



Illinois Department
of Transportation

March 18, 2010



ILLINOIS 47

US Route 14 to Charles Road

Illinois Route 47 Citizen Advisory Group Meeting #2



Meeting Agenda

- Introductions
- Where are We Now?
- Process Review
- Citizen Advisory Group Meeting #1 Summary
- Public Meeting #1 Summary
- Problem Statement - What is it and how will it be used?
- Draft Problem Statement - Discussion/Consensus
- Existing Conditions and Corridor Deficiencies
- Next Steps



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US Route 14 to Charles Road

Where are We Now?



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Study Process Review



Community
Involvement

- Transportation Issues
- Problem Statement

Purpose & Need

*Identify Possible
Alternatives*

*Alternatives to be
Carried Forward*

Preferred Alternative

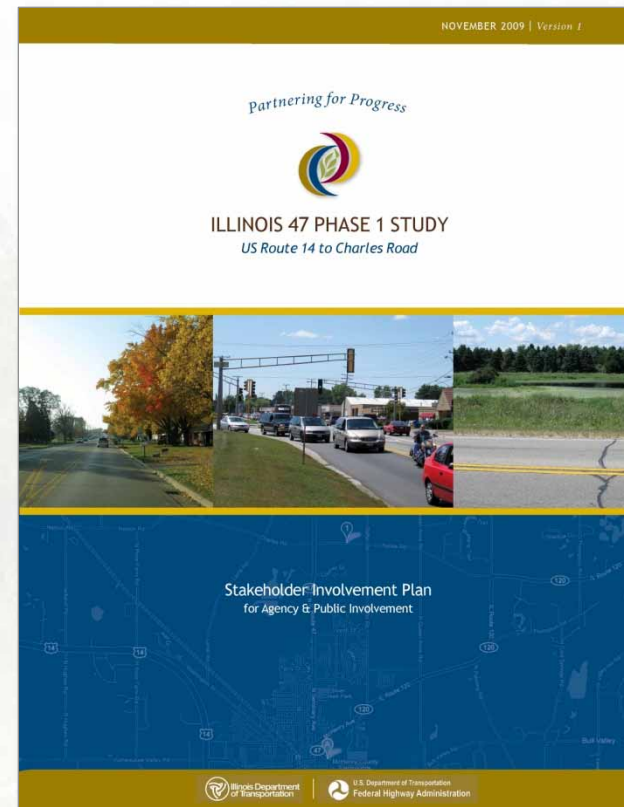
Agency
Input



We
are
here

Stakeholder Involvement Plan

- Blueprint for defining tools and methods
- Framework for achieving consensus
- Identifies roles and responsibilities of participants
- Establishes timing of stakeholder activities
- SIP on website (www.IL47woodstockstudy.com)



Project Study Group (PSG)

PROJECT STUDY GROUP
IDOT • FHWA • Consultant

CITIZEN ADVISORY GROUP

COMMUNITY LEADERS
(Mayor/Manager and County Chairman
or designees) with authority to speak
on behalf of their organization

*STAKEHOLDERS with expertise
or technical interest in areas
of transportation, land use,
environment and economic
development in the study area*

- **PSG Purpose**
 - Will meet throughout study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches
 - IDOT and FHWA will make ultimate project decisions
- **PSG Responsibility**
 - Manage project development process
 - Identify and resolve project issues
 - Promote partnerships
 - Work to develop consensus

Citizen Advisory Group (CAG)

PROJECT STUDY GROUP
IDOT • FHWA • Consultant

CITIZEN ADVISORY GROUP

COMMUNITY LEADERS
(Mayor / Manager and County Chairman or designees) with authority to speak on behalf of their organization


STAKEHOLDERS *with expertise or technical interest in areas of transportation, land use, environment and economic development in the study area*

- **Purpose**
 - Provide input on Purpose & Need Statement
 - Provide input on alternatives to be carried forward
- **Responsibility**
 - Commit to attend CAG meetings
 - Collaborate with PSG
 - Provide input and consensus

CAG Meeting #1 Summary

- Held January 21, 2010
- Project overview and schedule
- Identified issues/concerns and goals/objectives



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Comment Form
Citizen Advisory Group

Meeting #1 - January 21, 2010
Bill Valley Golf Club, