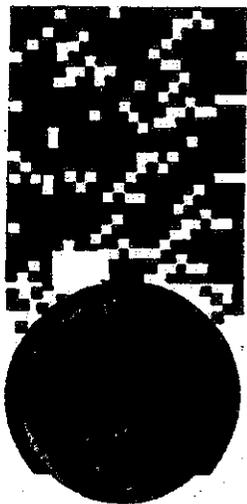


Volume I

Strategic Regional Arterial

Illinois Route 47
from US Route 30 (Base Line Road) to
Price Road (Illinois Route 173
SRA Alternative Alignment)

FINAL REPORT



**Operation
GreenLight**

Illinois Department of Transportation
August, 1995

FOREWORD

Illinois Route 47 is designated as a Strategic Regional Arterial (SRA) from the Kane/Kendall County Line at US Route 30 (Base Line Road), south of Sugar Grove, to the Illinois Route 173 SRA alternative alignment along Price Road, south of Hebron.

This SRA Report has been prepared for the Illinois Department of Transportation (IDOT) and the SRA Subcommittee of the Chicago Area Transportation Study (CATS) by Meridian Engineers & Planners, Inc.

The Illinois Route 47 SRA is intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit systems, will provide a network to carry high volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed explanation and analysis of the existing route conditions, recommendations for improvements, and documentation of the process including comments received.

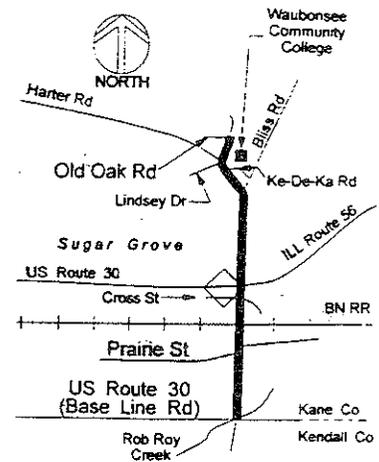
Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

SRA studies have resulted in specific segment recommendations for this route's thirteen segments.

Segment 1: US Route 30 (Base Line Road) to Prairie Street (east)

- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft.
- Provide single left and right turn lanes at US Route 30.
- Manage access with median breaks at 1/2 mile spacing between Jericho Road and Prairie Street (east), other access right in/right out only.
- Replace structure over Rob Roy Creek with two structures.
- Accommodate a park-and-ride facility at US Route 30.

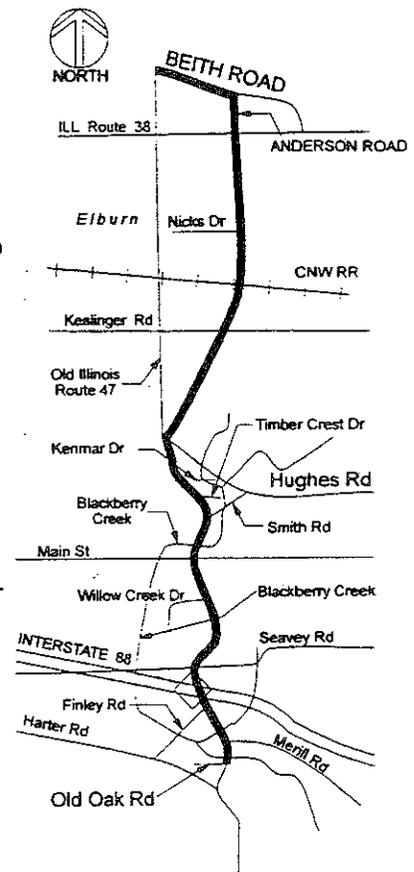


Segment 2: Prairie Street (east) to Old Oak Road

- Develop four 12 ft. through lanes, a raised median, curb and gutter, and closed drainage from Prairie Street to Bliss Road. The right-of-way between Prairie Street and Illinois Route 56 will be expanded to 120 ft. From Illinois Route 56 to Bliss Road, the existing 180 ft. to 230 ft. right-of-way will be maintained.
- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in the existing 200 ft. to 230 ft. right-of-way from Bliss Road to Old Oak Road.
- Provide signals at Prairie Street (east), Illinois Route 56 SB to EB ramp, Bliss Road, and the future Waubensee Community College access at Lindsey Drive.
- Manage access with median breaks at two locations, other access right in/right out only.
- Replace the BN RR structure.
- Provide WB to NB ramp and standard geometry and structural clearance at Illinois Route 56.
- Coordinate bike linkages at Waubensee Community College with existing bike paths.

Segment 3: Old Oak Road to Alternative Alignment (Hughes Road)

- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage. The right-of-way between Scott Road and Finley Road will be expanded to 180 ft. From Old Oak Road to Scott Road; and from Finley Road to Hughes Road, the right-of-way will be expanded to 160 ft.-200 ft.
- Develop frontage roads on the west side of Illinois Route 47 between Scott Road and Finley Road.
- Provide single left and right turn lanes at the appropriate approaches at the Interstate 88 intersections.
- Provide signals at Old Oak Road, Scott Road, the Interstate 88 ramps, Seavey Road, Green Road, and Main Street.
- Manage access with median breaks at five locations, other access right in/right out only.
- Replace three structures over Blackberry Creek with two structures each.
- Accommodate a park-and-ride facility at Interstate 88.



Segment 4: Alternative Alignment from Hughes Road to Old Illinois Route 47

- Provide an alternative alignment beginning at Hughes Road and following along an extended alignment of Anderson Road to Illinois Route 38. It then continues along the existing alignments of Anderson and Beith Roads until it intersects with existing Illinois Route 47.
- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft.
- Provide single left and right turn lanes at Illinois Route 38.
- Provide signals at Keslinger Road, Nicks Drive, and Illinois Route 38.
- Manage access with median breaks at 1/2 mile spacing and at Beith Road, other access right in/right out only.
- Provide a grade separation at the CNW Railroad.
- Accommodate a Metra station and park-and-ride facility in Elburn.
- Realign Old Illinois Route 47 at Hughes Road.

Segment 5: Old Illinois Route 47 to Woolley Road

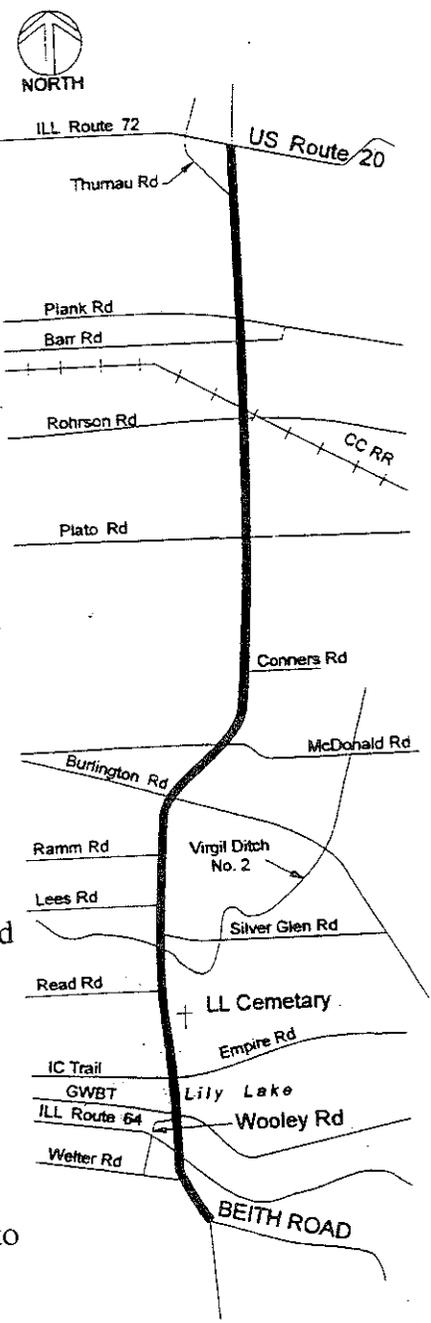
- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft.
- Provide single left and right turn lanes at Illinois Route 64.
- Provide a signal at Illinois Route 64.
- Manage access with median breaks at two locations, other access right in/right out only.
- Replace the Great Western Bike Trail structure.
- Accommodate a park-and-ride facility at Illinois Route 64.
- Coordinate pedestrian/bicycle linkage to the Great Western Bike Trail, and Lily Lake.

Segment 6: Woolley Road to north of Lily Lake Cemetery

- Develop four 12 ft. through lanes, no median, 16 ft. parkways, curb and gutter, and closed drainage in the existing 80 ft. right-of-way.
- (Post 2010 Improvement) - Develop four 12 ft. through lanes, a raised median, 17 ft. parkways, curb and gutter, and closed drainage in a proposed 100 ft. right-of-way.
- Provide a signal at Empire Road/IC Trail.

Segment 7: North of Lily Lake Cemetery to US Route 20

- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft.
- Realign Illinois Route 47 near Burlington Road to improve the horizontal alignment.
- Provide signals at Silver Glen Road, Burlington Road, and Plank Road.
- Manage access with median breaks at twelve locations, other access right in/right out only.
- Replace the existing structure over Virgil Ditch No. 2 with two structures.

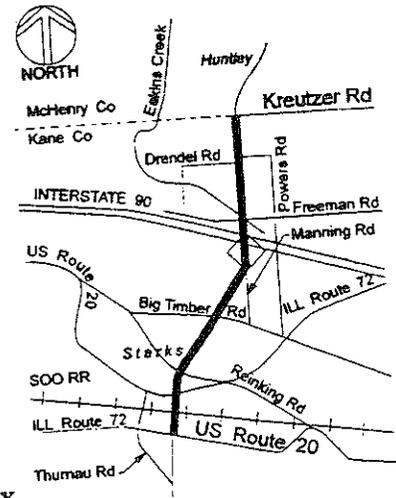


Illinois Route 47

EXECUTIVE SUMMARY

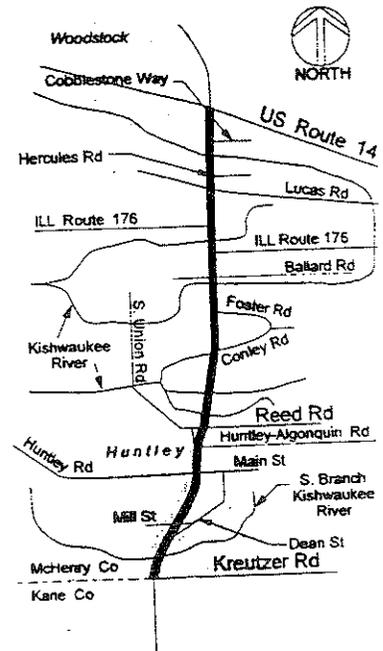
Segment 8: US Route 20 to Kreutzer Road

- Between US Route 20 and Big Timber Road, develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft.
- Between Big Timber Road and Interstate 90, develop six 12 ft. through lanes, a raised median, curb and gutter, and closed drainage in a right-of-way expanded to 160 ft.
- Between Interstate 90 and Oak Creek Parkway, develop six 12 ft. through lanes, a raised median, curb and gutter, and closed drainage in a right-of-way expanded to 175 ft.
- Between Oak Creek Parkway and Powers Road, develop six 12 ft. through lanes, a raised median, curb and gutter, and closed drainage in a right-of-way expanded to 154 ft.
- Between Powers Road and Kreutzer Road, develop four 12 ft. through lanes, a raised median, curb and gutter, and closed drainage in a right-of-way expanded to 140 ft.
- Provide single left and right turn lanes at US Route 20 and Illinois Route 72.
- Provide signals at US Route 20, Illinois Route 72, Big Timber Road, Freeman Road, Oak Creek Parkway, and Powers Road. Provide signal interconnection between US Route 20 and Illinois Route 72.
- Manage access with median breaks at 1/4 mile spacing, other access right in/right out only.
- Provide complete interchange at Interstate 90 and widen the Interstate 90 structure.
- Accommodate a Metra station and a park-and-ride facility in Starks and a park-and-ride facility at Interstate 90.



Segment 9: Kreutzer Road to Reed Road

- Develop four 12 ft. through lanes, a median, curb and gutter, and closed drainage. The existing 120 ft. right-of-way from Kreutzer Road to Mill Street will be maintained. From Mill Street to Reed Road the right-of-way will be expanded to 100 ft. A raised median is recommended between Kreutzer Road and Mill Street and between Huntley Algonquin Road and Reed Road. Between Mill Street and Huntley Algonquin Road, a flush median is recommended.
- Provide single left and right turn lanes at Main Street and Huntley Algonquin Road.
- Provide signals at Kreutzer Road, Dean Street, and Mill Street. Provide signal interconnection between Kreutzer Road, Dean Street, Mill Street, Main Street, and Huntley Algonquin Road.
- Manage access with median breaks at three locations, other access, in the locations where a raised median is used, will be right in/right out only.
- Widen the South Branch of the Kishwaukee River structure.
- Accommodate a Metra station and park-and-ride facility in Huntley.

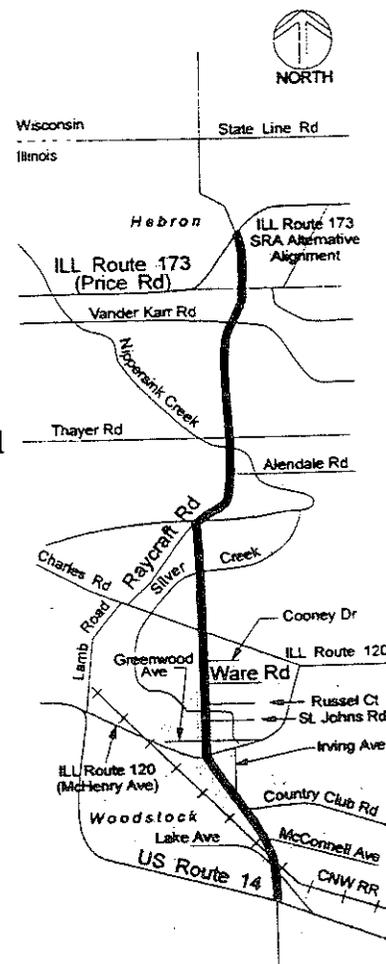


Segment 10: Reed Road to US Route 14

- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft. Just south of US Route 14, the existing right-of-way and frontage roads will be maintained.
- Provide single left and right turn lanes at the appropriate Illinois Route 176 intersections.
- Provide signals and signal interconnection at Cobblestone Way and the south frontage road termini at US Route 14.
- Manage access with median breaks at thirteen locations, other access right in/right out only.
- Replace the structure over the Kishwaukee River with two structures.
- Accommodate park-and-ride facilities at Illinois Route 176 (south) and at US Route 14.

Segment 11: US Route 14 to Ware Road

- Develop four 12 ft. through lanes, a flush median, curb and gutter, and closed drainage. The existing 80 ft. right-of-way will be maintained except between Irving Avenue and Greenwood Avenue where the right-of-way will be expanded to 80 ft.
- Provide single left and right turn lanes at US Route 14 and at Illinois Route 120 (McHenry Avenue).
- Provide signals at McConnell Avenue and St. John's Road. Provide signal interconnection between Lake and McConnell Avenues, and between Country Club Road, Irving Avenue, and Illinois Route 120.
- Replace the CNW Railroad structure.
- Coordinate recommendations with the Gewalt Hamilton - Woodstock Access Study (Appendix "A").



Segment 12: Ware Road to Raycraft Road

- Develop four 12 ft. through lanes, a raised median, and closed drainage in a right-of-way expanded to 120 ft.
- Provide single left and right turn lanes and a signal at Charles Road.
- Manage access with median breaks at three locations, other access right in/right out only.
- Replace the structure over Silver Creek with two structures.

Segment 13: Raycraft Road to Price Road (Illinois Route 173 SRA Alternative Alignment)

- Develop four 12 ft. through lanes, a grass median, shoulders, and open drainage in a right-of-way expanded to 160 ft.
- Provide single left and right turn lanes at Price Road (Illinois Route 173).
- Provide signals at Raycraft Road and Price Road.
- Manage access with median breaks at nine locations, other access right in/right out only.
- Replace structures over Slough and Nippersink Creeks with two structures each.
- Accommodate a park-and-ride facility at Price Road (Illinois Route 173).

Illinois Route 47

EXECUTIVE SUMMARY

ORGANIZATION OF REPORT

This report on the Illinois Route 47 SRA route study is divided into five chapters:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight, SRA route types, study objectives, the study process, desirable route characteristics, and the study data sources and methodologies.

Chapter Two. Route Overview, presents a general description of the SRA corridor including land use/developmental characteristics, regional transportation facilities, route area and design characteristics, projected travel demand, and roadway/right-of-way general discussion.

Chapter Three. Summary of SRA Corridor Recommendations, presents a summary of existing route characteristics and recommended route improvements.

Chapter Four. Corridor Analysis by Segment, presents a detailed analysis of existing route characteristics and recommended route improvements by segment.

<u>Section</u>	<u>Route Segments</u>
Section 4.1	1: Illinois Route 47 from US Route 30 to Prairie Street (east)
Section 4.2	2: Illinois Route 47 from Prairie Street (east) to Old Oak Road
Section 4.3	3: Illinois Route 47 from Old Oak Road to Alternative Alignment (Hughes Road)
Section 4.4	4: Alternative Alignment from Hughes Road to Old Illinois Route 47
Section 4.5	5: Illinois Route 47 from Old Illinois Route 47 to Woolley Road
Section 4.6	6: Illinois Route 47 from Woolley Road to North of Lily Lake Cemetery
Section 4.7	7: Illinois Route 47 from North of Lily Lake Cemetery to US Route 20 (east)
Section 4.8	8: Illinois Route 47 from US Route 20 (east) to Kreutzer Road
Section 4.9	9: Illinois Route 47 from Kreutzer Road to Reed Road
Section 4.10	10: Illinois Route 47 from Reed Road to US Route 14
Section 4.11	11: Illinois Route 47 from US Route 14 to Ware Road
Section 4.12	12: Illinois Route 47 from Ware Road to Raycraft Road
Section 4.13	13: Illinois Route 47 from Raycraft Road to Price Road (Illinois Route 173 Alternative Alignment)

For each route segment, these analyses are presented:

Existing Facility Characteristics. The existing facility characteristics include the existing right-of-way and roadway characteristics, location of existing traffic signals and existing structures, and existing transit usage and routes.

Existing Environmental Characteristics. The existing environmental characteristics of the route include existing streams, wetlands and floodplains, historic buildings and districts, hazardous waste and leaking underground storage tanks (LUST) sites, threatened or endangered species, and other environmental characteristics.

Existing Land Use/Development Characteristics. The existing land use characteristics are examined with respect to the types, density or intensity of use, constraints and access locations. Future development potential is examined by identification of vacant land, and planned or likely development or redevelopment in the vicinity. Public and institutional areas are identified by location and type.

Recommended Improvements. The recommended improvements for each route segment are discussed. Short term/low-cost and ultimate (post 2010) improvements as well as right-of-way requirements, potential environmental and land use considerations, and cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Chapter Five. Public Involvement, summarizes the public involvement process during the study, including the Illinois Route 47 SRA Advisory Panel Meetings, the Advisory Panel Newsletters, the Public Hearing and other efforts to promote local involvement in the study process.

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Illinois Route 47

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GLOSSARY

- ADID** - Advanced Identified Wetland
- ADT** - Average Daily Traffic
- AVE** - Avenue
- BN** - Burlington Northern (Railroad)
- CAAA** - Clean Air Act Amendments of 1990
- CATS** - Chicago Area Transportation Study
- CC** - Chicago Central (Railroad)
- CERCLIS** - Comprehensive Environmental Response Compensation
and Liability Act Information System
- CH** - County Highway
- CNW** - Chicago and Northwestern (Railroad)
- CO** - County
- COMM** - Community
- CR** - Creek
- CT** - Court
- DEPT** - Department
- DR** - Drive
- E/EB** - East/Eastbound
- EIS** - Environmental Impact Statement
- ELEM** - Elementary
- ETRP** - Employee Trip Reduction Program
- FEMA** - Federal Emergency Management Agency

ALA

ROW - Right-of-Way

RR - Railroad

RTA - Regional Transportation Authority

S/SB - South/Southbound

SN - Structure Number

SOO - Soo Line (Railroad)

SRA - Strategic Regional Arterial

ST - Street

ST. - Saint

TR - Trail

TRNPK - Turnpike

USEPA - United States Environmental Protection Agency

VPD - Vehicles per Day

W/WB - West/Westbound

WCC - Waubensee Community College

2010 TSD PLAN - Year 2010 Transportation System Development Plan
for the Northeast Illinois Region.

Illinois Route 47

GLOSSARY

SRA Strategic
Regional
Arterial
Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION

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CHAPTER ONE: INTRODUCTION

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties (See Figure 1.1.1). As part of the 2010 Transportation System Development Plan (2010 TSD Plan) adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway system by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including Illinois Route 47, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 25 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC, and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation GreenLight addresses these major transportation issues:

- Developing Major Transit/Highway Facilities
- Improving Other Key Arterial Roadways
- Identifying Strategic Transit Improvements
- Reducing Demand for Highway Use
- Increasing Environmental Consideration
- Improving Freeway Traffic Management
- Improving Arterial Traffic Management

Illinois Route 47

CHAPTER ONE: INTRODUCTION

SRA Strategic
Regional
Arterial
Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION

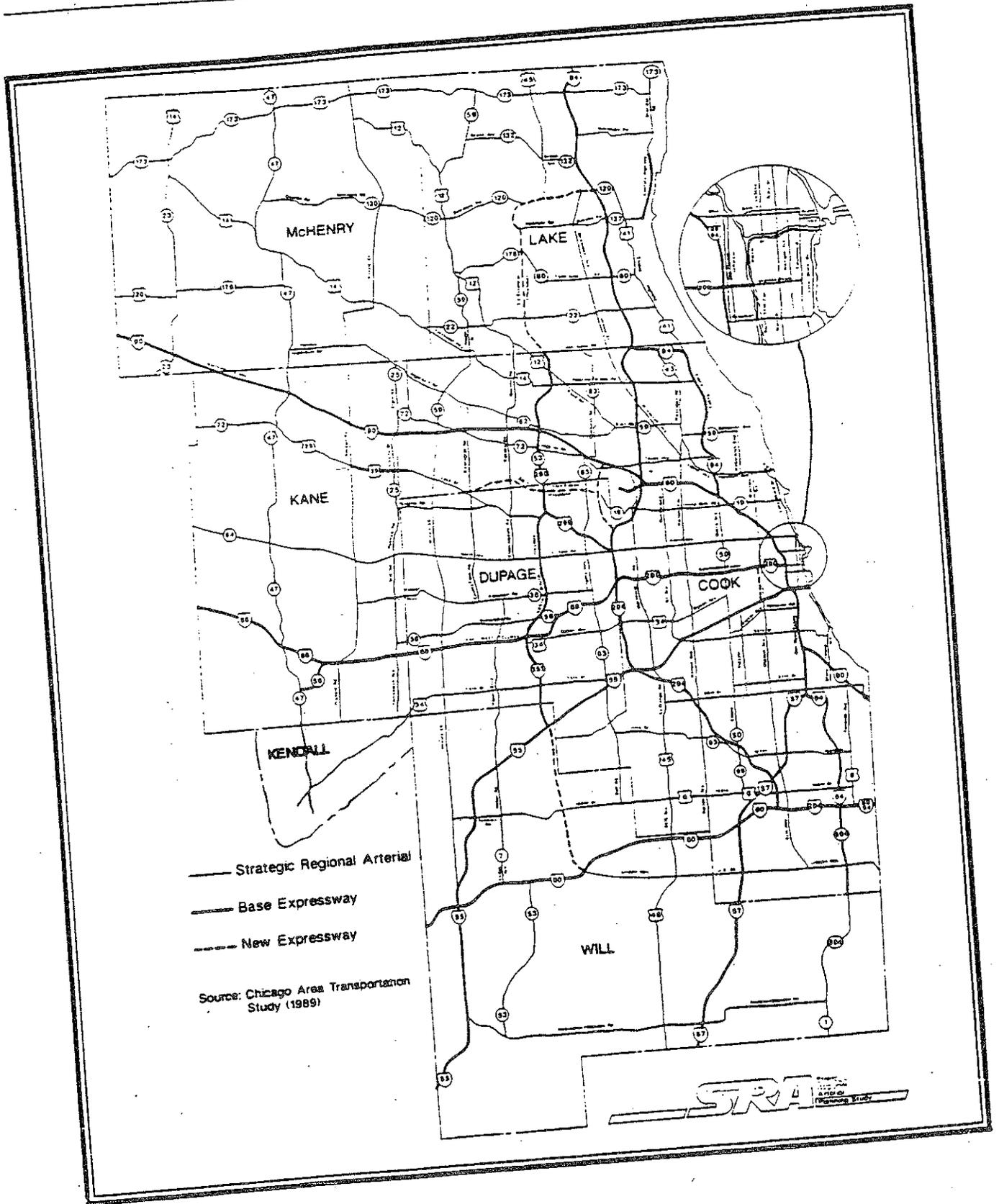


Figure 1.1.1
Illinois Route 47

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

SRA Strategic Regional Arterial Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION

Together, the components of Operation GreenLight are a blueprint for an overall approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to improve regional mobility by providing a comprehensive network of arterial routes to carry significant volumes of long-distance traffic across the region, complementing the regional transit and highway facilities by providing access for regional trips on these facilities, and providing for long-distance travel to supplement the regional expressway system.

1.2 SRA Route Types

Within the SRA network there are significant differences in the roadway environment. These differences will determine how the various routes may function in the system. Three different types of SRA routes have been designated, corresponding to varying roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development with the Chicago region. Illinois Route 47 is designated as a SRA corridor from US Route 30 (Base Line Road) in Kane County to Price Road (Illinois Route 173 Alternative Alignment) in McHenry County. Using various analyses in this study, this corridor is classified as rural for its entire length. (See Figure 1.2.1).

Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of Lake, Kane, McHenry, and Will Counties. Rural SRA routes are located in the outer portions of Lake, Kane, McHenry, Will, and northeastern Kendall Counties, where projected densities are less than 0.5 households per acre.

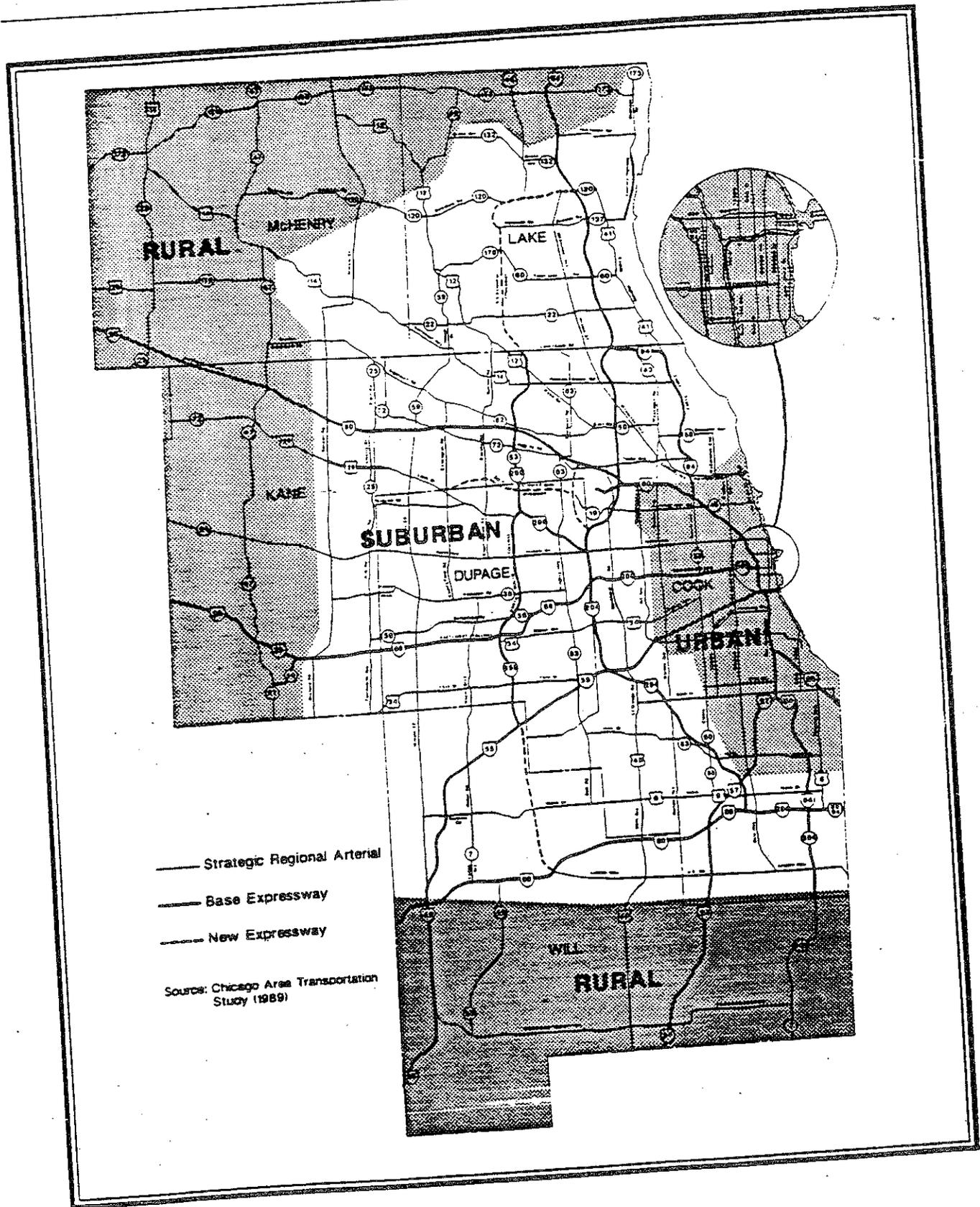


Figure 1.2.1
 Illinois Route 47

SRA ROUTE TYPES

SRA routes located in densely urbanized areas typically are existing routes with limited possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities, and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for improved movements of through traffic and accommodate future needs.

1.3 Study Objectives

As an SRA route, Illinois Route 47 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. The Illinois Route 47 study occurred from March 1992 to July 1995. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Illinois Route 47 study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. These objectives guide the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Identify ways to enhance access to the regional transit system.
- Identify access management to improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Identify ways to accommodate bicycle and pedestrian travel.
- Identify potential environmental concerns.

Illinois Route 47

CHAPTER ONE: INTRODUCTION

This completed study can be used by local and State agencies to help guide implementation of improvements on Illinois Route 47, so that individual public or private projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system in northeastern Illinois.

The development of a land use plan that gives appropriate recognition to the SRA recommendations is encouraged. However, since it is desirable that such plan amendment be adopted by the land use planning authority along each respective segment of the SRA system, the process for development of such land use plans should be distinctively intergovernmental in nature. While this intergovernmental planning effort should be encouraged, nothing inherent or implied in the SRA recommendations is intended to supplant the independent decision-making of local land use authorities.

1.4 The SRA Study Process

The SRA planning study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data for each route. This data is assembled from numerous sources and includes, among others, right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental and related studies. The data is evaluated to establish current conditions, constraints and improvement needs.

Phase 2 - Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short term/low-cost, or ultimate (post 2010).

Phase 3 - Environmental Issues/Screening. The SRA study involves a screening process that identifies notable, important, or sensitive environmental resources, areas, or systems along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives and serve as an early indicator of environmental issues for future studies and design.

Phase 4 - Cost Estimates/ Identification of Right-of-Way Needs. A cost estimate, including right-of-way needs and costs, for recommended and short term/low-cost improvements is prepared for each segment of the route.

Phase 5 - Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. The initial data collection includes solicitation of data and a questionnaire from each unit of government along the route. Information and coordination efforts include forming Advisory Panels for each SRA route which work with IDOT and members of the study team during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each County in which the route is found.

Phase 6 - Route Improvement Plan/Report. As the final step in the initial route planning process, a report for each SRA route documents the study findings and recommended improvements.

1.5 Desirable Route Characteristics and Techniques for Special Circumstances

Desirable route characteristics for the Year 2010 have been delineated for each of the three SRA route types - Urban, Suburban, and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA routes in each type. However, the SRA planning process recognizes that there may be situations along SRA routes where certain design features are not appropriate or where special treatment of some features is desirable, such as

- Bus lane/high occupancy vehicle (HOV) lanes
- Signal preemption capability for transit vehicles
- Demand actuated signals at transit stations
- Channelization or interchanges at high volume intersections
- Use of continuous two-way left turn lanes
- Designation of route bypasses for constricted areas
- Location of transit, pedestrian, or bicycle facilities in or adjacent to the right-of-way.

While not all of these special techniques may be applicable to the Illinois Route 47 SRA, they illustrate the range of treatments that have been considered during the study.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the revised version of the "Strategic Regional Arterial Design Concept Report", dated February 1994. This document is available from IDOT and CATS.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics. Several data sources were compiled to create route inventories. Traffic counts for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera from a helicopter. On-site inspection confirmed IDOT scoping report data that included pavement width; number of lanes and turn bays; location of traffic signals, sidewalks, frontage roads and structures; type of median and access; and speed limits. Pavement widths were further confirmed with construction plans.

Existing Transit Characteristics. The transit data is from Metra and Pace. Both agencies provided the "Future Agenda for Suburban Transportation" that was used for the Metra boardings, station parking information, and proposed Metra future improvements. Some information for Metra future improvements also came from its "Wisconsin Central Corridor Commuter Rail Service Project Proposal". Pace provided the "Quarterly Route Review: January - March 1992" that was used for Pace bus ridership. Also, individual Metra line and Pace bus route timetables were used to identify the locations of the facilities and frequency of service. In addition, CATS and NIPC provided the 2010 TSD Plan that was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics. Current land use/development characteristics were included in the route inventory and derived from NIPC aerial photography, documents from local communities, the video photography, and on-site inspection. These uses were identified in some detail and later grouped into more general developmental categories such as residential, commercial, industrial, public and semi-public. This information was used to assess potential integration of route concepts with land use and access needs.

The analysis of sensitive land uses includes several unique land uses: schools, places of worship, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals, nursing homes, and hotels.

Environmental Considerations. The objective of this aspect of the study was to identify all environmental resources that could be impacted by improvements to the SRA route. Numerous public and private entities were contacted to determine locations of wetlands, 100-year floodplains, natural areas and parks, prime farmland, threatened or endangered species habitats, historical sites, and hazardous waste or LUST sites. These agencies were also asked to identify land uses that might be sensitive to the effects of highway construction or changes in air quality and ambient noise levels.

The approximate locations of all environmental resources and sensitive receptors are plotted on the aerial photos included in this report. However, no representation is made regarding the accuracy of information received from governmental agencies concerning chemical releases, wetland limits, or threatened or endangered species habitat, since no field verification of such sites was performed. Such determinations are aspects of detailed Phase I Studies.

Year 2010 Traffic Demand Projections. CATS has projected the Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. These projections assume that all routes have been improved to the standards in the SRA Design Concept Report (e.g., four or six lanes). This assumption tries to provide that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes that may be traveling in that general direction. It also tries to provide that no part of a route would be improved more than is necessary to provide a consistent level of service throughout the route. The 2010 traffic projections are expressed in thousands of vehicles per day (vpd).

Roadway Capacity Estimates. Capacity analyses estimate the number of vehicles that can be carried on an SRA route. Critical factors that affect capacity include the number of signals and distance between them, the number of through lanes, the posted speed, percentage of conflicting vehicle turning movements and the characteristics of rush hour traffic. Results of capacity analyses are usually expressed in terms of Level of Service (LOS). Level of Service is a measure of performance for roadway facilities and relies most heavily on the number of vehicles that can be accommodated at signalized intersections.

Level of Service is expressed in grades A through F, much like an academic report card. LOS A implies free flow at average travel speeds and very low intersection delay. LOS C represents stable flow, more restricted ability to maneuver, lower average travel speeds and moderate intersection delay. LOS E is characterized by significant intersection delay and travel speeds at or below 1/3 of free flow speeds. LOS F is unacceptable congestion. Levels B and D express intermediate service levels between A and C and between C and E, respectively.

Planning level capacity analyses will be performed for all route segments, and at major intersections. Major intersections include those with other SRA routes, State and US routes, and cross streets with an anticipated annual average daily traffic (ADT) of greater than 20,000 vpd. Analysis results will be used to verify the laneage needs proposed for each SRA route.

Corridor Planning. A review of adopted municipal and regional land use transportation plans were performed to identify the new facilities that would impact the SRA, the particular deficiencies that can be addressed by the SRA, and any potential inconsistencies between adopted plans and SRA planning.

Cost Estimates. The cost estimates, an opinion of probable costs, were developed to give IDOT and other involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT.

CHAPTER TWO: ROUTE OVERVIEW

2.1 Study Area

The Illinois Route 47 study area extends north from the Kane\Kendall County Line at US Route 30 (Base Line Road) to Price Road (the Illinois Route 173 SRA alternative alignment) in McHenry County (See Figure 2.1.1.). This corridor is approximately 55 miles in length and is located in Kane and McHenry Counties. Municipalities adjacent to the SRA corridor include:

Sugar Grove
Elburn
Lily Lake
Starks

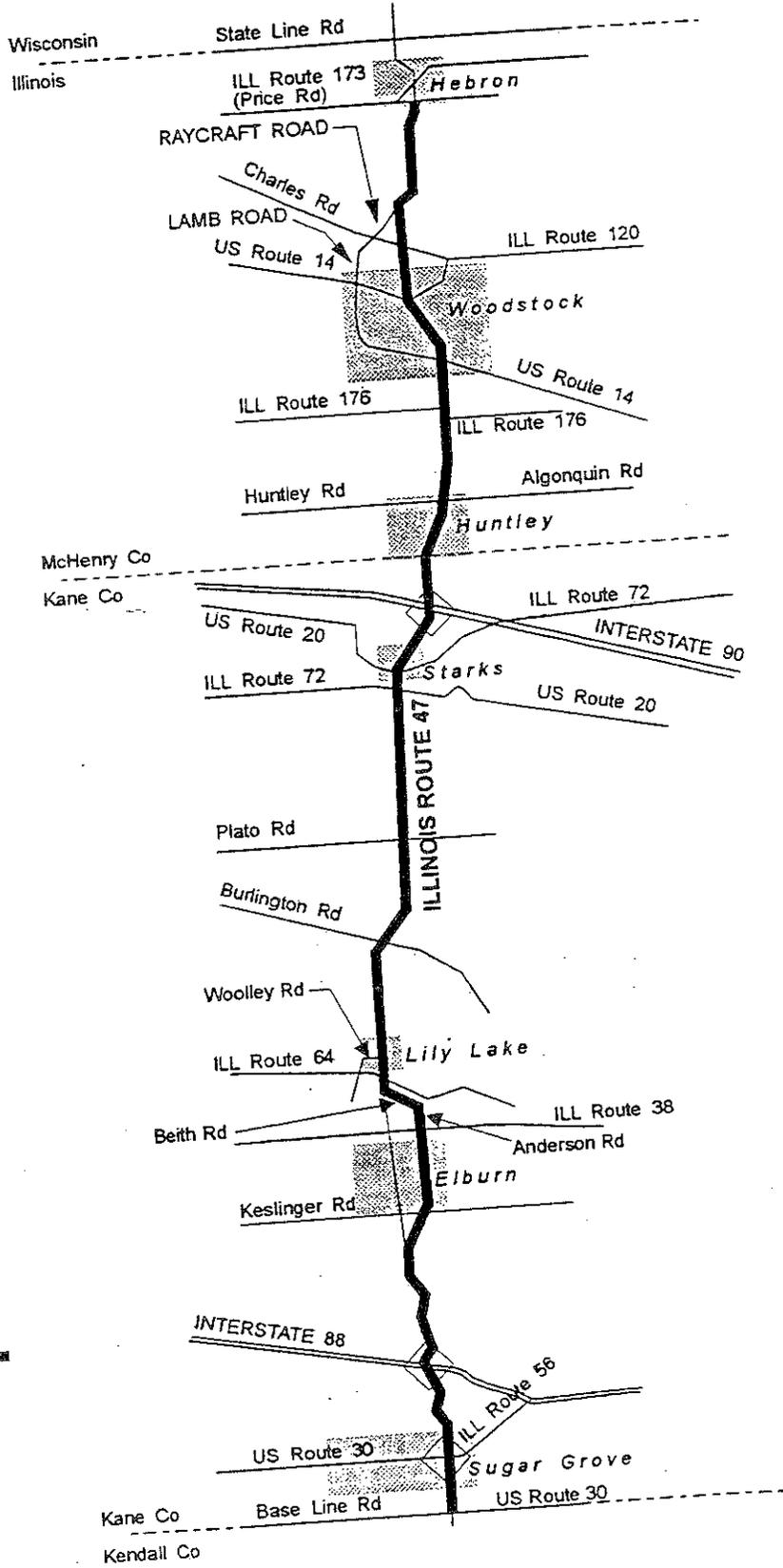
Huntley
Woodstock
Hebron

The Illinois Route 47 SRA study has been extended to Illinois Route 71 in Kendall County. However, this portion of the study extends from US Route 30 to Price Road. The extension from US Route 30 to Illinois Route 71 is included in the 6th subnetwork of the SRA routes.

2.2 Land Use/Development Characteristics

As the Chicago metropolitan area expands in the direction of this corridor, population growth is expected in the area.

The Illinois Route 47 corridor is generally composed of agricultural land, except for the area around the villages and cities, where single-family residential and commercial uses are predominant. Other significant land uses include: schools and colleges, such as Waubensee Community College and Lily Lake Elementary School; churches, such as St. Peter's Lutheran Church; parks and bike trails, such as Deicke Park and the Great Western Bike Trail; cemeteries, such as the Lily Lake Cemetery; golf courses, such as Crystal Woods Golf Course; and community buildings, such as the McHenry County Courthouse and the Campton Township Highway Department.



- Community Locations 
- Interchanges 
- Corridor 

Figure 2.1.1
Illinois Route 47
CORRIDOR MAP

2.3 Regional Transportation Facilities

Figure 2.3.1 indicates the existing and proposed roadway and transit facilities connecting Illinois Route 47 to the regional transportation system as defined in the 2010 TSD Plan, prepared by CATS.

Portions of the Illinois Route 47 corridor are served by two modes of public transportation: commuter rail and bus. The Chicago and Northwestern/Northwest Line crosses Illinois Route 47. The SRA corridor is also served by Pace Bus Routes 531, 807, and 808.

Two interstate highway facilities cross this study corridor. Interstate 88, near the south end of the corridor, provides east/west access to the Chicago metropolitan area. Interstate 90, in the central portion of the corridor, provides east/west access to the Chicago metropolitan and the O'Hare Airport area. Other major east/west routes that intersect the Illinois Route 47 corridor are US Route 30 and Illinois Route 56 in Sugar Grove, Illinois Route 38 in Elburn, Illinois Route 64 in Lily Lake, US Route 20 and Illinois Route 72 in Starks, Illinois Route 176 south of Woodstock, US Route 14 and Illinois Route 120 in Woodstock, and Illinois Route 173 (alternative alignment) in Hebron. Eight of these routes are SRA routes: US Route 30, Illinois Route 64, US Route 20, Illinois Route 72, Illinois Route 176, US Route 14, Illinois Route 120, and Illinois Route 173. Huntley Algonquin Road is also an SRA route.

The Year 2010 TSD Plan was reviewed for major regional highways that are being planned. There are no specific projects planned that impact or cross Illinois Route 47.

Illinois Route 47

CHAPTER TWO: ROUTE OVERVIEW

SRA Strategic
Regional
Arterial
Planning Study
ILLINOIS DEPARTMENT OF TRANSPORTATION

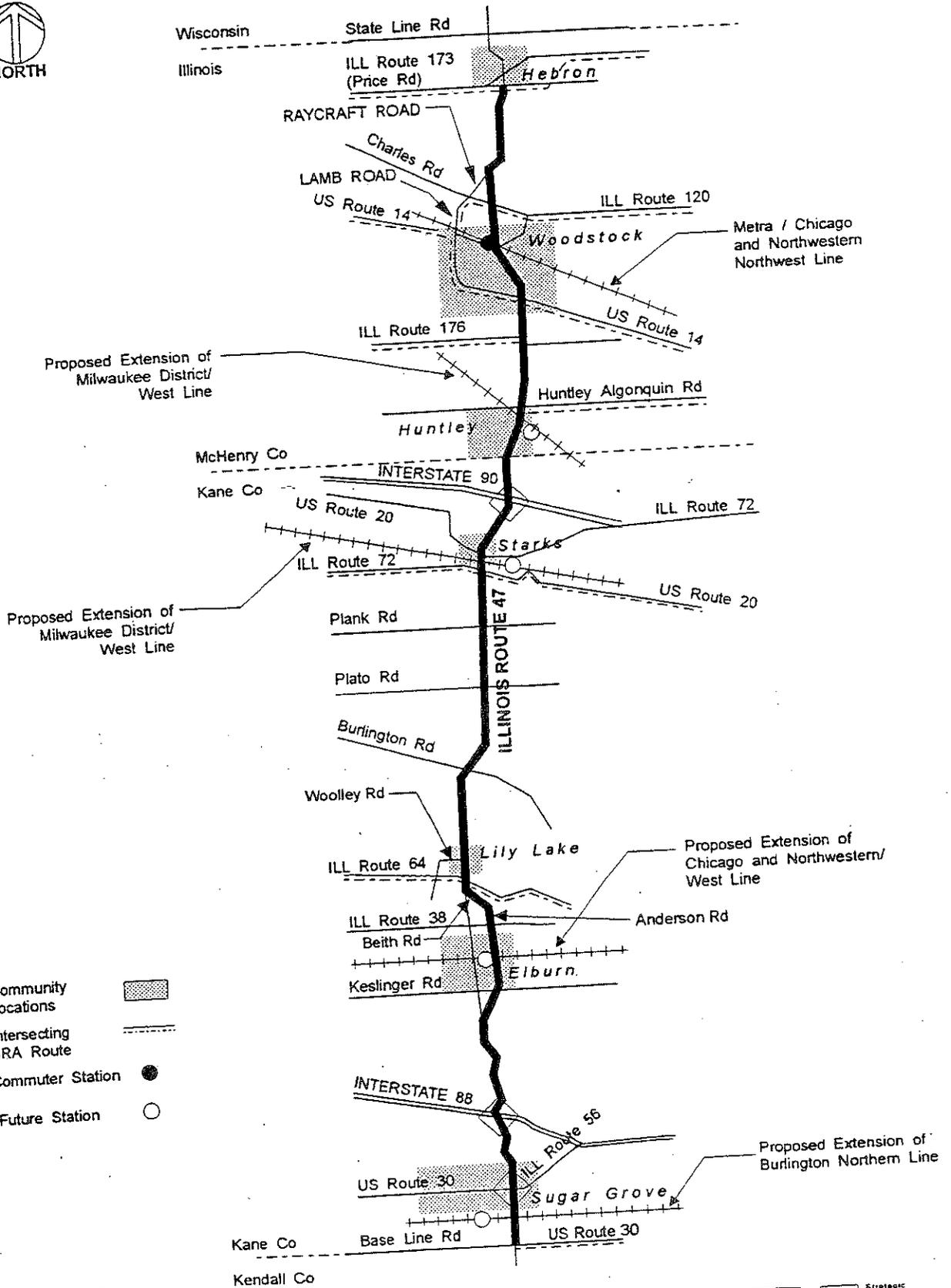


Figure 2.3.1
Illinois Route 47

TRANSPORTATION FACILITIES

Several Phase I studies are underway in this corridor.

Table 2.3.1: Phase I Projects Along the Corridor

Project	Project Limits	Scope of Work
US Route 30	Illinois Route 47 to Orchard Avenue	Patching
Illinois Route 47	Main Street to Cross Street in Sugar Grove	Intersection Improvements, Rehabilitation (Widening and Resurfacing)
Illinois Route 56	Illinois Route 47 to Interstate 88 in Sugar Grove	Maintenance Resurfacing
West Galena Road	Illinois Route 47 to Illinois Route 56 in Sugar Grove	Widening and Resurfacing
Illinois Route 47	Over Blackberry Creek	Bridge Rehabilitation
Illinois Route 47	Finley Road to Seavey Road	Patching
Illinois Route 47	Keslinger Road in Elburn	Intersection Improvements
Keslinger Road	In Elburn	Widening to 3-12 ft. lanes w/ 8' shoulders
Illinois Route 47	US Route 20 (east) to Illinois Route 72 (west) in Starks	Resurfacing (3R)
Illinois Route 47	Huntley Algonquin Road to Conley Road in Huntley	Resurfacing
US Route 14	Lake Avenue to Illinois Route 120 and at Illinois Route 47 in Woodstock	Widening and Resurfacing, Bridge, Intersection Improvements
Lake Avenue	Illinois Route 47 to US Route 14 in Woodstock	Maintenance Resurfacing
Illinois Route 120	Illinois Route 47 to Illinois Route 31 in Woodstock	Resurfacing (II)

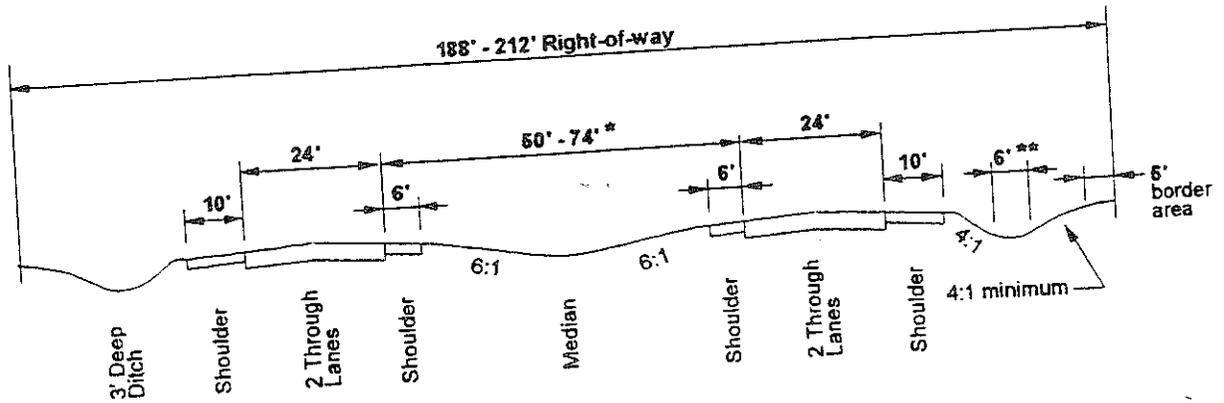
2.4 Route Area Designation and Design Characteristics

The route is classified as rural for its entire length. Table 2.4.1 lists the desirable characteristics for rural SRA routes in the Year 2010, including typical geometrics, operational measures, level of service, and access policies. A typical roadway cross section is shown in Figure 2.4.1.

Table 2.4.1: Desirable Rural Route Characteristics
 (Source: SRA Design Concept Report)

Right-of-Way Width	188' - 212'
Level of Service(Peak Hour)/ Design Speed	C/ 60 mph
Number of Through Lanes	2 in each direction, 12' width; with provision for future expansion to 6 total lanes.
Median Width	50' - 74'
Right Turns	Turn lanes at major cross streets.
Left Turns	Turn lanes at all intersections.
Shoulders	Right - 10' paved; Left - 6' paved
Curbs	No
Sidewalks	If needed, along outside of frontage roads.
Bicycle Accommodation	Paved shoulder (min. 6')
Parking	No
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at 1/2 mile spacing until frontage roads are constructed.
Curb Cut Access	Protect right-of-way for post 2010 construction of two-way frontage roads. Right in/right out until frontage roads are constructed.
Transit	Bus turnout and shelter. Express bus service and signal preemption potential.
Number of Traffic Signals per Mile	2, signals spaced 1/2 mile apart until frontage roads are constructed.
Signalization	Fully actuated.
Freight: Radii	WB-60; Standard
Vertical Clearance	New structures: 16'-3" Existing structures: 14'-6"
Railroads	Consider a grade separation at all railroads.
Loading	Off-street loading.

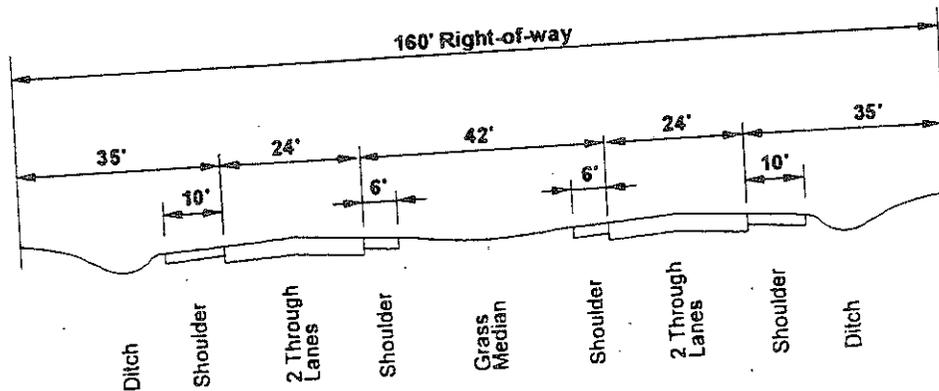
RURAL CROSS SECTION



- * Use a 74' wide median where there is a high probability of need for three lanes in each direction in the future
- ** Use a 6' wide ditch for detention storage and clear zone requirements

SRA Design Concept Report Cross Section

Due to adjacent prime farmland in the study corridor, the desirable rural cross section is proposed to be reduced to an agricultural preservation cross section which will reduce farmland acquisition by approximately four acres per mile.



Proposed Cross Section

Figure 2.4.1
Illinois Route 47

RURAL CROSS SECTION

2.5 Projected Travel Demand

The projected travel demand for 2010, resulting in forecast traffic volumes for this corridor, is taken from the regional travel demand forecasts by CATS. The forecasts are generated by the regional travel simulation model in coordination with IDOT and are predicated on all SRA's built out to the Design Concept Report standards. The travel demand is summarized in Figure 2.5.1.

The 2010 traffic forecast for the corridor varies from less than 5,000 vpd on the north end of the route to greater than 30,000 vpd north of Interstate 90. Projected traffic volumes south of Interstate 90 generally vary from 10,000 vpd to 20,000 vpd. These forecasts reflect the development characteristics and land use forecast along this route, with higher volumes projected in the vicinity of the development nodes.

The traffic forecasts did not take into account 1990 census data that shows higher than previously anticipated growth rates along the Illinois Route 47 corridor. In addition, traffic generated by the Prime Group Development north of Interstate 90 were not included in the traffic forecasts.

Several higher volume regional facilities cross the Illinois Route 47 corridor and reinforce its network identity as a facility to carry moderate to high volumes of regional traffic. These facilities are: US Route 30, Illinois Route 56, Interstate 88, Illinois Route 38, Illinois Route 64, US Route 20, Illinois Route 72, Interstate 90, Illinois Route 176, US Route 14, Illinois Route 120, and Illinois Route 173.



Estimated range of 2010 average daily traffic volumes in vehicles per day.

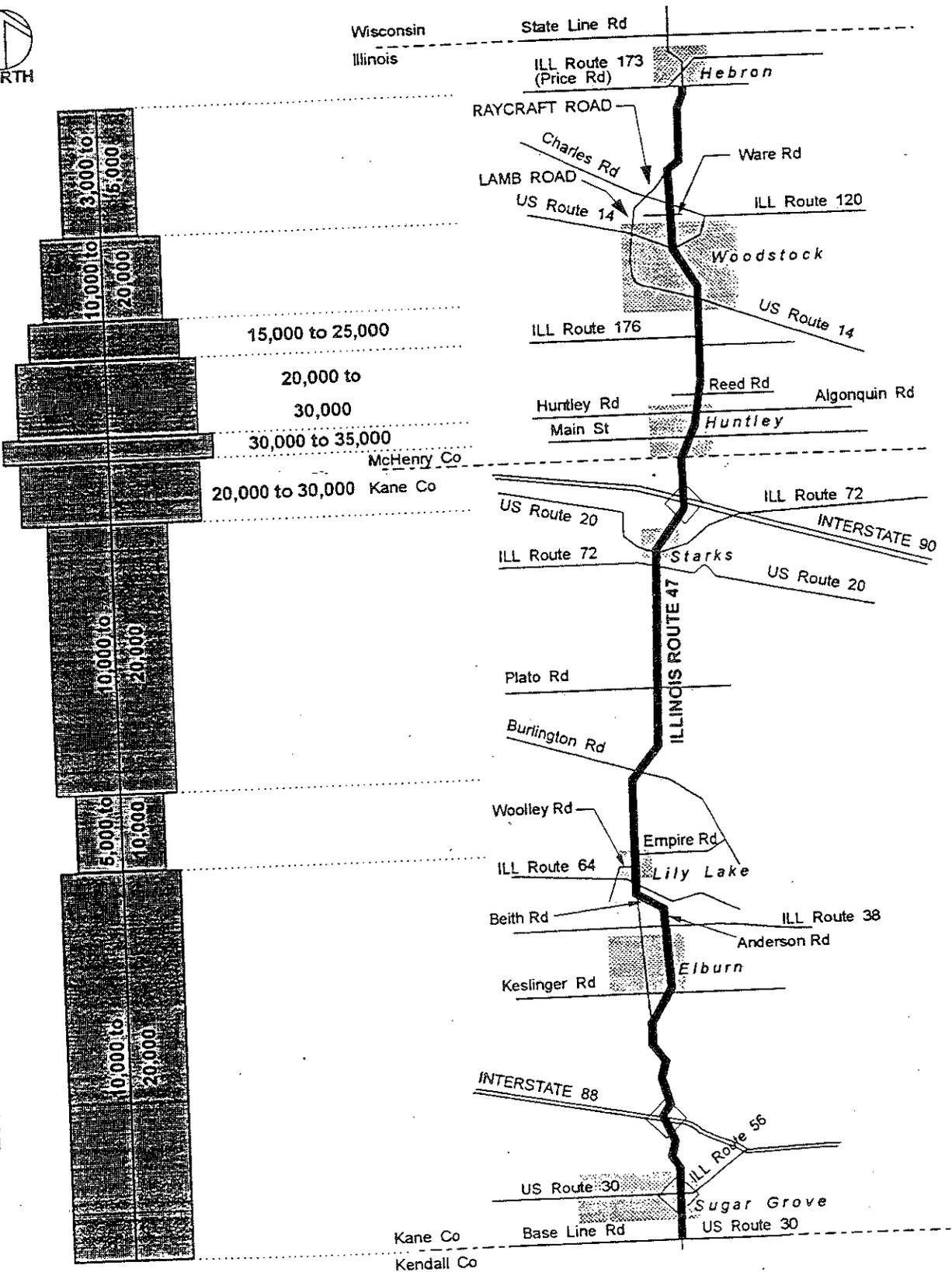


Figure 2.5.1
Illinois Route 47

PROJECTED CORRIDOR TRAFFIC VOLUMES



2.6 Roadway/Right-of-Way General Discussion

The existing right-of-way along this corridor varies from 56 ft. to 230 ft. but the majority of the corridor has an existing right-of-way width of 80 ft. This right-of-way is generally less than the recommended width. However, there are a few areas where the existing right-of-way is sufficient for the recommended section and where that right-of-way will be maintained. These areas include: between Illinois Route 56 and Old Oak Road, at Interstate 88, through Lily Lake, and portions of Huntley and Woodstock. Throughout the majority of the route, the roadway consists of two lanes. This number of through lanes is less than the desirable minimum for a rural SRA route.

The standard desirable right-of-way for a rural SRA route is 188 ft. to 212 ft. with four 12 ft. through lanes. This cross section was reduced to 160 ft. to minimize acquisition of adjacent prime farmland. This right-of-way would provide for four 12 ft. through lanes, a 42 ft. grass median (includes 6 ft. inside shoulders), and 35 ft. drainage ditches (include 10 ft. outside shoulders). Through the towns along the route, the recommended section was reduced to a smaller right-of-way width due to further right-of-way constraints. A minimum right-of-way width of 80 ft. is provided in these areas. These sections provide for four 12 ft. through lanes, a flush or raised median, and closed drainage and parkways.

Although the full recommended right-of-way width may not be acquired by the Year 2010 due to existing development or other constraints, it should be protected so that future development or redevelopment does not encroach on the ultimate right-of-way. At locations where the existing right-of-way width is greater than the recommended width, the existing width will be maintained.

The recommended number of through lanes is based on an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development, land use, and environment in each segment. The recommended right-of-way width in some segments may be sufficient to accommodate additional traffic lanes as a post 2010 improvement.

Specific roadway and right-of-way recommendations for the route are discussed within the respective segments in Chapter Four of this report.

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

The roadway improvements in this corridor are in two distinct categories: sections in the towns and sections outside the towns.

The town segments include the Villages of Sugar Grove, Lily Lake, and Huntley, and the City of Woodstock. The Villages of Elburn and Starks are not included in the town segments. The roadway section in these segments consists of four to six 12 ft. through lanes, a flush or raised median, curb and gutter, and parkways.

The majority of the segments outside the towns have a 160 ft. right-of-way that provides four 12 ft. through lanes, a 42 ft. grass median, and 35 ft. drainage ditches. In the area south of Interstate 88, a 180 ft. right-of-way that provides a west side frontage road is recommended. A 154 ft. - 175 ft. right-of-way that provides six 12 ft. through lanes, a raised median, and variable parkways, is recommended south and north of Interstate 90. A 120 ft. suburban roadway section is recommended between Ware Road and Charles Road with four 12 ft. through lanes, a raised median, and 27 ft. parkways.

One alternative alignment is recommended at Elburn. The 160 ft. right-of-way section is recommended in this segment. In addition, there is one location along the route where a major realignment is recommended to improve roadway geometry. This location is near Burlington Road.

3.2 Proposed Transit Improvements

To attempt to ensure that opportunities for future transit connections are provided, it is recommended that space for bus stops, turnouts, and shelters be reserved along the route. Other recommendations call for reserving space for park-and-ride facilities and equipping signals with preemption capabilities.

Metra, in the "Extended Transportation Agenda," has proposed extensions to its service. The three lines that affect this corridor are the Burlington Northern Line, the Chicago and Northwestern West Line, and the Milwaukee District West Line. An extension to Sugar Grove is proposed on the Burlington Northern Line. An extension to Elburn is proposed on the Chicago and Northwestern West Line. Extensions to Huntley and to Hampshire are proposed for the Milwaukee District West Line. The Milwaukee District West Line Hampshire extension would cross the corridor between US Route 20 and Illinois Route 72. The Milwaukee District West Line Huntley extension would end in Huntley. Provisions are needed for the installation of directional signs to serve future commuter rail stations.

3.3 Proposed Traffic Control/Intersection Configuration

The proposed intersection improvements, throughout the Illinois Route 47 corridor, consist of upgrading intersection geometry to accommodate 2010 traffic demands. Along the route, projected traffic volumes generally warrant single left and single right turn lanes at major, signalized intersections. An upgrade to full signalization is recommended at all major intersections where signals do not exist. New signalized intersections are recommended as traffic volumes warrant. Signal interconnection is recommended at several locations along the route. Several minor cross streets along the route will be realigned to provide safer, 90 degree intersections with Illinois Route 47. A frontage road is also proposed in an effort to improve access management.

3.4 Environmental Concerns

The environmental review is intended to provide an overview of identified environmentally sensitive sites and areas along the corridor. The study does not specifically quantify the impacts of a recommendation on a specific environmental feature. This more detailed review and analysis would be conducted as part of Phase I Studies, as that section of the corridor is studied further for improvements. Environmental issues were considered as one of several factors during the development of recommended SRA improvements.

The characteristics of the Illinois Route 47 corridor include many environmentally sensitive features such as streams, wetlands, 100-year floodplains, historic sites, hazardous waste and LUST sites, prime farmland, and the habitats of threatened or endangered species.

Starting from the southern corridor limit, the roadway traverses or approaches numerous streams and floodplain areas such as Rob Roy Creek, Blackberry Creek, Virgil Ditch, Bowes Creek, tributaries to Tyler Creek, Kishwaukee River and its branches, Eakins Creek, Silver Creek, and Nippersink Creek.

According to the National Wetlands Inventory Maps, wetlands exist at numerous locations along the roadway throughout the corridor. The largest wetlands are found at Illinois Route 64, south of Drendl Road, north of Conley Road, north of Pleasant Valley Road, near Illinois Route 176, from Lucas Road to US Route 14, east of Irving Avenue, near Cooney Drive, north of Charles Road, near Raycraft Road, and north of Vander Karr Road.

The Jim Ratos residence south of Prairie Street has been identified as having potential historic significance.

A hazardous waste site has been identified east of the route approximately 900 ft. south of Main Street in Huntley. Officials from Lily Lake and Huntley provided information about potential hazardous waste sites in their villages. These sites are located northeast of the Empire Road/ IC Trail intersection in Lily Lake and northwest of the CNW Railroad crossing in Huntley. LUST sites have been identified south of Cross Street in Sugar Grove and south of Dean Street in Huntley.

According to land use classifications from Kane and McHenry Counties, a large portion of the adjacent land along the corridor is designated as prime farmland.

Threatened or endangered plant or animal species are known to exist northeast of Smith Road, southeast and southwest of Illinois Route 64, northwest of US Route 20, southeast of Interstate 90, southeast and northeast of Raycraft Road, and northwest of Thayer Road.

The existing right-of-way will be maintained in some locations, but where additional right-of-way is recommended, the study effort has focused on the preservation of prime farmland. The increased pavement widths will bring traffic closer to properties and potentially increase noise levels and air quality. Wetlands and floodplains will be further evaluated where recommendations are adjacent to or in the defined areas. Hazardous waste sites adjacent to several segments of this route will require detailed consideration in future studies.

3.5 Future Land Use/Development Perspective

State statutes confer to municipalities and counties the power of planning for future development for land within their jurisdictional limits. Municipalities may indicate the preferred type and intensity of land use for up to 1.5 miles beyond their corporate limits, unless the land is within another jurisdiction. Unincorporated land not planned by a municipality is subject to provisions of the County Plan.

Where vacant land exists along the SRA corridor, local communities have the opportunity to coordinate development plans and transportation improvements. This may take the form of establishing minimum parking and building setbacks and restricting access points to assure safety and operational efficiency. In addition to all available land use plans, the study team has reviewed plans or information on proposed projects provided by the County, municipalities and special taxing bodies such as Forest Preserve Districts, Park Districts, etc. Where specific developments have been identified, the SRA recommended concepts to incorporate consideration of these developments.

Where the right-of-way is constrained in areas of existing development, as in established communities, the concept for improvement has generally been developed within existing right-of-way limits. This minimizes negative impacts on existing parkways, housing, open space, commercial and institutional development. Consideration is given to access, safety of turning movements, protection of vital parking and loading functions, and coordination of improvements with areas of pedestrian/bicycle activity. For large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimates

Cost estimates were developed to give IDOT and other involved agencies an idea of the investment necessary for the SRA routes. They were defined using historical figures from IDOT in 1991 dollars. Cost estimates were prepared for two types of improvements, recommended and short term/low-cost. The costs were summarized in six categories per corridor segment; Roadway, Intersection Improvements, Structure Modification, Interchange Improvements, Transit Improvements, and Right-of-way Acquisition. These segment costs are summarized for the entire corridor in Table 3.6.1.

Table 3.6.1: Summary of Cost Estimates

Construction Cost Estimates for Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$190,895,000
Intersection Improvement	\$14,100,000
Structure Modification	\$12,510,000
Interchange Improvement	\$15,000,000
Transit Improvement	\$17,565,000
Right-of-Way Acquisition	\$22,900,000
Sub-Total Estimated Cost	\$272,970,000
Engineering (20%)	\$54,600,000
Contingency (20%)	\$54,600,000
Total Estimated Cost for Recommended Improvements	\$382,170,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$17,200,000
Right-of-Way Acquisition	\$0
Sub-Total Estimated Cost	\$18,200,000
Engineering (20%)	\$3,640,000
Contingency (20%)	\$3,640,000
Total Estimated Cost for Short Term/Low-Cost Improvements	\$25,480,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

This ends the summary of corridor recommendations. The next chapter will provide the specific recommendations and costs by segment.

Illinois Route 47

**CHAPTER THREE: SUMMARY OF SRA CORRIDOR
RECOMMENDATIONS**

CHAPTER FOUR: CORRIDOR ANALYSIS BY SEGMENT

This chapter provides an analysis of the existing conditions and recommendations for improvement on a segment by segment basis. The corridor was divided into segments for a detailed discussion of the existing conditions (e.g., right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). This also eased the assimilation of all relevant factors involved in the development of improvement recommendations. The segments have been determined by several technical factors such as consistent roadway and area characteristics (e.g., right-of-way width, travel demand, land use patterns, etc.). The Illinois Route 47 corridor was divided into thirteen segments.

They are depicted on Figure 4.1.1, and are:

1. US Route 30 to Prairie Street (east)
2. Prairie Street (east) to Old Oak Road
3. Old Oak Road to Alternative Alignment (Hughes Road)
4. Alternative Alignment: Hughes Road to Old Illinois Route 47
5. Old Illinois Route 47 to Woolley Road
6. Woolley Road to North of Lily Lake Cemetery
7. North of Lily Lake Cemetery to US Route 20 (east)
8. US Route 20 (east) to Kreutzer Road
9. Kreutzer Road to Reed Road
10. Reed Road to US Route 14
11. US Route 14 to Ware Road
12. Ware Road to Raycraft Road
13. Raycraft Road to Price Road (Illinois Route 173 Alternative Alignment)

The majority of Illinois Route 47 traverses prime agricultural and undeveloped land. Both Kane and McHenry Counties have adopted policies to preserve and protect agricultural land to the greatest extent possible. This condition is interrupted at several locations by towns or villages such as Lily Lake and Huntley. These communities will influence the SRA recommendations in terms of the restricted ability to expand right-of-way or manage access in the developed areas.

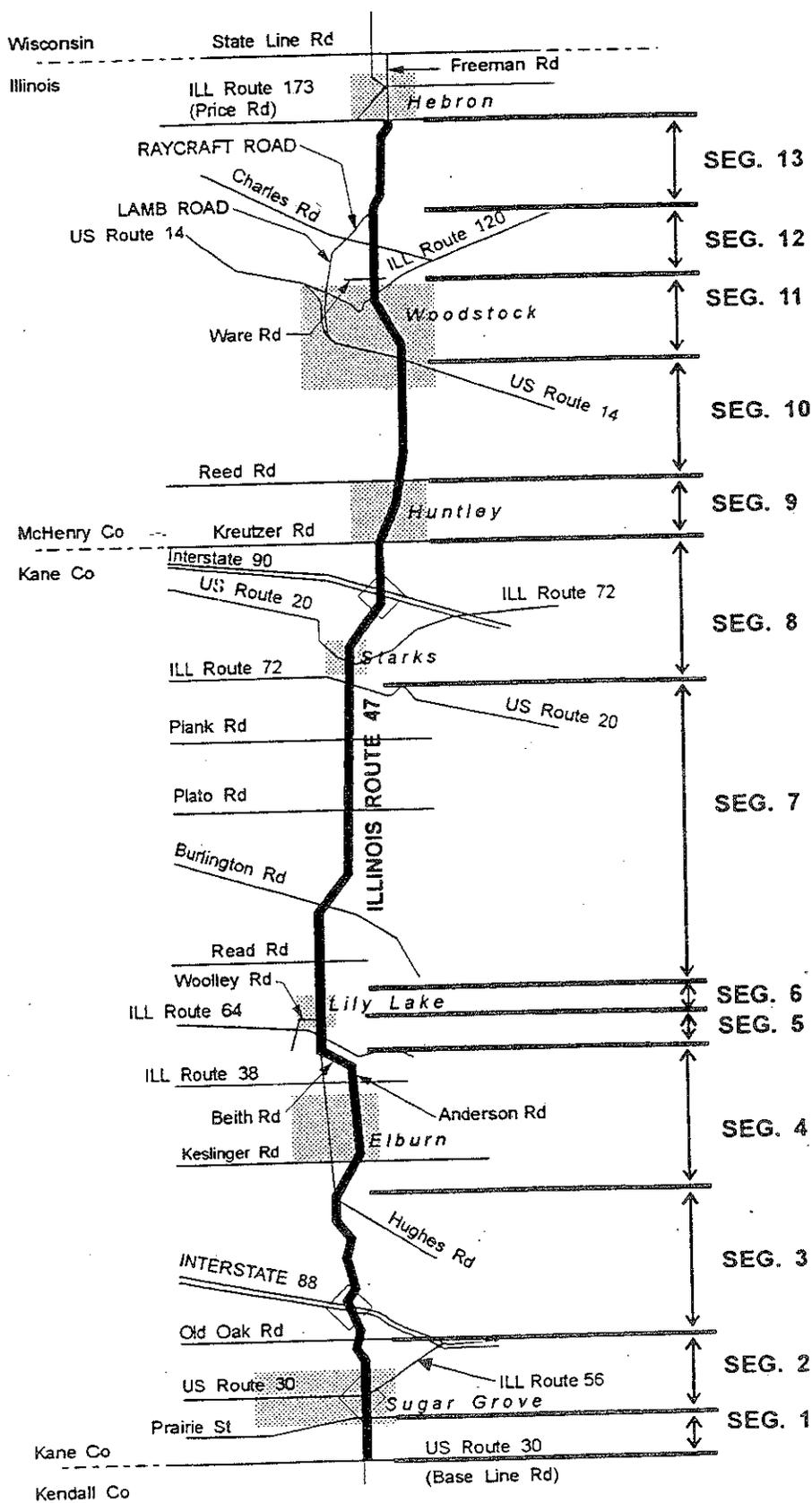


Figure 4.1.1
Illinois Route 47

CORRIDOR / SEGMENTS MAP

4.1 Segment 1: US Route 30 to Prairie Street (east)

Location

Segment 1 extends along Illinois Route 47 from US Route 30 (Base Line Road) to the east leg of Prairie Street (See Figure 4.1.1). This segment is approximately 2.2 miles in length and is located in unincorporated Kane County.

Existing Facility Characteristics

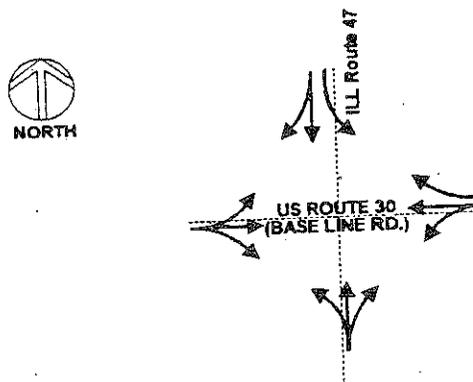
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-01a and 02a.

Right-of-Way. The existing right-of-way is 80 ft. throughout the segment.

Roadway Characteristics. The existing roadway section in this segment consists of two through lanes with gravel shoulders. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are two signalized intersections in this segment at the following locations: US Route 30 (Base Line Road) and Jericho Road. One of these intersections is considered major, US Route 30. This is shown in Figure 4.1.2. In addition to these intersections, there is one intersecting road that is controlled by stop signs.

Figure 4.1.2: Existing Intersection Configuration



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Structures. There is one existing structure in this segment as indicated in Table 4.1.1.

Table 4.1.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
045-2011	Illinois Route 47/ Rob Roy Creek	70.0	56.0	N/A	N/A

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-01a and 02a and include Rob Roy Creek, prime farmland, and a historic site.

Streams/Wetlands/Floodplains. Rob Roy Creek crosses the route 100 ft. north of the US Route 30 intersection.

Historical Significance. The Jim Ratos residence is located at the southeast corner of the Prairie Street (east) intersection and has potential historic importance.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land north of Jericho Road is designated as prime farmland, according to Kane County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Land use in this segment is primarily agricultural. Single-family residential and commercial land uses are located on the west side of Illinois Route 47 between US Route 30 and Jericho Road.

Development Access and Constraints. Between US Route 30 and Jericho Road, proposed right-of-way expansion to 160 ft. would impact adjacent commercial uses on the east side of the segment. North of Jericho Road, right-of-way expansion would not be constrained by existing development. All adjacent existing land uses have direct access.

Future Development. A future extension of Prairie Street is planned by the Village of Sugar Grove. This extension would be located approximately 3400 ft. south of the existing west leg of Prairie Street. There are large tracts of agricultural and vacant land in this segment. Kane County has planned for commercial development near Jericho Road, east of Illinois Route 47. The Mallard Point residential development is proposed southeast of Prairie Street.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

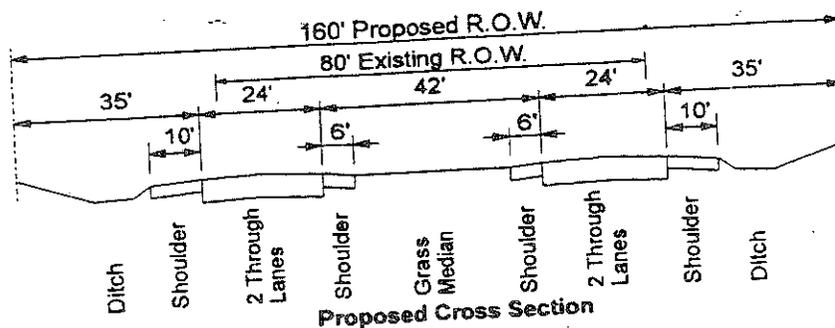
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Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-01b and 02b and summarized in Table 4.1.3

Roadway. The recommended 160 ft. roadway section in this segment provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders).



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. Single left and right turn lanes are recommended at all approaches of the US Route 30 intersection. Due to low traffic volumes, stop control is recommended at all other intersections, except for Jericho Road. The expected level of service varies from A to C.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at 1/2 mile spacing between Jericho Road and Prairie Street (east). One of these median breaks will be located at the future relocated location of the west leg of Prairie Street. All other access will be limited to a right in/right out configuration.

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Table 4.1.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 160 ft. right-of-way is recommended. East side asymmetrical widening is recommended between US Route 30 and south of Jericho Road.
2. Level of Service	LOS A to C.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	35 ft. drainage ditches (with 10 ft. shoulders) are recommended.
6. Signalized Intersections	There is one major intersection at US Route 30. There are two existing signalized intersections at US Route 30 and Jericho Road. No new signals are recommended.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at 1/2 mile spacing between Jericho Road and Prairie Street (east). One of these breaks is at the future relocated location of Prairie Street (west). All other access restricted to right in/right out except at signalized intersections.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing. Reserve space for a future park-and-ride at US Route 30.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Replace the Rob Roy Creek structure with two structures.

Structures. The one structure in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.1.4.

Table 4.1.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
045-2011	Illinois Route 47/ Rob Roy Creek	70.0	Replace with two structures.

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Transit Facilities. Reserve space for future bus stops, turnouts, and shelters at approximately five mile intervals. Reserve space for a future park-and-ride facility at the intersection of US Route 30 (Base Line Road). Coordinate with the US Route 30 SRA corridor for the exact location of the proposed park-and-ride facility.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility at US Route 30. Coordinate with the US Route 30 corridor for the exact location of the proposed park-and-ride facility. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. Therefore, 80 ft. of additional right-of-way is needed. These acquisitions, approximately 21.8 acres, will be aligned in the corridor to minimize impacts. East side asymmetrical widening of the right-of-way is recommended between US Route 30 and south of Jericho Road.

Potential Environmental Concerns

With bridge modification at Rob Roy Creek, there is the potential for floodplain encroachment. Verification of the floodplain boundaries should be conducted to minimize impacts from right-of-way acquisition and bridge widening at Rob Roy Creek. The proposed park-and-ride facility near US Route 30 should be located away from the identified floodplain. There is the potential for impact to the identified historic site at Prairie Street (east). The house does not appear to be close enough to the route to be affected by improvements, however, further investigation of the site should be conducted in a Phase I Study. Even though the acquisition of prime farmland is unavoidable, the recommended cross section has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 1 is shown in Table 4.1.5.

Table 4.1.5: Cost Estimate

Construction Cost Estimates for Segment 1 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$7,150,000
Intersection Improvement	\$1,000,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$500,000
Right-of-Way Acquisition	\$1,090,000
Total Estimated Cost for Recommended Improvements	\$10,740,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$500,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$500,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.2 Segment 2: Prairie Street (east) to Old Oak Road

Location

Segment 2 extends along Illinois Route 47 from Prairie Street (east), through the Village of Sugar Grove, to Old Oak Road (See Figure 4.1.1). This segment is approximately 3.6 miles in length and is located in Sugar Grove and unincorporated Kane County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-02a and 03a.

Right-of-Way. The existing right-of-way in this segment varies from 80 ft. to 230 ft. From Prairie Street (east) to the Illinois Route 56 interchange, the right-of-way is 80 ft. From the interchange to Bliss Road, the right-of-way varies from 180 ft. to 230 ft. From Bliss Road to Old Oak Road, the right-of-way varies from 200 ft. to 230 ft.

Roadway Characteristics. The roadway varies throughout this segment. From Prairie Street to Cross Street, the pavement section consists of two lanes with gravel shoulders. From Cross Street to West Galena Road, the pavement section consists of four lanes with paved shoulders and a 14 ft. raised median. Between West Galena Road and Bliss Road, the median transitions from 14 ft. raised to 30 ft. depressed. The laneage remains constant with four lanes. From north of West Galena Road to south of Bliss Road there is a guardrail in the median. North of Bliss Road to Old Oak Road, the pavement section consists of four lanes with gravel shoulders and a depressed median. The speed limit is 45 mph through Sugar Grove and 55 mph north of the village.

Traffic Control/Intersection Configuration. There are two signalized intersections in this segment at Cross Street and West Galena Road. In addition to these intersections, there are a number of intersecting roads that are controlled by stop signs. There are no major intersections in this segment. There is a partial cloverleaf interchange with Illinois Route 56 in Sugar Grove.

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Structures. There are three existing structures in this segment as indicated in Table 4.2.1.

Table 4.2.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
045-0063	BN RR/ Illinois Route 47	N/A	110.0	44.4	13.1
045-0035	Illinois Route 56 EB/ Illinois Route 47	30.0	210.0	117.1	14.0
045-0036	Illinois Route 56 WB/ Illinois Route 47	45.0	210.0	119.2	14.0

Transit. There is existing Pace bus service in this segment.

Table 4.2.2: Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	%Use
Pace Bus Routes					
Pace 531	Along Illinois Route 47 - West Galena Road to Waubensee Community College	Weekday: 5 NB, 5 SB. No Saturday, Sunday, or holiday service.	162	N/A	N/A
Sources: Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual line/route timetables. (NB=northbound, SB=southbound)					

* Pace ridership is reported as average weekday ridership for 1992.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-02a and 03a and include Blackberry Creek, floodplains, wetlands, a LUST site, and prime farmland.

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Streams/Wetlands/Floodplains. Blackberry Creek runs along the east side of the route approximately 400 ft. from the roadway. The floodplain abuts the right-of-way south of Ke-De-Ka Road. Several wetlands are located on both sides of Illinois Route 47 in this segment.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. A LUST site is located west of Illinois Route 47 along Cross Street in the Village of Sugar Grove.

Prime Farmland. Prime farmland was identified on the east side of Illinois Route 47 between Prairie Street and West Galena Road, on both sides between West Galena Road and Bliss Road, and on the west side between Bliss Road and Harter Road, according to Kane County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The Village of Sugar Grove includes a mixture of commercial, institutional, residential and industrial land uses. Norman Industrial School, Pavilion Park, Sugar Grove Fire Department, Sugar Grove Community House, United Methodist Church, and Sugar Grove Public Library are near Main Street, which runs parallel to Illinois Route 47.

From north of Illinois Route 56 to Old Oak Road, the land use is primarily agricultural with scattered single-family residences. The Waubensee Community College campus extends on the east side of Illinois Route 47 from Ke-De-Ka Road to Old Oak Road.

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Development Access and Constraints. Expansion of the 80 ft. right-of-way between Prairie Street and Cross Street would reduce yards and parking for adjacent residential and commercial land uses. Access should be maintained to the Village Bible Church and Waubonsee Community College. North of Illinois Route 56, the existing right-of-way will be maintained so no unusual constraints to development exist in this portion of the segment. All adjacent existing land uses have direct access.

Future Development. There are large tracts of agricultural and vacant land in this segment. The agricultural land between Illinois Route 56 and Wheeler Road has been planned or zoned for commercial and light industrial uses by the Village of Sugar Grove. The Sugar Grove Corporate Center and the Sugar Grove Research Park are being developed from north of Illinois Route 56 to Harter Road, on the west side on Illinois Route 47. Waubonsee Community College has vacant land that could be sold or developed by the College. West Galena Road will be extended to the west of Illinois route 47 (access for Sugar Grove Corporate Center and the Aurora Airport. A future extension of the west leg of Prairie Street was identified by the Village of Sugar Grove. This extension will intersect Illinois route 47 south of its current location.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels, and the aesthetic quality of the route and surrounding property.

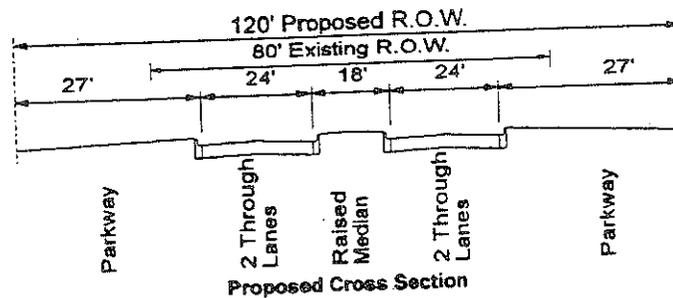
Illinois Route 47

**CHAPTER FOUR: CORRIDOR ANALYSIS
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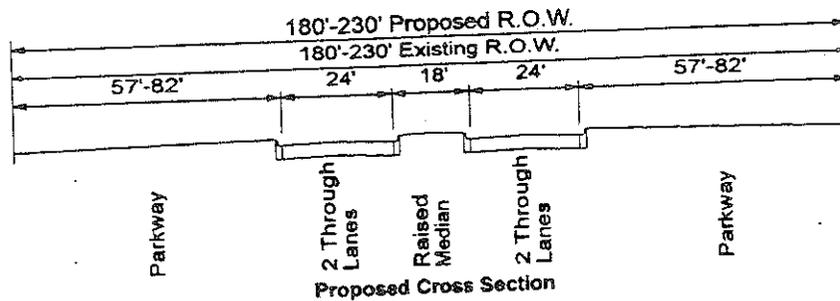
Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-02b and 03b and summarized in Table 4.2.3.

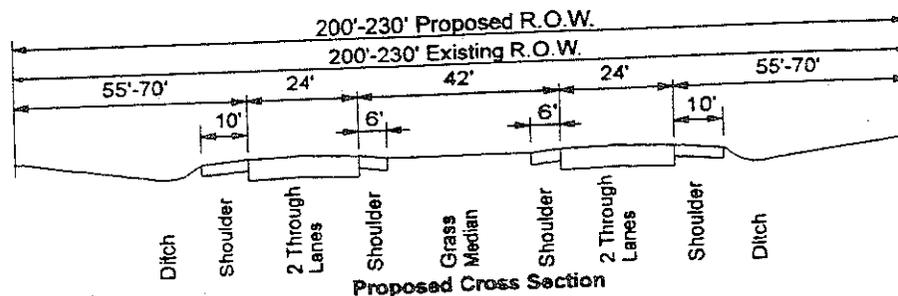
Roadway. Between Prairie Street (east) and Illinois Route 56, a 120 ft. roadway section that provides four 12 ft. through lanes, an 18 ft. raised median, curb and gutter, and 27 ft. parkways, is recommended. Sidewalk is recommended in the developed areas between Prairie Street (east) and Illinois Route 56.



North of Illinois Route 56, the existing 180 ft. to 230 ft. right-of-way will be maintained. From Illinois Route 56 to Bliss Road, a 180 ft. to 230 ft. roadway section that provides four 12 ft. through lanes, an 18 ft. raised median, curb and gutter, and 57 ft. to 82 ft. parkways, is recommended.



From Bliss Road to Old Oak Road, a 200 ft. to 230 ft. roadway section that provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 55 ft. to 70 ft. drainage ditches (with 10 ft. outside shoulders) is recommended.



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. There are no major intersections in this segment. Signals are recommended at Prairie Street (east), Illinois Route 56 (the SB to EB ramp), Bliss Road, and at the future Waubonsee Community College access at Lindsey Drive, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A. A new westbound to northbound ramp is recommended at the Illinois Route 56 interchange while the existing location of the movement will be removed. Standard geometry on the northern loop ramps should be provided.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Ke-De-Ka Road and Harter Road. All other access will be limited to a right in/right out configuration. A new access to Waubonsee Community College is recommended at Lindsey Drive. Consider modifications at the Village Baptist Church exit driveway off of Bliss Road.

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Table 4.2.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 120 ft. right-of-way is recommended from Prairie Street to Illinois Route 56. North of Illinois Route 56, the existing 180 ft. to 230 ft. right-of-way will be maintained.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	From Prairie Street to Bliss Road, an 18 ft. raised median is recommended. A 42 ft. grass median (with 6 ft. shoulders) is recommended from Bliss Road to Old Oak Road.
5. Parkways/Sidewalks/ Drainage Ditch	From Prairie Street to Illinois Route 56, 27 ft. parkways are recommended. From Illinois Route 56 to Bliss Road, 57 ft. to 82 ft. parkways are recommended. From Bliss Road to Old Oak Road, 55 ft. to 70 ft. drainage ditches (with 10 ft. shoulders) are recommended. Sidewalk is recommended between Prairie Street and Illinois Route 56.
6. Signalized Intersections	There are no major intersections. There are two existing signalized intersections at Cross Street and West Galena Road. Provide signals at Prairie Street (east), the Illinois Route 56 SB to EB ramp, Bliss Road, and the future WCC access, when warranted. A partial cloverleaf interchange exists at Illinois Route 56. Provide a new WB to NB ramp and standard geometry at the Illinois Route 56 interchange. Remove the existing location of the WB to NB movement.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Ke-De-Ka Road and Harter Road. All other access restricted to right in/right out except at signalized intersections. Provide future WCC access at Lindsey Drive.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing; provide these facilities at West Galena Road, Bliss Road, Ke-De-Ka Road, and WCC. Provide directional signing and reserve space for facilities at the future Sugar Grove Metra station along the commuter service extension, when applicable. Install signal preemption. Coordinate transit with the Sugar Grove Corporate Center and Research Park, and WCC.
10. Pedestrian/Bicycle Facility	Provide pedestrian crosswalks at Cross Street. Consider bike linkages at WCC with the Virgil-Gilman Trail.
11. Loading	Maintain off street loading.
12. Miscellaneous	Replace the BN RR structure. Provide standard clearance at the Illinois Route 56 structure.

Structures. The three structures in this segment will require modification or replacement to accommodate the recommended roadway section as shown in Table 4.2.4.

Table 4.2.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
045-0063	BN RR/ Illinois Route 47	44.4	Replace structure.
045-0035	Illinois Route 56 EB/ Illinois Route 47	14.0	Provide standard clearance.
045-0036	Illinois Route 56 WB/ Illinois Route 47	14.0	Provide standard clearance.

Transit Facilities. Metra proposes an extension of its service on the Burlington Northern Line to Sugar Grove. Reserve space for future facilities including the station, its parking facility, and a park-and-ride and bus stop facility. Provide directional signing to the future Sugar Grove Metra station on the proposed commuter service extension, when applicable. North of Sugar Grove, reserve space for future bus stops, shelters, and turnouts on Pace Bus Route 531 at five mile intervals. Provide these facilities at West Galena Road, Bliss Road/Wheeler Road, Ke-De-Ka Road and Waubensee Community College. Install signal preemption along the existing Pace Bus Route 531. Coordinate transit with the Sugar Grove Corporate Center and Research Park, and Waubensee Community College.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. Sidewalk is recommended in the developed areas between Prairie Street and Illinois Route 56. Pedestrian crosswalks should be provided at Cross Street to connect the residential neighborhoods with commercial services. Bicycle linkages at Waubensee Community College, including a potential connection with the Virgil-Gilman Trail, should be given further consideration during preliminary design.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median-breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility west of Illinois Route 47 in Sugar Grove. Reserve space for future bus stops, shelters, and turnouts. Install signal preemption.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way from Prairie Street (east) to Illinois Route 56 is 120 ft. Therefore, 40 ft. of additional right-of-way is needed. North of Illinois Route 56, the existing right-of-way will be maintained. The right-of-way acquisition, approximately 2.9 acres, should be centered along the corridor.

Potential Environmental Concerns

The identified LUST site does not appear to be close enough to the route to be affected by the improvements, however, it will require further investigation in a Phase I Study. No environmental impacts are anticipated north of Illinois Route 56 as the existing right-of-way will be maintained.

Cost Estimate

The cost estimate for segment 2 is shown in Table 4.2.5.

Table 4.2.5: Cost Estimate

Construction Cost Estimates for Segment 2 of Illinois Route 47 (1991 Dollars)		Estimated Cost
Improvements		
Recommended		\$11,300,000
Roadway		\$400,000
Intersection Improvement		\$1,000,000
Structure Modification		\$6,000,000
Interchange Improvement		\$1,464,000
Transit Improvement		\$145,000
Right-of-Way Acquisition		\$20,309,000
Total Estimated Cost for Recommended Improvements		\$20,309,000
Short Term/Low-Cost		
Roadway		\$0
Intersection Improvement		\$0
Structure Modification		\$0
Interchange Improvement		\$1,400,000
Transit Improvement		\$0
Right-of-Way Acquisition		\$1,400,000
Total Estimated Cost for Short Term/Low-Cost Improvements		\$1,400,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)		

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

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4.3 Segment 3: Old Oak Road to Alternative Alignment (Hughes Road)

Location

Segment 3 extends along Illinois Route 47 from Old Oak Road to Hughes Road, south of Elburn, where the alternative alignment leaves the existing roadway (See Figure 4.1.1). This segment is approximately 5.5 miles in length and is located in unincorporated Kane County.

Existing Facility Characteristics

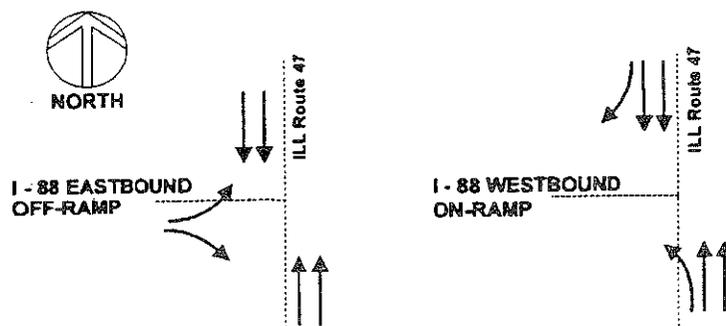
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-03a through 06a.

Right-of-Way. The right-of-way varies from 80 ft. to 230 ft. in this segment. The right-of-way is 80 ft. except for north of Old Oak Road to north of Thornapple Tree Road where it varies from 90 ft. to 230 ft., and north of Smith Road to Rowe Road where it varies from 90 ft. to 110 ft.

Roadway Characteristics. The existing roadway section in this segment consists of two through lanes with gravel shoulders except at Interstate 88, where it is four lanes with a raised median. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are no fully signalized intersections in this segment. However, a flashing red signal exists at Main Street. In addition, there are a number of intersecting roads that are controlled by stop signs. The ramps at the half diamond interchange at Interstate 88 are considered major and are shown in Figure 4.3.2.

Figure 4.3.2: Existing Intersection Configuration



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Structures. There are four existing structures in this segment as indicated in Table 4.3.1.

Table 4.3.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
045-0024	Illinois Route 47/ Blackberry Creek	44.0	117.0	N/A	N/A
045-2001	Illinois Route 47/ Blackberry Creek	36.0	24.0	N/A	N/A
045-0082	Illinois Route 47/ I-88 (E-W Tollway)	68.0	167.0	N/A	N/A
045-2000	Illinois Route 47/ Blackberry Creek	48.0	41.0	N/A	N/A

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-03a through 06a and include Blackberry Creek, floodplains, wetlands, prime farmland, and a threatened or endangered species.

Streams/Wetlands/Floodplains. Blackberry Creek and tributary and their floodplains cross the route three times; south of Merrill Road, south of Interstate 88, and north of Main Street. Large wetlands abut the right-of-way approximately 2,000 ft. south of the Interstate 88 interchange, north of Old Midlothian Turnpike, and at Hughes Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. Prime farmland was identified between Merrill Road and Old Midlothian Turnpike, and north of Timber Crest Drive, according to Kane County Land Evaluations.

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Threatened or Endangered Species. A threatened or endangered species is known to exist northeast of Smith Road, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use in this segment is agricultural with scattered single-family residential developments accessing Illinois Route 47. These developments include Blackberry Woods, Nottingham Woods, and Willow Woods. A large sand and gravel operation is located northwest of Main Street.

Development Access and Constraints. Right-of-way expansion along this segment would intrude upon the yards of adjacent residences. All adjacent existing land uses have direct access.

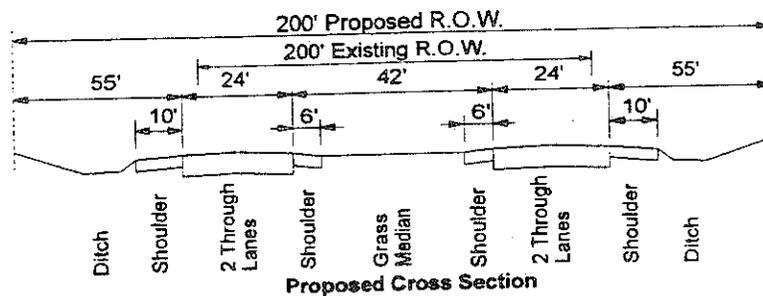
Future Development. Much of the agricultural land in this segment is planned for residential uses by Kane County. An office/research development is planned for the southeast quadrant at Interstate 88.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

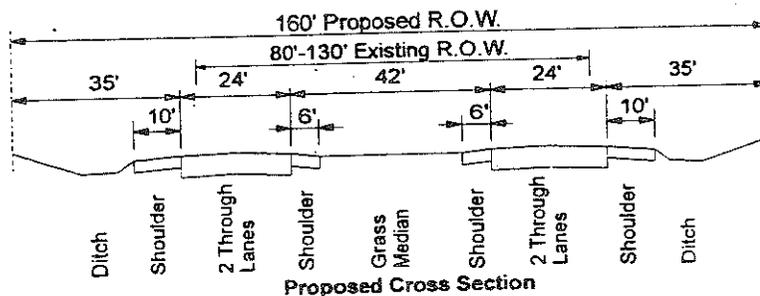
Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-03b through 06b and summarized in Table 4.3.3

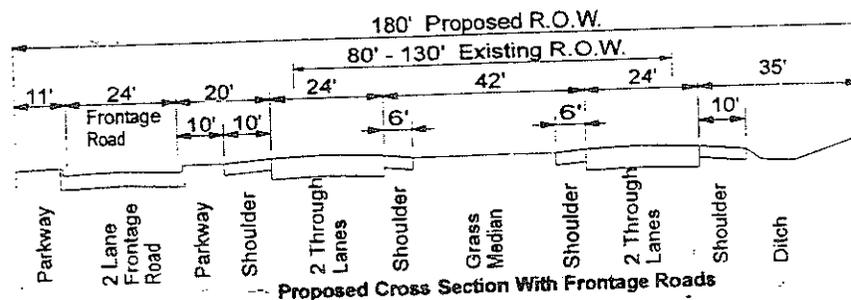
Roadway. The recommended 200 ft. roadway section from Old Oak Road to south of Blackberry Creek provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 55 ft. drainage ditches (with 10 ft. outside shoulders).



The recommended 160 ft. roadway section from the Blackberry Creek to Scott Road, and from Finley Road to Hughes Road provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders). Standard vertical alignment will be provided at Main Street.



The recommended roadway section from Scott Road to Finley Road provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), a two-lane frontage road with curb and gutter in an 11 ft. parkway on the west side, and a 35 ft. drainage ditch (with 10 ft. outside shoulder) on the east side.



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Table 4.3.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 200 ft. right-of-way is recommended from Old Oak Rd. to south of Blackberry Creek. An 180 ft. right-of-way is recommended from Scott Rd. to Finley Rd. A 160 ft. right-of-way is recommended from Blackberry Creek to Scott Rd., and from Finley Rd. to Hughes Road. East side asymmetrical widening is recommended from Blackberry Creek to Interstate 88, Seavey Road to Green Road, and Main Street to Smith Road.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction. Provide a two-lane frontage road on the west side between Scott Road and Finley Road.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	From Scott Road and Finley Road, a frontage road with an 11 ft. parkway (west side) and a 35 ft. drainage ditch (with 10 ft. shoulder) (east side) are recommended. From Finley Rd. to Hughes Rd., 35 ft. drainage ditches (with 10 ft. shoulders) are recommended
6. Signalized Intersections	The I- 88 ramps are major intersections. There are no existing fully signalized intersections. Provide signals at Old Oak Rd., Scott Rd., the I-88 ramps, Seavey Rd., Green Rd., and Main Street, when warranted.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Realign Merrill Rd. to Thornapple Tree Rd. Provide median breaks halfway between Main Street and Smith Rd., and at Merrill Rd., Smith Rd., Timber Crest Drive, and Kenmar Drive. All other access restricted to right in/right out except at signalized intersections.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing. Reserve space for a future park-and-ride on the north side of I-88.
10. Pedestrian/Bicycle Facility	Consider a regional north-south trail system along Blackberry Creek and Illinois Route 47.
11. Loading	N/A
12. Miscellaneous	Replace the three Blackberry Creek structures with two structures each. Provide standard vertical alignment at Main Street.

Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. Single left and right turn lanes are recommended at the appropriate approaches at the Interstate 88 intersections. Signals are recommended at Old Oak Road, Scott Road, Interstate 88 ramps, Seavey Road, Green Road, and Main Street, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A. Merrill Road will be realigned to form a single intersection with Thornapple Tree Road (south).

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Merrill Road, Nottingham Trail, Smith Road, Timber Crest Drive, and Kenmar Road and halfway between Main Street and Smith Road. All other access will be limited to a right in/right out configuration. Merrill Road will be realigned to Thornapple Tree Road to provide adequate spacing between median breaks. An additional form of access management, frontage roads, is recommended in this segment.

Structures. Three of the four structures in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.3.4. The fourth structure, at Interstate 88, will not require modification.

Table 4.3.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
045-0024	Illinois Route 47/ Blackberry Creek	44.0	Replace with two structures.
045-2001	Illinois Route 47/ Blackberry Creek	36.0	Replace with two structures.
045-2000	Illinois Route 47/ Blackberry Creek	48.0	Replace with two structures.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters at approximately five mile intervals. Reserve space for a future park-and-ride facility on the north side of Interstate 88.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. Opportunities to provide a regional north-south trail system along Blackberry Creek and Illinois Route 47 should be given further consideration during preliminary design.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility north of Interstate 88. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way south of Willow Creek Drive is 180 ft. North of Willow Creek Drive, the recommended right-of-way is 160 ft. Therefore, 0 ft. to 100 ft. of additional right-of-way is needed. These acquisitions, approximately 49.6 acres, will be aligned in the corridor to minimize impacts. East side asymmetrical widening of the right-of-way is recommended from Blackberry Creek to Interstate 88, Seavey Road to Green Road, and Main Street to Smith Road.

Potential Environmental Concerns

With bridge widening and right-of-way acquisition, there is the potential for floodplain encroachment at all three Blackberry Creek crossings and at Smith Road. The limits of the identified wetlands need to be further verified to identify potential impacts of pavement widening. Even though the acquisition of prime farmland is unavoidable, the cross section has been scaled down to reduce the needed acreage. The threatened or endangered specie identified at Smith Road does not appear to be close enough to the roadway to be affected by improvements, however, it will need to be further investigated in a Phase I Study.

Cost Estimate

The cost estimate for segment 3 is shown in Table 4.3.5.

Table 4.3.5: Cost Estimate

Construction Cost Estimates for Segment 3 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$21,025,000
Intersection Improvement	\$2,500,000
Structure Modification	\$3,000,000
Interchange Improvement	\$0
Transit Improvement	\$812,000
Right-of-Way Acquisition	\$2,480,000
Total Estimated Cost for Recommended Improvements	\$29,817,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$800,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$800,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.4 Segment 4: Alternative Alignment: Hughes Road to Old Illinois Route 47

Location

Segment 4, the alternative alignment at Elburn, extends from Hughes Road, south of Elburn to Old Illinois Route 47, north of the village. This alignment proceeds from the existing alignment at Hughes Road in a northeasterly direction until it intersects with an extended Anderson Road alignment. It follows this extension and the existing alignment to Beith Road. It then follows Beith Road back to the existing Illinois Route 47 alignment (See Figure 4.1.1). This segment is approximately 4.5 miles in length and is located in Elburn and unincorporated Kane County.

Existing Facility Characteristics

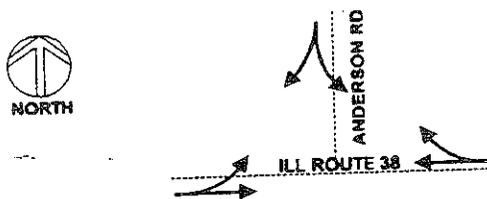
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-06a through 08a.

Right-of-Way. The right-of-way along the majority of the existing Illinois Route 47 alignment varies from 56 ft. to 80 ft. The exception to this is 400 ft. south of, to 900 ft. north of, the Illinois Route 38 intersection where it varies from 148 ft. to 160 ft. No right-of-way exists along the alternative alignment south of Illinois Route 38. The right-of-way is 80 ft. along the existing Anderson Road alignment and 66 ft. on Beith Road.

Roadway Characteristics. The roadway section along the existing Illinois Route 47 alignment is two through lanes with either gravel shoulders or paved shoulders with curb and gutter. Parking lanes also exist between the CNW RR and Reader Street in Elburn. There is no existing roadway section along the alternative alignment south of Illinois Route 38. On Anderson Road and Beith Road, the existing roadway section is two through lanes with gravel shoulders. The speed limit is 55 mph south of Keslinger Road and north of Illinois Route 38 and 25 mph in town.

Traffic Control/Intersection Configuration. There are no fully signalized intersections in this segment. However, there is a flashing yellow signal at the existing Keslinger Road/Illinois Route 47 intersection and a flashing red signal at the existing Illinois Route 38/Illinois Route 47 intersection. The new Illinois Route 38/Anderson Road intersection is considered major and is shown in Figure 4.4.2. In addition to this intersection, there are a number of intersecting roads that are controlled by stop signs. There is also a signalized at grade railroad crossing of the CNW Railroad in Elburn.

Figure 4.4.2: Existing Intersection Configuration



Structures. There are no existing structures in this segment.

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-06a through 08a and include Blackberry Creek, floodplains, wetlands, and prime farmland.

Streams/Wetlands/Floodplains. There is a wetland northeast of Hughes Road and a floodplain north of Illinois Route 38. A Blackberry Creek tributary's floodplain is within the proposed alignment east of Elburn.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland, according to Kane County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Land uses along the existing alignment consist of single-family residential and commercial uses. Other uses along the existing alignment include Blackberry Cemetery, historic housing, Community Congregational Church, St. Gail's Catholic Church, Elburn Countryside Community Center, Fellowship Deaconry, Christian Retreat, and St. Gail's Cemetery. Industrial and agricultural uses are located along the alternative alignment.

Development Access and Constraints. The right-of-way along the existing alignment is highly constrained between Stetzer Avenue and south of Illinois Route 38. Any right-of-way acquisition along the existing alignment would impact the downtown area. Along the alternative alignment, there are no unusual constraints to development. All adjacent existing land uses have direct access.

Future Development. Agricultural and vacant land has been planned for commercial, office, and residential uses by the Village of Elburn. Commercial use is planned by Elburn for the southeast quadrant at Keslinger Road. A mixed use residential/commercial development is proposed for the southeast corner of Illinois Route 38. Kane County is proposing a fairground site on approximately 600 acres of agricultural land south of Beith Road, on the west side of Illinois Route 47.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-06b through 08b and summarized in Table 4.4.3.

Alignment. A realignment alternative was developed for Elburn because of the narrow right-of-way along existing Illinois Route 47. The minimum existing right-of-way is 56 ft. and the minimum building-to-building distance is 68 ft.

While a minimum cross section of 80 ft. is desirable, in some locations only 66 ft. would be available without severe impacts to the town. Access would be restricted in these areas because a median cannot be accommodated in a right-of-way less than 80 ft. Approximately 5 structures in the downtown business district would be severely impacted by this reduced right-of-way. In addition, some historic housing and two cemeteries might be impacted. Providing the desirable 80 ft. right-of-way would increase the impact. The on street parking currently serving the downtown business district would be relocated off street. Altogether, approximately 20 acres, of which 10 acres are prime farmland, would be needed for the through town alternative.

The realignment alternative would accommodate a recommended 160 ft. cross section without impacting more than two structures. This alternative would provide truck access to the industrial uses on the east side of the village. Altogether, approximately 70 acres, of which 16 acres are prime farmland, are needed for the realignment alternative.

Several realignment alternatives were considered, however, the Anderson Road to Beith Road alternative was recommended based upon two reasons. First, this alignment is in conformance with the current Elburn Comprehensive Land Use Plan. Second, the majority of the alignment uses the existing right-of-way of Anderson Road and Beith Road which reduces impacts to adjacent parcels.

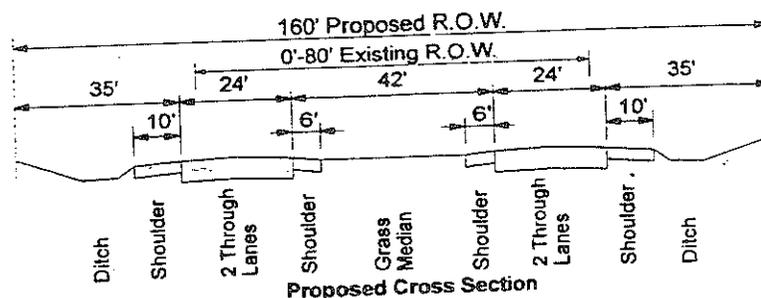
Future development and planning needs will dictate the ultimate location of the realignment corridor. Such changes should be coordinated between the appropriate agencies including the Village of Elburn, Kane County and the Illinois Department of Transportation.

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Roadway. This alternative alignment is proposed due to the constrained existing right-of-way, and the abutting development in Elburn. This proposed realignment proceeds from the existing alignment at Hughes Road in a northeasterly direction until it intersects with an extended Anderson Road alignment. It follows this extension and the existing alignment to Beith Road. It then follows Beith Road back to the existing Illinois Route 47 alignment. The recommended 160 ft. roadway section in this segment provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders).



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. Single left and right turn lanes are recommended at all approaches of the Illinois Route 38 intersection. Signals are recommended at Hughes Road/Old Illinois Route 47, Keslinger Road, Nicks Drive, and Illinois Route 38, when warranted. Signal pre-emption is recommended at all signalized intersections. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A. Keslinger Road and Old Illinois Route 47 will be realigned to intersect the alternative alignment.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Beith Road and at 1/2 mile intervals. All other access will be limited to a right in/right out configuration.

Table 4.4.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 160 ft. right-of-way is recommended along the alternative alignment. West side asymmetrical widening is recommended along the Anderson Road portion of the alternative alignment.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	35 ft. drainage ditches (with 10 ft. shoulders) are recommended.
6. Signalized Intersections	There is a major intersection at Illinois Route 38. There are no existing fully signalized intersections. Provide signals at Hughes Road/Old Illinois Route 47, Keslinger Road, Nicks Drive, and Illinois Route 38, when warranted. Realign Keslinger Road and Old Illinois Route 47 to form 90 degree intersections with the alternative alignment.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Beith Road and at 1/2 mile spacing along the alternative alignment. All other access restricted to right in/right out except at signalized intersections.
9. Transit	Reserve space for future bus stops, shelters, and at 5 mile spacing (1/4 mile spacing through Elburn). Provide directional signing and reserve space for future Metra station and park-and-ride along the commuter service extension, when applicable.
10. Pedestrian/Bicycle Facility	N/A
11. Loading	N/A
12. Miscellaneous	Provide a grade separation at the CNW RR.

Structures. With proper justification, a grade separation should be implemented at the CNW Railroad crossing of the alternative alignment and coordinated with future adjacent development. This is shown in Table 4.4.4.

Table 4.4.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
N/A	CNW RR/ Illinois Route 47	N/A	Provide new structure.

Transit Facilities. Metra proposes an extension of its service on the Chicago and Northwestern/West Line to Elburn. Reserve space for future facilities including the station, its parking facility, and a park-and-ride facility. Reserve space for future bus stops, turnouts, and shelters at five mile intervals except through Elburn where the spacing is 1/4 mile. Provide directional signing to the future Elburn Metra station on the proposed commuter service extension, when applicable.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility west of the alternative alignment in Elburn. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. South of Illinois Route 38, the entire right-of-way will be acquired. Right-of-way takes on Anderson Road will be 80 ft. and on Beith Road the takes will be 94 ft. These acquisitions, approximately 75.8 acres, will be aligned in the corridor to minimize impacts. West side asymmetrical widening of the right-of-way is recommended along the Anderson Road portion of the alternative alignment.

Potential Environmental Concerns

There is potential for wetland disruption at Hughes Road with the alternative alignment. Field verification of the wetland classification and boundaries is to be determined in a Phase I Study. The floodplain identified east of Elburn needs to be further examined to minimize impacts. Even though the acquisition of prime farmland is unavoidable, the cross section has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 4 is shown in Table 4.4.5.

Table 4.4.5: Cost Estimate

Construction Cost Estimates for Segment 4 of Illinois Route 47 (1991 Dollars)	
	Estimated Cost
Improvements	
Recommended	
Roadway	\$15,375,000
Intersection Improvement	\$500,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$4,400,000
Right-of-Way Acquisition	\$3,790,000
Total Estimated Cost for Recommended Improvements	\$25,065,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$4,400,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$4,400,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.5 Segment 5: Old Illinois Route 47 to Woolley Road

Location

Segment 5 extends along Illinois Route 47 from where Old Illinois Route 47 meets the alternative alignment, to Woolley Road (See Figure 4.1.1). This segment is approximately 1.2 miles in length and is located in Lily Lake and unincorporated Kane County.

Existing Facility Characteristics

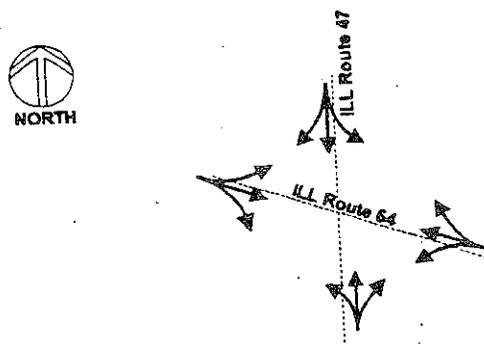
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibit ILL47-08a.

Right-of-Way. The right-of-way width in this segment varies from 80 ft. to 150 ft.

Roadway Characteristics. The existing roadway section consists of two through lanes with gravel shoulders. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are no fully signalized intersections in this segment. However, a flashing red signal exists at Illinois Route 64. This intersection is considered major and is shown in Figure 4.5.2. In addition to this intersection, there is one intersecting road that is controlled by stop signs.

Figure 4.5.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.5.1.

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Table 4.5.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
045-0071	Great Western Bike Trail/ Illinois Route 47	N/A	68.0	52.0	14.0

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibit ILL47-08a and include wetlands, floodplains, prime farmland, and threatened or endangered species.

Streams/Wetlands/Floodplains. Two large wetlands abut the existing right-of-way on both sides of the route south of Illinois Route 64. A floodplain associated with these wetlands crosses the route.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland, according to Kane County Land Evaluations.

Threatened or Endangered Species. Two threatened or endangered species are known to exist within the wetlands south of Illinois Route 64, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Adjacent uses in this segment are primarily agricultural with commercial uses at the Illinois Route 64 intersection. Several single-family residences abut Illinois Route 47 along this segment. The New Hampshire Cemetery is located north of Beith Road on the west side of the route. The Great Western Bike Trail crosses the route on structure north of the Illinois Route 64 intersection.

Development Access and Constraints. There are no major constraints to development in this segment. All adjacent existing land uses have direct access.

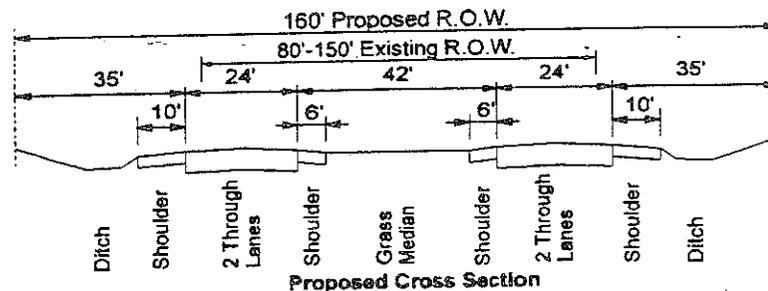
Future Development. The Village of Lily Lake has planned the area between Beith Road and Welter Road, on the west side of Illinois Route 47, for light industrial, office, and research uses. The vacant parcels of land north of Illinois Route 64, east and west of Illinois Route 47, are planned for commercial uses.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL47-08b and summarized in Table 4.5.3

Roadway. The recommended 160 ft. roadway section in this segment provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders).



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. Single left and right turn lanes are recommended at all approaches of the Illinois Route 64 intersection. A signal is recommended at Illinois Route 64, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Old Illinois Route 47 and Welter Road. All other access will be limited to a right in/right out configuration.

Table 4.5.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 160 ft. right-of-way is recommended. East side asymmetrical widening is recommended at the New Hampshire Cemetery.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	35 ft. drainage ditches (with 10 ft. shoulders) are recommended.
6. Signalized Intersections	There is a major intersection at Illinois Route 64. There are no existing fully signalized intersections. Provide a signal at Illinois Route 64, when warranted.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide a median breaks at Old Illinois Route 47 and Welter Road. All other access restricted to right in/right out except at signalized intersections.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing. Reserve space for a future park-and-ride at Illinois Route 64.
10. Pedestrian/Bicycle Facility	Replace the Great Western Bike Trail structure.
11. Loading	N/A
12. Miscellaneous	None.

Structures. The one structure in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.5.4. This is a pedestrian/bicycle trail crossing so a trail type structure is recommended.

Table 4.5.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
045-0071	Great Western Bike Trail/ Illinois Route 47	52.0	Replace structure.

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Transit Facilities. Reserve space for future bus stops, turnouts, and shelters at five mile intervals. Reserve space for a future park-and-ride facility at Illinois Route 64. Coordinate with the Illinois Route 64 SRA corridor for the exact location of the proposed park-and-ride facility.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. The Great Western Bike Trail crosses Illinois Route 47 north of Illinois Route 64. This above-grade trail crossing should be maintained as part of the SRA improvements.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

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Transit Facilities. Reserve space for a park-and-ride facility at Illinois Route 64. Coordinate with the Illinois Route 64 corridor for the exact location of the proposed park-and-ride facility. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. Therefore, 10 ft. to 80 ft. of additional right-of-way is needed. These acquisitions, approximately 9.9 acres, will be aligned in the corridor to minimize impacts. East side asymmetrical widening of the right-of-way is recommended at the New Hampshire Cemetery.

Potential Environmental Concerns

There is the potential for floodplain and wetland encroachment at Illinois Route 64 with the additional 5 ft. of right-of-way acquisition recommended. Even though the acquisition of prime farmland is unavoidable, the cross section has been scaled down to reduce the needed acreage. The identified threatened or endangered species does not appear to be close enough to the roadway to be affected by improvements, however, it will need to be further investigated in a Phase I Study.

Cost Estimate

The cost estimate for segment 5 is shown in Table 4.5.5.

Table 4.5.5: Cost Estimate

Construction Cost Estimates for Segment 5 of Illinois Route 47 (1991 Dollars)		Estimated Cost
Improvements		
Recommended		
Roadway		\$3,900,000
Intersection Improvement		\$1,000,000
Structure Modification		\$0
Interchange Improvement		\$0
Transit Improvement		\$725,000
Right-of-Way Acquisition		\$495,000
Total Estimated Cost for Recommended Improvements		\$6,120,000
Short Term/Low-Cost		
Roadway		\$0
Intersection Improvement		\$0
Structure Modification		\$0
Interchange Improvement		\$500,000
Transit Improvement		\$0
Right-of-Way Acquisition		\$500,000
Total Estimated Cost for Short Term/Low-Cost Improvements		\$500,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)		

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

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4.6 Segment 6: Woolley Road to North of Lily Lake Cemetery

Location

Segment 6 extends along Illinois Route 47 from Woolley Road to just north of the Lily Lake Cemetery. This segment is approximately 0.9 miles in length and is located in Lily Lake.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-08a and 09a.

Right-of-Way. The existing right-of-way is 80 ft. throughout this segment.

Roadway Characteristics. The roadway section in this segment consists of two through lanes with curb and gutter and no median. The speed limit is 40 mph.

Traffic Control/Intersection Configuration. There are no signalized or major intersections in this segment. However, there are a couple of intersecting roads that are controlled by stop signs.

Structures. There are no existing structures in this segment.

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-08a and 09a and include a potential hazardous waste site and prime farmland.

Streams/Wetlands/Floodplains. No streams, wetlands, or floodplains are located along this segment.

Historical Significance. There are no sites of documented historical significance located along this segment.

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Hazardous Waste/LUST Sites. Lily Lake officials have noted that buried fuel tanks are located northeast of the Empire Road/IC Trail intersection.

Prime Farmland. A majority of adjacent land north of Empire Road/IC Trail is designated prime farmland, according to Kane County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Land use along this segment consists of agricultural, commercial, institutional and residential uses. Other significant land uses include Grace Lutheran Church, Campton Meadows, Lily Lake Elementary School, Campton Township Highway Department and Lily Lake Cemetery.

Development Access and Constraints. Right-of-way expansion is constrained by existing residential land uses and the elementary school. The existing right-of-way is 80 ft. and the proposed right-of-way will not exceed this width, however the post 2010 recommendation of 100 ft. will require an additional 20 ft. of right-of-way. All adjacent existing land uses have direct access.

Future Development. Single-family residential development is planned for the east side of Illinois Route 47, north of the Great Western Bike Trail.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

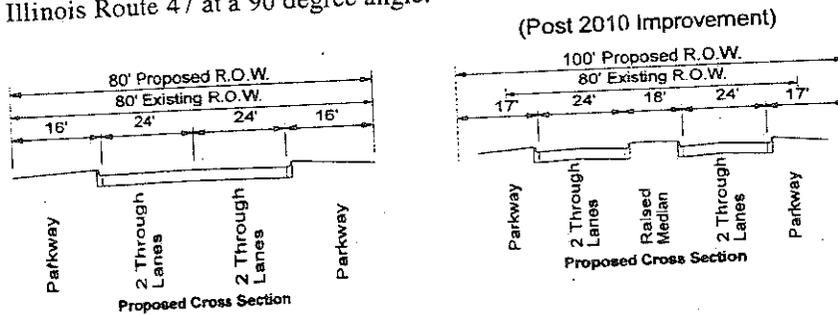
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Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-08b and 09b and summarized in Table 4.6.3.

Roadway. The recommended 80 ft. roadway section will use the existing right-of-way and will provide four 12 ft. through lanes with no median and 16 ft. parkways with curb and gutter. (A post 2010 right-of-way of 100 ft. is recommended throughout Lily Lake as redevelopment occurs and traffic volumes increase. This roadway section will include an 18 ft. raised median and larger parkways.) Woolley Road will be realigned to intersect Illinois Route 47 at a 90 degree angle.



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. There are no major intersections in this segment. A signal is recommended at Empire Road/IC Trail, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A.

Parking and Access. There is no on street parking warranted in this segment. Unlimited left turn access will be provided. (Post 2010 -In addition to access at the signalized intersection, median breaks are recommended at Woolley Road and at the northern entrance to Lily Lake Elementary School. All other access will be limited to a right in/right out configuration.) To improve safety and access to the Lily Lake Elementary School, the existing school access, located approximately 400 ft. north of

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the I.C. Trail, should be closed and a consolidated access for the school and the Township building is recommended with northbound left turn lanes. An entrance to the school property is recommended along the I.C. Trail.

Table 4.6.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	An 80 ft. right-of-way is recommended. (A post 2010 recommendation of 100 ft. right-of-way.)
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	No median is recommended. (A post 2010 recommendation of an 18 ft. raised median.)
5. Parkways/Sidewalks/ Drainage Ditch	16 ft. parkways are recommended. (A post 2010 recommendation of 17 ft. parkways.)
6. Signalized Intersections	There are no major or signalized intersections. Provide a signal at Empire Road/IC Trail, when warranted. Realign Woolley Road to form 90 degree intersection.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Unlimited left turn access. (Post 2010 - Provide median breaks at Woolley Road and at the north entrance to Lily Lake Elementary School. All other access restricted to right in/right out except at signalized intersections.) New entrance to school along I.C. Trail.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 1/2 mile spacing.
10. Pedestrian/Bicycle Facility	Consider pedestrian/bicycle linkage between the proposed Kane County Fairgrounds, the Great Western Bike Trail, and Lily Lake. Pedestrian crosswalks and actuated signals are recommended at Empire Road/IC Trail.
11. Loading	Maintain off street loading.
12. Miscellaneous	None.

Structures. There are no existing structures in this segment and no structures are proposed.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts at 1/2 mile spacing. A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and

public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks and actuated signals should be provided at Empire Road/IC Trail. Bicycle linkages between the proposed Kane County Fairgrounds, the Great Western Bike Trail, and Lily Lake should be given further consideration during preliminary design.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. Provide pedestrian crosswalks and actuated signals at Empire Road/IC Trail.

Right-of-Way Requirements

The recommendation for this segment is to maintain the existing 80 ft. right-of-way due to adjacent constraints. Therefore, no mainline right-of-way is needed. (The post 2010 recommendation for 100 ft. right-of-way will require an additional 20 ft.; these acquisitions will be aligned in the corridor as to minimize impacts.)

Potential Environmental Concerns

Although the existing 80 ft. right-of-way will be maintained, mature trees within the parkway will have to be removed. The identified hazardous waste site will require further investigation in a Phase I Study to verify its exact location and status to avoid disturbance of contaminated soils.

Cost Estimate

The cost estimate for segment 6 is shown in Table 4.6.5.

Table 4.6.5: Cost Estimate

Construction Cost Estimates for Segment 6 of Illinois Route 47 (1991 Dollars)		Estimated Cost
Improvements		
Recommended		\$2,700,000
Roadway		\$100,000
Intersection Improvement		\$0
Structure Modification		\$0
Interchange Improvement		\$664,000
Transit Improvement		\$41,500
Right-of-Way Acquisition		\$3,505,500
Total Estimated Cost for Recommended Improvements		
Short Term/Low-Cost		
Roadway		\$0
Intersection Improvement		\$0
Structure Modification		\$0
Interchange Improvement		\$600,000
Transit Improvement		\$0
Right-of-Way Acquisition		\$600,000
Total Estimated Cost for Short Term/Low-Cost Improvements		
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)		

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration.

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4.7 Segment 7: North of Lily Lake Cemetery to US Route 20 (east)

Location

Segment 7 extends along Illinois Route 47 from north of Lily Lake Cemetery to US Route 20 (See Figure 4.1.1). This segment is approximately 9.4 miles in length and is located in unincorporated Kane County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-09a through 14a.

Right-of-Way. The right-of-way in this segment is 80 ft. along the existing alignment. No right-of-way exists along the Illinois Route 47 realignment at Burlington Road.

Roadway Characteristics. The roadway section is two through lanes with gravel shoulders. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are no fully signalized intersections in this segment. However, there is a flashing yellow signal at Burlington Road and a flashing red signal at Plank Road. In addition to these intersections, there are a number of intersecting roads that are controlled by stop signs. There are no major intersections in this segment. There is also a signalized at grade railroad crossing of the CC Railroad south of Barr Road.

Structures. There is one existing structure in this segment as indicated in Table 4.7.1.

Table 4.7.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
045-0023	Illinois Route 47/ Virgil Ditch No. 2	44.0	30.0	N/A	N/A

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Transit. There is no public transit service in this segment.

Other Characteristics. There is a radio tower south of McDonald Road.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-09a through 014a and include Virgil Ditch No. 2, Bowes Creek, two branches of Tyler Creek, two unidentified creeks, floodplains, wetlands, and prime farmland.

Streams/Wetlands/Floodplains. The route crosses numerous creeks and their floodplains in this segment; Virgil Ditch No. 2, south of Silver Glen Road, south of Ramm Road, and south of Conners Road; Bowes Creek, north of Conners Road and north of Plato Road; two branches of Tyler Creek, south of Rohrsen Road and south of Plank Road; two unidentified creeks, south of Plato Road and north of Plank Road. Several wetlands have also been identified along the route south of US Route 20 (east).

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land north of Lees Road is designated as prime farmland, according to Kane County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

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Existing Land Use/Development Characteristics

Type and Intensity of Development. Land use along this segment is primarily agricultural. Scattered single family residences are also adjacent to the route in this segment. Other significant land uses include LM Baker Cemetery, Country Evangelical Covenant Church, Olson Airport and St. Peter's Lutheran Church.

Development Access and Constraints. Roadway expansion at the intersection of Plank Road and Illinois Route 47 would be constrained by existing development, including the St. Peter's Lutheran Church. All adjacent existing land uses have direct access.

Future Development. There are two planned developments on both sides of Illinois Route 47 between Read Road and Lees Road.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

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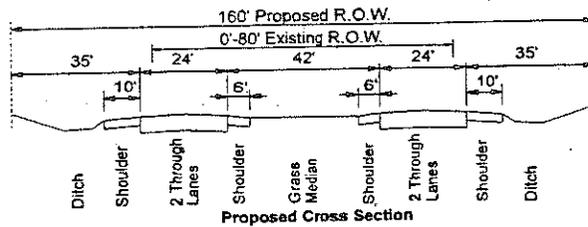
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Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-09b through 14b as shown in Table 4.7.3.

Roadway. The recommended 160 ft. roadway section in this segment provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders). A minor realignment is recommended at Burlington Road to provide standard horizontal curvature while minimizing residential displacements. Substandard curvature exists at this location and consequently this area has been a high accident location.



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. There are no major intersections in this segment. However, single left turn lanes are recommended on Burlington Road. Signals are recommended at Silver Glen, Burlington, and Plank Roads, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A. Realign Ramm Road and McDonald Road to intersect the new alignment.

Table 4.7.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 160 ft. right-of-way is recommended. West side asymmetrical widening is recommended from south of Plato Road to north of CC RR and near US Route 20.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	35 ft. drainage ditches (with 10 ft. shoulders) are recommended.
6. Signalized Intersections	There are no major or existing fully signalized intersections. Provide single left turn lanes on Burlington Road. Provide signals at Silver Glen Road, Burlington Road, and Plank Road, when warranted. Provide 90 degree intersections with Illinois Route 47 and Ramm Road and McDonald Road.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Read, Ramm, McDonald, Conners, Plato, Rohrsen, and Barr Roads, at both intersections with Thurnau Road; at 1/2 mile spacing between Conners and Plato Roads; and halfway between Plato and Rohrsen Roads, and Plank and Thurnau Roads. All other access restricted to right in/right out except at signalized intersections. Cul-de-sac Old Illinois Route 47 south of Ramm Road, near the LM Baker Cemetery, and McDonald Road west of Illinois Route 47.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Replace the Virgil Ditch No. 2 structure with two structures. Provide full at grade protection at the CC RR. Relocate radio tower south of McDonald Road.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Read, Ramm, McDonald, Conners, Plato, Rohrsen, Barr and Thurnau Road intersections. Median breaks are also recommended at 1/2 mile intervals between Conners Road and Plato Road, and halfway between Plato and Rohrsen Roads, and Plank and Thurnau Roads. Cul-de-sac Old Illinois Route 47 south of Ramm Road, near the LM Baker Cemetery, and McDonald Road south of Illinois Route 47. All other access will be limited to a right in/right out configuration.

Structures. The one structure in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.7.4.

Table 4.7.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
045-0023	Illinois Route 47/ Virgil Ditch No. 2	44.0	Replace with two structures.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts at five mile intervals. A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. Provide full at grade protection at the CC Railroad south of Barr Road. The radio tower south of McDonald Road will be relocated due to the realignment of Illinois Route 47 in this area.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way in this segment is 160 ft. Therefore, 80 ft. to 160 ft. of additional right-of-way is needed. These acquisitions, approximately 103.1 acres, will be aligned in the corridor as to minimize impacts. West side asymmetrical widening of the right-of-way is recommended from just south of Plato Road to north of the CC RR and near US Route 20.

Potential Environmental Concerns

The potential for floodplain encroachment exists in the areas where the route crosses creeks and tributaries. The exact locations of floodplain boundaries need to be further examined in Phase I Studies to determine impacts of pavement widening, realignment, and bridge modifications. The identified wetlands, which abut the existing right-of-way south of US Route 20 (east), need to be studied further to minimize mitigation.

Cost Estimate

The cost estimate for segment 7 is shown in Table 4.7.5.

Table 4.7.5: Cost Estimate

Construction Cost Estimates for Segment 7 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$29,900,000
Intersection Improvement	\$300,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right-of-Way Acquisition	\$5,155,000
Total Estimated Cost for Recommended Improvements	\$36,955,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.8 Segment 8: US Route 20 (east) to Kreutzer Road

Location

Segment 8 extends along Illinois Route 47 from US Route 20 (east) to Kreutzer Road, the county line between Kane and McHenry Counties (See Figure 4.1.1). This segment is approximately 5.3 miles in length and is located in Starks and unincorporated Kane County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-14a through 18a.

Right-of-Way. The right-of-way in this segment varies from 80 ft. to 135 ft. The first portion of this segment, between US Route 20 and Illinois Route 72, has a 135 ft. right-of-way. From Illinois Route 72 to Freeman Road the right-of-way is 80 ft. except for the area at Interstate 90 where a larger right-of-way exists on the east side of Illinois Route 47. The right-of-way from Freeman Road to Kreutzer Road is 120 ft.

Roadway Characteristics. The roadway section in this segment is two through lanes with gravel shoulders and no median. An exception to this is at the Interstate 90 interchange where a raised median and a left turn bay for eastbound movements exist. The speed limit for the majority of the segment is 55 mph, except between US Route 20 and Illinois Route 72, where it is 45 mph, and at Interstate 90, where it is 50 mph.

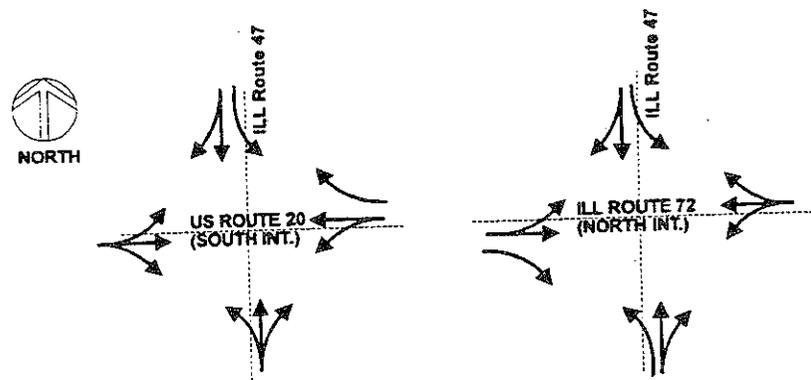
Traffic Control/Intersection Configuration. There are no fully signalized intersections in this segment. However, there is a flashing red signal at the south US Route 20 and Illinois Route 72 intersection and a flashing yellow signal at the north US Route 20 and Illinois Route 72 intersection. These two intersections are also major intersections and are shown in Figure 4.8.2. In addition to these intersections, there are a number of intersecting roads that are controlled by stop signs. There is a half diamond interchange with Interstate 90 south of Huntley. Existing geometry at this interchange includes an eastbound entrance ramp and a westbound exit ramp.

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Figure 4.8.2: Existing Intersection Configuration



Structures. There are four existing structures in this segment as indicated in Table 4.8.1.

Table 4.8.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
045-0065	SOO RR/ Illinois Route 47	N/A	70.0	46.0	14.0
045-0073	Illinois Route 47/ I-90 (NW Tollway)	48.0	258.0	N/A	N/A
045-0022	Illinois Route 47/ Eakins Creek	43.5	30.0	N/A	N/A
	Illinois Route 47/ Eakins Creek			N/A	N/A

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-14a through 18a and include floodplains, wetlands, prime farmland, and threatened or endangered species.

Streams/Wetlands/Floodplains. Tyler Creek and Eakins Creek and their floodplains cross the route south of Illinois Route 72 (east), and south of Big Timber Road and Freeman Road, respectively. Several large wetlands with floodplains abut the roadway northwest of the SOO Railroad, north of

Illinois Route 72 and Powers Road, south of Reinking Road and Drendl Road, and south and northwest of the Interstate 90 interchange.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland, according to the Kane County Land Evaluations.

Threatened or Endangered Species. According to the Illinois Department of Conservation, two threatened or endangered specie habitats are known to exist within the wetlands near US Route 20 and near Manning Road.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Land uses along this segment are agricultural and scattered residential uses with commercial uses at the intersection with US Route 20. Access is limited by grade changes and poor sight distance.

Development Access and Constraints. There are no unusual constraints to development in this segment. All adjacent existing land uses have direct access.

Future Development. The Prime Group Inc. has initiated a large scale, mixed use development north of Interstate 90, in the Village of Huntley. This is a significant regional development consisting of numerous types of land uses. Other land, adjacent to Illinois Route 47, is available for development.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design

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standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

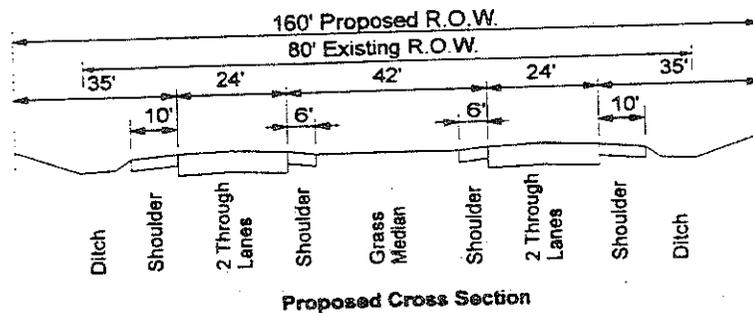
Illinois Route 47

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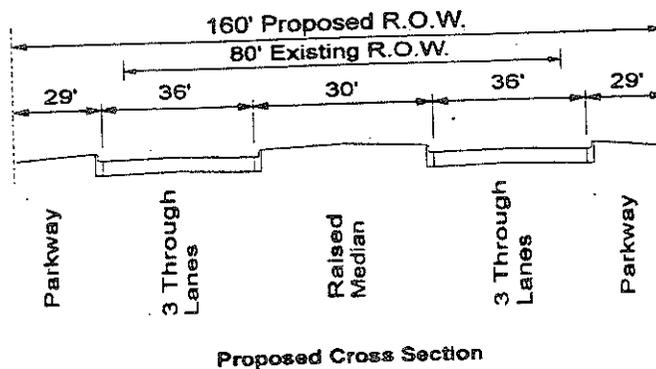
Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-14b through 18b and summarized in Table 4.8.3.

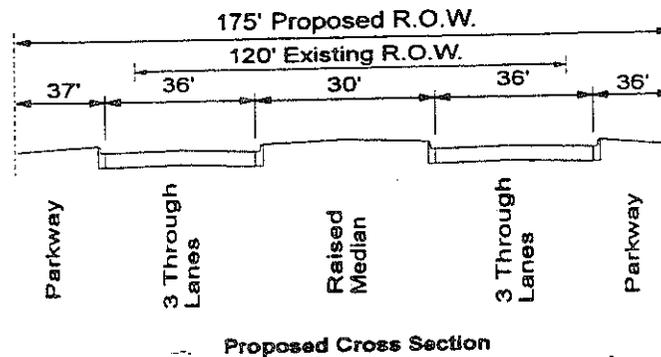
Roadway. From US Route 20 to Big Timber Road, the recommended 160 ft. right-of-way provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders).



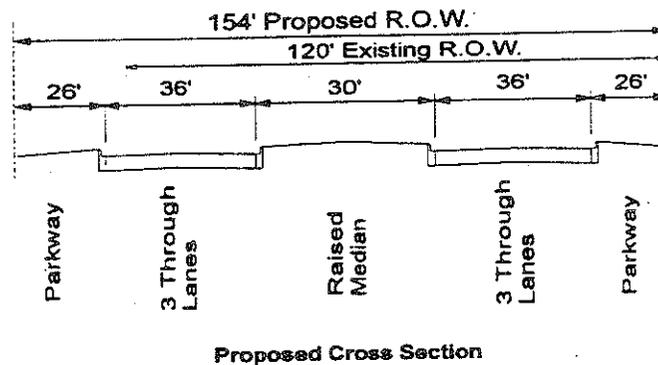
From Big Timber Road to Interstate 90, the recommended 160' ft. right-of-way provides six 12 ft. through lanes, a 30 ft. raised median, curb and gutter, and 29 ft. parkways.



From Interstate 90 to Oak Creek Parkway, the recommended 175 ft. right-of-way provides six 12 ft. through lanes, a 30 ft. raised median, curb and gutter, and 36 ft.- 37 ft. parkways. The Prime Group has relocated Freeman Road to north of Eakins Creek.



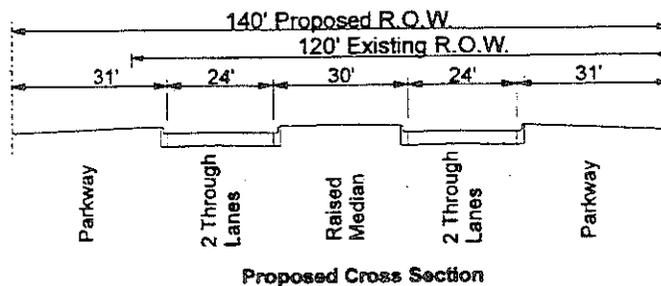
From Oak Creek Parkway to Powers Road, the recommended 154 ft. right-of-way provides six 12 ft. through lanes, a 30 ft. raised median, curb and gutter, and 26 ft. parkways.



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From Powers Road to Kreutzer Road, the recommended 140 ft. right-of-way provides four 12 ft. through lanes, a 30 ft. raised median, curb and gutter, and 31 ft. parkways. The Prime Group Development is realigning Drendl Road to line up with Powers Road.



Prime Group Inc. is responsible for widening Illinois Route 47 from 2 lanes to 4 lanes between Interstate 90 and Powers Road.

Table 4.8.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	From US Route 20 to Interstate 90, a 160 ft. right-of-way is recommended. From Interstate 90 to Oak Creek Parkway, a 175 ft. right-of-way. From Oak Creek Parkway to Powers Road, a 154 ft. right-of-way. From Powers Road to Kreutzer Road, a 140 ft. right-of-way. West and east side asymmetrical widening is recommended between US Route 20 and north of Reinking Road. West side asymmetrical widening is recommended from I-90 to Kreutzer Road.
2. Level of Service	LOS A to C.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction between US Route 20 and Big Timber Road and between Powers Road and Kreutzer Road. Three 12 ft. through lanes in each direction between Big Timber and Powers Roads.
4. Median Width and Type	From US Route 20 to Big Timber Road, a 42 ft. grass median (with 6 ft. shoulders) is recommended. A 30 ft. raised median is recommended between Big Timber and Kreutzer Roads.
5. Parkways/Sidewalks/ Drainage Ditch	From US Route 20 to Big Timber Road, 35 ft. drainage ditches (with 10 ft. shoulders) are recommended. From Big Timber Road to Interstate 90 and from Oak Creek Parkway to Kreutzer Road, 26 ft.-29 ft. parkways are recommended. Between Interstate 90 and Oak Creek Parkway, 36 ft.-37 ft. parkways are recommended. From Powers Road to Kreutzer Road 31 ft. Parkways are recommended.
6. Signalized Intersections	There are two major intersections at US Route 20 and Illinois Route 72. There are no existing fully signalized intersections. Provide signals at US Route 20, Illinois Route 72, Big Timber Road, Freeman Road, Oak Creek Parkway and Power Road, when warranted. Provide signal interconnection between US Route 20 and Illinois Route 72.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Reinking and Manning Roads, the I-90 ramps, halfway between Illinois Route 72 and Reinking Road, and at 1/4 mile spacing between I-90 and Kreutzer Road. All other access restricted to right in/right out except at signalized intersections.

Table 4.8.3: Summary of Recommended Improvements Cont.

9. Transit	Provide directional signing and reserve space for a future Metra station and park-and-ride on the commuter service extension, when applicable. Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing. Reserve space for a future park-and-ride at I-90.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Provide a complete interchange at I-90 and widen the structure. Freeman and Drendl Roads will be realigned as part of the Prime Group Development.

Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. The US Route 20 and Illinois Route 72 major intersections will have two through lanes and single left and right turn lanes at all approaches. Signals are recommended at US Route 20, Illinois Route 72, Big Timber Road, Freeman Road, Oak Creek Parkway and Powers Road, when warranted. Provide signal interconnection between US Route 20 and Illinois Route 72. Due to low traffic volumes, stop control is recommended at all other intersections. The Interstate 90 interchange will be a complete interchange. The expected level of service varies from A to C.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at signalized intersections, median breaks are recommended at Reinking Road, Manning Road, the Interstate 90 ramps, and halfway between Illinois Route 72 and Reinking Road, and at 1/4 mile spacing between Interstate 90 and Kreutzer Road. All other access will be limited to a right in/right out configuration.

Structures. One of the three existing structures in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.8.4. The third existing structure, at the SOO Railroad, will not require modification.

Table 4.8.4: Structure Modifications

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (feet)	Proposed Recommendation
045-0073	Illinois Route 47 / I-90 (NW Tollway)	48.0	Widen structure.

Transit Facilities. Metra proposes an extension of its service on the Milwaukee District/ West Line (SOO Railroad) to Hampshire, crossing the corridor in Starks. Reserve space for a future station, its parking facility, and a park-and-ride facility. Install directional signing to the future Starks Metra station on the proposed commuter service extension. Also, reserve space for a park-and-ride near the Interstate 90 interchange. Reserve space for future bus stops, shelters, and turnouts at the station and at approximately five mile intervals.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and/or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility east of Illinois Route 47 in Starks and at Interstate 90. Coordinate with the US Route 20 corridor for the exact location of the proposed park-and-ride facility in Starks. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. between US Route 20 and Interstate 90, 175 ft. between Interstate 90 and Oak Creek Parkway, 154 ft. between Oak Creek Parkway and Powers Road, 140 ft. between Powers Road and Kreutzer Road. Therefore, 20 ft. to 80 ft. of additional right-of-way is needed. These acquisitions, approximately 36.6 acres, will be aligned in the corridor as to minimize impacts. West and east side asymmetrical widening of the right-of-way is recommended between US Route 20 and north of Reinking Road to improve the horizontal alignment. West side asymmetrical widening of the right-of-way is recommended from Interstate 90 to Kreutzer Road.

Potential Environmental Concerns

There is the potential for floodplain and wetland encroachment at numerous locations along the segment, particularly south of Drendl Road where wetlands are located on both sides of the route. The identified threatened or endangered species will need to be further investigated in a Phase I Study. Even though the acquisition of prime farmland is unavoidable, the recommended cross section has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 8 is shown in Table 4.8.5.

Table 4.8.5: Cost Estimate

Construction Cost Estimates for Segment 8 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	\$26,155,000
Roadway	\$2,400,000
Intersection Improvement	\$360,000
Structure Modification	\$9,000,000
Interchange Improvement	\$700,000
Transit Improvement	\$1,830,000
Right-of-Way Acquisition	\$40,445,000
Total Estimated Cost for Recommended Improvements	\$40,445,000
Short Term/Low-Cost	\$0
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$700,000
Transit Improvement	\$0
Right-of-Way Acquisition	\$700,000
Total Estimated Cost for Short Term/Low-Cost Improvements	\$700,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

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4.9 Segment 9: Kreutzer Road To Reed Road

Location

Segment 9 extends along Illinois Route 47 from Kreutzer Road to Reed Road (See Figure 4.1.1). This segment is approximately 2.1 miles in length and is located in Huntley.

Existing Facility Characteristics

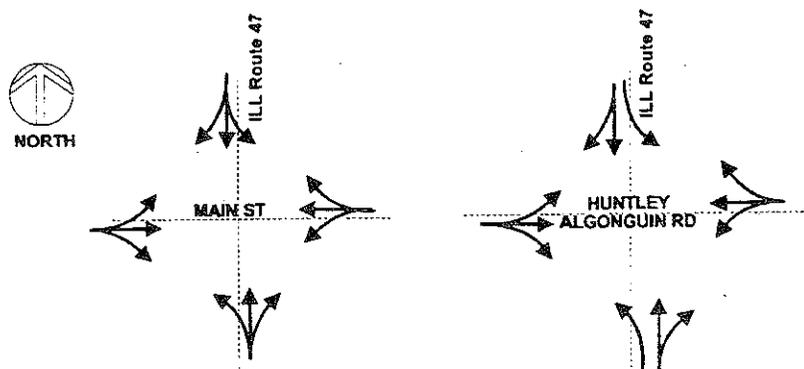
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-18a and 19a.

Right-of-Way. The existing right-of-way is 120 ft. between Kreutzer Road and Mill Street. The right-of-way north of Mill Street is 80 ft., except for just north of the CNW Railroad where it is 95 ft.

Roadway Characteristics. The roadway section in this segment is two through lanes. Gravel shoulders exist south of Mill Street and north of Huntley Algonquin Road while 8 ft. paved shoulders and curb and gutter exist between these two streets. South of Mill Street, the speed limit is 45 mph while north of Mill Street it is 35 mph.

Traffic Control/Intersection Configuration. There are two signalized intersections in this segment at Main Street and Huntley Algonquin Road. Both of these intersections are considered major and are shown in Figure 4.9.2. In addition to these intersections, there are a number of intersecting roads that are controlled by stop signs. There is also a signalized at grade railroad crossing of the CNW Railroad just north of Main Street.

Figure 4.9.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.9.1.

Table 4.9.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0026	Illinois Route 47/ South Branch of the Kishwaukee River	43.5	29.0	N/A	N/A

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-18 and 19a and include the South Branch of the Kishwaukee River, floodplains, wetlands, hazardous waste/LUST sites, and prime farmland.

Streams/Wetlands/Floodplains. The South Branch of the Kishwaukee River and its floodplain cross the route north of Kreutzer Road. Wetlands abut the existing right-of-way at Dean Street and south of Reed Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. A hazardous waste site has been identified east of Illinois Route 47 on Mill Street. A possible hazardous waste site is located north of the CNW Railroad on the west side of the route, according to Huntley officials. A LUST site is located southeast of Dean Street.

Prime Farmland. Prime farmland is located northwest of Huntley Algonquin Road, according to the McHenry County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Commercial and industrial uses flank the route through the Village of Huntley. The commercial uses along this segment have direct access to Illinois Route 47. Other significant land uses include Dean Foods, Deicke Park, Huntley Community High School and Elementary School, the Huntley Fire Protection District building, and Union Special.

Development Access and Constraints. Right-of-way expansion is constrained by the existing land uses adjacent to the route. Between Kreutzer Road and Mill Street, the existing right-of-way is 120 ft. The proposed right-of-way in this area will not exceed the existing width. All adjacent existing land uses have direct access.

Future Development. The Village of Huntley has planned commercial use for agricultural land adjacent to the route at the south end of town. No particular future development projects have been identified by the Village of Huntley.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

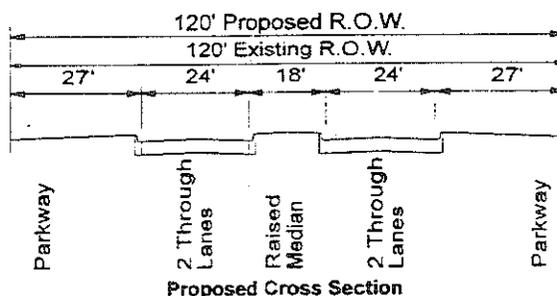
Illinois Route 47

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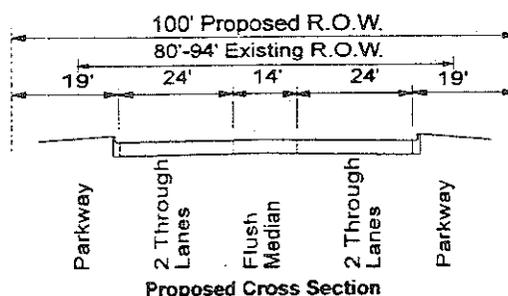
Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-18b and 19b and summarized in Table 4.9.3.

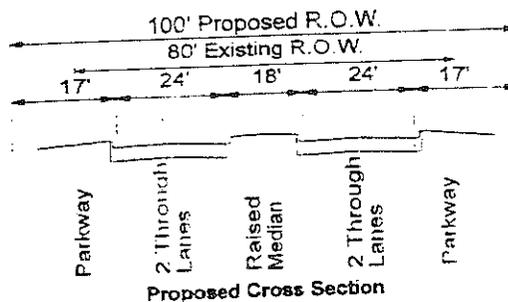
Roadway. From Kreuzer Road to Mill Street, the recommended roadway section will be provided within the existing 120 ft. right-of-way and will include four 12 ft. through lanes, an 18 ft. raised median, curb and gutter, and 27 ft. parkways. Dean Street will be realigned to provide a 90 degree intersection.



Between Mill Street and Huntley Algonquin Road, the recommended 100 ft. roadway section will provide four 12 ft. through lanes, a 14 ft. flush median, curb and gutter, and 19 ft. parkways. The frontage road along the CNW RR will be removed.



From Huntley Algonquin Road to Reed Road, the 100 ft. roadway section will provide four 12 ft. through lanes, an 18 ft. raised median, curb and gutter, and 17 ft. parkways.



Sidewalk should be provided along the segment between Dean Street and South Union Road.

Traffic Control/Intersection Configuration. In the areas where a raised median is recommended, single left turn lanes will be provided in the median at median breaks. A single left turn lane will be provided at all signalized intersections. The Huntley Algonquin Road intersection will have two through lanes and single left and right turn lanes at all approaches as will the north and south approaches of the Main Street intersection. The east and west approaches to this intersection will have one through lane and single left and right turn lanes. Signals are recommended at Kreutzer Road, Dean Street and Mill Street, when warranted. Provide signal interconnection between Kreutzer Road, Dean Street, Mill Street, Main Street, and Huntley Algonquin Road. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service varies from A to B.

Parking and Access. There is no on street parking warranted in this segment. In the areas where a raised median is used, access will be provided at the signalized intersections and at median breaks, which are recommended at the south entrance to Dean Foods, Deicke Park, and South Union Road. All other access, in this area, will be limited to a right in/right out configuration. No access control will be provided where a flush median is recommended.

Table 4.9.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	From Kreutzer Road to Mill Street, the existing 120 ft. right-of-way will be maintained. A 100 ft. right-of-way is recommended from Mill Street to Reed Road.
2. Level of Service	LOS A to B.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	South of Mill Street and North of Huntley Algonquin Road, an 18 ft. raised median is recommended. Between Mill Street and Huntley Algonquin Road, a 14 ft. flush median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	From Kreutzer Road to Mill Street, 27 ft. parkways are recommended. 19 ft. parkways are recommended from Mill Street to Huntley Algonquin Road. From Huntley Algonquin Road to Reed Road, 17 ft. parkways are recommended. Sidewalk is recommended between Dean Street and South Union Road.
6. Signalized Intersections	There are two major intersections at Main Street and Huntley Algonquin Road. There are existing signals at these two intersections. Provide signals at Kreutzer Road, Dean Street, and Mill Street, when warranted. Provide signal interconnection between Kreutzer Road, Dean Street, Mill Street, Main Street, and Huntley Algonquin Road. Realign Dean Street to form 90 degree intersection.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at the south entrance to Dean Foods, the entrance to Deicke Park, and South Union Road. All other access restricted to right in/right out except at signalized intersections.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 1/2 mile spacing. Provide directional signing and reserve space for future Metra station and park-and-ride on the commuter service extension, when applicable.
10. Pedestrian/Bicycle Facility	Provide pedestrian crosswalks and actuated signals at Mill Street.
11. Loading	Maintain off street loading.
12. Miscellaneous	Widen the South Branch of the Kishwaukee River structure. Remove the frontage road along the CNW RR north of Main Street.

Structures. The one structure in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.9.4.

Table 4.9.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
056-0026	Illinois Route 47/ South Branch of the Kishwaukee River	43.5	Widen structure.

Transit Facilities. Metra proposes an extension of its service on the Milwaukee District/West Line (CNW Railroad) to Huntley, which crosses the corridor in the center of town. Reserve space for future facilities including the station, its parking facility, and a park-and-ride facility. Provide directional signing to the future Huntley Metra station on the proposed commuter service extension, when warranted. Reserve space for future bus stops, shelters, and turnouts at the station and at 1/2 mile spacing.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. Sidewalk should be provided along the segment between Dean Street and South Union Road to provide access to Deicke Park, Huntley Community High School and Elementary School. Pedestrian crosswalks and actuated signals should be provided at Mill Street.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change south of Mill Street and north of Huntley Algonquin Road, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility south of Main Street. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommendation for the portion of the segment between Kreutzer Road and Mill Street is to maintain the existing 120 ft. right-of-way due to adjacent constraints. Therefore, no mainline right-of-way is needed in this area. The recommended right-of-way north of Mill Street is 100 ft. Therefore, 6 ft. to 20 ft. of additional right-of-way is needed north of Mill Street. The right-of-way acquisition, approximately 3.0 acres, will be centered along the corridor.

Potential Environmental Concerns

With bridge modification at the South Branch of the Kishwaukee River, there is the potential for floodplain encroachment. The hazardous waste site identified on Mill Street does not appear to be close enough to the roadway to be affected by improvements. This site, as well as the hazardous waste site north of the CNW Railroad and the LUST site south of Dean Street, will require further investigation in a Phase I Study. Even though the acquisition of prime farmland is unavoidable, the cross section south of Reed Road has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 9 is shown in Table 4.9.5.

Table 4.9.5: Cost Estimate

Construction Cost Estimates for Segment 9 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	
Intersection Improvement	\$7,385,000
Structure Modification	\$1,300,000
Interchange Improvement	\$150,000
Transit Improvement	\$0
Right-of-Way Acquisition	\$1,400,000
Total Estimated Cost for Recommended Improvements	\$10,385,000
Short Term/Low-Cost	
Roadway	
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right-of-Way Acquisition	\$1,400,000
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,400,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.10 Segment 10: Reed Road to US Route 14

Location

Segment 10 extends along Illinois Route 47 from Reed Road to US Route 14 (See Figure 4.1.1). This segment is approximately 7.9 miles in length and is located in unincorporated McHenry County.

Existing Facility Characteristics

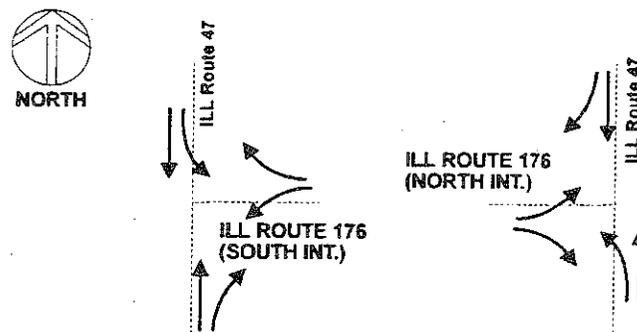
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-19a through 23a.

Right-of-Way. The existing right-of-way is 80 ft. throughout this segment except for just south of US Route 14 where it is 200 ft.

Roadway Characteristics. The roadway section is two through lanes with gravel shoulders. Just south of US Route 14, there are existing frontage roads on both sides of Illinois Route 47. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are two existing signalized intersections in this segment at Illinois Route 176 (south) and Illinois Route 176 (north). These are considered major intersections and are shown in Figure 4.10.2. In addition to these intersections, there are a number of intersecting roads that are controlled by stop signs.

Figure 4.10.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.10.1.

Table 4.10.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0025	Illinois Route 47/ Kishwaukee River	43.7	39.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. The existing soil material between Reed Road and the Kishwaukee River should be further examined in future studies as it may be unsuitable for proposed roadway improvements.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-19a through 23a and include the Kishwaukee River and its branches, floodplains, wetlands, and prime farmland.

Streams/Wetlands/Floodplains. The Kishwaukee River and its floodplain cross the route north of Foster Road, south of Illinois Route 176 (north), and north of Noveen Parkway. The route crosses the South Branch of the Kishwaukee River and floodplain twice north of Reed Road. An unidentified stream crosses the route north of Conley Road. Several wetlands abut the route north of Reed Road, between the branches of the Kishwaukee River, and north of Conley Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land south of Conley Road and between Ballard Road and Lucas Road is designated as prime farmland, according to the McHenry County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. South of Noveen Parkway, land uses consist of agricultural and scattered single-family residential uses. Other significant land uses include Crystal Woods and Craig Woods Golf Courses, south of Illinois Route 176 (south). Industrial and commercial land uses are adjacent to Illinois Route 47 north Noveen Parkway.

Development Access and Constraints. There are no unusual constraints to development in this segment. All adjacent existing land uses have direct access.

Future Development. The City of Woodstock has proposed annexation south to Illinois Route 176. No other future development projects have been identified by the City of Woodstock or McHenry County.

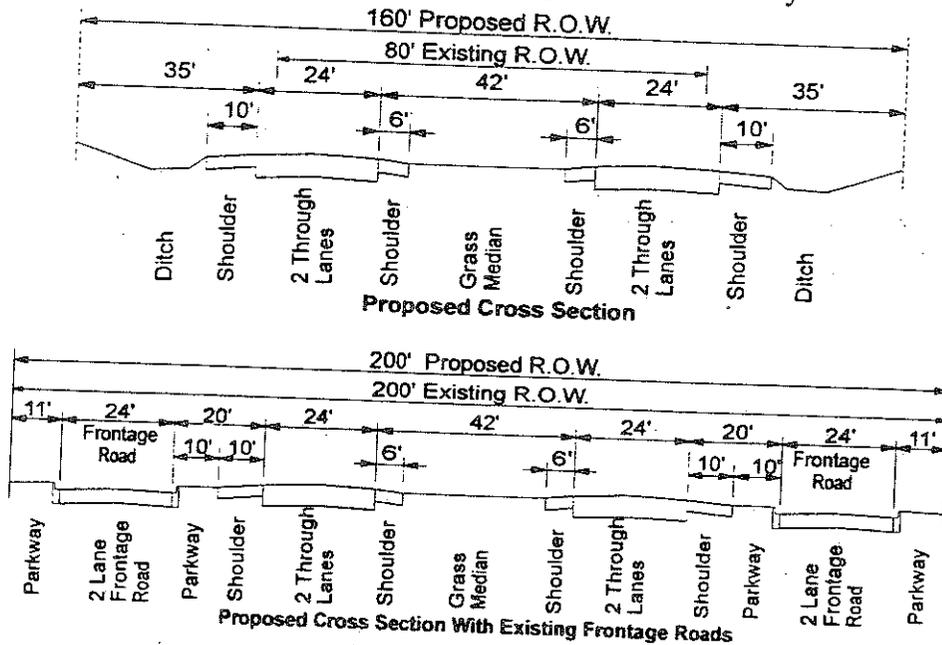
Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the SRA right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the SRA and surrounding property.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-19b through 23b and summarized in Table 4.10.3.

Roadway. The recommended 160 ft. roadway section in this segment provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders). Just south of US Route 14, the existing frontage roads will be maintained.

An additional access study was conducted by Gewalt Hamilton Associates, Inc. with access and realignment recommendations. Refer to Segment 11 Recommended Improvements for a description of the study.



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and median breaks. Signals are recommended at Reed Road, Cobblestone Way, and the US Route 14 south frontage road termini, when warranted. Provide signal interconnection between the frontage road termini and US Route 14 signals. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service varies from A to B.

Table 4.10.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 160 ft. right-of-way is recommended. Maintain the existing right-of-way at the US Route 14 frontage roads. East side asymmetrical widening is recommended from just north of the Kishwaukee River to north of Ballard Road.
2. Level of Service	LOS A to B.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction. Maintain the existing US Route 14 frontage roads.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	35 ft. drainage ditches (with 10 ft. shoulders) are recommended.
6. Signalized Intersections	There are two major intersections at Illinois Route 176 (north and south). There are existing signals at these two intersections. Provide signals at Reed Road, Cobblestone Way, and the US Route 14 south frontage road termini, when warranted. Provide signal interconnection between the frontage road and US Route 14 signals.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Conley, Foster, Ballard, Lucas, and Hercules Roads; halfway between Conley and Foster Roads, Foster and Ballard Roads, the Illinois Route 176 intersections, and Illinois Route 176 (north) and Lucas Road; and at 1/2 mile spacing between Reed and Conley Roads. All other access restricted to right in/right out except at signalized intersections. Coordinate access with local land use.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 1/2 mile spacing and at Reed Road, Conley Road, Foster Road, and Illinois Route 176 (south). Reserve space for future park-and-rides at Illinois Route 176 (south) and US Route 14. Install signal preemption. Install directional signing to Woodstock Metra station.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Replace the Kishwaukee River structure with two structures.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Conley, Foster, Ballard, Lucas, and Hercules Roads. Median breaks are also recommended at 1/2 mile spacing between Reed and Conley Roads and halfway between Conley and Foster Roads, Foster and Ballard Roads, the Illinois Route 176 intersections, and Illinois Route 176 (north) and Lucas Road. All other access will be limited to a right in/right out configuration. Coordinate access with local land use. The existing frontage roads will be maintained in this segment.

Structures. The one structure in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.10.4.

Table 4.10.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
056-0025	Illinois Route 47/ Kishwaukee River	43.7	Replace with two structures.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters at 1/2 mile spacing and at Reed, Conley, and Foster Roads, and Illinois Route 176 (south). Install signal preemption and directional signing to the Woodstock Metra station. Reserve space for future park-and-ride facilities at Illinois Route 176 (south) and at US Route 14. Coordinate with the US Route 14 SRA corridor for the exact location of this facility.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

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Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility at Illinois Route 176 (south) and US Route 14. Coordinate with the US Route 14 corridor for the exact location of the proposed park-and-ride facility. Reserve space for future bus stops, shelters, and turnouts. Install directional signs to guide commuters to the Metra stations.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way in this segment is 160 ft. Therefore, 80 ft. of additional right-of-way is needed. These acquisitions, approximately 76.4 acres, will be aligned in the corridor as to minimize impacts. East side asymmetrical widening of the right-of-way is recommended from just north of the Kishwaukee River to north of Ballard Road.

Potential Environmental Concerns

There is the potential for floodplain encroachment at the numerous locations where the route crosses waterways. The floodplain boundaries need to be further examined to minimize impacts of pavement widening and bridge modifications. To avoid or reduce wetland mitigation, pavement widening should be recommended asymmetrical to the existing roadway centerline. Even though the acquisition of prime farmland is unavoidable, the cross section has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 10 is shown in Table 4.10.5.

Table 4.10.5: Cost Estimate

Construction Cost Estimates for Segment 10 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$25,350,000
Intersection Improvement	\$1,300,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$1,600,000
Right-of-Way Acquisition	\$3,820,000
Total Estimated Cost for Recommended Improvements	\$33,070,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,600,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.11 Segment 11: US Route 14 to Ware Road

Location

Segment 11 extends along Illinois Route 47 from US Route 14 to Ware Road (See Figure 4.1.1). This segment is approximately 3.5 miles in length and is located in Woodstock.

Existing Facility Characteristics

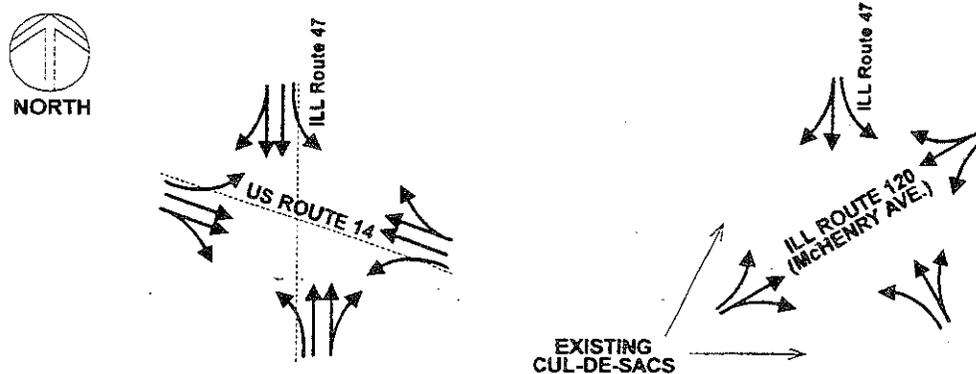
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-23a through 25a.

Right-of-Way. The right-of-way in this segment varies from 60 ft. to 80 ft. The right-of-way south of Irving Avenue and north of Greenwood Avenue is 80 ft. Between Irving Avenue and Greenwood Avenue, the existing right-of-way varies from 60 ft. to 70 ft.

Roadway Characteristics. The roadway section is two through lanes with a 12 ft. flush median and curb and gutter. An extra southbound lane is provided south of Irving Avenue to access the shopping center south of Country Club Road. The speed limit is 35 mph through the commercial area and 30 mph through the residential area.

Traffic Control/Intersection Configuration. There are six signalized intersections in this segment at US Route 14, Lake Avenue, Country Club Road, Irving Avenue, Illinois Route 120 and Russell Court. Two of these intersections are considered major: US Route 14 and Illinois Route 120. These are shown in Figure 4.11.2. In addition to these intersections, there are a number of intersecting roads that are controlled by stop signs.

Figure 4.11.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.11.1.

Table 4.11.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0044	CNW RR/ Illinois Route 47	*	66.0	N/A	N/A

Transit. The Chicago and Northwestern/Northwest Line provides Metra commuter rail service to Woodstock. In addition, two Pace Bus Routes serve portions of the segment.

Table 4.11.2: Transit Facilities and Operation

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	%Use
Metra Line and Nearest Station					
CNW/ NW Line - Woodstock Station	Washington Street and Church Street (West of the corridor)	Weekday: 9 IB, 9 OB, 11 OB. Saturday: 7 IB, 8 OB. Sunday: 6 IB, 6 OB.	327	214	83.2%
Pace Bus Routes					
Pace 808	Along Illinois Route 47 - US Route 14 to Lake Avenue; crosses on Illinois Route 120 on selected trips only.	Weekday: 7 NB, 6 SB. No Saturday, Sunday, or holiday service.	N/A	N/A	N/A
Pace 807	Along Illinois Route 47 - Illinois Route 120 to the McHenry County Courthouse.	Weekday: 5 NB, 6 SB. No Saturday, Sunday, or holiday service.	N/A	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (NB=northbound, SB=southbound, IB=inbound, OB=outbound)					

* Pace ridership is reported as average weekday ridership for 1992.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-23a through 25a and include Silver Creek, floodplains, and wetlands.

Streams/Wetlands/Floodplains. A large wetland abuts and a floodplain crosses Illinois Route 47 at Irving Avenue. The route traverses Silver Creek and its floodplain north of St. John's Road. Several wetlands are within 500 ft. of the roadway south of Southview Street.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. There is no designated prime farmland along this segment, according to McHenry County Land Evaluations.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment, according to the Illinois Department of Conservation.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Between US Route 14 and Illinois Route 120, commercial land uses line the segment. North of Illinois Route 120, the area is predominately single-family residential. Other significant land uses include the McHenry County Highway Department, Courthouse, and Fairgrounds; Calvary Church, Free and Community Free Methodist Churches, and St. John's Lutheran Church and Pre-School; Woodstock Residential, Care Free Village, and Sunset Manor Nursing Centers; Bates Park; and Northwood Elementary and Junior High School.

Development Access and Constraints. Right-of-way expansion is constrained by adjacent land uses along the segment. South of Irving Avenue and north of Greenwood Avenue, the existing right-of-way is 80 ft. The proposed right-of-way will not exceed the existing width along this portion of the segment. All adjacent existing land uses have direct access.

Future Development. No future development projects have been identified by Woodstock.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

Recommended Improvements

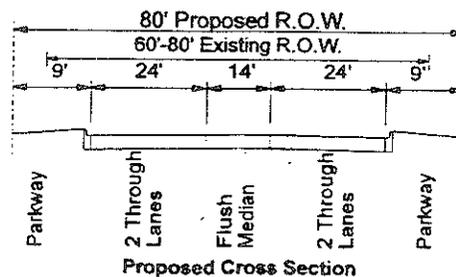
Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-23b through 25b and summarized in Table 4.11.3.

Alignment. The SRA network originally recommended an alternative alignment for Woodstock that followed US Route 14, Lamb Road, and Raycraft Road. However, after careful examination the SRA study recommended the existing Illinois Route 47 alignment.

For the majority of the Lamb - Raycraft alternative, 110 ft. to 160 ft. right-of-way takes would be required to provide the recommended section. Altogether, approximately 70 acres, of which 60 acres are prime farmland, would be needed. Approximately twice the number of structures will be impacted by the Lamb - Raycraft alternative than by the through town alternative. Projected traffic volumes drop off north of Woodstock indicating that a majority of traffic has its destination in Woodstock. For this reason, the Lamb - Raycraft alternative would not serve this demand because traffic would continue to utilize the existing alignment.

Roadway. The recommended 80 ft. roadway section will provide four 12 ft. through lanes, a 14 ft. flush median, and 9 ft. parkways with curb and gutter. Provide sidewalk between US Route 14 and Ware Road.

An additional access study was conducted by Gewalt Hamilton Associates, Inc. with a more detailed analysis of Illinois Route 47 from Illinois Route 176 to Charles Road. Specific recommendations include the realignment of Country Club Road to Calhoun Street with a relocated traffic signal, provision of pedestrian/bicycle link from Elizibethian Manor to Illinois Route 47 businesses, and realignment of cross street driveways throughout the corridor. The study is consistent with the SRA improvements and goes beyond the SRA recommendations in several aspects.



Illinois Route 47

CHAPTER FOUR: CORRIDOR ANALYSIS BY SEGMENT

Table 4.11.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	An 80 ft. right-of-way is recommended. Asymmetrical widening that shifts from east to west is recommended from Irving Avenue to Illinois Route 120. East side asymmetrical widening is recommended from Illinois Route 120 to Greenwood Avenue.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	A 14 ft. flush median is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	9 ft. parkways are recommended. Sidewalk is recommended from US Route 14 to Ware Road.
6. Signalized Intersections	There are two major intersections at US Route 14 and Illinois Route 120. There are existing signals at US Route 14, Lake Avenue, Country Club Road, Irving Avenue, Illinois Route 120, and Russell Court. Provide signals at McConnell Avenue and St. Johns Road, when warranted. Provide signal interconnection between Lake and McConnell Avenues, and Country Club Road, Irving Avenue, and Illinois Route 120.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No access control is possible where a flush median is recommended.
9. Transit	Install bus stops, shelters, and turnouts along the corridor at North Street, St. John's Road, and Sheila Street; north of Maple Avenue; south of Lake Avenue, Donovan Avenue, Greenwood Avenue, and Russell Court; and between US Route 14 and Southview Street, North and Grove Streets, and Mansfield and Park Streets. Install signal preemption. Install directional signing to Woodstock Metra station south of Lake Avenue, Judd Street, and Grove Street.
10. Pedestrian/Bicycle Facility	Provide pedestrian crosswalks and actuated signals at St. John's Road and Russell Court.
11. Loading	Maintain off street loading.
12. Miscellaneous	Replace the CNW RR structure.

Traffic Control/Intersection Configuration. The flush median will allow for left turn access throughout the segment. A single left turn lane will be provided at all signalized intersections. All US Route 14 approaches will have two through lanes and single left and right turn lanes, as will the north and southeast approaches at Illinois Route 120. The remaining Illinois Route 120 approaches will have one through lane and single left and right turn lanes. Signals are recommended at McConnell Avenue and St. John's Road, when warranted. Signal interconnection is recommended between Lake and McConnell Avenues, and between Country Club Road, Irving Avenue, and Illinois Route 120. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A.

Parking and Access. There is no on street parking warranted in this segment. No access control will be provided where a flush median is recommended. Refer to the Gewalt Hamilton - Woodstock Access Study located in Appendix "A".

Structures. The one structure in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.11.4.

Table 4.11.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
056-0044	CNW RR/ Illinois Route 47	*	Replace structure.

Transit Facilities. Install directional signs to the Woodstock Metra Station south of Lake Avenue, Judd Street, and Grove Street. Install bus stops, shelters, and turnouts along the corridor between US Route 14 and Southview Street, south of Lake Avenue, at North Street, between North Street and Grove Street, between Mansfield Street and Park Street, south of Donovan Avenue, south of Greenwood Avenue, north of Maple Avenue, at St. John's Road, at Sheila Street, and south of Russell Court. Install signal preemption.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. Provide sidewalk between US Route 14 and Ware Road. Pedestrian crosswalks and actuated signals should be provided at St. John's Road and Russell Court.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. In the short term, the intersection at US Route 14 should be upgraded to SRA recommendations. This is a low cost improvement that will improve traffic movements, not require additional right-of-way, and fit in with the recommended improvements.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Install bus stops, shelters, and turnouts. Install directional signs to guide commuters to the Metra stations. Install signal preemption.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommendation for the portion of the segment south of Irving Avenue and north of Greenwood Avenue is to maintain the existing 80 ft. right-of-way due to adjacent constraints. Therefore, no mainline right-of-way is needed in these areas. Some right-of-way may be needed at the signalized intersections. The recommended right-of-way for the portion of the segment between Irving Avenue and Greenwood Avenue is 80 ft. Therefore, 10 ft. to 20 ft. of additional right-of-way is needed in this area. These acquisitions, approximately 1.2 acres, will be aligned in the corridor as to minimize impacts. Asymmetrical widening of the right-of-way that shifts from east to west is recommended from Irving Avenue to Illinois Route 120. East side asymmetrical widening of the right-of-way is recommended from Illinois Route 120 to Greenwood Avenue.

Potential Environmental Concerns

Although the existing 80 ft. right-of-way will be maintained south of Irving Avenue and north of Greenwood Avenue, there is still the potential for floodplain and wetland encroachment near Irving Avenue, Southview Street, and Silver Creek. Further verification of the boundaries of these environmental features should be conducted to minimize impacts from right-of-way acquisition and pavement widening.

Cost Estimate

The cost estimate for segment 11 is shown in Table 4.11.5.

Table 4.11.5: Cost Estimate

Construction Cost Estimates for Segment 11 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$12,250,000
Intersection Improvement	\$1,200,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$3,900,000
Right-of-Way Acquisition	\$60,000
Total Estimated Cost for Recommended Improvements	\$18,410,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$3,900,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$4,900,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

Illinois Route 47



ILLINOIS DEPARTMENT OF TRANSPORTATION

4.12 Segment 12: Ware Road to Raycraft Road

Location

Segment 12 extends along Illinois Route 47 from Ware Road to Raycraft Road (See Figure 4.1.1). This segment is approximately 3.0 miles in length and is located in unincorporated McHenry County.

Existing Facility Characteristics

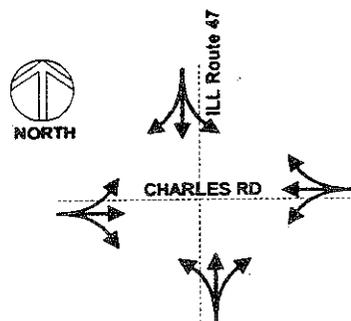
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-25a and 26a.

Right-of-Way. The existing right-of-way is 80 ft. throughout this segment.

Roadway Characteristics. The roadway section is two through lanes with gravel shoulders. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There is one flashing red signal in this segment at Charles Road. This is also a major intersection and is shown in Figure 4.12.2. In addition to this intersection, there are two intersecting roads that are controlled by stop signs.

Figure 4.12.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.12.1.

Table 4.12.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0055	Illinois Route 47/ Silver Creek	40.0	34.0	52.0	14.0

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-25a and 26a and include Silver Creek, a tributary of Nippersink Creek, floodplains, wetlands, prime farmland, and threatened or endangered species.

Streams/Wetlands/Floodplains. Several large wetlands abut the existing roadway north of Ware Road, across from Cooney Drive, east and west of Illinois Route 47 along Silver Creek, and a half mile south of Raycraft Road. Silver Creek and its floodplain cross the route north of Charles Road. A large floodplain of the wetland is across from the Cooney Drive intersection.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land in this segment is designated as prime farmland, according to the McHenry County Land Evaluations.

Threatened or Endangered Species. According to the Illinois Department of Conservation, a threatened or endangered species is known to exist along this segment southeast of the Raycraft Road intersection.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Single-family residential and agricultural uses predominate along this segment.

Development Access and Constraints. There are no unusual constraints to development in this segment. All adjacent existing land uses have direct access.

Future Development. No future development projects have been identified by McHenry County.

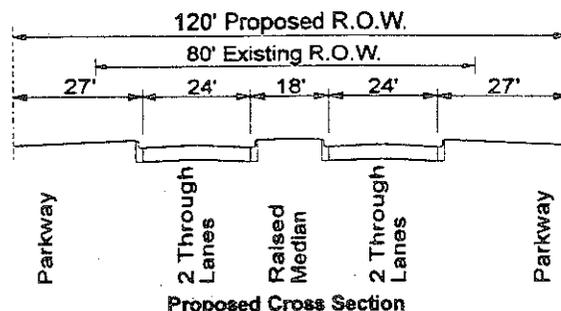
Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

Recommended Improvements

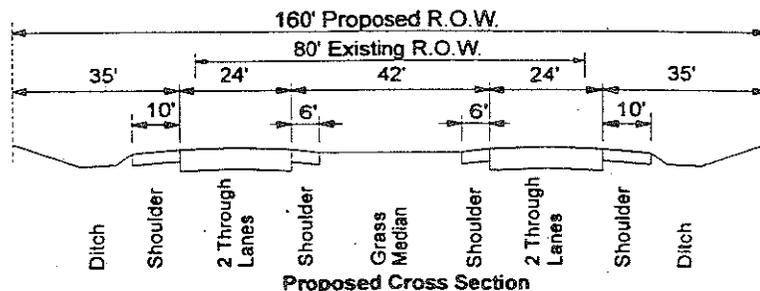
Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-25b and 26b and summarized in Table 4.12.3.

Roadway. Between Ware Road and Charles Road, the recommended 120 ft. right-of-way provides four 12 ft. through lanes, an 18 ft. raised median, curb and gutter, and 27 ft. parkways.

An additional access study was conducted by Gewalt Hamilton Associates, Inc. with access and realignment recommendations. Refer to Segment 11 Recommended Improvements for a description of the study.



From Charles Road to Raycraft Road, the recommended 160 ft. right-of-way provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders).



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and median breaks. A signal is recommended at Charles Road, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A.

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Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersection, median breaks are recommended at Ware Road, Cooney Drive, and halfway between Charles Road and Raycraft Road. All other access will be limited to a right in/right out configuration.

Table 4.12.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	From Ware Road to Charles Road, a 120 ft. right-of-way is recommended. Between Charles and Raycraft Roads, a 160 ft. right-of-way is recommended. West side asymmetrical widening is recommended between Charles Road and Raycraft Road.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	From Ware Road to Charles Road, an 18 ft. raised median is recommended. A 42 ft. grass median (with 6 ft. shoulders) is recommended between Charles and Raycraft Roads.
5. Parkways/Sidewalks/ Drainage Ditch	From Ware Road to Charles Road, 27 ft. parkways are recommended. 35 ft. drainage ditches (with 10 ft. shoulders) are recommended between Charles and Raycraft Roads.
6. Signalized Intersections	There is one major intersection at Charles Road. There are no existing fully signalized intersections. Provide a signal at Charles Road, when warranted.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Ware Road, Cooney Road, and halfway between Charles Road and Raycraft Road. All other access restricted to right in/right out except at signalized intersections.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Replace the Silver Creek structure with two structures.

Structures. The one structure in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.12.4.

Table 4.12.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
056-0055	Illinois Route 47/ Silver Creek	40.0	Replace with two structures.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters at approximately five mile intervals.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

From Ware Road to Charles Road, the recommended right-of-way is 120 ft. The recommended right-of-way between Charles Road and Raycraft Road is 160 ft. Therefore, 40 to 80 ft. of additional right-of-way is needed. These acquisitions, approximately 23.1 acres, will be aligned in the corridor as to minimize impacts. West side asymmetrical widening of the right-of-way is recommended between Charles Road and Raycraft Road.

Potential Environmental Concerns

There is potential for floodplain encroachment and wetland disruption along the route with pavement widening and bridge modifications. Verification of the boundaries of these environmental features needs to be conducted to minimize impacts. The identified threatened or endangered species habitat does not appear to be close enough to the roadway to be affected by the proposed improvements. However, a Phase I Study would provide specific details of the sensitive species. Even though the acquisition of prime farmland is unavoidable, the cross section has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 12 is shown in Table 4.12.5.

Table 4.12.5: Cost Estimate

Construction Cost Estimates for Segment 12 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$10,075,000
Intersection Improvement	\$1,000,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$300,000
Right-of-Way Acquisition	\$1,155,000
Total Estimated Cost for Recommended Improvements	\$13,530,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$300,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$300,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.13 Segment 13: Raycraft Road to Price Road (Illinois Route 173 Alternative Alignment)

Location

Segment 13 extends along Illinois Route 47 from Raycraft Road to Price Road (See Figure 4.1.1). Price Road is the location of the Illinois Route 173 alternative alignment at Hebron. This segment is approximately 5.7 miles in length and is located in unincorporated McHenry County.

Existing Facility Characteristics

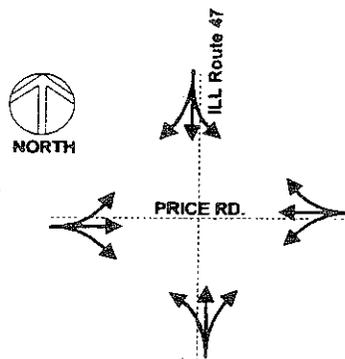
The existing facility characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-26a through 29a.

Right-of-Way. The right-of-way in this segment varies from 80 ft. to 90 ft.

Roadway Characteristics. The roadway section in this segment is two through lanes with gravel shoulders. The speed limit is 55 mph.

Traffic Control/Intersection Configuration. There are no signalized intersections in this segment. The intersection at Price Road is considered major and is shown in Figure 4.13.2. In addition to this intersection, there are a number of intersecting roads that are controlled by stop signs.

Figure 4.13.2: Existing Intersection Configuration



Structures. There are two existing structures in this segment as indicated in Table 4.13.1.

Table 4.13.1: Existing Structure List

IDOT Structure Number	Facility Carried/ Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0054	Illinois Route 47/ Slough Creek	40.0	68.0	N/A	N/A
056-0053	Illinois Route 47/ Nippersink Creek	40.0	90.0	N/A	N/A

Transit. There is no public transit service in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 47 are shown on Exhibits ILL47-26a through 29a and include Slough and Nippersink Creeks, floodplains, wetlands, prime farmland, and a threatened or endangered specie.

Streams/Wetlands/Floodplains. Slough Creek and Nippersink Creek are crossed by the route north of Raycraft Road and Rola Farm Road, respectively. Large wetlands and floodplains abut and/or cross Illinois Route 47 at several locations: adjacent to the Nippersink Creek crossings, a half mile north of Thayer Road, and north of Vander Karr Road.

Historical Significance. There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites. There are no documented sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land in this segment is designated prime farmland, according to the McHenry County Land Evaluations.

Threatened or Endangered Species. According to the Illinois Department of Conservation, two threatened or endangered species are known to exist along this segment. The first location is east of Raycraft Road and the second is northeast of Thayer Road.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use along this segment is agricultural. Single-family residential properties abut Illinois Route 47.

Development Access and Constraints. There are no unusual constraints to development in this segment. All adjacent existing land uses have direct access.

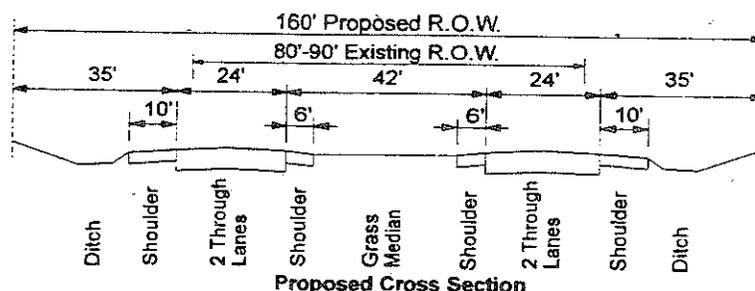
Future Development. No future development projects have been identified by McHenry County.

Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement of design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the route right-of-way and parking, buildings or access roads. Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the Year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL47-26b through 29b and summarized in Table 4.13.3.

Roadway. The recommended 160 ft. roadway section in this segment provides four 12 ft. through lanes, a 42 ft. grass median (with 6 ft. inside shoulders), and 35 ft. drainage ditches (with 10 ft. outside shoulders). Raycraft Road will be realigned to intersect Illinois Route 47 at a 90 degree angle.



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at all signalized intersections and will be provided in the median wherever median breaks occur. The Price Road (Illinois Route 173 alternative alignment) intersection will have two through lanes and single left and right turn lanes at all approaches. Signals are recommended at Raycraft Road and Price Road, when warranted. Due to low traffic volumes, stop control is recommended at all other intersections. The expected level of service is A.

Parking and Access. There is no on street parking warranted in this segment. In addition to access at the signalized intersections, median breaks are recommended at Allendale, Thayer, and Vander Karr Roads, halfway between Allendale and Thayer Roads, and at 1/2 mile spacing between Thayer and Vander Karr Roads and Vander Karr and Price Roads. Cul-de-sac Old Raycraft Road north of Jankowski Road. The Old Illinois Route 47 connector will be removed north of Vander Karr Road. All other access will be limited to a right in/right out configuration.

Table 4.13.3: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	A 160 ft. right-of-way is recommended. West side asymmetrical widening is recommended from north of Vander Karr Road to Price Road.
2. Level of Service	LOS A.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	A 42 ft. grass median (with 6 ft. shoulders) is recommended.
5. Parkways/Sidewalks/ Drainage Ditch	35 ft. drainage ditches (with 10 ft. shoulders) are recommended.
6. Signalized Intersections	There is one major intersection with the Illinois Route 173 SRA-alternative alignment along Price Road. There are no existing fully signalized intersections. Provide signals at Raycraft Road and Price Road, when warranted. Realign Raycraft Road to form a 90 degree intersection
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at Allendale, Thayer, and Vander Karr Roads; at 1/2 mile spacing between Thayer and Vander Karr Roads, and Vander Karr and Price Roads; and halfway between Allendale and Thayer Roads. All other access restricted to right in/right out except at signalized intersections. Cul-de-sac Old Raycraft Road north of Jankowski Road. Remove the Old Illinois Route 47 connector north of Vander Karr Road.
9. Transit	Reserve space for future bus stops, shelters, and turnouts at 5 mile spacing. Reserve space for a future park-and-ride at Illinois Route 173.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Replace the Slough Creek and Nippersink Creek structures with two structures each.

Structures. The two structures in this segment will require replacement to accommodate the recommended roadway section as shown in Table 4.13.4.

Table 4.13.4: Structure Modifications

IDOT Structure Number	Facility Carried/ Feature Crossed	Existing Width (feet)	Proposed Recommendation
056-0054	Illinois Route 47/ Slough Creek	40.0	Replace with two structures.
056-0053	Illinois Route 47/ Nippersink Creek	40.0	Replace with two structures.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters at approximately five mile intervals. Reserve space for a future park-and-ride at Illinois Route 173. Coordinate with the Illinois Route 173 SRA corridor for the exact location of the proposed park-and-ride facility.

A land use plan should be prepared by local governments to ensure organized future growth patterns that, in order to facilitate provision of service, are coordinated with transportation and public transit facilities, as well as with the SRA system. The location of such facilities should be specified in the plan.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Short Term/Low-Cost Improvements

Improvements that are consistent with SRA policy and are short term (and or low-cost) are recommended for short term (1-5 years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. As development occurs or land uses change, access should be managed by right in/right out access only, except at signalized intersections or median breaks. This is very low cost and will help avoid confusion when the long term improvement is made.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility at Illinois Route 173. Coordinate with the Illinois Route 173 corridor for the exact location of the proposed park-and-ride facility. Reserve space for future bus stops, shelters, and turnouts.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way in this segment is 160 ft. Therefore, 70 ft. to 80 ft. of additional right-of-way is needed. These acquisitions, approximately 54.6 acres, will be aligned in the corridor to minimize impact. West side asymmetrical widening of the right-of-way is recommended from north of Vander Karr Road to Price Road.

Potential Environmental Concerns

There is potential for floodplain encroachment and wetland disruption along the route with right-of-way acquisition and bridge modifications. Verification of the boundaries of these environmental features needs to be conducted, particularly north of Thayer Road and north of Vander Karr Road. In these locations a large floodplain crosses the route and wetlands abut the existing right-of-way, respectively. The identified threatened or endangered species habitat does not appear to be close enough to the roadway to be affected by the proposed improvements. However, a Phase I Study would provide specific details of the sensitive species. Even though the acquisition of prime farmland is unavoidable, the cross section has been scaled down to reduce the needed acreage.

Cost Estimate

The cost estimate for segment 13 is shown in Table 4.13.5.

Table 4.13.5: Cost Estimate

Construction Cost Estimates for Segment 13 of Illinois Route 47 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$18,330,000
Intersection Improvement	\$1,100,000
Structure Modification	\$2,000,000
Interchange Improvement	\$0
Transit Improvement	\$500,000
Right-of-Way Acquisition	\$2,730,000
Total Estimated Cost for Recommended Improvements	\$24,660,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$500,000
Right-of-Way Acquisition	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$500,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements that are consistent with SRA policy but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

The public involvement process is a key part of the SRA studies. During the study period there is ongoing two-way communication between the study team and the public - which includes governmental units, other involved agencies, business, institutions, property owners in and near the study area, users of the facility, and the general public. The process is used to help all participants understand the issues and problems along with the opportunities and potential solutions for the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement includes data collections, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Data Collection

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive checklist of solicitation to gain data early in the study. During the next twelve months, additional material was obtained due to updating, staff changes, and other reasons. The data collection letter is shown as Exhibit 5.1.

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for Illinois Route 47 was composed of communities and governmental units along the corridor in Kane and McHenry Counties.

- Village of Sugar Grove
- Village of Elburn
- Village of Lily Lake
- Village of Starks
- Village of Huntley
- City of Woodstock
- Village of Hebron

Three Advisory Panel meetings were held. The first, on June 17, 1992, reviewed existing conditions and solicited input on issues, problems, and the vision for the route. The second, on June 17, 1993, discussed preliminary concepts for development of the corridor and gained review and comments on how the concepts responded to the issues and problems. The third, on March 23, 1995 reviewed the Draft Report which documents the study and recommendations for the Illinois Route 47 corridor. At each panel meeting, comments received were immediately documented on note cards on a wall display. This collection of cards grew as comments were obtained at each meeting. Also, oral and written comments were received, and many written comments were obtained several weeks after the meeting. All the comments were implemented into the panel meeting minutes. The panel meeting minutes are Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write vs. speak, needed time to document their ideas, or could not attend the panel meeting. The questionnaire is Exhibit 5.3.

Newsletters

Newsletters were supplied to the panel, anyone who had requested one, and all who asked to be on the newsletter mailing list. They were published at milestone points of progress in the study, and covered general SRA planning and specific information on the corridor study tasks and status. The newsletters reinforced the two-way communication by listing various study team contacts' addresses and phone numbers and some newsletters contained an input form that could be mailed or faxed to the study team. The newsletters are Exhibit 5.4.

Public Hearing

The Public Hearings for Illinois Route 47 were held in McHenry County on April 10, 1995 and in Kane County on April 17, 1995. Public comments were documented as shown in Exhibit 5.5.

Exhibit 5.5
Public Hearings

Summary of Public Hearing Stenographic Report
Illinois Route 47
Public Hearing Comments

McHenry County Hearing
McHenry Community College
April 10, 1995, 2:00 - 7:00

Kane County Hearing
Waubonsee Community College
April 17, 1995, 2:00 - 7:00

Pedestrian Safety Issues

The proposed improvements through Lily Lake should be moved west in the vacant field because of the grade school and residential homes along the current highway. It is very difficult for the elderly and school children to cross the street with the current traffic.

Wider lanes would be more difficult for pedestrians and the handicapped to cross.

Environmental Issues

IDOT should investigate establishing one or more wetland mitigation banks along Route 47, especially in the area south and north of Woodstock. The City of Woodstock is considering use of wetlands north of the County Fairgrounds for stormwater management. A joint project should be considered between IDOT and the City to acquire and restore this area as a bank.

Widening roads will create air and noise pollution from trucks and cars. Residents can not open windows in their houses because the smell of fumes from the trucks. Noises from trucks shake the pictures in the homes.

Trees help clean the air. More traffic causes more pollution. Eliminating trees and increasing traffic capacity will have a combined negative effect on the environment.

Runoff from driveways and the wider street could lead to increased house flooding.

Large trees act as a safety barrier for pedestrians and homes. Some trees are scarred already.

Approximately 90 rods north of Reed Road, there is a drain tile and covered manhole which could cause a drainage problem.

Roadway Design Issues

The proposed cul-de-sac at Route 47 south of Elburn would decrease the ease of access to the Elburn businesses located in our downtown area.

The residential area south of Hughes Road has septic lines, gas and electric lines within the existing right-of-way. These recommendations will effect these utility lines greatly.

There are a large number of existing homes on the east side between Kenmar Road and Smith Road. A realignment of the right-of-way west of the existing route 47 would provide easier negotiation of land purchase and minimize the impact to existing homeowners.

The section between Anderson Road and Route 47 will result in a complete total destruction of 5 exiting homes located on Beith Road due to the recommendation to acquire additional right-of-way.

The significant changes in the roadway section north and south of Lily Lake will create a "bottleneck" within the community.

Lily Lake has direct access into Route 47, therefore a flush median would be essential throughout the town.

I would like to thank the department of transportation for bringing this study to public awareness. I've traveled Route 47 from Woodstock to Route 88 extensively and see a need for many of the improvements suggested. My main concern however is local. It is my feeling that a traffic control signal at McConnell Road and 47 is an immediate need.

A complete interchange should be proposed at Interstate 88 and Route 47.

A signal should be proposed at Route 47 and Plato Road due to the fact that there are two existing schools and one proposed school on Plato Road. A school bus cannot cross this intersection if there are 4 lanes of traffic.

A complete interchange should be proposed at Interstate 88 and Route 47.

Eastbound entrance ramps and westbound exit ramps at Route 47 and Interstate 88

The existing property located north of Jericho Road is a farm with approximately 60 grain trucks entering and existing the property during the day. They cannot navigate in and out of the fields and onto the proposed road without median breaks less than quarter mile.

Recommend a mountable median (one which can be crossed in a vehicle) throughout Huntley.

Intersection Channelization/Access Issues

The intersection at Route 47 and Reed Road has large traffic volumes and therefore should be upgraded to a signalized intersection.

By-Pass Suggestions

A by-pass should be considered around Lily Lake. This is a residential area with a grade school along Route 47 on the west. This idea should be considered for the safety of our residents. The speed limit is 40 mph now, and it is not obeyed.

The by-pass around Elburn should be considered on the west side to accommodate for future growth in this area.

Space/Constraints Issues

Homeowners along Route 47 between Rowe Road and Kenmar Drive south of Elburn will be effected by the proposed 42 ft. median strip. We will each loose 40 ft. of our backyard as well as lose the natural tree boundary, all the fruit trees, and most of the garden area.

The Blackberry Inn owners are concerned about the loss of parking and loss of business. Blackberry Inn is located at the corner of Main Street and Route 47 in unincorporated Kane County.

The proposal recommends expansion to the west side only between Reed Road and Lees Road. The farm on the west side is the primary residence for the person living there. The farm on the east side of the road is a business and is vacant except for equipment storage. The proposal should realign to the east instead of the west in order to minimize the impact on the residential home.

Congestion Issues

The traffic traveling north on Route 47 will eventually be dumped into Hebron with nowhere to go.

Socioeconomic and Economic Issues

The SRA improvements will lower property values.

It will be very costly to build a bridge to the west of the existing intersections of US 20, ILL 72, and ILL 47. This proposal will also put the Amoco gas station out of business.

Exhibit 5.1
Data Collection Letter

(Draft: Data Request Letter)

(Date)

(Mayor/President)
(Municipality)
(Address)
(City, State, Zip)

Dear Mayor/President (_____):

The Illinois Department of Transportation (IDOT) and several other regional transportation and planning agencies are working together to plan for the region's Strategic Regional Arterial Roadway System. In order to harmonize with your community's plans, we need information on your community's policies and plans with respect to land use, zoning, transportation and development expectations.

To explain further, the Illinois Department of Transportation, CATS, RTA, NIPC and representatives of local government have joined forces to plan for the future travel needs of the region through the year 2010. It has been recognized that above and beyond the mobility that an improved interstate highway network and transit system can provide, certain main roads need to be protected to serve as supplementary and feeder routes to these existing and planned facilities. After considerable research, analysis and public input, the Year 2010 Transportation System Development Plan was adopted, identifying over 1.3 million miles of roadway in the six county area as Strategic Regional Arterial (SRA) Routes. IDOT has recently awarded the third of five consultant contracts to study the existing roadway and area conditions, potential traffic and other factors to determine the overall scope of improvement needed on each of these SRA routes. These studies will determine the approximate right-of-way requirements and potential environmental, social and other issues that would be encountered in improving these SRA routes.

The consulting firm CRSS of Illinois, Inc. is conducting the study of the third set of routes, including _____ in your community. I am contacting you on CRSS' behalf for data they need, and soon you will be contacted with an invitation to three local officials meetings (SRA Panel Meetings) planned over the next twenty-two months as well as a Public Hearing.

I am contacting you for specific information which will help CRSS address your local concerns and conditions in their study. Please utilize the attached return letter as a checklist and send the associated materials to John Mick, CRSS Project Manager, at the enclosed address. The materials needed are:

1. Current Zoning Map and Ordinance.
2. Comprehensive Plan with Transportation (or Highway and Transit), Land Use and Environmental Resources Elements if possible.

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

(Attach copies of this page with more developments as necessary.)

Mr. John Mick
Page 5

If you have questions regarding:

Land use and development in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Transportation and related facilities in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Very truly yours.

(Mayor/President) _____
(City or Village of) _____

Exhibit 5.2
Meeting Minutes

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 17, 1992 - 10:00 A.M.

LOCATION: Kane County Highway Department
41W011 Burlington Road

ATTENDANCE:

Pierre Hatch	Village of Lily Lake
Lynn Ehlers	Elburn Business Council
Ron Ehlers	Elburn Business Council
Caryl Van Overmeiren	Candidate for Kane County Board
Thomas Cieslicz	Kane Council of Mayors
Thomas Rickert	Kane County Division of Transportation
Joe Wywrot	Village of Sugar Grove
Rich Starr	IDOT
Terry Heffron	Kane Council of Mayors
Kathleen Rodi	Chicago Area Transportation Study
John P. Mick, II	Project Manager, CRSS
Mark Thomas	Corridor Manager, CRSS
Peter Strub	Corridor Manager, CRSS

TOPIC ROUTE: Illinois Route 47

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County and Village representatives and interested parties along the topic route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS and adjacent public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS in charge and several disciplines with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were talked about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS:

CRSS discussed the Illinois Route 47 corridor and presented a corridor overview. The design concept was then presented with respect to how the concept fits into the corridor.

Illinois Route 47 was described as an SRA that traverses Kane and McHenry Counties from the Kendall/Kane County Line to the Illinois/Wisconsin State Line. General characteristics of the route were also described.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns. Numerous issues/ideas documented on the aerials were summarized.

Municipal information requests were discussed and response from remaining municipalities was requested.

Specific examples of alternatives development were discussed along the corridor. Issues were discussed by the panel members.

Comment:

1. Who is invited to panel meetings?

Elected representatives from the adjacent corridor municipalities and counties are invited, and they can choose to expand the list to include anyone they choose.

Terry Heffron, Transportation Planner for Kane County/Planning Liaison Kane Council of Mayors is the point of contact for this SRA Route.

CRSS:

- a. All roadway facilities were described as fitting on a continuum between access and mobility. SRA routes balance both, and the objective is to improve mobility.

Comment:

- b. Future Metra stations are planned in Elburn, Sugar Grove, and Huntley as indicated in a preliminary study called F.A.S.T. by Metra and Pace.

CRSS:

- c. The current data gathering process was described along with the alternatives development process shown in the panel briefing booklet.

Unlike several urban and suburban routes, this route has many opportunities for future growth.

Comment:

- d. Could this route become a freeway?

Illinois Route 47 will remain an arterial type route. Randall Road is an example of how this corridor may someday look. The intent is to not eliminate any current access although access consolidation may be recommended.

- e. The minimum laneage on an SRA route is two lanes in each direction without exceptions. Projected volumes are available; however, they will not be used to recommend any lane reductions.

CRSS:

- f. The variety of traffic control devices will be summarized. One of the objectives of the SRA process is to unify traffic control devices in order to improve safety through driver expectancy.

- g. CRSS described issues that relate to the entire corridor that are found on the first aerial photograph in the Panel Briefing Booklet.

2. Issues in Sugar Grove were then described, including churches as sensitive areas and the Waubensee Community College in terms of access.

Comment:

- a. Pedestrians are not an issue at the Waubensee College, it is a commuter college.
- b. Proposed developments were described as listed in the data request response from Sugar Grove. The Mallard Point subdivision will have an access point 1000 ft. south of Prairie Street with B-3 zoning along Illinois Route 47.

- c. IDOT has an upgrade planned on Illinois Route 47 between Prairie Street and Cross Street. The main street intersection will be realigned.
- d. The existing BNRR underpass is two lanes today (line for future Metra station). Local group would like to see a structure that would accommodate four lanes.
- e. Concerns were expressed about an access for development north of the BNRR on the east side of Illinois Route 47. IDOT has approved an access 400 ft. north of the tracks. A frontage road should be considered in this area.
- f. Galena Road will be extended to the west of Illinois Route 47 (access for Sugar Grove Corporate Center and Aurora Airport). Park Road will be added between Galena Road and Bliss Road with a signal.
- g. The Village Bible College is concerned about its access; requesting a median crossover on Illinois Route 47.
- h. Between the Village Bible College and the Waubensee Community College the existing roadway is very similar to the conceptual cross section. In this area there are concerns about single residential accesses, requests for median cross overs, significant left turn queuing, and sight distance deficiencies around the horizontal curve.
- i. The Waubensee Community College is planning a new access south of the existing accesses adjacent to the Sugar Grove Research Park (signal planned).
- j. Tollway involvement and future plans at Interstate 88 were questioned. The Illinois State Toll Highway Authority is involved, and additional ramps may be considered.

CRSS:

- k. Narrow bridge decks and bridge spans were noted throughout the corridor as a constraint.
3. Issues in Elburn were then discussed including narrow existing pavements, narrow building offsets, adjacent cemeteries, historical housing, speed reductions and the possibility of warranting an SRA route bypass due to physical constraints along Illinois Route 47 in the Village of Elburn.

Comment:

- a. Business representatives are concerned that a bypass around Elburn may have serious impacts on economic growth and access.
- b. The ten ft. building offsets and 48 ft. pavement in Elburn were discussed during alternatives development, the rural concept cross section will have to be reduced (maintaining four lanes), and parking and intersection modifications will have to be addressed.
- c. Approximately 26 trains traverse the CNWRR tracks daily in Elburn. A grade separation has been considered; however, impacts on adjacent businesses would be significant.

- d. Future developments as listed in the information request letter response from the Village of Elburn were then described, including locations at the northeast quadrant of Illinois Route 38, Merrith Road and Illinois Route 38, the southwest quadrant of Keslinger, the southeast quadrant of Keslinger, and 2,400 homes planned as the Mill Creek Development. The vast majority of these developments are residential. These developments should be coordinated with the SRA Illinois Route 47 needs, and with possible Elburn bypass needs.
- e. Anderson Road to the east of Illinois Route 47 should be extended south past Illinois Route 38 and should swing west to intersect Illinois Route 47 at North Street.
- f. Kane County Fairgrounds purchased land at the southeast quadrant of Beith Road and Illinois Route 47 (special event access).

CRSS:

4. The Lily Lake area was then described including adjacent cemeteries, the Lily Lake Elementary School, and historic sites.

A list of historical sites on national, State and local registers will be compiled by CRSS.

Comment:

- a. The Lily Lake Elementary School may not be considered a historical site; however the playground proximity to Illinois Route 47 will be considered. One child was hit a few years ago, and students do walk home along Illinois Route 47.
- b. The Great Western Bike Path crosses Illinois Route 47 in Lily Lake.
- c. The "S" curve alignment on Illinois Route 47 at Burlington Road is a high accident location.
- d. Lily Lake is currently developing a land use plan that will be available in the fall. There is some future industrial, commercial, and residential development planned and much agricultural land use will remain.
- e. There are sight distance problems on Illinois Route 47 at Ramm Road due to vertical profile.
- f. In Lily Lake, there are some narrow building set backs (residential) south of Empire Road.

CRSS:

5. The Kane County portion of the corridor was addressed and additional questions were solicited.

Comment:

- a. Huntley has a proposed future development north of the Northwest Tollway that will quintuple the size of Huntley.

- b. Kane County has envisioned Randall Road as being the future commercial corridor, and Illinois Route 47 as an area where farmland and farming will be maintained.

CRSS:

6. McHenry County was then described briefly including the Villages of Huntley, Woodstock and Hebron.
 - a. The bypass route around Woodstock was discussed for information about how a bypass is conceived. Approximately ninety percent of the Woodstock bypass is on existing right-of-way, with forty percent on an existing SRA Route (US Route 14).
7. With the completion of the sheet by sheet discussion of the corridor, any additional questions were called for.
 - a. The idea of subnetworks was reiterated with CRSS of Illinois addressing the third subnetwork.
 - b. The entire SRA system could be in place by the year 2010; however, this plan could extend well beyond that time. The SRA only sets a foundation for future work.
 - c. If CRSS determines a need for a bypass around Elburn than a reasonable corridor will be developed that coordinates with the needs of Elburn.

Summary

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information about the study would be in the newsletter(s).

CRSS closed the meeting asking for additional input via the questionnaire from the Panel Briefing Booklets.

Minutes of Meeting
June 17, 1992
Page 7 of 7

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Mark Thomas

MST/ack

Attachments

cc: Rich Starr	IDOT
John Mick	CRSS
Mark Thomas	CRSS
Joy Schaad	CRSS
Pete Strub	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazzio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 17, 1993 - 2:00 P.M.

LOCATION: Huntley Village Hall

ATTENDANCE:

Joe Wywrot	Village of Sugar Grove
Michael Stoffa	Village of Elburn
Loren Ludwig	Village of Elburn
Timothy Kelleher	Village of Lily Lake
Jeff Swanson	Village of Lily Lake
Glenn Bork	Village of Lily Lake
Rob Nelis	Village of Huntley
Mike Wahlstedt	Bucher Willis & Ratliff
Jack Schmitt	Bucher Willis & Ratliff
Don Schwegel	Baxter & Woodman
Bohdan Hirniak	Prime Group, Inc.
Lee Vander Meulen	SDI Consultants
John Isbell	City of Woodstock
Cal Skinner, Jr.	State Representative
Thomas Rickert	Kane County Division of Transportation
Caryl Van Overmeiren	Kane County Board
Warren Kammerer	Kane County Board
Bob Allen	McHenry County Planning & Development
Nancy Baker	McHenry County Highway Department
Rich Starr	Illinois Department of Transportation
Tom Willman	Chicago Area Transportation Study
Terry Heffron	Kane Council of Mayors
John P. Mick, II	Project Manager, CRSS
Michael Brown	Planning Resources, Inc.
Kerry Wigginton	Corridor Manager, CRSS
Joe Bement	Environmental Engineer, CRSS

TOPIC ROUTE: Illinois Route 47 - Panel 2 Meeting

I. INTRODUCTION

1. John Mick welcomed all attendees to the Illinois 47 Panel 2 Meeting. He made introductory remarks concerning the SRA study and the role of the Panel in developing recommendations for the corridor. He then introduced the Illinois 47 team and asked that all attendees introduce themselves.
2. Mick reviewed the work plan, schedule, and SRA work objectives. He discussed the issues involved in developing preliminary recommendations and how the Panel 2 meeting is used to revise these recommendations.

3. The Design Concept Report breaks all SRA corridors into three types: rural, suburban, urban. Illinois 47 is classified as a rural route and originally was broken into seventeen segments.
4. Mick called attention to the "wall of cards" and discussed how they are used as a way to keep track of issues and comments. The symbols used on the aerial exhibits were also explained.
5. It was requested that the Panel 2 Books be circulated to the appropriate local staff for remarks and then returned to CRSS via Terry Heffron who is the Illinois 47 Panel Coordinator. The importance of public input was stressed and that all attendees will be added to the newsletter mailing list.
6. The segments outside the limits of the communities were discussed by Mick, while Kerry Wigginton and Joe Bement discussed the communities.

II. GENERAL

1. The SRA Subcommittee has deleted Segment 17 because there is no National Highway System (NHS) route to match up with Illinois 47 in Wisconsin. The intersection with the Illinois 173 SRA will be the project limit. The Subcommittee has extended the Illinois 47 SRA to Illinois 71, south of Yorkville in Kendall County.
2. A question was raised concerning the pursuance of an alternate alignment. A bypass study is required before a Phase I study can be performed. Rich Starr replied that several alternative alignments have been recommended in the SRA studies but only a few will be selected. Local participation and initiative in funding, as well as significant need, must play an important part in the selection process.
3. It was suggested that Lake in the Hills be contacted about the SRA process as they have annexed land between Huntley and Illinois 176.
4. A comment was expressed concerning the Park & Ride recommendation's coordination with Metra. These facilities should be coordinated with all types of transit. The Illinois 47 transit recommendations anticipated the extension of Metra service to Hampshire.

III. SEGMENTS BETWEEN COMMUNITIES

1. The Design Concept Report calls for a 200 ft. ROW rural SRA cross section. An agricultural preservation alternative, using a 154 ft. ROW section, would preserve roughly five acres of prime farmland per mile. Both sections provide four through lanes, a 42 ft. grass median, and open drainage. The 200 ft. ROW section also provides for frontage roads. Both alternatives are recommended in Kane County, while the 154 ft. ROW section is the recommendation in McHenry County.
2. A concern was expressed about the lack of the two alternatives in McHenry County. The agricultural preservation alternative is practical only where agriculture will continue to be the primary land use. McHenry County's Comprehensive Plan shows agricultural land uses along Illinois 47.

Segment 1

1. The two ROW alternatives exist within this segment. The US 30 intersection will have a single left and right on all approaches. The potential for a Park & Ride exists at this location. The west leg of Prairie Street should be realigned to match the east leg, creating a four-way intersection.
2. Sugar Grove will send a copy of its revised Comprehensive Plan which shows other intersections with Illinois 47.

Segment 3

1. The two ROW alternatives exist within this segment. Two geometric recommendations within this segment are vertical modifications at Main Street and the realignment of Hughes Road.

Segment 5

1. The two ROW alternatives are recommended in this segment. The Great Western Trail structure will require modification. The proposed Kane County Fairgrounds are located within this segment and pedestrian/bike linkages to Elburn and Lily Lake should be considered. Two alternatives have been developed for the realignment of Illinois 64. Alternative A is a modification of the Illinois 64 SRA recommendations (Alternative B) and minimizes encroachment of the wetland in the southwest quadrant.
2. A small parking lot, which exists in an identified wetland location in the southeast corner of Illinois 64, was most likely put in prior to wetland regulation. If the drainage tile under the roadway can be dammed, this area may become buildable. A proposal for development of this area has been received.
3. It was requested that the recommendation for a potential Park & Ride facility be shown in the area around Illinois 64 instead of in the prime residential area along IC Trail.
4. Lily Lake wants to develop the lake as a focal point of the Village.
5. The area around the New Hampshire Cemetery is planned as the Research Park. There is also a proposed fire station west of Illinois 47 along Beith Road.

Segment 7

1. The two ROW alternatives exist within this segment. A major realignment is recommended in the area around Burlington Road. It is recommended that the CC RR be grade separated. Two developments are planned in this segment; a 300 acre development on the eastside near Virgil Ditch and a 600 acre development on the westside between Lees Road and IC Trail.

Segment 8

1. From US 20 to I-90, the two ROW alternatives are recommended. North of I-90, only the 154 ft. ROW section is recommended. However, in this area, CATS is reviewing the traffic volumes and a new alternative may be recommended.

2. The Illinois 72 and US 20 roadways should be reconfigured so that Illinois 47 does not act as a link between the east and west portions of these roadways. Three new grade separations at the SOO RR will be required. It was suggested that a Park & Ride be considered in this area.
3. The I-90 interchange is currently under study for upgrade to a complete diamond. A potential Park & Ride should be considered in this area.
4. Eakins Creek is incorrectly labeled as the South Branch of the Kishwaukee River. The south branch is located north of Kreutzer Road.
5. Plans for a shopping center to be located in the northeast quadrant at the existing Freeman Road have been submitted. Freeman Road will be realigned to the north.
6. A concern was raised regarding whether the report would make recommendation for a suburban or a rural section and the basis for this decision. The Final Report will have specific recommendations for the entire corridor. The decision between a suburban and a rural section is based on several issues including environmental considerations, community interest, funding, accident history, and traffic.
7. Even though the suburban section may require less ROW, it is desirable to have as much ROW as possible where it is available. Two traffic studies, performed by CATS and Barton Aschman, are being revisited due to some discrepancies between projected volumes. If revised traffic projections are accepted by CATS, the section will probably be a 6 lane roadway in a 154 ft. ROW. However, because the Village wants Illinois 47 as an entrance boulevard, a larger section may be required. The Prime Group stated that they would be willing to increase the ROW where need required.
8. Median cuts are recommended at 1/4 mile spacing, while access point spacing would be determined largely by the community. The Prime Group strongly supports controlled access.
9. It was stated that the area between I-90 and Huntley, which the Village has annexed, is unique to the corridor and that its uniqueness should be reflected. The Prime Group is a significant regional development and will be recognized as such in the Final Report.

Segment 10

1. The 154 ft. ROW section is the recommendation for the majority of this segment. Between Cobblestone Way and US 14, the recommendation calls for a 200 ft. ROW so that existing frontage roads can be extended to Cobblestone Way. Illinois 176, an SRA, will have single lefts and single rights where applicable. US 14 will also receive single turn bays. Two potential Park & Ride locations are the northeast quadrant of the south leg of Illinois 176 and in the southeast quadrant at US 14.
2. It was stated that approximately half of the area in the southeast quadrant at US 14 has been developed, but that sufficient area for the Park & Ride does remain. This location is preferred over the alternative location at the fairgrounds.

Segment 15

1. Due to the small forecast volumes, the recommended 154 ft. ROW section calls for a 2 lane roadway. A Post 2010 recommendation suggests widening to 4 lanes when traffic volumes reach the appropriate volume. If the alternative alignment on Illinois 173 for Hebron is selected, this would become the last segment.

2. A question was asked concerning the curve at Vander Karr Road and if it would be recommended for realignment. Geometrics along the corridor will be reviewed prior to the Geometric Submittal and any realignment would be noted at this time.

IV. SEGMENTS THROUGH COMMUNITIES

1. Three cross sections are used in the segments through communities. These include 80 ft., 100 ft., 120 ft. ROW sections. All provide four through lanes, curb and gutter, parkways and sidewalks (where applicable). The 80 ft. and 100 ft. ROW sections use a 14 ft. flush median that allows for continuous left turn access. The 120 ft. ROW section uses an 18 ft. raised median. No on street parking is recommended within any of the sections.

Segment 2 - Village of Sugar Grove

1. From Prairie Street to Illinois 56, the 120 ft. ROW section is recommended. North of Illinois 56, the existing section will be maintained. The BN RR structure will be brought to standard horizontal and vertical clearance. A potential Metra station is located in the southeast quadrant along Illinois 47. A future signalized entrance to Waubensee Community College is recommended.
2. Currently left turn movements entering and exiting two of the ramps at the Illinois 56 interchange are uncontrolled. Two alternatives have been developed for modifications to this interchange. The first alternative provides for signals to aid in these movements. Another alternative would modify the ramps in the southeast and northwest quadrants to carry all traffic movements while abandoning or removing the other ramps.
3. A concern was discussed about the lack of a proposed signal at the existing entrance to Waubensee Community College. Given the signals at Harter Road and at Old Oak Road, a signal at this location would be spaced at approximately 1/4 mile; minimum signal spacing for a rural SRA is 1/2 mile.

Segment 4 - Village of Elburn

1. The 80 ft. ROW section is recommended except where the existing ROW, which is larger, will be maintained. Signals are recommended at Keslinger Road and Illinois 38. Single lefts and rights will be provided on all approaches at Illinois 38. A potential Metra station is located on the northeast side of the CNW RR.
2. Two alternative alignments were developed for Elburn, however, one was dropped due to proposed development in the area. A proposed alternative alignment would remove the impacts to approximately 10-20 structures and numerous mature trees, increase safety by reducing pedestrian/vehicle conflicts, and provide a consistent 154 ft. ROW cross section along the corridor.
3. The alignment would begin at Hughes Road, follow along Anderson Road until Beith Road, which it would then follow back to Illinois 47. This alignment would be approximately 1/2 mile east of the existing alignment. The crossing of the CNW RR would be grade separated and all cross streets would be realigned to T-in to the alternative alignment. A concern was expressed about the lack of direct access to the proposed Kane County Fairgrounds if this alternative alignment was recommended.

4. Prior to Panel Meeting 2, another alternative alignment, which would tie back into Illinois 47 halfway between Illinois 38 and Beith Road, was developed. This alignment was dropped due to the impacts to prime farmland. However, it was noted that the area is developing and will no longer be used for agriculture. For this reason, this alignment will undergo further review. It was noted that this alternative would provide direct access to the fairgrounds and that Elburn preferred this alternative over the Anderson Road/Beith Road alternative.
5. The minimal existing building-to-building distance was questioned. It was determined that the minimal distance was 68 ft.

Segment 6 - Village of Lily Lake

1. The 80 ft. ROW section is recommended in this segment. Signals are recommended at Woolley Road, Empire Road, and Read Road. Woolley Road should also be realigned to T-in to Illinois 47. A future Park & Ride station along IC Trail was recommended.
2. An alternative alignment, approximately 500 ft.-1000 ft. west of the existing alignment, was developed to reduce impacts of the through town alternative. Some of the impacts include mature trees and parkway acquisition, decreased safety at the elementary school, and bringing the pavement closer to structures and to Canada Corners. In addition, the alternative alignment would provide a consistent 154 ft. ROW cross section along Illinois 47.
3. It was noted that Lily Lake prefers the through town alternative. The alternative alignment would impact the lake and its use as the Village's focal point, the elementary school's expansion capability, and a planned pathway linking the school and the nature path. The Village is currently requesting permits to remove the mature trees in the parkway. The building at IC Trail/ Empire Road, the closest structure to the road, is not historical and will be removed or torn down.
4. The Park & Ride recommended in the residential area along IC Trail was questioned. It was suggested that prime residential areas not be used for Park & Ride facilities. Possible alternative locations are Illinois 64, Welter Road or Read Road.
5. It was suggested that turn lanes and a pedestrian structure be considered at Lily Lake elementary school.
6. There are buried fuel tanks in the ROW near Empire Road.

Segment 9 - Village of Huntley

1. From Kreutzer Road to Mill Street, the existing 120 ft. ROW will be maintained. North of Mill Street, the 100 ft. ROW section is recommended. Signals are recommended at Kreutzer Road, Dean Street, Mill Street, and Read Road. Dean Street will be realigned to T-in to Illinois 47. It is recommended that Huntley Algonquin Road be extended to intersect Harmony Road. The frontage road on the north side of the CNW RR will be removed and Coral Street will be made a one-way street.
2. Signal coordination at Main Street and the CNW RR is important. It was suggested that parking be considered in the area around Main Street if the frontage road is removed.

3. No alternative alignment was developed for Huntley. At one time, a bypass was on the Village's Comprehensive Plan, but it is currently being rewritten with no bypass. A near-in alternative alignment would impact wetlands on either side of the Village.
4. A signal is needed to improve traffic flow at Union Special, a major employer in Huntley. It was commented that Don McGer, plant manager at Union Special, may be able to provide information regarding traffic counts. There may be available ROW from 4th Street to North Street in Huntley along the old Illinois 47 alignment and it may be possible for turn lanes to be provided into Union Special using this available ROW.

Segment 11 - City of Woodstock

1. Two alternatives were developed for Woodstock. Segments 11 and 12, along the existing Illinois 47 alignment, make up the through town alternative.
2. From US 14 to Irving Avenue, the existing 80 ft. ROW will be maintained. From Irving Avenue to St. John's Road, there are two alternatives; provide an 80 ft. ROW or maintain the existing ROW. No median would be provided if the existing ROW is maintained, thus, all turning movements would be made from through lanes. The existing 80 ft. ROW from St. John's Road to Ware Road will be maintained.
3. The structure at the CNW RR should be brought to standard horizontal and vertical clearance. The Illinois 120/McHenry Avenue intersection will have a single left and right turn bays. A proposed signal at St. John's Road and the existing signal at Russell Court should consider pedestrian movements. The Panel Book shows existing signals at St. John's Road and at Ware Road, which is incorrect.
4. A concern was expressed regarding the need for a signal at McConnell Avenue and its coordination with signals at Lake Avenue. Sight distance and intersection geometrics near Irving Avenue are concerns. CRSS will review these intersections if the through town alternative is recommended.
5. It was commented that the alternative Park & Ride at the fairgrounds is not needed if a Park & Ride is provided at US 14.

Segment 12 - City of Woodstock

1. The 100 ft. ROW section is recommended in this segment. Signals are recommended at Cooney Drive and Raycraft Road. The intersection with Charles Road, another SRA route, is considered a major intersection with a single left and right on all approaches. If this alternative is selected, Raycraft Road will be realigned to a 90 degree angle.
2. A development with 1200 homes and a high school is located east along Charles Road.

Segment 13 - City of Woodstock

1. Segments 13 and 14 show the alternative alignment, which follows US 14, Lamb Road, and Raycraft Road, and was originally given the SRA designation. Impacts to 20-30 structures, as well as to parkways and pedestrian safety, would be avoided by this alternative.
2. Segment 13 was studied in the US 14 SRA. It recommended a 200 ft. ROW section with a 40 ft. grass median.

3. It was stated a single left turn bay on northbound Illinois 47 at US 14 may not handle the turning volumes if the alternative alignment becomes the SRA. Traffic volumes north of Woodstock fall off considerably which may indicate that traffic continues into Woodstock along Illinois 47. CRSS will further investigate traffic volumes and turning requirements at US 14.
4. It was commented that the existing signal at Jackson Street should be shown. A concern was expressed regarding the need for a signal at Dean Street due to truck traffic. The previous SRA recommended a signal at this location.
5. It was noted that there is a new National Guard Armory in the southeast quadrant at Sunset Ridge Drive.

Segment 14 - City of Woodstock

1. The 154 ft. ROW section is recommended in this segment. Two alternatives for tying back to Illinois 47 were reviewed. The first, using Charles Road, was dropped due to environmental impacts caused by realignment. The alternative alignment, thus, will follow Lamb Road to Raycraft Road to Illinois 47.
2. Signals are recommended at US 14, Illinois 120, Charles Road, and Raycraft Road. Illinois 120/Washington Street and Charles Road will have a single left and right turn bays. CRSS will review the curves along Lamb Road and recommend realignment where required if this alignment is selected. Lamb Road and Raycraft Road will be realigned to intersect Charles Road at one location. If the alternative alignment is recommended, Old Illinois 47 will T-in to Raycraft Road.
3. A question was asked whether there would be any change of designation of Illinois 120 through Woodstock. The whole SRA system would be given a specific SRA designation.

Segment 16 - Village of Hebron

1. Due to the low forecast volumes, the existing 80 ft. ROW section with a 2 lane roadway will be maintained. If the alternative alignment of Illinois 173 for Hebron is selected as the SRA route, then this segment would be dropped. The intersection with Illinois 173 is considered a major intersection with a single left and single right on all approaches. The existing parking near this intersection will be removed.
2. Parking will be maintained outside the limits of the Illinois 173 intersection. The existing diagonal parking will be replaced with parallel parking.
3. A question was asked concerning recommendations made on Illinois 47 north of Hebron. The only work north of Illinois 173 will be the improvements to the north leg of the intersection.

V. ACTION ITEMS

1. CRSS will review geometrics along corridor.
2. CRSS will review transit recommendations and revisions.
3. CRSS will label additions and corrections on aerials.
4. CRSS will receive and review Sugar Grove's revised Comprehensive Plan.

5. CRSS will consider a pedestrian structure at Lily Lake Elementary School.
6. CRSS will consider deceleration lanes at Lily Lake Elementary School and at Union Special in Huntley.
7. CRSS will contact Union Special for any available traffic information.
8. CRSS will contact CATS concerning traffic counts south of Huntley.
9. CRSS will consider parking near Main Street in Huntley.
10. CRSS will contact Lake in the Hills concerning the SRA process for Illinois 47.
11. CRSS will review intersection requirements at US 14.
12. CRSS will review the Lake Street, McConnell Avenue, and Irving Avenue intersections if the through town alternative is recommended for Woodstock.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS of Illinois, Inc.

Kerry R. Wigginton
Corridor Manager
Minutes submitted 7/13/93

cc: Attendees

Rich Starr	IDOT
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPD
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

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MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3.00

DATE: MARCH 23, 1995 - 10:00 A.M.

LOCATION: Huntley New Village Board Room and Police Department

ATTENDANCE:

Joe Wywrot	Village of Sugar Grove
Loren Ludwig	Village of Elburn
John Peterson	Village of Elburn
Ron Ehlers	Elburn Fire and Ambulance
Wayne R. Stevens	Elburn Fire and Ambulance
Marty Strausberger	Elburn Fire and Ambulance
Pierre Hatch	Village of Lily Lake
Timothy Kelleher	Village of Lily Lake
Jeff Swanson	Village of Lily Lake
Glenn Bork	Village of Lily Lake
Jim Dhamer	Village of Huntley
Rob Nelis	Village of Huntley
Rick Willman	SDI Consultants, Ltd.
Mike Magnuson	McHenry County Highway Department
Nancy Baker	McHenry County Council of Mayors
Terry Heffron	Kane Council of Mayors
Rich Starr	Illinois Department of Transportation
Michael Brown	Planning Resources, Inc.
Doug Knuth	Project Manager, Meridian
Kerry Lin	Corridor Manager, Meridian

TOPIC ROUTE: Illinois Route 47 - Panel 3 Meeting

I. INTRODUCTION

Rich Starr welcomed the attendees to the third Illinois Route 47 panel meeting. He commented that this meeting would discuss the Draft Report and that the same material will be presented to the public at the two public hearings. These meetings, which are discussed in the newsletter, will be held April 10th in McHenry County and April 17th in Kane County. He requested input at this meeting and at the public hearings. There will be a 30 day public comment period following the last public hearing. Because material for the whole route will be on display at both meetings, people can come to either meeting.

Kerry Lin then commented that after the 30 day public comment period that the Final Report will be produced. The route was described as being approximately 55 miles in length and extending from US Route 30 (Base Line Road), south of Sugar Grove, to Price Road, the location of the Illinois Route 173 Alternative Alignment at Hebron.

After the signal recommendations were questioned, Meridian stated that all signals will go through a warrant analysis in a future study and some signals recommended in the SRA may never be warranted.

It was commented that the possibility of utility easements in restricted right-of-way areas should be noted. Meridian will note the possibility of these easements in the report.

II. SEGMENTS

Segment 1

It was reported that the setback of the gas station and restaurant in the northeast quadrant at Jericho Road might accommodate symmetrical widening but not the asymmetrical widening shown. Meridian will review this area to determine the solution with the least impact.

Segment 2 - Village of Sugar Grove

The Village of Sugar Grove recently approved a Mallard Point preliminary plan and plat showing another access to Illinois Route 47. The village believes this T-intersection has received IDOT approval. The comprehensive plan also shows an access near the "Future location of Mallard Lane" callout. This will be a through road and possibly signalized in the future. Sugar Grove also commented that Chelsea Avenue already exists. Meridian will show another future access and will show Chelsea Avenue as existing.

With the recommendation of a raised median, access to the residential area north of the BN RR on the west side of Illinois Route 47 would be right in/right out. The possibility of extending a private road with access on Main Street was questioned. Currently, several of the homes in this area can use it. Meridian will review the possibility of using this road as a type of frontage road.

The village asked that a median break be considered at the Village Bible Church because concern has been expressed by the church because people have to go north to the nearest median break to turn around. Meridian will review median break spacing in this area.

The future entrance to Waubensee Community College does have the support of the village but Sugar Grove believes that this improvement is still in the discussion phase. It was commented that Lindsey Drive does exist.

Segment 3

The timeframe on entrance ramps at the Tollway was questioned. Meridian commented that they believe that this improvement has not been planned.

Segment 4 - Village of Elburn

The lack of a Business 47 that would provide access to downtown Elburn was questioned. It was stated that having access only via Keslinger Road may impact downtown businesses. Realigning Old Illinois Route 47 to intersect Illinois Route 47 at Hughes Road would provide this access. Even though there is some residential development on Hughes Road, there is some open space on the west side. After the meeting, Michael Brown commented that the village shows development planned in this area. In addition to the signal at this location, a signal may be recommended at Keslinger Road because it carries heavy traffic volumes. The Keslinger Road realignment is recommended to provide desirable intersection geometrics. However, these are shown poorly on the exhibit. Meridian will review the realignment of Old Illinois Route 47 and the signal recommendation at Keslinger Road. In addition, Meridian will improve the alignment of the Keslinger Road intersection on the exhibits.

A concern about signal pre-emption was raised because currently there are no signals in the Elburn Fire District and several signals are recommended. Meridian reported that all signals recommended in the SRA study include signal pre-emption. Information on the retrofitting cost of signal pre-emption was also requested. The name of the IDOT traffic signal person was supplied.

The future Metra station in Elburn is shown in the wrong location. It is currently planned on the south side of the tracks. Meridian will show the correct location of the Metra station in Elburn.

Segment 5

No issues were discussed in this segment.

Segment 6 - Village of Lily Lake

A "split" alignment in which the northbound lanes would use the existing alignment while the southbound lanes would proceed to the west of the New Hampshire Cemetery and converge back to the existing alignment near Read Road. This alternative would maintain the existing right-of-way through town but would require 80 ft. takes for the southbound lanes. A drawback of the "split" alternative is that traffic, including school buses, will have to go to the north end of town to get to the south end. Lily Lake mentioned that another possibility is to acquire property along the current alignment to obtain a 120 ft. right-of-way. Meridian stated that these alternatives will be reviewed but that the current recommendation provides the four lane cross section while maintaining the existing right-of-way.

Lily Lake noted that a 14 ft. flush median would allow for more room in the parkway than an 18 ft. raised median and would be more flexible for driveway entrances while still accommodating left turn movements. Meridian commented that a 14 ft. median is typically provided where there are numerous driveways or commercial entrances, while the raised median is a little safer and restricts left turn movements. Meridian stated that they will consider a flush median in this segment.

Lily Lake expressed a concern about speeds along Illinois Route 47 and that given the alternative alignment at Elburn, the village is the first slowdown north of Interstate 88. However, the recommendation of a signal at Empire Road will help to slow traffic through town.

Lily Lake commented that they expect much input from the community at the public hearing.

Segment 7

Meridian expressed concern that symmetrical widening on the west side of Illinois Route 47 between Read and Lees Roads would impact all of the structures, while asymmetrical widening would only impact one side. It was suggested that symmetrical widening might have less impact. Meridian will review this area to determine the solution with the least impact. Also in this area, there is an electrical substation on the west side that is not shown. It is located near the tree line by the "c" in the "...structures.." callout. Meridian will show this on the exhibits.

It was stated that left turn lanes should be recommended on Burlington Road at Illinois Route 47. Meridian will recommend left turn lanes at this location. There is a restaurant south of Ramm Road beyond where the cul-de-sac is shown. Meridian will show the cul-de-sac further south of Ramm Road.

The realignment of Illinois Route 47 near US Route 20/ Illinois Route 72 was discussed and will receive more comments at the public hearings. Meridian commented that, based on review of USGS mapping, the grade separation at the SOO RR appeared vertically feasible; however, regrading on US Route 20/Illinois Route 72 may be needed. Meridian will review this area.

Segment 8

Huntley commented that the recommended structures over Eakins Creek are existing. Meridian will show these as existing on the exhibit.

Between Freeman Road and Road "A", the Prime Group recommends a 174 ft. right-of-way, while between Road "A" and Kreutzer Road, it calls for a 154 ft. right-of-way. Huntley explained that Road "A" located south of the wetlands on the west side of Illinois Route 47 and that it will curve to the northwest and provide access to the 975 home development. Huntley commented that Drendl Road will also curve through the development and may be relocated but that Powers Road will be lined up to its future location. Near Road "A" on the east side of Illinois Route 47 is the location of new business park. Meridian will review the Prime Group recommendations.

Segment 9 - Village of Huntley

Due to truck traffic going to Dean Foods, it was observed that a left turn lane is needed at Kreutzer Road. Meridian commented that a left turn lane is shown at this location.

Huntley requested that a flush median be considered throughout Huntley because of future commercial development. Meridian stated that the SRA encourages consolidated access for future development but that they will consider a flush median throughout this segment.

It was commented that the proposed alignment of Huntley Algonquin Road shown on the exhibit is incorrect. Meridian will show the correct alignment.

Segment 10

Because of the commercial zoning near Reed Road, a signal should be considered at this location. Huntley stated that they are asking developers for a 154 ft. right-of-way north of Reed Road. Meridian will show a signal at Reed Road.

Segment 11 - City of Woodstock

Woodstock shows a future signal between McConnell Avenue and Country Club Road that will tie in all the development on west side. There are many accidents in this area. There is a tremendous amount of traffic making left turns at Irving Avenue. This intersection will continue to be a safety problem with poor intersection geometrics. Any improvement would require the removal of the building at this location. Meridian will coordinate recommendations with the Gewalt Hamilton Woodstock study.

Segment 12

Woodstock stated that the type of development currently planned between Ware and Charles Roads requires a bit more flexibility with the type of access. A section that is more suburban with a narrower median and closed drainage is more appropriate. It was stated that Charles Road is a more logical location to change to a wider type of section especially since development will soon follow if Charles Road becomes the SRA. It is assumed that the Illinois Route 120 SRA will be located at this location. Meridian will consider recommending a more suburban section between Ware and Charles Roads.

Segment 13

It was commented that the old connector to Illinois Route 47 should be shown as being removed. Meridian will show this on the exhibit.

III. ACTION ITEMS

Meridian will show (note/recommend):

- Utility easements may be needed in areas where the right-of-way is restricted.
- Another access to Mallard Point in Sugar Grove.
- Chelsea Avenue as existing.
- Improved geometrics of the Keslinger Road intersection.
- Metra station in Elburn in the correct location.
- Electrical substation near Read Road.
- Left turn lanes on Burlington Road.
- Cul-de-sac further south of Ramm Road.
- Structures over Eakins Creek as existing.
- Signal at Reed Road.
- Correct alignment of Algonquin Road.
- Old connector to Illinois 47 as being completely removed.

Meridian will review:

- Asymmetrical widening near Jericho Road.
- Feasibility of using an existing private road as a frontage road in Sugar Grove.
- Median break spacing near the Village Bible Church in Sugar Grove.
- Realigning Old Illinois 47 to the alternative alignment near Hughes Road.
- Signal recommendation at Keslinger Road.
- "Split" alignment at Lily Lake.
- A 120 ft. right-of-way in Lily Lake.
- Asymmetrical widening between Read and Lees Roads.
- Realignment near US Route 20/Illinois Route 72.
- Prime Group recommendations.

Meridian will consider:

- A 14 ft. flush median in Lily Lake.
- A 14 ft. flush median throughout Huntley.
- A more suburban section between Ware and Charles Roads.

Meridian will coordinate Woodstock recommendations with the Gewalt study.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners

Kerry R. Lin, PE
Corridor Manager
Minutes submitted

cc: Attendees

Rich Starr IDOT
Elizabeth McLean EJM Engineering
Pete Pointner Planning Resources
Eugene Ryan CATS
Meeting Minutes File

Exhibit 5.3
Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY Questionnaire/Comment Form

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

- a. General:

- b. Right-of-Way:

- c. Existing Roads:

- d. Transit:

- e. Public Facilities:

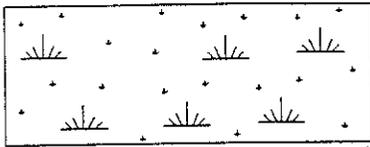
Page 1 of 2

Illinois Route 47

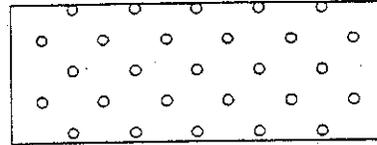
QUESTIONNAIRE

Legend

Environmental Characteristics



Wetland



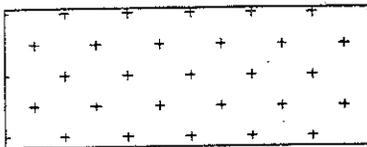
Historic District

ADID

Advanced Identified Wetland



Floodplain Boundary (100 Year)

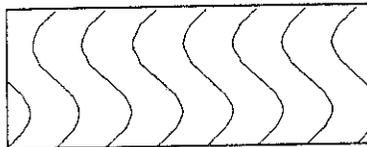


Prime Farmland

◆ Threatened or Endangered Species

✕ Hazardous Waste Site

☒ Leaking Underground Storage Tank



Forest Preserve

* Historic Site/Structure/Bridge

Land Use Characteristics

R Single Family
RM Multiple Family
RH High Rise - up to 3 floors
O Office
OH Office High Rise
C Commercial
CA Commercial Agricultural
CR Commercial Recreation
I Industry/Warehouse
 + Church/Temple
S School

* Cemetery
G Institution/Government
P Park/Forest Preserve
U Utility
M Gravel/Mining
A Agricultural
V Vacant Land
W Woodland
OS Open Space
 () Planned Development