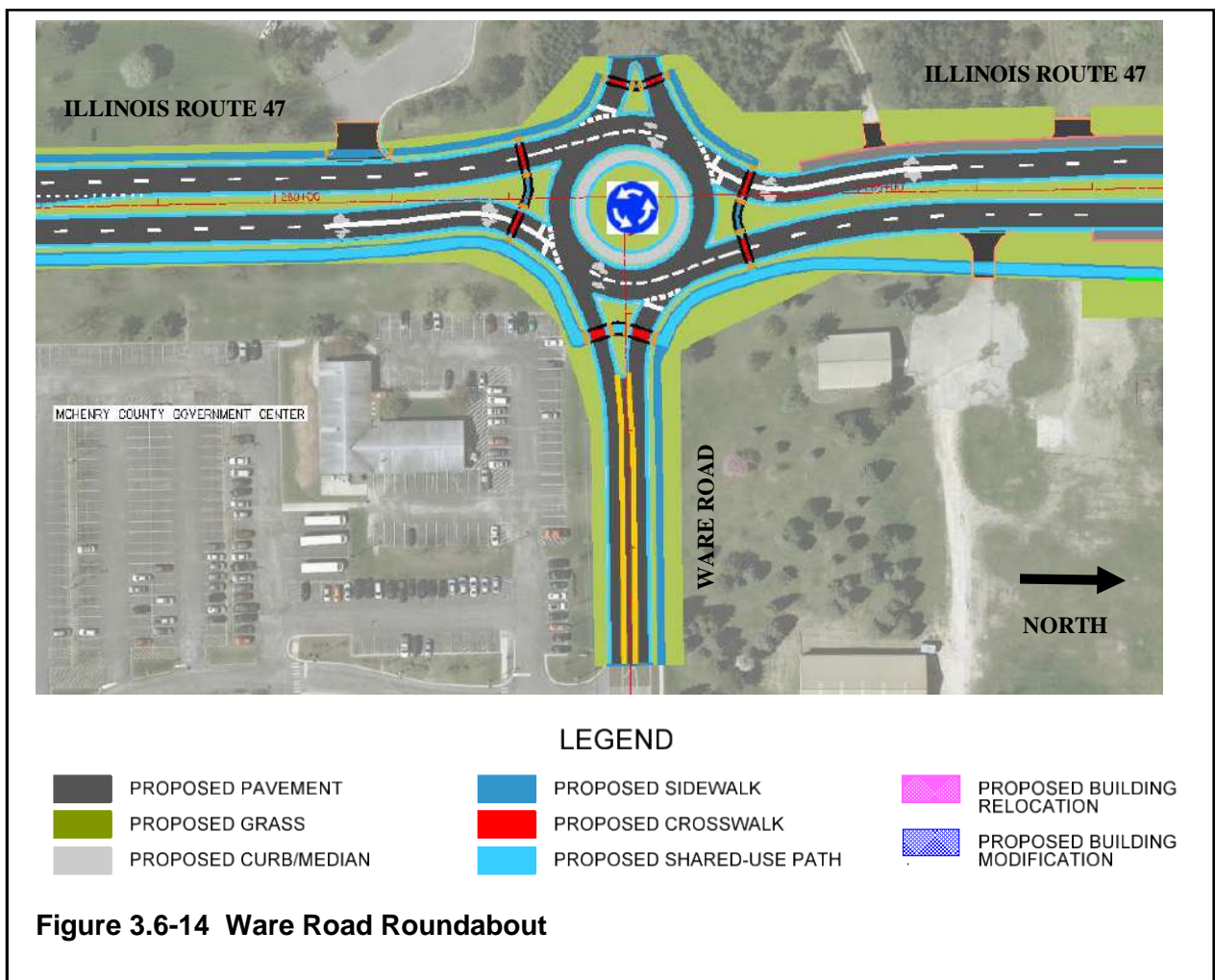
Table 3.6-3 Judd Street/Irving Avenue Roundabout Versus Signal Impacts

3.6.2.3 Illinois Route 120

The number of left-turning movements and the large roundabout footprint resulted in a roundabout being ineffective at the intersection of Illinois Route 47 and Illinois Route 120. Therefore, the roundabout alternative at this intersection was eliminated from consideration and the signalized intersection is being carried forward as part of the preferred alternative.

3.6.2.4 Ware Road

Figures 3.6-14 and 3.6-15 present the roundabout and minor leg stop-controlled intersection alternatives for the intersection of Illinois Route 47 and Ware Road. A signal could not be considered because warrants were not met and the Ware Road proximity to the Russel Court signalized intersection.





A summary of the impacts associated with each intersection alternative at Ware Road is shown in Table 3.6-4.

Impact	Roundabout	Minor Stop
Right-of-Way (acre)	1.15	0.83
Affected Parcels	5	5
Relocations	0	0
Delay (seconds)	16-B	>300-F

Table 3.6-4 Ware Road Roundabout Versus Signal Impacts

The minor stop-controlled alternative at Ware Road operates at LOS F, and is therefore not functional. Although the roundabout alternative requires slightly more right-of-way than the traditional alternative, the roundabout intersection at Ware Road will be carried forward as part of the preferred alternative.

3.6.2.5 Charles Road

Figures 3.6-16 and 3.6-17 present the roundabout and all-way stop-controlled intersection alternatives for the intersection of Illinois Route 47 and Charles Road. A signal could not be considered because warrants were not met.

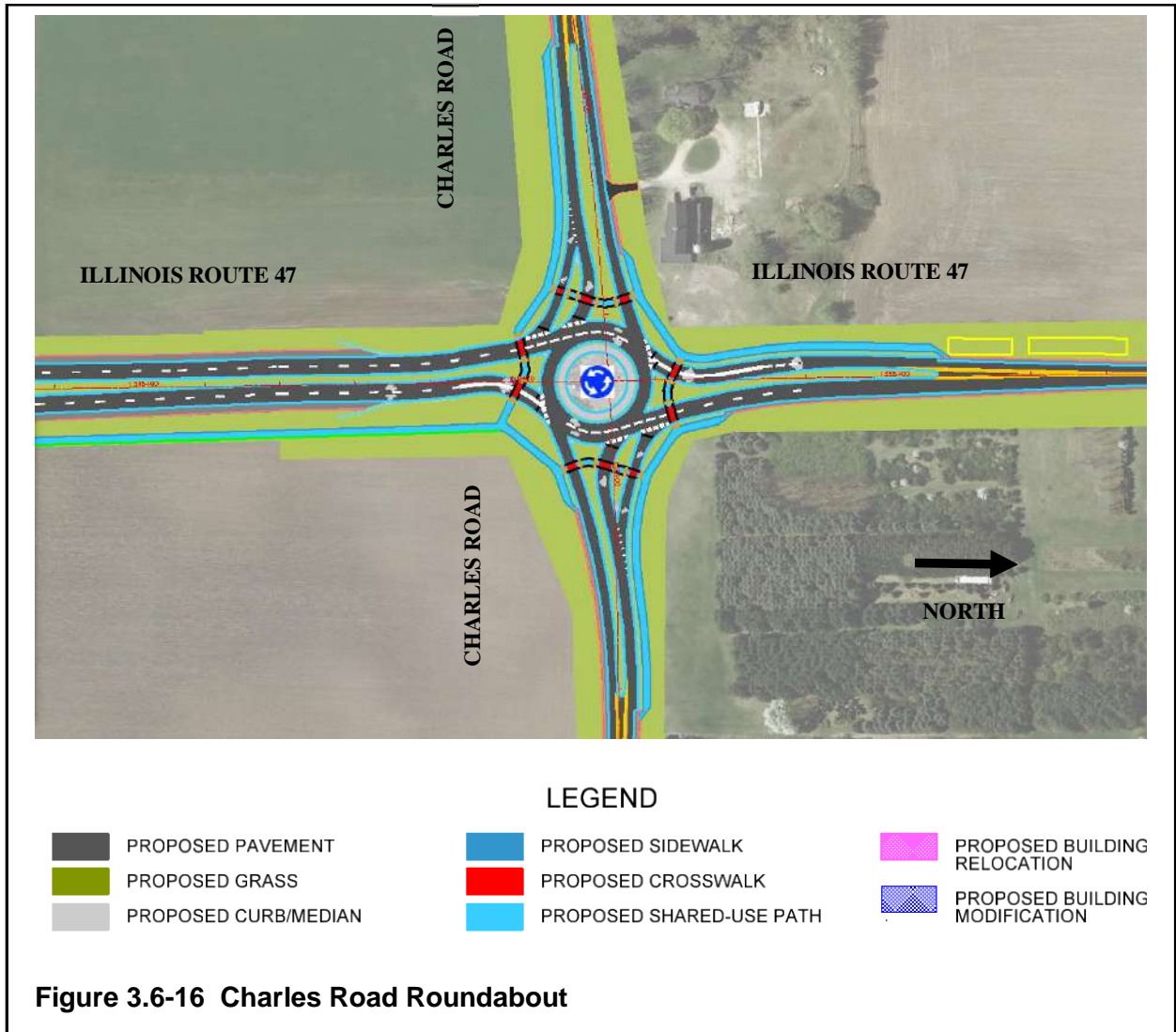




Figure 3.6-17 Charles Road All-Way Stop Control

A summary of the impacts associated with each intersection alternative at Charles Road is shown in Table 3.6-5.













Impact	Roundabout	All Way Stop
Right-of-Way (acre)	4.1	1.2
Affected Parcels	6	4
Relocations	0	0
Delay (s)	21.4-B	220-F


Table 3.6-5 Charles Road Roundabout Versus All-Way Stop Impacts


The all-way stop-controlled alternative at Charles Road operates at LOS F and is therefore not functional. Although the roundabout alternative requires more right-of-way than the traditional intersection alternative, the roundabout intersection at Charles Road will be carried forward as the part of the preferred alternative.

3.6.2.6 Summary


A summary of the preferred intersection alternative at each of the intersections discussed is shown in Figure 3.6-18. All other existing intersection control along the corridor will remain the same as existing.

INTERSECTION	EXISTING	PREFERRED ALTERNATIVE
Lake Avenue		
McConnell Road		
Irving Avenue/Judd Street		
IL Route 120		
St. John's Road	MS	
Ware Road	MS	
Charles Road		

 Roundabout

 Traffic Signal

MS

 All-Way Stop

Minor Stop

Figure 3.6-18 Preferred Intersection Alternatives

3.6.3 Detailed Alignments—US Route 14 to Ware Road

A majority of the Illinois Route 47 corridor and side streets use the existing alignment as the proposed alignment design. This section discusses two locations where the proposed alignment does not follow the existing alignment.

3.6.3.1 Illinois Route 47 at Illinois Route 120

Illinois Route 47 is on a horizontal curve as it intersects with Illinois Route 120. The existing alignment radius is approximately 573 feet. This tight horizontal curve limits sight distance at the intersection and requires superelevation. The horizontal curve radius was increased to 818.5 feet, increasing the sight distance and eliminating the need for superelevation. The proposed alignment also eliminates the need to relocate one residential property at the northwest corner of the intersection and one residential garage located at the southwest corner of the intersection. Figure 3.6-19 shows the proposed Illinois Route 47 at Illinois Route 120 intersection.



Figure 3.6-19 Illinois Route 47 at Illinois Route 120

3.6.3.2 Greenwood Avenue

The existing west leg of Greenwood Avenue intersects Illinois Route 47 approximately 30 feet south of where the east leg intersects Illinois Route 47 at Greenwood Circle. This offset complicates the intersection geometry, particularly for vehicles attempting to go straight through Greenwood Avenue/Circle. Realigning the east leg of Greenwood Circle to the south was initially considered. However, this realignment would require relocation of the Mobil gas station located at the southeast corner of the intersection. Therefore, the project team investigated the possibility of realigning the west leg of Greenwood Avenue to the north to better align with Greenwood Circle. This realignment was carried forward as part of the preferred alternative.

Realignment of the west leg of Greenwood Avenue results in the proposed roadway being shifted closer to the Schneider, Leucht, Merwin, and Cooney Funeral Home located at the northwest corner of the intersection and impacts its parking lot. The funeral home owners requested the roadway remain as far as possible from the building. A taper is provided through the intersection with Illinois Route 47 and 11-foot lanes were used along Greenwood Avenue to minimize impacts to the funeral home. Figure 3.6-20 shows the proposed Illinois Route 47 at Greenwood Avenue intersection.



3.6.4 Cross Section Modifications

The preferred alternative consists of two 12-foot lanes in each direction. Lane widths were modified at two locations along the corridor to accommodate sight constraints and reduce impacts. Although the BDE Manual recommends 12-foot lanes along urban corridors, if right-of-way is restricted, the BDE does allow 11-foot lanes. The 10-foot shared-use path width along the east side of Illinois Route 47 was also reduced to an 8-foot width at two locations. Locations where lane widths other than 12 feet are proposed are presented in the following.

3.6.4.1 UP Railway Bridge

Because the roundabout alternative was selected as part of the preferred alternative at Lake Avenue and McConnell Road, the UP Railway bridge running over Illinois Route 47 will not be replaced. The railroad bridge has a 52-foot clear width for Illinois Route 47. Providing the corridor typical section of four 12-foot lanes and standard B-6.24 curb and gutter requires 53.2 feet of clear width, which is not available. The typical section under the bridge consists of two 11-foot through-lanes in each direction. Providing this lane configuration also allows for a 2-foot clearance on each side from the face of curb to the railroad bridge abutment. As discussed in Section 3.6.2.1, a new tunnel underneath the UP Railway will be constructed east of the existing railroad bridge to accommodate the proposed 10-foot shared-use path.

3.6.4.2 Judd Street to Christian Way

Illinois Route 47 from Judd Street to Christian Way is a narrow urban section of the corridor with several residential houses and commercial properties. To minimize the number of relocated residential houses and reduce the right-of-way impacts associated with the improvements, all lane widths will be reduced to 11 feet in this section. Sidewalk located on the west side of Illinois Route 47 will begin at the back of curb and increase to a 7-foot width. These changes to the cross section reduce the permanent right-of-way width by 5 feet.

3.6.5 Alternatives from Ware Road to Charles Road

Illinois Route 47 from Ware Road to Charles Road is located at the north end of the project and is approximately 1.3 miles in length. The existing roadway consists of one 12-foot lane in each direction with no median. A 1-foot-wide hot-mix asphalt shoulder and 8-foot-wide aggregate shoulder run along each side of the travel lanes. The existing posted speed limit south of Ware Road is 35 miles per hour (mph). The existing posted speed limit from Ware Road to approximately 0.5 mile north of Ware Road is 45 mph. The existing posted speed limit from approximately 0.5 mile north of Ware Road to Charles Road is 55 mph. This speed limit continues north of Charles Road for approximately seven miles. Three horizontal curves exist between Ware Road and Charles Road. They meet the current design speed criteria of 45 mph without the need for superelevation. The three curves do not meet the current design criteria for a 55 mph design speed.

Current land use from Ware Road to Charles Road is primarily agricultural. Future land use is anticipated to be zoned residential at a density of up to three units per acre in accordance with the City of Woodstock 2008 Comprehensive Plan. There are a few existing residential homes and businesses on each side of the road in this section.

Four delineated wetland sites, Sites 8, 9, 11, and 12, exist on the west side of Illinois Route 47 between Ware Road and Charles Road. Wetland Sites 11 and 12 are classified as high functioning wetlands. All four of the wetland sites will be impacted by the proposed improvements, regardless of which speed limit alternative is chosen. The severity of the impacts is dependent on the chosen speed limit and its corresponding cross section. A deep water aquatic habitat pond is located approximately 100 feet south of Cooney Drive and is considered to be Waters of the United States (WOUS) regulated by the U.S. Army Corps of Engineers. Impacts to the pond are dependent on the chosen speed limit and its corresponding cross section.

3.6.5.1 Speed Limit/Design Speed Alternatives from Ware Road to Charles Road

A speed study not related to the Illinois Route 47 Phase I Study was conducted on April 9, 2014. A total of 400 spot speeds around IDOT District 1 were collected and analyzed. The results of the spot speed analysis along Illinois Route 47 north of Ware Road yielded a prevailing speed of 50.5 mph in the 45 mph posted speed limit section and a prevailing speed of 52.5 mph in the 55 mph posted speed limit section. The speed study recommended a 50 mph posted speed from Ware Road to Charles Road. A transitional posted speed limit section would be required between the 35 mph speed limit area south of Ware Road and the 50 mph speed limit area north of Ware Road because the difference is greater than 15 mph.

Three alternatives were considered for the posted and design speed limits between Ware Road and Charles Road. These alternatives are explained in detail following.

3.6.5.1.1 Alternative 1—Match Existing Posted and Design Speeds

The first speed limit alternative is to proceed with the existing posted speed limits used in the corridor. This consists of a 45 mph posted speed limit (50 mph design speed) from Ware Road to 0.5 mile north of Ware Road and a 55 mph posted speed limit (60 mph design speed) from 0.5 mile north of Ware Road to Charles Road. The 55 mph posted speed from 0.5 mile north of Ware Road to Charles Road would require a rural cross section. The typical section for this alternative developed according to Rural SRA design criteria (BDE Chapter 46) consists of two 12-foot lanes in each direction, 10-foot paved outside shoulders, 4-foot paved median shoulders, and a 50-foot-wide depressed median. Ditches would be required for stormwater detention, conveyance, and water quality purposes. Horizontal and vertical curves would be lengthened and adjusted to meet this design criteria.

The increased roadway width would result in increased impact (when compared to Speed Alternatives 2 and 3) to an additional 0.021 acre (900 square feet) of wetlands, the full acquisition of one residential property, grading within 6 feet of one residence, and creating substandard driveways throughout the section. This alternative would require the most right-of-way from current property owners and would impact the most wetlands.

3.6.5.1.2 Alternative 2—45 to 50 mph Posted Speed, 50 mph Design Speed

The second alternative consists of a 45 mph posted speed limit (50 mph design speed) from Ware Road to 0.5 mile north of Ware Road and a 50 mph posted speed limit (50 mph design speed) from 0.5 mile north of Ware Road to Charles Road. These posted and design speed limits match the recommendations of the speed study.

The typical section for this alternative is two 12-foot lanes in each direction and a 22-foot-wide median with M-4.24 curb and gutter along the median perimeter. Typical section elements at the outside edge of pavement can vary and will be discussed further if this alternative is carried forward.

The required clear zone for suburban SRA routes with the projected ADT volumes of this corridor is 18 to 20 feet according to BDE Manual Figure 38-3A. The proposed median is wider than the required clear zone, allowing drivers to regain control of a vehicle that has left the traveled way.

Three horizontal curves would require superelevation to prevent the need to realign the existing horizontal alignment. The curve beginning at Station 290+97.61 would be superelevated 2.1 percent, the curve at Station 307+09.63 would be superelevated 3.5 percent and the curve at Station 320+74.54 would be superelevated 2.6 percent. The currently proposed vertical curves would be lengthened to provide proper stopping sight distance within the corridor.

The amount of right-of-way required and amount of wetlands impacted is less than Alternative 1 and greater than Alternative 3.

3.6.5.1.3 Alternative 3—45 mph Posted Speed, 50 mph Design Speed

The third alternative consists of a 45 mph posted speed limit (50 mph design speed) from Ware Road to Charles Road. This speed limit is lower than the recommendations of the speed study conducted. This would not meet the current state statutes for determining and posting speed limits.

The typical section for this alternative would be two 12-foot lanes in each direction and a 22-foot-wide raised median with B-6.24 curb and gutter along the median perimeter and at the outside edge of pavement. Intermittent ditches behind the back of curb and back of path would also be included for storm sewer outlets and water quality best management practices (BMPs).

A 45 mph speed limit would not require superelevated horizontal curves between Ware Road and Charles Road. The existing vertical curves meet the design criteria for 45 mph speed limits.

This alternative would require the least amount of right-of-way to be acquired and impact the least amount of wetlands. However, the speed limit proposed would be lower than the prevailing speed limit found during the speed study.

3.6.5.1.4 Speed Limit/Design Speed to be Carried Forward

Based on the findings presented above, Speed Alternative 2, consisting of a 45 mph proposed posted speed limit (50 mph design speed) from Ware Road to 0.5 mile north of Ware Road and a 50 mph proposed posted speed (50 mph design speed) from 0.5 mile north of Ware Road to Charles Road was carried forward as the preferred alternative. This alternative matches the recommendations provided in the speed study. This alternative also has significantly less right-of-way and wetland impacts when compared to Speed Alternative 1.

3.6.5.2 Typical Section Alternatives from Ware Road to Charles Road

Three different typical section alternatives were considered for the section along Illinois Route 47 from Ware Road to Charles Road. This typical section alternative evaluation was completed to select the alternative that best meets the needs of the Illinois Route 47 section, satisfies design criteria, and minimizes impacts to the surrounding environment. All three typical section alternatives are shown in Exhibit 3.6-2 and include two 12-foot lanes in each direction and a 22-foot-wide median with M-4.24 curb and gutter. Typical sections of all three alternatives are shown in Figure 3.6-2. When the typical section alternatives were developed, it was assumed the roadway would be constructed with Hot-Mix Asphalt pavement. However, it has since been determined that Portland Cement Concrete pavement will be used throughout the corridor. This revision in the typical section does not affect the typical section alternative analysis. Impacts associated with each alternative and selection of the preferred alternative follow the alternative descriptions.

3.6.5.2.1 Alternative 1—Smallest Footprint, Closed Drainage System

The first typical section alternative consists of a closed drainage system. The typical section includes a 10-foot paved outside shoulder and Type M-4.24 curb and gutter outside the paved shoulder on each side. On the west side of Illinois Route 47 and behind the mountable curb and gutter, a ditch is proposed with 1:4 foreslope, a 4-foot ditch bottom, and a 1:3 backslope. No sidewalk or sidewalk shelf is included on the west side of Illinois Route 47. On the east side of Illinois Route 47 behind the mountable curb, a 6-foot swale, a 10-foot shared-use path behind the swale, and a full drainage ditch behind the path is proposed. The proposed ditch has a 1:4 foreslope, a 4-foot ditch bottom, and a 1:3 backslope. Storm sewer is proposed along a significant portion of the roadway. This alternative has a small footprint compared to Alternative 3 and similar footprint to Alternative 2.

3.6.5.2.2 Alternative 2—Smallest Footprint, Open Drainage System

The second typical section alternative consists of an open drainage system and small corridor footprint. The typical section includes a 10-foot paved outside shoulder with no outside curb and gutter. On the west side of Illinois Route 47 behind the paved shoulder, a ditch is proposed with 1:4 foreslope, a 4-foot ditch bottom, and a 1:3 backslope. No sidewalk or sidewalk shelf is included on the west side of Illinois Route 47. On the east side of Illinois Route 47 behind the paved shoulder, a drainage ditch is proposed. The proposed ditch has a 1:4 foreslope, a 4-foot ditch bottom, and a 1:3 backslope. Behind the drainage ditch, a 10-foot shared use path is proposed. A small swale is proposed behind the path to collect any offsite water prior to draining over the path into the roadway drainage ditch. For this alternative, the corridor consists of an open drainage system where feasible. Sporadic storm sewer will be required to maintain positive drainage to the detention basins within the section.

3.6.5.2.3 Alternative 3—Largest Footprint, Open Drainage System

The third typical section alternative consists of an open drainage system and large corridor footprint. The typical section includes a 10-foot paved outside shoulder with no outside curb and gutter. On the west side of Illinois Route 47 behind the paved shoulder, a ditch is proposed with 1:6 foreslope, a 4-foot ditch bottom, and a 1:3 backslope. Behind the ditch on the west side of Illinois Route 47, a 5-foot sidewalk shelf is included to accommodate future development and sidewalk along the section. A small swale is proposed behind the sidewalk shelf to collect any offsite water prior to draining over the shelf into the roadway drainage ditch. On the east side of Illinois Route 47 behind the paved shoulder, a drainage ditch is proposed. The proposed ditch has a 1:6 foreslope, a 4-foot ditch bottom, and a 1:3 backslope. Behind the drainage ditch, a 10-foot shared use path is proposed. A small swale is proposed behind the path to collect any offsite water prior to draining over the path into the roadway drainage ditch. For this alternative, the corridor consists of an open drainage system where feasible. Sporadic storm sewer will be required to maintain positive drainage to the detention basins within the section. This alternative matches the footprint presented in the BDE manual for the given design speed of 50 mph.

3.6.5.2.4 Typical Section Alternative Impacts and Preferred Alternative Selection

Impacts within the section were determined for each of the three alternatives. Impacts for each of the alternatives are shown in Table 3.6-6.

Alternative	Right-of-Way (Acres)	Wetlands (Acres)	Relocations
1	13.51	0.27	0
2	12.68	0.23	0
3	17.20	0.44	0

Table 3.6-6 Typical Section Alternative Impacts - Ware Road to Charles Road

As shown in Table 3.6-6, impacts associated with Alternatives 1 and 2 are similar, while impacts associated with Alternative 3 are relatively higher. This was expected based on the elements included in each typical section. Based on impacts associated with each alternative, the design criteria for the section, and the future anticipated use of the section, it was agreed that Alternative 2 would be carried forward as the preferred alternative. Following the selection of Alternative 2 as the preferred alternative, the small swale on the east side of Illinois Route 47 proposed behind the shared-use path was removed to further reduce environmental/right-of-way impacts.

3.6.5.3 Proposed Alignment from Ware Road to Charles Road

A proposed alignment, not following the existing centerline alignment, was also developed from 425 feet north of Ware Road to 3,530 feet north of Ware Road. The purpose of the proposed alignment is to further reduce impacts to environmentally sensitive areas such as buildings and wetlands. At the south end of the section, the proposed alignment is east of the existing centerline alignment. The offset varies from 0 feet to 12 feet. This alignment reduces impacts to Wetland Site 8. Approximately 1,765 feet north of Ware Road, the proposed alignment is west of the existing alignment for approximately 340 feet. The offset varies from 0 feet to 3 feet. The proposed alignment could not differ from the existing alignment in this area because of the residential houses located near the roadway on each side of Illinois Route 47. From 2,105 feet north of Ware Road to 3,530 feet north of Ware Road, the proposed alignment is again east of the existing alignment. The offset varies from 0 feet to 13 feet. This alignment reduces impacts to the two commercial businesses located on the west side of Illinois Route 47.

3.7 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

Based on the alternative analysis discussed in this chapter, Alternative A (the on-alignment alternative) is being carried forward as the preferred alternative. The preferred alternative also includes barrier median from US Route 14 to Ware Road and roundabouts at Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road. The preferred alternative will consist of a rural cross section from Ware Road to Charles Road with mountable curb median and outside shoulders. Exhibit 3.7-1 shows the Preferred Alternative plan view drawings and Exhibit 3.7-2 shows the Preferred Alternative typical sections.

Chapter 4

Environmental Resources, Impacts, and Mitigation

4.1 INTRODUCTION

The project study area was inventoried for environmental resources. The Environmental Inventory Map, shown in Exhibit 4.1-1, identifies the sensitive natural areas in the project study area. Sensitive natural areas include nature preserves, ponds, wetland sites, parks, and streams. Resources potentially impacted by the proposed action or that require discussion pursuant to applicable laws and regulations are addressed in this chapter.

Table 4.1-1 is a summary of environmental resources and indicates whether a specific resource is present or not present in the project study area. The table also indicates whether present resources are impacted. The remainder of Section 4 discusses each specific resource.

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
I. <u>Social/Economic</u>			
1. Community Cohesion	X		
2. Environmental Justice and Title VI	X		
3. Public Facilities and Services	X		
4. Changes in Travel Patterns and Access	X		
5. Relocations (Business and Residential)	X		
6. Economic Impacts	X		
7. Land Use	X		
8. Growth and Economic Development	X		
9. Pedestrian and Bicycle Facilities	X		
II. <u>Agricultural</u>			
1. Farms and Farmland Conversion	X		
2. Prime and Important Soils	X		
3. Severed/Landlocked Parcels		X	
4. Adverse Travel		X	
III. <u>Cultural Resources (Historic Properties)</u>			
1. Archeological Sites		X	
2. Historic Bridges		X	
3. Historic Districts		X	
4. Historic Buildings		X	

Table 4.1-1 Environmental Resources/Conditions Table

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
IV. Air Quality			
1. Microscale Analysis			
a. Does project add through lanes or auxiliary turning lanes?	X		
b. Has COSIM 4.0 been used?		X	
2. Air Quality Conformity			
a. Is project in a non-attainment or maintenance area?	X		
3. Is project located in a PM 2.5 or PM 10 non-attainment or maintenance area?	X		
4. Construction-Related Particulate Matter	X		
5. Mobile Source Air Toxics	X		
V. Noise			
1. Is this a Type I project?	X		
a. Noise impacts	X		
b. Does abatement meet feasibility and reasonableness criteria?		X	
2. Is this a Type III project?		X	
VI. Natural Resources			
1. Upland Plant Communities			
a. Does the project impact wooded areas (Trees)?		X	
b. Does the project area contain Prairie?			X
c. Does the project occur within an Illinois Department of Agriculture quarantine area for an invasive species?		X	
2. Wildlife Resources			
a. Does the project area contain Wildlife Habitat?			X
b. Does the project area contain breeding habitat for neotropical migrant species of birds?		X	
c. Does the project area contain nesting Bald Eagles?		X	
3. Threatened and Endangered Species			
a. Does habitat exist for Federally listed species in the project area?			X
b. Does habitat exist for Illinois listed species in the project area?			X

Table 4.1-1 Environmental Resources/Conditions Table (cont.)

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
VII. <u>Water Quality/Resources/ Aquatic Habitats</u>			
1. Does the project involve a waterbody?	X		
2. Does the project affect the physical features of a stream?	X		
3. Does the project affect the fish and/or mussels within the stream?		X	
4. Does the project affect either the narrative or numeric water quality standards?		X	
5. Does the project occur within an area listed as a navigable stream, nationwide river inventory, ADID stream, or have a rating under the Biological Stream rating system?	X		
6. Is a stream listed by IEPA as impaired and is it subject to TMDLs?		X	
VIII. <u>Groundwater Resources</u>			
1. Is groundwater the primary source of potable water in the area?	X		
2. Does the project occur within an area of karst topography?		X	
3. Does the project occur within a watershed that has been designated by the IEPA as vital for a particularly sensitive ecological system?		X	
4. Does the project impact a Wellhead Protection Area?	X		
5. Does the project occur within an area where potable water supply wells are present?	X		
6. Does the project contribute to degradation of the areas Groundwater Quality?		X	
7. Does the project occur within an area designated as a special resources groundwater?		X	

Table 4.1-1 Environmental Resources/Conditions Table (continued)

Environmental Resources/Conditions	Resource/Condition Present?		
	Yes	No	Present But Not Affected
IX. Floodplains			
1. Does the project occur within a 100-year floodplain?	X		
2. Does the project occur within the Regulated Floodway?	X		
3. Is a Floodplain Finding required?		X	
X. Wetlands			
1. Does the project impact Wetlands?	X		
2. Do the wetlands have an FQI of 20 or greater?			X
3. Are any of the wetlands listed as an ADID Site?			X
4. Wetlands Finding	X		
XI. Special Waste			
1. Did project pass Level I screening?		X	
2. Did project pass Level II screening?		X	
3. Was a Preliminary Environmental Site Assessment (PESA) required?	X		
a. Is All Appropriate Inquiry (AAI) required?		X	
b. Were REC(s) identified in the PESA?	X		
4. Was a Preliminary Site Investigation required?	X		
XII. Special Lands			
1. Section 4(f)			
a. De Minimis, Programmatic, or Individual		X	
2. Section 6(f)			X
3. OSLAD Act Lands		X	
4. INAI Sites			X
5. Nature Preserves		X	X
6. Land and Water Reserves		X	
XIII. Indirect and Cumulative Impacts			
1. Indirect Impacts	X		
2. Cumulative Impacts	X		

Table 4.1-1 Environmental Resources/Conditions Table (continued)

Additional Information	Yes	No	Present But Not Affected
XIV. Environmental Commitments			
<u>Permits/Certifications Required</u>			
1. Does the project require Section 404 Permit(s)?	X		
a. Is an individual, nationwide, or regional permit anticipated?	Regional		
2. Will an individual Water Quality Certification from IEPA be required?		X	
3. Will a Coast Guard Bridge Permit be required?		X	
XV. Public Involvement	X		
XVI. Agency Coordination	X		

Table 4.1-1 Environmental Resources/Conditions Table (cont.)

4.2 SOCIOECONOMIC

4.2.1 Community Cohesion

The project study area of Illinois Route 47 (Illinois Route 47) is in Woodstock, Illinois, located at the center of McHenry County, and are part of the Greater Chicago Metropolitan Area. The 2010 Census determined that the City of Woodstock had a population of 24,770. The 2012-2016 U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates determined that the City of Woodstock has a population of 25,232.

Land use along the Illinois Route 47 corridor is mixed between commercial, industrial, and residential zones. The majority of the residential neighborhoods are located along Illinois Route 47 between Illinois Route 120 (Illinois Route 120), and Ware Road. Currently, Illinois Route 47 within the project study area divides the City of Woodstock into east and west sides. The existing corridor is characterized by limited pedestrian facilities, particularly the lack of crossings at signalized intersections, to connect adjacent neighborhoods across Illinois Route 47. Presently, subdivisions have multiple ways of entry and exit where vehicles are permitted to perform both left- and right-hand turns onto Illinois Route 47. Known residential subdivisions and their populations are shown in Table 4.2-1.

There are no significant physical barriers that exist within the project study area. A railroad bridge exists just south of McConnell Road with the roadway traveling underneath, which will be discussed in greater detail in Section 4.4.2. This structure is not expected to be a physical barrier. Illinois Route 47 crosses Silver Creek south of Birch Road and crosses a tributary to Silver Creek south of Cooney Drive. Although the proposed improvements in this area maintain the general alignment, widening the roadway will require replacement of these box culverts, but will not inhibit traffic flow.

The proposed improvements will not divide or isolate the community or surrounding neighborhoods. Constructing sidewalks and a shared-use path along the corridor will serve to connect adjacent neighborhoods and facilitate community cohesion.

Subdivision	Population	Location
Oakwood Hills Subdivision	15	Edgewood Drive and Southview Drive
Centerville Plaza	20	South Eastwood Drive
Country Club Hills Subdivision	124	Country Club Road to Leah Lane
Emerson Lofts Subdivision	99	North Seminary Avenue and Church Court
Todd School Subdivision	119	North Seminary Avenue and McHenry Avenue
Fuller & Wheats	504	Todd Avenue to North Street
Mansfield (North Woodstock)	526	Christian Way to Greenwood Circle
Spring City Subdivision	562	Greenwood Avenue to Todd Avenue
Greenwood Place Circle	91	North Seminary Avenue to Greenwood Circle
Woodstock Senior Apartments	69	Spring Creek Lane
Greenwood Park Subdivision	1,239	Greenwood Avenue to Terry Court
Creekside at St. Johns	50	North Seminary Avenue and St. Johns Road
Fox Meadows Subdivision	146	West Meadow Avenue to Terry Court
Meadows Subdivision	25	Wheeler Street to Ash Avenue
Greenwood Meadows Subdivision	202	Terry Court to Joseph Street
Northwood Estates	81	Peach Tree Lane to West Melody Lane
Todd Woods Subdivision	561	St. Johns Road to Ware Road
Sonatas Subdivision	11	Ware Road to Verdi Street
Justice Hill Subdivision	111	Illinois Route 47 to Cooney Drive

Source: 2010 Census Bureau

Table 4.2-1 Subdivisions and Their Populations

4.2.2 Title VI and Environmental Justice

4.2.2.1 Title VI

Title VI (Civil Rights Act of 1964) prohibits discrimination against people based upon age, handicap, color, sex, national origin, and race. Distribution of the elderly and disabled population was taken from the 2010 Census Data for the project study area, the City of Woodstock, and Illinois, collectively. This data was supplemented by 2012-2016 U.S. Census Bureau, 2012-2016 American Survey 5-Year Estimates for the city of Woodstock and state of Illinois. Population data is included in Table 4.2-2.

	Total Population	Elderly Population	Percent Elderly	Disabled Population	Percent Disabled
2010 Project Study Area	8,639	901	10.43	N/A	N/A
2010 Woodstock	24,770	2,500	10.1	2,792	11.1
2016 Woodstock	25,232	2,347	9.3	2,810	11.1
2010 Illinois	12,830,632	1,603,829	12.5	1,199,762	10.2
2016 Illinois	12,851,684	1,719,667	13.4	1,376,858	10.7

Source: Census Bureau

Table 4.2-2 Elderly and Disabled Population

On the east side of Illinois Route 47, the project study area was found to have an elderly percentage of population of 26.1 percent from Country Club Road to Greenwood Avenue and 18.9 percent from Ware Road to Charles Road. On the west side of Illinois Route 47, the project study area was found to have an elderly percentage of population of 25.1 percent from US Route 14 to Lake Avenue, and 20 percent from Ware Road to Charles Road. A total of 21.64 acres of permanent right-of-way is proposed to be acquired as part of the project within these sections.

The project study area and the City of Woodstock have a smaller percentage of elderly population compared to the State of Illinois and a slightly higher percentage of disabled persons. The elderly population is mainly concentrated in the areas with nursing homes and assisted care facilities, which are shown in the Environmental Resource Map in Exhibit 4.2-1. The City of Woodstock has five nursing homes, three of which are located along the Illinois Route 47 within the project study area and have a combined capacity of 250 residents. There is no specific data about the locations of the disabled population within the project study area. All practical and feasible measures will be considered to not negatively impact the elderly population. Proposed sidewalk and shared-use paths compliant with the Americans with Disabilities Act (ADA) are part of this entire project, including the frontage of the nursing homes. Permanent right-of-way will be required at the frontage of the nursing homes along Illinois Route 47. No nursing homes will be relocated as a part of the project.

No religious minorities were found within the project study area. According to the City of Woodstock’s website, Woodstock has one Zen Buddhist place of worship, one Mormon place of worship, one Christian Science church, one Assembly of God church, one Roman Catholic church, and one Greek Orthodox church. None of these places of worship are located within the project study area.

Based on the census data available and the current land uses adjacent to Illinois Route 47, groups of ethnic, religious, elderly, and handicapped people are present within the project study area. No groups or individuals have been or will be excluded from participation in public involvement activities, denied the benefit of the project, or subjected to discrimination in any way on the basis of race, color, age, sex, national origin, or religion.

4.2.2.2 Environmental Justice

The project study area was evaluated in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, to determine whether there is a potential for disproportionate and adverse impacts to low-income or minority populations. The 2010 Census indicates that residents of the project study area are 77.12 percent white, 4.36 percent black, 1.94 percent Asian, and 32.7 percent Hispanic. The median family income for the project study area is \$57,120. The *2010 US Census Data Poverty Guidelines* states the median income for a family of four is \$22,314. Based on the demographic information of the project study area, this Project does not contain a low-income population.

The Racial and Ethnic Minority Population Map shown in Exhibit 4.2-2 displays the percentage of minorities throughout the corridor.

There is a high concentration of minorities between McConnell Road and Country Club Road and intermittent sections of Illinois Route 47 between Country Club Road and Ware Road.

The project study area has a higher percentage of ethnic minorities than the City of Woodstock, but the percentage is lower than the state as a whole. All practical and feasible measures will be considered to not disproportionately affect the minority population.

Frontage right-of-way is required from a majority of the properties along Illinois Route 47 within the project study area because of roadway widening and pedestrian accommodations. In total, right-of-way is required from 151 commercial properties, 100 single-family residential properties, 16 agricultural properties, 13 governmental/institutional properties, 11 multi-family residential properties, and 3 industrial properties. This totals 294 properties. In general, 12 feet of permanent right-of-way is required on the west side along Illinois Route 47, and 19 feet of permanent right-of-way is required on the east side along Illinois Route 47. The 19 feet of right-of-way on the east side of Illinois Route 47 is needed as a result of the shared-use path that will be built and located on the east side of Illinois Route 47. The 12 feet of right-of-way on the west side of Illinois Route 47 is needed as a result of the sidewalk that will be built and located on the west side of Illinois Route 47. The shared-use path is proposed on the east side of Illinois Route 47 because of the narrow residential parkway on the west side of Illinois Route 47 from Illinois Route 120 to Russel Court and pedestrian generators on the east side of Illinois Route 47 such as Bates Park and the McHenry County Fairgrounds. Public facilities near the project study area are discussed further in Section 4.2.3. As shown in the *Racial and Ethnic Minority Population Map*, a larger percentage of minorities are located on the west side of Illinois Route 47 compared to the east side.

The project study team surveyed the owners of the displaced properties along the corridor to determine how many are minority owned. Out of those who responded, two were found to be minority and one declined to answer. No public entities that primarily serve a minority or low-income population will be relocated as a part of this Project.

Based on the demographic information and field observations of the project study area, this Project will not result in disproportionately adverse impacts to minority or low-income populations.

Several outreach methods were utilized in an attempt to increase participation for the project, including input from minority and low-income populations. A project website was created with the ability to submit comments/questions and view Project-related documents. Other outreach methods included public meetings, one-on-one meetings at the request of an individual, and small group meetings. Information regarding upcoming meetings was made available via the project website, a project mailing list, flyers at public facilities, newspaper articles, and door-to-door invitations. Certified mail invitations to the Public Hearing will be sent to all property owners who will be relocated as a part of the Project. Relocated properties are discussed further in Section 4.2.5.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, reinforces the concept of Title VI and the Civil Rights Act and extends the legislation to low-income populations.

4.2.3 Public Facilities and Services

Public facilities and services, including churches, schools, public areas, and police and fire protection, are shown in the Environmental Resource Map found in Exhibit 4.2-1 and in Table 4.2-3.

Major community facilities along the project study area are schools and government buildings that are located at the intersection of Illinois Route 47 and Ware Road. The schools are a part of Public School District No. 200. The district has a total enrollment of 5,735 and is responsible for 1,065 teaching jobs, according to the Department of Commerce and Economic Opportunity (DCEO). The schools generate considerable bus and vehicular traffic before and after school hours.

The City of Woodstock is the county seat of McHenry County. The Government Center is located on Ware Road toward the north end of the project study area. The McHenry County Government Center is responsible for providing 1,200 jobs in the City of Woodstock according to the DCEO. Traffic to and from the McHenry County Government Center is present during working-day hours.

Bates Park (originally known as Silver Creek Park) is a 23-acre park located on the east side of Illinois Route 47 between East Beech Avenue and Maple Avenue. The park includes restrooms, a playground, basketball courts, and softball and baseball fields. The park is bordered by Silver Creek, which is adjacent to the Silver Creek Conservation Area.

The McHenry County fairgrounds are located on Country Club Road two blocks east of Illinois Route 47. The fairgrounds host major entertainment events that draw large crowds and considerable vehicular traffic.

The public buildings and community facilities within the project study area and the associated impacts are listed in Table 4.2-3.

Public/Community Facility	Address	Impact
US 14 to Country Club Road		
McHenry County Farm Bureau	1102 McConnell Road	Frontage
Woodstock Bible Church	770 East Kimball Avenue	None
Woodstock Police Department	656 Lake Avenue	None
Raintree Park	320 East South Street	None
Kingdom Hall	1320 Catalpa Lane	None
US Post Office	1050 Country Club Road	None
Country Club Road to Ware Road		
Woodstock Fire Department	435 East Judd Street	None
Clay Academy	112 Grove Street	Left in and out access removed at Grove Street
Woodstock Christian Church	1132 North Madison Street	Frontage, east entrance from Greenwood Avenue removed.
Calvary Baptist Church	1903 North Seminary Avenue	Frontage
Verda Dierzen Early Learning Center	2045 North Seminary Avenue	Frontage
Northwood Middle School	2121 North Seminary Avenue	Frontage, Left in and out access removed at north entrance
Mary Endres Elementary	2181 North Seminary Avenue	Frontage, Left in and out access removed at north entrance
Challenger Learning Center	222 East Church Street	None
Olson Park	Intersection of Bagley Street and Clay Street	None
McHenry County Fairgrounds	1051 Country Club Road	None
Free Methodist Church	934 North Seminary Avenue	Frontage, Loss of 3 parking spaces
Bates Park	1550 North Seminary Avenue	Temporary easement to construct path
McHenry County Courthouse	2200 North Seminary Avenue	Frontage
McHenry County Government Center	2200 North Seminary Avenue	Frontage
McHenry County Health Department	2200 North Seminary Avenue	Frontage
McHenry County Administration	667 Ware Road	None
Woodstock Early Learning Center	350 Christian Way	None
St. John's Lutheran Church	401 St. Johns Road	Frontage, Loss of 14 parking spaces, west entrance from St. Johns Road removed at owner's request
Marian Central Catholic High School	1001 McHenry Avenue	None
Ware Road to Charles Road		
First Presbyterian Church	2018 North Illinois Route 47	None

Source: City of Woodstock website

Table 4.2-3 Public Facilities/Services

Impacts to public and community facilities involve obtaining proposed right-of-way or temporary grading easements from their frontages and occur in three project census tract areas. Three parking spaces are proposed to be removed from the Free Methodist Church because of roadway widening. The Free Methodist Church currently has approximately 68 parking spots. Fourteen parking spaces are proposed to be removed from St. John's Lutheran Church. St. John's Lutheran Church currently has approximately 103 parking spots. A retaining wall is proposed along the east side of Illinois Route 47 near St. John's Lutheran Church to minimize impacts. All median openings accommodate passenger car U-turn movements. No permanent right-of-way will be taken from Bates Park. Bates Park is further discussed in Section 4.13. No public facilities are anticipated to be relocated. As part of the Land Acquisition process, IDOT will determine whether the loss of 14 parking spaces would require relocation of St. John's Lutheran Church.

4.2.4 Changes in Travel Pattern and Access

The preferred alternative will include a barrier median and will only permit left turns at designated median breaks. Left-turn lanes will be used at major entrances, intersections, and other designated locations. If a median break is not provided at a given location, a right-in/right-out option will be the proposed access for parcels along the corridor. After completion of the Project, traffic patterns for drivers will change, as will access along Illinois Route 47. The Illinois Route 47 corridor will continue to be the main thoroughfare for the City of Woodstock, but left-turn movement restrictions will increase U-turn movements and adverse driving distances for some along the corridor. Access management by using a median increases the flow of traffic along a roadway and typically reduces the number of crashes. The greater the flow of traffic, the higher the vehicle capacity, and the greater number of drivers traveling past businesses along Illinois Route 47 within the project study area. Individuals who previously avoided Illinois Route 47 because of congestion may begin using this corridor.

The turning bays and median openings will allow drivers to safely perform U-turns to access businesses and driveways on the opposing side of the roadway. According to the FHWA, studies have shown that a median break U-turn is approximately 25 percent safer than a left turn onto a corridor. The study also shows that drivers approve of the safer roads and will change driving and shopping habits. New and safer travel routes will be achieved through the proposed improvements.

Many properties along the corridor have several driveways to enter and leave the property. The proposed design reduces the number of driveways at many properties. Decreasing the number of driveways along Illinois Route 47 will increase the flow of traffic and decrease the number of crash conflict points.

The preferred alternative includes roundabouts at the intersections of Illinois Route 47 with Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road. Roundabouts are typically safer than traditional intersections. According to the project study team's analysis, the five proposed roundabouts yield a better LOS than the traditional intersection alternative.

Northwood Middle School, Verda Dierzen Early Learning Center, and Mary Endres Elementary School are all located along the west side of Illinois Route 47 near Russel Court and Ware Road. Meetings were held with the Woodstock Community School District 200 (School District) to discuss the proposed improvements and learn more about the School District's bus operations. Representatives from the School District also were included in the Corridor Advisory Group (Corridor Advisory Group). The School District currently has bus stop locations along Illinois Route 47 that will likely remain following Project completion. However, during construction there may be temporary delays to traffic similar to existing

conditions. The School District does use Illinois Route 47 for bus routes but designs its routes to minimize left turns due to congestion. Proposed median break locations were discussed with the School District to maximize bus route efficiency. The School District understood the reasoning for proposing a barrier median and was supportive of the roundabout intersections. School buses will be able to navigate the roundabout intersections. Minutes from meetings with the School District can be found in Appendix A.

Meetings were held with the Woodstock Police Department and Woodstock Fire/Rescue District to discuss the Project, particularly the barrier median and roundabouts. Both agencies were supportive of the barrier median and roundabout intersections due to their increased safety. Proposed median break locations were discussed with the agencies and finalized based on streets commonly used by the agencies. Agency vehicles will be able to navigate the roundabout intersections. Minutes from meetings with these two agencies can be found in Appendix A.

Two Pace Bus (Pace) routes use Illinois Route 47 and include stops along Illinois Route 47. No future bus routes are proposed for the project study area. Meetings were held with Pace representatives to discuss the Project and impacts to the bus routes. Pace buses will be able to navigate the roundabout intersections. Pace requested six concrete loading pads be included as a part of the Project between the proposed sidewalk/shared-use path and the proposed back of curb. They will be located at current Pace bus stop locations. Pace also requested a larger PCC pad with overhead shelter be constructed behind the shared-use path near the McHenry County Housing Authority to replace the existing Pace shelter that will be impacted as a part of this Project. All pads and the one shelter requested are being included as part of the preferred alternative. Minutes from meetings with Pace can be found in Appendix A.

The nearest Metra stop to the project study area is located approximately 1800 feet west of the Project, at the intersection of Illinois Route 120 and N Benton Street in Woodstock. The preferred alternative will not impact the existing Metra stop.

After the Project is complete, pedestrian and bicycle travel will increase because of the addition of a shared-use path and sidewalk. Currently, there is no adequate sidewalk or on-road facilities to accommodate pedestrian and bicycle traffic along the entire corridor.

During construction of Illinois Route 47, disruptions to traffic patterns will occur, particularly for business adjacent to Illinois Route 47.

4.2.5 Relocations (Business and Residential)

The proposed action will require the acquisition of right-of-way from the frontage of properties along the corridor. The transportation improvements will require a total of 10 buildings on 9 properties to be relocated. Seven of these buildings will need to be taken completely because they will no longer be functional after the transportation improvements. These properties include two businesses, two business complexes occupied by four total businesses, and three residential homes. The remaining three properties requiring building relocations will still be functional and will allow the buildings to be rebuilt at a different location on the property. All three of these buildings are commercial businesses. The proposed action will also require one commercial building modification.

The *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended, and the *IDOT Land Acquisition Procedures Manual* will be followed. All housing resources are available to all relocates without discrimination. Housing of last resort will be provided if necessary.

According to the Uniform Act of 1970 (49 CFR 24), Decent, Safe, and Sanitary (DSS) housing must be available prior to requiring those effected by the Project to leave their existing dwelling. DSS residential properties of various sizes within the project study area were identified by the Department in accordance with relocation planning procedures under 49 CFR 24.205 and can be found in Exhibit 4.2-3. Relocated residents and businesses may be able to relocate within the City of Woodstock along Illinois Route 47 if they so desire.

4.2.5.1 Business Relocations:

Mambo Car Wash is located at 1100 McConnell Road in Woodstock at Station 137+50 RT. The property is currently owned by DLIT Holdings, Inc. The property has a total lot area of approximately 52,167 square feet (1.20 acres). Mambo Car Wash currently has approximately four full- and part-time employees and eight parking spaces. The entire building is proposed to be acquired because the building is in conflict with the jacking pit necessary to construct the pedestrian tunnel underneath the UP Railway bridge. The property will no longer be functional once the necessary land is acquired because the property is proposed to be used as a detention basin. The property owner is aware of the proposed property relocation and supports the property relocation.

Dwight's Auto Body is located at 999 South Eastwood Drive in Woodstock at Station 140+00 RT. The property is currently owned by Chamberlain Associates, Inc. The property has a total lot area of approximately 31,564 square feet (0.72 acre). Dwight's Auto Body currently has approximately eight full- and part-time employees and 20 parking spaces. The owner of the property has requested that only the westernmost part of the building, which is the portion that is in conflict with the proposed improvements, be removed as part of the Project. The owner desires that the remaining portion of the building not in conflict not be removed. Because the westernmost part of the building being removed should not affect the structural integrity of the building or the property's functionality, the remaining portion of the building is proposed to remain in place and ownership of the property will remain with Chamberlain Associates, Inc.

Gas Cap Fuels is located at 401 South Eastwood Drive is located in Woodstock at Station 160+00 RT. The property is currently owned by LGP Realty Holdings, LP and has a total lot area of approximately 29,128 square feet (0.67 acre). Gas Cap Fuels currently has approximately five full- and part-time employees. Gas Cap Fuels currently has eight vehicle fueling pumps located on the west side of the property and a convenience store located on the east side of the property. The fuel pumps and fueling station awning are in conflict with the proposed shared-use path on the east side of Illinois Route 47. As a result, the eight fuel pumps will be acquired and removed as part of the Project. The convenience store and the parking adjacent to the building located on the east side of the property will not be impacted by the Project. The property will remain functional once the necessary land is acquired.

A vacant commercial building is located at 641 East Judd Street in Woodstock at Station 185+00 LT. The property is currently owned by James Helin and Clifford Heverly. When the current owners purchased the property, they were aware of the proposed improvements and associated impacts to the property. The property has a total lot area of approximately 5,122 square feet (0.12 acre) and has approximately five parking spaces. The entire building will need to be acquired because the building is in conflict with the proposed pavement and shared-use path and the property will no longer be functional once the necessary land is acquired.

A. Hartlett & Son, Inc. Heating and Cooling is located at 406 North Eastwood Drive in Woodstock at Station 192+00 RT. The property is currently owned by Thomas Hartlett and has a total lot area of approximately 73,500 square feet (1.69 acres). A. Hartlett & Son, Inc. Heating and Cooling currently has approximately 14 full- and part-time employees, two parking spaces, and a dirt area behind the building that can be used for additional parking. The building is in conflict with the proposed grading behind the shared-use path on the east side of Illinois Route 47. The entire property will not be acquired. After the right-of-way is acquired and the building is removed, the property will be functional. A building can be built within the new property limits. The property owner has been informed of the proposed improvements and supports the idea of constructing a new building within the new property limits.

Two small business complexes are located at 1212 and 1214 North Seminary Avenue in Woodstock at Station 231+00 RT. The property is currently owned by Andrew Roy Lago. Four businesses currently occupy the complexes: Robert T Evens Law, Botanica La Milagrosa, Sunderlage Insurance, and X-Vaganza Hair Studio. Several sections of the complexes are currently vacant. The four businesses combined have approximately 10 full- and part-time employees. The property has approximately 36 parking spaces. The entire complex will need to be acquired because the buildings are in conflict with the proposed shared-use path and curb on the east side of Illinois Route 47 and a detention basin is proposed on this property. The property will no longer be functional for a business once the necessary land is acquired.

4.2.5.2 Residential Relocations:

A residential house is located at 404 Center Street in Woodstock at Station 197+00 RT. The property has a total lot area of approximately 5,203 square feet (0.12 acre). The entire residential dwelling and parcel will need to be acquired due to impacts incurred by the proposed shared-use path on the east side of Illinois Route 47. The property will no longer be functional once the necessary land is acquired.

A residential house is located at 511 North Eastwood Drive in Woodstock at Station 197+50 LT. The property has a total lot area of approximately 1,927 square feet (0.04 acre). The entire residential dwelling and parcel will need to be acquired due to impacts incurred by the proposed sidewalk and grading on the west side of Illinois Route 47. The property will no longer be functional once the necessary land is acquired.

A residential house is located at 302 McHenry Avenue in Woodstock at Station 200+00 RT. The property has a total lot area of approximately 7,247 square feet (0.17 acre). The entire residential dwelling and parcel will need to be acquired due to impacts incurred by the proposed shared-use path on the east side of Illinois Route 47.

4.2.5.3 Commercial Building Modifications:

The 3 Brothers Restaurant is located at 1220 South Eastwood Drive in Woodstock at Station 129+00 LT. The property is currently owned by 3 Brothers Restaurant. The property has a total lot area of approximately 29,051 square feet (0.67 acre). 3 Brothers Restaurant currently has approximately 35 full- and part-time employees and 32 parking spaces. The front entrance awning of the building is in conflict with the proposed sidewalk. One-on-one meetings were held with representatives of 3 Brothers Restaurant on August 21, 2014, January 17, 2017, and

October 19, 2017. The purpose of the meetings was to update the owners on the status of the Project, explain the property acquisition process, and answer any questions they had regarding the process. The project study team also met with the City of Woodstock to discuss the proposed impacts to the building. Both the City of Woodstock and the property owners requested the building not be relocated as part of the Project. The preferred alternative consists of removing the existing front entrance awning of the building and allowing the rest of the building to remain in place. The proposed sidewalk will be located approximately two feet from the existing building that remains after the awning removal. During land acquisition, if it is determined the impacts to the building or costs associated with the building modifications are too large, the entire building will be relocated.

4.2.6 Economic Impacts

The City of Woodstock is home to local businesses and major corporations. Examples of business types along the Illinois Route 47 corridor include shopping centers, chain restaurants, gas stations, and specialty healthcare offices.

The addition of access control along the corridor will increase safety for customers who are exiting and entering the businesses. Right-ins and right-outs will be used, restricting left-turning movements in an attempt to decrease turning crashes and rear end collisions that are currently common along Illinois Route 47. Other changes in access were discussed in greater detail in Section 4.2.4.

Tax revenue loss is likely to occur because of the amount of land that will be taken. Sales tax revenue loss is likely to occur during construction because of road detours and difficulty accessing properties along the corridor. However, the construction is only temporary. Businesses along past projects similar to the Illinois Route 47 widening project have reported a return of customers and business after completion of the projects.

As discussed in Section 4.2.5, three businesses and two business complexes occupied by five businesses are proposed to be completely taken in the preferred alternative.

Widening the corridor results in parking spaces for businesses being diminished or relocated to the extent possible. A list of businesses and the quantity of lost parking caused by the Project improvement can be found in Table 4.2-4. In total, 34 properties have a change in the number of parking spaces. There are 221 parking spaces being removed, an average of approximately 6.5 spaces per business.

Property	Property Address	Number of Parking Spaces Lost
US 14 to Country Club Road		
Rosati's Pizza	1652 South Eastwood Drive	3
Vacant	1648 South Eastwood Drive	10
Bull Valley Ford Mercury	1460 South Eastwood Drive	32
Woodstock Furniture	1280 South Eastwood Drive	4
Yamaha	1000 South Eastwood Drive	2
Vaughans Family Restaurant	790 South Eastwood Drive	10
Best Western Woodstock Inn	990 Lake Ave	19
Napoli's Pizza Place	930 Lake Avenue	8
Bob's Woodstock Motel	930 Lake Avenue	2
Colonial Antique Mall Restoration Center	890 Lake Avenue	12
Murphy's Flooring	2104 South Eastwood Drive	3
Woodstock Farm and Lawn Center	2020 South Eastwood Drive	1
Marco's Auto	1175 South Eastwood Drive	8
Turn Key Digital	995 South Eastwood Drive	1
Woodstock Auto Body	1295 South Eastwood Drive	10
Citgo	501 South Eastwood Drive	4
Goodyear	681 South Eastwood Drive	2
Cost Cutters	677 South Eastwood Drive	2
Dental Center	669 South Eastwood Drive	2
Quiznos Subs	667 South Eastwood Drive	2
Pro Nails Spa	665 South Eastwood Drive	2
Family Dentistry of Woodstock	651 South Eastwood Drive	2
State Farm	717 South Eastwood Drive	5
Universal Cash Express	713 South Eastwood Drive	5
Nails 2000	709 South Eastwood Drive	5
Domino's Pizza	701 South Eastwood Drive	5
Gas Cap Fuels	401 South Eastwood Drive	4

Table 4.2-4 Impacted Parking Spaces

Property	Property Address	Number of Parking Spaces Lost
Country Club Road to Ware Road		
Great Lakes Credit Union	180 South Eastwood Drive	6
Matrix IV	610 East Judd Street	4
Bott's Parts	315 North Eastwood Drive	3
Beef Village	1125 North Seminary Avenue	2
RD Signs	1143 North Seminary Avenue	1
RDS Cycling	1143 North Seminary Avenue	1
Calligraphy Studio	1143 North Seminary Avenue	1
Schneider Leucht Merwin & Cooney Funeral Home	1211 North Seminary Avenue	16
Artistica Wave Beauty Salon	1317 North Seminary Avenue	1
Universal Travel	1317 North Seminary Avenue	1
Wisted's Super Market	330 North Eastwood Drive	2
McHenry County Housing Authority	1018 North Seminary Avenue	3
Free Methodist Church	934 North Seminary Avenue	3
Farmers Insurance Boe Hanlin & Emery Group LLC McHenry County USBS Assoc.	1216 North Seminary Avenue	1
Michel J Mcnerney Attorney at Law	1320 North Seminary Avenue	2
Crossroads Care Center	309 McHenry Avenue	11
Mapletree Apartments	1917 Sheila Street	12
St. John's Lutheran Church	401 St. Johns Road	14
Ware Road to Charles Road		
None	-	-
Total Stalls Impacted	-	221

Table 4.2-4 Impacted Parking Spaces (Continued)

4.2.7 Land Use

Current land use along the Illinois Route 47 corridor is shown in Table 4.2-5.

Current land usage along Illinois Route 47 consists of residential homes, commercial businesses, light manufacturing industries, and agriculture. The City of Woodstock Zoning Map can be found in Exhibit 4.2-4. The Land Use Map can be found in Exhibit 4.2-5.

US Route 14 to Lake Avenue is zoned mainly as commercial with a manufacturing/industrial district at

Type of Land Use	Land Use Percentage
Agriculture	38.3
Parks/ Resource Conservation	3.0
Resource Conservation Corridor	5.3
Neighborhood Development	0.0
Civic	3.8
Central Business District	0.0
Industrial	0.0
Commercial	49.6
Commercial, Industrial, and Office Mixed Use	0.0

Source: Woodstock Land Use Map

Table 4.2-5 Existing Land Use Along the Project Study Area

the southeast corner of Illinois Route 47 and Lake Avenue. Businesses along this route include car dealerships, car repair centers, professional offices, and fast food chains.

Lake Avenue to Country Club Road is zoned for commercial businesses, multi-family residential, and one parcel of light manufacturing. Businesses along this portion of the corridor include grocery stores, major retail, banks, and one trucking business.

Land use along Illinois Route 47 between Country Club Road and Illinois Route 120 is zoned as a commercial district consisting of service and retail, offices, and shopping centers. There are single- and multi-family homes near the south end of the Illinois Route 120 and Illinois Route 47 intersection.

Illinois Route 120 to St. Johns Road is a mix of commercial shopping centers, elderly care, offices, and single- and multi-family homes.

The land use between St. Johns Road to Ware Road along Illinois Route 47 consists mainly of single-family residential homes on the west side and mixed commercial businesses on the east side. There is a middle school located west of the intersection of Ware Road and Illinois Route 47. The McHenry County Government Center and other related offices are located directly east of the intersection.

North of Ware Road is primarily open space, agricultural farm land, and farm houses. There is one neighborhood of single family homes east of the Illinois Route 47 and Cooney Drive intersection that has access to Illinois Route 47.

The majority of existing land adjacent to Illinois Route 47 falls within an urbanized classification. After completion of the project, the land use adjacent to Illinois Route 47 could change depending on Woodstock's coordination with local agencies. Right-of-way will be acquired from the frontage of residential areas, decreasing property values, and may be converted to another land use in the future. It is expected that the area on the west side of Illinois Route 47 north of Ware Road will be developed in the future. The proposed roundabout at the intersection includes a west leg to accommodate this future growth.

4.2.8 Growth and Economic Development

The 2010 population for the City of Woodstock is 24,770, which is 22.9 percent higher than the 2000 population of 20,151 (United States Census 2012). This increase is greater than the 3.3 percent increase in growth of the State of Illinois' population between 2000 and 2010. Improving the roadway and welcoming more travelers also allows for future growth.

After the Illinois Route 47 Project has been completed, there will still be opportunity for growth in the number of businesses adjacent to the corridor. Traveling on the road will be safer and pedestrian and bicycle traffic will increase as a result of the improved safety. The proposed sidewalk and shared-use path will encourage pedestrians to use the corridor and allow them to reach businesses they were unable to access before the improvements.

4.2.9 Pedestrian and Bicycle Facilities

This Project will cause temporary disruptions and a permanent change in pedestrian and bicycle access but will improve these accommodations upon Project completion. There are existing sidewalks along Illinois Route 47 in intermittent locations. There are only striped crosswalk facilities located at the intersections of Illinois Route 47 and Illinois Route 120 and Illinois Route 47 and Russel Court. Exhibit 2.2-1 shows the locations of sidewalk within the project study area. Table 4.2-6 illustrates the breakdown of existing sidewalk along Illinois Route 47 in the project study area.

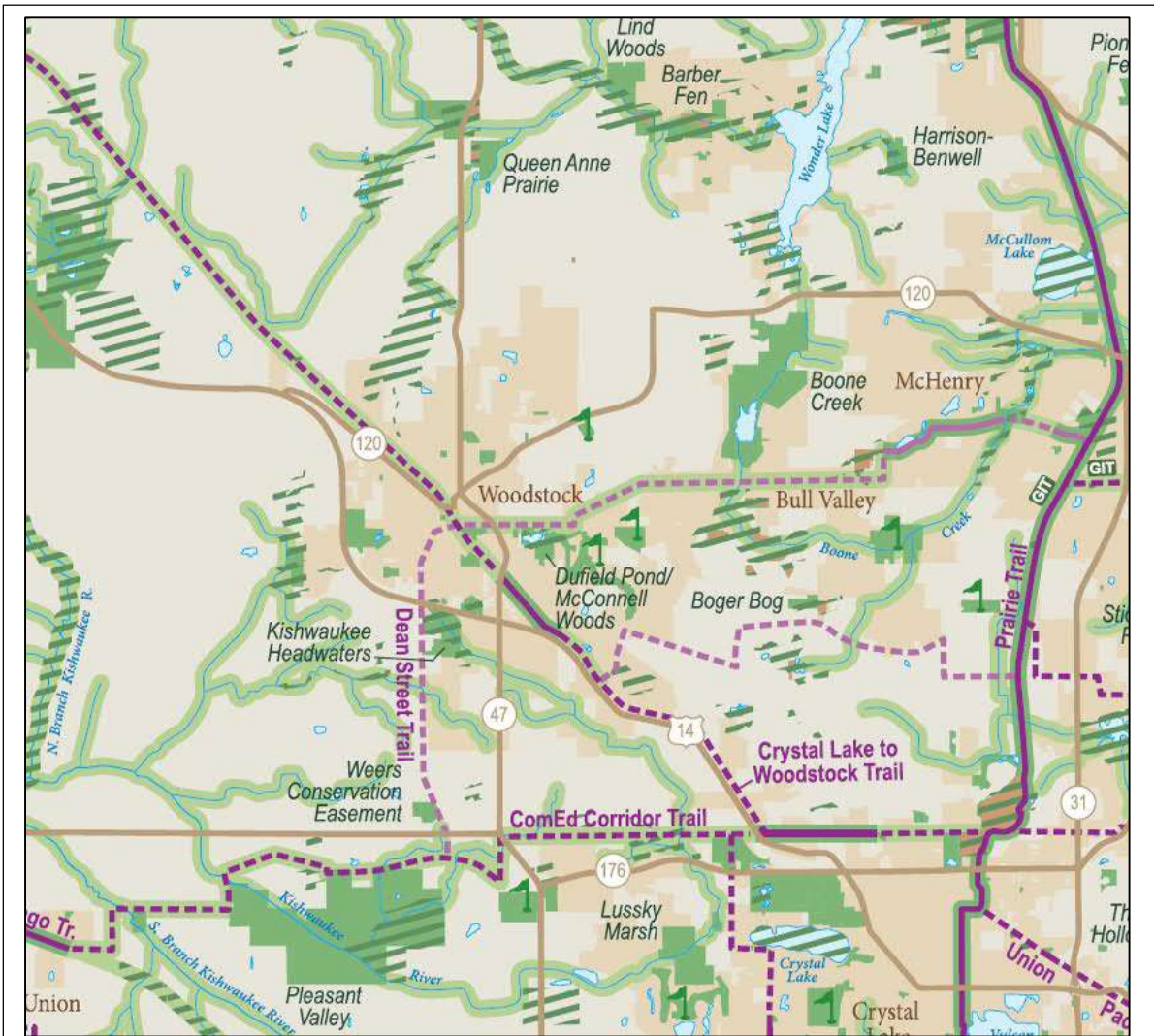
Limits	Sidewalk Present Left Side (Y/N)	With Sidewalk (Percentage)	Sidewalk Present Right Side (Y/N)	With Sidewalk (Percentage)
US Route 14 to Lake Avenue	Y	42.1	Y	39.5
Lake Road to McConnell Road	N	---	Y	48.1
McConnell Road to Country Club Road	Y	26.8	Y	65.8
Country Club Road to IL Route 120	N	---	Y	40.4
IL Route 120 to St. Johns Road	Y	60.7	Y	82.3
St. Johns Road to Ware Road	Y	19.3	Y	94.5

Table 4.2-6 Existing Sidewalk Limits

Figure 4.2-1 illustrates both the existing and proposed trails. There are currently no on- or off-road bicycle facilities along Illinois Route 47. There are bicycle facilities near the corridor at the northeast section along Ware Road and Raffel Road, as shown in Figure 4.2-1. The City of Woodstock has a comprehensive bicycle plan that includes bicycle paths along Illinois Route 47. The City also plans to develop additional parks and recreation areas in Woodstock and along Illinois Route 47 that are known as generators, places that encourage bicycle travel and serve as destinations for bicycle users.

In 2009, the Northeastern Illinois Regional Greenways and Trails Plan envisioned a network of continuous greenway and trail corridors providing recreational and transportation opportunities for nearby communities according to CMAP.

An existing primary regional trail is located south of McConnell Road to connect with a proposed regional trail along US Route 14 extending northwest along Illinois Route 120. The Dean Street Trail is proposed to cross the primary regional trail and Illinois Route 47, and to run along Country Club Road. The trail will extend east along Bull Valley Road connecting into an existing regional trail and the existing Prairie Trail.



Source: Chicago Metropolitan Agency for Planning

Figure 4.2-1 Existing and Proposed Trails

Proposed improvements will include construction of a 5-foot-wide sidewalk on the west side of Illinois Route 47 from US Route 14 to Ware Road. The sidewalk will typically be offset 3 feet from the back of curb. Where the sidewalk is required to be located at the back of the curb because of right-of-way constraints or obstructions, the sidewalk is widened to 7 feet. Existing sidewalk will be replaced on side roads within the construction limits. High-visibility pedestrian crosswalks will be provided on the side streets at all intersections. On the east side of Illinois Route 47, a 10-foot-wide shared-use path will be constructed the entire length of the Project. The path will be offset 5 feet from the face of the curb. The splitter islands of roundabouts will provide a place of refuge for pedestrians crossing the intersections.

A pedestrian tunnel is proposed east of the roadway bridge to cross under the UP Railway between Lake Avenue and McConnell Drive.

Constructing sidewalks and a shared-use path improves community cohesion and provides easier access to businesses.

4.3 AGRICULTURAL

4.3.1 Farms and Farmland Conversion

IDOT and the Natural Resources Conservation Service (NRCS) use the Land Evaluation and Site Assessment (LESA) to assess the viability of agricultural land for continued agricultural production when such land may be affected by state and federal projects. The results of the LESA evaluation are provided on the NRCS's *Farmland Conversion Impact Rating Form AD-1006*, included as Appendix B. The NRCS evaluates the quality (productivity of the soils that will be affected), and the Illinois Department of Agriculture rates site-specific factors, including:

1. The amount of agricultural land required.
2. The proximity of the land to be acquired to existing highway right-of-way.
3. Off-site land required for borrow materials and wetland mitigation.
4. Creation of severed parcels, uneconomical remnants, landlocked parcels, and adverse travel.
5. Relocations of rural residents and farm buildings.
6. Whether highway design standards will be used that minimize impacts to agricultural land.
7. LESA scores of 0 to 175 points indicate a low rating of protection, scores of 176 to 225 indicate a moderate rating for protection, and scores of 226 to 300 indicate the land should be retained for agricultural use and an alternative alignment should be considered. The higher the LESA score, the more viable the farmland is for long-term agricultural use.

County zoning maps indicate that the majority of McHenry County is zoned agricultural, except within municipalities. McHenry County's *Agricultural Conservation Easement and Farmland Protection Program* includes the following objectives for agricultural protection and preservation: Providing farmland owners with new options for the preservation of farms and not coercing farmers to sell land to developers for future improvements. However, because this program is not currently funded, the program does not affect this Project. The McHenry County Farm Bureau does not have an ordinance or program related to farmland that affects this Project. Communication with McHenry County and McHenry County Farm Bureau can be found in Appendix C.

The area between Ware Road and Charles Road is unincorporated McHenry County and is classified as agricultural land. The total area of adjacent farmland within the project study area is approximately 389 acres that is actively used for farming purposes. According to the CMAP Memorandum, the agricultural area within the project study area is within a subzone considered for farmland protection.

The primary land use in the project study area is an urban developed area with the majority of agricultural land use located north of the Illinois Route 47 and Ware Road intersection. In 2007, the number of farms in McHenry County was 1,035. Between 2002 and 2007, the number of farms increased 19 percent;

however, farm acreage per farm decreased 22 percent. Corn and soybeans are the dominant crops accounting for 87 percent of the total farmed area and total farm revenues. Remaining agricultural land uses include forage, wheat for grain, and nursery stock. Livestock operations account for 19 percent of the total farm revenue in McHenry County.

Table 4.3-1 presents farm characteristics for McHenry County. In McHenry County, the most common farm size is 10 to 49 acres with 375 farms in this range.

	McHenry County
Total number of farms (2007)	1,035
Total acres in farms (2007)	215,584 acres
Average size of farm in acres (2007)	208 acres
Cropland as percent of total farmland	92.2 percent
Farm revenues (000 dollars in 2007)	\$156,524,000
Corn (percent of total revenue)	64.5 percent
Soybeans (percent of total revenue)	22.2 percent
All livestock and products (thousands of dollars in 2007)	\$29,898
Cattle and calves (percent of total revenue)	7.4 percent
Hogs and pigs (percent of total revenue)	3.2 percent
Other livestock and products (percent of total revenue)	1.7 percent

Source: 2007 Census of Agriculture, USDA 2009

Table 4.3-1 Farm Characteristics for McHenry County

The preferred alternative requires permanent right-of-way acquisition of 17.90 acres of land currently used for farming purposes. All the farmland impacts are to frontage property on Illinois Route 47 between Ware Road to Charles Road in unincorporated McHenry County. Because of the size of the existing farms within the project study area, it is not anticipated that impacting 17.90 acres of farmland will substantially affect farming operations or land use for any individual property. No farm residences or buildings will require relocation because of the Project. No centennial or sesquicentennial farms will be impacted as a part of this Project.

Farms will continue to operate; however, these impacts will reduce total revenue to existing operations. Because farm production is an important source of total revenue generated in McHenry County, the reduction in farm acreage may temporarily reduce total County farm revenue. However, future development in the County may offset the losses in overall County revenues.

An e-mail was sent to NRCS on November 8, 2017, stating that farmland will be converted to non-agricultural use. The proposed Project was given a LESA score of 161, indicating a low rate of protection. Because the Project was designed to acquire the least possible amount of land to meet the safety needs of the public, the IDOA determined that the Project complies with IDOT’s Agricultural Land Preservation Policy and Illinois; Farmland Preservation Act. No further coordination will be necessary with NRCS because the Project impacts less than 10 acres of farmland per linear mile per Other Exemptions of the Farmland Protection Policy Act, 7 CFR 658, Part 523.11 (E)(1). Any farmland converted to transportation use will be reported to the Illinois Department of Agriculture.

4.3.2 Prime and Important Soils

The *Code of Federal Regulations* (CFR) Title 7, Volume 6, Section 657.5(a) defines prime farmland as land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses. Prime farmland has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. To be considered prime farmland, the land does not have to be cleared; however, it cannot be urbanized, paved, or permanently under water.

McHenry County is composed of over 60 percent prime farmland (United States Department of Agriculture, NRCS, *Soil Data Mart*, 2009). A total of 146,597 acres of prime farmland exist in McHenry County. A map of the locations of prime farmland based on soil data within the project study area can be found in Exhibit 4.3-1. Only land north of Ware Road is included in the Prime Farmland Map because no farmland is located along the corridor south of Ware Road. Some areas are prime farmland at all times and others are only prime farmland when drained. The 86.37 percent of farmland that will be converted by the preferred alternative from agricultural use is classified as prime farmland.

There are no unique farmland soils in Illinois.

Farmland of statewide importance is land other than prime farmland that is considered valuable for the production of food, forage, and oilseed crops (CFR Title 7, Volume 6, Section 657.5 (c)). Important farmland includes prime farmland soils with steep slopes or eroded farmland (CFR Title 7, Volume 6, Section 657.5 (c)). McHenry County is composed of 14 percent important farmland.

Highly erodible soils are determined by slope and include soils with slopes of four percent or greater. These soils typically occur near streams and areas with changes in topography. Highly erodible soils are located near the tributary south of Cooney Drive. Soil erosion control measures at the banks of the creek will be implemented to minimize sedimentation in the creek.

4.3.3 Severed/Landlocked Parcels

There will be no severances, landlocked parcels, or uneconomic remnants. The agricultural land loss represents 0.0075 percent of the total land in farms for the entire county.

4.3.4 Adverse Travel

All farmland within the corridor is north of Ware Road. Roundabouts are proposed at the intersections of Illinois Route 47 with Ware Road and Charles Road. The roundabouts are designed to be traversable for farming equipment.

4.4 CULTURAL RESOURCES

- No Historic Properties Affected - See letter from SHPO
- Historic Properties Affected - See below

There are no historic properties in the Project area, and therefore there are no properties subject to protection under Section 106 of the National Historic Preservation Act of 1966. Letters related to the cultural clearance of the Project can be found in Appendix A. The Environmental Survey Request limits are included in Exhibit 4.4-1.

4.4.1 Archeological Properties

- Project will not affect Archeological Properties
- Project will affect Archeological Properties

4.4.2 Historic Bridges

- Project will not affect a bridge listed in the Illinois Historic Bridge Survey
- Project will affect a bridge listed in the Illinois Historic Bridge Survey

A UP Railway bridge runs over Illinois Route 47 between Lake Avenue and McConnell Road. This bridge was built in 1935 and is approximately 65 feet long. The bridge is not included in the National Registry of Historic Places (NRHP). The roadway beneath the bridge has two lanes of traffic delineated by a painted median. The proposed design will not affect the bridge in any major way. The proposed roadway cross section consists of two lanes in each direction separated by a painted median beneath the bridge. Minor enhancements can be done to the bridge as a part of this Project.

4.4.3 Historic District

- Project will not affect a Historic District
- Project will affect a Historic District

4.3.4 Historic Buildings

- Project will not affect any Historic Buildings
- Project will affect Historic Buildings

A memo from the IDOT Cultural Resources Unit, dated March 8, 2012, identified eight potentially historic properties within the project study area. The memo was later amended in a letter from the Cultural Resources Unit, dated May 18, 2015, which identified seven properties potentially eligible for the NRHP within the project corridor following a more detailed review as a result of Addendum A to the Environmental Survey Request. Because of the potentially eligible classification of the properties, a Determination of Eligibility (DOE) was completed for the Project on September 18, 2015. In a letter, dated January 29, 2016, State Historic Preservation Office concurred with the DOE that all the resources

previously identified were deemed ineligible for the NRHP and therefore no historic properties were affected as part of the Project. An additional letter confirming the findings was sent on September 16, 2016. This concurrence completed the necessary cultural resource coordination for the Project. Letters related to the cultural clearance of the Project can be found in Appendix A. No mitigation is necessary as part of this Project.

4.5 AIR QUALITY

Information included in this section were obtained from:

1. National Ambient Air Quality Standards
2. BDE Manual Chapter 26

4.5.1 Carbon Monoxide Microscale Analysis

Project Type:

- Project does not add Through Lanes or Auxillary Turning Lanes
- Project does not involve any sensitive receptors and is not suitable for using COSIM 4.0
- Project is subject to COSIM Pre-screen
- Project is subject COSIM screening analysis

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 is less than 5,000 vehicles per hour or 62,500 ADT.

4.5.2 Air Quality Conformity

Project Type:

- Project is outside of Nonattainment or Maintenance Area
- Exempt Project in Nonattainment or Maintenance Area
- Project is within a portion of a Nonattainment or Maintenance Area where CMAP is the MPO
- Project is within a Nonattainment or Maintenance area served by an MPO other than CMAP
- Project is within a Nonattainment or Maintenance area not served by an MPO
- Regionally Significant Non-Federal project within a Nonattainment or Maintenance Area.

The National Ambient Air Quality Standards (NAAQS), established by the United States Environmental Protection Agency (USEPA), set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “nonattainment.” States where a nonattainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. Areas that have

been designated as nonattainment, but that have attained the NAAQS for the criteria pollutants associated with the nonattainment designation, will be designated as maintenance areas.

All areas of Illinois currently are in attainment of the standards for four of the six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead.

For the 8-hour ozone and particulate matter (PM)_{2.5} standards, Cook, DuPage, Kane, Lake, McHenry, and Will Counties, the Aux Sable and Goose Lake Townships in Grundy County, and Oswego Township in Kendall County have been designated as nonattainment areas. Jersey, Madison, Monroe, and St. Clair Counties in the St. Louis area also have been designated as moderate nonattainment areas for the 8-hour ozone standard. In addition, Madison, Monroe, St Clair, and Baldwin Township in Randolph County are nonattainment for PM_{2.5}.

The Lake Calumet area and Lyons Township in Cook County have been designated as maintenance areas for the PM₁₀ standard. In addition, Oglesby and several adjacent townships in LaSalle County, and Granite City and Nameoki Townships in Madison County have been designated as maintenance areas for the PM₁₀ standard. All other areas of Illinois currently are in attainment for the ozone and PM₁₀ standards.

This Project is included in the FY 2014-2019 TIP endorsed by the Metropolitan Planning Organization Policy Committee of CMAP for the region in which the Project is located. Projects in the TIP are considered to be consistent with the 2040 regional transportation plan endorsed by CMAP. The Project is within the fiscally constrained portion of the plan.

On October 9, 2014, the FHWA and the Federal Transit Administration (FTA) determined that the 2040 regional transportation plan conforms with the SIP and the transportation-related requirements of the 1990 Clean Air Act Amendments. On October 9, 2014, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, *Determining Conformity of Federal Actions to State or Federal Implementation Plans*.

The Project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this Project conforms to the existing SIP and the transportation-related requirements of the 1990 Clean Air Act Amendments.

The TIP number for this Project is 11-06-0018.

4.5.3 PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas

Project-Type

- Exempt Project
- Nonexempt project that is not an Air Quality Concern
- Nonexempt project that is an Air Quality Concern

This Project is not an air quality concern under 40 CFR 93.123(b)(1). Because the Project does not have a significant number of or a significant increase in diesel vehicles, it has been determined that the Project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or

severity of any PM_{2.5} or PM₁₀ violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further hot-spot analysis.

4.5.4 Construction-Related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project study area. The potential air quality impacts will occur only while construction work is in progress and when conditions are appropriate.

The potential for fugitive dust emissions typically is associated with ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high winds.

The Department's *Standard Specifications for Road and Bridge Construction (2012)* includes provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the situation. Techniques that may warrant consideration include such measures as minimizing track-out of soil onto nearby publicly traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this Project will not cause any significant, short-term, PM air quality impacts.

4.5.5 Mobile Source Air Toxics (MSAT)

Project-Type:

- Project is exempt
- Project has no meaningful potential MSAT effects
- Project has low meaning potential MSAT effects and is one of the following types below:
 - A minor widening project
 - A new interchange connecting an existing roadway with a new roadway
 - A new interchange connecting new roadways
 - Minor improvements or expansions to intermodal centers or other projects that affect truck traffic
- Project has high potential MSAT effects

Most air toxics are formed from human-made sources resulting from burning fossil fuels for energy production, transportation, and food processing. The EPA is the main regulator of the 189 air toxins defined by the Clean Air Act of 1990.

For each build alternative carried forward in this Environmental Assessment, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables (e.g., fleet mix)

are the same for each alternative. The VMT estimated for each of the build alternatives carried forward is slightly higher than that for The No-Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor and a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates from increased speeds. According to USEPA's MOVES 2010b model, the priority MSAT emissions decrease as speed increases.

Because the estimated VMT under each of the build alternatives carried forward are nearly the same, varying by less than two percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by more than 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great, even after accounting for VMT growth, that MSAT emissions in the project study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each Build Alternative carried forward there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No-Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at major signalized intersections under the on-alignment alternatives. However, the magnitude and the duration of these potential increases compared to the No-Action alternative cannot be reliably quantified from the incomplete or unavailable information in forecasting project-specific MSAT health impacts.

In summary, where a highway is widened, the localized level of MSAT emissions for the Build Alternative carried forward could be higher relative to the No-Build Alternative, but this could be offset by increases in speeds and reductions in congestion, which are associated with lower MSAT emissions. Also, MSAT will be lower in other locations from which traffic shifts. However, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover will, over time, cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than they are currently.

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts from changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The USEPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. It is the lead authority for administering the Clean Air Act and its amendments and it has specific statutory obligations with respect to hazardous air pollutants and MSAT. The USEPA continually assesses human health effects, exposures, and risks posed by air pollutants. It maintains the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects." The IRIS can be accessed through the USEPA website. Each report contains assessments of noncancerous and

cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning possibly an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents*. Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings, cancer in animals, and irritation to the respiratory tract including the exacerbation of asthma. Less obvious are the adverse human health effects of MSAT compounds at current environmental concentrations or in the future as vehicle emissions substantially decrease. See research reports available through the HEI website.

The methodologies for forecasting health impacts include emissions modeling, dispersion modeling, exposure modeling, and then final determination of health impacts. Each step in the process builds on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology, which affects emissions rates over that timeframe because such information is not available. The results produced by the USEPA's MOBILE6.2 model, the California Environmental Protection Agency's Emfac2007 model, and the USEPA's Draft MOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel PM emissions and significantly overestimates benzene emissions. Regarding air dispersion modeling, an extensive evaluation of USEPA's guideline CAL3QHC model was conducted in a National Cooperative Highway Research Program study, available through the USEPA website, which documents poor model performance at ten sites across the country where intensive monitoring was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to overestimate concentrations near highly congested intersections and to underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is less difficult to manage for demonstrating compliance with NAAQS for relatively short timeframes than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds and in particular for diesel PM. The USEPA and the HEI have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the USEPA, as provided by the Clean Air Act, to determine whether more stringent controls are required to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, (e.g., benzene emissions from refineries). The decision framework is a two-step process. The

first step requires USEPA to determine a “safe” or “acceptable” level of risk for emissions from a source, which is generally no greater than approximately 100 in 1 million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in 1 million from emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in 1 million. In some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in 1 million. In a June 2008 decision, the United States Court of Appeals for the District of Columbia Circuit Court upheld USEPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers who would need to weigh this information against project benefits, (e.g., reducing traffic congestion, crash rates, and fatalities plus improved access for emergency response), that are better suited for quantitative analysis.

4.6 NOISE

Type I Project

Type III Project

4.6.1 Impacts

Pursuant to 23 CFR 772, FHWA “Procedures for Abatement of Highway Traffic Noise and Construction Noise” the proposed Project is a Type I Project requiring traffic noise to be studied.

A traffic noise study has been conducted to evaluate traffic noise for the Illinois Route 47 proposed improvements. The traffic noise study evaluated a total of 32 representative receptors located within 32 Common Noise Environments (CNE). A CNE is a group of receptors within the same noise category that are exposed to similar noise sources and traffic noise levels. For developed land use categories, a representative receptor was chosen for each CNE. The selected representative receptor was generally chosen as the closest receptor to Illinois Route 47, and therefore the worst-case traffic noise condition. Figure 4.6-1 lists the locations of the 32 CNEs and their locations.

Figure 4.6-1 Noise Receptor Locations

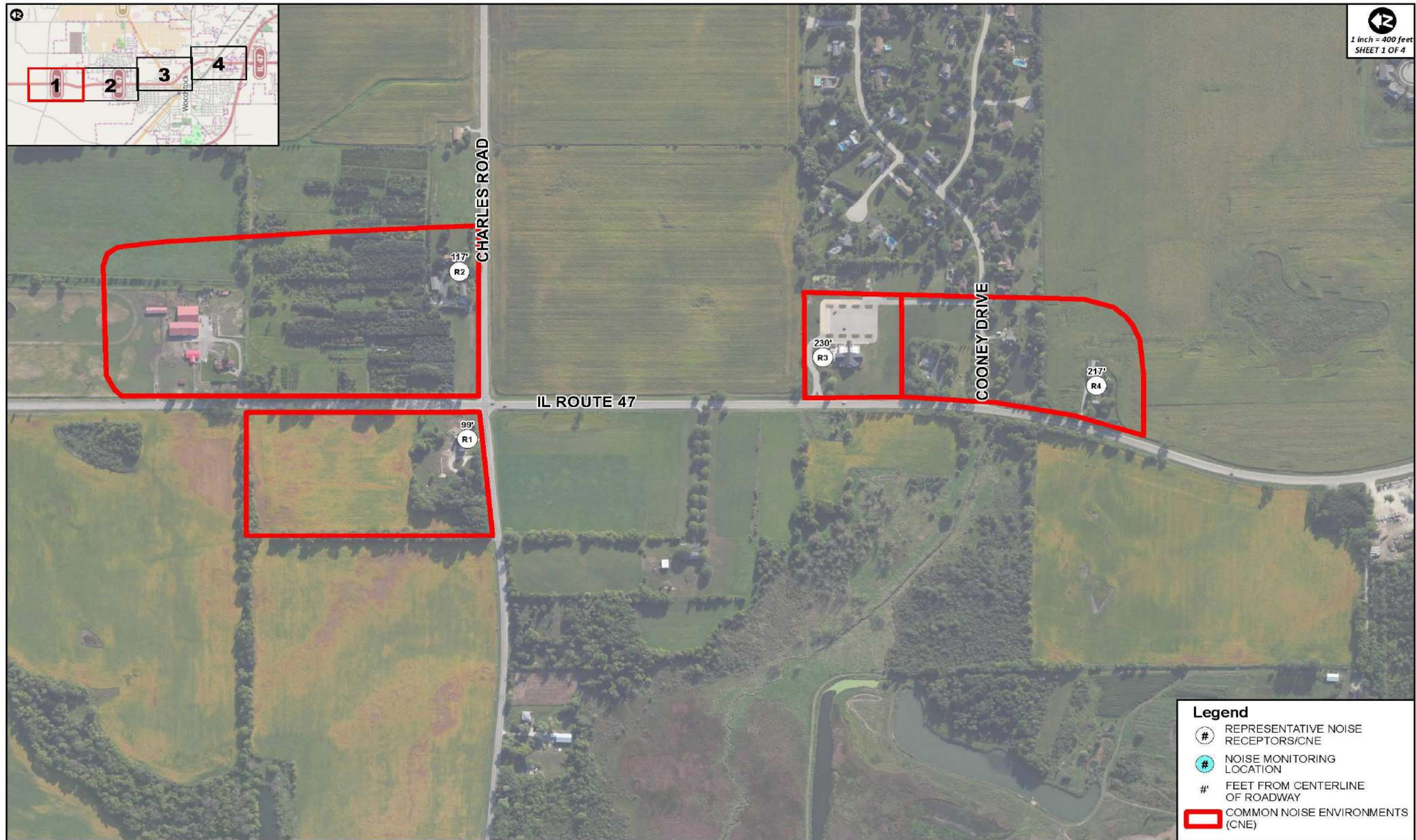
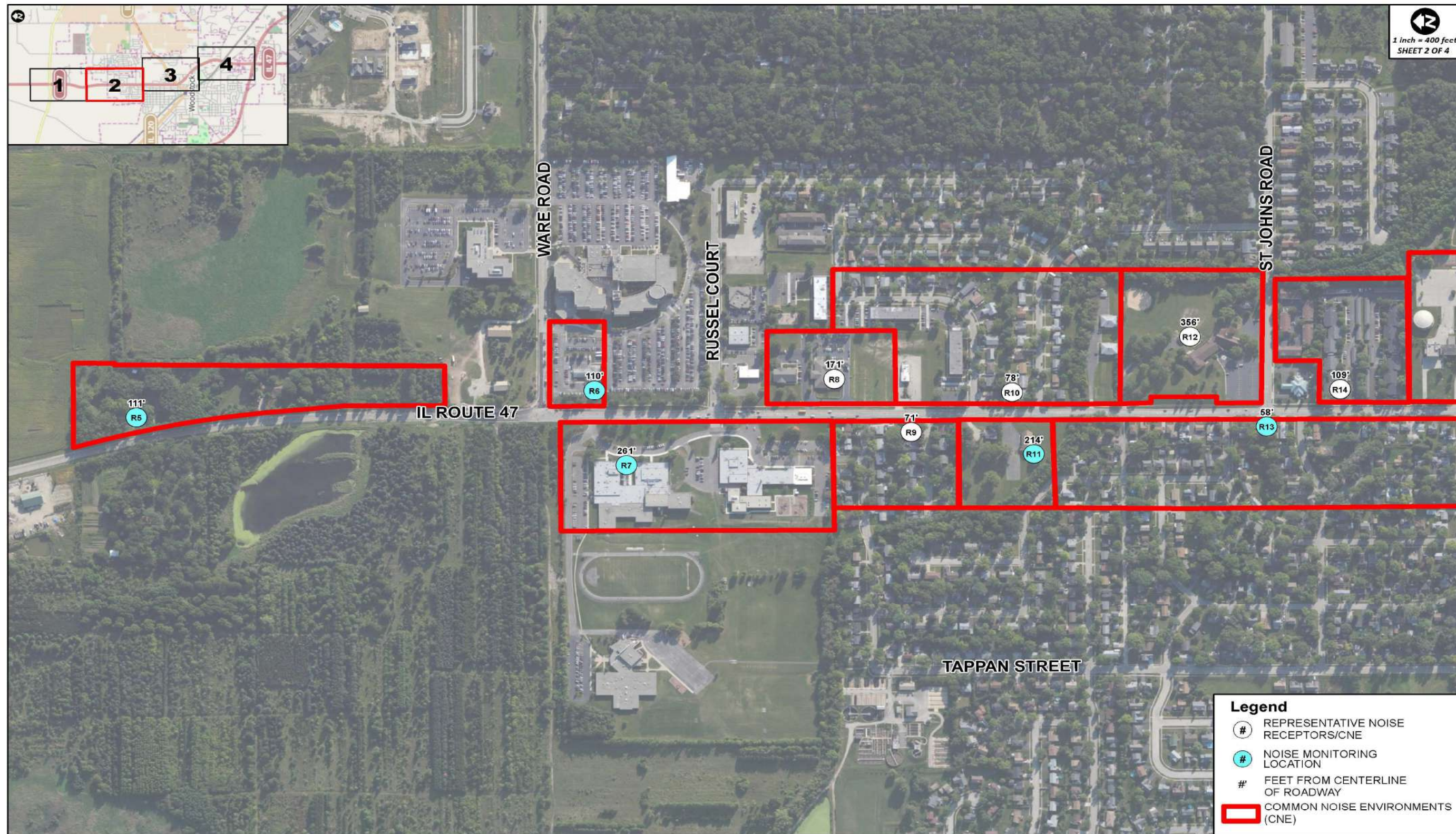
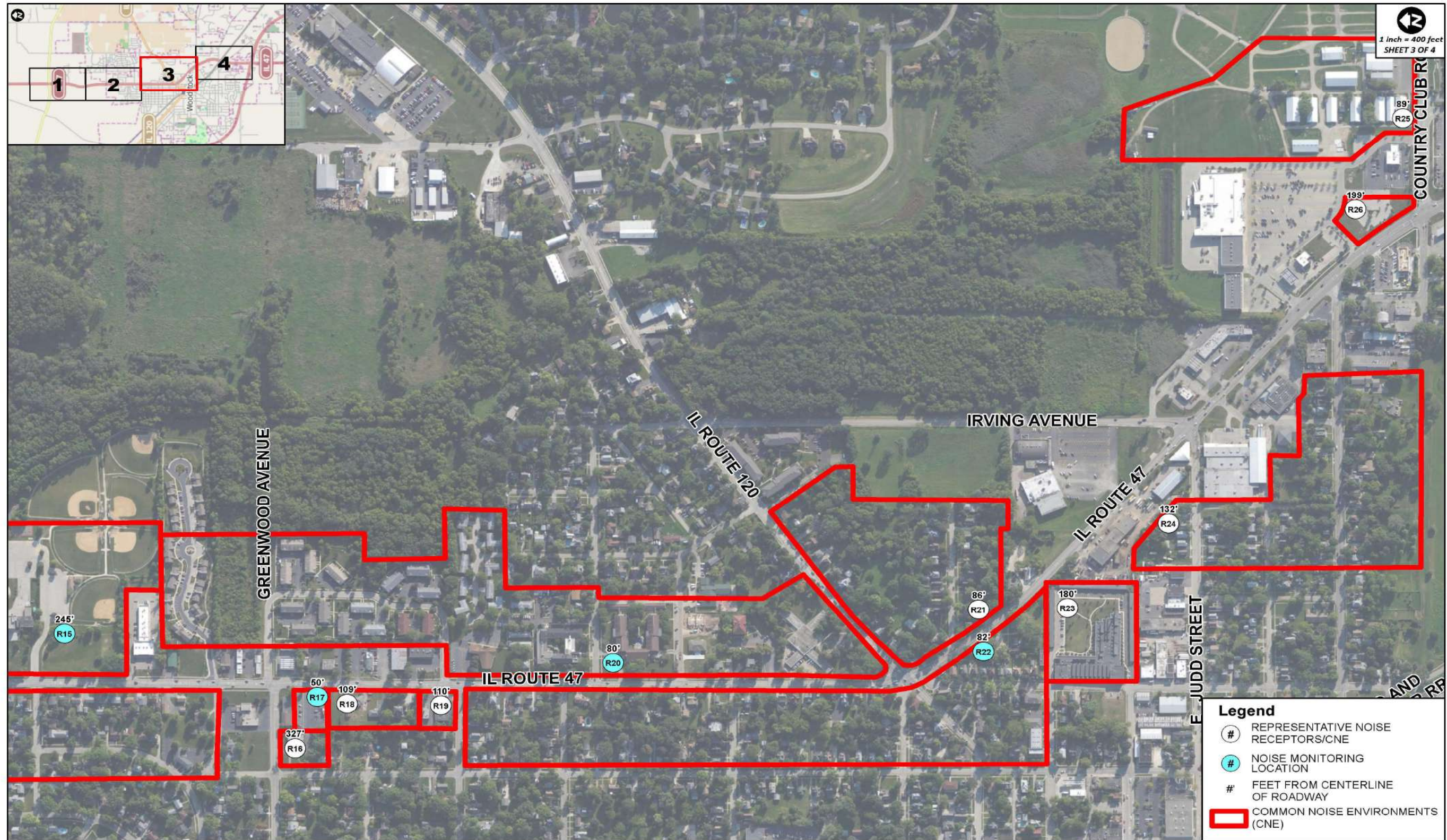


Figure 4.6-1 Noise Receptor Locations (Continued)



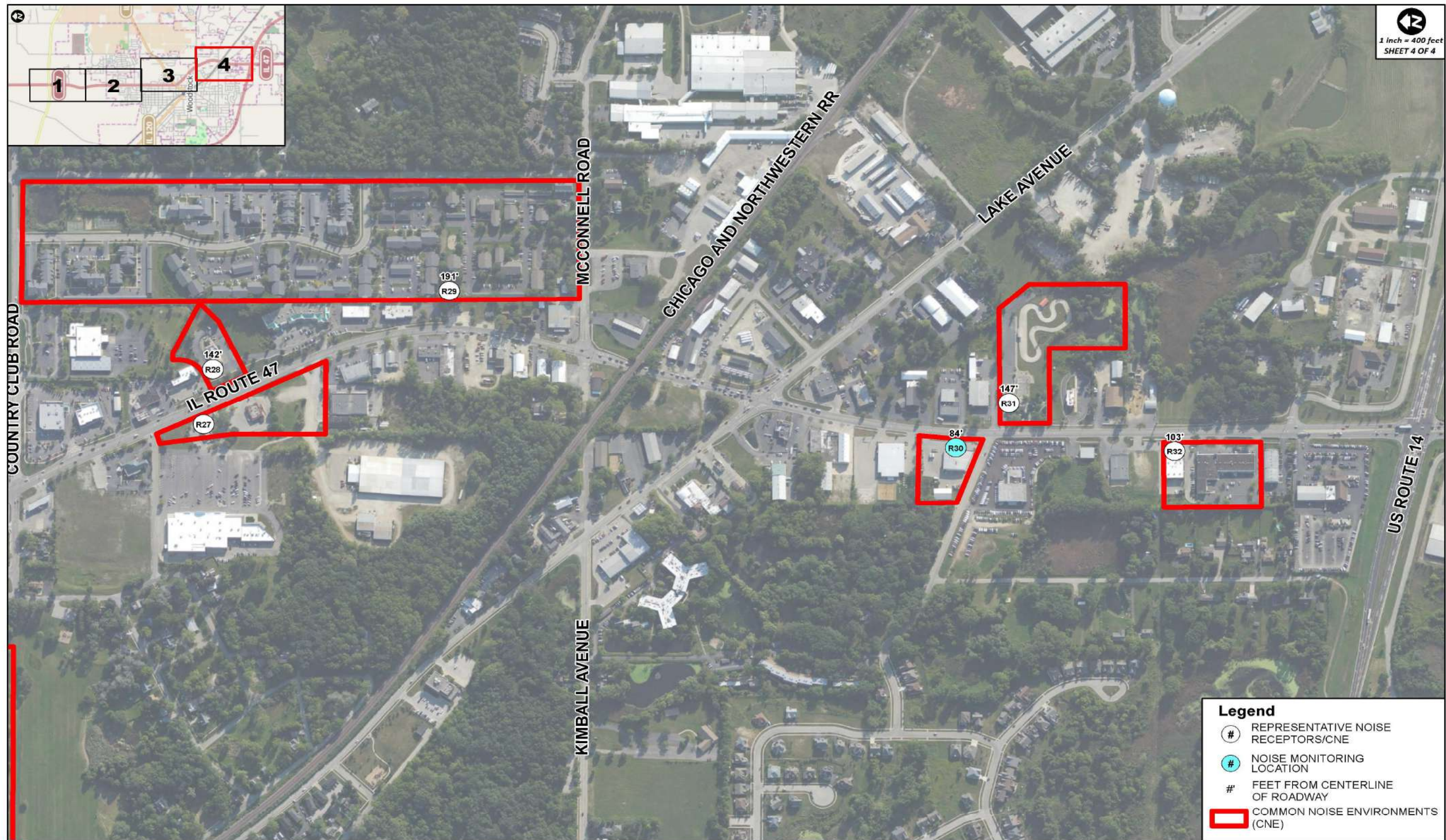
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Figure 4.6-1 Noise Receptor Locations (Continued)



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Figure 4.6-1 Noise Receptor Locations (Continued)



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A traffic noise impact occurs on a project when predicted build noise levels approach, meet or exceed the Noise Abatement Criteria (NAC) listed in Table 4.6-1 or when the predicted noise levels are substantially higher than the existing noise level.

Activity Category	Leq(h)	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

Table 4.6-1 Noise Abatement Criteria - Hourly Weighted Sound Level

Based on the FHWA regulations, State Highway Authorities are allowed to establish the noise level determined to approach the NAC and the increase in noise levels determined to be a substantial increase. IDOT has established the following criteria, in the IDOT Highway Traffic Noise Assessment Manual 2017 Edition, to define the occurrence of a traffic noise impact.

- Design year (typically 20 years into the future) traffic noise levels are predicted to approach, meet, or exceed the NAC, with approach defined as 1 decibel (dB)(A) less than NAC; or
- Design year (typically 20 years into the future) traffic noise levels are predicted to substantially increase (15 dB(A) or greater) over existing noise levels.

The existing noise levels range from 51 decibels (dB)(A) at R12 and R16 to 67 dB(A) at R13 and R17. The projected 2040 No-Action traffic noise levels range from 51 dB(A) at R16 to 68 dB(A) at R13 and

R22. Generally, receptor noise levels increase approximately 0 to 4 dB(A) from the existing scenario to the No-Action scenario from an increase in traffic volumes.

The projected 2040 Build traffic noise levels range from 54 dB(A) at R16 to 72 dB(A) at R13. Generally, receptor noise levels increase between 1 dB(A) to 5 dB(A) from the existing scenario due to an increase in traffic volumes and roadway widening. Nine receptor locations (R6, R9, R10, R13, R14, R17, R20, R21, and R22) approach, meet, or exceed the FHWA NAC, and therefore warrant a noise abatement analysis. In addition to traffic noise levels approaching the NAC, a noise abatement analysis is warranted if traffic noise levels increase more than 14 dB(A) between the existing and build scenarios at a receptor, regardless if the NAC is approached. None of the receptors meet this criteria as the largest increase is 5 dB(A). CNEs and predicted noise impacts are summarized in Table 4.6-2.

Receptor / CNE	Receptor Type 2	Activity Category/ Noise Abatement Criterion (dB(A))	Distance from Existing IL Route 47 Centerline (ft)	Existing Noise Level, dB(A)	2040 No-Action Noise Level, dB(A)	2040 Build Noise Level, dB(A) 1	Increase in Build Noise Levels over Existing Noise Levels, dB(A)
1	SFR	B/67	99	60	61	61	1
2	SFR	B/67	117	56	59	58	2
3	Church	B/67	230	59	63	64	5
4	SFR	B/67	217	60	64	65	5
5	SFR	B/67	111	56	60	60	4
6	Civic	C/67	110	62	64	66	4
7	School	C/67	261	56	59	61	5
8	Adult Daycare	E/72	171	60	61	64	4
9	SFE	C/67	71	65	66	69	4
10	SFR/MFR	C/67	78	64	65	68	4
11	Church	C/67	214	56	57	58	2
12	Church	C/67	356	51	52	55	4
13	SFR	B/67	58	67	68	72	5
14	MFR	B/67	109	63	64	67	4
15	Park	C/67	245	56	57	60	4
16	Church	C/67	327	51	51	54	3
17	Restaurant	E/72	50	67	67	70	3
18	SFR	B/67	109	62	62	64	2
19	Restaurant	E/72	110	61	61	63	2
20	MFR	B/67	80	64	64	66	2
21	SFR	B/67	86	65	66	67	2
22	SFR	B/67	82	66	68	68	2
23	MFR	E/72	180	58	59	59	1
24	SFR/MFR	E/72	132	59	61	61	2
25	Fairgrounds	E/72	89 ²	59	60	60	1
26	Restaurant	E/72	199	59	60	61	2
27	Restaurant	E/72	60	65	65	68 ³	3
28	Restaurant	E/72	142	59	59	63	4
29	MFR	B/67	191	58	58	62	4
30	Restaurant	E/72	84	65	65	68 ³	3
31	Restaurant	E/72	147	64	64	66 ³	2
32	Restaurant	E/72	103	62	62	65	3

Table 4.6-2 CNEs and Predicted Noise Impacts

1. **Boldface** indicates the noise levels approach, meet or exceed the NAC in the 2040 Build condition
2. SFR = Single-Family Residence; MFR = Multi-Family Residence

4.6.2 Noise Abatement Analysis

IDOT policy identifies general criteria that must be met before a noise barrier shall be recommended for implementation. These include the following:

- Noise barriers shall be evaluated to address the identified traffic noise impacts;
- Noise barriers shall be feasible (can be built and can achieve the traffic noise reduction feasibility criterion of at least 5 dB(A) for at least two **impacted** receptors);
- Noise barriers shall achieve the noise reduction design goal of at least 8 dB(A) for at least one **benefited** receptor (Reasonableness Criterion 1);
- Noise barriers shall be cost effective (i.e., may not exceed the allowable noise abatement cost) (Reasonableness Criterion 2); and
- Noise barriers shall be deemed desired by the benefited receptors (Reasonableness Criterion 3).

Noise walls were considered feasible noise abatement measures at two locations (R9 and R10) of these nine locations since each provides at least a 5 dB(A) traffic noise reduction at two impacted receptors.

With regard to reasonableness, noise walls would provide at least an 8 dB(A) traffic noise reduction for at least one benefited receptor at R9 and R10. However, based on the evaluations of CNE 9 and CNE 10, the noise walls would not be economically reasonable since the estimated cost per benefited receptor exceeds the average adjusted allowable cost per benefited receptor, as shown in Table 4.6-3.

Noise Impacted Receptor/CNE	Barrier Height	Barrier Length	Total Cost	Does the Barrier Meet NRDG? ¹	Estimated Build Cost per Benefited Receptor ²	Will the Barrier Likely be Implemented?	If No, Reasons Why
9	10	240	\$60,000	Yes	\$30,000	No	Not Cost Effective
10	10	240	\$60,000	Yes	\$30,000	No	Not Cost Effective

¹ There must be at least one benefited receptor that has noise levels reduced at least 8 dB(A) to meet the Noise Reduction Design Goal (NRDG).

² The allowable cost is calculated based on the IDOT Noise Policy.

Table 4.6-3 Noise Abatement Cost Reasonableness Evaluation

An overall noise abatement summary table is provided as Table 4.6-4.

Noise Impacted Receptor/CNE	Feasibility	Reasonability	Noise Wall To Be Implemented
6	No	-	No
9	Yes	No	No
10	Yes	No	No
13	No	-	No
14	No	-	No
17	No	-	No
20	No	-	No
21	No	-	No
22	No	-	No

Table 4.6-4 Noise Abatement Summary Table

Based on this noise analysis, no noise walls would be feasible and reasonable for this project. Therefore, highway traffic noise abatement measures are not likely for the proposed Illinois Route 47 project based on preliminary design. If the project’s final design is different from the preliminary design, IDOT will determine if revisions to the traffic noise analysis are necessary. A final decision on noise abatement will not be made until the project’s final design is approved and the public involvement processes is complete.

4.6.3 Undeveloped Areas Traffic Noise Coordination

Undeveloped areas were reviewed to determine whether there are any existing permits for development. According to the City of Woodstock Department for Community and Economic Development, a proposed retail site is being processed through permitting. The proposed development is located on the east side of Illinois Route 47 between McConnell Road and Country Club Road in an existing commercial area. According to the McHenry County Planning and Development Department, there are no plans for development in unincorporated areas at this time. While the existing land use is agricultural with scattered residential north of Ware Road, the future land use is primarily zoned for residential along Illinois Route 47 with commercial zoning centered at the intersection with Charles Road.

Traffic noise levels were estimated for undeveloped areas to determine the distance from the roadway under the 2040 Build condition for which the activity Category B or C NAC (67 dB(A)) or Category E NAC (72 dB(A)) is approached for the appropriate land use. Therefore, the 66 dB(A) noise level contour was estimated for undeveloped activity category B and C land uses and the 71 dB(A) noise level contour was estimated for undeveloped activity category E land uses. Coordination with local officials having jurisdiction over adjacent lands within the project study area will occur before the Public Hearing to present the results of the traffic noise study.

4.6.4 Construction Noise

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment would at some time experience perceptible construction noise from implementation of the proposed improvements. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the

currently adopted IDOT *Standard Specifications for Road and Bridge Construction*, Article 107.35, Construction Noise Restrictions.

Construction methods to be used for proposed improvements are considered and determined in the final engineering design with the preparation of contract drawings and specifications. Depending on the construction methods and potential for construction noise impacts, there are several potential abatement options that might be considered if they are warranted.

4.6.4.1 Construction Staging

Options for minimizing noise impacts during construction could include installation of temporary barriers, such as temporary walls, stockpiles of materials, equipment enclosures for noisy equipment such as shields or heavy curtains, routing construction equipment away from identified sensitive receptors, or operating equipment as far from any identified sensitive receptors as is feasible and practical.

4.6.4.2 Sequence of Operations

Options for minimizing noise impacts could include scheduling and conducting louder construction operations during the day and not during the night, when people are much more sensitive to noise, or conducting multiple loud operations at one time. The total noise level from multiple activities would not substantially increase the overall noise level. Its effect is that it would reduce the total duration of that noise level in the defined area.

4.6.4.3 Alternative Construction Methods

Options for minimizing noise impacts include the evaluation of alternative pile driving methods as this is a major noise contributor and can generate vibration complaints. The project could also consider quieter demolition methods or pavement removal methods, such as using special muffler systems, shields (such as structural barriers), or enclosing equipment (such as portable curtains).

4.7 NATURAL RESOURCES

4.7.1 Upland Plant Communities

Land use data within the project study area was obtained from United States Geological Survey (USGS) and is included in Exhibit 4.2-5. The highest percentage of land cover is Developed, low intensity (29.2 percent) and agricultural/cultivated crops (28.4 percent). Less than one percent of the project study area is classified as forest. USGS defines Developed, low intensity land as areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 20 to 49 percent of total cover. These areas most commonly include single-family housing units.

A botanical survey conducted by the Illinois Natural History Survey (INHS) in 2011 identified two prairie sites located near the project study area. The first prairie site is a Dry Gravel Prairie site within the UP Railway right-of-way, approximately 1,750 feet west of Illinois Route 47. This habitat was extremely small (0.02 acre) and highly degraded (grade C- to D), with a FQI of 14.3 (11.2 with adventives). Diversity in this remnant community was low.

The second prairie site is a Dry-mesic Prairie consisting of two small sections along the UP Railway, approximately 1,500 feet east of Illinois Route 47. A narrow section of this remnant (0.02 acre) is on the north side of the railroad tracks, while a larger portion (0.1 acre) is on the south side. Both areas were highly degraded (grade C- to D), with a combined FQI of 16.3 (14.0 with adventives). Neither prairie site located near the project study area will be impacted as part of this Project.

Survey, identification, and a health study of trees were performed in 2010 along the project study area. The review found approximately 1,600 trees along the Illinois Route 47 corridor. The most common species of trees along the corridor include Honey Locust (11 percent), Green Ash (8 percent), Blue Spruce (7 percent) and Box Elder (7 percent). Trees surveyed were found to be in a typical condition and of typical to above-average form. Of the 1,600 trees found along the Illinois Route 47 corridor, 1,260 trees will be impacted as a part of this Project.

Noxious weeds and invasive species are plants that are not native to the project study area. Approximately 21 percent of trees found in the tree survey are considered invasive species. The most common invasive trees were Siberian Elm and Norway Maple trees making up 14 percent of all invasive trees found within the project study area. If noxious weeds/invasive species are found adjacent to construction areas, precautions will be taken to ensure the Project does not result in noxious weed and/or invasive species impacts to sensitive areas. IDOT has procedures and requirements regarding soil and seed qualities to prevent placing or spreading noxious weeds. If species are found that are on the IDOT List of Species Under Management, the species will be exterminated.

The Division of Highways recognizes the important functions and values that trees contribute to the roadside environment such as aesthetic/wildlife values, sight screening of objectionable views, windbreaks for open rural areas, shading for urban heat reduction, and air quality enhancement.

Widening the roadway will result in several hundred trees being removed. The highest percentage of trees being removed are Green Ash and Honey Locust, neither of which are native to the area. No forested blocks of trees greater than 20 acres in size are being removed. Trees will be replaced in accordance with IDOT Departmental Policy D&E-18, which requires all trees along state highways be protected and preserved to the fullest extent possible consistent with standards of highway safety. Where trees must be removed, the Division of Highways shall pursue opportunities for providing replacement trees.

Diameter of Removed Tree	Replacement Trees
4 inches	2 trees at 2 1/2 inches
5 to 6 inches	3 trees at 2 inches
7 to 8 inches	4 trees at 2 inches or 3 trees at 2 1/2 inches
9 to 10 inches	5 trees at 2 inches or 4 trees at 2 1/2 inches
11 to 12 inches	6 trees at 2 inches or 5 trees at 2 1/2 inches
13 to 25 inches	Minimum 12 trees at 2 inches or 10 trees at 2 1/2 inches
26 or more inches	Minimum 15 trees at 2 inches or 12 trees at 2 1/2 inches

Source: McHenry County Subdivision Ordinance

Table 4.7-1 Tree Replacement

The McHenry County subdivision ordinance has a tree replacement plan for various diameters of tree removal that must be replaced with a specific number and diameter of trees. These values are indicated in Table 4.7-1.

Trees prohibited from being used as replacement trees due to their invasive nature include Box Elder, Norway Maple, Silver Maple, Tree of Heaven, Russian Olive, Autumn Olive, Ash species, Honey Locust, Red Cedar, Poplar species, Common Buckthorn, Glossy Buckthorn, Black Locust, Bald Cypress, Arbor Vitae, and Siberian Elm.

The City of Woodstock enacted a Good Neighbor Program outlining general guidelines and requirements for planting new trees (City of Woodstock website). Planting new trees in the public right-of-way is allowed for certain species of trees because it can add value to homes, but must be approved by the City of Woodstock before planting. Trees are anticipated to be planted in new locations consistent with the guidelines outlined in the Good Neighbor Program. Sight distance will be considered so new trees do not adversely affect travelers.

The following restrictions apply:

1. J.U.L.I.E. should be contacted before excavation.
2. Planting trees near streetlights should be avoided.
3. Trees should be at least 6 feet from the back of curb and 100 feet away from an intersection.
4. Evergreen trees should not be planted within the public right-of-way.

All existing vegetation not being removed will be protected and pruned for safety and equipment clearance during the construction phase. Trees and shrubs may also be preserved with fertilizer nutrients, but measures must be considered so fertilizer nutrients do not run off into existing waters.

Forests are a large and important environmental resource in Illinois. Forests provide a considerable economic contribution, providing timber, employment, outdoor recreation, protection of soil and water resources, and habitat for many plant and animal species. Wildlife within forested areas may consist of white-tailed deer, common raccoon, and various species of birds, and a variety of other species.

In Illinois, a Memorandum of Understanding (MOU) between the Illinois DNR and IDOT requires IDOT to determine whether an alignment bisects or fragments forested areas greater than 20 acres. No forested areas greater than 20 acres will be impacted as a part of this Project.

4.7.2 Wildlife Resources

According to the USGS North American Breeding Bird Survey, the Union breeding bird survey route runs along Charles Road at Illinois Route 47. The birds included in this route are primarily European starlings, American robins, common grackles, and red-winged blackbirds. The birds on the Union route are commonly found in crops and pastures.

Vehicle accident data was collected along Illinois Route 47 with the intention of locating areas with high animal to vehicle crashes. The area between Ware Road and Charles Road is rural and is dominated by cultivated crops, forest, and grassland cover. The *Illinois Comprehensive Wildlife Conservation Plan and Strategy* states the white-tailed deer has a large population in Illinois and the deer are becoming more tolerant of proximity to people, which then results in more animal to vehicle accidents and crop damage.

Data was collected from 2010 through 2012 regarding the location of vehicle to animal accidents along Illinois Route 47. It was determined that, during the project study period, there were four vehicle to animal crashes. There were no injuries resulting from these crashes. One vehicle to animal crash occurred between the intersection of Illinois Route 120 and St. Johns Road. The other three vehicle to animal crashes occurred between Ware Road and Charles Road. The three vehicle to animal crashes between Ware Road and Charles Road account for 75 percent of all crashes in the section. The crash rate for the section between Ware Road and Charles Road is far below the critical crash rate for similar sections.

4.7.3 Threatened and Endangered Species

The Federal Endangered Species Act protects species of plants and animals that are threatened or endangered within the United States. The Illinois Endangered Species Protection Act protects species of plants and animals that are listed under the Federal act plus additional plants and animals. Both acts provide for the conservation of threatened and endangered species and the ecosystems upon which they depend. 17 Illinois Administrative Code (IAC) Part 1075 requires consultation for the protection of state-listed species.

4.7.3.1 Federally-listed Species/Habitat

A list of endangered or threatened proposed and candidate species, and proposed and designated critical habitats that could be present within McHenry County from the United States Fish and Wildlife Service was used to identify possible species in the project study area. A threatened species is one that is likely to become endangered in the near future. An endangered species is any species in danger of becoming extinct. A letter, dated December 16, 2013, was sent from the Illinois Department of Transportation central office to the District summarizing these findings and can be found in Appendix A. The preferred habitat of federally-listed species was cross referenced with the characteristics of the project study area.

It was determined that there may be suitable habitat for the northern long-eared bat. Since the trees in the project study area are mostly urban residential landscape trees, the suitability of habitat for this species is low and there are no records of the northern long-eared bat in the vicinity of the project study area. Therefore, it was concluded there is no effect on the northern long-eared bat.

Wetland No. 18 within the project study area had an FQI above 20 and a mean C over 3.5, thus providing potential habitat for *platanthera leucophaea*, the Eastern Prairie Fringed Orchid (EPFO). A botanical survey was conducted in August 2011 and a survey specific to EPFO was conducted in 2012 and no EPFO was found. Therefore, it was concluded EPFO is not within the project study area and there is no effect on EPFO.

A botanical survey conducted in August 2011 identified four prairie sites near the project study area. None of these prairie sites will be impacted as a part of this Project and therefore, there is no effect.

Correspondence from the U.S. Fish and Wildlife dated September 21, 2017 states "There are no critical habitats within your project area under this office's jurisdiction." This correspondence can be found in Appendix A.

Impacts

- No Effect
- May Effect
 - Informal Consultation
 - Formal Consultation

4.7.3.2 State-Listed Species

A botanical survey for the *Helianthus giganteus* was conducted due to proximity of nearby records. No *Helianthus giganteus* were found at the time of the botanical survey and it was determined *Helianthus giganteus* is not present and there is no effect.

A survey was conducted for Blanding's Turtle within the project study area in September 2017 due to the proximity of nearby records. A marsh with suitable habitat for the Blanding's Turtle is located along Charles Road approximately 0.65 mile west of Illinois Route 47. This suitable habitat is approximately 0.44 mile outside the Project limits. Therefore, there is no effect on Blanding's Turtle.

Because there are no impacts to the marsh areas identified in the Project botanical survey, it is concluded that there is no effect on nesting of the Least Bittern.

This Project has no effect on the Iowa Darter.

- Closed
- Open

Incidental Take Authorization

- Yes
 - Species -
- No

4.8 WATER QUALITY/RESOURCES/AQUATIC HABITATS

The Wetland Science program from the INHS conducted a *Wetland Delineation Report* resulting in the identification of streams and ponds within the Illinois Route 47 project study area. The delineation was performed at four locations to determine the type, quality, and function of each site.

Table 4.8-1 summarizes the streams and ponds within the project study area that are considered Waters of the United States (WOUS). In accordance with the Wild and Scenic Rivers Act (16 U.S.C.1271-1287), no streams within the project study area are part of the National Wild and Scenic Rivers System or under study for designation to the system.

Site No.	Site Name	Community Type	Size Within Project (acres)	NWI Code	Waters Type
W1	East Branch Silver Creek	Stream	0.02	U	RPW
W2	Unnamed Tributary to Silver Creek	Stream	0.04	PEMCd	RPW
W3	Silver Creek	Stream	0.05	PEMC	RPW
W4	Deepwater Aquatic Habitat	Deepwater Aquatic Habitat	0.53	POWGx	RPW
W5	Ditch	Ditch	0.12	U	RPW

Table 4.8-1 Waters of the US Site Summary

These locations are specified on the Water Resources Map, Exhibit 4.8-1.

The East Branch of Silver Creek crosses under Illinois Route 47 approximately 200 feet south of Birch Road through a 7-foot-wide by 8-foot-tall box culvert. The East Branch of Silver Creek is a permanent body of water that has an approximate 4.36-square-mile watershed and is 62 linear feet wide. The Illinois Department of Natural Resources (IDNR) does not classify the stream as a biologically significant stream, nor did it receive an integrity or diversity rating. The East Branch of Silver Creek is a portion of the West Nippersink Creek Watershed area and there are neither riffles nor pools present. Approximately 0.02 acre of the site will be impacted as a part of this Project. Impacts are necessary to widen the roadway to the proposed cross section, remove the existing box culvert, construct a new, longer, 16-foot-wide by 9-foot tall box culvert, and complete necessary grading.

An unnamed tributary to Silver Creek crosses Illinois Route 47, approximately 100 feet south of Cooney Drive. The tributary is approximately 58 feet wide. The IDNR does not classify it as a biologically significant stream and it has neither a stream integrity nor a diversity rating. In addition, no riffles or pools exist in the tributary. The tributary is a High Quality Aquatic Resource (HQAR) and Advanced Identification (ADID) site. It is a portion of the West Nippersink Creek Watershed area. The culvert carrying the unnamed tributary underneath Illinois Route 47 has a drainage area of 6.48 square miles. Approximately 0.006 acre of the site will be impacted as a part of this Project. Impacts are necessary to widen the roadway to the proposed cross section, remove the existing box culvert, construct a new, longer culvert, and complete necessary grading.

Silver Creek is primarily located along either side of Charles Road, approximately 375 feet east of Raycraft Road. It is approximately 107 feet wide and is a portion of the West Nippersink Creek Watershed area. The culvert carrying Silver Creek underneath Charles Road has a drainage area of 15.4 square

miles. Silver Creek is classified as a permanent body of water with a stream integrity and diversity rating of D. IDNR states that integrity ratings are based on a letter scale from A to E, with A being the highest integrity. No riffles or pools are present, and the IDNR classifies it as a significant stream. Silver Creek will not be negatively impacted as part of this Project.

Lakes surrounding the project study area are primarily manmade lakes and private detention ponds. A manmade deep-water aquatic habitat is located on the east side of Illinois Route 47 approximately 100 feet south of Cooney Drive. The pond flows into the unnamed tributary to Silver Creek via an 18 inch diameter pipe and an emergency overflow berm. Because it flows directly into a relatively permanent water source, it is considered to be a Water of the United States. It has a total watershed area of less than one square mile and is a portion of the West Nippersink Creek Watershed area. The proposed widening impacts the existing berm on the west side of the pond, which controls the water elevation in the pond. The preferred alternative includes a proposed retaining wall at the back of the shared-use path on the east side of Illinois Route 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 to maintain the existing pond elevation. The Illinois Route 47 improvements will require regrading area to the west and north of the existing pond to maintain the pond capacity. The preferred alternative results in approximately 0.099 acre of site impacts.

A ditch is located approximately 1,500 feet north of McConnell Road on the east side of Illinois Route 47. Water is carried beneath Illinois Route 47 from the west side of the roadway to the east side of the roadway via an 8-foot-high by 10-foot wide box culvert. Because of the overall good condition of the structure and the limited amount of repairs needed, the culvert is proposed to be extended as part of the Project. The ditch flows south along the east side of Illinois Route 47 for approximately 125 feet before crossing beneath a private driveway via dual corrugated metal pipe culverts. The ditch then flows east away from Illinois Route 47. These culverts are not proposed to be impacted by the Project. However the ditches upstream and downstream of the culverts are proposed to be regraded for detention purposes. Approximately 0.119 acre of the site will be impacted as part of this Project. Impacts are necessary to widen the roadway to the proposed cross section and regrade the ditch to accommodate the detention basin proposed at the site.

Erosion control measures will be required to avoid construction runoff. Necessary permits for the Project are discussed in the Permits/Certifications Required Section of this report.

4.9 GROUNDWATER RESOURCES

All Woodstock's drinking water comes from community and personal wells that tap into alluvial and glacial origin aquifers.

The aquifers affecting Woodstock's groundwater systems are from large, soft rock, carbonate-rich aquifers. These aquifers provide groundwater at a shallow depth under 200 feet from the surface. The water moves through fractures and cavities within the limestone and dolomite rocks. Groundwater quality for the City of Woodstock is considered hard water because of the high concentrations of dissolved calcium magnesium bicarbonate. The dissolved solids are a result of the movement of water against the dolomite rock within the shallow aquifers.

The Illinois State Geological Survey (ISGS) indicates there are fewer than 30 public and private water wells within the project study area. The Woodstock community well is located approximately 500 feet east of the existing right-of-way limits and 700 feet south of St. Johns Road. The community well and facilities can hold up to a maximum storage of 3.3 million gallons per day and they fulfill the average daily demand for the City of Woodstock of 2.4 million gallons per day.

The shallow depth of the groundwater poses a threat to possible groundwater contamination. According to a 1992 Groundwater Protection Needs Assessment for the City of Woodstock, the highest concern for groundwater contamination resides within the sand and gravel aquifers that generally lie 20 feet or less from the surface. The entire project study area lies within this class of contamination concern. Groundwater degradation from contamination is a concern for the City of Woodstock because of the increase in population in the City of Woodstock and lack of any other source of drinking water for the City of Woodstock.

The City of Woodstock does not have any “regulated aquifer recharge areas,” but it is classified as a Sensitive Aquifer Recharge Area. Because of the presence of aquifers, signs within Woodstock notify its residents they are entering a “Woodstock Water Protection Area.” The water protection area is explained in an amendment to the zoning law that prohibits certain industries, such as a bottled water industry, and activities in the water supply protection district (Water Supply Protection Overlay District).

According to the USEPA, there are no sole source aquifers, as designated under Section 1424(e) of the Safe Drinking Water Act, within the Illinois Route 47 project study area.

The widening Project may create a new potential route or source for groundwater pollution for the community well.

The Project is not expected to impact groundwater pumping rates. The addition of extra impervious areas may result in a minor decrease in the amount of recharge for the aquifers of McHenry County.

Groundwater pollution mitigation includes restricting storage of hazardous and special waste along the construction site and prohibiting dumping of extra or unwanted construction materials along the corridor.

4.10 FLOODPLAINS

National Flood Insurance Rate Maps (FIRM) have been collected to identify the 100-year floodplain within the project study area, shown in Exhibit 4.10-1.

4.10.1 East Branch Silver Creek

East Branch Silver Creek crosses Illinois Route 47 through an existing 7-foot-wide by 8-foot-tall box culvert between Cherry Court and Birch Street. The floodway for this section of the creek extends up to 50 feet beyond the channel limits during the 100-year storm event. The floodplain for this section of the creek extends beyond the north side of the channel east of Illinois Route 47 during the 100-year storm event. The existing culvert is being replaced with a proposed 16-foot wide by 9-foot tall box culvert. Proposed within the floodway and floodplain at this location are 0.13 acre of temporary easement and permanent right-of-way impacts longitudinal to the floodplain. Impacts are necessary to widen the roadway to the proposed cross section, remove the existing box culvert, construct a new, longer, 16-foot-

wide by 9-foot tall box culvert, provide right-of-way for maintenance of the new culvert, and complete necessary grading. The area beyond the roadway typical section will be restored similar to existing conditions to minimize floodway/floodplain impacts.

4.10.2 Tributary to East Branch Silver Creek

An unnamed tributary to the East Branch of Silver Creek starts at an unnamed residential detention pond approximately 100 feet south of Cooney Drive along the Illinois Route 47 corridor. The 100-year floodplain extends along ditches on the west side of Illinois Route 47 for approximately 1,000 feet and continues west of the project study area. The preferred alternative impacts 1.21 acres of existing floodplain longitudinally along Illinois Route 47. The impacts are necessary to construct the roadway cross section and develop proposed drainage ditches. Of the 1.21 acres of floodplain impacts, 0.52 acre is within existing Illinois Route 47 right-of-way and 0.69 acre is outside the existing Illinois Route 47 right-of-way.

4.10.3 Floodplain Finding of Significant Encroachment

No

Yes

4.10.4 Required Statement

This Project will not cause significant encroachment because there is no potential for interruption of the facility, there is no significant risk, and there are no significant adverse impacts on natural and beneficial floodplain values.

4.11 WETLANDS

Wetland are protected by Executive Order (EO) 11990, the Illinois' Interagency Wetland Protection Act of 1989, and regulated by the United States Army Corp of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA). In order to comply with these requirements, the Illinois National Historical Survey (INHS) conducted a *Wetland Delineation Report* resulting in the identification of wetlands along the Illinois Route 47 project study area. This wetland delineation replaced the findings from the McHenry County GIS data used in the Alternative Development phase of the Project. The wetland delineation was performed at 23 locations to determine the wetland type, the quality of the wetland, and the function for each site. Eighteen sites met the wetland criteria set forth by the 1987 Army Corps of Engineers *Wetlands Delineation Manual*. Table 4.11-1 shows the Wetland Impact Summary Table for the Wetland Delineation Report correlating to the Exhibit 4.11-1 Wetland Inventory Map. The wetland size included in Table 4.11-1 occurs within the project study areas and is not necessarily the entire wetland size.

Wetland Site No.	Aerial Exhibit Sheet	Wetland Community Type	Wetland Size (Acres)	NWI Code	ADID/HQAR	FQI	Mean C	Area of Impact (Acres)	Mitigation Ratio
1	1	Shrub-scrub Wetland	0.00	U		16.1	3.2		
2	1	Wet floodplain forest	0.00	PEMC		9.2	2.0		
3	1	Wetland pond	0.08	U		7.0	2.3	All (0.08)	1.5:1
4	1	Shrub-scrub Wetland	0.02	U		5.7	2.3		
6	2	Wet meadow	0.04	PEMC d		4.0	1.8		
8	3	Wetland pond	0.41	POWH x		9.6	2.6	0.151	1.5:1
9	3	Marsh	0.02	U		5.0	1.4	0.004	1.5:1
11	3	Wet meadow	0.07	PEMC d	ADID/HQAR	7.8	2.2	0.017	3:1
12	3	Wet meadow	0.16	PEMC d	ADID/HQAR	4.1	1.7	0.048	3:1
13	4	Wet meadow	0.19	PEMC	ADID/HQAR	7.2	2.2		
14	4	Shrub-scrub wetland	<0.01	PEMC/PEMAf	ADID/HQAR	7.2	1.9		
16	5	Wetland pond	0.00	POWF x	ADID	7.5	2.3		
17	5	Wet floodplain forest	0.08	PEMC	ADID	10.8	2.6		
18	5	Marsh	0.19	PEMC	ADID/HQAR	26.9	3.8		
19	5	Shrub-scrub wetland	0.11	PEMC	ADID	15.6	3.3		
21	6	Wet meadow	0.08	U	ADID	4.5	2.0		
22	6	Marsh	0.23	U		10.0	2.1		
23	2	Wet floodplain	<0.01	POWF x		2.3	1.3	0.01	1.5:1
TOTAL								0.31	

Table 4.11-1 Wetland Impact Summary

4.11.1 Proposed Mitigation

Proposed Mitigation

- On-site
- Off-site
- Wetland Bank

Measures were taken to minimize the amount of wetlands affected by the Project. Temporary fencing may be used to identify right-of-way limits during construction near wetlands to prevent additional impacts to these sites.

Wetland impacts were included in the PowerPoint presentation and displayed on figures at Public Meeting No. 3 on July 9, 2014. Wetland impacts were also mentioned in the newsletter inviting the public to the Public Meeting.

4.11.2 Wetland Finding

The total wetland impact for the preferred alternative is estimated to be 0.310 acre.

Wetland Sites 11 and 12 are located on the west side of Illinois Route 47 near Cooney Drive. Proposed grading will impact Wetland 11 because the wetland is located directly behind the proposed back of curb. The proposed curb and gutter will impact Wetland 12. The alignment cannot be moved further east because a pond and house are located adjacent to the roadway on the east side of Illinois Route 47. A retaining wall is utilized on the east and west sides of Illinois Route 47 in order to minimize impacts. Both Wetland Sites 11 and 12 are classified as ADID wetlands with high habitat value and classified as HQAR. No other ADID or HQAR sites will be impacted as a part of this Project.

All of Wetland 3 will be impacted as a result of the proposed roundabout at Illinois Route 47 and Lake Avenue. Several iterations for location of the roundabout were completed, balancing many Project objectives. Moving the roundabout would result in other additional impacts, including those to businesses. The proposed roundabout also allows the existing UP Railway bridge between Lake Avenue and McConnell Road to remain in place.

A portion of Wetland 8 is proposed to be impacted as part of the Project. This wetland site will be impacted by the proposed curb and pavement of the Illinois Route 47 widening. The roadway alignment was shifted approximately 10 feet east at this location to reduce impacts to the wetland, but could not be shifted further because of the proximity to buildings on the east side of the roadway and the proximity to the roundabout at Ware Road. No sidewalk is currently proposed on the west side of Illinois Route 47 between Ware Road and Charles Road to further reduce wetland impacts.

A portion of Wetland 9 is proposed to be impacted as part of this Project. This wetland is in conflict with the proposed grading and ditching behind the curb. The roadway alignment was shifted approximately one foot east at this location to reduce impacts to the wetland, but could not be shifted further because of the proximity to buildings on the east side of the roadway. No sidewalk is proposed on the west side of Illinois Route 47 between Ware Road and Charles Road to help reduce wetland impacts.

Executive Order No. 11990, given by President Carter in 1977, states that the agency "...shall provide leadership and shall take action to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities."

It is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use, which satisfies the requirement of the Federal Executive Order 11990.

4.12 SPECIAL WASTE

A Preliminary Environmental Site Assessment (PESA) for special waste was conducted by the ISGS for IDOT (PESA Reports ISGS #2279). It was determined the proposed improvements to Illinois Route 47 could involve sites potentially impacted with special wastes and regulated substances. In addition, the findings indicated many of these could not be avoided.

What is a Preliminary Environmental Site Assessment (PESA)?

A PESA is a study conducted to determine if there is a potential for contaminated soils or groundwater in the project vicinity. Public records are examined and a site visit conducted to assess the right-of-way and adjacent properties to determine if there are any natural or manmade hazards that might have resulted in contamination.

The PESA Report identified 214 recognized environmental conditions (REC) sites. The preferred alternative includes taking permanent right-of-way from 118 contaminated sites and temporary right-of-way takings from 14 contaminated sites. Nine contaminated sites are proposed to be relocated, as noted in Section 4.2.5. These sites are Mambo Car Wash located at 1100 McConnell Road, Dwight's Auto Body located at 999 South Eastwood Drive, Gas Cap Fuels located at 401 South Eastwood Drive, a vacant commercial building located at 641 East Judd Street, A Hartlett & Son located at 406 N Eastwood Drive, a residential property located at 511 N Eastwood Drive, a residential property located at 404 Center Street, and 1212 N Seminary Avenue. Pre-demolition building surveys will be conducted

prior to building demolition to ensure that proper abatement of asbestos-containing materials (including appropriate regulatory notifications) is completed and to help limit the amount of materials that would need to be removed and placed in permitted landfills. Six of the contaminated sites with right-of-way takings along the corridor are gas stations, including Gas Cap Fuels proposed to be relocated. Table 4.12-1 conveys the breakdown of RECs in the PESA Study Limits. REC sites are summarized in Exhibit 4.12-1.

Identified REC	Percent of Total
Aboveground Storage Tank	0.9
Chemical Use	9.8
Not Leaking Underground Storage Tanks	0.9
Former Monitoring Well	0.5
Potentially Impacted Groundwater	50.0
More than 1 REC per site	37.9

Table 4.12-1 RECs in PESA Study Limits

It is determined the purchase of additional right-of-way cannot be avoided; therefore, a Preliminary Site Investigation (PSI) is required. In some cases, the portion of the Project that involves the REC can be risk managed and would not require additional assessment. If the affected property containing the REC is a full take, then the property is ineligible to be risk managed. If risk managing is not possible, further environmental study is required, specifically a PSI, to determine the nature and extent of possible contamination. The PSI will include assessments for lead-based paint and asbestos containing materials.

It is the responsibility of Phase II to complete a PESA update for the entire Project.

4.13 SPECIAL LANDS

4.13.1 Section 4(f)

Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 (23 CFR 774) protects publicly owned wildlife and waterfowl refuges, parks, or recreational areas. No de Minimis, Programmatic, or Individual Section 4(f) coordination is necessary for this Project. Bates Park is a 23-

acre park located between Maple Avenue and East Beech Avenue on the east side of Illinois Route 47 that was purchased using Land and Water Conservation Fund program funds. This park is adjacent to the Silver Creek Conservation Area. On June 11, 2014, the FHWA 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, no Section 4(f) or Section 6(f) evaluation is required for the property. The FHWA determined that the shared-use path could be constructed under temporary occupancy as no other right-of-way was necessary. The shared-use path will replace the sidewalk on the same alignment. Meeting minutes from the FHWA meeting can be found in Appendix A. The project study team met with the City of Woodstock on June 10, 2014. The City of Woodstock was supportive of the shared-use path providing connectivity throughout the corridor, including at Bates Park. A letter was sent to the City of Woodstock on January 11, 2018 requesting the City of Woodstock officially support the improvements to Bates Park property by sending a letter of support to IDOT. This letter was signed and returned by the City of Woodstock. Correspondence with the City of Woodstock can be found in Appendix A. The contractor shall receive four weeks of temporary occupancy on Bates Park property to construct the proposed shared-use path.

4.13.2 Section 6(f)

Section 6(f) of the Land and Water Conservation (LAWCON) Fund Act requires that any property using LAWCON money be used for public outdoor recreation unless otherwise approved by the National Park Service. As mentioned in Section 4.13.1, Bates Park is classified as a Section 6(f) property. There will be a beneficial effect to the recreational value of the property. No other Section 6(f) properties are within the project study area. The Illinois Department of Natural Resources (IDNR) concurred that there is no Section 6(f) conversion therefore, no Section 6(f) evaluation will be required. Correspondence with the IDNR can be found in Appendix A.

4.13.3 Open Space Lands Acquisition and Development (OSLAD) Act Lands

There are no lands within the project study area that were purchased as part of the OSLAD program.

4.13.4 Illinois Natural Areas Inventory (INAI) Sites

Three Illinois Natural Areas Inventory (INAI) sites are present in the vicinity of the project study area. Woodstock Marsh INAI site is located approximately 1,300 feet west of the project limits at the northeast corner of Illinois Route 47 and US Route 14. West Woodstock Prairie INAI is located approximately 2.5 miles west of the project study area. Boone Creek Fen and Seep is located approximately 2.5 miles east of the project study area. None of the three INAI sites will be impacted as a part of this Project.

4.13.5 Nature Preserves

Yonder Prairie Nature Preserve is located approximately 2.5 miles west of the project study area. Boone Creek Fen and Seep is located approximately 2.5 miles east of the project study area. Neither site will be impacted as a part of this Project.

4.13.6 Land and Water Reserves

The Illinois Natural Heritage database contains no record of registered Land and Water Reserves in the vicinity of the project study area.

4.14 INDIRECT AND CUMULATIVE IMPACTS

The previous sections considered mainly the direct impacts of the Project. Direct impacts are created by the construction of the Project. IDOT is also required to consider potential indirect and cumulative effects, which are impacts not directly related to the construction of the Project.”

4.14.1 Indirect Impacts

Indirect effects are impacts caused by a project, but they occur later in time or in an area that is farther away from the project. Indirect effects could be a lot of different things, but they must be “reasonably foreseeable,” or highly likely to occur because the project was built. Illinois Route 47 is currently extremely congested through the City of Woodstock, causing many drivers to avoid using the roadway. Widening the roadway will increase the capacity of the roadway and will likely increase the use of Illinois Route 47. This could, in turn, increase the value of businesses in the corridor. Development could increase more rapidly than it would if the No-Build scenario was implemented. This results in a decreased amount of farmland and residential land along Illinois Route 47. The decrease in farmland and residential land with the preferred alternative will be somewhat offset by mitigation and ordinances already in place, such as wetland mitigation and tree replacement requirements.

A shared-use path is proposed throughout the length of the Project on the east side of the roadway, and a sidewalk is proposed from US Route 14 to Ware Road on the west side of the roadway. This will result in increased pedestrian traffic. The shared-use path access could result in additional bicyclists desiring to use the roadway. The path and sidewalk could possibly increase the amount of delay at traffic signals and roundabouts because of pedestrian traffic.

4.14.2 Cumulative Impacts

Cumulative effects are effects on the community or natural environment that occur from adding the impacts of one project with other past, present and likely-to-occur projects. When added together, minor impacts from several different and somewhat small projects could result in a greater impact on the community and natural environment. Construction of the shared-use path throughout the length of the Project could result in additional shared-use paths proposed throughout the City of Woodstock with the purpose of increasing connectivity throughout the city.

Few multilane roundabouts have been proposed in the State of Illinois. Five multilane roundabouts are proposed in this Project. If the roundabouts prove to be effective and are supported by the public, roundabouts could become a more common intersection alternative for future projects to increase capacity and safety.

4.15 PERMITS AND CERTIFICATIONS REQUIRED

4.15.1 Section 404

This Project will require a Section 404 permit of the Clean Water Act because it involves discharging of dredged or fill material into waters (including wetlands) of the United States.

4.15.2 401 Water Quality Certification

This Project will require a Section 401 Water Quality Certification because a Section 404 permit is necessary.

4.15.3 National Pollutant Discharge Elimination System Construction Permit

A permit is required from the USEPA, coordinated through the IEPA, because the proposed improvements disturb one acre or more of land area.

Chapter 5

Environmental Commitments and Mitigation

5.1 ENVIRONMENTAL COMMITMENTS AND MITIGATION

An environmental commitment is any action that represents a condition that must be put in place to receive Project approval or has been committed to as part of the environmental review process.”

1. As mentioned in Section 4.13.1, the contractor shall receive four weeks of temporary occupancy to construct the shared-use path on the Bates Park property.
2. A PSI will be conducted prior to acquisition of any contaminated parcel, and/or required temporary or permanent easements, and if the proposed improvements require excavation on or adjacent to a property identified with a REC or requires excavation, including subsurface utility relocation, on a property with an easement. The PSI will include assessment for lead-based paint- and asbestos-containing materials.
3. Special waste issues encountered during construction will be managed in accordance with the IDOT “Standard Specifications for Road and Bridge Construction and the Supplemental Specifications and Recurring Special Provisions”.
4. Accidental spills of hazardous materials and wastes during construction or operation of the transportation system require special response measures. Occurrences will be handled in accordance with local government response procedures. Refueling, storage of fuels, or maintenance of construction equipment will not be allowed within 100 feet of wetlands or water bodies to avoid accidental spills impacting these resources.

Chapter 6

Coordination and Public Involvement

6.1 PUBLIC INVOLVEMENT

IDOT designated the Illinois Route 47 Phase I Study as a CSS project. CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. In accordance with IDOT's CSS procedures, a stakeholder is anyone who could be affected by the Project and has a stake in its outcome.

A website containing information regarding the Project was made available to the public. The website is located at <http://www.il47woodstockstudy.com>.

Brief summaries of the Corridor Advisory Group and public meetings follow. Meeting minutes for the meetings described below can be found in the Combined Design Report.

What is CSS?

CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings—its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

All comments received at the Public Meetings were noted, investigated, and responded to. Common comment themes included congestion on the existing roadway, safety concerns, drainage and flooding issues, property acquisition, the possibility of bypasses, support of the roundabouts, pedestrian accommodations, and access management. The general public and agencies have primarily shown definite support and agree with the need for the Project. Questions or concerns brought up by businesses and agencies were also discussed and responses provided. Public involvement completed can be found in Appendix C.

6.1.1 Corridor Advisory Group

IDOT established a Corridor Advisory Group to provide a forum for discussion of details for the planning and design of Illinois Route 47. The Corridor Advisory Group consists of representatives from IDOT and its consultant staff, governmental bodies, transportation agencies, project study area elected officials, interested groups or organizations, local businesses, and residents. The Corridor Advisory Group met seven times and has provided technical input and broad perspectives as well as community level input regarding various aspects of Illinois Route 47. A summary of the seven Corridor Advisory Group meetings follows.

6.1.1.1 Corridor Advisory Group Meeting No. 1: The first Corridor Advisory Group meeting for Illinois Route 47 was held on January 21, 2010, at Bull Valley Golf Club in Woodstock, Illinois, from 9 A.M. to 11:30 A.M. The meeting included a PowerPoint presentation focusing on the study process, schedule, public outreach program, and Corridor Advisory Group member roles and responsibilities. The second portion of the meeting was an interactive workshop used to identify transportation issues and concerns regarding the corridor and Project objectives for issues and concerns, goals, and an objectives summary.

6.1.1.2 Corridor Advisory Group Meeting No. 2: The second Corridor Advisory Group meeting for the Illinois Route 47 Phase I Study was held on March 18, 2010, at Bull Valley Golf Club in Woodstock, Illinois, from 9 A.M. to 12 P.M. The meeting included a PowerPoint

presentation that reiterated Corridor Advisory Group Meeting No. 1 and Public Meeting No. 1, discussed the Draft Problem Statement created from stakeholder feedback from the Corridor Advisory Group Meeting No. 1 and Public Meeting No. 1 comment period, and reviewed the existing conditions and deficiencies in the corridor.

- 6.1.1.3 Corridor Advisory Group Meeting No. 3: The third Corridor Advisory Group meeting for the Illinois Route 47 Phase 1 Study was held on September 1, 2010, at Bull Valley Golf Club in Woodstock, Illinois, from 9 A.M. to 12 P.M. The meeting included a PowerPoint presentation that reiterated previous Corridor Advisory Group Meeting Nos. 1 and 2 and Public Meeting No. 1, confirmed the Project Problem Statement, presented the draft Purpose and Need, and included an alternatives workshop to seek input on potential improvements to the corridor.
- 6.1.1.4 Corridor Advisory Group Meeting No. 4: The fourth Corridor Advisory Group meeting for the Illinois Route 47 Phase I Study was held on May 12, 2011, at Bull Valley Golf Club in Woodstock, Illinois, from 9 A.M. to 12 P.M. The meeting included a PowerPoint presentation that reiterated the results and project milestones achieved at previous Corridor Advisory Group Meeting Nos. 1, 2, and 3, and Public Meeting Nos. 1 and 2. The study team also provided an overview of the CMAP modeling that occurred during the past several months specifically for this Project. The alternatives development process was explained, including a discussion and acceptance of alternatives evaluation criteria, and a presentation of the initial conceptual Project alternatives. This was followed by a workshop seeking Corridor Advisory Group input on the presented alternatives.
- 6.1.1.5 Corridor Advisory Group Meeting No. 5: The fifth Corridor Advisory Group meeting for the Illinois Route 47 Phase I Study was held on March 21, 2012, at Bull Valley Golf Club in Woodstock, Illinois, from 9 A.M. to 11:30 A.M. The meeting included a PowerPoint presentation that reiterated the results and project milestones achieved at previous Corridor Advisory Group and Public Meetings, including a review of the alternatives development process and the previously presented range of preliminary alternatives. The study team then presented the Refined On-Alignment Alternative, which was developed as a result of stakeholder input and technical analysis compiled to date, followed by a workshop for Corridor Advisory Group members to review and comment on the proposed improvement plan.
- 6.1.1.6 Corridor Advisory Group Meeting No. 6: The sixth Corridor Advisory Group meeting for the Illinois Route 47 Phase I Study was held on May 15, 2014, at the Bull Valley Golf Club in Woodstock, Illinois, from 1 P.M. to 3:30 P.M. The meeting included a PowerPoint presentation that showed a Project update and an overview of the on-alignment alternatives. An on-alignment alternatives workshop followed with a discussion of the next steps to be taken.
- 6.1.1.7 Corridor Advisory Group Meeting No. 7: The seventh Corridor Advisory Group meeting for the Illinois Route 47 Phase I Study was held on October 19, 2017, at Bull Valley Golf Club in Woodstock, Illinois, from 1 P.M. to 3 P.M. The meeting included a PowerPoint presentation presenting the Refined On-Alignment Alternative that was developed as a result of stakeholder input and technical analysis compiled to date.

6.1.2 Public Meetings

A total of three public meetings have been held for the Project. All public meetings were in open house format with a continuous PowerPoint presentation, exhibit boards for review, and aerials of the Project for which meeting attendees could provide comments suggestions, issues, and concerns. Brief summaries of each meeting follow.

6.1.2.1 Public Meeting No. 1: The first public meeting was held on February 3, 2010, from 4 P.M. to 7 P.M. at Challenger Learning Center in Woodstock, Illinois. Various methods were used to inform the public about the meeting and its purpose. The purpose of the meeting was to identify current and future transportation issues and needs for the Illinois Route 47 project. A total of 59 people attended the meeting, and a total of 29 comment forms were received at the public meeting or within the comment period, which continued until February 18, 2010. Common comment themes included property acquisition, congestion, safety, bypass alternatives, drainage and flooding, and opinions on widening Illinois Route 47.

6.1.2.2 Public Meeting No. 2: The second public meeting was held on September 15, 2010, from 4 P.M. to 7 P.M. at Challenger Learning Center in Woodstock, Illinois. Various methods were used to inform the public about the meeting and its purpose. The purpose of the meeting was to present a general overview of the Project's Purpose and Need and to solicit input and ideas to begin the development of potential alternatives. A total of 64 people attended the meeting and a total of nine comment forms were received at the public meeting or within the comment period, which continued until September 30, 2010. Common comment themes included discussion of potential bypass routes, pedestrian desires, and Illinois Route 47 widening impacts.

6.1.2.3 Public Meeting No. 3: The third public meeting was held on July 9, 2014, from 4 P.M. to 7 P.M. at Challenger Learning Center in Woodstock, Illinois. Various methods were used to inform the public about the meeting and its purpose. The purpose of the meeting was to solicit input on the intersection and roadway alternatives. A total of 75 people attended the meeting and a total of 27 comment forms were received at the public meeting or within the comment period, which continued until July 23, 2014. Common comment themes included pedestrian accommodations, roundabout support, roundabout safety, and access management.

6.1.3 Business Meetings

Two business meetings and ten small group business meetings were held as part of the public involvement process.

The first meeting was held on July 26, 2012. The purpose of the meeting was to introduce the Project to business owners and solicit input on individual businesses' needs and access. A total of 95 letters were mailed to business owners inviting them to the meeting and explaining the Project. The meeting included a PowerPoint presentation summarizing the Project purpose, need, schedule, and design alternatives. Businesses were provided questionnaires regarding delivery truck sizes, delivery truck schedules, delivery truck travel directions, and business hours.

The second meeting was held on October 23, 2014. The City of Woodstock Chamber of Commerce went door-to-door before the meeting inviting all businesses within the corridor to the meeting. The purpose of the meeting was to reintroduce the Project to business owners, present the preferred alternative, and solicit input on the alternative. The meeting included a PowerPoint presentation summarizing the Project and extended roll plot drawings of the preferred alternative with sticky notes available for comments. A total of 66 people attended the meeting and 11 comment forms were received along with sticky note comments on the drawings. Common concerns about the Project included access management and the implementation of barrier median.

In December 2016 through February 2017, a total of ten small group meetings were conducted for business and property owners located adjacent to the corridor, starting from the southern part of the project study area and moving north. Two meetings were held per meeting day. The intent was to review the preliminary preferred alternative, to discuss opportunities for cross access along the corridor and to provide business and property owners an opportunity to provide feedback in a smaller group setting. All meetings were held at the Woodstock Public Library. Each meeting consisted of a 20-minute PowerPoint presentation followed by a 65-minute breakout session to discuss individual property concerns at smaller tables. An initial list of property and business owners, including current tenants, was developed by the project study team. The list was then vetted by the City of Woodstock. An e-mail invitation was sent to the business or property owner. Each invitee on the list was followed up with a personal phone call by the project team if they did not respond to the e-mail invitation. A total of 121 individual business/property owners attended one of the meetings. Comments received from the meetings included concerns regarding access, property impacts, and the land acquisition process.

6.2 AGENCY COORDINATION

Agencies were included in coordination throughout the duration of Phase I of the Project. Agency coordination can be found in Appendix A. A summary of agency meetings follows.

6.2.1 National Environmental Policy Act (NEPA)/404 Merger Meetings

Two meetings took place between the project study team and the NEPA/404 Merger Team. The purpose of these meetings included an opportunity for the consulting firm to meet the merger team, provide project progress, and identify future merger team coordination plans. The Project was following the NEPA/404 guidance because of the wide range of alternatives considered, including bypasses and couplets. The Project withdrew from the NEPA process after receiving concurrence on the Project purpose and need and presenting all bypass and couplet alternatives. Once all bypass and couplet alternatives were eliminated and all alternatives remaining were on-alignment alternatives. It was then determined impacts to wetlands would be less than 1 Acre and no further coordination with the NEPA/404 merger team was necessary.

6.2.2 FHWA

The project study team met with the FHWA a total of ten times. The purpose of these meetings included introducing the FHWA to the Project and discussing the Project Purpose and Need, Project design criteria, public involvement plans, environmental documentation, and agreement on the preferred alternative.

6.2.3 State Representative Jack Franks

The consulting firm met with State Representative Jack Franks on July 7, 2014. The purpose of the meeting was to provide a progress update for the Project and to discuss the roundabout and signalized intersection alternatives, proposed barrier median, proposed pedestrian accommodations, and next steps for the Project.

6.2.4 City of Woodstock

Various meetings were held with the City of Woodstock. The purpose of these meetings was to inform the City of the progress of the Project and solicit input on various design considerations.

6.2.5 McHenry County

A meeting was held with McHenry County officials on December 7, 2009. The purpose of the meeting was to introduce the Project, explain the public involvement process, and ask for recommendations for the Corridor Advisory Group.

6.2.6 Dorr Township

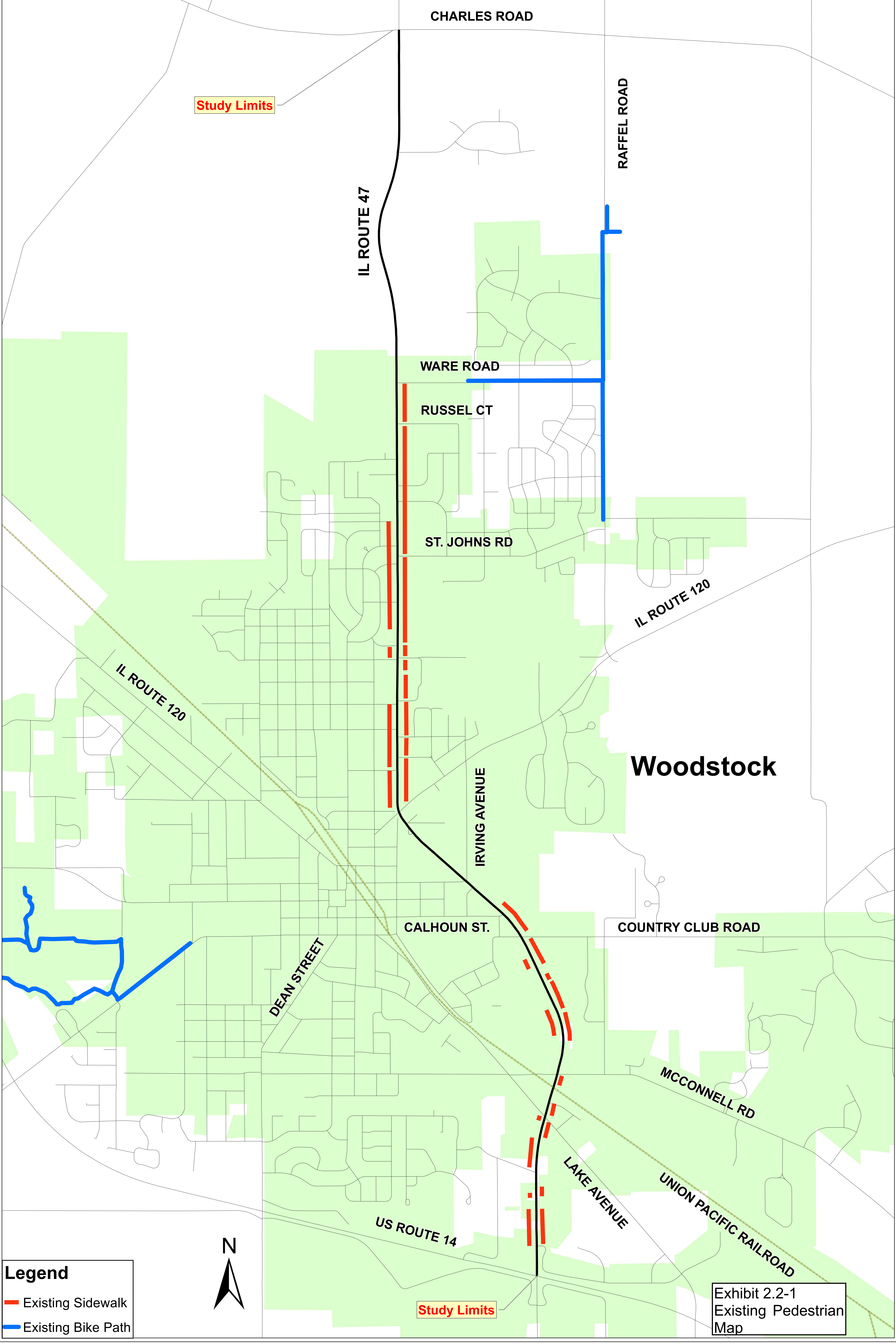
A meeting was held with Dorr Township officials on January 13, 2010. The purpose of the meeting was to introduce the Project to the township, receive comments and concerns about the corridor, and invite the officials to join the Corridor Advisory Group.

EXHIBITS



PROJECT LOCATION MAP
ILLINOIS ROUTE 47 - US ROUTE 14 TO CHARLES ROAD





Study Limits

CHARLES ROAD

RAFFEL ROAD

IL ROUTE 47

WARE ROAD

RUSSEL CT

ST. JOHNS RD

IL ROUTE 120

IL ROUTE 120

Woodstock

IRVING AVENUE

CALHOUN ST.

COUNTRY CLUB ROAD

DEAN STREET

MCCONNELL RD

LAKE AVENUE

US ROUTE 14

UNION PACIFIC RAILROAD

Study Limits

Legend

- Existing Sidewalk
- Existing Bike Path

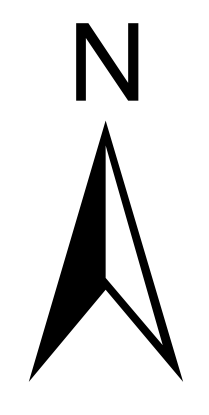


Exhibit 2.2-1
Existing Pedestrian
Map

SAFE ACCESS IS GOOD FOR BUSINESS



U.S. Department of Transportation
Federal Highway Administration



You may be reading this primer because your state transportation agency or local government has told you about plans that will affect access to your business. They may be planning to install a raised median on your roadway, to close a median opening, or to reconfigure your driveway. Perhaps your request for a driveway is under review or the regulating agency has imposed conditions on its approval. Or, maybe the state or local agency is planning a new access policy and you have questions or concerns about the economic effects of these changes.



Whatever the reason, it is important for you to understand the basis for these changes and how they might affect your business. This primer will address questions you may have about access management and its effect on business activity and the local economy. It focuses on economic concerns that may arise in response to proposed access changes or policies, including potential impacts on business activity, freight and deliveries, parking for customers, and property or resale value of affected property.



Exhibit 3.6-1

Safe Access is Good for Business

Why is my access being changed or reviewed?

The access changes being proposed for your business or road are part of a growing effort by government agencies to improve how major transportation corridors are managed. These efforts, known as access management, involve the careful planning of the location and spacing of driveways, street connections, median openings and traffic signals. Access management can also involve using medians to channel left-turns to safe locations, and providing dedicated turn lanes at intersections and access points to remove turning vehicles from through lanes. The combined purpose of these strategies is to reduce crashes and traffic delay.

To understand access management, it is important to know that roads have different primary functions; either to provide access or move traffic.

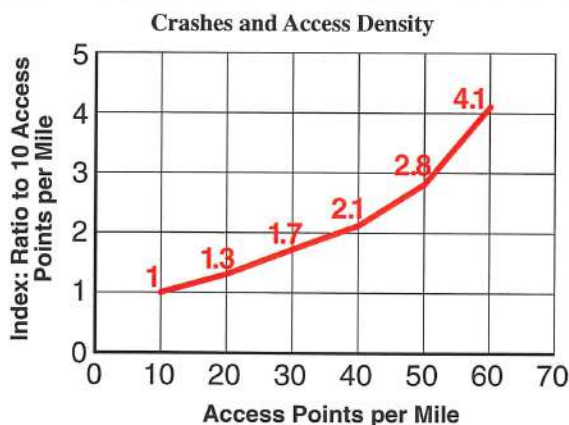
- The main function of *minor roads*, like neighborhood collectors and local streets, is to provide access. Minor roads must operate at slower speeds so people can enter and exit homes and businesses safely and conveniently.
- The main function of *major roads*, like interstate freeways and regional highways, is to move traffic over long distances at higher speeds. Access to these roads must be carefully managed so requests for new access to development do not contribute to unsafe or congested conditions.

How exactly does this improve the situation on my road?

One reason managing access on major roads is so important is that driver safety is reduced when access is not properly located and designed. Imagine, for example, a driveway on an interstate freeway – it would certainly cause serious safety concerns. These same safety problems occur with improperly designed access to major arterial roads.

"In the four years I have lived here we at times have seen a lot of rear end collisions here, and we haven't seen one now for a long time."

— E. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa, commenting on a median project in his area.



Transportation Research Board, Access Management Manual 2003

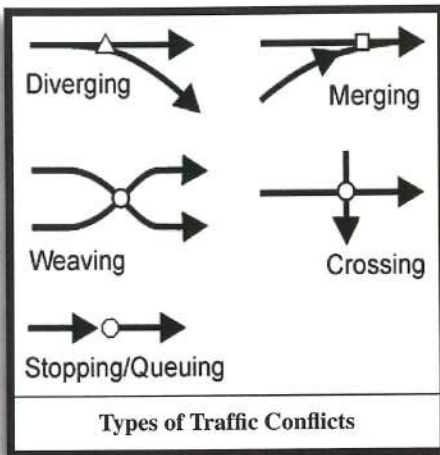
Managing access on your road can result in better traffic flow, fewer crashes, and a better shopping experience for you and your neighboring businesses.

Consider the effects of adding more access points to a highway. A national study in the late 1990s looked at nearly 40,000 crashes and data from previous studies to determine the crash rate associated with adding access points to major roads. It found that an increase from 10 to 20 access points per mile on major arterial roads increases the crash rate by about 30% (1). The crash rate continues to rise as more access is permitted. This is why **studies consistently show that well-managed arterials are often 40 to 50 percent safer than poorly managed routes (2).**



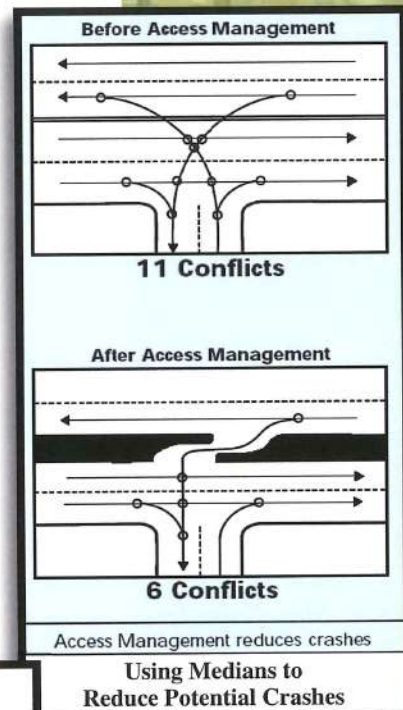
Example of Crash Involving Left-Turn Movement from Driveway

How does access management improve safety?



Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. **Access management improves safety by separating access points so that turning and crossing movements occur at fewer locations.** This allows drivers passing through an area to predict where other drivers will turn and cross, and also provides space to add turn lanes.

The figure to the right shows how basic changes in access design, such as incorporating a median or changing a full median opening to a directional opening, can reduce traffic conflicts and the potential for crashes.



If crashes and congestion become frequent on your roadway, people will seek out other routes. Bear in mind that a single crash can tie up traffic and potential customers for hours.

What about congestion and the effect it has on my market area?

Access management not only improves roadway safety, it also helps reduce the growing problem of traffic congestion. Frequent access and closely spaced signals increase congestion on major roads. **As congestion increases, so does delay, which is bad for the economy and frustrating to your customers.** Well-managed arterials can operate at speeds well above poorly managed roadways – up to 15 to 20 miles per hour faster. **This means more traffic past your door and better exposure for your business. It also means a more convenient shopping experience for your customers.**

How will a change in access affect the success of my business?

To address this question, it's important to first determine the type of business that you own – drive-by or destination.

- **“Destination businesses”** are businesses that customers plan to visit in advance of the trip. Examples include electronics stores, doctor or dentist offices (in fact most offices), major retailers, insurance agencies, sit down restaurants, etc.
- **“Drive-by businesses”** are those that customers frequent more on impulse or while driving by, such as convenience stores, gas stations, or fast food restaurants.

If you own a drive-by business, your clients will expect to get in and out easily from the highway. For you, the critical issues are *visibility, signage, and convenient access.* If your site is relatively small, a driveway connecting to the highway may not be your best option. A driveway on a highway service road or a private circulation lane serving several properties can increase the convenience of your access and the volume of customers you can accommodate. Convenient access can be provided by periodic connections between the service road and the highway, or through the shared private access points. Short driveways or open frontages not only cause safety hazards for pedestrians and traffic, but have less capacity than local roads or long driveways.

Access management has no impact on the demand for goods and services.

“Our business has increased about 20% in customer count.”

— C. Randy Rosenburger
of City Looks in Ankeny
Iowa.

If you are the owner of a destination business, your customers are planning their trips in advance. A driveway on a congested highway or a highway that is perceived as unsafe may actually intimidate customers from making the trip. Most small destination businesses or specialty stores benefit more from access to a lower speed minor road, such as a neighborhood collector road. The greater exposure that a major road provides is an advantage for larger destination businesses, but it's a good idea to have access from more than one roadway. Allowing customers to enter and exit from different directions will increase safety and convenience.

How important is access to the success of my business?

Location and access are factors, but not the most important factors that determine whether businesses succeed or fail. The main reason that businesses fail is lack of management expertise (3). The main reasons that businesses succeed include (4):

- the experience of management,
- how well customers are served,
- the quality of the product or service provided,
- adequate financing and investment,
- well-trained employees,
- the level and nature of competition, and
- keeping costs competitive.

Given that access is not the primary reason that businesses survive or fail, it follows that a change in access will not be the primary cause of whether a business will survive or fail. In fact, access is one of the lesser factors that customers will consider when weighed against price, service, product, and store amenities.

This is not to say that good access is not important to your business. **Whether your business is large or small, it is important that you can handle customer traffic demand.** If you operate or develop major retail centers, factories, or campuses, proper location and design of access is essential to customers and employees. For shopping centers, the Urban Land Institute's Shopping Center Development Handbook states "poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can create a negative image of the center (5)." This is also true for small businesses, especially those on the intersection of busy roads. If your business is difficult or unsafe to enter or exit, then customers may be dissuaded from visiting.

Just think about the roads in your community where access has been carefully planned and compare them to those having lots of driveways, open frontages, and no median. Which roads do you prefer to travel on and which corridors have the most vibrant businesses?

Small corner properties are more difficult to access.



This queue is blocking street traffic and additional customers

Is this a sign of a store doing great business, or one that is telling customers to try the next guy down the street?

What has been the impact to businesses where this type of thing has been done?

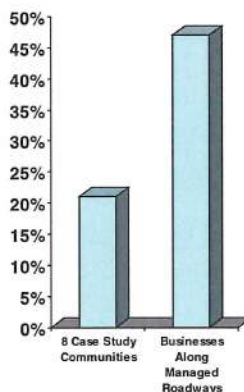
Studies of the business impacts of access management projects in Florida, Iowa, Minnesota, Kansas and Texas have consistently found that most businesses continue to do well when the project is completed. These results are particularly true for destination businesses. However, most drive-by oriented businesses are not unduly affected either. Drive-by businesses have been adversely affected by reconstruction projects that reduce their visibility from the major road or cause them to have highly circuitous or inconvenient access. However, these are not typical impacts of access management projects and where they do occur, it is not uncommon for transportation agencies to compensate business owners for losses.

Business activity: Access management projects alone do not appear to increase or decrease business failure rates (6). This makes sense considering that many factors other than highway access can affect business success. **“Before and after” studies of businesses in Florida, Iowa, Minnesota, and Texas along highways where access has been managed found that the vast majority of businesses do as well or better after the access management projects are completed.** The turnover rate (the proportion of businesses that close or move out each year) of businesses in Iowa and Minnesota was studied along newly access-managed corridors and was similar to or lower than that of the surrounding area. For example:

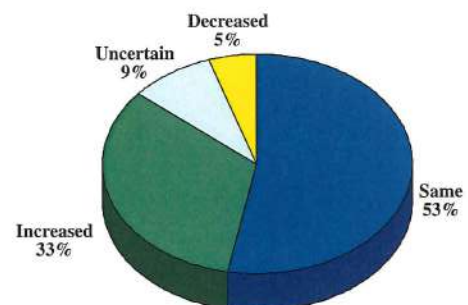
Businesses affected by access management projects in Iowa tended to do at least as well in terms of growth in retail sales, but usually better than those in surrounding communities, after the projects were completed. Most of these Iowa business proprietors said that sales were similar or greater following the completion of the projects. Only five percent reported a sales decrease (6).

Impact of Access Management on Retail Sales Growth

- In the 1990s, retail businesses along eight recently access managed roadways in Iowa were compared to their surrounding communities.
- The businesses along the managed corridors experienced much higher retail sales growth during the decade than those businesses in other locations in these eight communities.



Business Proprietors' Reported Sales Comparisons



Business owners report that the actual impacts to their businesses were much less than they anticipated. Most adverse impacts were due to construction and not to access changes.

"If anything, our business has increased, which very much surprised me."

— D. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa

Property values: Most property owners surveyed following an access management project do not report any adverse effect of the project on property values. Often, such projects can have a positive effect by cleaning up the patchwork of driveways and curb cuts. For example:

A study of property values on **Texas** corridors with access management projects found that land values stayed the same or increased, with very few exceptions (7).

More than 70% of the businesses impacted by a project in **Florida** involving several median opening closures reported no change in property value, while 13% reported some increase in value (8).

A 2005 study of commercial property values along a major access management project in **Minnesota** found that property values depend more on the strength of the local economy and the general location of the property in the metropolitan area; changes in access seemed to have little or no effect on the value of parcels (9).

A study of **Kansas** properties impacted by access changes found that the majority were suitable for the same types of commercial uses after the access management project was completed. This was true even for businesses that had direct access before the project and access only via frontage roads after project completion (10).

Customers and deliveries: The majority of customers and truck drivers surveyed in before-and-after studies have reacted positively to access management projects as improving both safety and traffic flow. Business customers surveyed about access management projects in Iowa, Texas and Florida overwhelmingly supported the projects because their drive became quicker, easier and safer (6).

What are some common types of access management projects and what are the impacts?

There are many access management techniques, each with a specific purpose and different type of impact. One common type of access change is the building of a **median** on a road or closing existing median openings. Another common type of project is providing a **frontage road** or a rear service road along a highway for access to businesses. Below is an overview of these strategies, the types of issues or impacts associated with these projects, and how you can work with the agency to adjust to these changes.

MEDIANS and MEDIAN OPENINGS

A median is a grass or raised divider in the center of a road that separates opposing traffic and discourages or prevents vehicles from crossing the divider.

Openings in the median provide for different turning or crossing maneuvers, depending on how they are designed.

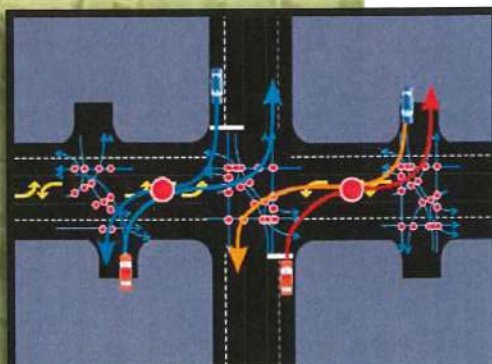
- A **directional median opening** only allows certain movements, usually a left-turn in or U-turn.
- A **full median opening** allows all turning and crossing movements and is often signalized.

Where too many full median openings exist, agencies may reconstruct the median and close the excess median openings.



Turn lanes at median openings provide a safe haven for turning vehicles.

Why use a median and not a two-way left turn lane?



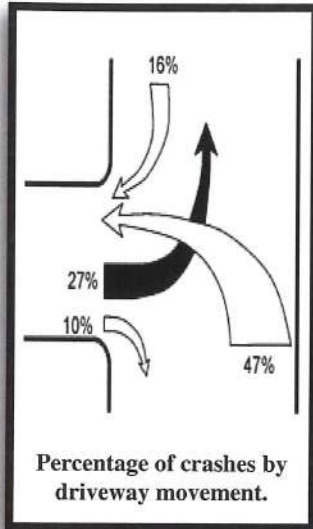
Conflicts and potential crashes associated with continuous two-way left turn lanes

Medians can have a profound effect on driver safety compared to two-way left-turn lanes. Adding a median to a road that previously had a continuous two-way left turn lane can reduce the crash rate about 37% and the injury rate about 48% (11). **For example, when a continuous two-way left turn lane was replaced with a median on Atlanta's Memorial Drive, the crash rate was cut in half (12).**

One reason a two-way left turn lane is less safe than a median is that a driver who is turning left must be able to ensure that the traffic is clear from two directions in multiple lanes. When this is not quite possible, drivers will sometimes use a two-way left-turn lane in the middle of the road while attempting to merge into traffic. Such maneuvers can lead to serious crashes and become more frequent as traffic volumes increase.

Won't I lose customers if they can't turn left into my business anymore?

The number of your customers making left turns into your business is likely already very low during peak travel periods or if you are on a congested roadway. This is because left turns into any business become increasingly difficult as traffic volumes in the opposing lanes increase.



Perhaps today your customers wait with apprehension to turn left as cars queue behind them, or must shoot across a busy road to complete a left turn out. A turn lane at a median opening or signalized intersection will allow them to wait safely to complete a U-turn when traffic clears, and that is truly a safer option on a busy road. **In fact, the left-turn into and out of a driveway is less safe than a U-turn and comprises the majority of driveway crashes.** Studies have shown that making a U-turn at a median opening to get to the opposite side of a busy highway is about 25% safer than a direct left turn from a side street or other access point (13).

Surveys show that a majority of drivers have no problem making U-turns at median openings to get to businesses on the opposite side of the road. Where direct left-turns are prohibited, studies show that motorists will change their driving or shopping patterns to continue patronizing specific establishments. In fact, most drivers are reporting that access management improvements made the roads safer and that they approve of the changes, despite minor inconveniences associated with U-turns.

Some owners of drive-by businesses have reported a loss of customers following a median project or other change that has eliminated the left-turn-in opportunity (and less often left-turn-out), although the majority do not. For example, a before-and-after study of a median reconstruction project in Florida involving numerous median-opening closures found that **the majority of surveyed merchants, 68% of the 96 respondents, reported little or no economic impact to their businesses, although 27% reported some type of loss (14).** Generally, businesses that feel they were adversely impacted also have competition nearby or may have experienced reduced visibility of signage.

"Because of the design of the roads, the timing of the traffic signals, and the way the traffic is broken up, it has become very convenient for people to pull into a safe haven, or storage lane within the raised median, take their time and make a safe and convenient u-turn to access properties that were concerned about that problem."

— Kurt Easton, Executive Director of Merritt Island Redevelopment Agency, Florida

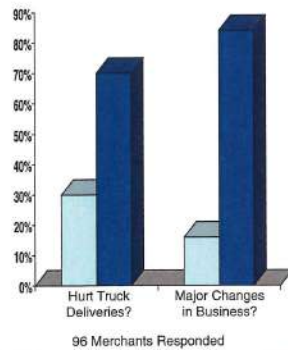
Why not just signalize all median openings and high volume driveways?

The decision on whether or not to signalize a median opening or access point depends on many factors, including the volume of traffic using the access, the proximity of other traffic signals, and the potential impact on public safety and traffic congestion. Most signal warrants are related to traffic volumes, but some consider school crossings, crash history, pedestrian crossings, “factory” peaks, and other situations. Unwarranted signals cause undue delays as motorists wait at a red light while little or no cross traffic exists. Worse, unwarranted signals may eventually be disobeyed or ignored by frustrated motorists who are only one reckless incident away from causing an accident or emerging as a casualty themselves. For these reasons, median openings and driveways should not be signalized where they do not meet the requirements of a traffic signal study.

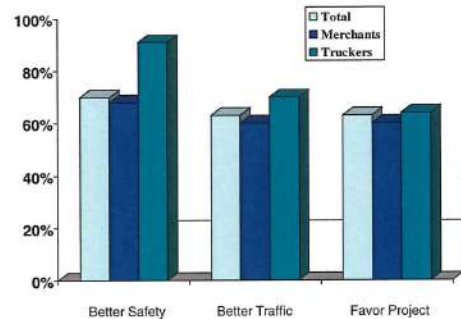
What about impacts on truck deliveries?

The limited number of before-and-after studies have found that truck deliveries may be inconvenienced, at worst, but may in fact benefit from improved opportunities resulting from a change in access. And while the actual studies may be few, the anecdotal comments are many and favorable.

Merchant opinions of median changes on Oakland Park Blvd., Florida



Merchant and trucker opinions about a median project in Ft. Lauderdale, Florida



What are the other issues with medians and median opening closures?

- Alternative access through side streets, service roads, or internal connections with neighboring developments helps increase accessibility on busy or median separated roads – especially if the result allows several properties access to a signal.
- Minor roadway improvements, such as additional pavement on the shoulder, may be needed to accommodate U-turning traffic.
- Some trucks and large vehicles may need to take alternate routes as U-turns can be difficult to negotiate.
- Medians can be landscaped to enhance the image of an area and help attract investment and customers.

FRONTAGE or SERVICE ROADS

A frontage road is a type of service road that parallels a major road or freeway and is located between the road and building sites abutting the road. Service roads can also run behind businesses.

The purpose of these roads is to provide lower-speed access to commercial sites along a major roadway and to separate business traffic from higher-speed through traffic. Connections of frontage or service roads to side streets or onto the highway must be well away from signalized intersections, so entering and exiting traffic doesn't conflict with traffic queuing at signals.



Rear service roads providing access to highway commercial properties.



A frontage road.

How will I get access while I'm waiting for a frontage or service road to be finished?

Some sites may need to be given temporary access to the major roadway until the service road system is complete. This is typically needed when a service road is being constructed in segments through the development process, rather than built by a transportation agency as part of a road construction project. Most agencies will require you to remove your temporary driveway and build a driveway to the frontage or service road at a later time, so it's important to design your site access and circulation to accommodate that change.

How will people know how to get to my business from the highway?

Frontage roads maintain good visibility for businesses along a major road and typically it is apparent how to enter and exit the road to get to a business. Points of entry can be signed to identify businesses that can be accessed from that entrance, if it is not already apparent. **It's a good idea to provide signs where a service road or frontage road connects at a side street, so customers know they can obtain access to businesses that may not be visible from the side street.**

What are the other issues with frontage or service roads?

- Service roads that run behind highway properties are often less disruptive to existing businesses than frontage roads, less costly for an agency, and more functional than a frontage road.
- Rear service roads can provide access to businesses on each side and can operate safely from both directions. Frontage roads provide access only to businesses fronting on the highway and are much safer when designed for one-way traffic.
- Additional right-of-way will be needed for the frontage or service road and for connecting a service road back to the highway or side street. If your site will be impacted, it is important to work with the agency on how to reduce adverse effects. For example, if your site becomes nonconforming under local zoning regulations because of a smaller setback or other change, ask the local agency if they will waive that status, given that it was caused by a government right-of-way taking.

What are other commonly used access management techniques?

Regulate minimum spacing of median openings and access connections (driveways and street connections).	Limit the number of access points per property, or consolidating access points and encouraging shared driveways.	Establish standards for driveway width, driveway throat length and internal drive aisles to move traffic smoothly off of the adjacent street.
Move access points away from signalized intersections and freeway ramps.	Incorporate right- and left-turn lanes into roadways.	Close or replace a full median opening with a directional opening.
Provide a service road or parallel collector roads and side streets for site access along an arterial roadway.	Promote interconnection of parking lots and unified on-site circulation systems.	Install a median on an undivided roadway or replace a continuous two-way left-turn lane with a median.

So what's the bottom line on access management?

Efforts by government agencies to manage access in site development and road projects can help businesses, even those operating on older highway corridors, in a variety of ways. Here are some specific benefits to you and your customers:

- **Fewer roadway delays and better traffic flow will result, which will preserve and possibly even enhance the market reach of businesses in your corridor;**
- Safer approaches to businesses result from installation of medians, which can also be landscaped to improve the image of the area;
- Properly designed entrances shared by multiple businesses allow more site area for parking, more customer options to access your site, and improved landscaping or other site amenities;
- Service roads along the highway allow customers to enter and exit businesses conveniently and safely, away from faster moving through-traffic;
- Internal connections between businesses allow customers to circulate easily, without reentering a busy road; and/or
- Driveways and service road entrances farther away from signalized intersections allow easy access for customers, even during times of peak congestion.

"It has been a very positive thing all the way around, from the economic, and the community sides. We have improved our tax base, we have improved our traffic problem, and plus we have improved our business community."

— **Chuck Fisher, Supt. Public Works
Ankeny, Iowa**

In brief, minimizing the number of curb cuts, consolidating driveways, constructing landscaped medians, and coordinating internal site circulation and parking among several businesses results in a visually pleasing and more functional corridor. That protects your investment in your business, the public investment in the roadway, and can even help attract new investment into the area.



"There are a lot of beautification projects going on, tree plantings and what have you. I think the landscaping in the medians has very much added to the very nice decorum of Ankeny. It will make a nice impression for those visiting Ankeny, or living here."

— **Andy Kasper, Iowa Realty, Ankeny, Iowa**

What can be done to keep my business going during construction?

There's no doubt about it, road construction can disrupt customers and drivers, but there are ways adverse impacts can be minimized. **Two key issues during construction are maintaining open access to businesses for customers and deliveries, and having sufficient sign visibility so your customers know you are open, and know how to enter and exit your site during this period.**

When your road is scheduled for reconstruction, your transportation agency will initially notify you about what to expect in terms of traffic, duration of construction, any foreseeable disruptions, and so on. It is important for you to respond to them about your special needs and concerns. Below are some of the things that you can ask of the agency:

- Provide clear signs from the roadway to business entrances;
- Provide temporary and/or secondary business access points, where feasible;
- Schedule construction for after business hours or to occur during times of low usage for seasonally-oriented businesses;
- Provide alternative parking, if possible and avoid taking or blocking parking spaces;
- Stagger construction along a corridor so impacts are localized and staged;
- Expedite construction through incentive/disincentive programs;
- Avoid blocking business entrances with construction equipment or construction barriers;
- Establish a single point of contact in the agency about the construction project to communicate with property and business owners and help address issues that may arise;
- Provide regular project progress reports to business and property owners.

Business owners certainly may see drops in gross revenues during construction. But these are not unlike drops you may routinely experience during expansions, remodeling, seasonal variations, or other self-initiated management. Experience has shown that "construction" drops are temporary too, and that retail sales typically return to pre-construction levels or greater. Research findings from corridors in Texas indicate that businesses did not change employment levels during construction periods. This finding indicates that retailers understand that construction projects are a temporary and perhaps even an inevitable disruption to business, and that loyal patrons will return to stable businesses. The same research found that gross revenues typically either returned to pre-construction levels or were higher after construction was complete (7).

**YES,
WE ARE
OPEN**

How can I have a say in the access management project on my road?

Get involved! All government agencies are required to involve the public in transportation policy and project decisions. Most state transportation agencies offer open house meetings during transportation project planning and design, and both state and local government agencies conduct public meetings and hearings when making important policy or regulatory changes that involve access management. Prospective business owners can also review area master plans to research potential changes.

It is important for you as a stakeholder in an access management project to attend public meetings and hearings and to voice your ideas and concerns.

These meetings are opportunities for you to hear more about an access management project or plan and to make the planners and engineers aware of how it impacts your business. This might involve issues related to internal traffic circulation and parking, deliveries, plans for expansion, etc. Knowing this information early in project planning or design allows them to make better project decisions and can result in changes that reduce or avoid adverse impacts on your business.

For example, many businesses depend on trucks for deliveries and other functions. Larger trucks are not typically able to make certain movements (such as U-turns). It is important to work with agency staff to develop a plan that will accommodate truck access to your business in a manner as convenient as possible. Sometimes this will require that trucks follow a slightly different route to arrive at the property. Project planners can work with you to assure that trucks will be able to access your business. This is just one of many ways your input is important.

Where can I go to learn more about access management?

Hopefully this primer has answered some of the questions that you, as a business or property owner, may have. Your state or local transportation agency or your state's Federal Highway Division office (on larger projects) are other excellent resources to point you to the right project manager, or to answer your general questions concerning access changes. These transportation agencies need and value your input as they strive to provide a safe and efficient highway system.

For the latest information on access management or to order the latest Access Management Library CD/DVD collection, go to www.accessmanagement.gov. Other important sources for information on the economic effects of access management include the TRB Access Management Manual, and NCHRP Report 420: Impacts of Access Management Techniques, which are both available from the Transportation Research Board at www.trb.org.

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Federal Highway Administration
Office of Operations

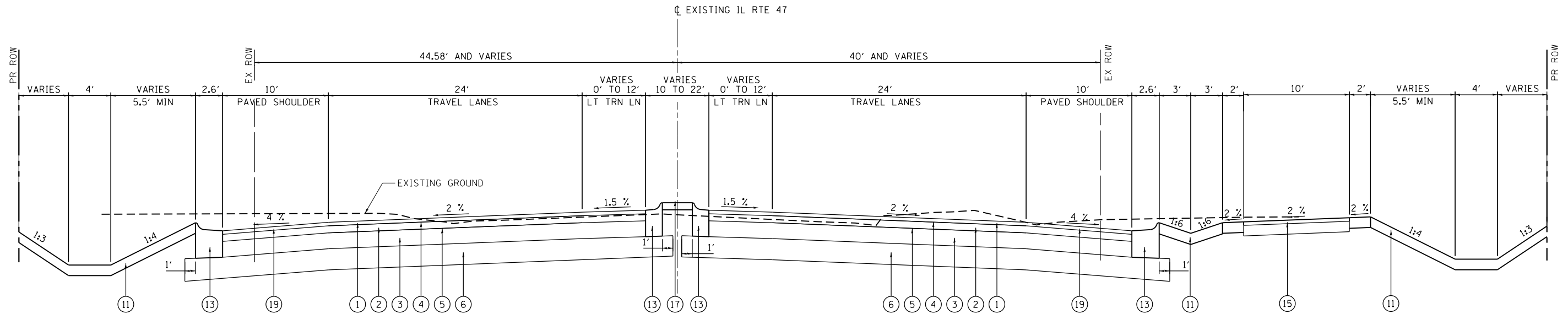
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Washington, DC 20590

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August, 2006

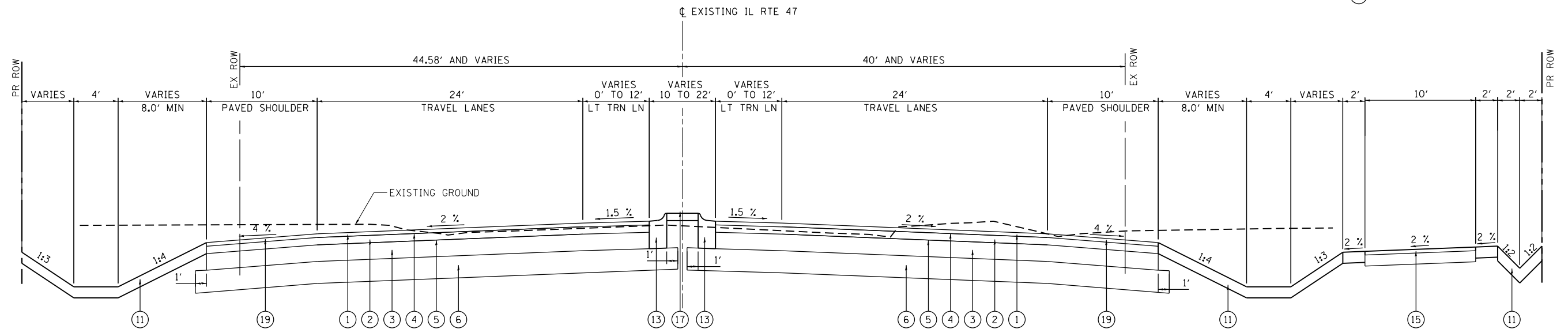
FHWA-HOP-06-107

EDL 14294



ALTERNATIVE 1
SMALLEST FOOTPRINT (CLOSED DRAINAGE SYSTEM)

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ② HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 4"
- ③ HOT-MIX ASPHALT BASE COURSE, 9"
- ④ BITUMINOUS MATERIALS (PRIME COAT)
- ⑤ AGGREGATE (PRIME COAT)
- ⑥ AGGREGATE SUBGRADE, 12"
- ⑦ AGGREGATE SHOULDERS, TYPE B, 6"
- ⑧ HOT-MIX ASPHALT SHOULDERS, 6"
- ⑨ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⑩ SUBBASE GRANULAR MATERIAL, TYPE B 6"
- ⑪ TOPSOIL FURNISH AND PLACE, 6"
- ⑫ EMBANKMENT
- ⑬ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ⑭ COMBINATION CURB AND GUTTER, B-6.24
- ⑮ SHARED USE PATH
HOT-MIX ASPHALT SURFACE COURSE, 3"
AGGREGATE BASE COURSE, 6"
- ⑯ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑰ CONCRETE MEDIAN SURFACE, 4"
- ⑱ ROUNDABOUT TRUCK APRON
- ⑲ HOT-MIX ASPHALT SHOULDERS



ALTERNATIVE 2
SMALLEST FOOTPRINT (OPEN DRAINAGE SYSTEM)

Exhibit 3.6-2
North Typical Section Alternatives

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CAD\ Sheets\0812345-sh1-Nor-th-typical\alternatives.dgn

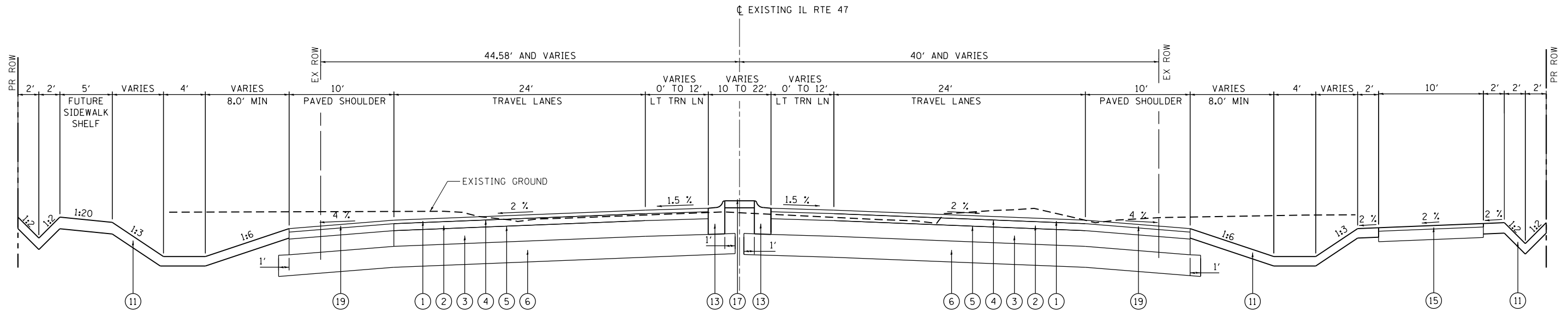


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PLOT SCALE = 10.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 12/12/2014	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
SCALE: N-T-S SHEET 3 OF 8 SHEETS STA. TO STA.

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



ALTERNATIVE 3
LARGEST FOOTPRINT (OPEN DRAINAGE SYSTEM)
BDE STANDARD FOOTPRINT

PROPOSED LEGEND

- | | |
|--|--|
| ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2" | ⑪ TOPSOIL FURNISH AND PLACE, 6" |
| ② HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 4" | ⑫ EMBANKMENT |
| ③ HOT-MIX ASPHALT BASE COURSE, 9" | ⑬ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 |
| ④ BITUMINOUS MATERIALS (PRIME COAT) | ⑭ COMBINATION CURB AND GUTTER, B-6.24 |
| ⑤ AGGREGATE (PRIME COAT) | ⑮ SHARED USE PATH
HOT-MIX ASPHALT SURFACE COURSE, 3"
AGGREGATE BASE COURSE, 6" |
| ⑥ AGGREGATE SUBGRADE, 12" | ⑯ PORTLAND CEMENT CONCRETE SIDEWALK, 5" |
| ⑦ AGGREGATE SHOULDERS, TYPE B, 6" | ⑰ CONCRETE MEDIAN SURFACE, 4" |
| ⑧ HOT-MIX ASPHALT SHOULDERS, 6" | ⑱ ROUNDABOUT TRUCK APRON |
| ⑨ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | ⑲ HOT-MIX ASPHALT SHOULDERS |
| ⑩ SUBBASE GRANULAR MATERIAL, TYPE B 6" | |

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PLOT DATE = 12/12/2014	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: N-T-S SHEET OF 8 SHEETS STA. TO STA.

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

LEGEND

	ROADWAY CENTERLINE		PROPOSED PAVEMENT		PROPOSED GRASS
	EXISTING RIGHT-OF-WAY		PROPOSED SHARED-USE PATH		PROPOSED BUILDING RELOCATION
	PROPOSED RIGHT-OF-WAY		PROPOSED SIDEWALK		PROPOSED BUILDING MODIFICATION
	TEMPORARY EASEMENT				
	ENVIRONMENTAL SURVEY REQUEST LIMITS				

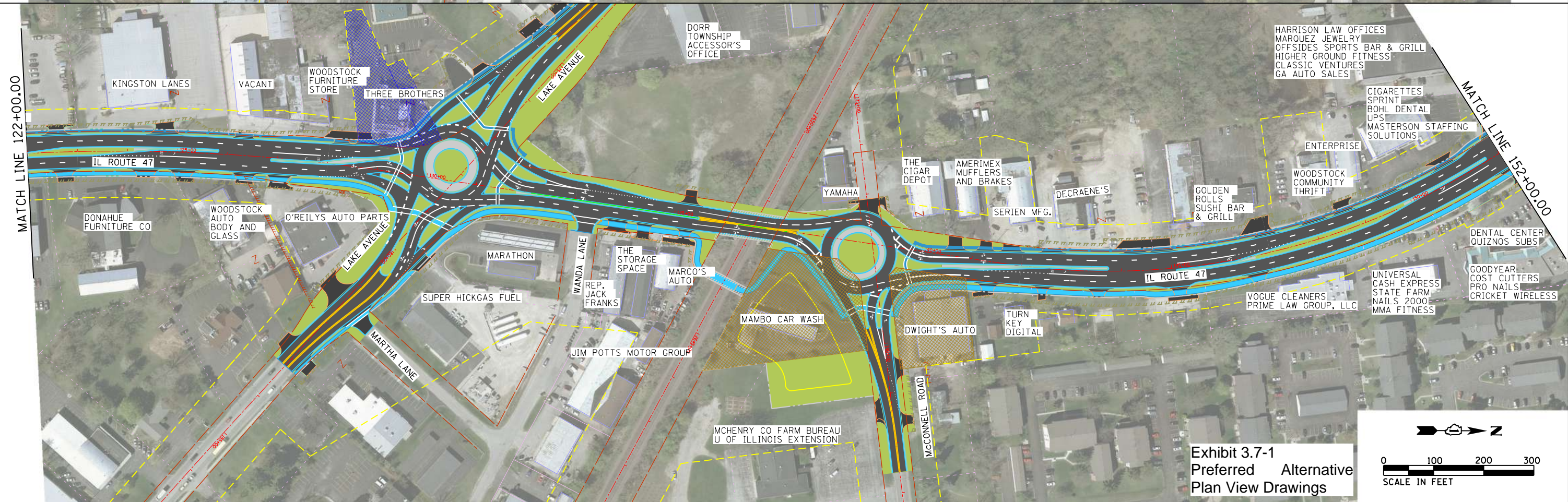
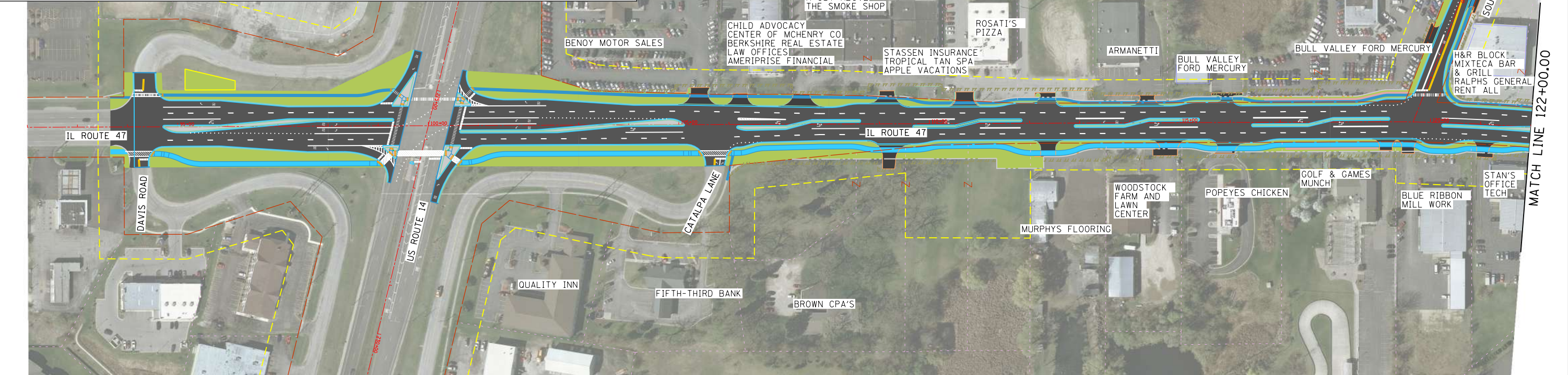
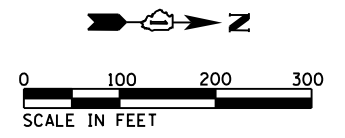


Exhibit 3.7-1
Preferred Alternative
Plan View Drawings



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

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MODEL NAME = Default	DRAWN - WRP	REVISED -
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PLOT DATE = 1/9/2018	DATE - 1/4/18	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

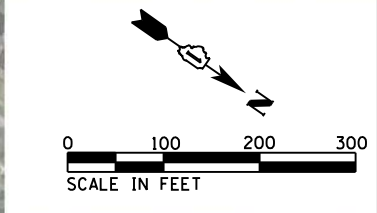
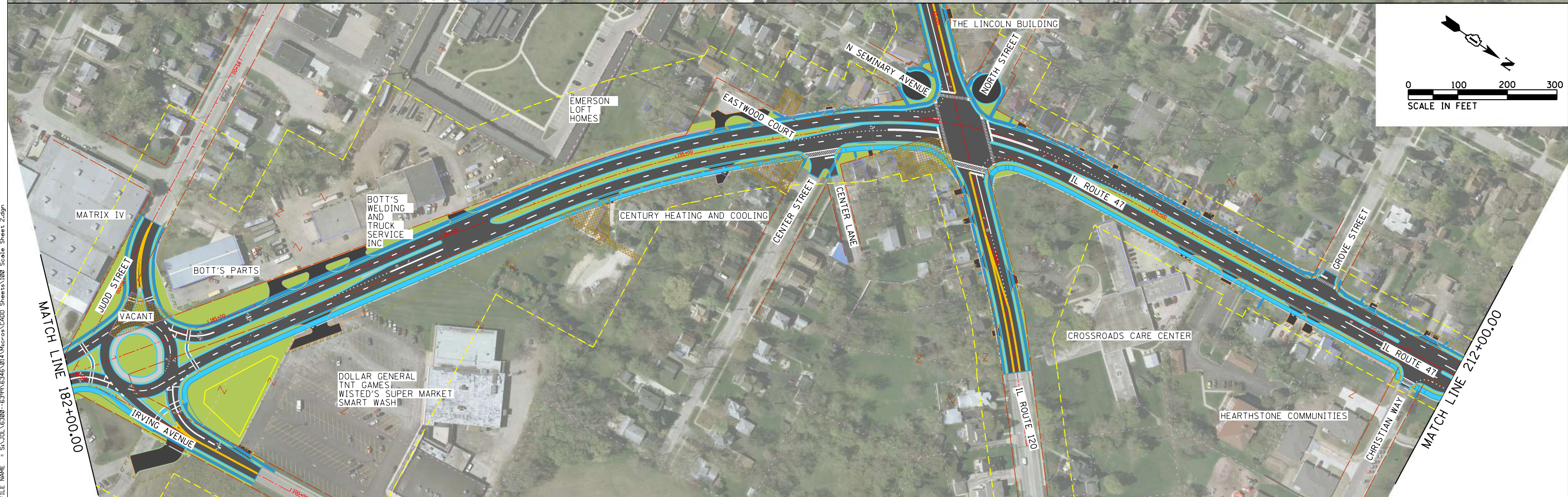
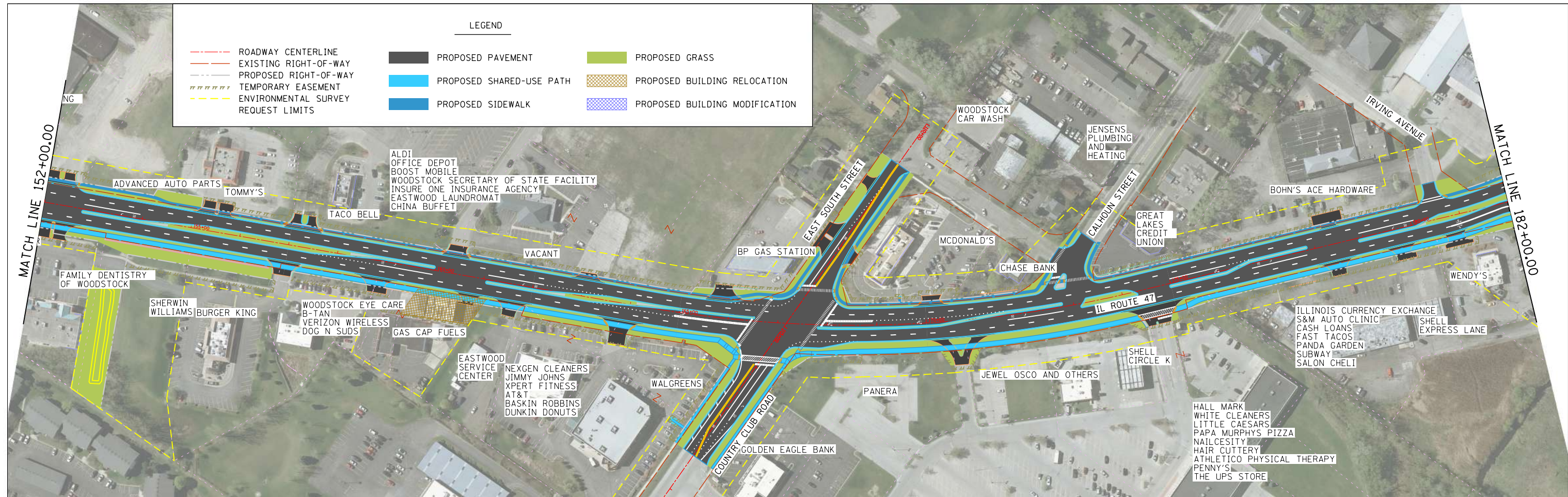
ILLINOIS ROUTE 47

SCALE: 100 SHEET 1 OF 6 SHEETS STA. 92+00 TO STA. 152+00

F.A.P. RTE. 326	SECTION	COUNTY MCHENRY	TOTAL SHEETS 6	SHEET NO. 1
		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

LEGEND

- ROADWAY CENTERLINE
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- TEMPORARY EASEMENT
- ENVIRONMENTAL SURVEY REQUEST LIMITS
- PROPOSED PAVEMENT
- PROPOSED SHARED-USE PATH
- PROPOSED SIDEWALK
- PROPOSED GRASS
- PROPOSED BUILDING RELOCATION
- PROPOSED BUILDING MODIFICATION



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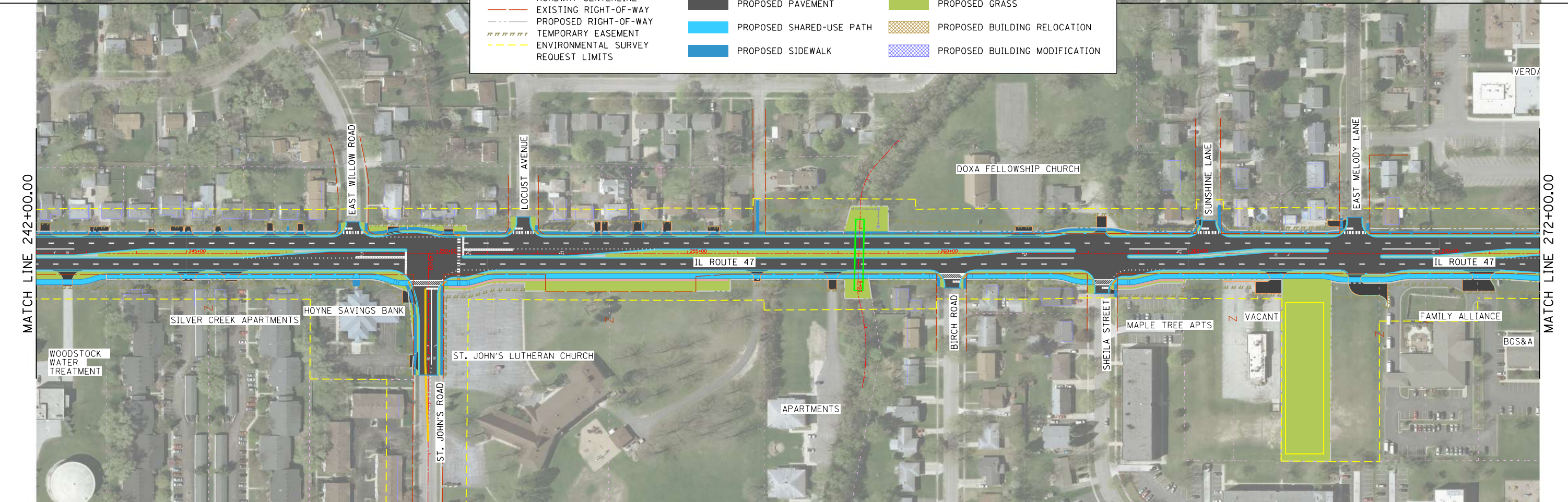
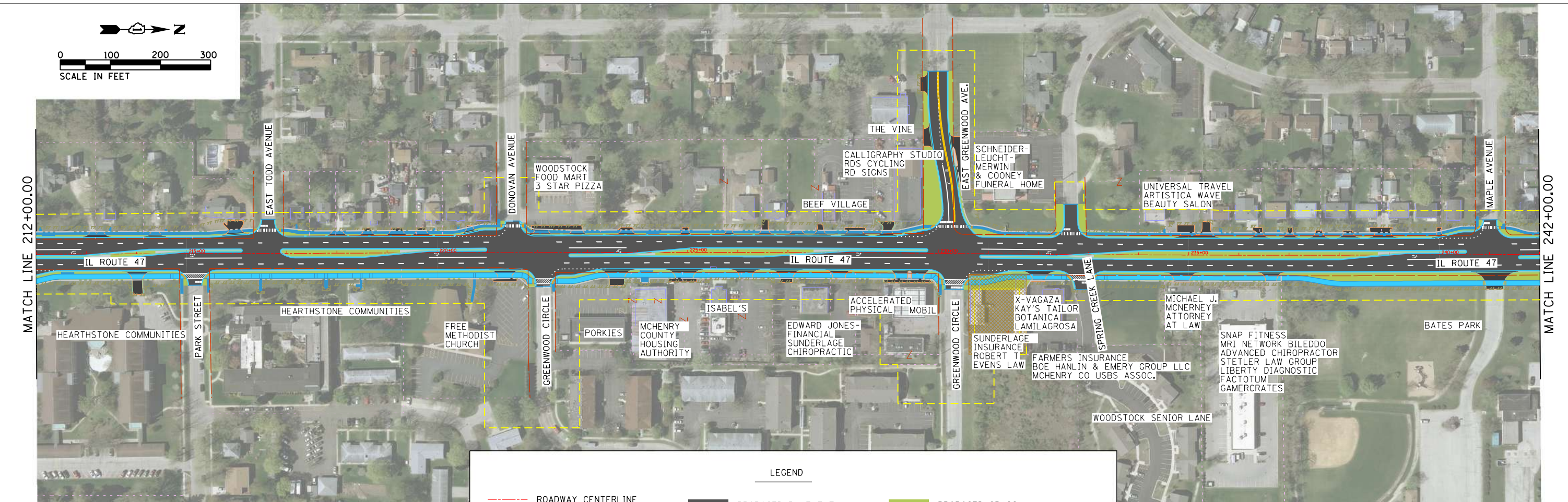
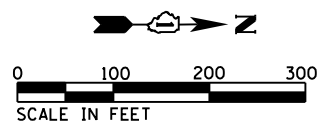
SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JULIET, ILLINOIS 60431
 (815) 744-4200

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PLOT SCALE = 200.0000' / in.	CHECKED - DWG	REVISED -
PLOT DATE = 1/9/2018	DATE - 1/4/18	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47	
SCALE: 100	SHEET 2 OF 6 SHEETS
STA. 152+00	TO STA. 212+00

F.A.P. RTE. 326	SECTION	COUNTY MCHENRY	TOTAL SHEETS 6	SHEET NO. 2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LEGEND

	ROADWAY CENTERLINE		PROPOSED PAVEMENT		PROPOSED GRASS
	EXISTING RIGHT-OF-WAY		PROPOSED SHARED-USE PATH		PROPOSED BUILDING RELOCATION
	PROPOSED RIGHT-OF-WAY		PROPOSED SIDEWALK		PROPOSED BUILDING MODIFICATION
	TEMPORARY EASEMENT				
	ENVIRONMENTAL SURVEY REQUEST LIMITS				

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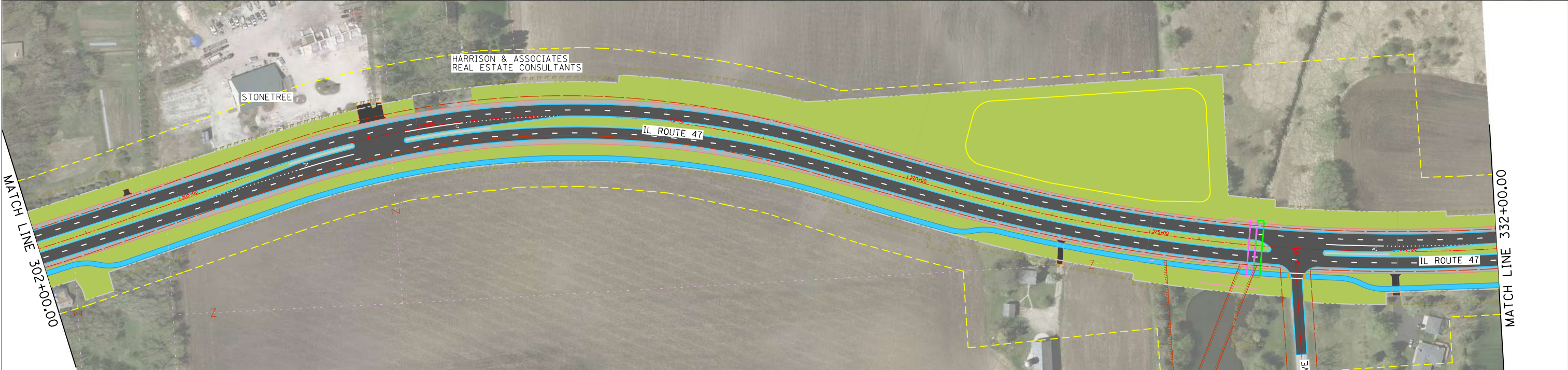
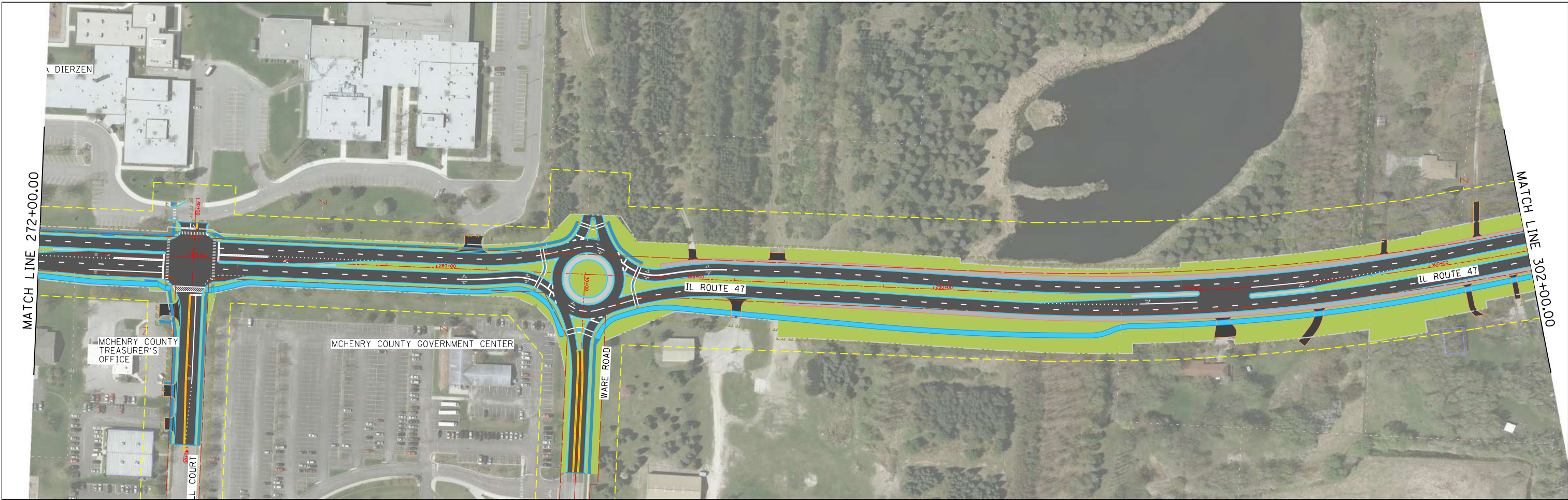


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PLOT DATE = 1/9/2018	DATE - 1/4/18	REVISED -

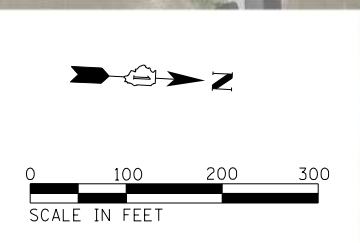
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47	
SCALE: 100	SHEET 3 OF 6 SHEETS
STA. 212+00	TO STA. 272+00

F.A.P. RTE. 326	SECTION	COUNTY MCHENRY	TOTAL SHEETS 6	SHEET NO. 3
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LEGEND					
	ROADWAY CENTERLINE		PROPOSED PAVEMENT		PROPOSED GRASS
	EXISTING RIGHT-OF-WAY		PROPOSED SHARED-USE PATH		PROPOSED BUILDING RELOCATION
	PROPOSED RIGHT-OF-WAY		PROPOSED SIDEWALK		PROPOSED BUILDING MODIFICATION
	TEMPORARY EASEMENT				
	ENVIRONMENTAL SURVEY REQUEST LIMITS				



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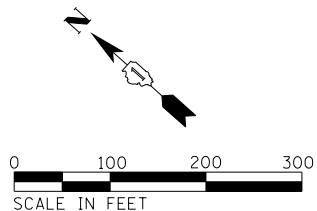
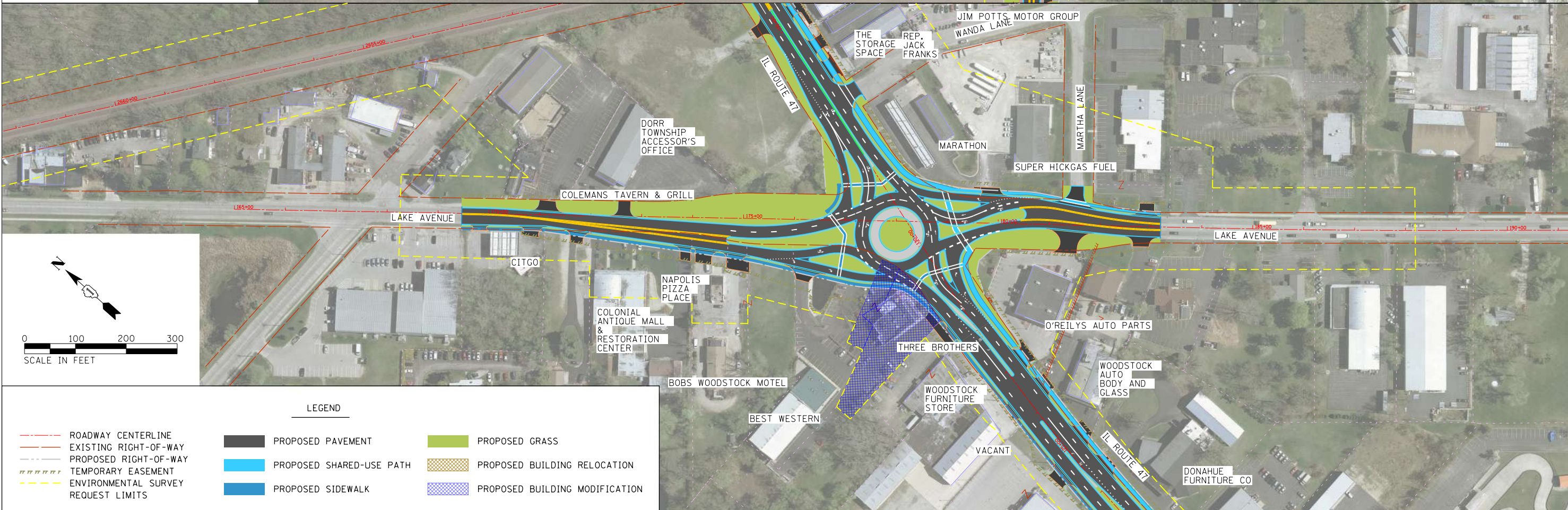
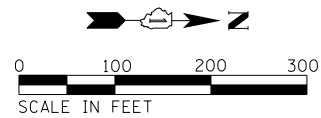
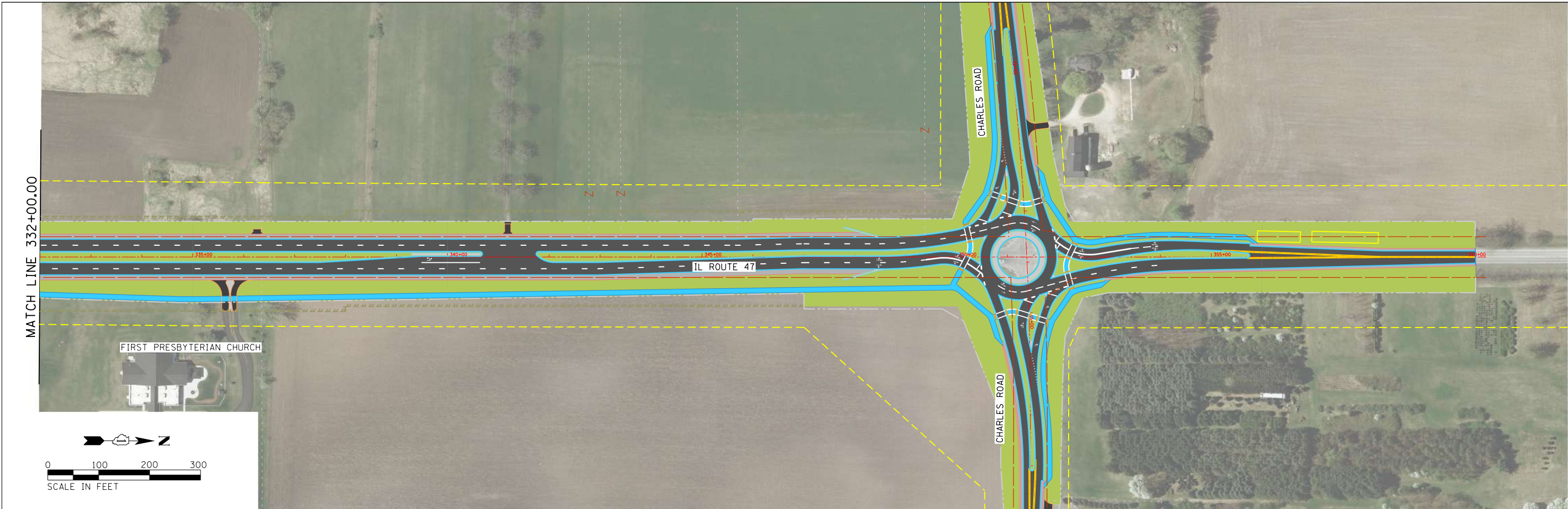


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PLOT DATE = 1/9/2018	DATE - 1/4/18	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47			
SCALE: 100	SHEET 4	OF 6 SHEETS	STA. 272+00 TO STA. 332+00

F.A.P. RTE. 326	SECTION	COUNTY MCHENRY	TOTAL SHEETS 6	SHEET NO. 4
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



LEGEND			
	ROADWAY CENTERLINE		PROPOSED GRASS
	EXISTING RIGHT-OF-WAY		PROPOSED SHARED-USE PATH
	PROPOSED RIGHT-OF-WAY		PROPOSED BUILDING RELOCATION
	TEMPORARY EASEMENT		PROPOSED BUILDING MODIFICATION
	ENVIRONMENTAL SURVEY REQUEST LIMITS		
	PROPOSED PAVEMENT		
	PROPOSED SIDEWALK		

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 JOLIET, ILLINOIS 60431
 (815) 744-4200

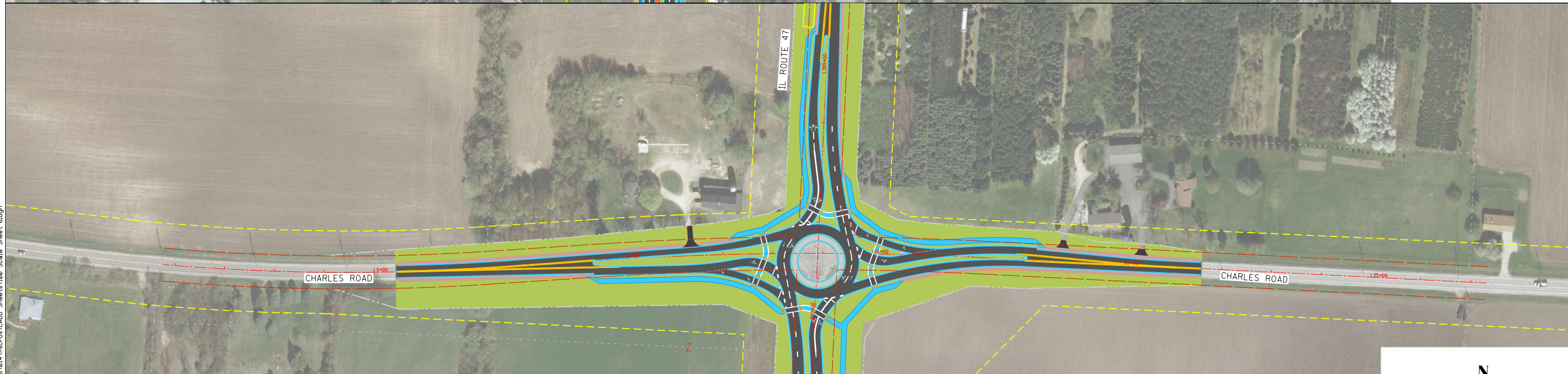
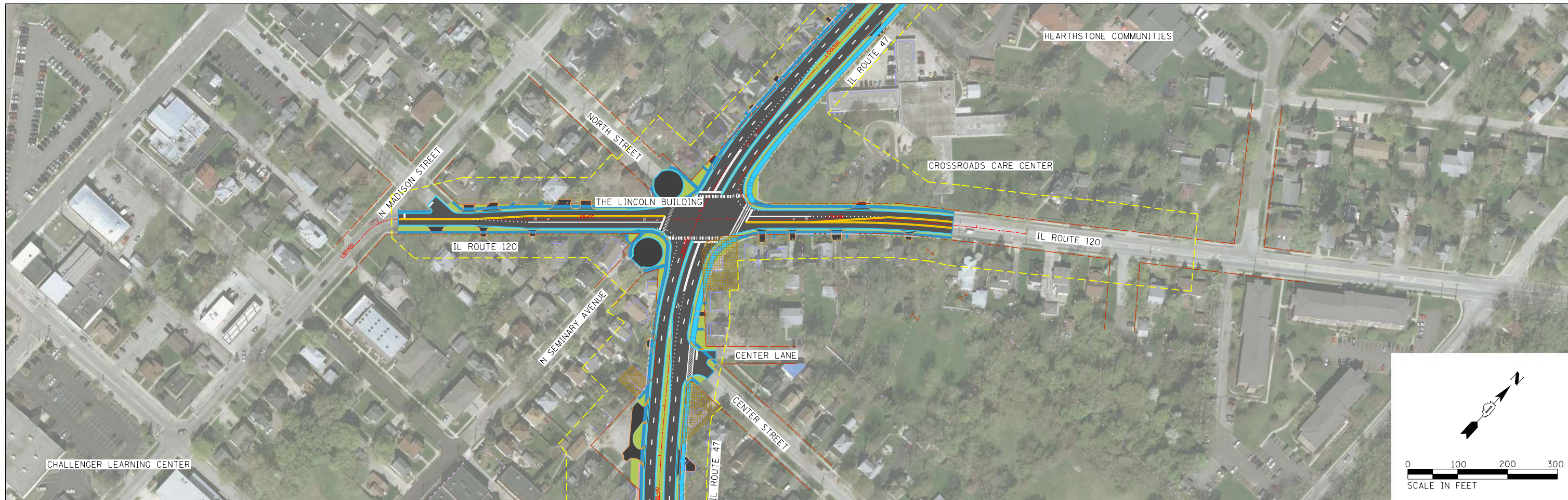
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PLOT DATE = 1/9/2018	DATE - 1/4/18	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 AND LAKE AVENUE
 SCALE: 100 SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326		MCHENRY	6	5
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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LEGEND

ROADWAY CENTERLINE	PROPOSED PAVEMENT	PROPOSED GRASS
EXISTING RIGHT-OF-WAY	PROPOSED SHARED-USE PATH	PROPOSED BUILDING RELOCATION
PROPOSED RIGHT-OF-WAY	PROPOSED SIDEWALK	PROPOSED BUILDING MODIFICATION
TEMPORARY EASEMENT		
ENVIRONMENTAL SURVEY REQUEST LIMITS		

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

USER NAME = B11P	DESIGNED - WRP	REVISED -
MODEL NAME = Default	DRAWN - WRP	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - DWG	REVISED -
PLOT DATE = 1/9/2018	DATE - 1/4/18	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 120 AND CHARLES ROAD
 SCALE: 100 SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 326	SECTION	COUNTY MCHENRY	TOTAL SHEETS 6	SHEET NO. 6
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = S:\JOL\63800-6399\6346\014\Micros\CADD Sheets\100 Scale Sheet 6.dgn

Typical Section - US 14 to Ware Road - Looking North from IL 120



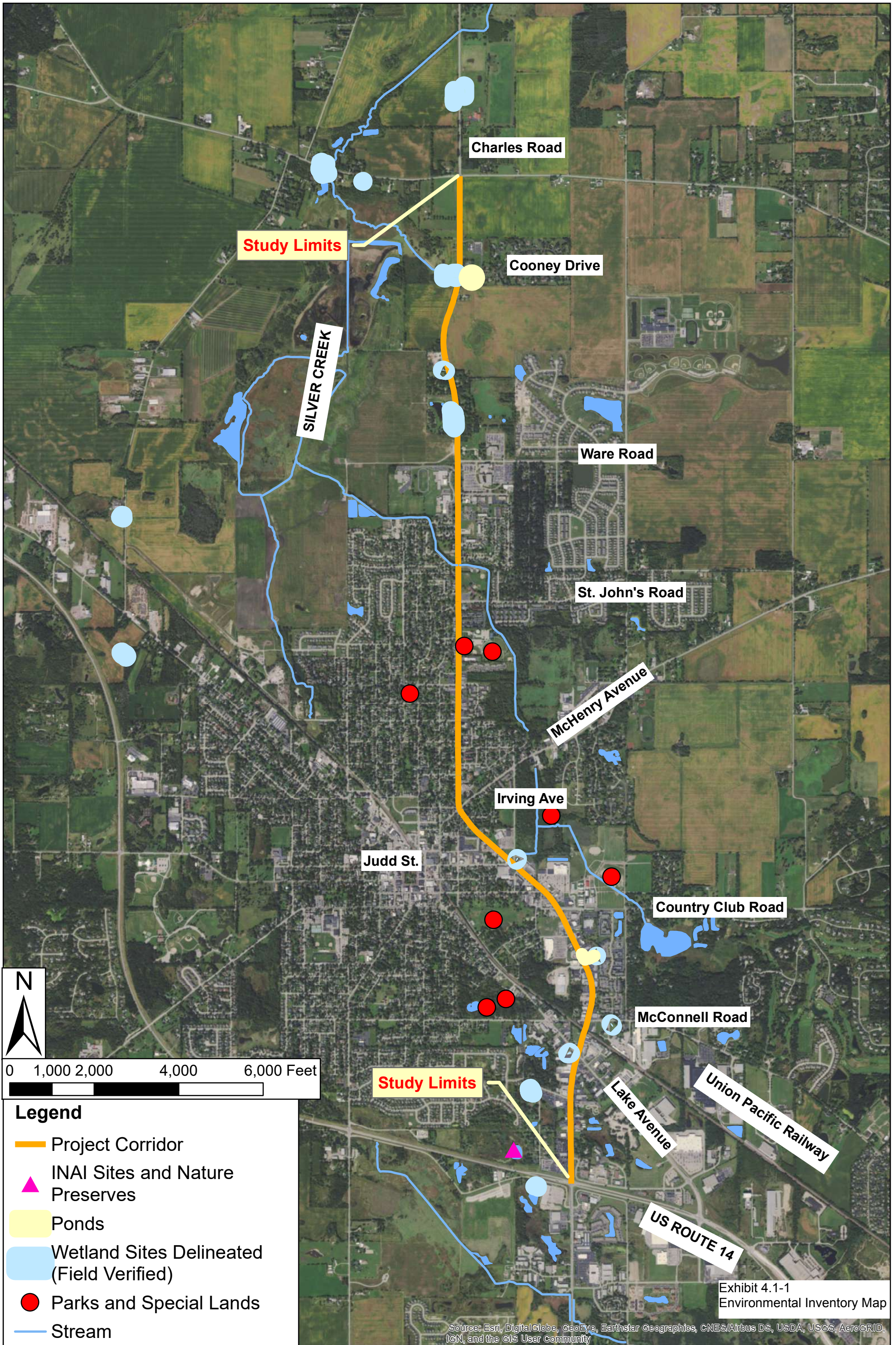
Exhibit 3.7-2 - Preferred Alternative Typical Sections

Typical Section - Ware Road to Charles Road - Looking North from Ware Road

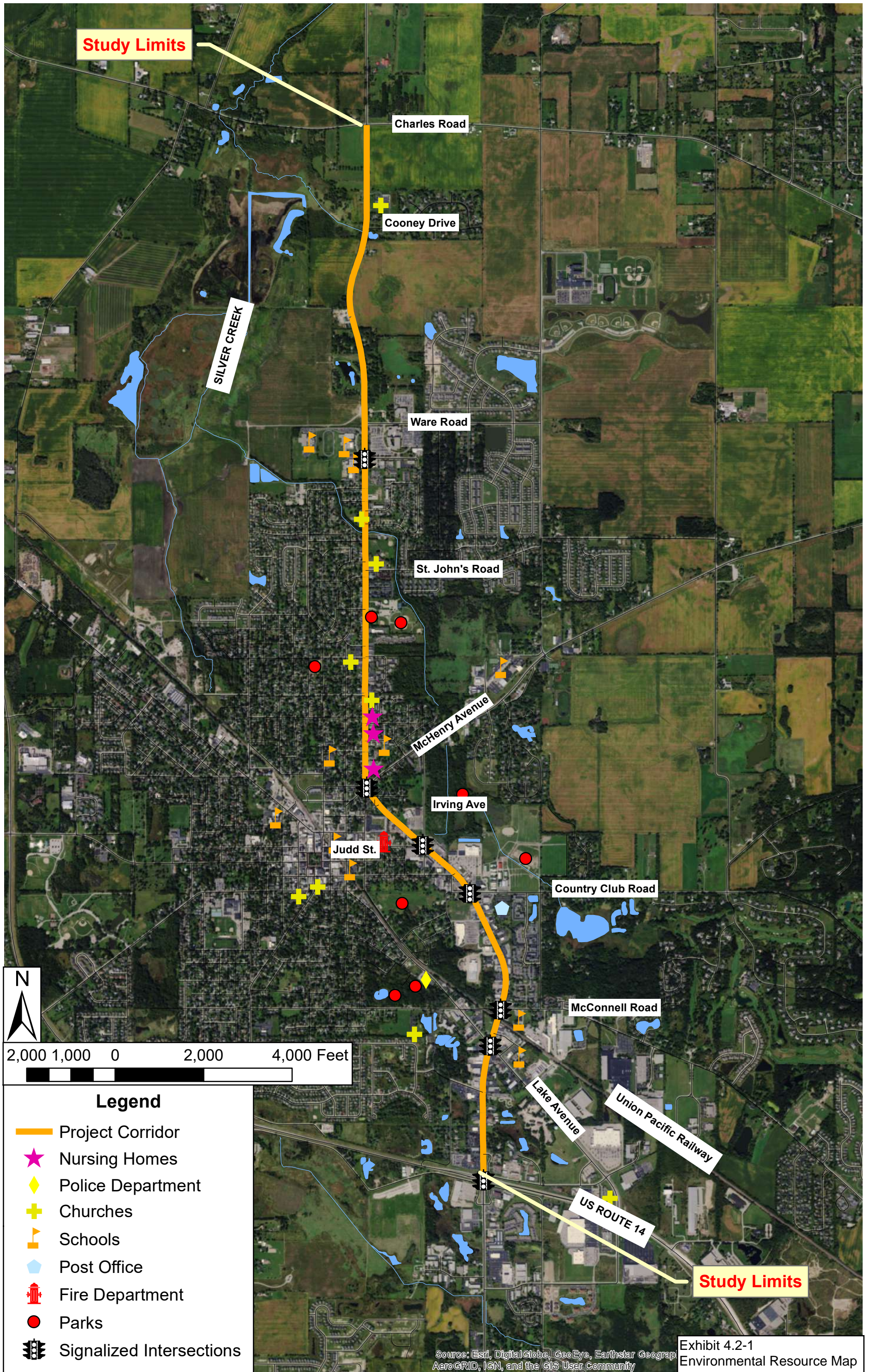


Drainage Ditch	10'	12'	12'	22'	12'	12'	10'	Drainage Ditch	10'
	Paved shoulder	Travel Lane	Travel Lane	Mountable Median/ Turn Lane	Travel Lane	Travel Lane	Paved shoulder		Shared-use path

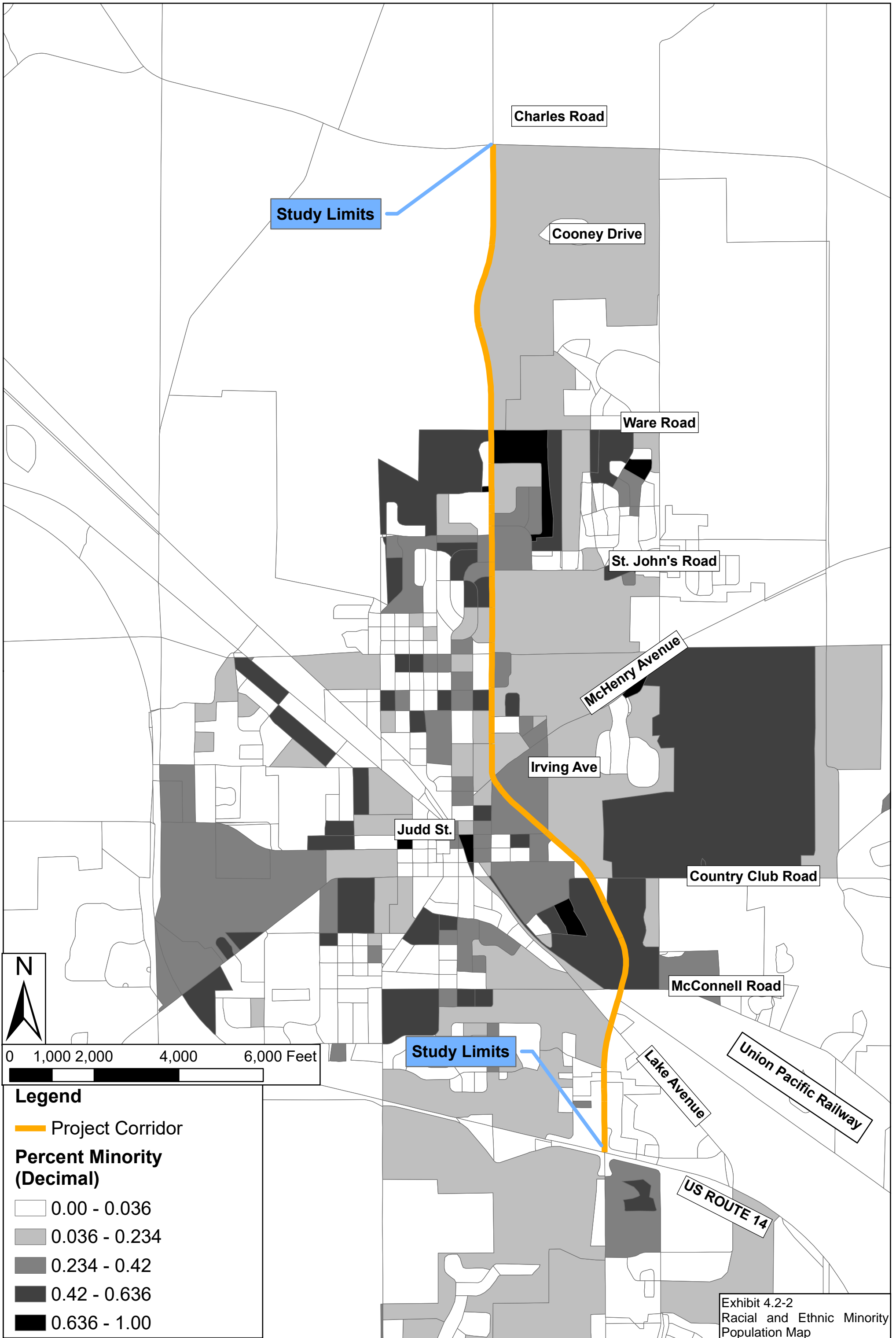
Environmental Inventory Map



Environmental Resource Map



Racial and Ethnic Minority Population Map





To:	John McDonough
Bureau:	Land Acquisition
Attn:	Mike Cullian

From:	J.Baczek/S.Schilke/J.Baldauf/K.Bochte
Bureau:	Programming
Subject:	IL 47 P-91-007-09
	Potential Relocations

Date:	7/21/2014
-------	-----------

Please check appropriate box below:

- Take Necessary Action
- For Your Comments
- Per Your Request
- For Your Approval
- For Your Information
- See Me About the Attached
- Draft (Letter)(Memo) For my signature
- Reply
- Return
- Route
- File

Message

IL 47
 From U.S. 14 to Charles Road
 P-91-007-09
 McHenry County

Attached is a list of potential building displacements for the subject project. Per FHWA's request, can you please provide perspective/potential relocation sites? This information will then be used to update the socio/economic findings document.

If you have any questions or need additional information please contact John Baldauf, P.E., Project Manager at (847) 705-4103 or Kyle Bochte, Project Engineer at (847) 705-4678.

Thanks,
 Kyle Bochte

Kyle Bochte
 Signature

Copies to

Response

3/25/2015

Kyle -

Attached are listings of single family residences 'for sale' in Woodstock, per your request. Also attached are various types of non-residential properties (retail/commercial, office space, industrial, etc.) listed 'for sale' and 'for rent/lease' as potential replacement properties for the non-residential occupants impacted by the proposed improvement to IL 47 thru the City of Woodstock. Please contact me w/any questions or if you need additional information.

Mike Cullian x4271
 Signature

Thanks, Mike

available residential

	MLS #	Stat	Street #	CP	Str Name	Sfx	Area	LP/SP	# Rms	All Beds	Baths	Type	SCI
1	08682866	ACTV	621		Washington	St	98	\$89,900	7	4	1.1	2 Stories	N
2	08841082	PCHG	626		Blakely	St	98	\$89,900	7	3	2	1 Story	N
3	08844718	ACTV	417		Highland	Ave	98	\$100,000	6	3	1.1	2 Stories	N
4	08596548	ACTV	751		Washington	St	98	\$119,900	7	3	2	2 Stories	S
5	08862709	ACTV	664	N	Sharon	Dr	98	\$119,900	7	4	1.1	1 Story	N
6	08667089	ACTV	408		Becking	Ave	98	\$134,900	9	3+1 bsmt	2.1	1 Story	S
7	08831440	ACTV	1801		Quail	Ct	98	\$139,000	6	3	2	1.5 Story	S
8	08792789	ACTV	2219		Aspen	Dr	98	\$144,900	11	4	2.1	2 Stories	S
9	08750236	PCHG	816	S	Sharon	Dr	98	\$144,900	8	3	2	1 Story	N
10	08572910	ACTV	522		Dean	St	98	\$149,900	6	3	2	1.5 Story	S
11	08816064	ACTV	311		Redwing	Dr	98	\$150,999	8	4	2.1	2 Stories	S
12	08824552	ACTV	948		Saint Johns	Rd	98	\$154,900	8	4	3	Raised Ranch	N
13	08773298	ACTV	157		Bloomfield	Dr	98	\$155,000	6	3	2.1	2 Stories	S
14	08852995	ACTV	2120		Aspen	Dr	98	\$155,000	7	3	1.1	2 Stories	N
15	08863223	ACTV	1431		Cord Grass	Trl	98	\$166,900	6	3	1.1	2 Stories	N
16	08848243	PCHG	1692		Woodside	Dr	98	\$166,990	6	3	2.1	2 Stories	N
17	08867473	NEW	420	E	Calhoun	St	98	\$169,000	7	4	2	2 Stories	N
18	08735298	ACTV	2030		Joseph	St	98	\$169,500	8	3	2	1 Story	N
19	08670437	PCHG	9001		Thompson	Rd	98	\$169,500	6	3	2.1	1 Story	N
20	08845911	ACTV	2115		Tina	Dr	98	\$169,900	8	4	2.1	Split Level w/ Sub	N
21	08863002	ACTV	329	S	Tryon	St	98	\$219,900	7	3	2	2 Stories	N
22	08848961	ACTV	2421		Vivaldi	St	98	\$220,000	10	4	2.1	2 Stories	N
23	08658224	ACTV	3908		Dean	St	98	\$224,900	8	3	2.1	1 Story	M
24	08850381	ACTV	261		Martin	Dr	98	\$234,900	10	4	2.1	2 Stories	N
25	08788422	ACTV	250		Burbank	Ave	98	\$242,500	9	4	2.1	2 Stories	N
26	08686149	ACTV	16516		Nelson	Rd	98	\$250,000	9	3+1 bsmt	3	1.5 Story	N
27	08830201	ACTV	2411		Haydn	St	98	\$254,000	11	3+2 bsmt	2	1 Story	N
28	08845864	ACTV	861		Dakota	Dr	98	\$255,000	10	4	2.1	2 Stories	N
29	08712868	ACTV	15108		Kishwaukee Valley	Rd	98	\$259,000	8	4	3	1 Story, Hillside	N
30	08863457	ACTV	2631		Haydn	St	98	\$262,900	10	4	2.1	2 Stories	N
31	08721770	ACTV	408	S	Shannon	Dr	98	\$265,000	8	3	3	1 Story, Hillside	V
32	08809976	ACTV	1022		Powers	Rd	98	\$284,900	11	4	2.2	1.5 Story	N
33	08859777	ACTV	9201		Pine Needle Pass		98	\$294,900	9	4	2.1	2 Stories	N
34	08726990	ACTV	12403		Cooney	Dr	98	\$300,000	8	3	2.1	2 Stories	N
35	08728959	ACTV	11211		Dorham	Ln	98	\$325,000	9	4	3	1.5 Story	N
36	08865103	ACTV	4508		McCauley	Rd	98	\$325,000	9	4	2.1	2 Stories	N
37	08859425	ACTV	2719	S	Country Club	Rd	98	\$330,000	8	4	2.1	1 Story	N
38	08844603	ACTV	10302		Arabian	Trl	98	\$334,900	6	3	2	1 Story	N
39	08826361	ACTV	10619		Deerpath	Rd	98	\$339,900	10	4	2.1	2 Stories	N
40	08673348	ACTV	14916		Route 176		98	\$345,000	7	4	2.1	1 Story	V
41	08770421	ACTV	402		Marawood	Dr	98	\$349,000	9	4	2.1	1.5 Story	N
42	08830612	ACTV	1340		Redtail	Ln	98	\$350,000	8	4	2.1	2 Stories	N
43	08752493	ACTV	213		Westgate	St	98	\$359,900	9	3	3	2 Stories	N
44	08820756	ACTV	601		Handel	Ln	98	\$359,900	8	3	3	1.5 Story	N
45	08854602	ACTV	10900		Bull Valley	Dr	98	\$395,000	9	4	2.1	2 Stories	N
46	08701654	ACTV	14206		Sunset Ridge	Rd	98	\$450,000	7	3	2	1 Story	N
47	08671495	ACTV	2709		Chatham	Ln	98	\$459,900	10	4	2.1	2 Stories	N
48	08734167	ACTV	17515		Deep Cut	Rd	98	\$539,000	9	3	2	2 Stories	N
49	08759286	ACTV	2510		Maritime	Ln	98	\$540,000	10	4	2.2	2 Stories	N

50	08743574	ACTV	14912		Pleasant Valley	Rd	98	\$599,000	7	3	2	1 Story	N
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Copyright 2015 MRED LLC - The accuracy of all information, regardless of source, including but not limited to square footages and lot sizes, is deemed reliable but not guaranteed and should be personally verified through personal inspection by and/or with the appropriate professionals.

Prepared By: Michael Harris | Coldwell Banker Hontig-Bell | Office: (847) 658-5000 | 03/24/2015 12:26 PM

Industrial & Commercial
For Sale/Rent



For Sale

For Lease

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Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois

Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois



0



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Woodstock, IL

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Welcome to the LoopNet.com Woodstock Commercial Real Estate page. Find Woodstock, Illinois commercial real estate for sale and for lease on the internet's largest commercial real estate marketplace online. LoopNet's Woodstock listings cover all desired property types, including Land for Sale, Multifamily Apartments, Retail, Office Space, Industrial Property and much more. Find Woodstock commercial real estate brokers, learn about the Woodstock commercial real estate market, or find a loan at the leading commercial real estate marketplace - LoopNet.com!

Below are 126 Woodstock commercial real estate listings out of over nearly 800,000 total properties available on LoopNet.com.

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Restaurant & Coffee Shop
Woodstock, Illinois
THIS RESTAURANT AND COFFEE SHOP IS FOR LEASE OR SALE!!! GREAT OPPORTUNITY!!! 4550 SF RESTAURANT & COFFEE SHOP FULLY EQUIPPED AND READY TO OPEN!!!

Status: Active
No. Spaces: 1
Rental Rate: \$20.00
Space Available: 4,550 SF
Bldg. Size: 18,000 SF
Primary Type: Retail
Sub-Type: Restaurant



333 E. Judd Street
Woodstock, Illinois
Clear span industrial building just blocks from Woodstock Square. 4 offices, quality control w/ separate heat & A/C. Additional storage on...

Status: Active
Price: \$525,000
Bldg. Size: 10,103 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing



Woodstock Center
Woodstock, Illinois
Jewel/Osco anchored strip center located on the main retail corridor of Route 47 in Woodstock

Status: Active
No. Spaces: 4
Rental Rate: \$12.50 - \$17.50
Space Available: 1,125 - 10,500 SF
Bldg. Size: 10,500 SF
Primary Type: Retail
Sub-Type: Strip Center



CHICAGO CONSUMABLES
Woodstock, Illinois
WELL POSITIONED WOODSTOCK LOCATION ON STATE RT 47 ON THE SOUTH END OF TOWN. EASY ACCESS IN AND OUT WITH AMPLE PARKING. WELL BUILT VARCO-PRUDEN...

Status: Active
Price: \$1,020,000
Bldg. Size: 15,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Flex Space



1061 Wanda Lane
Woodstock, Illinois
Rare size freestanding engineered steel industrial building with 3 phase power. Ideal for small trades or light manufacturing, 300 SF office and...

Status: Active
Price: \$219,000
Bldg. Size: 3,728 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Warehouse



Industrial Property
Woodstock, Illinois
7 units total, 6 units currently vacant & available. Units are from 1000sf - 4000sf and configured as mixed % of office/warehouse. Lease rates are...

Status: Active
No. Spaces: 7
Rental Rate: \$12.50 - \$17.50
Space Available: 1,125 - 10,500 SF
Bldg. Size: 10,500 SF
Primary Type: Retail
Sub-Type: Strip Center



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Elgin Warehouses for Lease

Eik Grove Village Warehouses for Lease





15 Acres - Rte 47 & Hercules Rd.
Woodstock, Illinois
15 Acres

Status: Active
Price: \$995,500
Lot Size: 15.00 Acres
Primary Type: Agricultural
Sub-Type: Agricultural

Fox River Grove Retail Space for Lease
Gurnee Warehouses for Lease
Gurnee Warehouses for Sale
Huntley Flex Space for Lease
Huntley Land for Sale



Jewel Center
Woodstock, Illinois
Jewel/Osco anchored strip center located on the main retail corridor of Route 47 in Woodstock

Status: Active
No. Spaces: 4
Rental Rate: \$17.00
Space Available: 1,125 - 10,500 SF
Bldg. Size: 28,280 SF
Primary Type: Retail
Sub-Type: Strip Center

Huntley Retail Space for Lease
Lake in the Hills Warehouses for Lease
Libertyville Warehouses for Lease
McHenry Flex Space for Lease
McHenry Office Space for Lease
McHenry Retail Space for Lease
McHenry Retail Space for Sale
McHenry Shopping Centers for Lease
McHenry Warehouses for Lease
Naperville Flex Space for Lease
Naperville Retail Space for Sale
Rockford Shopping Centers for Lease
Schaumburg Office Space for Lease
Schaumburg Warehouses for Lease
Streamwood Retail Space for Sale
Waukegan Retail Space for Sale
Waukegan Warehouses for Lease



10200 Route 14
Woodstock, Illinois
3 INDUSTRIAL BUILDINGS 28,800 SF
Total Get the exposure your business needs with this complex of 3 industrial buildings. 14,400 SF steel building...

Status: Active
Price: \$1,260,000
Bldg. Size: 28,600 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

Commercial Real Estate in Popular Cities



Office Space For Lease
Woodstock, Illinois
950 sq. ft. of office space. Starbucks anchored building. Located at southwest corner of Square in Woodstock. This excellent location is...

Status: Active
No. Spaces: 1
Rental Rate: \$9.47
Space Available: 950 SF
Bldg. Size: N/A SF
Primary Type: Office
Sub-Type: Office-R&D

- Addison
- Algonquin
- Alsip
- Arlington Heights
- Atlanta
- Aurora
- Bakersfield
- Barrington
- Bensenville
- Bloomington
- Buffalo Grove
- Cary
- Charlotte
- Chicago
- Crystal Lake
- Dallas
- Des Plaines
- Downers Grove
- Elgin
- Elk Grove Village
- Gurnee
- Harvard
- Houston
- Huntley
- Indianapolis
- Jacksonville
- Joliet
- Lake in the Hills
- Lake Zurich
- Las Vegas
- Libertyville
- Long Beach
- Los Angeles
- Macon
- McHenry
- Memphis
- Mokena
- Mundelein
- Naperville
- Orland Park
- Phoenix



Fully Leased Auto Service Building
Woodstock, Illinois
Fully leased auto service building for sale in Woodstock. The 11,300 square foot, two-tenant building is located along Route 14 with exposure to...

Status: Active
Price: \$1,789,000
Bldg. Size: 11,300 SF
Cap Rate: 12.70%
Primary Type: Retail
Sub-Type: Vehicle Related



3,950 SF Warehouse
Woodstock, Illinois
3,950SF Warehouse Space in Excellent Condition. Full service lease includes all CAM's, Equip. Maint., Taxes, and Gas Heat is included (!) ...

Status: Active
No. Spaces: 1
Rental Rate: \$6.00
Space Available: 1,975 - 3,950 SF
Bldg. Size: 10,000 SF
Primary Type: Industrial
Sub-Type: Warehouse



RETAIL / STORES / OFFICE / TECH
Woodstock, Illinois
BUY or LEASE THIS PROPERTY! Great Opportunity for a Retail store, Commercial Office, or Food Service Business. This Location offers High...

Status: Active
No. Spaces: 3
Rental Rate: \$7.87 - \$20.00
Space Available: 4,550 SF
Bldg. Size: 4,550 SF
Primary Type: Retail
Sub-Type: Strip Center



RESTAURANT & COFFEE SHOP
Woodstock, Illinois
THIS RESTAURANT AND COFFEE SHOP IS FOR LEASE OR SALE!!! GREAT OPPORTUNITY!!! 4550 SF RESTAURANT & COFFEE SHOP FULLY EQUIPPED AND READY TO OPEN!!!

Status: Active
Price: \$955,500
Bldg. Size: 4,550 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Restaurant



Auction: 18.87 Acres of Vacant Land
Woodstock, Illinois
18.87 acres (par taxes) of vacant land adjacent to lumber yard with 1,200 feet of rail road frontage. Nice location with approx 450 feet of road...

Status: Active
Price: \$895,000
Lot Size: 18.87 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



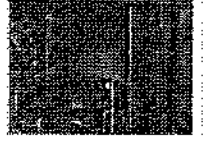
3.5 Acres Home Site
Woodstock, Illinois
Water views, fantastic sunsets and a perfect elevation for a walk out basement make this spectacular 3.5 acres lot the home site of a lifetime. ...

Status: Active
Price: \$64,900
Lot Size: 3.50 Acres
Primary Type: Land
Sub-Type: Residential (land)



841 E. Judd Street
Woodstock, Illinois
5,300 SF masonry free standing zero lot line, industrial building with 9x10 DID, air lines, 1,000 SF office. Ideal for vehicle storage or...

Status: Active
Price: \$169,000
Bldg. Size: 5,300 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Warehouse



16.5 Acres - Woodstock
Woodstock, Illinois
16.5 buildable acres in unincorporated McHenry County zoned Agriculture (A-1) This non-conforming parcel was deeded before June 1978 making it a...

Status: Active
Price: \$169,000
Lot Size: 5,300 SF
Primary Type: Industrial
Sub-Type: Warehouse



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Sycamore
Tampa



320 E. Church Street
Woodstock, Illinois
Blocks from the square, this metal building can be divided into two 5,000 SF warehouses, each with separate utilities. Tall ceilings make this...

Status: Active
Price: \$350,000
Bldg. Size: 10,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

Wauconda
Waukegan

Commercial Real Estate in Popular States

Alabama
Arizona
California
Colorado
Florida
Georgia
Illinois
Indiana
Iowa
Kansas
Kentucky
Maryland
Michigan
Missouri
Nevada
New Jersey
New York
North Carolina
Ohio
Oregon
Pennsylvania
South Carolina
Tennessee
Texas
Virginia
Wisconsin



12724 Wagner Ln
Woodstock, Illinois
11.1 ACRES WITH DEVELOPMENT/COMMERCIAL POTENTIAL. 1.29 MILES TO WOODSTOCK TRAIN STATION, UNDER AN HOUR TO EITHER CHARE OR ROCKFORD AIRPORTS...

Status: Active
Price: \$399,900
Lot Size: 11.10 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



4,000 SF FOR LEASE OR FOR SALE
Woodstock, Illinois
Nice and clean and ready today! 4,000 sf building has separate office and bathroom Service door and 10' x 10' overhead door on north side. ...

Status: Active
No. Spaces: 1
Rental Rate: \$6.60
Space Available: 4,000 SF
Bldg. Size: 4,000 SF
Primary Type: Industrial
Sub-Type: Warehouse



FOR SALE OR FOR LEASE
Woodstock, Illinois
Nice building with office and bathroom in the unit. 10' x 10' overhead and separate service door to the office area. Is ready for you to move...

Status: Active
No. Spaces: 1
Rental Rate: \$6.60
Space Available: 2,000 SF
Bldg. Size: 2,000 SF
Primary Type: Industrial
Sub-Type: Warehouse



6 Acres / 230' frontage on Route 47
Woodstock, Illinois
Value in the land. This 251,360 sf. parcel current has 2 businesses on site totaling over 4200 sf. of buildings. Service / Retail District w/ B3...

Status: Active
Price: \$1,200,000
Lot Size: 6.00 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



Prime Parcel
Woodstock, Illinois
Prime Parcel on Rte 120 in Woodstock. Great traffic counts on the corner of Raffel and Rte 120. 3 Pins make up the 30 acres, willing to split sale...

Status: Active
Price: \$995,000
Lot Size: 10.00 Acres
Land
Sub-Type: Commercial/Other (land)



Former Fast Food with Drive Thru
Woodstock, Illinois
62-seat former Kentucky Fried Chicken with drive-thru window on 1.7 acre site just south of the McHenry County Government Center. Great potential...

Status: Active
Price: \$415,000
Bldg. Size: 2,728 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Restaurant

Popular Property Type Searches

- Anchor Properties for Lease
- Anchor Properties for Sale
- Apartment Buildings for Sale
- Automotive Properties for Lease
- Automotive Properties for Sale
- Churches for Sale
- Day Care Centers for Sale
- Duplexes/Fourplexes for Sale
- Farms for Sale
- Flex Space for Lease
- Flex Space for Sale
- Gas Stations for Sale
- Golf Courses for Sale
- Health Care Properties for Sale
- Hotels/Motels for Sale
- Industrial Properties for Lease
- Industrial Properties for Sale
- Land for Lease
- Land for Sale
- Marinas for Sale
- Medical Offices for Lease
- Medical Offices for Sale
- Mobile Home/RV Parks for Sale
- Office Space for Lease
- Office Space for Sale
- Residential Income Properties for Sale
- Restaurants for Lease
- Restaurants for Sale
- Retail Space for Lease
- Retail Space for Sale
- Self Storage Facilities for Sale
- Senior Housing Facilities for Sale
- Shopping Centers for Lease

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About LoopNet Woodstock Commercial Real Estate

More brokers, property owners and other commercial real estate investors come to use LoopNet.com for selling and buying commercial real estate online. This is what makes LoopNet the professional's choice for finding Woodstock, Illinois commercial real estate. LoopNet has a broad selection of properties for sale and the largest viewership of commercial real estate buyers, investors and other professionals. To access all of the hundreds of thousands of commercial properties for sale and for lease in Woodstock and throughout the U.S. and Internationally, become a LoopNet member today. LoopNet is also the best source online for finding land for sale for your commercial project.

LoopNet operates the most heavily trafficked listing service for Woodstock commercial real estate and other markets in the U.S. and Canada with more than \$425 billion of total commercial real estate for sale and 6.3 billion sq. ft. of commercial real estate space for lease. LoopNet also attracts a large community of Woodstock commercial real estate professionals with more than 7 million members comprised of brokers, corporate executives, service providers, and more than 3 million buyers, tenants and other principals throughout the U.S. and Canada.

LoopNet's Woodstock commercial real estate listings include farms, multifamily apartments, office buildings, retail space, vacant land, hotels and motels, gas stations, warehouses, restaurants for lease and much more.

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Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois

Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois



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Below are 126 Woodstock commercial real estate listings out of over nearly 800,000 total properties available on LoopNet.com.

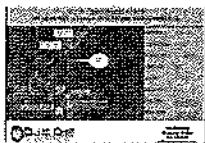
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- Woodstock Industrial Properties for Lease
- Woodstock Land for Sale
- Woodstock Office Space for Lease
- Woodstock Office Space for Sale
- Woodstock Restaurants for Sale
- Woodstock Retail Space for Lease
- Woodstock Retail Space for Sale
- Woodstock Shopping Centers for Lease
- Woodstock Warehouses for Lease
- Woodstock Warehouses for Sale

Popular Searches in and around Woodstock

- Addison Warehouses for Lease
- Algonquin Restaurants for Sale
- Algonquin Retail Space for Lease
- Algonquin Shopping Centers for Lease
- Barrington Office Space for Lease
- Bloomington Shopping Centers for Lease
- Buffalo Grove Warehouses for Lease
- Chicago Apartment Buildings for Sale
- Chicago Automotive Properties for Lease
- Chicago Duplexes/Fourplexes for Sale
- Chicago Industrial Properties for Sale
- Chicago Land for Sale
- Chicago Restaurants for Lease
- Chicago Restaurants for Sale
- Chicago Retail Space for Lease
- Chicago Retail Space for Sale
- Chicago Shopping Centers for Sale
- Chicago Warehouses for Lease
- Chicago Warehouses for Sale
- Crystal Lake Industrial Properties for Lease



\$95,000 / 6.84 Acres
Woodstock, Illinois
 Bank Owned Vacant Land. Consisting of 6.84 gross acres at \$95,000. Situated along Route 120 (McHenry Avenue) in a mixed use neighborhood of...

Status: Active
 Price: \$95,000
 Lot Size: 6.84 Acres
 Primary Type: Land
 Sub-Type: Commercial/Other (land)



Office Property
Woodstock, Illinois
 1,800 square feet of Classic retail/gallery/studio space on the Square. Lower level entry square-side and ground level access in the rear of the...

Status: Active
 No. Spaces: 2
 Rental Rate: \$8.00 - \$12.00
 Space Available: 1,800 SF
 Bldg. Size: 3,600 SF
 Primary Type: Office
 Sub-Type: Creative/Loft



Route 14 and Lily Pond Road
Woodstock, Illinois
 5.803 Acres Development land on Route 14 with 842' of frontage currently zoned AG in the county. Well and septic required. Nice traffic count of...

Status: Active
 Price: \$469,000
 Lot Size: 5.80 Acres
 Primary Type: Land
 Sub-Type: Commercial/Other (land)



Glacier's End
Woodstock, Illinois
PRICE REDUCTION***Glaciers End Estate, sophisticated, sleek, stunning. Noteworthy grand masterpiece of extraordinary quality construction &...

Status: Active
 Price: \$4,995,000
 Bldg. Size: 20,000 SF
 Cap Rate: N/A
 Primary Type: Special Purpose
 Sub-Type: Special Purpose (Other)



Fully Lease Office Building
Woodstock, Illinois
 Fully leased office building in prime Route 47 location. Rent roll available upon request as well as all matters of income expense. Priced for...

Status: Active
 Price: \$895,000
 Bldg. Size: 47,501 SF
 Cap Rate: 8.00%
 Primary Type: Office
 Sub-Type: Office Building



Catalpa Commons
Woodstock, Illinois
 The subject property consists of a 13,915 square foot multi-tenant shopping center located at 11620 Catalpa Lane in Woodstock, IL. The site is 79%...

Status: Active
 No. Spaces:
 Rental Rate:
 Space Available:
 Bldg. Size:
 Primary Type:
 Sub-Type:



18,000 Sq. Ft. Modern Warehouse Facility

Status: Active
 Price: \$750,000



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- Elgin Warehouses for Lease
- Elk Grove Village Warehouses for Lease



Woodstock, Illinois
Free standing steel structure. Great access, just off the Route 14 Bypass. Four overhead doors, 3 with recessed docks. Perfect for user,...

Bldg. Size: 18,000 SF
Cap Rate: 8.00%
Primary Type: Industrial
Sub-Type: Warehouse

Fox River Grove Retail Space for Lease
Gurnee Warehouses for Lease
Gurnee Warehouses for Sale
Huntley Flex Space for Lease
Huntley Land for Sale



Centerville Plaza (Route 47)
Woodstock, Illinois
Retail/office space in Centerville Plaza on heavily traveled Route 47, just across from Taco Bell. Formerly cellular phone store. Equipped for...

Status: Active
No. Spaces: 1
Rental Rate: \$12.00
Space Available: 1,750 SF
Bldg. Size: 1,750 SF
Primary Type: Retail
Sub-Type: Strip Center

Huntley Retail Space for Lease
Lake in the Hills Warehouses for Lease
Libertyville Warehouses for Lease
McHenry Flex Space for Lease
McHenry Office Space for Lease
McHenry Retail Space for Lease
McHenry Retail Space for Sale
McHenry Shopping Centers for Lease
McHenry Warehouses for Lease
Naperville Flex Space for Lease
Naperville Retail Space for Sale



9.5 Acres Rt.120
Woodstock, Illinois
Here is a beautiful place to build a secluded home in the country. It is almost 10 acres with a scenic spring fed pond. The home site is set back...

Status: Active
Price: \$279,000
Lot Size: 9.50 Acres
Primary Type: Land
Sub-Type: Residential (land)

Rockford Shopping Centers for Lease
Schaumburg Office Space for Lease
Schaumburg Warehouses for Lease
Streamwood Retail Space for Sale
Waukegan Retail Space for Sale
Waukegan Warehouses for Lease



ROSE FARM ESTATES
Woodstock, Illinois
Rose Farm Estates Subdivision! Beautiful 2 Acre Home Site with Walkout Potential! Enjoy county taxes, country views. Located Near Historic...

Status: Active
Price: \$50,000
Lot Size: 2.13 Acres
Primary Type: Land
Sub-Type: Residential (land)

Commercial Real Estate in Popular Cities



ROSE FARM ESTATES
Woodstock, Illinois
Rose Farm Estates Subdivision! Beautiful 2 Acre Home Site located in a Cul-de-sac with Walkout Potential! Enjoy county taxes, country views...

Status: Active
Price: \$50,000
Lot Size: 2.00 Acres
Primary Type: Land
Sub-Type: Residential (land)

Addison
Algonquin
Alsip
Arlington Heights
Atlanta
Aurora
Bakersfield
Barrington
 Bensenville
 Bloomingdale
 Buffalo Grove
 Cary
 Charlotte
 Chicago
 Crystal Lake
 Dallas



ROSE FARM ESTATES
Woodstock, Illinois
Rose Farm Estates Subdivision! Beautiful 2 Acre Home Site located in a Cul-de-sac with Walkout Potential! Enjoy county taxes, country views...

Status: Active
Price: \$50,000
Lot Size: 2.16 Acres
Primary Type: Land
Sub-Type: Residential (land)

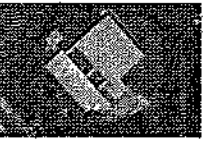
Des Plaines
Downers Grove
Elgin
Etk Grove Village
Gurnee
Harvard
Houston
Huntley
Indianapolis
Jacksonville
Joliet
Lake in the Hills
Lake Zurich



Industrial Property
Woodstock, Illinois
Nice building with office and bathroom in the unit. 10' x 10' overhead door and separate service door to the office area. Currently a machine...

Status: Active
Price: \$89,000
Bldg. Size: 2,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Industrial Condo

Las Vegas
Libertyville
Long Beach
Los Angeles
Macon
McHenry
Memphis
Mokena
Mundelein
Naperville
Orland Park
Phoenix



UP Rail Served Manufacturing and Warehouse Space
Woodstock, Illinois
This former Silgan Plastics Plant is a functional 187,850 SF of manufacturing and warehouse space, which is rail served by Union Pacific. The...

Status: Active
Price: Not Disclosed
Bldg. Size: 187,850 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing



UP Rail Served Manufacturing and Warehouse Space
Woodstock, Illinois
This former Silgan Plastics Plant is a functional 187,850 SF of manufacturing and warehouse space, which is rail served by Union Pacific. The...

Status: Active
No. Spaces: 1
Rental Rate: \$3.95
Space Available: 76,471 - 187,850 SF
Bldg. Size: 187,850 SF
Primary Type: Industrial
Sub-Type: Warehouse



400 Russel Court
Woodstock, Illinois
Ideal space and location for Law Firm, Counselor, Financial Advisor, etc. Landlord will build to suit your needs. Lease part or all of this...

Status: Active
No. Spaces: 4
Rental Rate: \$18.00
Space Available: 1,040 - 8,100 SF
Bldg. Size: 8,100 SF
Primary Type: Office
Sub-Type: Office Building



Office Property
Woodstock, Illinois
1,800 square feet of Classic retail/gallery/studio space on the Square. Dual access; Lower level entry square-side and ground level access in the...

Status: Active
No. Spaces: 1
Rental Rate: \$8.00
Space Available: 1,800 SF
Bldg. Size: 3,600 SF
Primary Type: Office
Sub-Type: Creative/Loft



95.8 Acres MOL
Woodstock, Illinois
Zoned AG This Parcel of land has approx. 95+ acres subject to survey. There are approximately 38 acres of tillable and the balance is scattered...

Status: Active
Price:
Lot Size:
Primary Type:
Sub-Type:



WANT COMPLETE MAP SUPPORT?

Only registered users get advanced map support. Improve your search experience - Register for FREE today!



Horizon Center
Woodstock, Illinois
Great Location in the center of Woodstock's Retail. Site is surrounded by rooftops. The site is located in a neighborhood convenience center...

Status: Active
No. Spaces: 3
Rental Rate: \$15.00
Space Available: 1,000 - 3,700 SF
Bldg. Size: 3,700 SF
Primary Type: Retail
Sub-Type: Neighborhood Center



1725 Kilkenny Court
Woodstock, Illinois
17,600 Square foot industrial building on 7.51 acres with city sewer and water. Railroad tracks run along the North end of the property. Building...

Status: Active
Price: \$1,170,000
Bldg. Size: 17,600 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Flex Space



Victorian Manor
Woodstock, Illinois
The bed & breakfast from the movie, "Groundhog Day". A grand Victorian built in 1895 and totally renovated. 6 bedrooms ensuite plus innkeeper's...

Status: Active
Price: \$885,000
Bldg. Size: 6,000 SF
Cap Rate: N/A
Primary Type: Special Purpose
Sub-Type: Special Purpose (Other)



1065 Lake OFFICE SUITES
Woodstock, Illinois
Executive office building with first floor office available. Suite B - (2,225 SF). \$2,225/mo. owner will provide basic build out. Lower level...

Status: Active
No. Spaces: 2
Rental Rate: \$10.00 - \$12.00
Space Available: 2,225 - 6,715 SF
Bldg. Size: 9,060 SF
Primary Type: Office
Sub-Type: Office Building



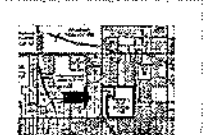
743-45 McHenry Ave.
Woodstock, Illinois
4,600 SF freestanding masonry industrial building formerly used as a machine shop. 800 SF finished mezzanine above office/showroom (not included)...

Status: Active
Price: \$200,000
Bldg. Size: 4,600 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing



Agricultural Property
Woodstock, Illinois
Looking for location and high viability? Look no further. This 40+ acres is minutes from I-90, Woodstock, Crystal Lake and Marengo. There is...

Status: Active
Price: \$500,000
Lot Size: 40.82 Acres
Primary Type: Agricultural
Sub-Type: Agricultural



Agricultural Property
Woodstock, Illinois
Future developmental potential!!! 123.94 Acres (MDL). Former tree nursery; some stock still present. Natural gas pipeline at southern edge of...

Status: Active
Price: \$1,115,460
Lot Size: 123.94 Acres
Primary Type: Agricultural
Sub-Type: Agricultural

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Find Commercial Real Estate by ZIP Code



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X

Wauconda
Waukegan

Commercial Real Estate in Popular States

Alabama
Arizona
California
Colorado
Florida
Georgia
Illinois
Indiana
Iowa
Kansas
Kentucky
Maryland
Michigan
Missouri
Nevada
New Jersey
New York
North Carolina
Ohio
Oregon
Pennsylvania
South Carolina
Tennessee
Texas
Virginia
Wisconsin

Popular Property Type Searches

Anchor Properties for Lease
Anchor Properties for Sale
Apartment Buildings for Sale
Automotive Properties for Lease
Automotive Properties for Sale
Churches for Sale
Day Care Centers for Sale
Duplexes/Fourplexes for Sale
Farms for Sale
Flex Space for Lease
Flex Space for Sale
Gas Stations for Sale
Golf Courses for Sale
Health Care Properties for Sale
Hotels/Motels for Sale
Industrial Properties for Lease
Industrial Properties for Sale
Land for Lease
Land for Sale
Marinas for Sale
Medical Offices for Lease
Medical Offices for Sale
Mobile Home/RV Parks for Sale
Office Space for Lease
Office Space for Sale
Residential Income Properties for Sale
Restaurants for Lease
Restaurants for Sale
Retail Space for Lease
Retail Space for Sale
Self Storage Facilities for Sale
Senior Housing Facilities for Sale
Shopping Centers for Lease

Allanta Apartment Buildings for Sale
Bakersfield Apartment Buildings for Sale



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Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois

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Woodstock, IL

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Sort

Welcome to the LoopNet.com Woodstock Commercial Real Estate page. Find Woodstock, Illinois commercial real estate for sale and for lease on the Internet's largest commercial real estate marketplace online. LoopNet's Woodstock listings cover all desired property types, including Land for Sale, Multifamily Apartments, Retail, Office Space, Industrial Property and much more. Find Woodstock commercial real estate brokers, learn about the Woodstock commercial real estate market, or find a loan at the leading commercial real estate marketplace - LoopNet.com!

Below are 126 Woodstock commercial real estate listings out of over nearly 800,000 total properties available on LoopNet.com.

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15,200 Sq. Ft. Manufacturing
Woodstock, Illinois
15,200 sq. ft., pre-engineered "Varco Pruden" steel building. Immediate possession, fully air conditioned and sprinklered. Rental rate \$3.95 per...

Status: Active
No. Spaces: 1
Rental Rate: \$3.95
Space Available: 15,200 SF
Bldg. Size: 15,200 SF
Primary Type: Industrial
Sub-Type: Manufacturing



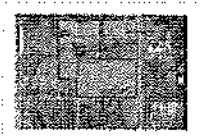
RETAIL / STORES / OFFICE / TECH
Woodstock, Illinois
Great Opportunity for a Retail Store, Commercial Office, Medical Office, or Food Service Business. This Location offers High Visibility, Easy in...

Status: Active
Price: \$638,000
Bldg. Size: 4,550 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Strip Center



Industrial Property
Woodstock, Illinois
Very well maintained industrial building with an outstanding location. Approx. 178,000 sq. ft. of manufacturing space and 9,000 sq. ft. of office...

Status: Active
Price: \$2,950,000
Bldg. Size: 187,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing



105 ACRES at Route 14 and Kishwaukee Valley Rd
Woodstock, Illinois
PRICE REDUCED! 105 Acres Retail & Residential Potential! Great location for Development ~ Water and Sewer close by ~ Income Producing ~ Offers...

Status: Active
Price: \$3,750,000
Lot Size: 105.00 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



RETAIL SPACE FOR LEASE- HEAVY TRAFFIC
Woodstock, Illinois
CLOSE TO COURT HOUSE, HEAVY TRAFFIC, ACROSS FROM HOUSING, GREAT LOCATION. ONLY ONE RETAIL UNIT LEFT, BRING YOUR BUSINESS OR IDEAS GREAT RENT RATE...

Status: Active
No. Spaces: 2
Rental Rate: \$10.00 - \$12.00
Space Available: 622 - 2,490 SF
Bldg. Size: 14,850 SF
Primary Type: Retail
Sub-Type: Street Retail



Lot 9 Trakk Lane
Woodstock, Illinois
1.19 acre site available in Woodstock's Trakk Industrial Park. Deed covenants available from listing office. Possible rail siding available.

Status:
Price:
Lot Size:
Primary Type:
Sub-Type:

Search Woodstock Commercial Real Estate by Property Type

- Woodstock Industrial Properties for Lease
- Woodstock Land for Sale
- Woodstock Office Space for Lease
- Woodstock Office Space for Sale
- Woodstock Restaurants for Sale
- Woodstock Retail Space for Lease
- Woodstock Retail Space for Sale
- Woodstock Shopping Centers for Lease
- Woodstock Warehouses for Lease
- Woodstock Warehouses for Sale

Popular Searches in and around Woodstock

- Additional Warehouses for Lease
- Algonquin Restaurants for Sale
- Algonquin Retail Space for Lease
- Algonquin Shopping Centers for Lease
- Barrington Office Space for Lease
- Bloomington Shopping Centers for Lease
- Buffalo Grove Warehouses for Lease
- Chicago Apartment Buildings for Sale
- Chicago Automotive Properties for Lease
- Chicago Duplexes/Fourplexes for Sale
- Chicago Industrial Properties for Sale
- Chicago Land for Sale
- Chicago Restaurants for Lease
- Chicago Restaurants for Sale
- Chicago Retail Space for Lease
- Chicago Retail Space for Sale
- Chicago Shopping Centers for Sale
- Chicago Warehouses for Lease
- Chicago Warehouses for Sale
- Crystal Lake Industrial Properties for Lease



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Elgin Warehouses for Lease

Elk Grove Village Warehouses for Lease



Lot 8 Trakk Lane
Woodstock, Illinois
1.08 acre site available in Woodstock's Trakk Industrial Park. Deed covenants available from the listing office. Possible rail siding

Status: Active
Price: \$75,000
Lot Size: 1.08 Acres
Primary Type: Land
Sub-Type: Industrial (land)



Cobblestone Square
Woodstock, Illinois
SEC of Route 47 & Cobblestone Way
Great commercial lot with excellent visibility on busy Route 47! Zoned B-3 Service & Retail, allowing a wide...

Status: Active
Price: \$149,900
Lot Size: 1.00 - 2.78 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



Office Property
Woodstock, Illinois
Available NOW ready for your finishing touches. 1st floor is 3,473 sq. ft., handicap accessible & has abundant natural lighting plus 1,746 sq. ft....

Status: Active
Price: \$279,000
Bldg. Size: 5,220 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Building



9604 Route 14 (Northwest Highway)
Woodstock, Illinois
2.12 acre commercial corner on Route 14 at Lily Pond Road. Only \$2.87 psf! Former location of La Tejanita restaurant, which has been razed...

Status: Active
Price: \$265,000
Lot Size: 2.12 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



Rare Combination of Lovely House and Barn
Woodstock, Illinois
REDUCED!!! Very nice 2 story house with wrap around porch, maintenance free exterior and 4 Bedrooms, 2.1 Baths. The home features kitchen with...

Status: Active
Price: \$425,000
Lot Size: 20.00 Acres
Primary Type: Agricultural
Sub-Type: Pasture/Ranch



OFFICE/RETAIL FOR LEASE - CLOSE TO COURTHOUSE
Woodstock, Illinois
4 Office Units still available for rent - close to Woodstock Civic Center, busy road, with high traffic count on Route 47 (Seminary), small office...

Status: Active
No. Spaces: 1
Rental Rate: \$10.00
Space Available: 622 - 3,702 SF
Bldg. Size: 14,850 SF
Primary Type: Office
Sub-Type: Office-R&D



28,200 sq Manufacturing Space for Lease
Woodstock, Illinois
Ideal light manufacturing facility below market rate rent. Heavy duty sprinkler with 75 H.P. booster pump. Additional parking available

Status: Active
No. Spaces: 1
Rental Rate: \$3.95
Space Available: 28,200 SF
Bldg. Size: 28,200 SF
Primary Type: Industrial
Sub-Type: Manufacturing



Commercial Lot
Woodstock, Illinois
Just over 1/2 acre vacant land in the city of Woodstock. Sewer, water and utilities to site. B3 zoning allows many uses...

Status: Active
Price: \$249,000
Lot Size: 0.69 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



38 & 40 Pleasant Valley Rd.
Woodstock, Illinois
Country home site with stocked 2.5 acre pond. Wooded with large willow and pine trees. Quiet setting adjoins forest preserve. Large open grassy...

Status: Active
Price: \$149,900
Lot Size: 5.69 Acres
Primary Type: Land
Sub-Type: Residential (land)



325 Irving Ave
Woodstock, Illinois
Retail / shopping center with space available for lease. Anchored by Wised's Grocery Store and Dollar General.

Status: Active
No. Spaces: 1
Rental Rate: N/A
Space Available: 2,150 SF
Bldg. Size: 29,940 SF
Primary Type: Retail
Sub-Type: Strip Center



118 E. Calhoun Street
Woodstock, Illinois
Two individual offices, 16 x 12 & 12 x 12, plus reception area available for lease in larger established professional insurance office. ...

Status: Active
No. Spaces: 2
Rental Rate: \$14.00
Space Available: 144 - 192 SF
Bldg. Size: NaN SF
Primary Type: Office
Sub-Type: Office Building



10 acres in McHenry County, IL
Woodstock, Illinois
Turn-key Horse Training farm on 10 acres w/28 fully-matted "warm-blood sized" stalls, 60x180 indoor arena w/rubber/sand footing & heated viewing...

Status: Active
Price: \$75,000
Lot Size: 10.00 Acres
Primary Type: Land
Sub-Type: Residential (land)

Fox River Grove Retail Space for Lease
Gurnee Warehouses for Lease
Gurnee Warehouses for Sale
Huntley Flex Space for Lease
Huntley Land for Sale
Huntley Retail Space for Lease
Lake in the Hills Warehouses for Lease
Libertyville Warehouses for Lease
McHenry Flex Space for Lease
McHenry Office Space for Lease
McHenry Retail Space for Lease
McHenry Retail Space for Sale
McHenry Shopping Centers for Lease
McHenry Warehouses for Lease
Naperville Flex Space for Lease
Naperville Retail Space for Sale
Rockford Shopping Centers for Lease
Schaumburg Office Space for Lease
Schaumburg Warehouses for Lease
Streamwood Retail Space for Sale
Waukegan Retail Space for Sale
Waukegan Warehouses for Lease

Commercial Real Estate in Popular Cities

Addison
Algonquin
Alsip
Arlington Heights
Atlanta
Aurora
Bakersfield
Barrington
Bensenville
Bloomingdale
Buffalo Grove
Cary
Charlotte
Chicago
Crystal Lake
Dallas
Des Plaines
Downers Grove
Elgin
Elk Grove Village
Gurnee
Harvard
Houston
Huntley
Indianapolis
Jacksonville
Joliet
Lake in the Hills
Lake Zurich
Las Vegas
Libertyville
Long Beach
Los Angeles
Macon
McHenry
Memphis
Mokena
Mundelein
Naperville
Orland Park
Phoenix



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Sycamore
Tampa



Woodstock VFW Hall
Woodstock, Illinois
Wonderful business location, adjacent to Woodstock Historical Square. Behind Movie theatre. Turnkey Banquet/Restaurant opportunity with plenty of...

Status: Active
Price: \$399,900
Bldg. Size: 11,202 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Restaurant

Wauconda
Waukegan

Commercial Real Estate in Popular States

Alabama
Arizona
California
Colorado
Florida
Georgia
Illinois
Indiana
Iowa
Kansas
Kentucky
Maryland
Michigan
Missouri
Nevada
New Jersey
New York
North Carolina
Ohio
Oregon
Pennsylvania
South Carolina
Tennessee
Texas
Virginia
Wisconsin



80 acres in McHenry County, IL
Woodstock, Illinois
Total Acres: There are a total of 80.25 acres, more or less, according to the McHenry County Assessor's Office. There are approximately 60...

Status: Active
Price: \$1,115,475
Lot Size: 80.25 Acres
Primary Type: Agricultural
Sub-Type: Pasture/Ranch



Multifamily Apartment
Woodstock, Illinois
The LHFC Group is proud to present this well maintained 10-unit apartment complex located in Woodstock, IL. This building shows a true pride of...

Status: Active
Price: \$670,000
Bldg. Size: 8,000 SF
Units: 10
Cap Rate: 6.80%
Primary Type: Multifamily
Sub-Type: Garden/Low-Rise



Retail Property
Woodstock, Illinois
Prime retail 1,500 square-foot store on the Woodstock Square will be available June 1, 2015, includes 1,500 square-foot lower level with staircase...

Status: Active
No. Spaces: 1
Rental Rate: \$8.00
Space Available: 3,000 SF
Bldg. Size: 25,000 SF
Primary Type: Retail
Sub-Type: Retail (Other)



The Doty Road Property
Woodstock, Illinois
Total Acres: There are a total of 80.25 acres, more or less, according to the McHenry County Assessor's Office. There are approximately 60...

Status: Active
Price: \$1,115,475
Lot Size: 80.25 Acres
Primary Type: Agricultural
Sub-Type: Agricultural



Retail Property
Woodstock, Illinois
Excellent repositioning opportunity for user or investor. Zoning: B2C. 2 story building with lower level: rentable bldg size ±27,591 SF. The...

Status: Active
Price: \$1,845,000
Bldg. Size: 30,683 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Free Standing Bldg



10 acres in McHenry
Bull Valley, Illinois
Charming log cabin on 9.6 acres in the perfect setting. That perfect setting includes this custom log home set back on a long, picturesque drive...

Status: Active
Price: \$395,000
Lot Size: 9.60 Acres
Primary Type: Agricultural
Sub-Type: Pasture/Ranch

Popular Property Type Searches

Anchor Properties for Lease
Anchor Properties for Sale
Apartment Buildings for Sale
Automotive Properties for Lease
Automotive Properties for Sale
Churches for Sale
Day Care Centers for Sale
Duplexes/Fourplexes for Sale
Farms for Sale
Flex Space for Lease
Flex Space for Sale
Gas Stations for Sale
Golf Courses for Sale
Health Care Properties for Sale
Hotels/Motels for Sale
Industrial Properties for Lease
Industrial Properties for Sale
Land for Lease
Land for Sale
Marinas for Sale
Medical Offices for Lease
Medical Offices for Sale
Mobile Home/RV Parks for Sale
Office Space for Lease
Office Space for Sale
Residential Income Properties for Sale
Restaurants for Lease
Restaurants for Sale
Retail Space for Lease
Retail Space for Sale
Self Storage Facilities for Sale
Senior Housing Facilities for Sale
Shopping Centers for Lease

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Bakersfield Apartment Buildings for Sale



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Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois

Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois



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All properties for sale

Woodstock, IL

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Advanced Search

All Property Types Illinois McHenry County Woodstock

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1143 Seminary Ave
Woodstock, Illinois
LEASE FROM 337 TO 6700 SQ FT OR
FOR SALE \$645,000 ATTRACTIVE
BRICK QUAD LEVEL OFFICE
BUILDING WITH OVER 6700SQ FT
LOCATED ON BUSY ILLINOIS
ROUTE...

Status: Active
Price: Not Disclosed
Bldg. Size: 337 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Building



1143 Seminary Ave
Woodstock, Illinois
OFFICE/MEDICAL FOR SALE/LEASE
ATTRACTIVE BRICK & CONCRETE
QUAD 4 LEVEL BUILDING WITH OVER
6703 SF. W/MEETING/CONFERENCE
ROOMS. LOCATED ON BUSY...

Status: Active
Price: \$645,000
Bldg. Size: 6,703 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Building



701 S. Eastwood Drive
Woodstock, Illinois
Great exposure along Route 47 in the
heart of Woodstock. Approx. 2,000
square feet of open span retail or office
space...Building face will allow...

Status: Active
No. Spaces: Fully Leased
Rental Rate: N/A
Space Available: Fully Leased
Bldg. Size: 2,000 SF
Primary Type: Retail
Sub-Type: Retail (Other)



Office Property
Woodstock, Illinois
FOR SALE/LEASE
MEDICAL/PROFESSIONAL
BUILDING/CONDOS FOR LEASE
FROM 180sf UP TO 6703sf OR FOR
SALE \$645,000 ATTRACTIVE BRICK
AND CONCRETE QUAD...

Status: Active
No. Spaces: 2
Rental Rate: \$11.00 - \$14.24
Space Available: 337 - 6,703 SF
Bldg. Size: 6,703 SF
Primary Type: Office
Sub-Type: Office Building



1143 Seminary
Woodstock, Illinois
FOR SALE/LEASE
MEDICAL/PROFESSIONAL
BUILDING/CONDOS FOR LEASE
FROM 180sf UP TO 6703sf OR FOR
SALE \$645,000 ATTRACTIVE BRICK
AND CONCRETE QUAD...

Status: Active
Price: \$645,000
Bldg. Size: 6,703 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Building



Office Building
Woodstock, Illinois
Very well maintained Office Building.
Located in Lakeshore Business Park
with easy access to Route 14 between
Woodstock and Crystal Lake...

Status: Active
Price: \$495,000
Bldg. Size: 5,322 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Building

Search Woodstock Commercial Real Estate by Property Type

- Woodstock Industrial Properties for Lease
Woodstock Land for Sale
Woodstock Office Space for Lease
Woodstock Office Space for Sale
Woodstock Restaurants for Sale
Woodstock Retail Space for Lease
Woodstock Retail Space for Sale
Woodstock Shopping Centers for Lease
Woodstock Warehouses for Lease
Woodstock Warehouses for Sale

Popular Searches in and around Woodstock

- Addison Warehouses for Lease
Algonquin Restaurants for Sale
Algonquin Retail Space for Lease
Algonquin Shopping Centers for Lease
Barrington Office Space for Lease
Bloomingdale Shopping Centers for Lease
Buffalo Grove Warehouses for Lease
Chicago Apartment Buildings for Sale
Chicago Automotive Properties for Lease
Chicago Duplexes/Fourplexes for Sale
Chicago Industrial Properties for Sale
Chicago Land for Sale
Chicago Restaurants for Lease
Chicago Restaurants for Sale
Chicago Retail Space for Lease
Chicago Retail Space for Sale
Chicago Shopping Centers for Sale
Chicago Warehouses for Lease
Chicago Warehouses for Sale
Crystal Lake Industrial Properties for Lease
Crystal Lake Land for Sale
Crystal Lake Office Space for Lease
Crystal Lake Retail Space for Lease
Crystal Lake Shopping Centers for Lease
Crystal Lake Warehouses for Lease
Elgin Warehouses for Lease
Elk Grove Village Warehouses for Lease



Industrial Property
Woodstock, Illinois
540,000 square foot Industrial warehouse and manufacturing facility on approximately 30 acres.

Status: Active
Price: Not Disclosed
Bldg. Size: 540,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

Fox River Grove Retail Space for Lease
Gurnee Warehouses for Lease
Gurnee Warehouses for Sale
Huntley Flex Space for Lease
Huntley Land for Sale



Industrial Property
Woodstock, Illinois
Single story warehouse with 4 drive-in doors and 20 surface parking spaces. Property sits on just under 1 acre of land. The property is in good...

Status: Active
Price: \$325,000
Bldg. Size: 16,771 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Distribution Warehouse

Huntley Retail Space for Lease
Lake in the Hills Warehouses for Lease
Libertyville Warehouses for Lease
McHenry Flex Space for Lease
McHenry Office Space for Lease



63.77 Acres - Development Parcel
Woodstock, Illinois
Choice development parcel directly across from Thoroughbred Estates. Zoning is presently E-1 in McHenry County. Additional PIN 08-26-100-025.

Status: Active
Price: \$449,000
Lot Size: 63.77 Acres
Primary Type: Land
Sub-Type: Residential (land)

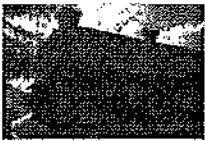
McHenry Retail Space for Lease
McHenry Retail Space for Sale
McHenry Shopping Centers for Lease
McHenry Warehouses for Lease
Naperville Flex Space for Lease



140 S Cass St
Woodstock, Illinois
Best use for restaurant. Can be converted to office or retail as well.

Status: Active
Price: \$350,000
Bldg. Size: 7,440 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Retail (Other)

Naperville Retail Space for Sale
Rockford Shopping Centers for Lease
Schaumburg Office Space for Lease
Schaumburg Warehouses for Lease
Streamwood Retail Space for Sale
Waukegan Retail Space for Sale
Waukegan Warehouses for Lease



Retail Property
Woodstock, Illinois
Three prime commercial spaces available. Ideal for office / retail use. Brick building. Awnings over entrances. Separate utilities. Space 1200...

Status: Active
No. Spaces: 3
Rental Rate: \$12.00
Space Available: 1,156 - 2,312 SF
Bldg. Size: 3,944 SF
Primary Type: Retail
Sub-Type: Strip Center

Commercial Real Estate in Popular Cities

Addison
Algonquin
Alsip
Arlington Heights
Atlanta



8 - Unit Rental
Woodstock, Illinois
This 8 unit rental building is a great investment opportunity. Well maintained, there is a newer roof, vinyl siding, newer decks, a large 3 car...

Status: Active
Price: \$384,000
Bldg. Size: 3,808 SF
Units: 8
Cap Rate: N/A
Primary Type: Multifamily
Sub-Type: Mid/High-Rise

Aurora
Bakerfield
Barrington
Bensenville
Bloomingdale



Land
Woodstock, Illinois
37 rolling acres with two ponds, outbuildings, and upscale, 1,680 sq. ft. double-wide mobile home. Zoned Ag and currently used as a landscape...

Status: Active
Price: \$450,000
Lot Size: 37.00 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)

Buffalo Grove
Cary
Charlotte
Chicago
Crystal Lake
Dallas



Industrial Property
Woodstock, Illinois
Nice and clean ready today. 4,000 square foot building. Has separate office and bathroom. Service door and 10' x 10' overhead door on north...

Status: Active
Price: \$172,000
Bldg. Size: 4,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

Des Plaines
Downers Grove
Elgin
Elk Grove Village
Gurnee
Harvard



Office Condo
Woodstock, Illinois
For Sale Office Condo Unit 2,058 square foot office. Convenient West side location, close to schools, shopping. ***Commission is also is -\$250...

Status: Active
Price: \$285,000
Bldg. Size: 2,058 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Condo

Houston
Huntley
Indianapolis
Jacksonville
Joliet
Lake in the Hills



Industrial Property
Woodstock, Illinois
5,000 square foot industrial space or storage space. Open floor plan with no columns. 2 - 12 foot overhead doors. Completely insulated. ...

Status: Active
Price: \$175,000
Bldg. Size: 5,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

Lake Zurich
Las Vegas
Libertyville
Long Beach
Los Angeles
Macon



Shoppes of Centerville
Woodstock, Illinois
1,640 sf of prime retail space available in this 9,740 sf retail center. Vanilla box condition. Open area is 27' wide x 60' deep. Back area has...

Status: Active
No. Spaces: 1
Rental Rate: \$15.00
Space Available: 1,600 SF
Bldg. Size: 1,600 SF
Primary Type: Retail
Sub-Type: Neighborhood Center

Memphis
Mokena
Mundelein
Naperville
Orland Park
Phoenix



Industrial Property
Woodstock, Illinois
6,000 square foot Industrial space or storage space. Open floor plan with no columns. 2 - 12 ft. overhead doors. Completely insulated. ...

Status: Active
Price: \$375,000
Bldg. Size: 6,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

Plainfield
Racine
Rockford
Saint Charles
Schaumburg
Sycamore
Tampa



Provident Building
Woodstock, Illinois
Commercial Building - Retail | Office |
Storage Provident Building 2 Street
Retail units with long term lease & Small
Office units with long term...

Status: Active
Price: \$438,400
Bldg. Size: 6,400 SF
Cap Rate: 8.20%
Primary Type: Retail
Sub-Type: Street Retail

Wauconda
Waukegan

Commerical Real Estate in Popular States

- Alabama
- Arizona
- California
- Colorado
- Florida
- Georgia
- Illinois
- Indiana
- Iowa
- Kansas
- Kentucky
- Maryland
- Michigan
- Missouri
- Nevada
- New Jersey
- New York
- North Carolina
- Ohio
- Oregon
- Pennsylvania
- South Carolina
- Tennessee
- Texas
- Virginia
- Wisconsin



7+ Acres on Route 14
Woodstock, Illinois
7+ acres with frontage on Rt. 14. This
will be a lighted corner with a traffic light
and turn lanes. There are several lots so
division or...

Status: Active
Price: \$325,000
Lot Size: 7.93 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



Agricultural Property
Woodstock, Illinois
Zoned A-1 this beautiful 26 acre parcel is
on IL Rt 47 just south of Woodstock and
minutes to I-90. Bring your imagination,
the property includes...

Status: Active
Price: \$235,000
Lot Size: 26.00 Acres
Primary Type: Agricultural
Sub-Type: Agricultural



Office Property
Woodstock, Illinois
Prime location in Woodstock on Lake
Avenue! Plenty of parking, office building
in perfect condition, large reception area,
basement increases...

Status: Active
No. Spaces: 1
Rental Rate: \$12.00
Space Available: 2,525 SF
Bldg. Size: 2,525 SF
Primary Type: Office
Sub-Type: Office-R&D



Office Property
Woodstock, Illinois
A sharp 800 sf office space ready to
move in to. Features a large front office
space of 16 x 35, a handicap accessible
washroom and spacious...

Status: Active
No. Spaces: Fully Leased
Rental Rate: N/A
Space Available: Fully Leased
Bldg. Size: 5,000 SF
Primary Type: Office
Sub-Type: Office-R&D



9.52 Acres - Trakk Industrial Park
Woodstock, Illinois
9.52 acres site available in Woodstock's
Trakk Industrial Park. Covenants
available from listing office. Excellent
location with direct access...

Status: Active
Price: \$1,595,000
Lot Size: 9.52 Acres
Primary Type: Land
Sub-Type: Industrial (land)



13814 Washington St.
Woodstock, Illinois
Modern industrial building in good
location on state highway. 4 - 3,000
square foot units available. Each has
600 square feet of office space...

Status: Active
No. Spaces: 1
Rental Rate: \$3.00
Space Available: 3,000 - 12,000 SF
Lot Size: 12,000 SF
Primary Type: Industrial
Sub-Type: Manufacturing

Popular Property Type Searches

- Anchor Properties for Lease
- Anchor Properties for Sale
- Apartment Buildings for Sale
- Automotive Properties for Lease
- Automotive Properties for Sale
- Churches for Sale
- Day Care Centers for Sale
- Duplexes/Fourplexes for Sale
- Farms for Sale
- Flex Space for Lease
- Flex Space for Sale
- Gas Stations for Sale
- Golf Courses for Sale
- Health Care Properties for Sale
- Hotels/Motels for Sale
- Industrial Properties for Lease
- Industrial Properties for Sale
- Land for Lease
- Land for Sale
- Marinas for Sale
- Medical Offices for Lease
- Medical Offices for Sale
- Mobile Home/RV Parks for Sale
- Office Space for Lease
- Office Space for Sale
- Residential Income Properties for Sale
- Restaurants for Lease
- Restaurants for Sale
- Retail Space for Lease
- Retail Space for Sale
- Self Storage Facilities for Sale
- Senior Housing Facilities for Sale
- Shopping Centers for Lease
- Shopping Centers for Sale
- Warehouses for Lease
- Warehouses for Sale

Search by Property Type In Other Locations

- Atlanta Apartment Buildings for Sale
- Bakersfield Apartment Buildings for Sale

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 Start a search to see ALL Woodstock Commercial MLS listings for sale and
 lease. [Start a New Search](#)

About LoopNet Woodstock Commercial Real Estate

More brokers, property owners and other commercial real estate investors come to use LoopNet.com for selling and buying commercial real estate online. This is what makes LoopNet the professional's choice for finding Woodstock, Illinois commercial real estate. LoopNet has a broad selection of properties for sale and the largest viewership of commercial real estate buyers, investors and other professionals. To access all of the hundreds of thousands of commercial properties for sale and for lease in Woodstock and throughout the U.S. and internationally, become a LoopNet member today. LoopNet is also the best source online for finding land for sale for your commercial project.

LoopNet operates the most heavily trafficked listing service for Woodstock commercial real estate and other markets in the U.S. and Canada with more than \$425 billion of total commercial real estate for sale and 0.3 billion sq. ft. of commercial real estate space for lease. LoopNet also attracts a large community of Woodstock commercial real estate professionals with more than 7 million members comprised of brokers, corporate executives, service providers, and more than 3 million buyers, tenants and other principals throughout the U.S. and Canada.

LoopNet's Woodstock commercial real estate listings include farms, multifamily apartments, office buildings, retail space, vacant land, hotels and motels, gas stations, warehouses, restaurants for lease and much more.

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Find Commercial Real Estate by ZIP Code



For Sale

For Lease

Sales Comps

Property Records

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Serving the NW Suburbs for over 40 Years



Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois

Woodstock Commercial Real Estate for Sale and Lease - Woodstock, Illinois



Search for Woodstock Commercial Real Estate for Sale or Lease

For Sale For Lease

All properties for sale

Woodstock, IL

Search

Advanced search

All Property Types Illinois McHenry County Woodstock

Sort

Welcome to the LoopNet.com Woodstock Commercial Real Estate page. Find Woodstock, Illinois commercial real estate for sale and for lease on the Internet's largest commercial real estate marketplace online. LoopNet's Woodstock listings cover all desired property types, including Land for Sale, Multifamily Apartments, Retail, Office Space, Industrial Property and much more. Find Woodstock commercial real estate brokers, learn about the Woodstock commercial real estate market, or find a loan at the leading commercial real estate marketplace - LoopNet.com!

Below are 128 Woodstock commercial real estate listings out of over nearly 800,000 total properties available on LoopNet.com.

Register for FREE and get Access to all LoopNet Premium Properties.



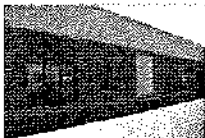
Sanctuary of Bull Valley
Woodstock, Illinois
92 finished single-family residential lots and 77 unfinished single-family residential lots.

Status: Active
Price: Not Disclosed
Lot Size: 70.70 Acres
Primary Type: Land
Sub-Type: Residential (land)



Bull Valley Greens
Woodstock, Illinois
Finished residential lots planned for 22 duplex units.

Status: Active
Price: Not Disclosed
Lot Size: 3.50 Acres
Primary Type: Land
Sub-Type: Residential (land)



Industrial Property
Woodstock, Illinois
Great opportunity at this sprinklered, southside location with an owner that will work with you! Units available IMMEDIATELY are 2302 & 2304. ...

Status: Active
No. Spaces: 1
Rental Rate: \$8.00
Space Available: 2,100 - 4,200 SF
Bldg. Size: 18,532 SF
Primary Type: Industrial
Sub-Type: Manufacturing



Retail Property
Woodstock, Illinois
1800 Sq. Ft. commercial, retail/office space downtown Woodstock. Front showroom is full of natural light and there is an office (12 x 12) and...

Status: Active
No. Spaces: 1
Rental Rate: \$8.00
Space Available: 1,800 SF
Bldg. Size: N/A
Primary Type: Retail
Sub-Type: Street Retail



Office Property
Woodstock, Illinois
The ultimate gross rental! This \$12.00 sq. ft. rental includes all the utilities ~ gas, electric, water, sewer, scavenger service and no CAM...

Status: Active
No. Spaces: 1
Rental Rate: \$12.00
Space Available: 1,300 SF
Bldg. Size: N/A
Primary Type: Office
Sub-Type: Office-R&D



Office Property
Woodstock, Illinois
Overlooking the Woodstock Square, this building offers loads of second floor office space ranging from 150 - 3000 sf. A true gross lease, your...

Status: Active
No. Spaces: 1
Rental Rate: \$10.00
Space Available: 150 - 3,000 SF
Bldg. Size: N/A
Primary Type: Office
Sub-Type: Office-R&D



1257 Cobblestone
Woodstock, Illinois

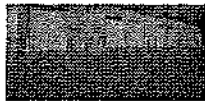
Status: Active
No. Spaces: Fully Leased

Search Woodstock Commercial Real Estate by Property Type

- Woodstock Industrial Properties for Lease
- Woodstock Land for Sale
- Woodstock Office Space for Lease
- Woodstock Office Space for Sale
- Woodstock Restaurants for Sale
- Woodstock Retail Space for Lease
- Woodstock Retail Space for Sale
- Woodstock Shopping Centers for Lease
- Woodstock Warehouses for Lease
- Woodstock Warehouses for Sale

Popular Searches in and around Woodstock

- Addison Warehouses for Lease
- Algonquin Restaurants for Sale
- Algonquin Retail Space for Lease
- Algonquin Shopping Centers for Lease
- Barrington Office Space for Lease
- Bloomington Shopping Centers for Lease
- Buffalo Grove Warehouses for Lease
- Chicago Apartment Buildings for Sale
- Chicago Automotive Properties for Lease
- Chicago Duplexes/Fourplexes for Sale
- Chicago Industrial Properties for Sale
- Chicago Land for Sale
- Chicago Restaurants for Lease
- Chicago Restaurants for Sale
- Chicago Retail Space for Lease
- Chicago Retail Space for Sale
- Chicago Shopping Centers for Sale
- Chicago Warehouses for Lease
- Chicago Warehouses for Sale
- Crystal Lake Industrial Properties for Lease
- Crystal Lake Land for Sale
- Crystal Lake Office Space for Lease
- Crystal Lake Retail Space for Lease
- Crystal Lake Shopping Centers for Lease
- Crystal Lake Warehouses for Lease
- Elgin Warehouses for Lease
- Elk Grove Village Warehouses for Lease



Industrial condo's available for lease. Municipal water and sewer, 200 amp three phase, gas heat, sprinkled building. 19 foot ceiling height, 12 x...

Rental Rate: N/A
Space Available: Fully Leased
Bldg. Size: 16,000 SF
Primary Type: Industrial
Sub-Type: Manufacturing

Fox River Grove Retail Space for Lease
Gurnee Warehouses for Lease
Gurnee Warehouses for Sale
Huntley Flex Space for Lease



Office Property
Woodstock, Illinois
1200 SF Class "A" office space ready for occupancy, included are 2 baths, kitchenette, 2 private offices & store room, fully carpeted & central...

Status: Active
No. Spaces: 1
Rental Rate: \$10.00
Space Available: 1,200 SF
Bldg. Size: 5,299 SF
Primary Type: Office
Sub-Type: Office-R&D

Huntley Land for Sale
Huntley Retail Space for Lease
Lake in the Hills Warehouses for Lease
Libertyville Warehouses for Lease



L & M Sheetmetal
Woodstock, Illinois
RARE FIND! Two large industrial buildings on 4.2 acres includes a single family rental property & barn. Main bldg.= 9000 sq ft (2000 sq ft..

Status: Active
Price: \$799,900
Bldg. Size: 12,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

McHenry Flex Space for Lease
McHenry Office Space for Lease
McHenry Retail Space for Lease
McHenry Retail Space for Sale



L & M Sheetmetal
Woodstock, Illinois
RARE FIND! Two large industrial buildings on 4.2 acres Includes a single family rental property & barn. Main bldg.= 9000 sq ft (2000 sq ft..

Status: Active
Price: \$799,990
Bldg. Size: 12,000 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Manufacturing

McHenry Shopping Centers for Lease
McHenry Warehouses for Lease
Naperville Flex Space for Lease
Naperville Retail Space for Sale



Northwest Suburbs Office Building
Woodstock, Illinois
Single story office building conveniently located between Woodstock and Crystal Lake, IL. This 7,600 sq. ft. office building is configured with...

Status: Active
No. Spaces: 1
Rental Rate: \$12.00
Space Available: 7,600 SF
Bldg. Size: 7,600 SF
Primary Type: Office
Sub-Type: Office Building

Rockford Shopping Centers for Lease
Schaumburg Office Space for Lease
Schaumburg Warehouses for Lease
Streamwood Retail Space for Sale



Office Property
Woodstock, Illinois
Single story office building conveniently located between Woodstock and Crystal Lake IL. This 7,600 sq ft office building is configured with six...

Status: Active
Price: \$750,000
Bldg. Size: 7,600 SF
Cap Rate: N/A
Primary Type: Office
Sub-Type: Office Building

Waukegan Retail Space for Sale
Waukegan Warehouses for Lease



Centerville Plaza
Woodstock, Illinois
Centerville Plaza is a very busy retail center and home to Quizno's, Cost Cutters, Goodyear Tire, two dental offices and Blue Rose clothing store...

Status: Active
No. Spaces: 1
Rental Rate: \$12.00
Space Available: 1,500 SF
Bldg. Size: 1,500 SF
Primary Type: Retail
Sub-Type: Neighborhood Center

Commercial Real Estate in Popular Cities

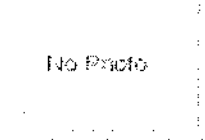
Addison
Algonquin
Arlington Heights



Former Bank Building near Jewel-Osco
Woodstock, Illinois
3,803 SF building with 4 drive thru lanes

Status: Active
Price: Not Disclosed
Bldg. Size: 4,043 SF
Cap Rate: N/A
Primary Type: Retail
Sub-Type: Free Standing Bldg

Arlington Heights
Atlanta
Aurora
Bakersfield



No Photo

2292 CASTLE Rd
WOODSTOCK, Illinois
One of a kind lot in prime location. South side of Woodstock, behind Menards. This lot is ideal for 13,000 sq. ft. industrial building. City...

Status: Active
Price: \$198,000
Lot Size: N/A
Primary Type: Agricultural
Sub-Type: Agricultural

Barrington
Bensenville
Bloomingdale
Buffalo Grove



1150-1630 Mc Connell Road
Woodstock, Illinois
Large land site, heavy power, divisible (10,000 SF; 20,000 SF; 40,000 SF; 50,000; 100,000 SF) Flexible on lease terms.

Status: Active
No. Spaces: 1
Rental Rate: \$24.00
Space Available: 10,000 - 204,642 SF
Bldg. Size: 204,642 SF
Primary Type: Industrial
Sub-Type: Warehouse

Chicago
Crystal Lake
Dallas
Des Plaines



1150-1630 Mc Connell Road
Woodstock, Illinois
Large land site, heavy power, divisible (10,000 SF; 20,000 SF; 40,000 SF; 50,000; 100,000 SF) Flexible on lease terms.

Status: Active
Price: \$2,855,000
Bldg. Size: 204,642 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Warehouse

Downers Grove
Elgin
Elk Grove Village
Gurnee



140 S Cass St
Woodstock, Illinois
Owner would consider Selling; Banquet space also available

Status: Active
No. Spaces: 1
Rental Rate: \$7.50
Space Available: 7,440 SF
Bldg. Size: 7,440 SF
Primary Type: Retail
Sub-Type: Retail (Other)

Harvard
Houston
Huntley
Indianapolis

Jacksonville
Joliet
Lake in the Hills
Lake Zurich

Las Vegas
Libertyville
Long Beach
Los Angeles

Macon
McHenry
Memphis
Mokena

Mundelein
Naperville
Orland Park
Phoenix

Plainfield
Racine
Rockford
Saint Charles

Schaumburg
Sycamore
Tampa



Woodstock Retail Center
Woodstock, Illinois
Jewel/Osco is now open as the anchor at this new retail development located at Route 47 and Country Club Road in Woodstock, Illinois.

Status: Active
No. Spaces: 3
Rental Rate: N/A
Space Available: 1,340 - 8,400 SF
Bldg. Size: 122,086 SF
Primary Type: Retail
Sub-Type: Neighborhood Center



Bency Motors
Woodstock, Illinois
The property is a triangular site containing 37,897 sf. The site is improved with a 9,519sf metal panel building that has been used as additional...

Status: Active
Price: \$700,000
Bldg. Size: 9,159 SF
Cap Rate: N/A
Primary Type: Industrial
Sub-Type: Distribution Warehouse



Cold Headers Indl Park
Woodstock, Illinois
Cold Header Industrial Park - 4 Lots available. Will divide down to 1.1 acres. Fully Improved.

Status: Active
Price: \$656,960
Lot Size: 6.40 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



Commercial Highway Intersection Land
Woodstock, Illinois
Big price cut! Corner exposure at the intersection of two highways! 4.048-acre vacant site at the northeast corner of US Route 14 and IL Route...

Status: Active
Price: \$299,000
Lot Size: 4.06 Acres
Primary Type: Land
Sub-Type: Commercial/Other (land)



Woodstock Industrial Lot
Woodstock, Illinois
This 1.25 acre, fully improved vacant industrial lot is now priced at only \$3.49 per SF. Lot is located in a well-established industrial park...

Status: Active
Price: \$190,000
Lot Size: 1.25 Acres
Primary Type: Land
Sub-Type: Industrial (land)



17.35 Vacant Industrial Acres
Woodstock, Illinois
Rare county zoned industrial parcel. Total of 17.35 acres available at \$2.32 per SF. Rear of property backs up to Union Pacific RR tracks -...

Status: Active
Price: \$1,750,000
Lot Size: 2.00 - 17.35 Acres
Primary Type: Land
Sub-Type: Industrial (land)



Cold Headers Industrial Park
Woodstock, Illinois
FULLY IMPROVED INDUSTRIAL PARK. READY TO BUILD SITES. LOW MCHENRY COUNTY TAXES. ACROSS FROM BULL VALLEY 18 HOLE GOLF COURSE. CHOICE LOTS...

Status: Active
Price: \$1,840,000
Lot Size: 11.25 Acres
Primary Type: Land
Sub-Type: Industrial (land)

Page: 1 | 2 | 3 | 4 | 5 | 6 [Next Page >](#)

See the Latest Woodstock Commercial Real Estate Listings

Start a search to see ALL Woodstock Commercial MLS Listings for sale and lease.

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See Illinois Commercial Real Estate for Sale

Find Commercial Real Estate by ZIP Code

Wauconda
Waukegan

Commercial Real Estate in Popular States

Alabama
Arizona
California
Colorado
Florida
Georgia
Illinois
Indiana
Iowa
Kansas
Kentucky
Maryland
Michigan
Missouri
Nevada
New Jersey
New York
North Carolina
Ohio
Oregon
Pennsylvania
South Carolina
Tennessee
Texas
Virginia
Wisconsin

Popular Property Type Searches

Anchor Properties for Lease
Anchor Properties for Sale
Apartment Buildings for Sale
Automotive Properties for Lease
Automotive Properties for Sale
Churches for Sale
Day Care Centers for Sale
Duplexes/Fourplexes for Sale
Farms for Sale
Flex Space for Lease
Flex Space for Sale
Gas Stations for Sale
Golf Courses for Sale
Health Care Properties for Sale
Hotels/Motels for Sale
Industrial Properties for Lease
Industrial Properties for Sale
Land for Lease
Land for Sale
Marinas for Sale
Medical Offices for Lease
Medical Offices for Sale
Mobile Home/RV Parks for Sale
Office Space for Lease
Office Space for Sale
Residential Income Properties for Sale
Restaurants for Lease
Restaurants for Sale
Retail Space for Lease
Retail Space for Sale
Self Storage Facilities for Sale
Senior Housing Facilities for Sale
Shopping Centers for Lease
Shopping Centers for Sale
Warehouses for Lease
Warehouses for Sale

Search by Property Type in Other Locations

Atlanta Apartment Buildings for Sale
Bakersfield Apartment Buildings for Sale

CITY OF WOODSTOCK, ILLINOIS OFFICIAL ZONING MAP

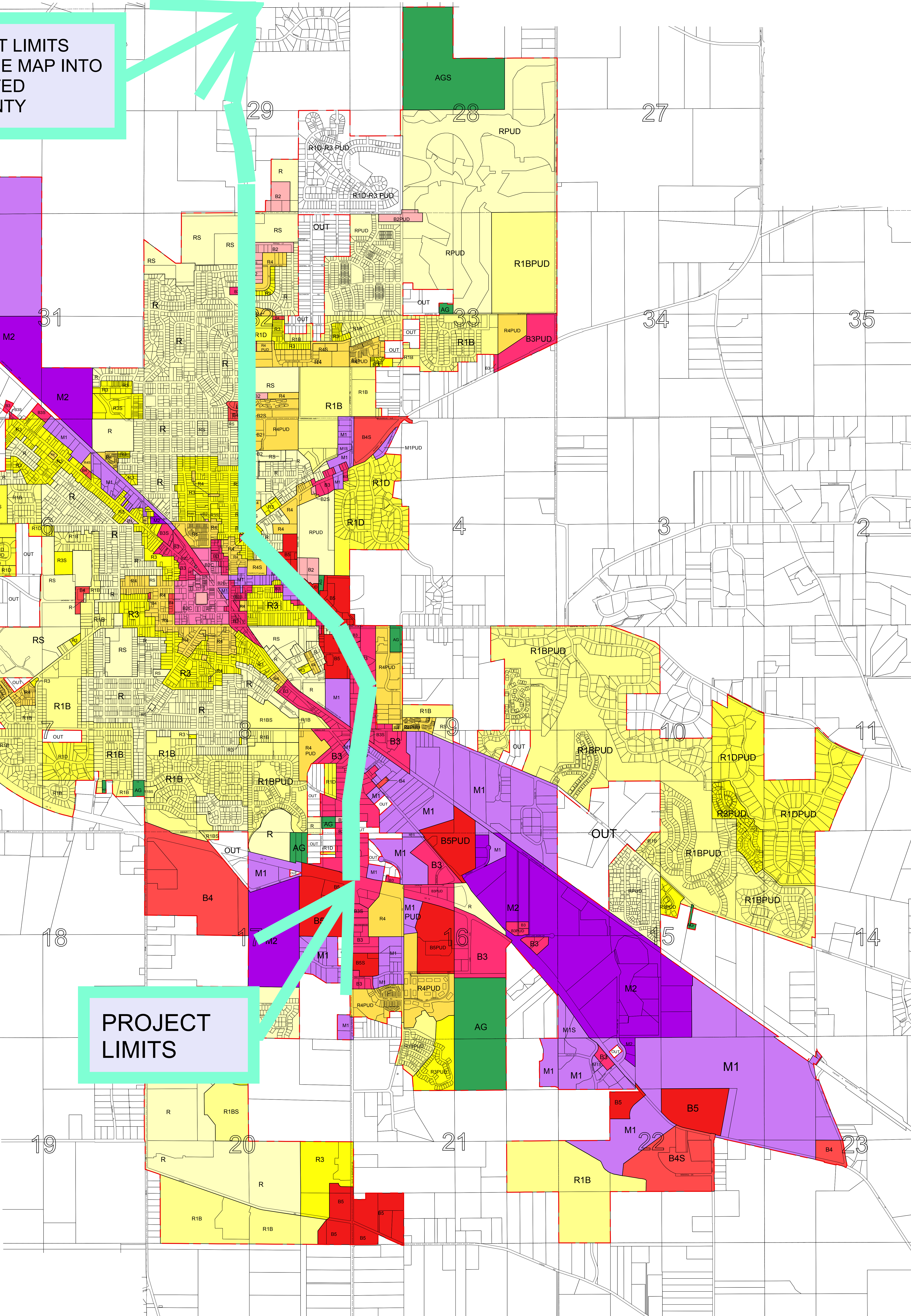
NORTH PROJECT LIMITS
EXTEND OUTSIDE MAP INTO
UNINCORPORATED
MCHENRY COUNTY

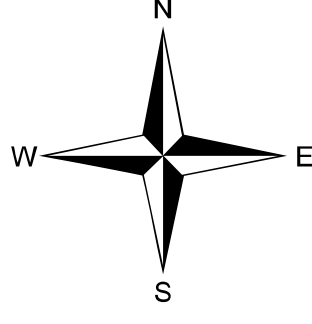
PROJECT
LIMITS

**THE OFFICIAL ZONING MAP
OF THE CITY OF WOODSTOCK, ILLINOIS
(As Amended)**

Approved and Adopted by City Council of the City of Woodstock, Illinois this 5th of December 2006 as part of the Ordinance Number 06-Q-93.

Zoning Categories and Districts	Abbreviation	Minimum Lot Size
• Agriculture District	AG	5 acres
• Estate District	E	1 acre
• Single Family Detached Residential District	R	7,200
• Single Family Detached Residential District	R1B	8,500 s.f.
• Single Family Detached Residential District	R1C	10,000 s.f.
• Single Family Detached Residential District	R1D	20,000 s.f.
• Single Family Attached Residential District	R3	(see Table 7A.2 of Unified Development Ordinance)
• Multiple Family Residential District	R4	(see Table 7A.2 of Unified Development Ordinance)
• Neighborhood Business District	B1	5,000 s.f.
• General Business District	B2	10,000 s.f.
• Central Business District	B2C	2,000 s.f.
• Service & Retail District	B3	5,000 s.f.
• Office District	B4	10,000 s.f.
• Shopping Center District	B5	20,000 s.f.
• Light Manufacturing District	M1	20,000 s.f.
• Heavy Manufacturing District	M2	40,000 s.f.
• Planned Unit Development	PUD	-
• Special Unit Permit	S	-





0 900 1,800 2,700 3,600
Feet

BAXTER & WOODMAN
Consulting Engineers

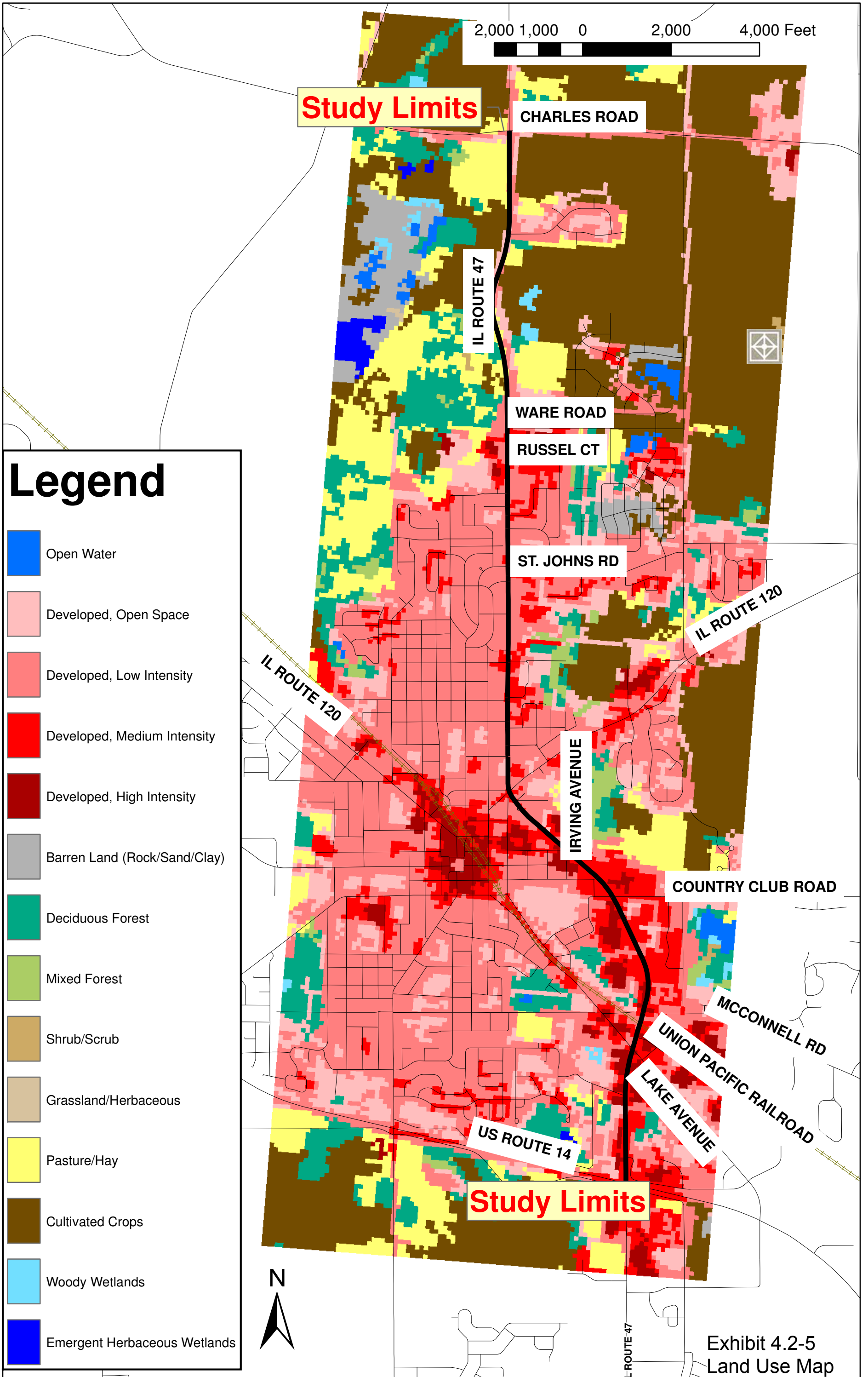
Zoning

 E	 RS	 R1BS	 R1DPUD	 R3PUD	 R4	 B1	 B2S	 B3PUD	 B4S	 B5S	 M1S	 CITY LIMITS
 AG	 R	 R1B	 R1C	 R1DS	 R4PUD	 B2	 B2C	 B3S	 B5	 M1	 SECTION LINE	
 AGS	 RPUD	 R1BPUD	 R1D	 R3	 R4S	 B2PUD	 B3	 B4	 B5PUD	 M1PUD		

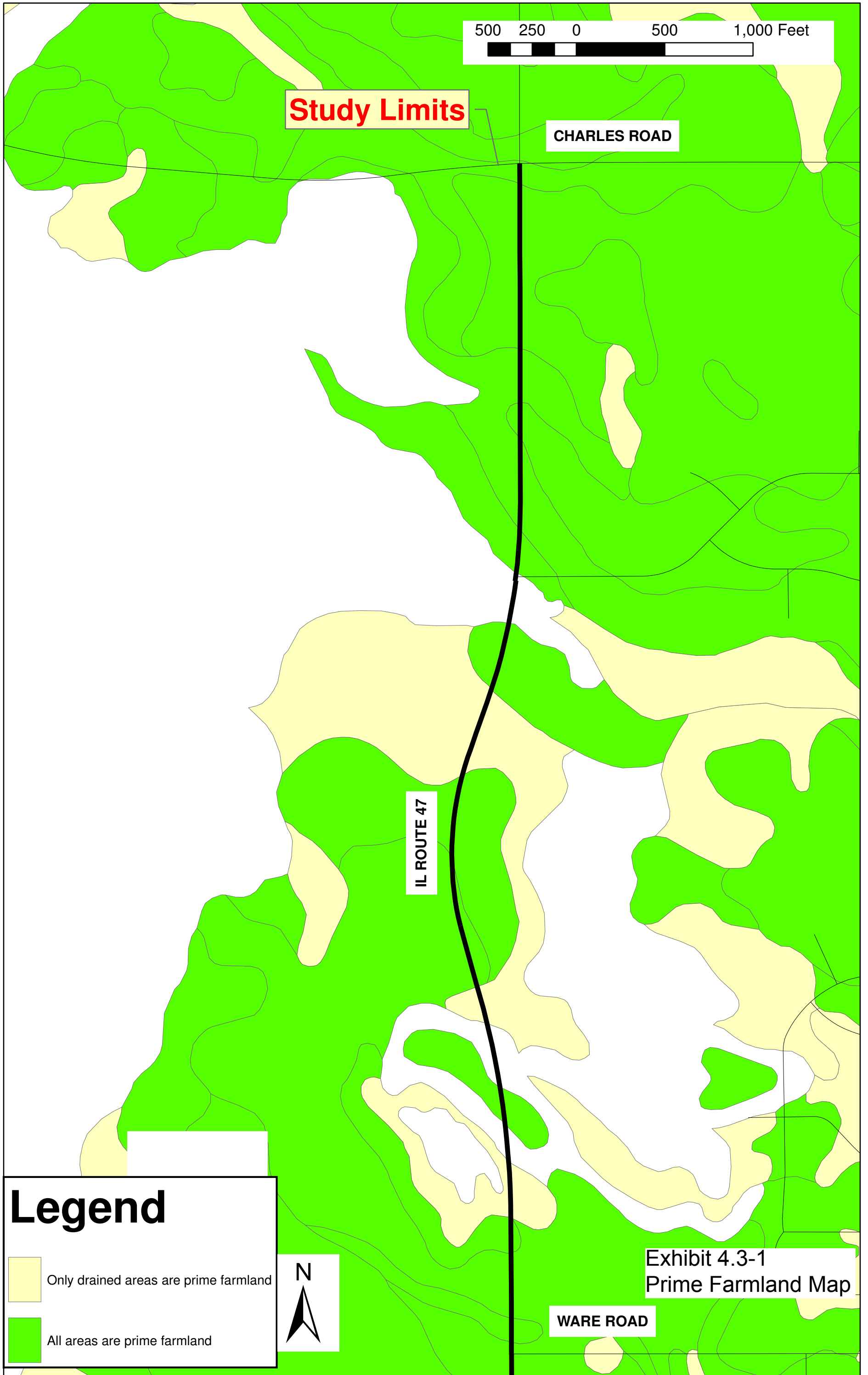
Exhibit 4.2-4
Woodstock Zoning Map

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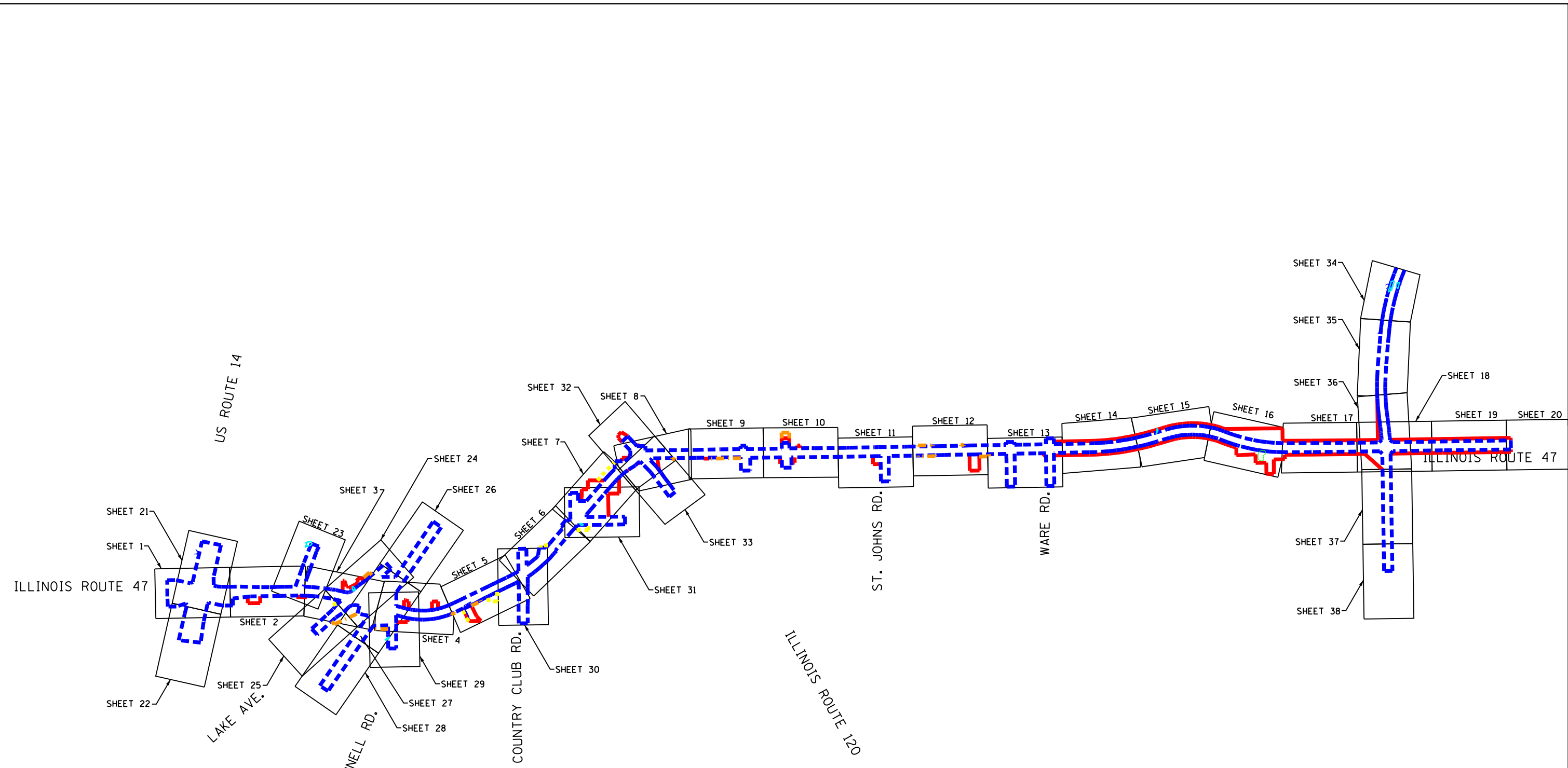
Land Use Map



Prime Farmland Map



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LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

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

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 2000.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

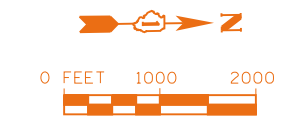
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

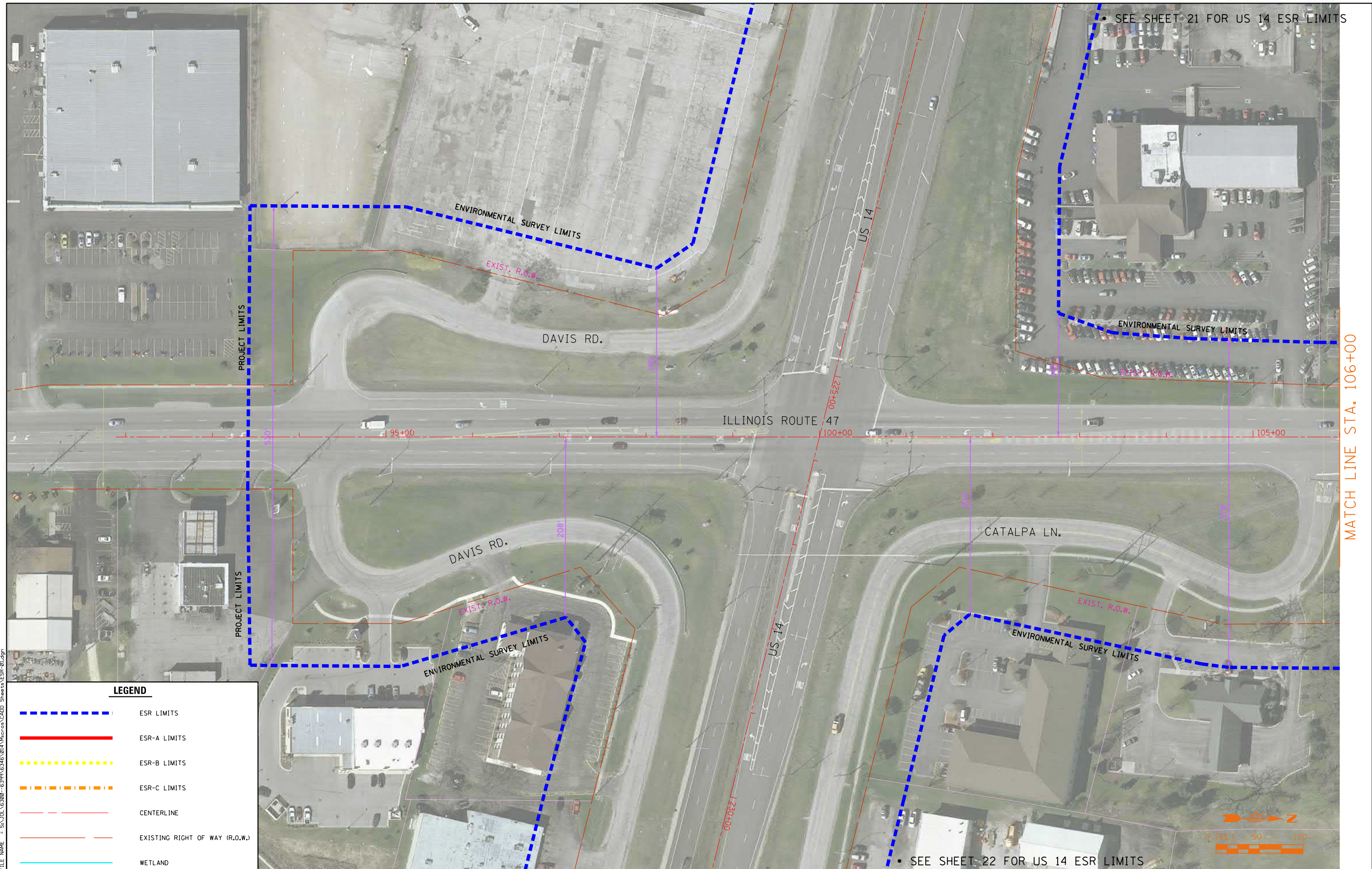
SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Exhibit 4.4-1
 Environmental Survey
 Request Limits



SEE SHEET 21 FOR US 14 ESR LIMITS

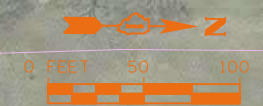


MATCH LINE STA. 106+00

SEE SHEET 22 FOR US 14 ESR LIMITS

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CAD\ Sheets\ESR-01.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JULIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

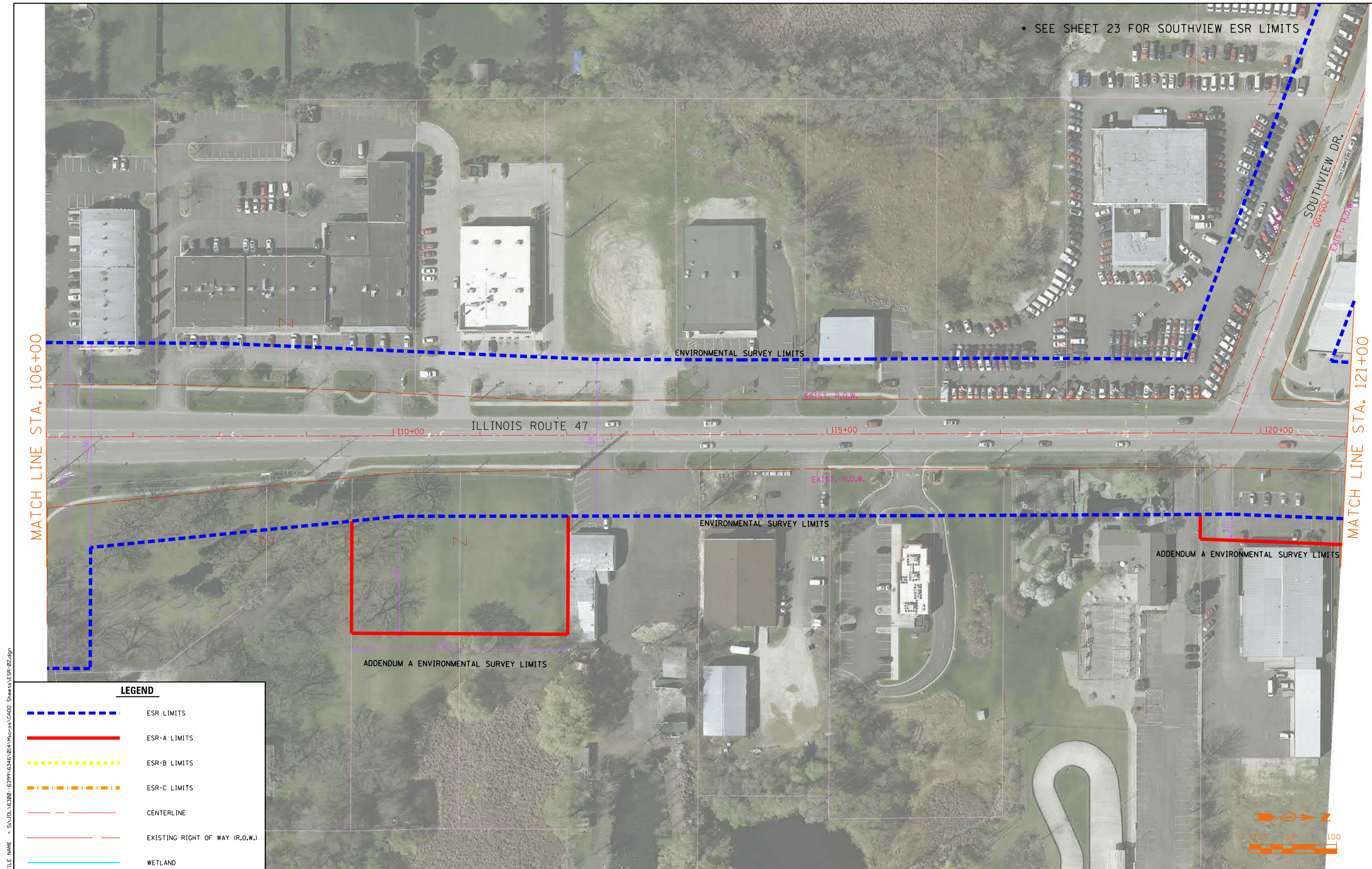
SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

• SEE SHEET 23 FOR SOUTHVIEW ESR LIMITS

MATCH LINE STA. 106+00

MATCH LINE STA. 121+00



FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00 Sheets\ESR-02.dgn

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- · · · · ESR-B LIMITS
- · - · - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

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

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

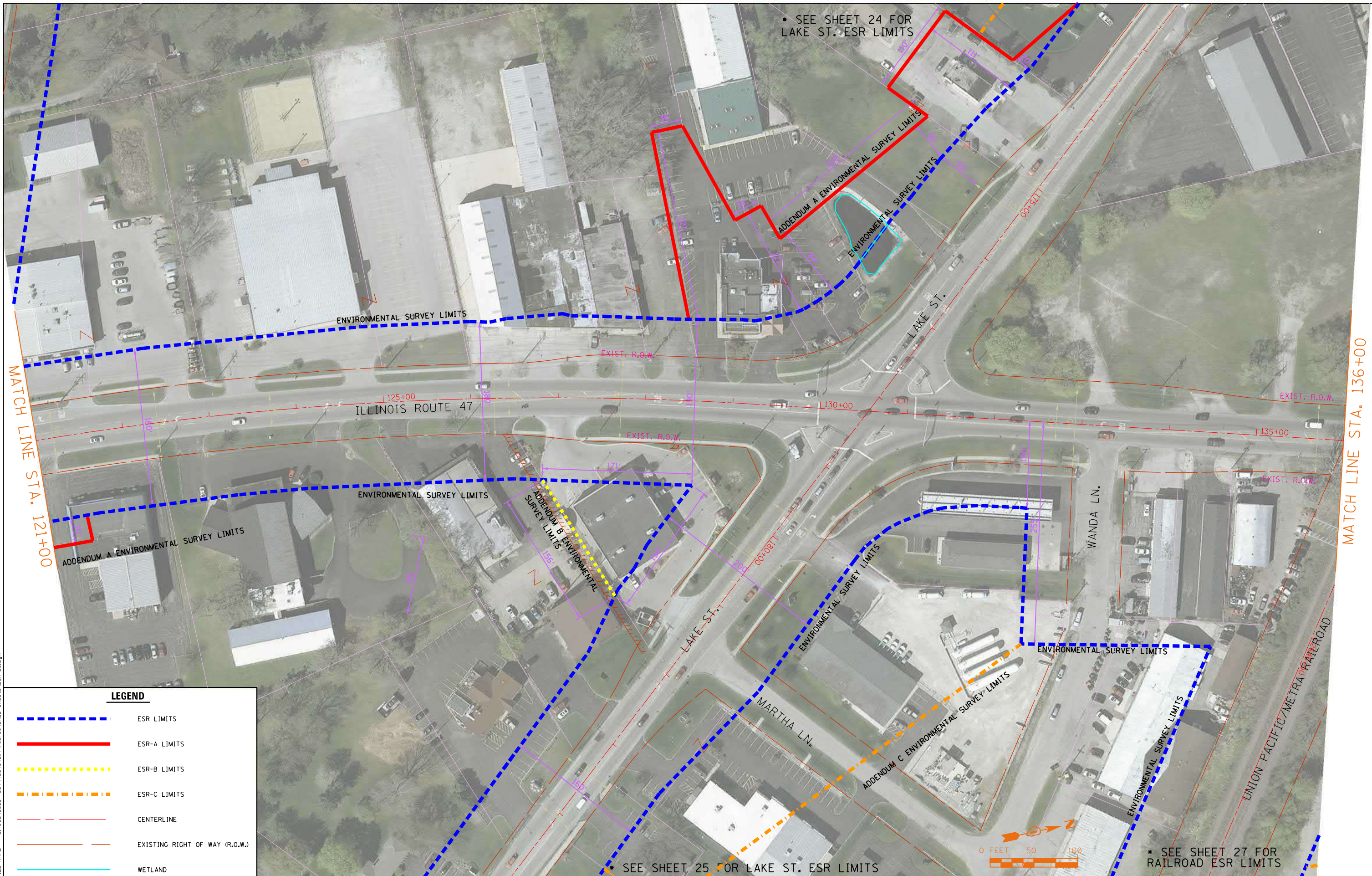
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	2
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00D Sheets\ESR-03.dgn



LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

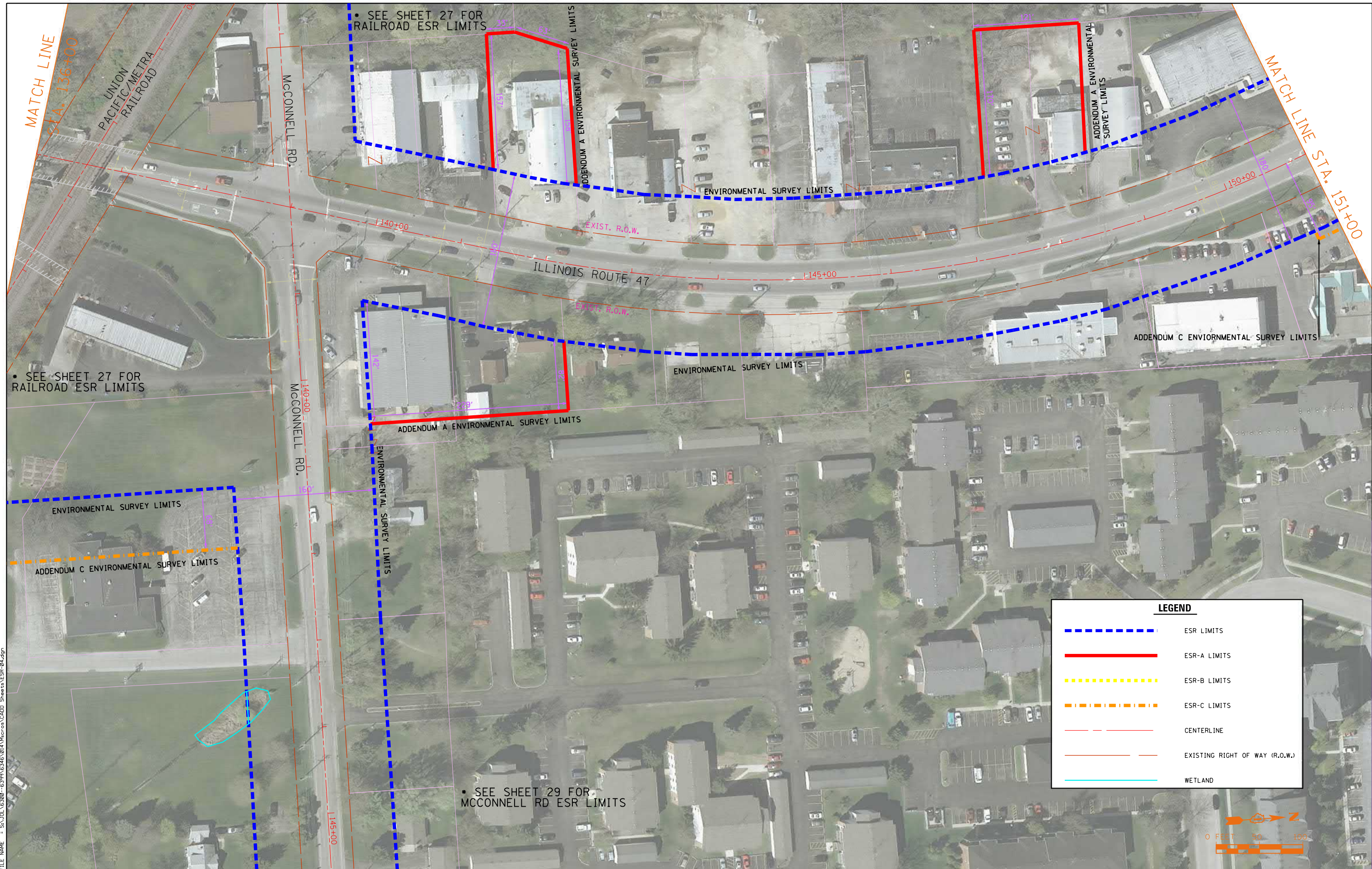
SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST			
SCALE: N-T-S	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	3
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CAD Sheets\ESR-04.dgn

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 JOLIET, ILLINOIS 60431
 (815) 744-4200

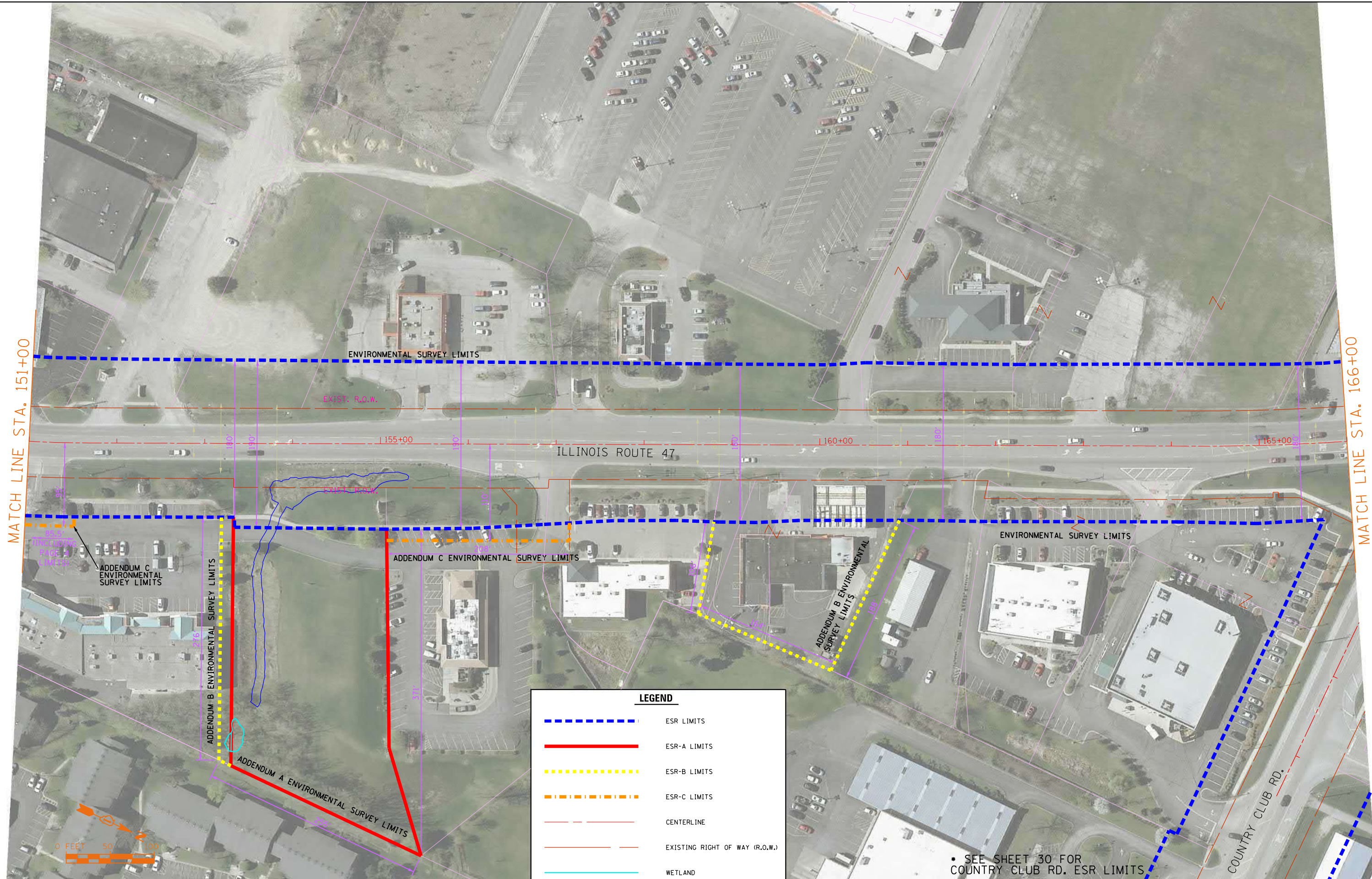
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	4
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

SEE SHEET 30 FOR COUNTRY CLUB RD. ESR LIMITS

FILE NAME = SA\JUL16300-6399\6346\014\Micro\CA00 Sheets\ESR-05.dgn

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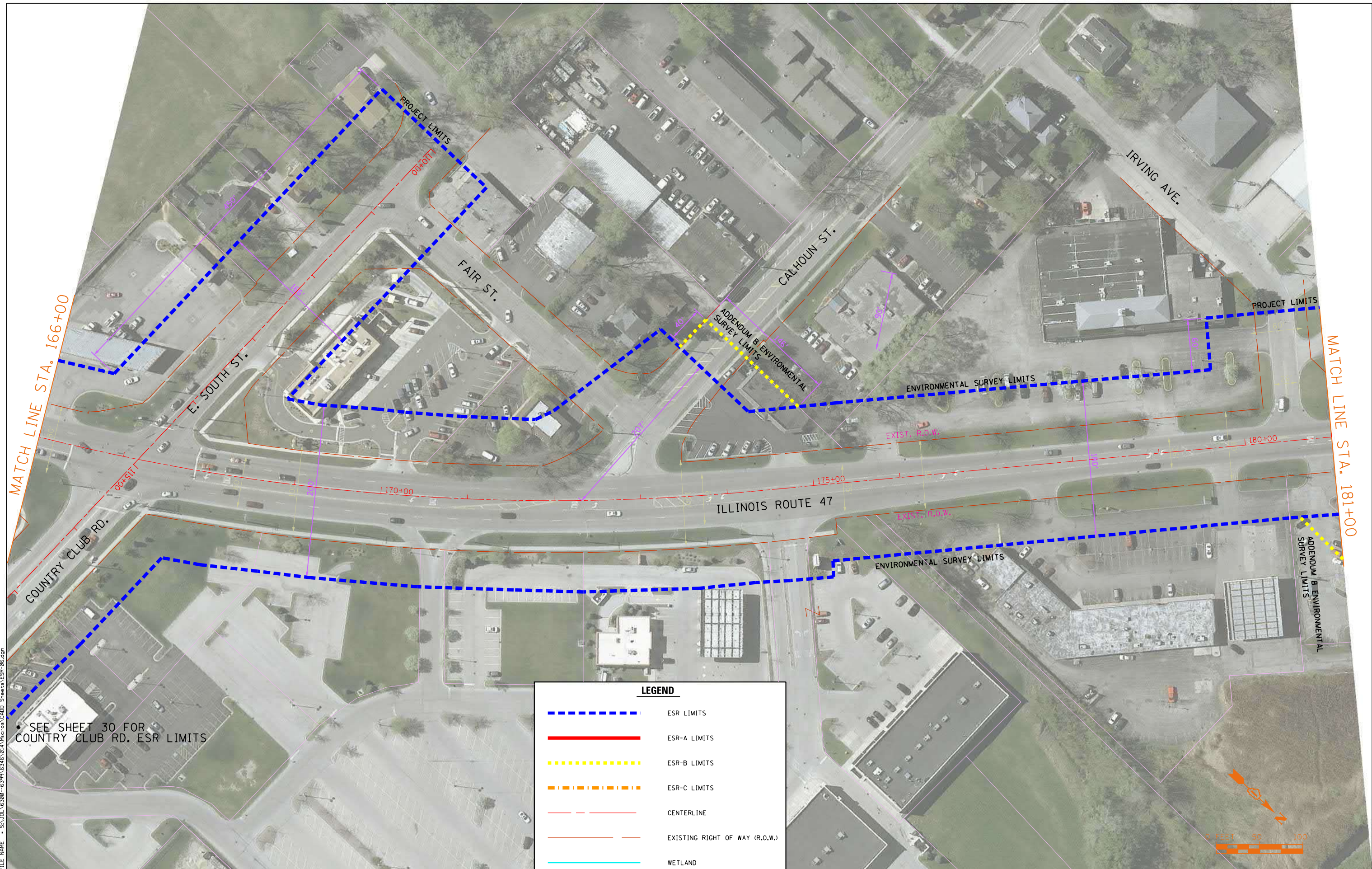
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	5
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



SEE SHEET 30 FOR COUNTRY CLUB RD. ESR LIMITS

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

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

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST			
SCALE: N-T-S	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	6
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CAD\ Sheets\ESR-06.dgn

• SEE SHEET 32 FOR
IL 120/McHENRY AVE.
ESR LIMITS

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

ENVIRONMENTAL SURVEY LIMITS

ENVIRONMENTAL SURVEY LIMITS

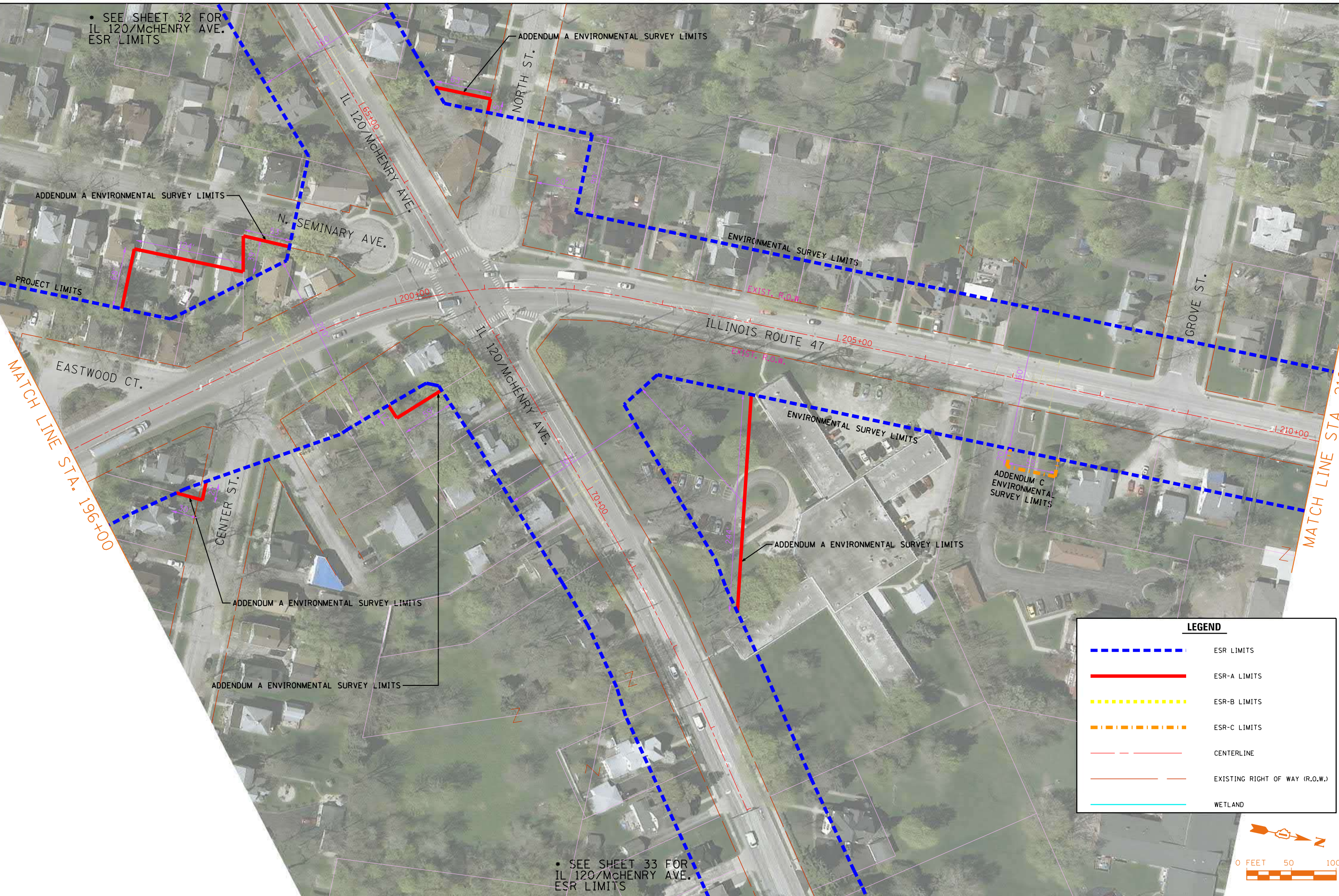
ADDENDUM C
ENVIRONMENTAL
SURVEY LIMITS

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

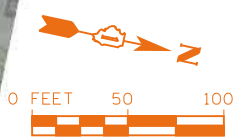
ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

• SEE SHEET 33 FOR
IL 120/McHENRY AVE.
ESR LIMITS



LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00 Sheets\ESR-08.dgn

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

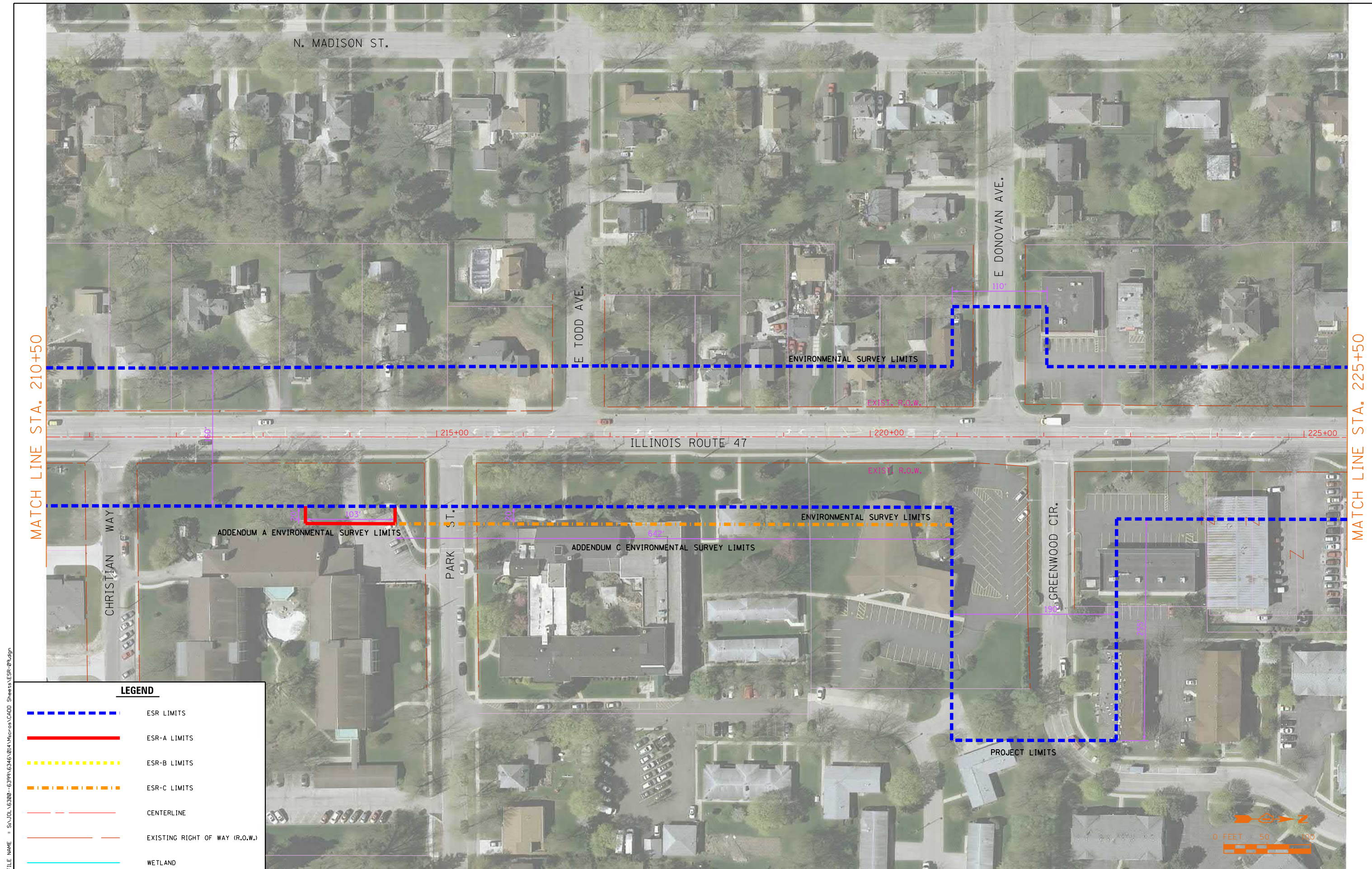
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PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	8
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



MATCH LINE STA. 210+50

MATCH LINE STA. 225+50

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CAD\ Sheets\ESR-09.dgn

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

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

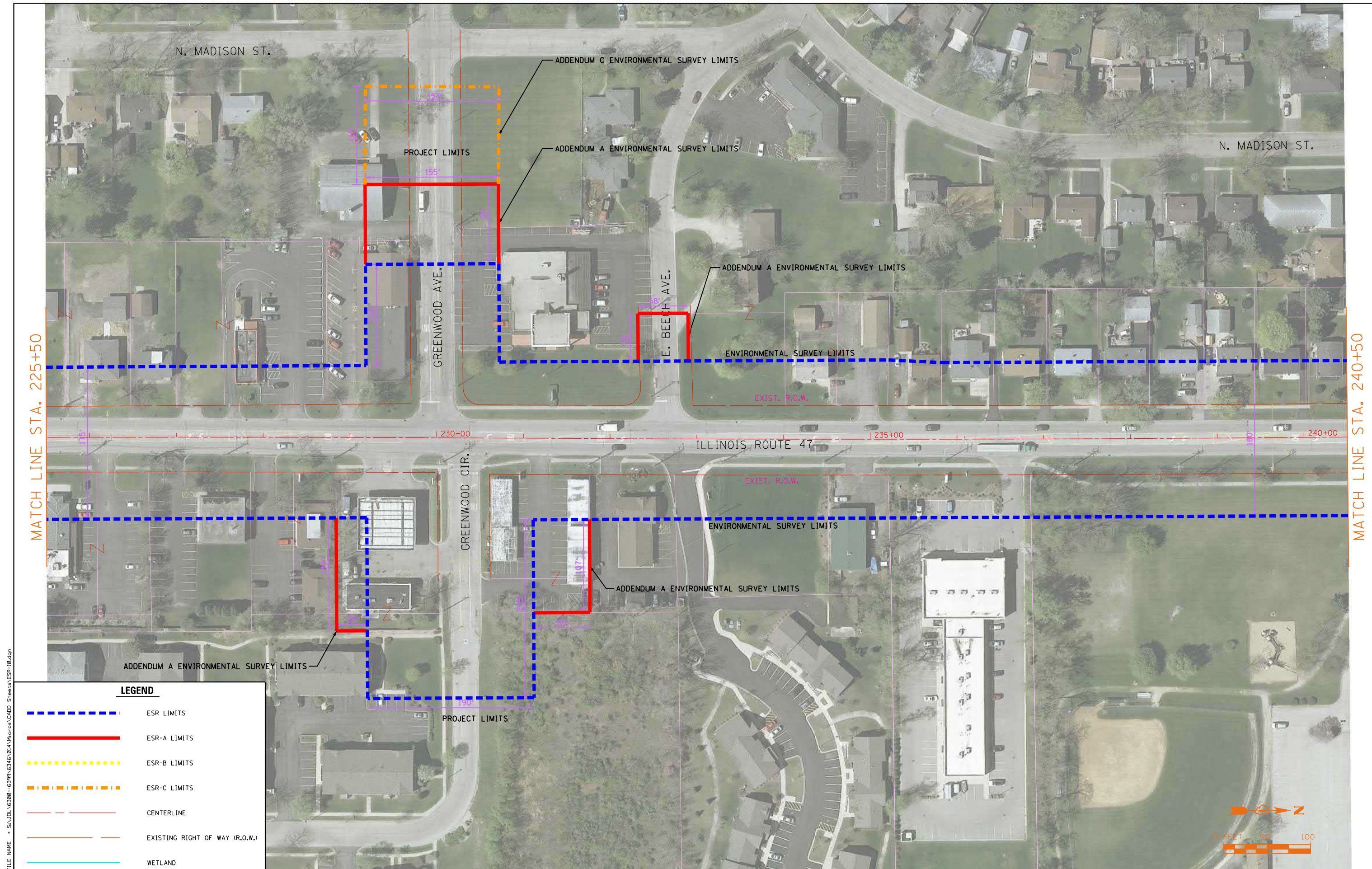
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	9
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 225+50

MATCH LINE STA. 240+50

FILE NAME = SA\JUL163800-6399\6346\014\Micro\CAD Sheets\ESR-10.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

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

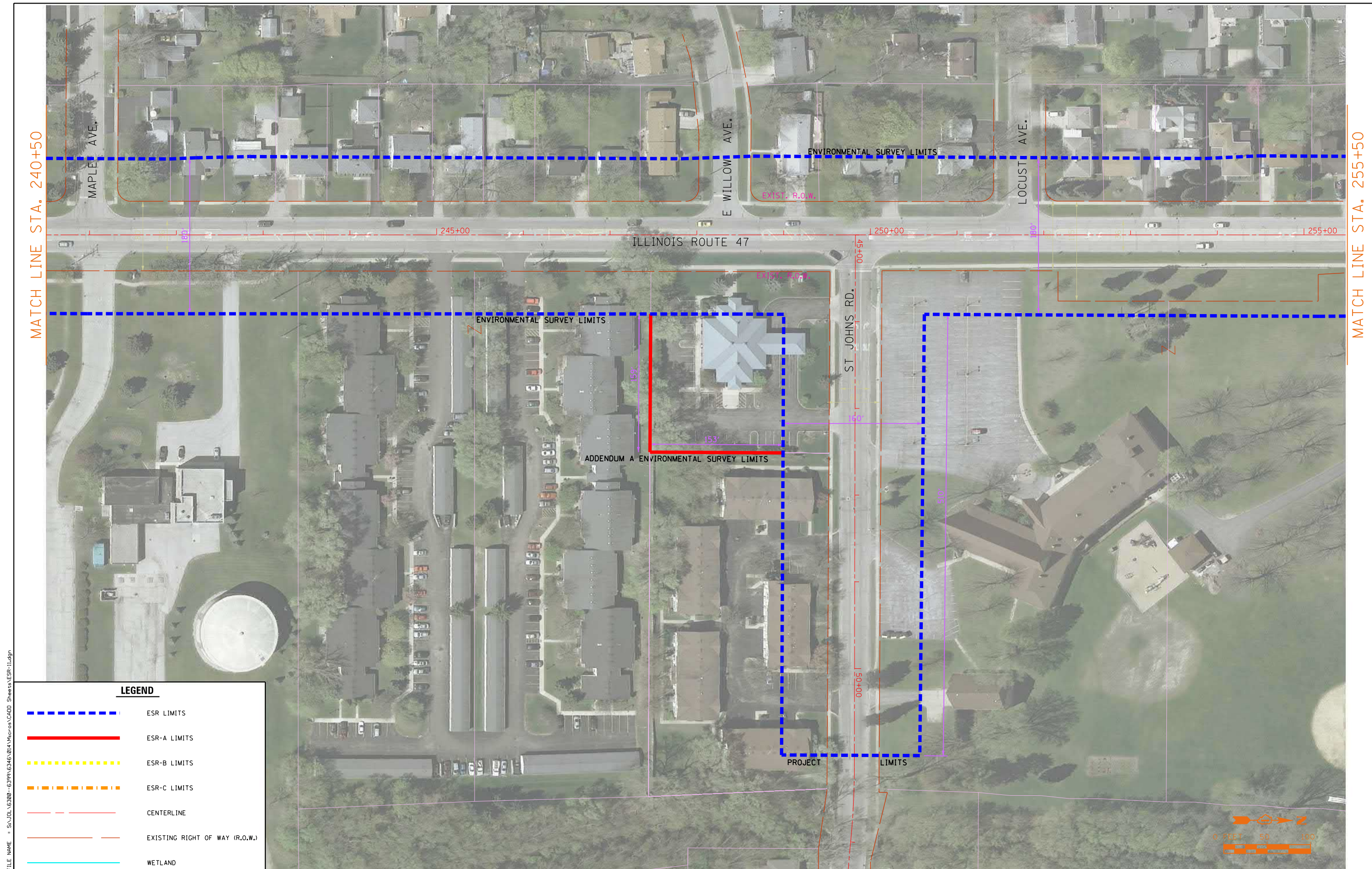
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	10
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



MATCH LINE STA. 240+50

MATCH LINE STA. 255+50

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-11.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

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

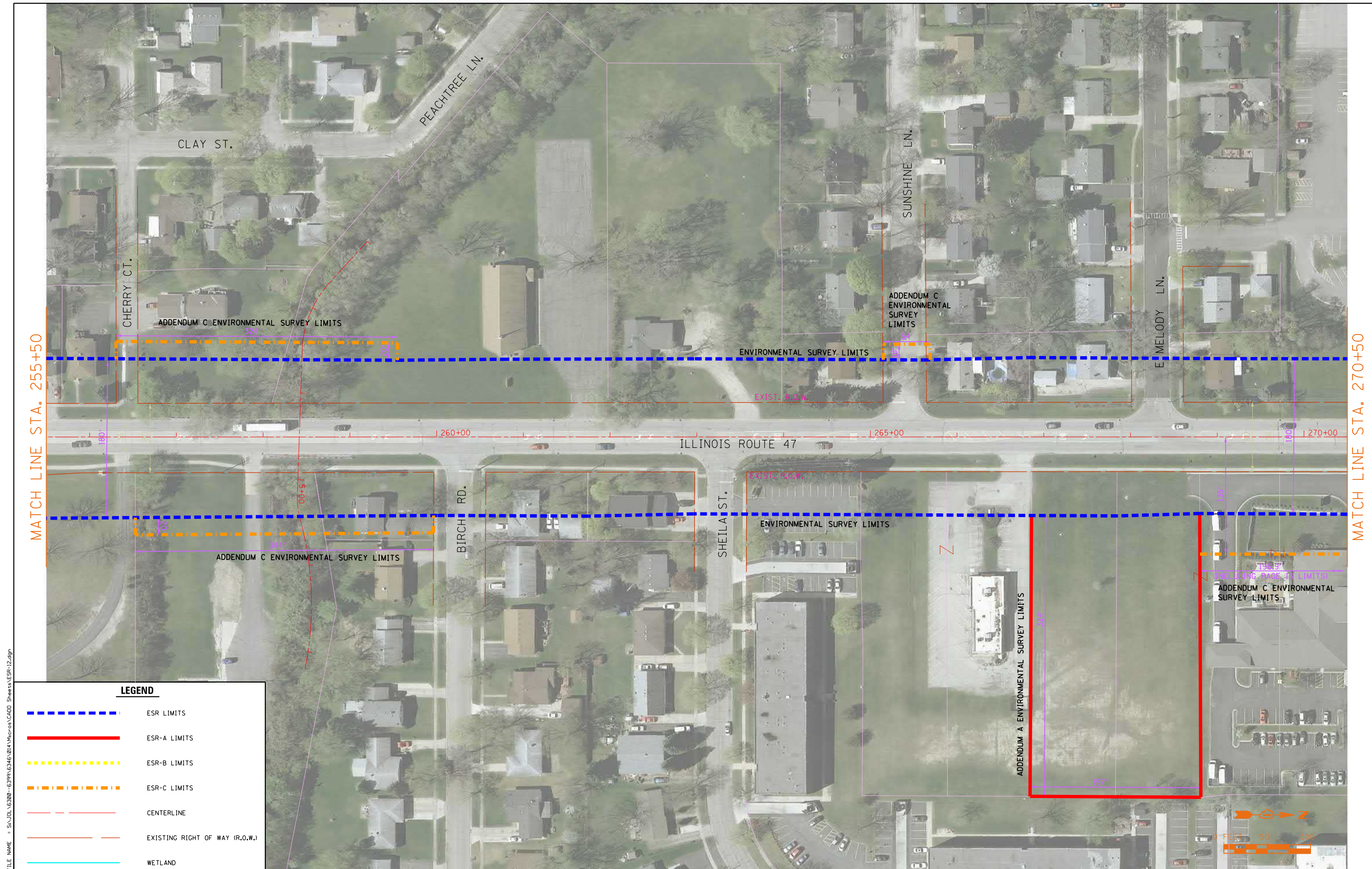
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	11
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 255+50

MATCH LINE STA. 270+50

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00D Sheets\ESR-12.dgn

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

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

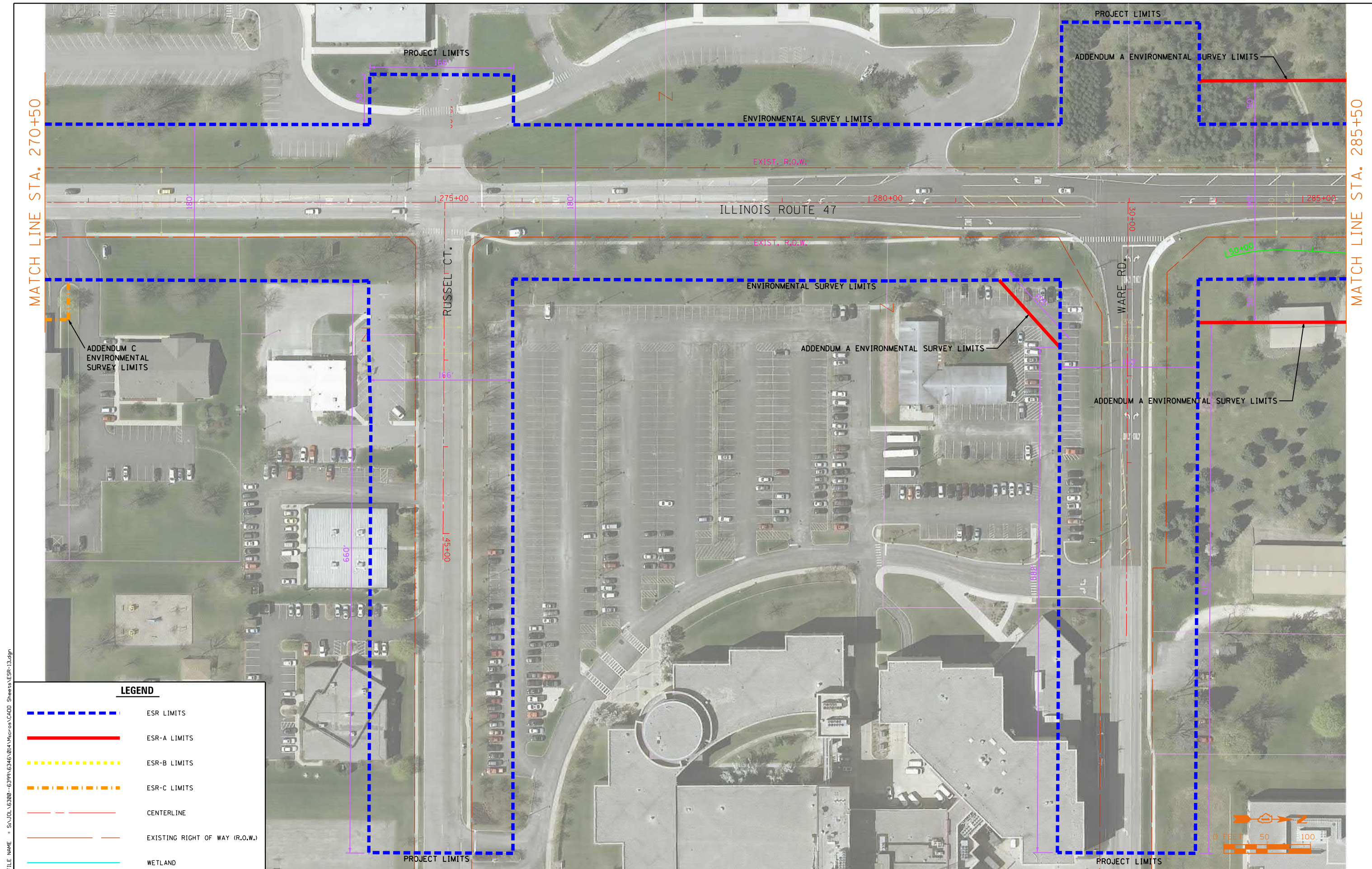
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	12
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FILE NAME = SA\JUL16300-6399\6346\014\Micros\CADD Sheets\ESR-13.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



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

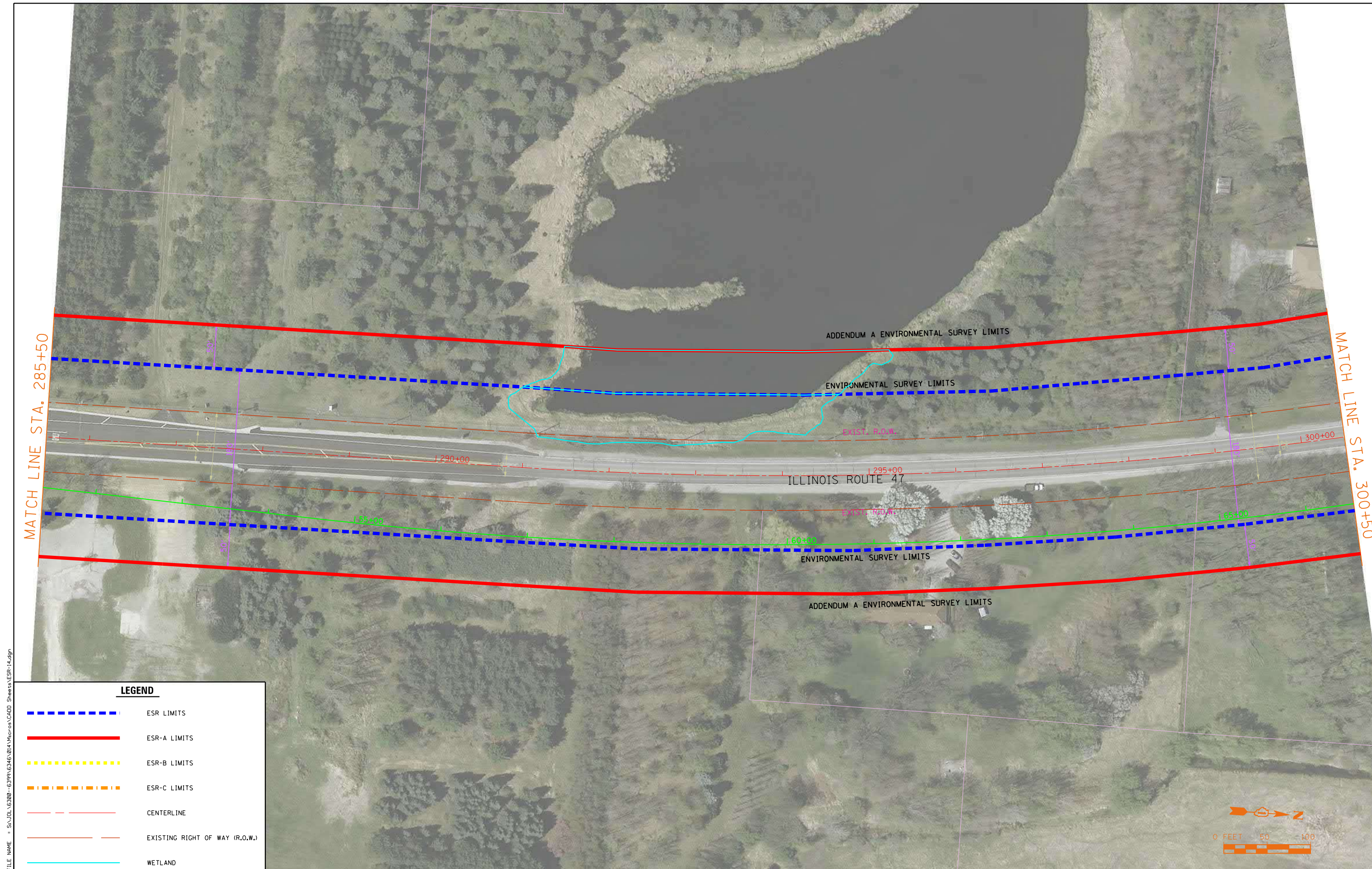
USER NAME = B11P	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 5/26/2017	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	13
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-14.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



SA STRAND ASSOCIATES
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 JOLIET, ILLINOIS 60431
 (815) 744-4200

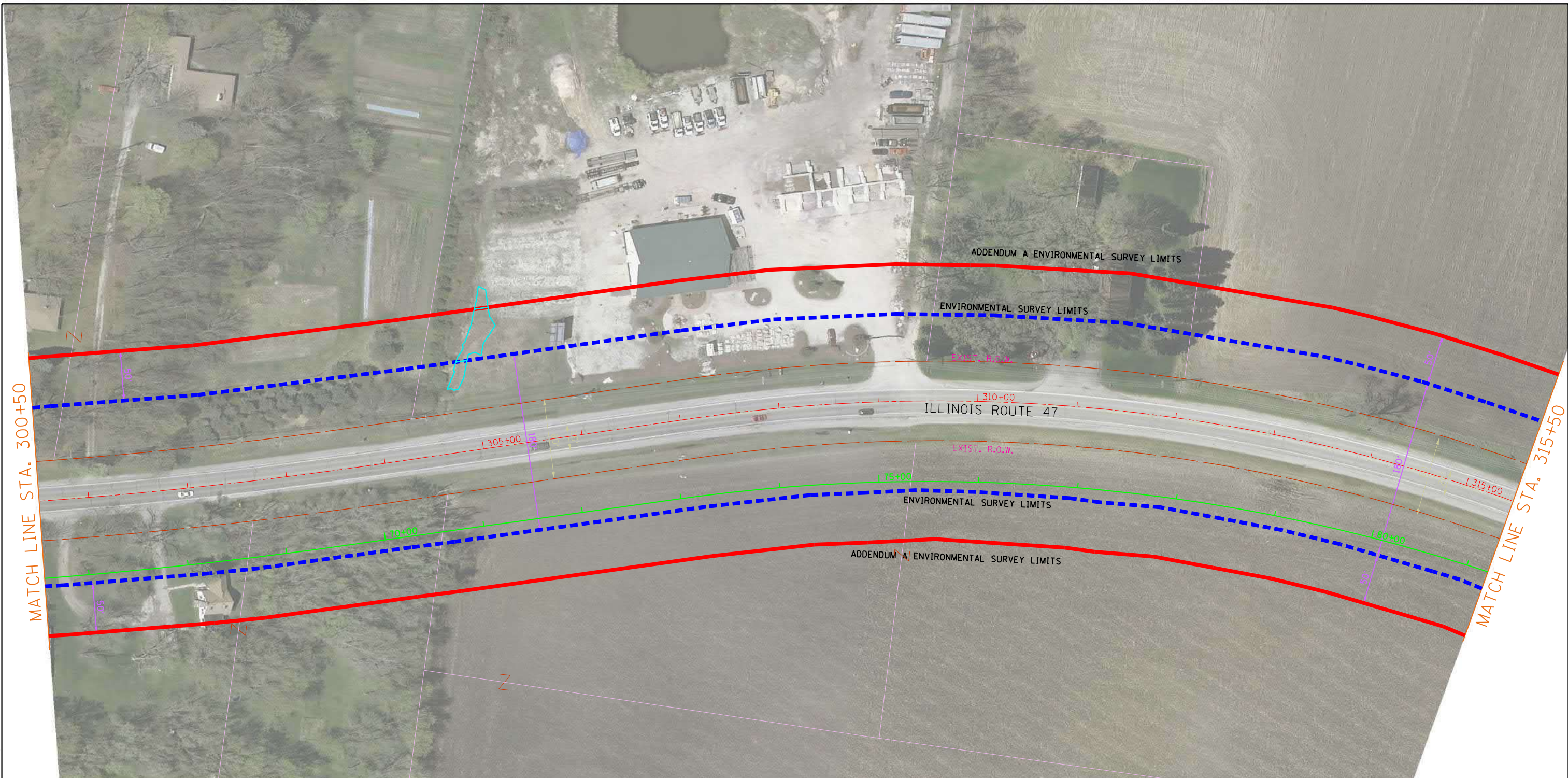
USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

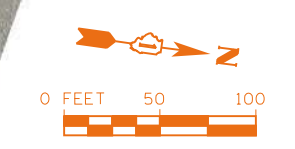
SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	14
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00 Sheets\ESR-15.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



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

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	15
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LEGEND

	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00D Sheets\ESR-16.dgn

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 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	16
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 330+50

MATCH LINE STA. 345+50

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

ENVIRONMENTAL SURVEY LIMITS

EXIST. R.O.W.

ILLINOIS ROUTE 47

335+00

340+00

345+00

100+00

105+00

110+00

ENVIRONMENTAL SURVEY LIMITS

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- - - - - ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND



FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-17.dgn

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USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST			
SCALE: N-T-S	SHEET	OF SHEETS	STA. TO STA.

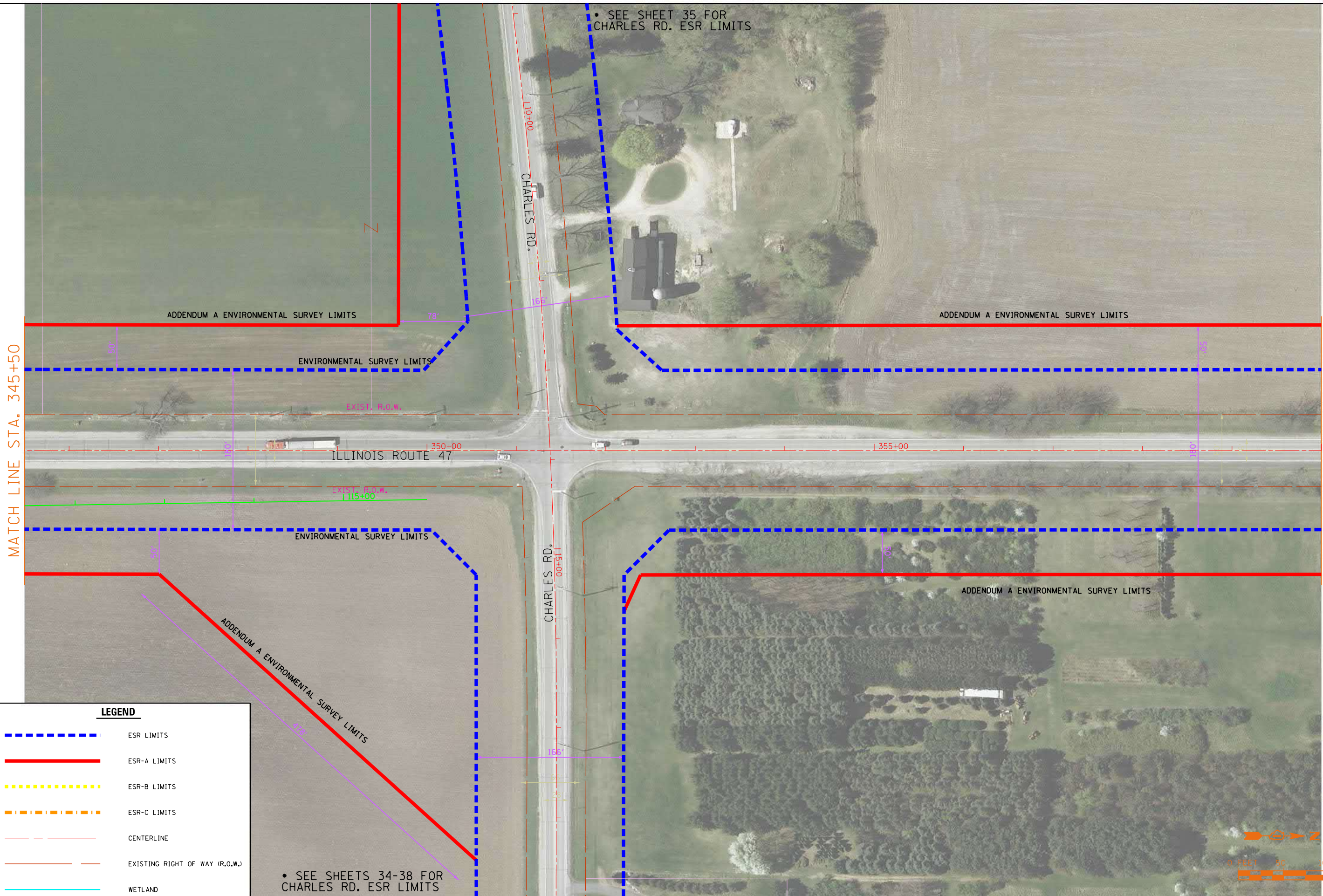
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	17
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

• SEE SHEET 35 FOR CHARLES RD. ESR LIMITS

MATCH LINE STA. 345+50

MATCH LINE STA. 360+00

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00 Sheets\ESR-18.dgn



LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- · · · · ESR-B LIMITS
- · - · - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

• SEE SHEETS 34-38 FOR CHARLES RD. ESR LIMITS

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

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	18
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

MATCH LINE STA. 360+00

MATCH LINE STA. 375+00

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

ENVIRONMENTAL SURVEY LIMITS

ILLINOIS ROUTE 47

ENVIRONMENTAL SURVEY LIMITS








ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

EXIST. R.O.W.

360+00

EXIST. R.O.W.

LEGEND

-  ESR LIMITS
-  ESR-A LIMITS
-  ESR-B LIMITS
-  ESR-C LIMITS
-  CENTERLINE
-  EXISTING RIGHT OF WAY (R.O.W.)
-  WETLAND

FILE NAME = S:\JUL16300-63916346\01\A\Micro\CoRD Sheets\ESR-R.dgn



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

USER NAME = BillP	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

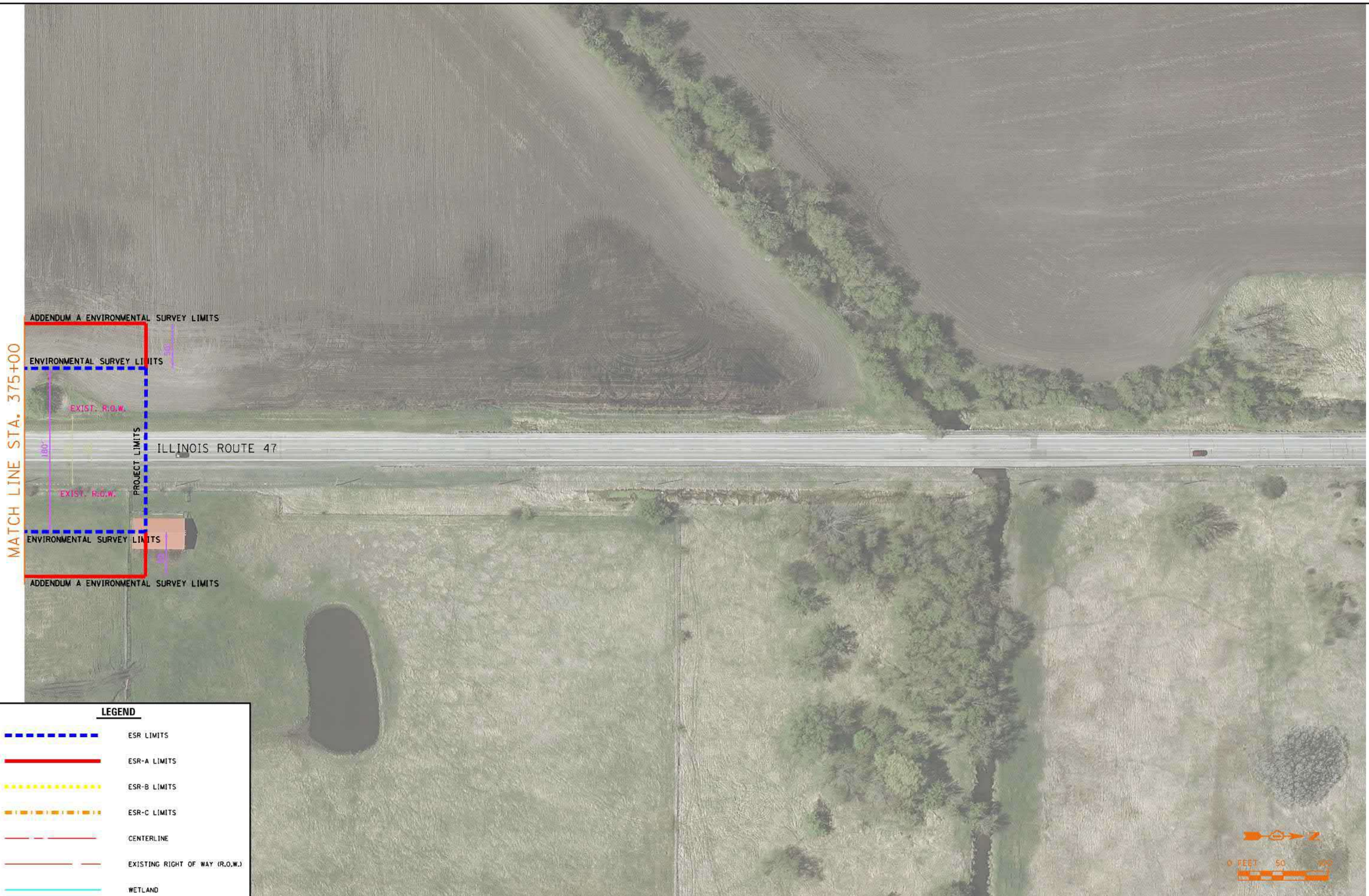
ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.








F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	19
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FILE NAME = S:\JUL16300-63916346\01\A\Micro\CoRD Sheets\ESR-20.dgn



LEGEND

-  ESR LIMITS
-  ESR-A LIMITS
-  ESR-B LIMITS
-  ESR-C LIMITS
-  CENTERLINE
-  EXISTING RIGHT OF WAY (R.O.W.)
-  WETLAND



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

USER NAME = BillP	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
PLOT DATE = 5/26/2017	DATE -	REVISED -

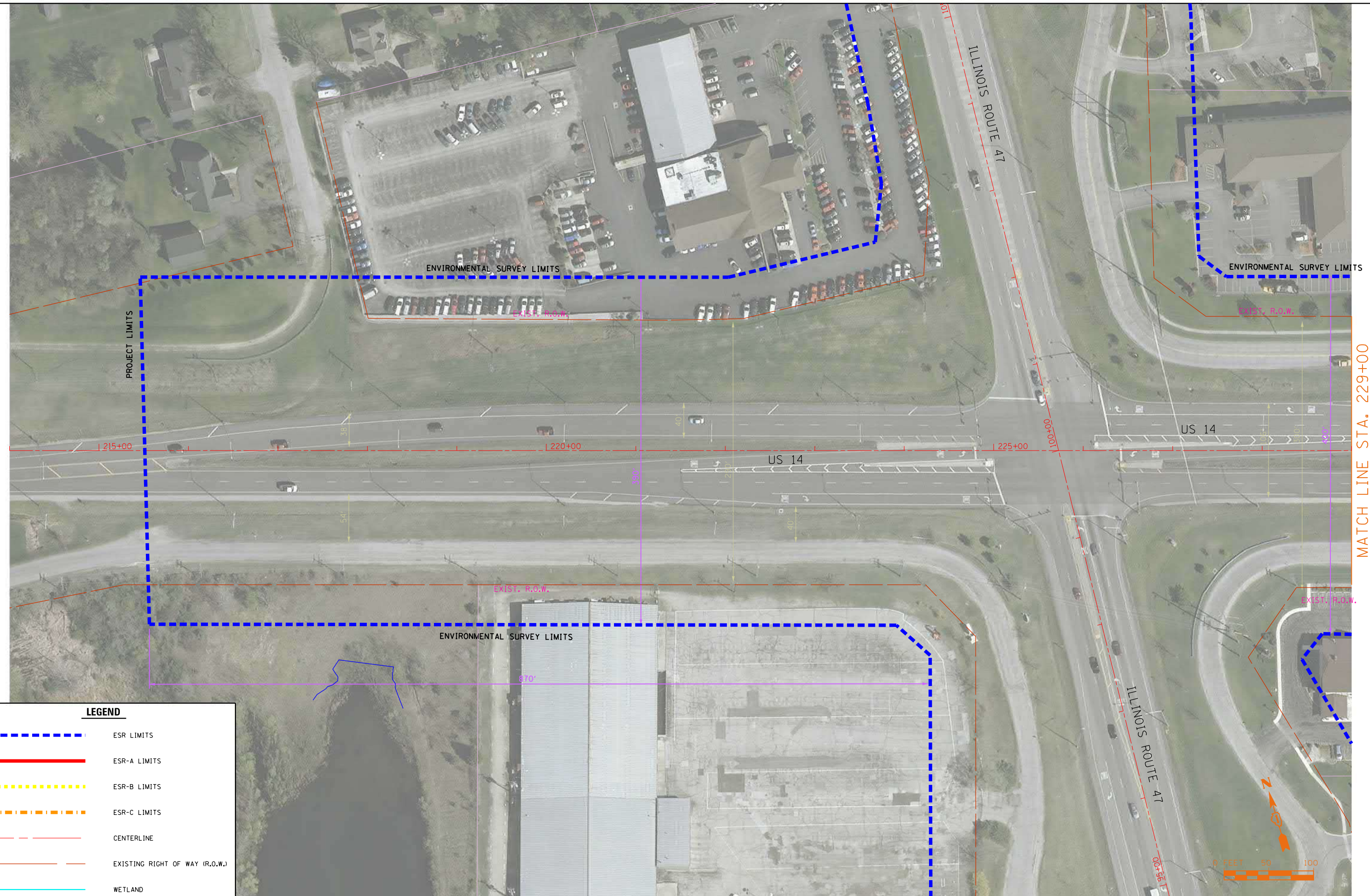
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S	SHEET	OF	SHEETS	STA.	TO	STA.
--------------	-------	----	--------	------	----	------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	20
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-21-US14.dgn



LEGEND

- - - - - ESR LIMITS
- - - - - ESR-A LIMITS
- - - - - ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- - - - - WETLAND

SA STRAND ASSOCIATES
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 JOLIET, ILLINOIS 60431
 (815) 744-4200

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PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -








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 DEPARTMENT OF TRANSPORTATION**

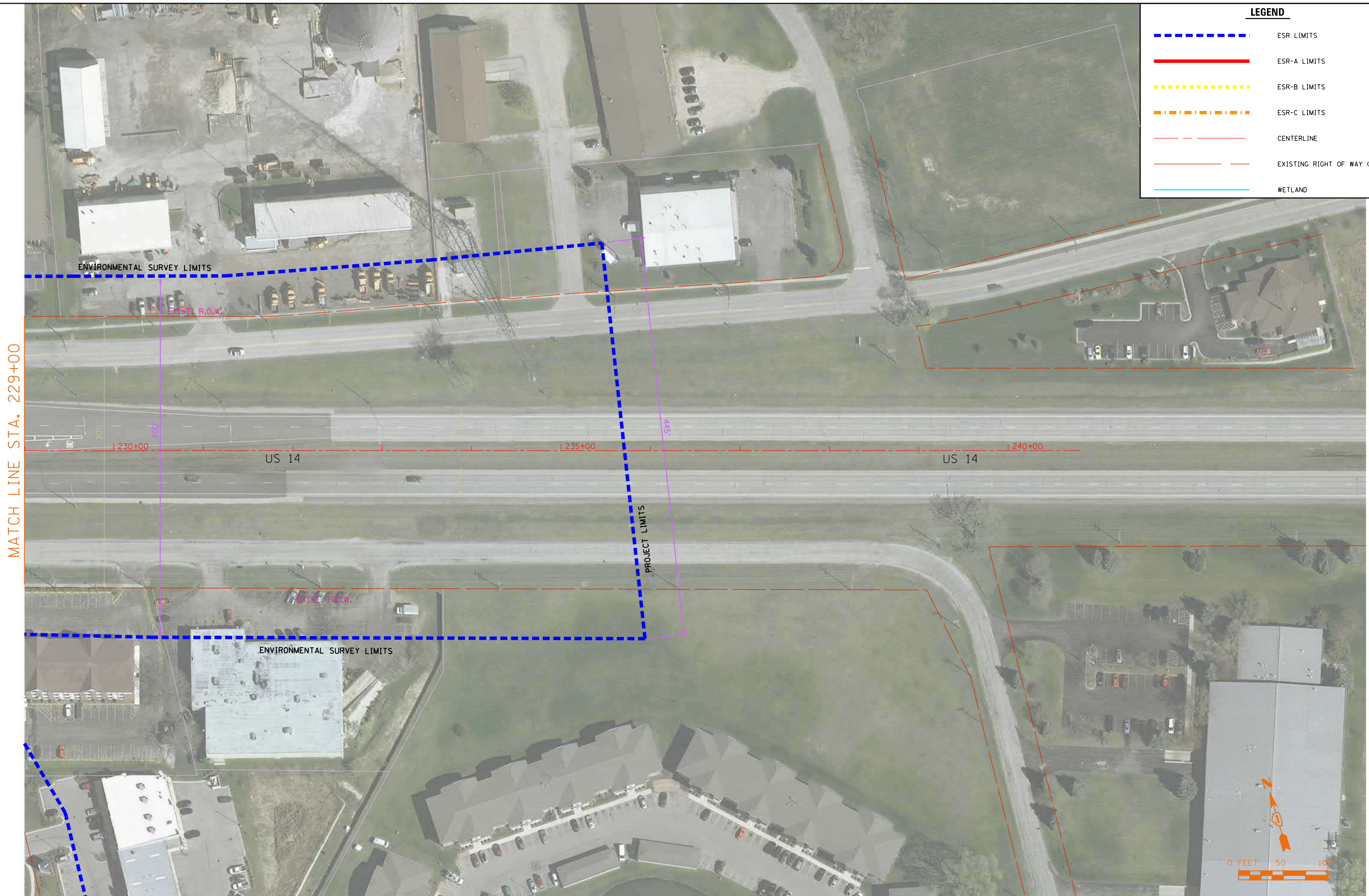
ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	21
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 229+00

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = S:\JUL\63800-6399\6346\014\Micros\CAD\ Sheets\ESR-22-US14.dgn



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USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	22
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-23-SOUTHVIEW.dgn



LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

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

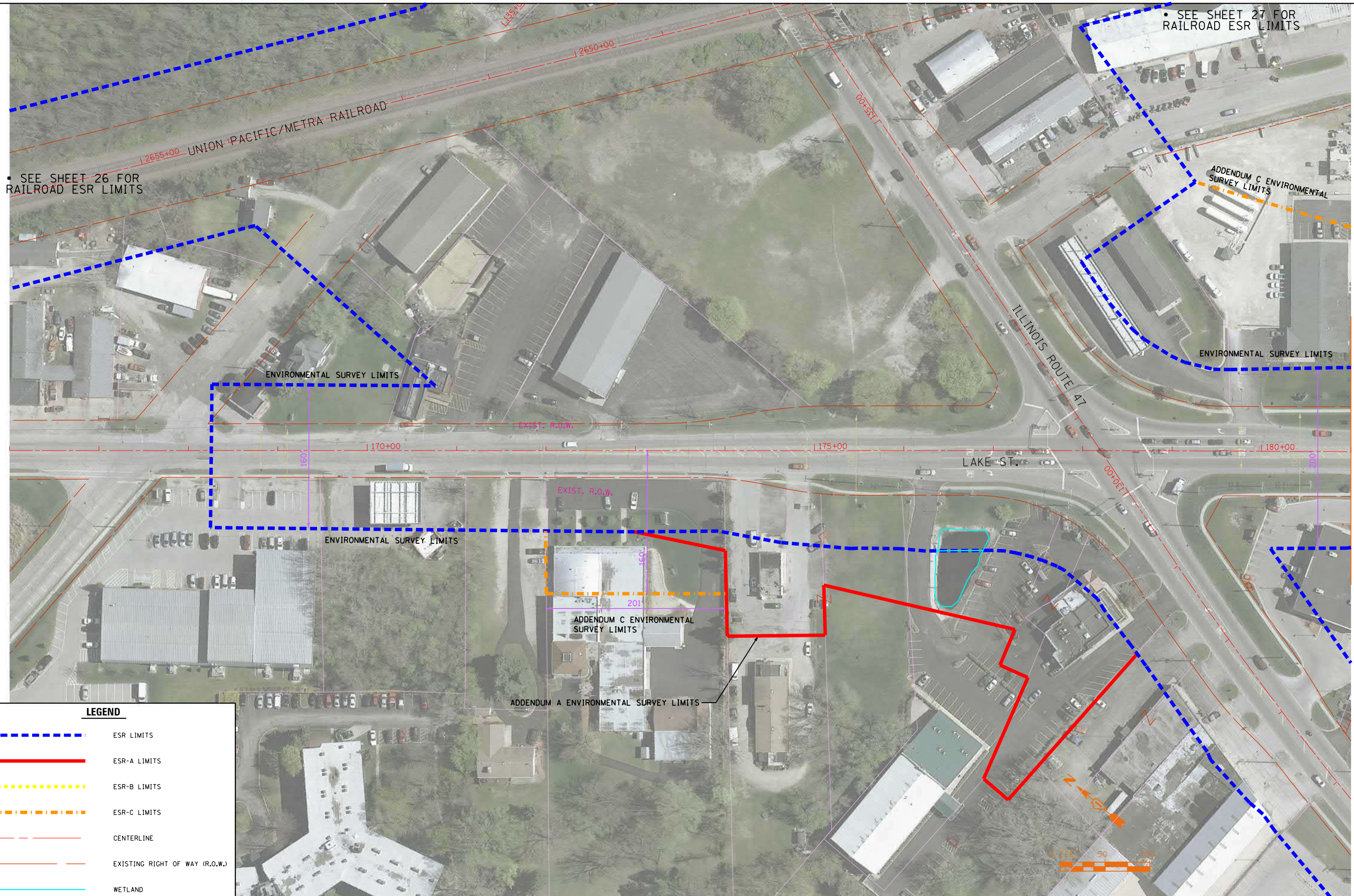
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PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST			
SCALE: N-T-S	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	23
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-24-LAKE.dgn



SEE SHEET 26 FOR RAILROAD ESR LIMITS

SEE SHEET 27 FOR RAILROAD ESR LIMITS

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

MATCH LINE STA. 181+00








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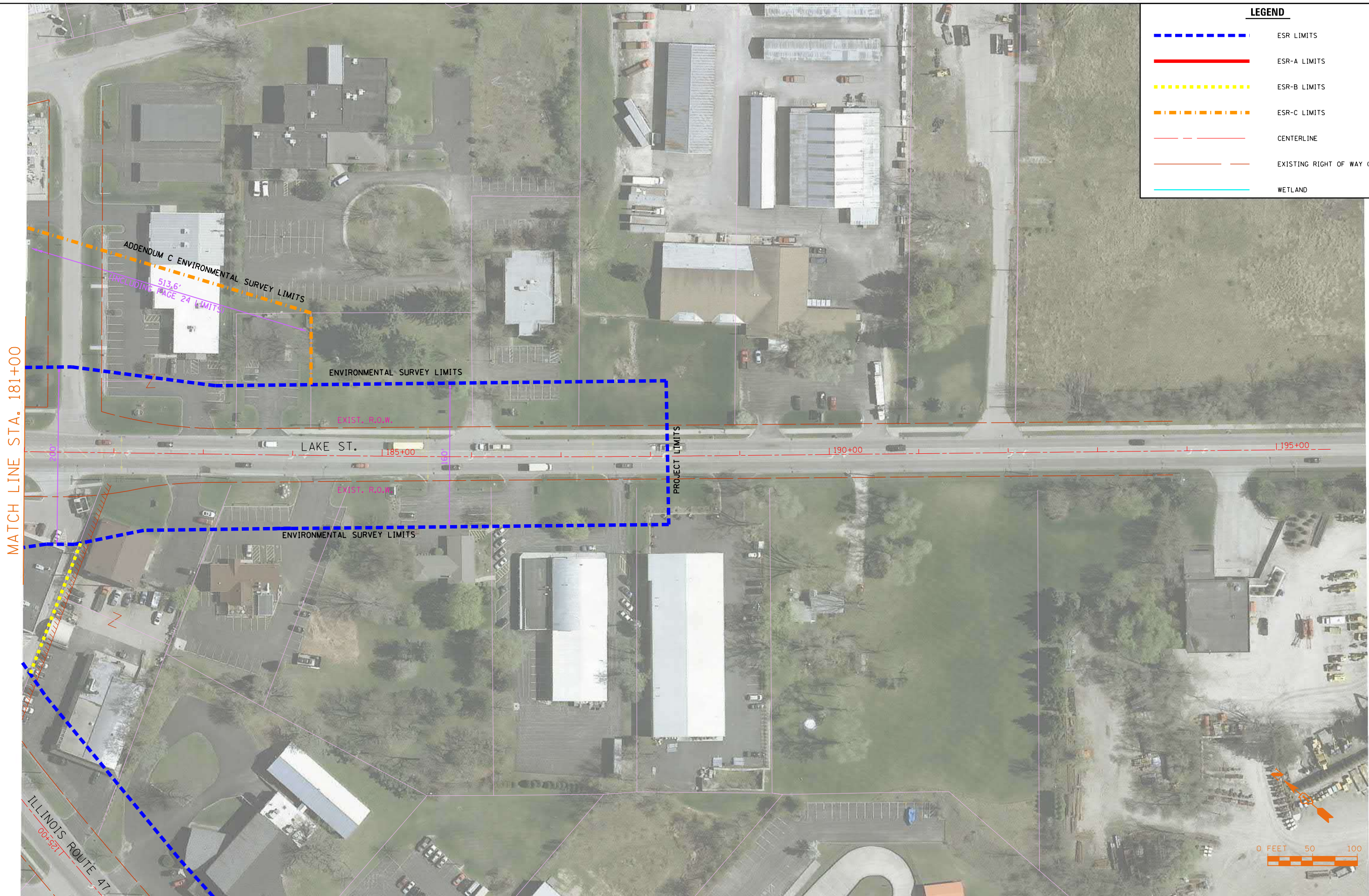
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
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ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST			
SCALE: N-T-S	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	24
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



MATCH LINE STA. 181+00

FILE NAME = SA\JUL16300-6399\6346\014\Micro\CA00 Sheets\ESR-25-LAKE.dgn



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PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

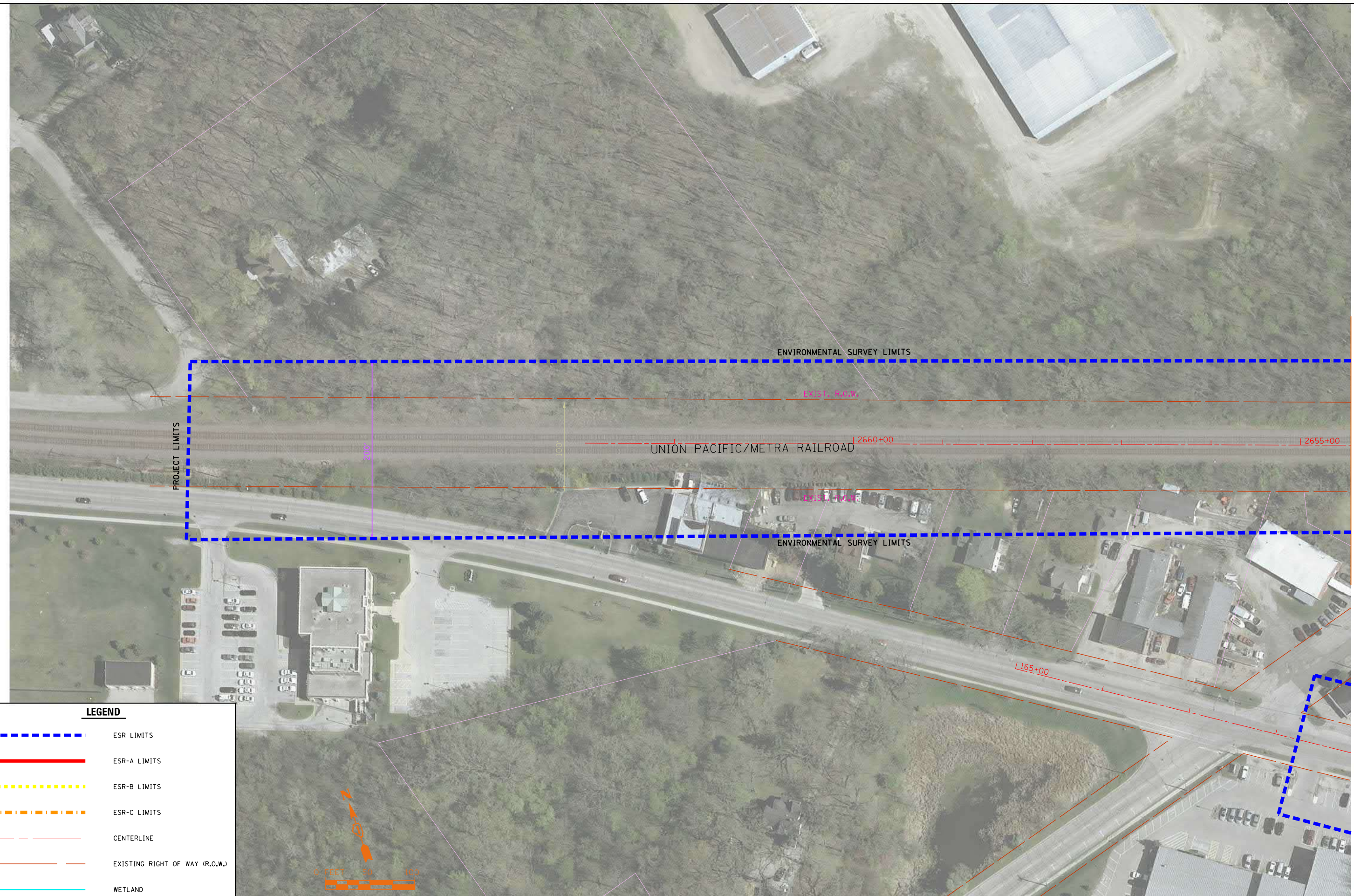
**STATE OF ILLINOIS
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ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	25
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA0D Sheets\ESR-26-RAILROAD.dgn



MATCH LINE STA. 113+00

LEGEND

- - - - - ESR LIMITS
- - - - - ESR-A LIMITS
- - - - - ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- - - - - WETLAND



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 (815) 744-4200








USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	26
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = SA\JUL163800-6399\6346\014\Micro\CA00 Sheets\ESR-27-RAILROAD.dgn



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(815) 744-4200

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

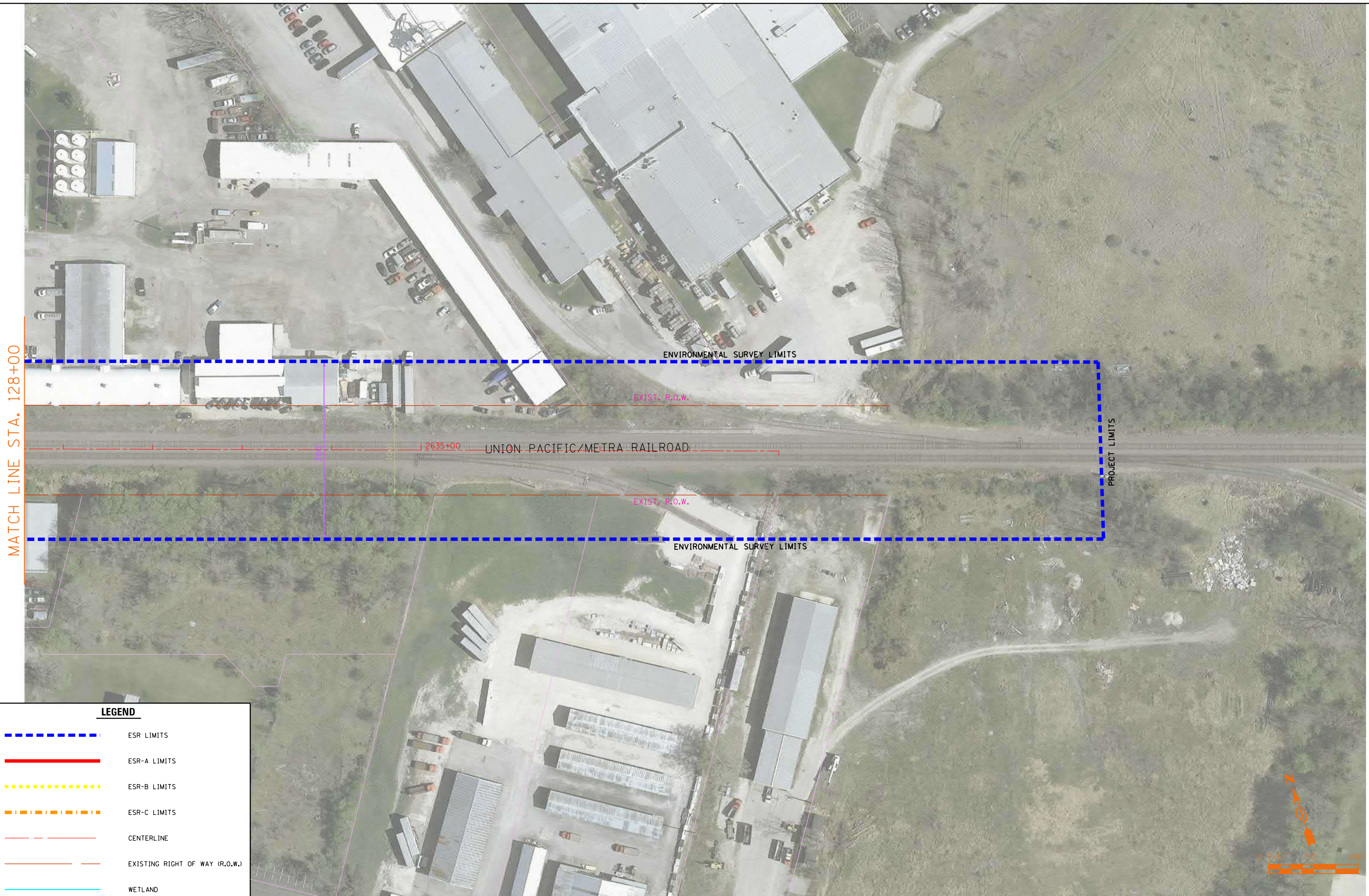
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	27
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JUL\63800-6399\6346\014\Micros\CADD Sheets\ESR-28-RAILROAD.dgn



MATCH LINE STA. 128+00

PROJECT LIMITS

ENVIRONMENTAL SURVEY LIMITS

EXIST. R.O.W.








2635+00

UNION PACIFIC/METRA RAILROAD

EXIST. R.O.W.

ENVIRONMENTAL SURVEY LIMITS

LEGEND

-  ESR LIMITS
-  ESR-A LIMITS
-  ESR-B LIMITS
-  ESR-C LIMITS
-  CENTERLINE
-  EXISTING RIGHT OF WAY (R.O.W.)
-  WETLAND



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USER NAME = B11P	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 5/26/2017	DATE -	REVISED -

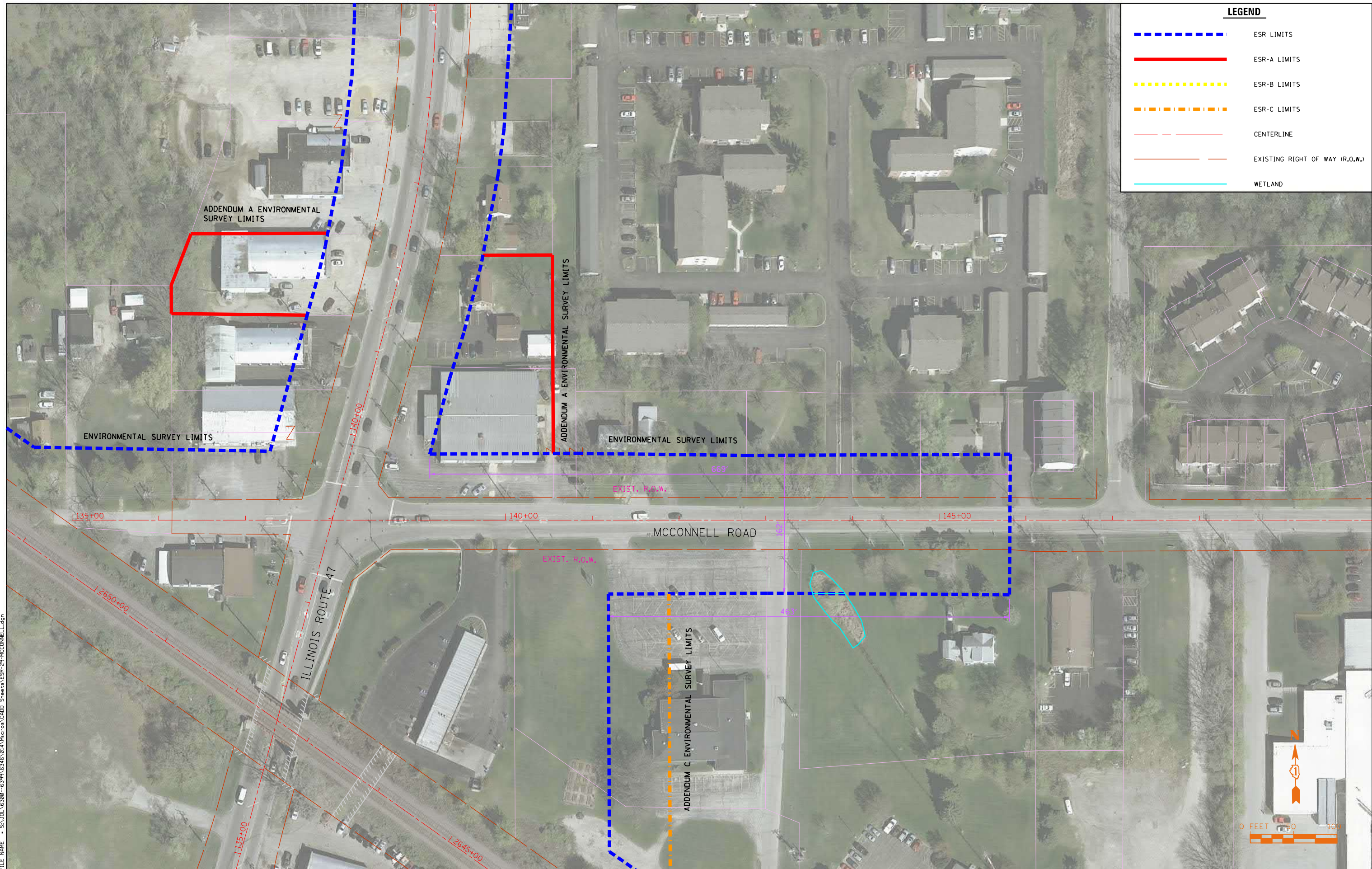
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	28
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA00 Sheets\ESR-29\MCCONNELL.dgn

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 JOLIET, ILLINOIS 60431
 (815) 744-4200

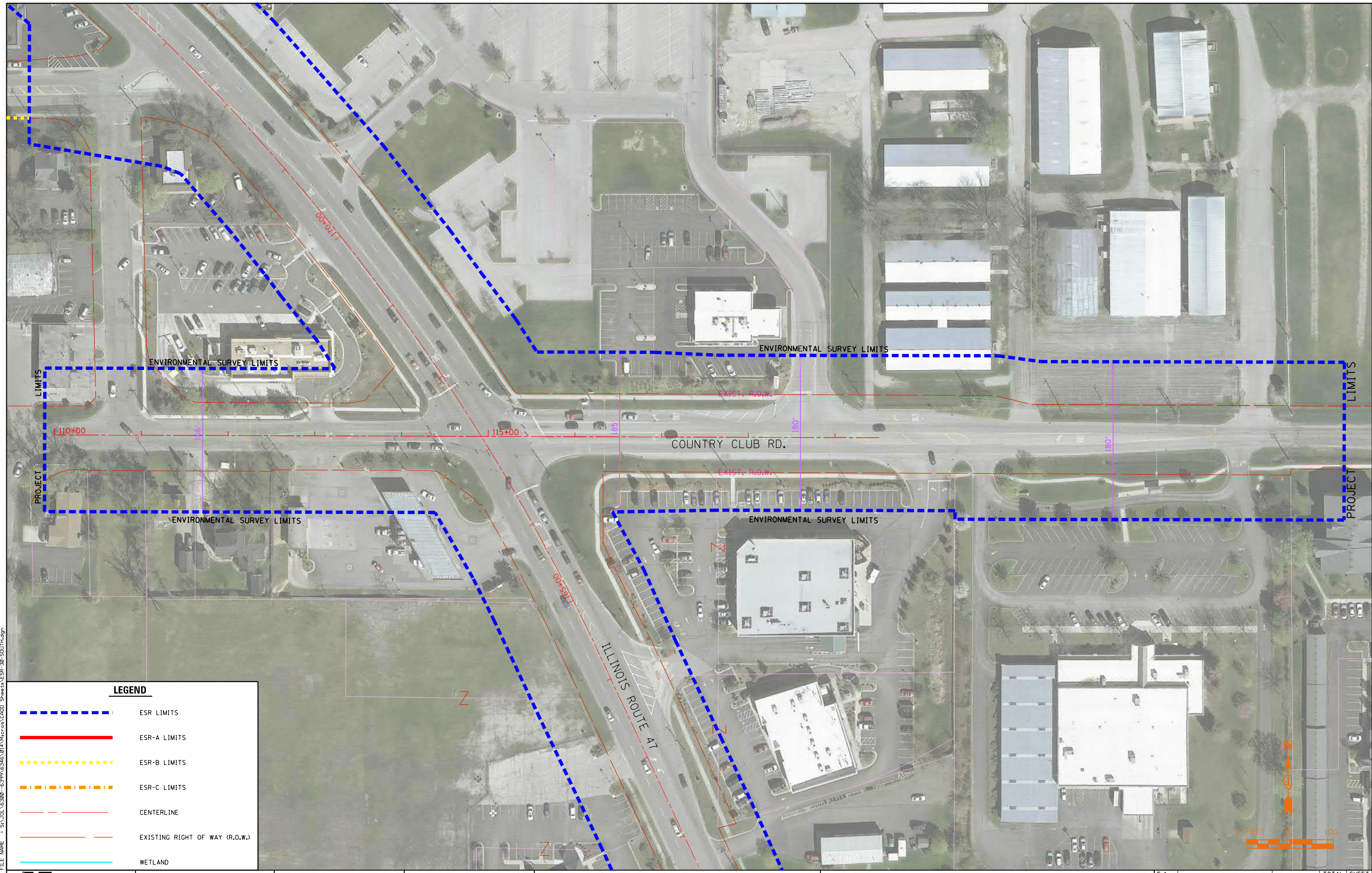
USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST			
SCALE: N-T-S	SHEET	OF SHEETS	STA. TO STA.

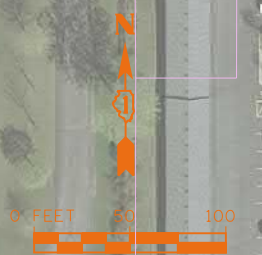
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	29
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micro\CA0D Sheets\ESR-30-SOUTH.dgn



LEGEND

- - - - - ESR LIMITS
- - - - - ESR-A LIMITS
- - - - - ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- - - - - WETLAND



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 1170 SOUTH HOUBOLT ROAD
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 (815) 744-4200








USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

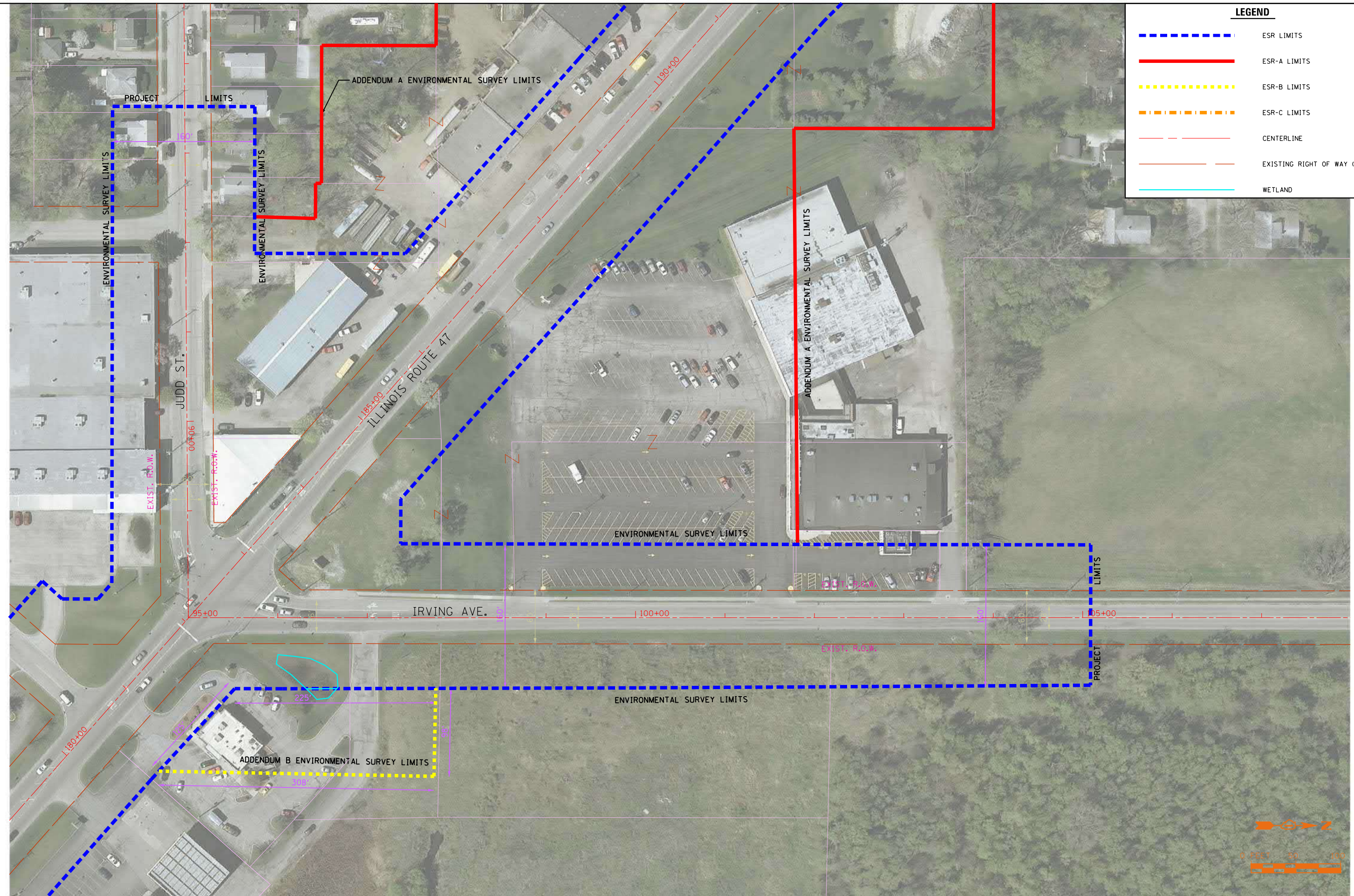
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	30
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



FILE NAME = SA\JUL16300-6399\6346\014\Micro\CAD\ Sheets\ESR-31-IRVING.dgn

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

USER NAME = B11P
PLOT SCALE = 100.0000' / 1" =
PLOT DATE = 5/26/2017

DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

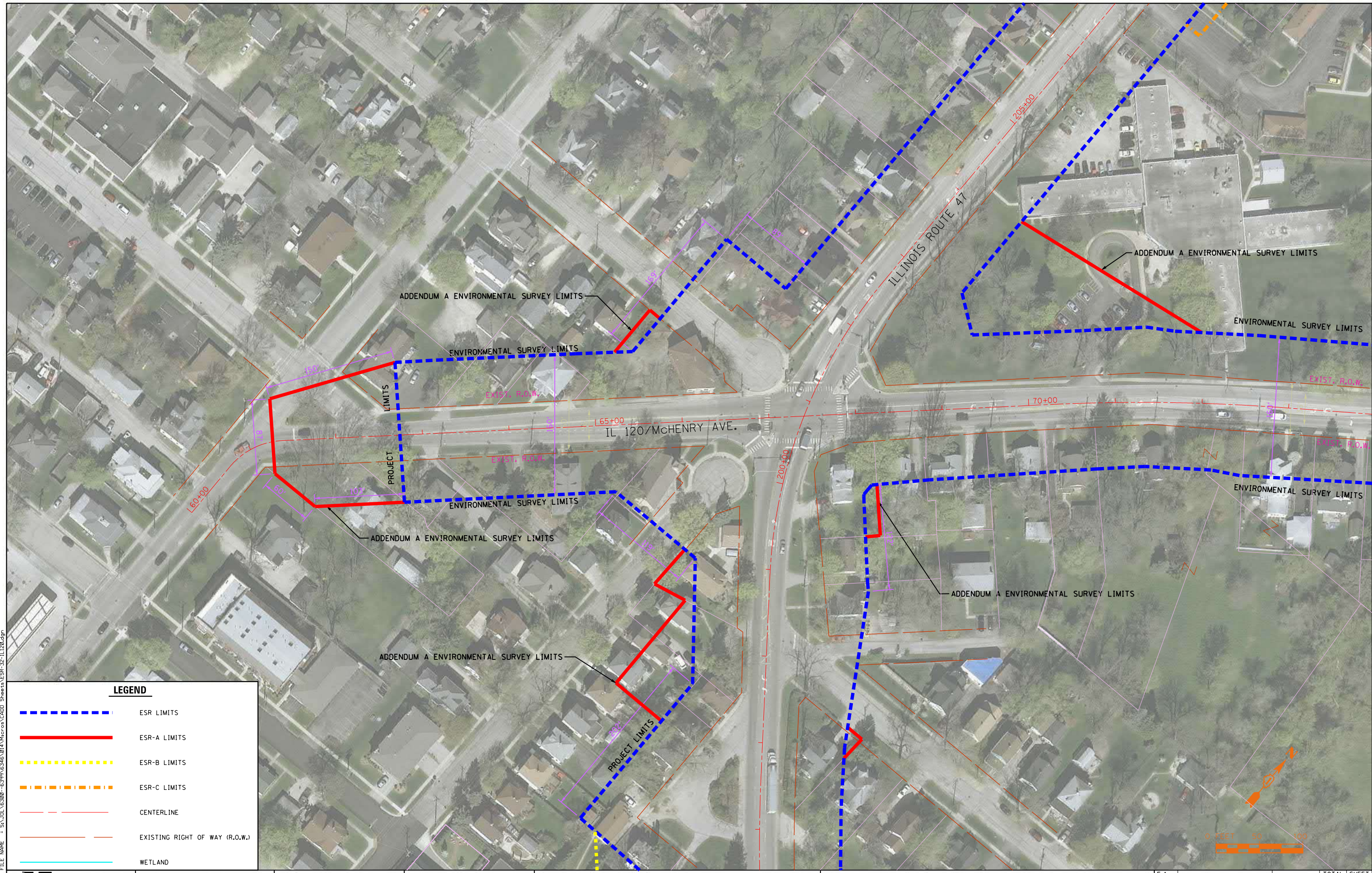
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	31
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-32-IL120.dgn



LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- - - - - ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

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

USER NAME = B11IP	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST
 SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	32
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

FILE NAME = SA\JUL16300-6399\6346\014\Micro\CA0D Sheets\ESR-33-IL120.dgn

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 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = B11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

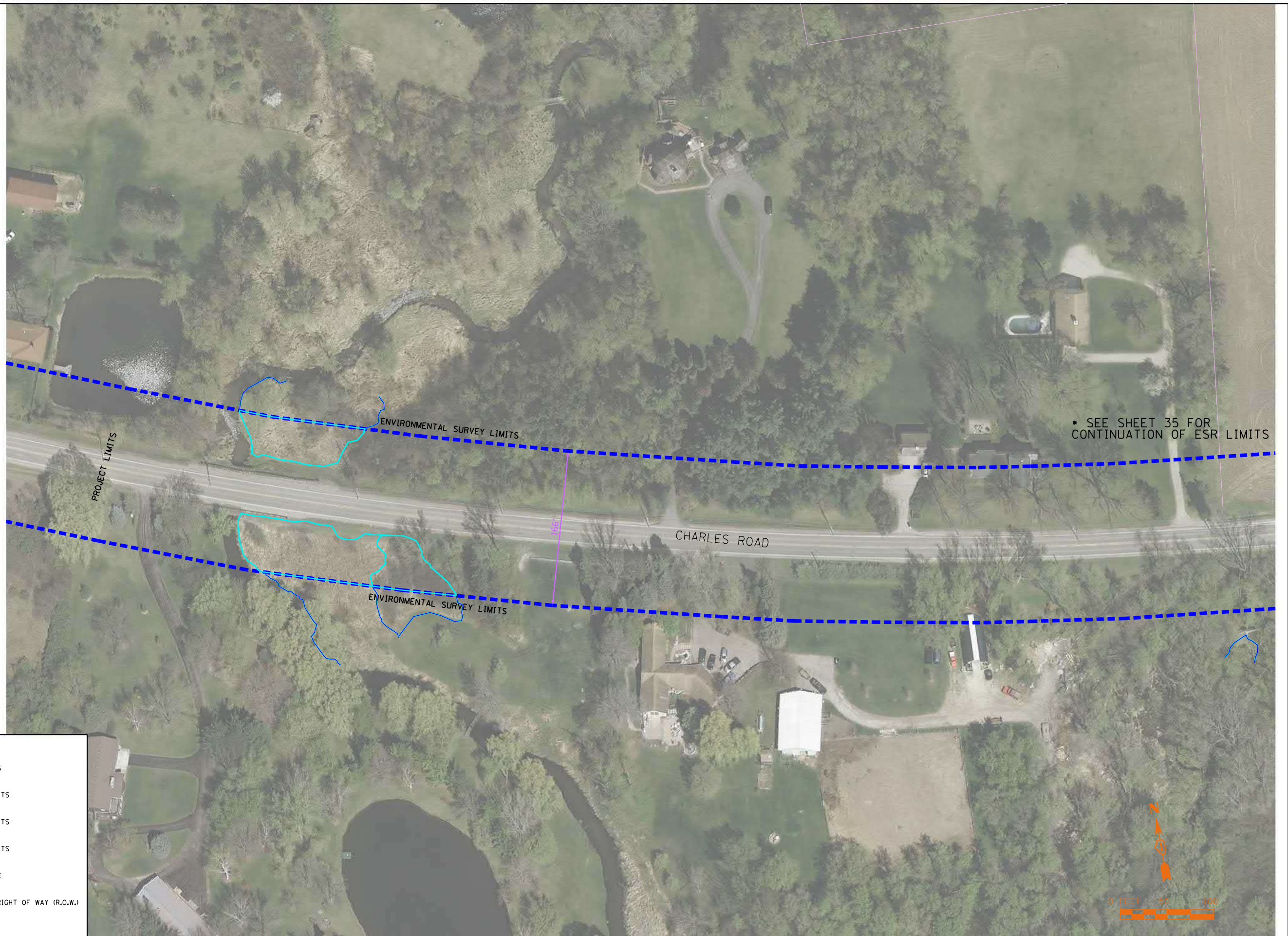
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	33
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-34-CHARLES.dgn



SEE SHEET 35 FOR CONTINUATION OF ESR LIMITS

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- - - - - ESR-B LIMITS
- - - - - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND

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USER NAME = B11P	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
PLOT DATE = 5/26/2017	DATE -	REVISED -

**STATE OF ILLINOIS
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ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	34
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JUL16300-6399\6346\014\Micro\ESR-35-CHARLES.dgn



* SEE SHEET 34 FOR CONTINUATION OF ESR LIMITS

ENVIRONMENTAL SURVEY LIMITS

CHARLES ROAD








EXIST. R.O.W.

ENVIRONMENTAL SURVEY LIMITS

EXIST. R.O.W.

MATCH LINE STA. 3+00

LEGEND

-  ESR LIMITS
-  ESR-A LIMITS
-  ESR-B LIMITS
-  ESR-C LIMITS
-  CENTERLINE
-  EXISTING RIGHT OF WAY (R.O.W.)
-  WETLAND

SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JULIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

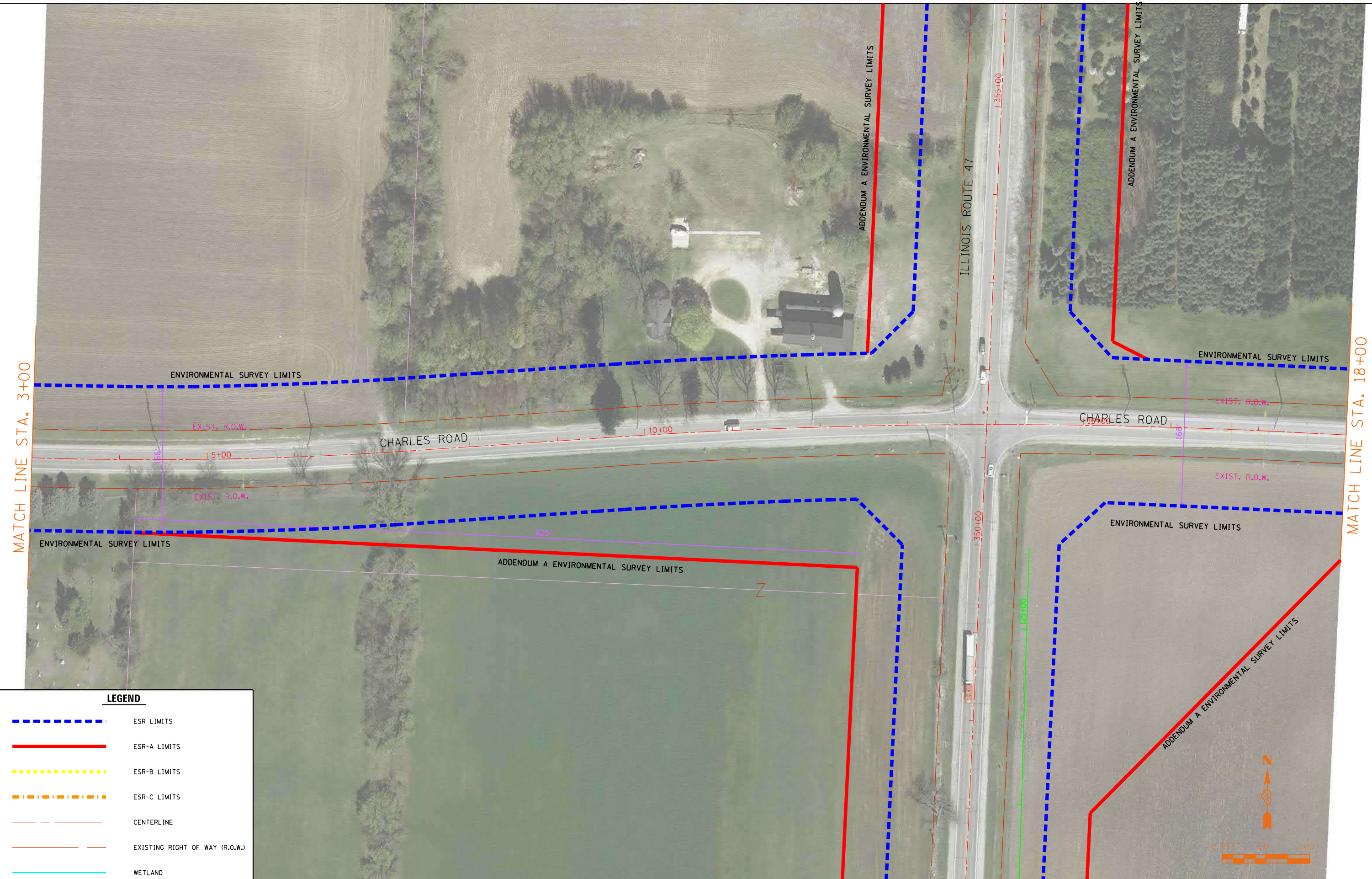
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ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	35
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-36-CHARLES.dgn



MATCH LINE STA. 3+00

MATCH LINE STA. 18+00

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND

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 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	36
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

MATCH LINE STA. 18+00

• SEE SHEET 38 FOR CONTINUATION OF ESR LIMITS

ENVIRONMENTAL SURVEY LIMITS

CHARLES ROAD

ENVIRONMENTAL SURVEY LIMITS

ADDENDUM A ENVIRONMENTAL SURVEY LIMITS

LEGEND

- - - - - ESR LIMITS
- ESR-A LIMITS
- · - · - ESR-B LIMITS
- · - · - ESR-C LIMITS
- - - - - CENTERLINE
- - - - - EXISTING RIGHT OF WAY (R.O.W.)
- WETLAND



FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-37-CHARLES.dgn

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 (815) 744-4200

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

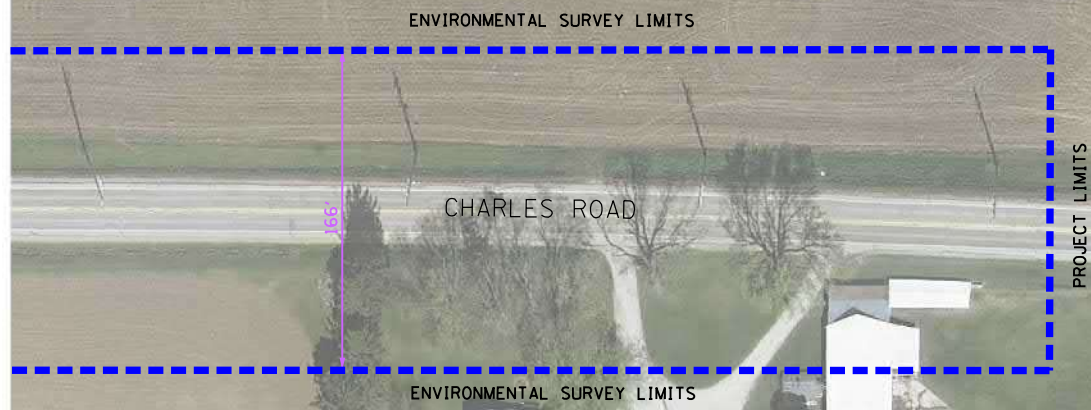
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	37
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

• SEE SHEET 37 FOR CONTINUATION OF ESR LIMITS



FILE NAME = SA\JOL\63800-6399\6346\014\Micros\CADD Sheets\ESR-38-CHARLES.dgn

LEGEND	
	ESR LIMITS
	ESR-A LIMITS
	ESR-B LIMITS
	ESR-C LIMITS
	CENTERLINE
	EXISTING RIGHT OF WAY (R.O.W.)
	WETLAND



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

USER NAME = B:11P	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/26/2017	CHECKED -	REVISED -
	DATE -	REVISED -

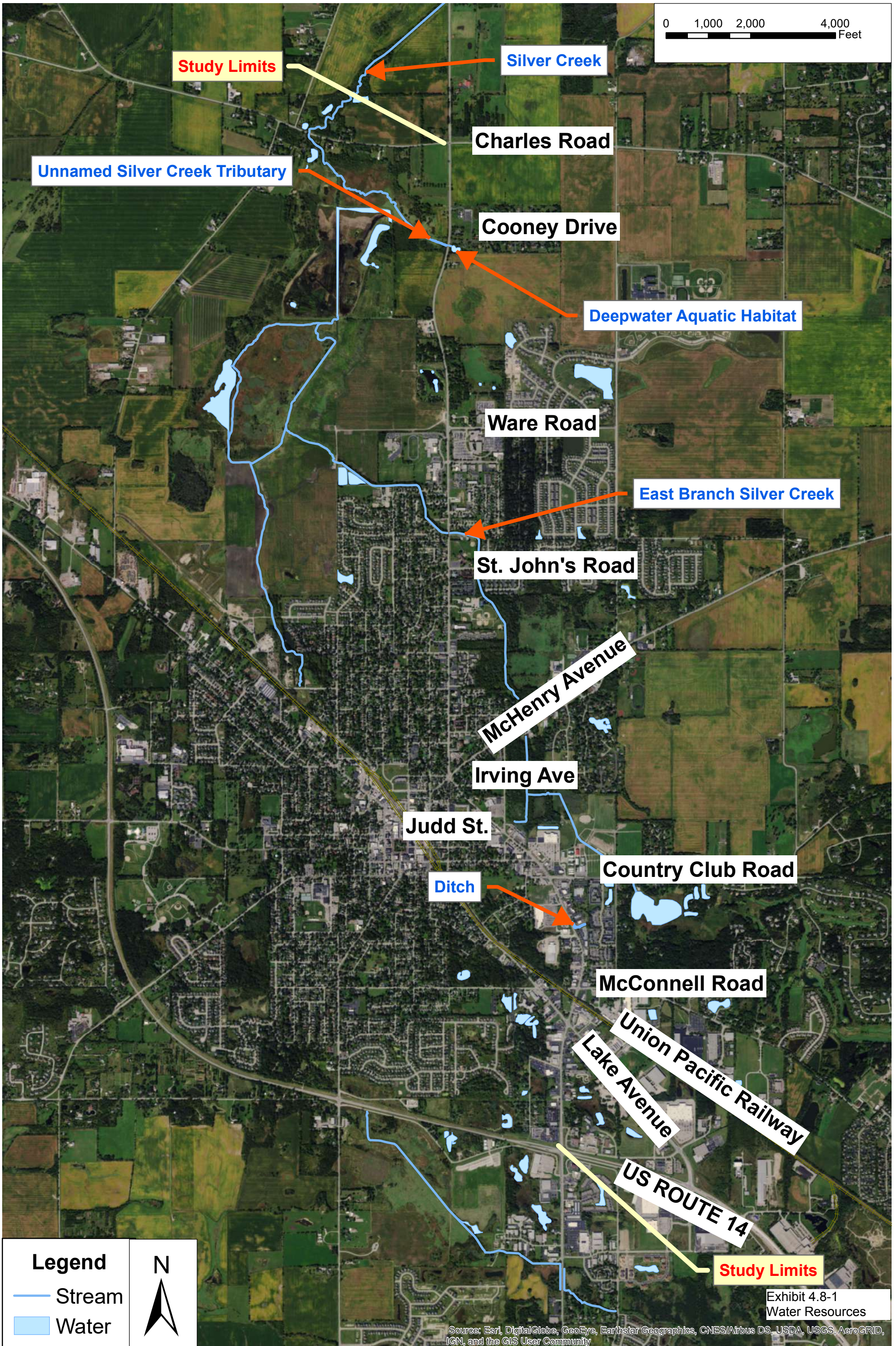
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 ADDENDUM C ENVIRONMENTAL SURVEY REQUEST

SCALE: N-T-S SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			38	38
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Water Resources





Federal Emergency Management Agency

Washington, D.C. 20472

AUG 26 2010

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Dr. Brian Sager
Mayor, City of Woodstock
811 Regina Court
Woodstock, IL 60098

IN REPLY REFER TO:

Case No.: 10-05-3025P
Community Name: City of Woodstock, IL
Community No.: 170488
Effective Date of
This Revision: January 20, 2011

Dear Mayor Sager:

The Flood Insurance Study Report and Flood Insurance Rate Map for your community have been revised by this Letter of Map Revision (LOMR). Please use the enclosed annotated map panel(s) revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals issued in your community.

Additional documents are enclosed which provide information regarding this LOMR. Please see the List of Enclosures below to determine which documents are included. Other attachments specific to this request may be included as referenced in the Determination Document. If you have any questions regarding floodplain management regulations for your community or the National Flood Insurance Program (NFIP) in general, please contact the Consultation Coordination Officer for your community. If you have any technical questions regarding this LOMR, please contact the Director, Mitigation Division of the Department of Homeland Security's Federal Emergency Management Agency (FEMA) in Chicago, Illinois, at (312) 408-5529, or the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP). Additional information about the NFIP is available on our website at <http://www.fema.gov/nfip>.

Sincerely,

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

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

List of Enclosures:

Letter of Map Revision Determination Document
Annotated Flood Insurance Rate Map
Annotated Flood Insurance Study Report

Exhibit 4.10-1
FIRM

cc: Mr. Alan E. Wilson
City of Woodstock
Department of Public Works
326 Washington Street
Woodstock, IL 60098

Mr. Mark Phipps, P.E., CFM
McHenry County
Department of Planning & Development
2200 North Seminary Avenue
Woodstock, IL 60098

Mr. Carl Kupfer, P.E.
IG Consulting, Inc.
300 Marquardt Drive
Suite 101
Wheeling, IL 60090

Mr. Ken A. Kochler
Chairman, McHenry County Board
2200 North Seminary Avenue
Woodstock, IL 60098



Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT

COMMUNITY AND REVISION INFORMATION		PROJECT DESCRIPTION	BASIS OF REQUEST
COMMUNITY	City of Woodstock McHenry County Illinois	NO PROJECT	HYDRAULIC ANALYSIS HYDROLOGIC ANALYSIS
	COMMUNITY NO.: 170488		
IDENTIFIER	Basin - Headwaters of Silver Creek Tributary 1	APPROXIMATE LATITUDE & LONGITUDE: 42.319, -88.436 SOURCE: USGS QUADRANGLE DATUM: NAD 27	
ANNOTATED MAPPING ENCLOSURES		ANNOTATED STUDY ENCLOSURES	
TYPE: FIRM* NO.: 17111C0183J DATE: November 16, 2006 TYPE: FIRM* NO.: 17111C0179J DATE: November 16, 2006		DATE OF EFFECTIVE FLOOD INSURANCE STUDY: November 16, 2006 STILLWATER ELEVATION TABLE: TABLE 5	

Enclosures reflect changes to flooding sources affected by this revision.
* FIRM - Flood Insurance Rate Map

FLOODING SOURCE(S) & REVISED REACH(ES)

See Page 2 for Additional Flooding Sources

Unnamed Ponding Area 9 - From approximately 750 feet downstream to approximately 3,050 feet upstream of McHenry Avenue/State Highway 120

SUMMARY OF REVISIONS

Flooding Source	Effective Flooding	Revised Flooding	Increases	Decreases
Unnamed Ponding Area 9	Zone A	Zone A	NONE	YES
	Zone A	Zone AE	NONE	YES
	Zone A	Zone X (shaded)	NONE	YES
	Zone X (unshaded)	Zone X (unshaded)	YES	YES
	No BFEs	BFEs	YES	NONE

* BFEs - Base Flood Elevations

DETERMINATION

This document provides the determination from the Department of Homeland Security's Federal Emergency Management Agency (FEMA) regarding a request for a Letter of Map Revision (LOMR) for the area described above. Using the information submitted, we have determined that a revision to the flood hazards depicted in the Flood Insurance Study (FIS) report and/or National Flood Insurance Program (NFIP) map is warranted. This document revises the effective NFIP map, as indicated in the attached documentation. Please use the enclosed annotated map panels revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals in your community.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 6730 Santa Barbara Court, Elkridge, MD 21075. Additional information about the NFIP is available on our website at <http://www.fema.gov/nfip>.

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

Exhibit 4.10-1

FIRM

10-05-3025P

.02-1-A-C



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)**

OTHER COMMUNITIES AFFECTED BY THIS REVISION

CID Number: 170732 **Name:** McHenry County, Illinois

AFFECTED MAP PANELS

AFFECTED PORTIONS OF THE FLOOD INSURANCE STUDY REPORT

TYPE: FIRM* **NO.:** 17111C0183J **DATE:** November 16, 2006

DATE OF EFFECTIVE FLOOD INSURANCE STUDY: November 16, 2006
STILLWATER ELEVATION TABLE: TABLE 5

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 6730 Santa Barbara Court, Elkridge, MD 21075. Additional Information about the NFIP is available on our website at <http://www.fema.gov/nfip>.

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

Exhibit 4.10-1
FIRM



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)**

COMMUNITY INFORMATION

APPLICABLE NFIP REGULATIONS/COMMUNITY OBLIGATION

We have made this determination pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 93-234) and in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, P.L. 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Pursuant to Section 1361 of the National Flood Insurance Act of 1968, as amended, communities participating in the NFIP are required to adopt and enforce floodplain management regulations that meet or exceed NFIP criteria. These criteria, including adoption of the FIS report and FIRM, and the modifications made by this LOMR, are the minimum requirements for continued NFIP participation and do not supersede more stringent State/Commonwealth or local requirements to which the regulations apply.

COMMUNITY REMINDERS

We based this determination on the 1-percent-annual-chance discharges computed in the submitted hydrologic model. Future development of projects upstream could cause increased discharges, which could cause increased flood hazards. A comprehensive restudy of your community's flood hazards would consider the cumulative effects of development on discharges and could, therefore, indicate that greater flood hazards exist in this area.

