

**ERRATA**  
**for**  
**Illinois Route 47 (FAP 326)**  
**US Route 14 to Charles Road**  
**McHenry County, Illinois**

**Job No. P-91-007-09**

**September 20, 2018**

This Errata includes corrections, revisions, and/or additions to the Environmental Assessment (EA), dated March 2018, for the proposed Project for Illinois Route 47 (FAP 326) US Route 14 to Charles Road, Woodstock Illinois, McHenry County. The Environmental Assessment was approved for public release by the Federal Highway Administration on April 16, 2018. Corrections, revisions, and/or additions are shown in italics.

**Signature Page**

Page 2, last paragraph. Remove “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.”

Replace with “*A total of 33.088 acres of permanent right-of-way will be acquired and a total of 16.428 acres of temporary and permanent 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 displaced. These buildings include five individual businesses, three residential homes, and two business complexes containing four businesses. The proposed action will also require one commercial building modification.*”

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Page 7. Insert “*6.1.4 Public Hearing.....6-4*”

**1.1.2 History of Project**

Page 1-2, last paragraph. Remove “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.”

Replace with *“Construction funding for this Project is not included in IDOT’s Fiscal Year 2019-2024 Proposed Highway Improvement Program. However, this Project will be evaluated for inclusion in future highway programs.”*

### **3.6.2 Intersection Alternatives**

Page 3-30, last paragraph. Remove “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.”

Replace with *“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 business relocations are highlighted in pink. A proposed building modification is highlighted in blue and discussed further in Section 4.2.5.”*

### **3.7 Identification of the Preferred Alternative**

Page 3-46, last paragraph. Remove “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.”

Replace with *“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 roundabouts at Lake Avenue, McConnell Road, Judd Street/Irving Avenue, Ware Road, and Charles Road. The Preferred Alternative for the Illinois Route 47 Mainline from US Route 14 to Ware Road generally consists of an urban cross section with two 12-foot lanes in each direction and an 18-foot median with raised curb and gutter. This section also includes a 5-foot sidewalk on the west side and a 10-foot multi-use path on the east side. Illinois Route 47 Mainline from Ware Road to Charles Road generally consists of a rural cross section with two 12-foot lanes in each direction, a 22-foot wide median that includes 4-foot inside shoulders with rumble strips and mountable curb, and 10-foot outside shoulders. This section includes a 10-foot multi-use path on the east side. Exhibit 3.7-1 shows the Preferred Alternative plan view drawings and Exhibit 3.7-2 shows the Preferred Alternative typical sections.”*

### **4.2.5 Relocations (Business and Residential)**

Page 4-12, second to last paragraph. Remove “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.”

Replace with “*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 be displaced. Eight of these buildings will need to be taken completely because they will no longer be functional after the transportation improvements. These properties include three businesses, two business complexes occupied by four total businesses, and three residential homes. The remaining two properties requiring building displacements will still be functional and will allow the buildings to be rebuilt at a different location on the property. Both of these buildings are commercial businesses. The proposed action will also require one commercial building modification.*”

#### **4.2.5.1 Business Relocations:**

Page 4-13, first paragraph, last sentence. Remove “The property owner is aware of the proposed property relocation and supports the property relocation.”

Replace with “*The property owner is aware of the proposed business relocation and supports the relocation.*”

Page 4-13, second paragraph. Remove “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.”

Replace with “*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 entire*

*building is proposed to be displaced because the westernmost part of the building being removed is the primary access to the business and will affect the business viability. Additionally, the elimination of the driveway affects circulation on the property and prohibits access to the overhead doors also on the westside of the building.”*

#### **4.2.5.3 Commercial Building Modifications:**

Page 4-15, first paragraph. Remove “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.”

*Replace with “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 business 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 business will be relocated.”*

#### **4.7.3.1 Federally-listed Species/Habitat**

Page 4-43, second to last paragraph. Remove “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.”

*Replace with “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 on the Prairie Bush-clover.*

*The project is located outside the High Potential Zone of the Rusty Patched Bumble Bee (Bombus affinis). Therefore, the project will not affect the Rusty Patched Bumble Bee.”*

#### **4.12 Special Waste**

Page 4-51, first paragraph. Remove “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.”

Replace with “*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. The businesses located on nine contaminated sites are proposed to be relocated, as noted in Section 4.2.5.*”

#### **6.1 Public Involvement**

Page 6-4 insert the following.

##### *“6.1.4 Public Hearing*

*The Public Hearing was held Thursday, June 7, 2018, from 4:00 P.M. to 7:00 P.M. at the Challenger Learning Center in Woodstock, IL. Advertisement for the meeting was published in the Daily Herald (Fox Valley) on May 17, 2018 and May 31, 2018, in the Northwest Herald on May 17, 2018 and May 31, 2018, and in The Woodstock Independent on May 16, 2018 and May 30, 2018. In addition, meeting invitations/brochures were sent out in the mail. The meeting was attended by 131 people. At the Public Forum, three people participated. Twelve comment forms were received at the meeting. By the end of the public comment period, 3 letters and a total of 35 comments were received. Attendees signed in and a brochure was provided. There were two rooms for attendees to learn more about the Project. The first room contained a continuous audio-visual presentation that described the project summary, provided the study process and schedule, purpose and need, preferred alternative, environmental impacts, and opportunity of input. The second room contained more detailed information, comment forms, a court reporter, and project study team representatives. Information in the second room included exhibit boards, a video of the roundabout intersection at Lake Avenue intersection, drainage plans, and roll plot maps.*

*The first room was also utilized for the public forum. A court reporter for verbal comments was available in the second room from 4:00 to 6:00 P.M., and the court reporter recorded verbal comments at the public forum from 6:00 to 7:00 P.M.*

*The purpose of the meeting was to obtain public input on the project study including the Environmental Assessment (EA). Public involvement information can be found in Appendix C.”*

#### **APPENDIX A—AGENCY COORDINATION:**

Insert June 15, 2018 letter from U.S. Army Corps of Engineers to the Federal Highway Administration regarding information to be provided in future 404 permitting applications.

Insert May 30, 2018 letter from U.S. Environmental Protection Agency to the Federal Highway Administration–Illinois Division recommending the shared use path and sidewalks be constructed of permeable pavement where appropriate and feasible.

**APPENDIX C–PUBLIC INVOLVEMENT:**

Insert Public Hearing Detailed Summary, Court Reporter transcript, Public Hearing Comment Forms, Comment Letter, Response to Comments from Public Hearing and EA, and supporting documentation.