Your community must regulate all proposed floodplain development and ensure that permits required by Federal and/or State/Commonwealth law have been obtained. State/Commonwealth or community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction or may limit development in floodplain areas. If your State/Commonwealth or community has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

We will not print and distribute this LOMR to primary users, such as local insurance agents or mortgage lenders; instead, the community will serve as a repository for the new data. We encourage you to disseminate the information in this LOMR by preparing a news release for publication in your community's newspaper that describes the revision and explains how your community will provide the data and help interpret the NFIP maps. In that way, interested persons, such as property owners, insurance agents, and mortgage lenders, can benefit from the information.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 6730 Santa Barbara Court, Elkridge, MD 21075. Additional Information about the NFIP is available on our website at <http://www.fema.gov/nfip>.

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

Exhibit 4.10-1
FIRM



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)**

We have designated a Consultation Coordination Officer (CCO) to assist your community. The CCO will be the primary liaison between your community and FEMA. For information regarding your CCO, please contact:

Mr. Norbert Schwartz
Director, Mitigation Division
Federal Emergency Management Agency, Region V
536 South Clark Street, Sixth Floor
Chicago, IL 60605
IN,MI,OH:(312)408-5364 WI:(312) 408-5529 MN,IL:(312)408-5245

STATUS OF THE COMMUNITY NFIP MAPS

We will not physically revise and republish the FIRM and FIS report for your community to reflect the modifications made by this LOMR at this time. When changes to the previously cited FIRM panel(s) and FIS report warrant physical revision and republication in the future, we will incorporate the modifications made by this LOMR at that time.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 6730 Santa Barbara Court, Elkridge, MD 21075. Additional information about the NFIP is available on our website at <http://www.fema.gov/nfip>.

A handwritten signature in black ink, appearing to read "David N. Bascom".

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

Exhibit 4.10-1
FIRM
10-05-3025P

.02-I-A-C



Federal Emergency Management Agency
Washington, D.C. 20472

LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)

PUBLIC NOTIFICATION OF REVISION

PUBLIC NOTIFICATION

FLOODING SOURCE	LOCATION OF REFERENCED ELEVATION	BFE (FEET NAVD 88)		MAP PANEL NUMBER(S)
		EFFECTIVE	REVISED	
Unnamed Ponding Area 9	Entire ponding area	None	882	17111C0183J 17111C0179J

Within 90 days of the second publication in the local newspaper, a citizen may request that we reconsider this determination. Any request for reconsideration must be based on scientific or technical data. Therefore, this letter will be effective only after the 90-day appeal period has elapsed and we have resolved any appeals that we receive during this appeal period. Until this LOMR is effective, the revised BFEs presented in this LOMR may be changed.

A notice of changes will be published in the *Federal Register*. A short notice also will be published in your local newspaper on or about the dates listed below. Please refer to FEMA's website at https://www.floodmaps.fema.gov/fhm/Scripts/bfe_main.asp for a more detailed description of proposed BFE changes, which will be posted approximately within two weeks of the date of this letter.

LOCAL NEWSPAPER Name: *The Woodstock Independent*
Dates: September 15, 2010 and September 22, 2010

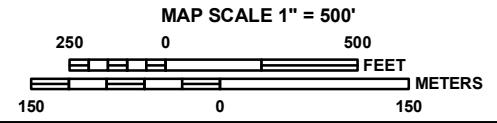
This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 6730 Santa Barbara Court, Elkridge, MD 21075. Additional Information about the NFIP is available on our website at <http://www.fema.gov/nfip>.

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

Exhibit 4.10-1
FIRM



- Legend
- 1% annual chance (100-Year) Floodplain
 - 1% annual chance (100-Year) Floodway
 - 0.2% annual chance (500-Year) Floodplain



NAIP

PANEL 0179J

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
MCHENRY COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 179 OF 365
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MCHENRY COUNTY, Unincorporated Areas	170732	0179	J
WOODSTOCK, CITY OF	170488	0179	J

REVISED TO
REFLECT LOMR
EFFECTIVE
JAN 20, 2011

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

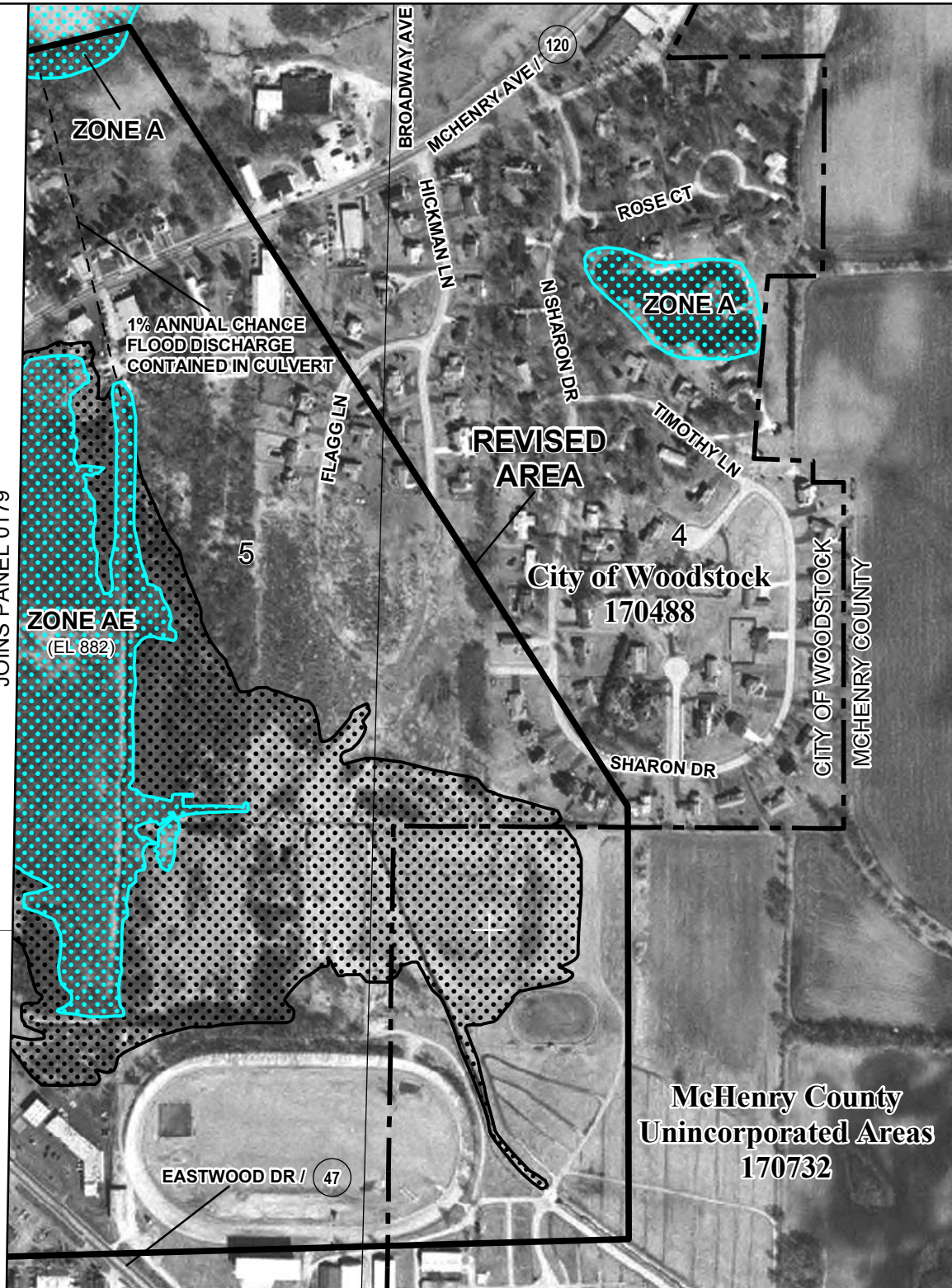


MAP NUMBER
17111C0179J
EFFECTIVE DATE
NOVEMBER 16, 2006

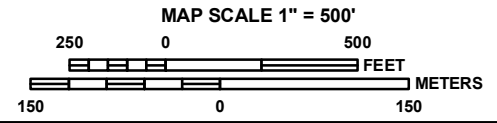
Federal Emergency Management Agency

Exhibit 4.10-1
 FIRM

JOINS PANEL 0183



- Legend
- 1% annual chance (100-Year) Floodplain
 - 1% annual chance (100-Year) Floodway
 - 0.2% annual chance (500-Year) Floodplain



NFIP

PANEL 0183J

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
MCHENRY COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 183 OF 365
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BULL VALLEY, VILLAGE OF	170977	0183	J
MCHENRY COUNTY, Unincorporated Areas	170732	0183	J
WOODSTOCK, CITY OF	170488	0183	J

REVISED TO REFLECT LOMR EFFECTIVE JAN 20, 2011

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
17111C0183J
EFFECTIVE DATE
NOVEMBER 16, 2006

Federal Emergency Management Agency

Table 5 – Summary of Stillwater Elevations (Continued)

Flooding Source	Elevation (feet NAVD)			
	10-Percent- Annual-Chance	2-Percent- Annual-Chance	1-Percent- Annual-Chance	0.2-Percent- Annual-Chance
Unnamed Ponding Area 8 Located south of Chicago and North Western Railroad, approximately 3,400 feet east of Prospect Street and north of Grant Highway	*	*	818.1	*
Unnamed Ponding Area 9 Located north of Union Pacific Railroad, just south of McHenry avenue/State Highway 120 and just north of North Eastwood Drive/State Highway 47	*	*	882.0	*

AREA
REVISED



*Data not available

3.2 Hydraulic Analyses

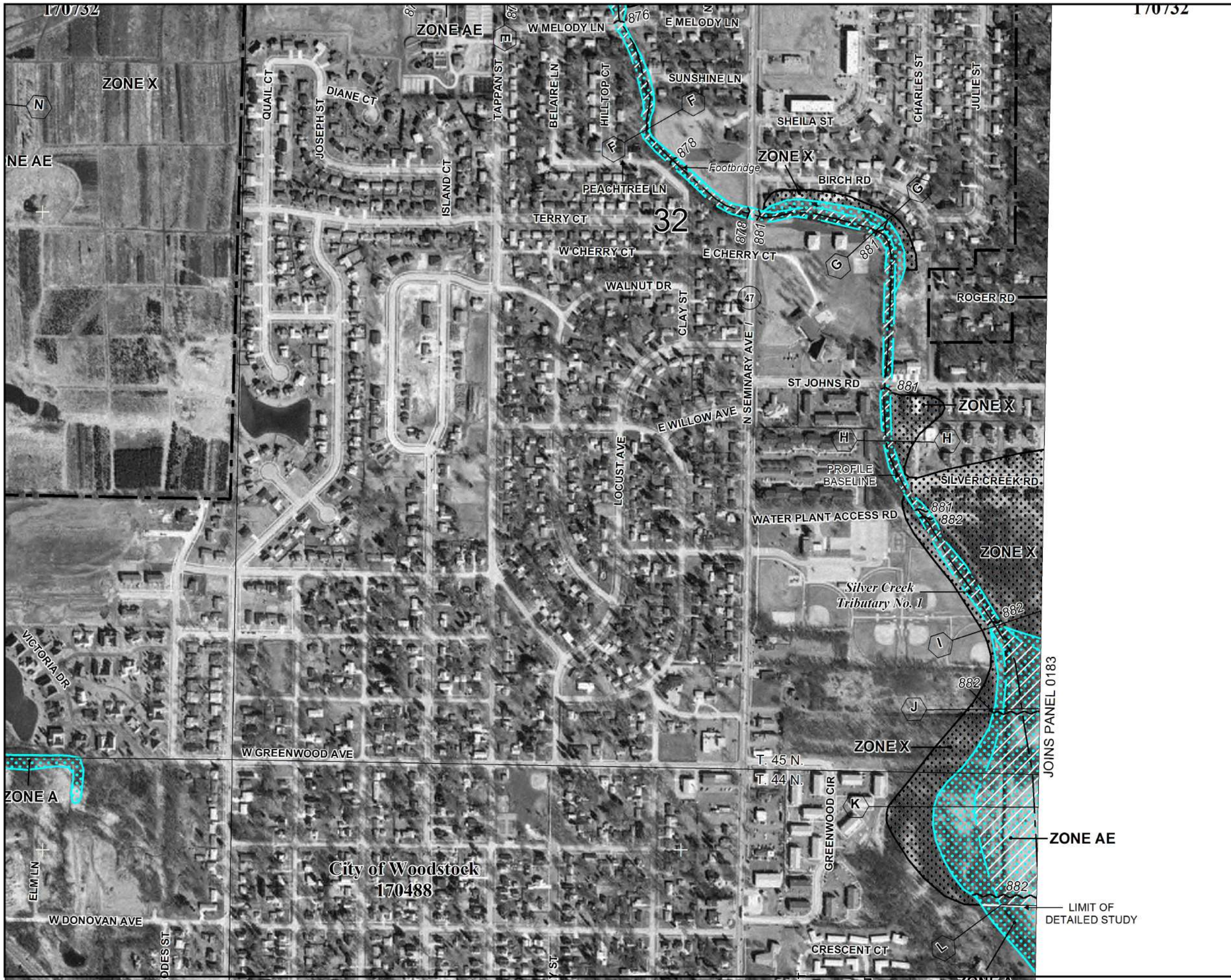
Analyses of the hydraulic characteristics of flooding from the sources studied were carried out to provide estimates of the elevations of floods of the selected recurrence intervals. Users should be aware that flood elevations shown on the Flood Insurance Rate Map (FIRM) represent rounded whole-foot elevations and may not exactly reflect the elevations shown on the Flood Profiles or in the Floodway Data Table in the FIS report. Flood elevations shown on the FIRM are primarily intended for flood insurance rating purposes. For construction and/or floodplain management purposes, users are cautioned to use flood elevation data presented in this FIS report in conjunction with the data shown on the FIRM.

Most cross sections for South Branch Kishwaukee River and Kishwaukee Creek were determined from field surveys, though some overbank portions were determined from field surveys and topographic maps (Reference 43). Some Kishwaukee Creek cross-section information was obtained from Cowhey, Gudmundson, Leder, Ltd. WSELs were computed using the HEC-2 computer program (Reference 42). The starting WSELs for South Branch Kishwaukee River at Seeman Road as well as for Kishwaukee Creek were computed using slope-area method.

Cross section data for, Silver Creek and Mokeler Creek were obtained by field survey. All bridges and culverts were also surveyed to obtain elevation data and structural geometry. WSELs were developed using the HEC-2 computer step-backwater model (Reference 42). The HEC-2 model on Silver Creek was calibrated using known stage-discharge relationships from the flood of February 1966.

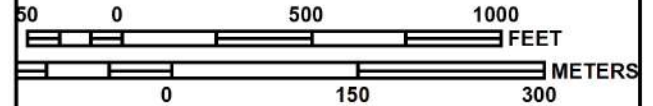
Cross sections for the backwater analyses for Cotton Creek, Eakin Creek, Fox River, Nippersink Creek, North Branch Nippersink Creek, Elizabeth Lake Drain, Dutch Creek, Dutch Creek-North Branch, Dutch Creek-Branch to Northwest, Dutch Creek-North Fork of Branch to Northwest, Dutch Creek-West Fork of North Fork of Branch to Northwest, Slough Creek, South Branch Slough Creek, Silver Creek Tributary No. 1, Silver Creek Tributary No. 2, and Cary Creek were determined from field surveys, with some overbank sections determined from

REVISED TO
REFLECT LOMR
EFFECTIVE
JAN 20, 2011



170732

MAP SCALE 1" = 500'



PANEL 0179J

FIRM
 FLOOD INSURANCE RATE MAP
 McHENRY COUNTY,
 ILLINOIS
 AND INCORPORATED AREAS

PANEL 179 OF 365
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
McHENRY COUNTY	170732	0179	J
WOODSTOCK, CITY OF	170488	0179	J

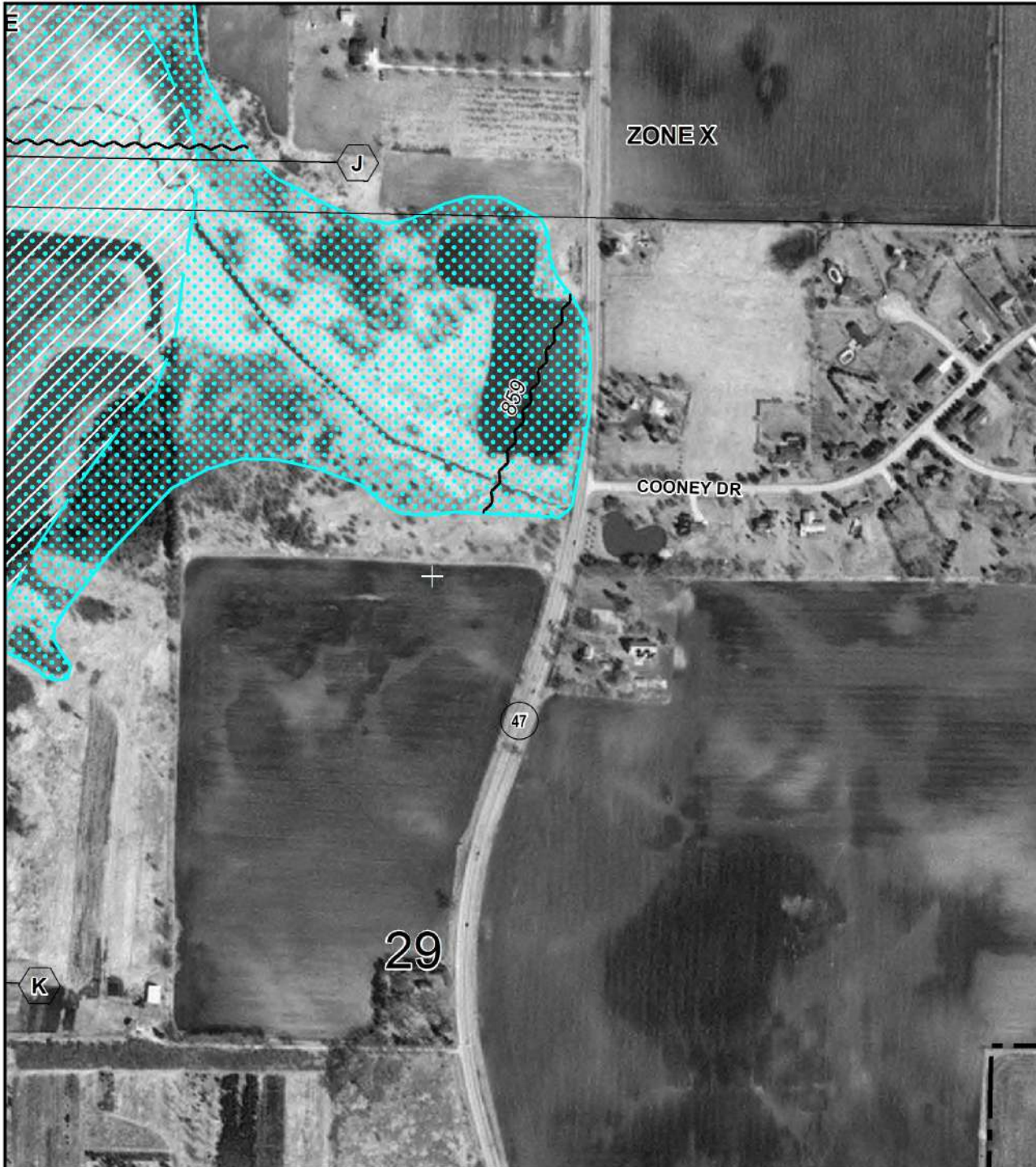
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



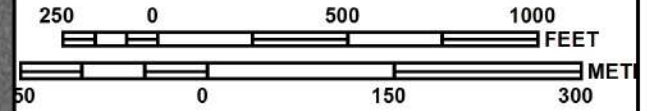
MAP NUMBER
 17111C0179J
 EFFECTIVE DATE
 NOVEMBER 16, 2006

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 500'



NFP

PANEL 0177J

FIRM

FLOOD INSURANCE RATE MAP

McHENRY COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 177 OF 365

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MCHEMRY COUNTY	170732	0177	J
WOODSTOCK, CITY OF	170488	0177	J

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

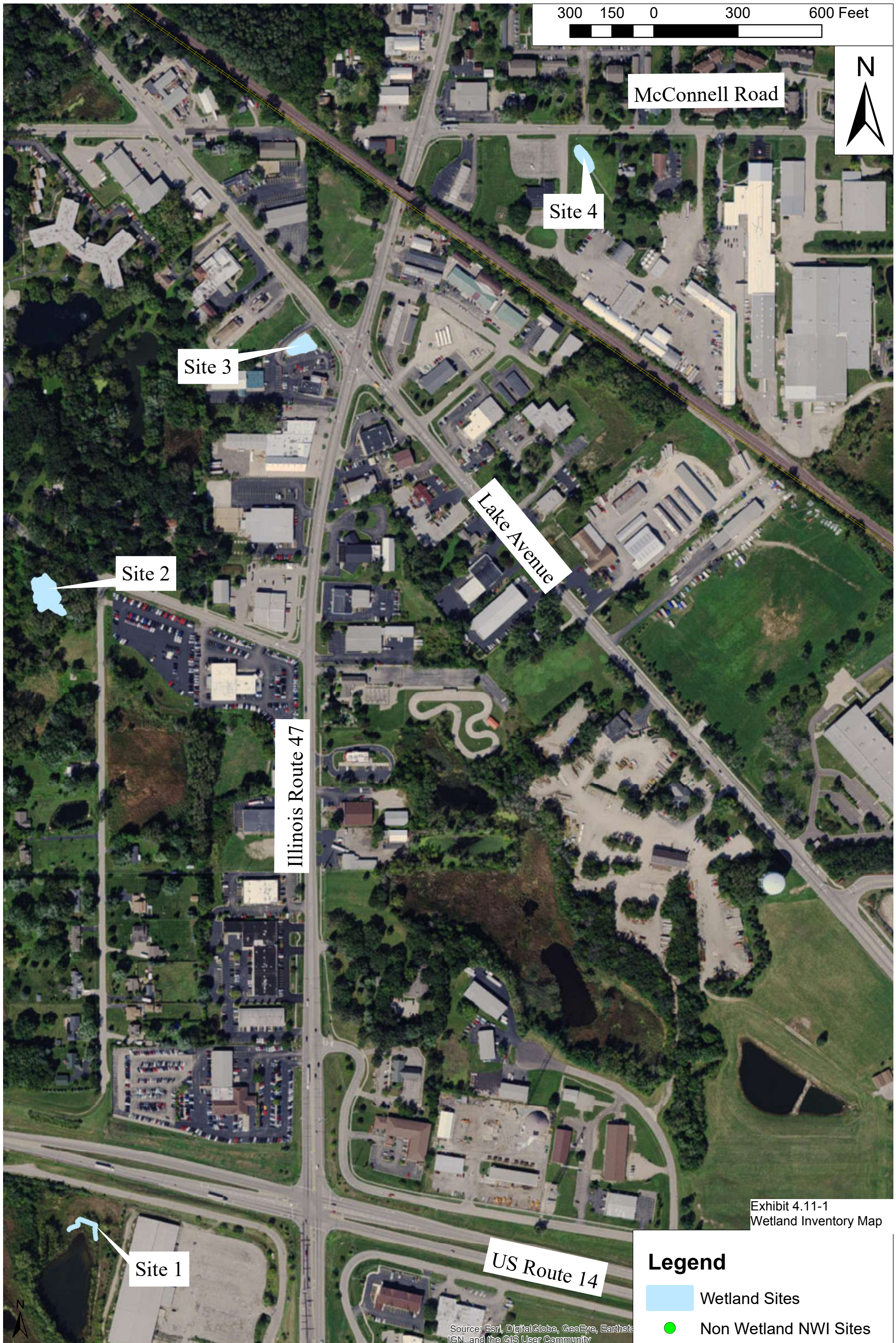
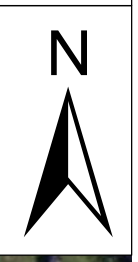
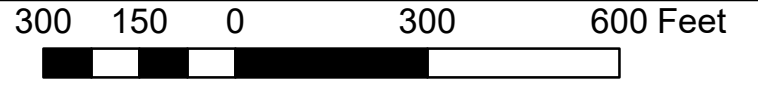
MAP NUMBER
17111C0177J



EFFECTIVE DATE
NOVEMBER 16, 2006

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



McConnell Road

Site 4

Site 3

Lake Avenue

Site 2

Illinois Route 47

Site 1

US Route 14

Exhibit 4.11-1
Wetland Inventory Map

Legend

-  Wetland Sites
-  Non Wetland NWI Sites

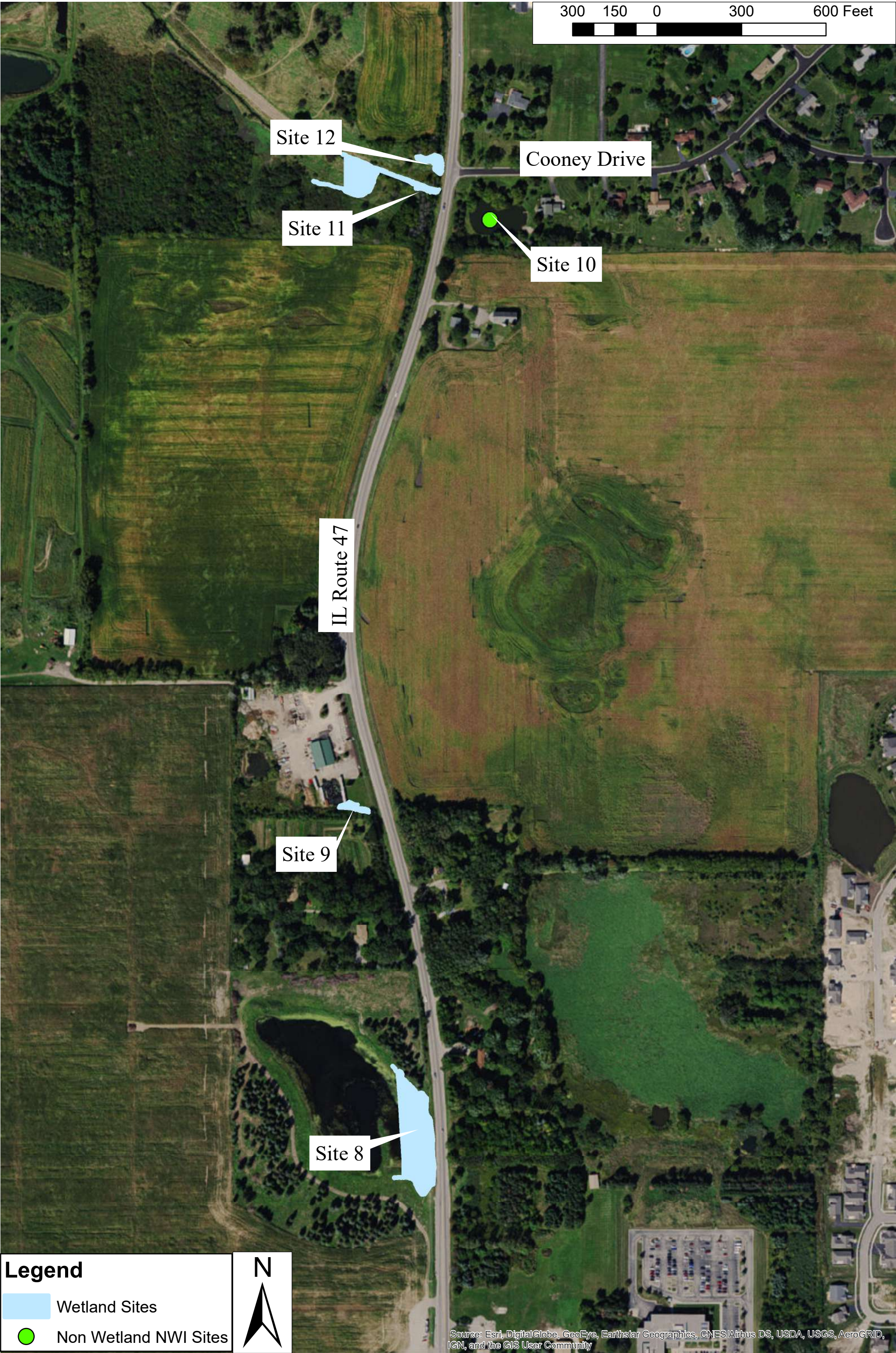
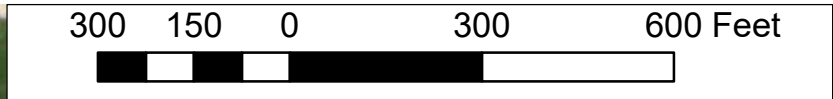
Source: Esri, DigitalGlobe, GeoEye, Earthstar, IGN, and the GIS User Community



Legend

-  Wetland Sites
-  Non Wetland NWI Sites

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

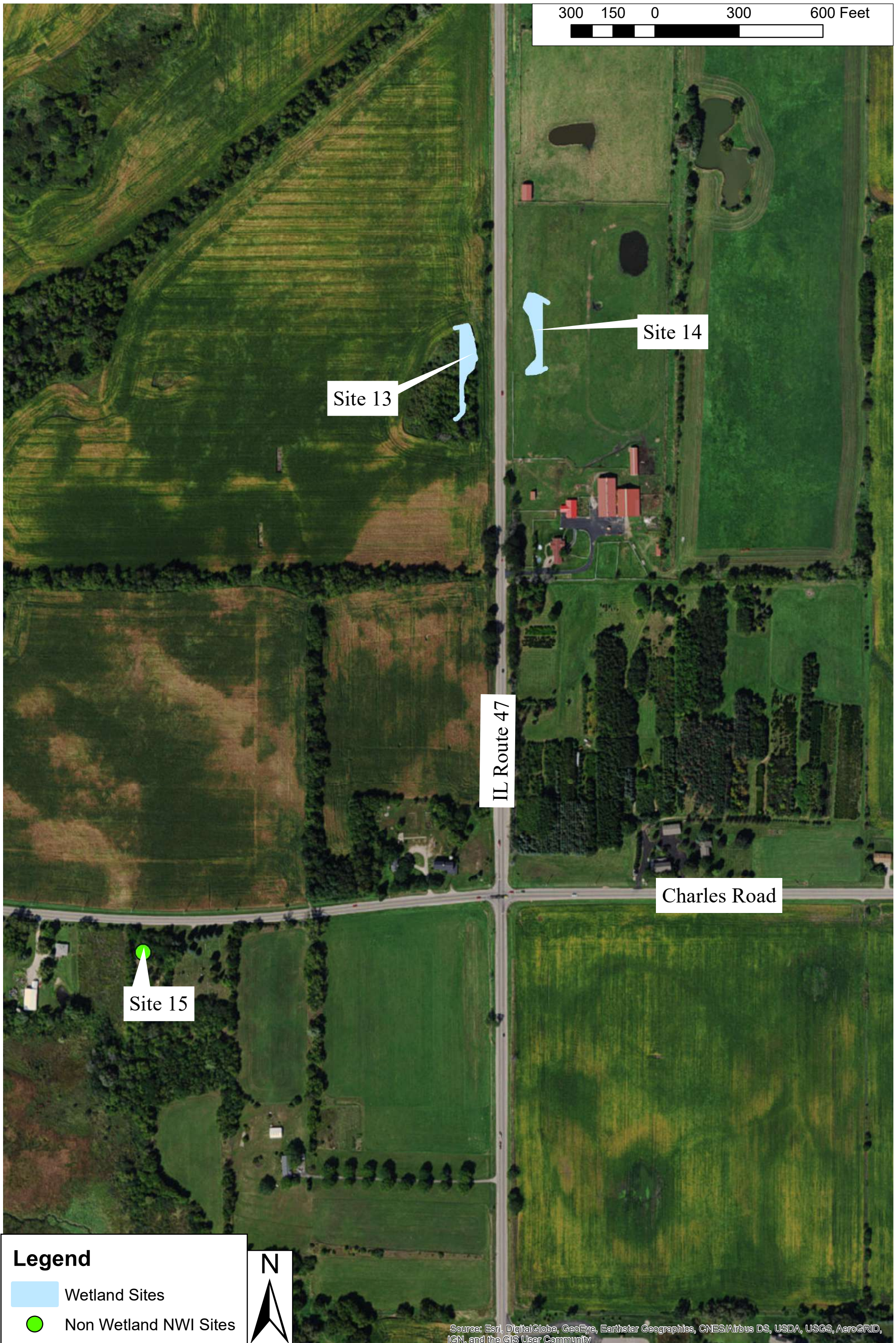
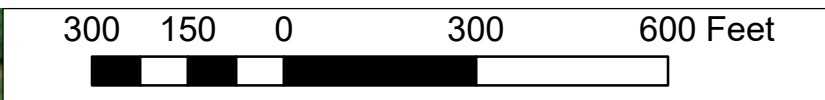


Legend

-  Wetland Sites
-  Non Wetland NWI Sites



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Site 13

Site 14

IL Route 47

Charles Road

Site 15

Legend

-  Wetland Sites
-  Non Wetland NWI Sites



300 150 0 300 600 Feet



Raycraft Road

Site 20

Site 19

Charles Road

Site 18

Site 17

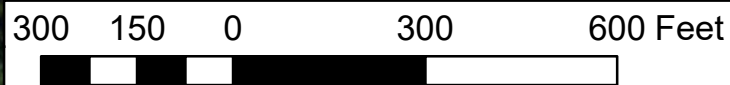
Site 16

Legend

-  Wetland Sites
-  Non Wetland NWI Sites



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Site 21

Lamb Road

IL Route 120

Site 22

Legend

-  Wetland Sites
-  Non Wetland NWI Sites



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to IL 47 from US 14 to Charles Road, Woodstock, McHenry County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
First Presbyterian Church of Woodstock NA	2279V-6	AST; potential ACM and lead paint	None	Church
Stonetree Nursery and Garden Center NA	2279V-12	AST; transformers; potential pesticide and/or herbicide presence; potential ACM and lead paint	None	Commercial
McHenry County Administrative Building NA	2279V-18	Evidence of chemical use; transformer; potential ACM and lead paint	BOL	Government
Northwood Middle School NA	2279V-19	Evidence of chemical use; potential ACM and lead paint	BOL	Educational
McHenry County Government Center NA	2279V-20	USTs; former USTs with documented releases; evidence of chemical use; spill; transformers; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA,	Government
Verda Dierzen Early Learning Center NA	2279V-21	Former UST with a documented release; potential ACM and lead paint	UST, LUST, BOL, IEMA	Educational

City of Woodstock NA	2279V-39	Evidence of chemical use; spill; transformer; potential ACM and lead paint	RCRA, BOL, IEMA	Government
Law Office of Michael J. McNerney NA	2279V-42	Potential former chemical use; transformer; potential ACM and lead paint	None	Commercial
Schneider, Leucht, Merwin and Cooney Funeral Home NA	2279V-45	Potential chemical use; transformers; potential ACM and lead paint	None	Commercial
Commercial building NA	2279V-49	Former monitoring well; potentially impacted groundwater	None	Commercial
Commercial building NA	2279V-51	Former USTs; potential chemical use; transformer; potential ACM and lead paint	UST	Commercial
The Vine NA	2279V-52	Former monitoring well; potential ACM and lead paint	None	Church
Mobil gasoline station NA	2279V-53	USTs; former USTs with a documented release; potential UST(s); monitoring wells; former monitoring wells; impacted soil; transformer; potential ACM and lead paint	UST, LUST, BOL, IEMA, AULs	Commercial
Woodstock Court NA	2279V-61	Potential UST(s); potential former chemical use; transformer; potential ACM and lead paint	None	Commercial
Residence NA	2279V-65	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Woodstock Free Methodist Church NA	2279V-66	Former monitoring well; potentially impacted groundwater; potential ACM and lead paint	AUL	Church

Residence NA	2279V-67	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-68	Potentially impacted groundwater; potential ACM	AUL	Residential
Residence NA	2279V-69	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-70	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-71	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-72	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-73	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-74	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-75	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Senior Living Center NA	2279V-76	Potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Heartstone Manor NA	2279V-77	Former drums; potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Residence NA	2279V-78	Former monitoring well; potentially impacted groundwater; potential ACM and lead paint	AUL	Residential

Residence NA	2279V-79	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-80	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-81	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-82	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-83	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-84	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Prairie Homes of Hearthstone NA	2279V-85	Potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Residential building NA	2279V-86	Potentially impacted groundwater; transformer; potential ACM	AUL	Residential
Residence NA	2279V-87	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-88	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-89	Former monitoring well; potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-90	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential

Residence NA	2279V-91	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-92	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-93	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-94	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-95	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-96	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-97	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-98	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-99	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Crossroads Care Center NA	2279V-100	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Success Reality NA	2279V-101	Potential UST(s); potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Church NA	2279V-102	Potentially impacted groundwater; potential ACM and lead paint	AUL	Church
Residence NA	2279V-103	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential

Residence NA	2279V-104	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-105	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-106	Potentially impacted groundwater; potential ACM	AUL	Residential
Residence NA	2279V-107	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-108	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-109	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-110	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-111	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
SVB Home Loans NA	2279V-112	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Residential building NA	2279V-113	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-114	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-115	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-116	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential

Residence NA	2279V-117	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-118	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-119	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-120	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-121	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-122	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-123	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-124	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-125	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-126	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-127	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-128	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-129	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential

Residence NA	2279V-130	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-131	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-132	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-133	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-134	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-135	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-136	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-137	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-138	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-139	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-140	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-141	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-142	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential

Residence NA	2279V-143	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-144	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-145	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-146	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-147	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-148	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-149	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
A Hartlett & Son NA	2279V-150	Potential chemical use; potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Residential
Emerson Lofts NA	2279V-151	UST; evidence of former chemical use; former chemical tanks; potentially impacted groundwater; transformers; potential ACM and lead paint	RCRA, UST, BOL, AUL	Residential
Vacant lot NA	2279V-152	Potentially impacted groundwater	AUL	Vacant

Botts Welding and Truck Services NA	2279V-153	Former USTs with a documented release; potential UST(s); evidence of chemical use; AST; drums; potential monitoring wells; impacted soil and groundwater; transformers; solid waste; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA, AULs	Commercial
Woodstock Fire Rescue NA	2279V-154	Potential UST(s); potential chemical use; potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Municipal
Commercial building NA	2279V-155	Potential UST(s); potential former chemical use; potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Residence NA	2279V-156	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-157	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-158	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-159	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Botts Parts Department NA	2279V-160	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial

Commercial building NA	2279V-161	Potential former chemical use; monitoring well; potentially impacted groundwater; potential ACM and lead paint	AUL	Industrial
Shopfresh Market NA	2279V-162	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Commercial building NA	2279V-163	Evidence of chemical use; potentially impacted groundwater; potential ACM and lead paint	RCRA, BOL, AUL	Commercial
Vacant lot NA	2279V-164	Former USTs with a documented release; potential UST(s); potential former chemical use; monitoring wells; former monitoring wells; potential monitoring well; impacted soil and groundwater; transformers	UST, LUST, BOL, IEMA, AULs	Vacant
Vacant land NA	2279V-165	Potentially impacted groundwater; likely past pesticide and/or herbicide use	AUL	Vacant
Residence NA	2279V-166	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Allstate NA	2279V-167	Potential former chemical use; potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Matrix IV NA	2279V-168	Evidence of chemical use; spill; potentially impacted groundwater; transformers; potential ACM and lead paint	ERNS, BOL, AUL	Industrial

Vacant land NA	2279V-169	Impacted groundwater; potential monitoring wells; likely past pesticide and/or herbicide use	AUL	Vacant
Wendy's NA	2279V-170	Monitoring well; former monitoring wells; impacted soil and groundwater; potential ACM and lead paint	AUL	Commercial
Shell NA	2279V-171	USTs with documented releases; potential UST(s); evidence of chemical use; former monitoring wells; impacted soil and groundwater; transformers; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA, AULs	Commercial
Commercial building NA	2279V-172	Potential UST(s); evidence of former chemical use; potential chemical use; former monitoring wells; transformer; potential ACM and lead paint	BOL, AUL	Commercial
Ace Hardware NA	2279V-173	Potentially impacted groundwater; transformers; potential ACM and lead paint	AUL	Commercial
Great Lakes Credit Union NA	2279V-174	Former USTs; potential UST(s); potential former chemical use; former drums; potentially impacted groundwater; potential ACM and lead paint	UST, BOL, IEMA, AUL	Commercial
Commercial building NA	2279V-175	Potential chemical use; potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial

Commercial building NA	2279V-176	Evidence of chemical use; potentially impacted groundwater; transformers; potential ACM and lead paint	RCRA, BOL, AUL	Commercial
Shell NA	2279V-177	USTs; monitoring wells; potentially impacted groundwater; transformers; potential ACM and lead paint	UST, AUL	Commercial
Commercial building NA	2279V-178	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Harmony Falls NA	2279V-179	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Chase NA	2279V-180	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Woodstock Car Wash NA	2279V-181	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Northwest Health Care Center NA	2279V-182	Potentially impacted groundwater; potential ACM and lead paint	AUL	Commercial
Residence NA	2279V-183	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
Residence NA	2279V-184	Potentially impacted groundwater; potential ACM and lead paint	AUL	Residential
McDonalds NA	2279V-185	Potentially impacted groundwater; transformers; potential ACM and lead paint	AUL	Commercial

BP gasoline station NA	2279V-186	USTs; potential UST(s); evidence of chemical use; potentially impacted groundwater; VOCs, SVOCs, and metals; potential ACM and lead paint	RCRA, UST, BOL, AUL	Commercial
Panera NA	2279V-187	Former USTs with a documented release; evidence of former chemical use; former monitoring wells; impacted soil and groundwater; VOCs; HAA; transformer; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA, AULs, HAA	Commercial
Golden Eagle Community Bank of Woodstock NA	2279V-188	Former USTs with a documented release; potential UST(s); evidence of former chemical use; potentially impacted groundwater; transformer; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA, AULs,	Commercial
McHenry County Fair Grounds NA	2279V-189	ASTs; potentially impacted groundwater; transformers; potential ACM and lead paint	AUL	Recreational
Residential building NA	2279V-190	Potentially impacted groundwater; transformers; potential ACM	AUL	Residential
US Post Office NA	2279V-191	Potentially impacted groundwater; potential ACM and lead paint	AUL	Government
Walgreens NA	2279V-192	Potentially impacted groundwater; transformers; potential ACM and lead paint	AUL	Commercial
Vacant land NA	2279V-193	Potentially impacted groundwater	AUL	Vacant

Commercial building NA	2279V-194	Evidence of chemical use; potentially impacted groundwater; transformers; potential ACM and lead paint	RCRA, BOL, AUL	Commercial
Commercial building NA	2279V-195	Potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Eastwood Service Center NA	2279V-196	Potential UST(s); potential chemical use; AST; former AST; drums; presence on BOL list; potentially impacted groundwater; transformers; potential ACM and lead paint	BOL, AUL	Commercial
Gas Cap NA	2279V-197	USTs with a documented release; potential UST(s); potential chemical use; monitoring wells; potential injection well; impacted soil and groundwater; transformer; potential ACM and lead paint	UST, LUST, BOL, IEMA, UIC, AUL	Commercial
Taco Bell NA	2279V-198	Potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Commercial building NA	2279V-199	Monitoring well; potentially impacted groundwater; transformers; potential ACM and lead paint	AUL	Commercial
Tommy's Red Hots NA	2279V-200	Potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial

Advanced Auto Parts NA	2279V-201	Evidence of chemical use; potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Burger King NA	2279V-202	Potentially impacted groundwater; transformer; potential ACM and lead paint	AUL	Commercial
Sherwin-Williams Paints NA	2279V-203	Potential chemical use; potentially impacted groundwater; transformers; potential ACM and lead paint	AUL	Commercial
Residential building NA	2279V-204	Potentially impacted groundwater; potential ACM	AUL	Residential
Residential building NA	2279V-205	Potentially impacted groundwater; transformer; potential ACM	AUL	Residential
Centerville Plaza NA	2279V-206	Potential UST(s); potential chemical use; presence on BOL list; potentially impacted groundwater; potential ACM and lead paint	BOL, AUL	Commercial
Commercial building NA	2279V-207	Potential former chemical use; potential ACM and lead paint	None	Commercial
Eastwood Plaza NA	2279V-208	Potential chemical use; transformer; potential ACM and lead paint	None	Commercial
Enterprise Rent-A-Car NA	2279V-209	Potential former chemical use; potential ACM and lead paint	None	Commercial
Woodstock Community Thrift NA	2279V-211	Potential former chemical use; potential ACM and lead paint	None	Commercial

Woodstock Business Center NA	2279V-212	Evidence of chemical use; spill; former monitoring wells; potential monitoring well; potential drum; impacted soil and groundwater; transformer; potential ACM and lead paint	RCRA, BOL, SRP, IEMA, AULs	Commercial
Commercial buildings NA	2279V-213	Potential former chemical use; potential ACM and lead paint	None	Commercial
Commercial building NA	2279V-214	Former UST; potential UST(s); potential former chemical use; monitoring wells; potential monitoring wells; impacted soil and groundwater; VOCs; potential ACM and lead paint	RCRA, BOL, SRP, municipal	Commercial
DeCraene's Service Center NA	2279V-215	Former USTs with documented a release; potential UST(s); evidence of chemical use; monitoring well; potential monitoring wells; former monitoring well; impacted soil and groundwater; VOCs; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA	Commercial
Serien Manufacturing NA	2279V-218	Evidence of former chemical use; potential chemical use; VOCs and metals; transformers; potential ACM and lead paint	RCRA, BOL	Industrial
Turnkey Digital NA	2279V-219	Former UST; potential ACM and lead paint	UST	Commercial

Amerimex NA	2279V-220	Potential UST(s); evidence of former chemical use; potential chemical use; metals; potential ACM and lead paint	BOL	Commercial
Quick Beverage Mart NA	2279V-221	Potential UST(s); potential former chemical use; potential ACM and lead paint	None	Commercial
Dwight's Autobody NA	2279V-223	Potential UST(s); evidence of chemical use; potential ASTs; potential drums; potential ACM and lead paint	RCRA, BOL	Commercial
Cycle Craft NA	2279V-224	Potential UST(s); evidence of chemical use; VOCs, SVOCs, and metals; potential ACM and lead paint	BOL	Commercial
Mambo Wash NA	2279V-225	Evidence of chemical use; transformer; potential ACM and lead paint	BOL	Commercial
McHenry County Farm Bureau NA	2279V-226	Former UST; presence on BOL list; potential ACM and lead paint	UST, BOL	Government
Conserv FS NA	2279V-228	Former USTs with a documented release; ASTs; evidence of chemical use; monitoring wells; surface staining; spill; impacted soil and groundwater; transformers; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA	Commercial
Commercial building NA	2279V-229	Evidence of former chemical use; transformer; potential ACM and lead paint	RCRA, BOL	Commercial

Commercial building NA	2279V-230	Evidence of former chemical use; potential chemical use; transformers; potential ACM and lead paint	RCRA, BOL	Commercial
Flocon, Inc. NA	2279V-231	Evidence of former chemical use; potential chemical use; transformers; potential ACM and lead paint	RCRA, BOL	Industrial
Union Pacific Railroad NA	2279V-232	Fill; potential ACM	None	Transportation
Woodstock Police Department NA	2279V-234	Potential UST(s); evidence of chemical use; potential ACM and lead paint	BOL	Municipal
Gavers Automotive Service NA	2279V-237	Former USTs with a documented release; potential UST(s); potential chemical use; transformer; potential ACM and lead paint	UST, LUST, BOL, IEMA	Commercial
Sno-Belt Industries NA	2279V-238	Evidence of chemical use; potential ACM and lead paint	BOL	Industrial
Commercial building NA	2279V-241	Potential former chemical use; potential ACM and lead paint	None	Commercial
Commercial building NA	2279V-243	USTs with a documented release; potential UST(s); evidence of former chemical use; impacted soil; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA	Commercial
Commercial building NA	2279V-246	Potential UST(s); potential former chemical use; transformer; potential ACM and lead paint	None	Commercial

Colonial Antique Mall and Restoration Center NA	2279V-247	Former USTs; potential chemical use; potential ACM and lead paint	UST	Commercial
Vacant lot NA	2279V-250	Evidence of former chemical use; transformers	RCRA, BOL	Vacant
Marco Auto Mechanics NA	2279V-251	Potential UST(s); evidence of chemical use; transformers; potential ACM and lead paint	BOL	Commercial
Commercial building NA	2279V-253	Potential UST(s); potential former chemical use; potential ACM and lead paint	None	Commercial
Jim Potts Motor Group NA	2279V-254	Evidence of chemical use; transformers; potential ACM and lead paint	BOL	Commercial
Potts and Pans NA	2279V-255	Potential UST(s); evidence of former chemical use; drums; potential ACM and lead paint	RCRA, BOL	Commercial
Car Quest Auto Parts NA	2279V-256	Potential former chemical use; potential ACM and lead paint	None	Commercial
Delaware Electric NA	2279V-257	Potential former chemical use; potential ACM and lead paint	None	Commercial
Marathon gasoline station NA	2279V-260	USTs; former USTs; potential UST(s); evidence of chemical use; monitoring wells; former monitoring wells; potential ACM and lead paint	UST, BOL, SRP	Commercial

O'Reilly Auto Parts NA	2279V-261	Former USTs with a documented release; potential UST(s); evidence of former chemical use; transformers; potential ACM and lead paint	UST, LUST, BOL, SRP, IEMA	Commercial
Plum Tree Industrial Tool & Supply NA	2279V-263	Potential chemical use; potential ACM and lead paint	None	Commercial
Commercial building NA	2279V-268	Evidence of chemical use; drums; transformer; potential ACM and lead paint	BOL	Industrial/ commercial
Commercial building NA	2279V-269	Potential former chemical use; transformers; potential ACM and lead paint	None	Commercial
Commercial building NA	2279V-270	Former USTs with a documented release; impacted soil; transformers; potential ACM and lead paint	UST, LUST, BOL, IEMA	Commercial
Woodstock Autobody NA	2279V-271	Potential UST(s); evidence of chemical use; potential ACM and lead paint	RCRA, BOL	Commercial
Commercial buildings NA	2279V-277	Former USTs with a documented release; evidence of former chemical use; transformer; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA	Commercial
Bull Valley Ford NA	2279V-281	Former USTs; potential UST(s); ASTs; evidence of former chemical use; potential chemical use; impacted soil; transformers; potential ACM and lead paint	RCRA, UST, BOL, SRP, AULs	Commercial

Commercial building NA	2279V-284	Potential chemical use; potential ACM and lead paint	None	Commercial
Armanetti Wine and Spirits NA	2279V-287	Evidence of former chemical use; potential ACM and lead paint	BOL	Commercial
Murphy's Flooring NA	2279V-289	Former USTs with a documented release; potential UST(s); potential former chemical use; transformers; potential ACM and lead paint	UST, LUST, BOL, IEMA	Commercial
Commercial building NA	2279V-290	Former USTs; potential UST(s); potential former chemical use; transformer; potential ACM and lead paint	UST	Commercial
Commercial building NA	2279V-293	Former USTs with a documented release; potential UST(s); former monitoring wells; former AST; evidence of former chemical use; transformer; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA, municipal	Commercial
Benoy Motor Sales NA	2279V-295	Former USTs with a documented release; potential UST(s); AST; former ASTs; evidence of chemical use; presence on SRP list; VOCs; transformer; potential ACM and lead paint	RCRA, UST, LUST, BOL, SRP, IEMA	Commercial

IDOT maintenance facility #117 NA	2279V-298	USTs; former USTs with a documented release; potential UST(s); monitoring wells; former monitoring wells; evidence of chemical use; former dumping; impacted soil; road salt; transformers; potential ACM and lead paint	RCRA, UST, LUST, BOL, IEMA	Government
Commercial building NA	2279V-303	Presence on BOL list; SVOCs, VOCs, and metals; transformers; potential ACM and lead paint	BOL	Commercial
Lake Marine and RV NA	2279V-304	Potential UST(s); potential chemical use; potential ASTs; potential drums; potential chemical container; transformer; potential ACM and lead paint	BOL	Commercial
Mobil gasoline station NA	2279V-305	USTs; potential UST(s); evidence of chemical use; spill; transformers; potential ACM and lead paint	BOL, UST, IEMA	Commercial
Commercial building NA	2279V-306	Potential UST(s); potential chemical use; presence on BOL list; transformer; potential ACM and lead paint	BOL	Commercial
Commercial building NA	2279V-308	Former UST; potential UST(s); potential former chemical use; transformers; potential ACM and lead paint	UST	Commercial
ROW NA	2279V-310	Former monitoring well; transformer	None	Transportation

Cell phone tower NA	2279V-314	AST; transformer; potential ACM and lead paint	None	Utility
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Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Agricultural land NA	2279V-1	Likely pesticide and/or herbicide use	Agricultural
Red Top Barn NA	2279V-2	Potential ACM and lead paint	Commercial/ residential
Vacant land NA	2279V-3	Likely past pesticide and/or herbicide use	Vacant
Residence NA	2279V-4	Potential ACM and lead paint	Residential
Agricultural land NA	2279V-5	Transformers; likely pesticide and/or herbicide use	Agricultural
Residences NA	2279V-7	Transformer; potential ACM and lead paint	Residential
Farmstead NA	2279V-9	Potential pesticide and/or herbicide presence; potential ACM and lead paint	Farmstead
Agricultural land NA	2279V-10	Transformers; likely pesticide and/or herbicide use	Agricultural
Harrison & Associates NA	2279V-11	Potential ACM and lead paint	Commercial
Residences NA	2279V-13	Transformer; potential ACM and lead paint	Residential
Residences NA	2279V-14	Potential ACM and lead paint	Residential
Agricultural land NA	2279V-15	Transformers; likely pesticide and/or herbicide use	Agricultural
Storage units NA	2279V-16	Potential past pesticide and/or herbicide presence; Potential ACM and lead paint	Government

Garage NA	2279V-17	Potential ACM and lead paint	Residential
Russel Court Office Plaza NA	2279V-22	Transformer; potential ACM and lead paint	Commercial
McHenry County Workforce Center NA	2279V-23	Transformer; potential ACM and lead paint	Government
Commercial building NA	2279V-24	Transformer; potential ACM and lead paint	Commercial
McHenry County Treasurer's Office NA	2279V-25	Transformer; potential ACM and lead paint	Government
Commercial building NA	2279V-26	Transformers; potential ACM and lead paint	Commercial
Family Alliance NA	2279V-27	Transformer; potential ACM and lead paint	Commercial
Residences NA	2279V-28	Potential ACM and lead paint	Residential
Vacant lot NA	2279V-29	Likely past pesticide and/or herbicide use	Vacant
Commercial building NA	2279V-30	Potential ACM and lead paint	Commercial
Residential buildings NA	2279V-31	Transformer; potential ACM and lead paint	Residential
Doxa Fellowship NA	2279V-32	Transformers; potential ACM and lead paint	Church
Residential buildings NA	2279V-34	Potential ACM and lead paint	Residential
Residences NA	2279V-35	Potential ACM and lead paint	Residential
St. John's Evangelical Lutheran Church NA	2279V-36	Transformer; potential ACM and lead paint	Church
Residential buildings NA	2279V-37	Transformers; potential ACM and lead paint	Residential

Home Savings Bank NA	2279V-38	Transformer; potential ACM and lead paint	Commercial
Bates Park NA	2279V-40	Potential ACM and lead paint	Recreational
Silver Creek Commons NA	2279V-41	Potential ACM and lead paint	Commercial
Mixed-use building NA	2279V-43	Potential ACM and lead paint	Commercial/ residential
Vacant lot NA	2279V-44	Likely past pesticide and/or herbicide use; transformer	Vacant
Vacant lot NA	2279V-46	Likely past pesticide and/or herbicide use	Vacant
Commercial building NA	2279V-47	Potential ACM and lead paint	Commercial
Commercial building NA	2279V-48	Transformer; potential ACM and lead paint	Commercial
Vacant land NA	2279V-50	Likely past pesticide and/or herbicide use	Vacant
Residential buildings NA	2279V-54	Potential ACM	Residential
Beef Village NA	2279V-55	Potential ACM and lead paint	Commercial
Cooper Barnette Consulting, LLC NA	2279V-56	Potential ACM and lead paint	Commercial
Commercial building NA	2279V-57	Potential ACM and lead paint	Commercial
Residences NA	2279V-58	Transformers; potential ACM and lead paint	Residential
Isabel's Family Restaurant NA	2279V-59	Transformers; potential ACM and lead paint	Commercial
McHenry County Housing Authority NA	2279V-60	Transformers; potential ACM and lead paint	Government
3 Stars Pizza NA	2279V-62	Potential ACM and lead paint	Commercial

Woodstock Food Mart NA	2279V-63	Potential ACM and lead paint	Commercial
Residential building NA	2279V-64	Potential ACM	Residential
Commercial building NA	2279V-210	Transformer; potential ACM and lead paint	Commercial
Residence NA	2279V-217	Transformer; potential ACM and lead paint	Residential
Residences NA	2279V-222	Potential ACM and lead paint	Residential
Residential buildings NA	2279V-227	Transformers; potential ACM and lead paint	Residential
Woodstock Veterinary Clinic NA	2279V-235	Potential ACM and lead paint	Commercial
Residences NA	2279V-236	Potential ACM and lead paint	Residential
Residences NA	2279V-239	Transformers; potential ACM and lead paint	Residential
Commercial building NA	2279V-240	Potential ACM and lead paint	Commercial
Woodstock Recreation Department NA	2279V-242	Transformer; potential ACM and lead paint	Government
Colman's Tavern & Grill NA	2279V-244	Transformer; potential ACM and lead paint	Commercial
Residence NA	2279V-245	Potential ACM and lead paint	Residential
Bob's Woodstock Motel NA	2279V-248	Potential ACM and lead paint	Commercial
Napoli Pizza Place NA	2279V-249	Potential ACM and lead paint	Commercial
Storage Space NA	2279V-252	Potential ACM and lead paint	Commercial
Best Western NA	2279V-258	Potential ACM and lead paint	Commercial

3 Brothers Restaurant NA	2279V-259	Potential ACM and lead paint	Commercial
Commercial building NA	2279V-262	Potential ACM and lead paint	Commercial
Commercial building NA	2279V-264	Potential ACM and lead paint	Commercial
Niko's Red Mill Tavern NA	2279V-265	Transformers; potential ACM and lead paint	Commercial
Miro Motors NA	2279V-266	Potential ACM and lead paint	Commercial
Commercial building NA	2279V-267	Potential ACM and lead paint	Commercial
Keystone Lanes NA	2279V-272	Transformer; potential ACM and lead paint	Commercial
Donahue Furniture NA	2279V-273	Potential ACM and lead paint	Commercial
Allendale-Stepping Stone West NA	2279V-274	Potential ACM and lead paint	Educational
Commercial building NA	2279V-275	Potential ACM and lead paint	Commercial
Woodstock Lumber Company NA	2279V-276	Potential ACM and lead paint	Commercial
Commercial building NA	2279V-278	Potential ACM and lead paint	Commercial
Stan's-LPS Midwest NA	2279V-279	Potential ACM and lead paint	Commercial
Blue Ribbon Millwork NA	2279V-280	Transformers; potential ACM and lead paint	Commercial
Residences NA	2279V-282	Potential ACM and lead paint	Residential
Popeyes NA	2279V-285	Transformer; potential ACM and lead paint	Commercial
Commercial building NA	2279V-286	Potential ACM and lead paint	Commercial

Woodstock Farm & Lawn Center NA	2279V-288	Transformer; potential ACM and lead paint	Commercial
Southwood Center NA	2279V-291	Transformers; potential ACM and lead paint	Commercial
Brown & Company CPAs NA	2279V-294	Potential ACM and lead paint	Commercial
Fifth Third Bank NA	2279V-296	Transformer; potential ACM and lead paint	Commercial
Quality Inn NA	2279V-297	Transformer; potential ACM and lead paint	Commercial
Antenna NA	2279V-299	Transformer; potential ACM and lead paint	Utility
Commercial building NA	2279V-300	Transformer; potential ACM and lead paint	Commercial
Residence NA	2279V-301	Transformer; potential ACM	Residential
Vacant land NA	2279V-302	Likely past pesticide and/or herbicide use	Vacant
Super 8 NA	2279V-307	Transformers; potential ACM and lead paint	Commercial
Residential buildings NA	2279V-309	Transformers; potential ACM and lead paint	Residential
Farmstead NA	2279V-311	Potential pesticide and/or herbicide presence; potential ACM and lead paint	Farmstead
Agricultural land NA	2279V-312	Transformer; likely pesticide and/or herbicide use	Agricultural
Residence NA	2279V-313	Transformer; potential ACM and lead paint	Residential
Farmstead NA	2279V-315	Potential pesticide and/or herbicide presence; transformer; potential ACM and lead paint	Farmstead
Farmstead NA	2279V-316	Potential pesticide and/or herbicide presence; transformer; potential ACM and lead paint	Farmstead

Agricultural land NA	2279V-318	Transformer; likely pesticide and/or herbicide use	Agricultural
Residences NA	2279V-319	Potential ACM and lead paint	Residential
Residences NA	2279V-321	Transformer; potential ACM and lead paint	Residential
Vacant land NA	2279V-322	Likely past pesticide and/or herbicide use	Vacant
Agricultural land NA	2279V-323	Transformer; likely pesticide and/or herbicide use	Agricultural
Residence NA	2279V-324	Potential former pesticide and/or herbicide presence; potential ACM and lead paint	Residential

Table 3. The following sites along the project were determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use
Silver Creek NA	2279V-8	Creek
Silver Creek tributary NA	2279V-33	Creek
Vacant lot NA	2279V-216	Vacant
Vacant land NA	2279V-233	Vacant
Vacant land NA	2279V-283	Vacant
Vacant land NA	2279V-292	Vacant
Scandinavian Cemetery NA	2279V-317	Cemetery
Silver Creek NA	2279V-320	Creek

Table 4. The following additional sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
Woodstock Municipal Landfill	2279V-A	Archived SEMS, RCRA, BOL	Recreational
TK Coatings LLC	2279V-B	RCRA, BOL	Commercial
Peet Frate Line Inc.	2279V-C	RCRA, BOL	Commercial
R&I Spring Co.	2279V-D	RCRA, BOL	Industrial
Suma Corp	2279V-E	RCRA, BOL	Commercial
Lemke Machine Products	2279V-F	BOL, AUL	Commercial
JC Auto & Truck Repair	2279V-G	BOL, AUL	Commercial
Residence	2279V-H	AUL	Residential
Residence	2279V-I	AUL	Residential
Residence	2279V-J	AUL	Residential
Residence	2279V-K	AUL	Residential
Residence	2279V-L	AUL	Residential
Residence	2279V-M	AUL	Residential
Residence	2279V-N	AUL	Residential
Residence	2279V-O	AUL	Residential
Residence	2279V-P	AUL	Residential
Residence	2279V-Q	AUL	Residential
Residence	2279V-R	AUL	Residential
Residence	2279V-S	AUL	Residential
Residence	2279V-T	AUL	Residential
Residence	2279V-U	AUL	Residential
Residence	2279V-V	AUL	Residential
Residence	2279V-W	AUL	Residential
Residence	2279V-X	AUL	Residential
Residence	2279V-Y	AUL	Residential
Residence	2279V-Z	AUL	Residential
Residence	2279V-AA	AUL	Residential

Residence	2279V-AB	AUL	Residential
Residence	2279V-AC	AUL	Residential
Residence	2279V-AD	AUL	Residential
Residence	2279V-AE	AUL	Residential
Residence	2279V-AF	AUL	Residential
Residence	2279V-AG	AUL	Residential
Residence	2279V-AH	AUL	Residential
Residence	2279V-AI	AUL	Residential
Woodstock Early Learning Center	2279V-AJ	AUL	Commercial
Residence	2279V-AK	AUL	Residential
Residence	2279V-AL	AUL	Residential
Residence	2279V-AM	AUL	Residential
Residential building	2279V-AN	AUL	Residential
Residence	2279V-AO	AUL	Residential
Residence	2279V-AP	AUL	Residential
Residence	2279V-AQ	AUL	Residential
Residence	2279V-AR	AUL	Residential
Residence	2279V-AS	AUL	Residential
Residence	2279V-AT	AUL	Residential
Residence	2279V-AU	AUL	Residential
Residence	2279V-AV	AUL	Residential
Residence	2279V-AX	AUL	Residential
Residence	2279V-AY	AUL	Residential
Residence	2279V-AZ	AUL	Residential
Residence	2279V-BA	AUL	Residential
Residence	2279V-BB	AUL	Residential
Residence	2279V-BC	AUL	Residential
Residence	2279V-BD	AUL	Residential

Residential building	2279V-BE	AUL	Residential
Residence	2279V-BF	AUL	Residential
Residence	2279V-BG	AUL	Residential
Residence	2279V-BH	AUL	Residential
Residence	2279V-BI	AUL	Residential
Residence	2279V-BJ	AUL	Residential
Residence	2279V-BK	AUL	Residential
Residential building	2279V-BL	AUL	Residential
Vacant land	2279V-BM	AUL	Vacant
Residence	2279V-BN	AUL	Residential
Residence	2279V-BO	AUL	Residential
Residence	2279V-BP	AUL	Residential
Residence	2279V-BQ	AUL	Residential
Residence	2279V-BR	AUL	Residential
Residence	2279V-BS	AUL	Residential
Residence	2279V-BT	AUL	Residential
Residence	2279V-BU	AUL	Residential
Residence	2279V-BV	AUL	Residential
Residence	2279V-BW	AUL	Residential
Residence	2279V-BX	AUL	Residential
Residence	2279V-BY	AUL	Residential
Residence	2279V-BZ	AUL	Residential
Residence	2279V-CA	AUL	Residential
Residence	2279V-CB	AUL	Residential
Residence	2279V-CC	AUL	Residential
Residence	2279V-CD	AUL	Residential
Residence	2279V-CE	AUL	Residential
Residence	2279V-CF	AUL	Residential

Residence	2279V-CG	AUL	Residential
Residence	2279V-CH	AUL	Residential
Commercial building	2279V-CI	AUL	Commercial
Jensens Plumbing and Heating	2279V-CJ	AUL	Commercial
Woodstock Family Pride Laundry	2279V-CK	AUL	Commercial
Utility	2279V-CL	AUL	Utility
Pond	2279V-CM	AUL	Pond
Residential buildings	2279V-CN	AUL	Residential
Commercial building	2279V-CO	AUL	Commercial
Commercial building	2279V-CP	AUL	Commercial
Residential building	2279V-CQ	AUL	Residential
Residential building	2279V-CR	AUL	Residential

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding

past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above. Wetlands and flooding hazards are not evaluated as part of this report.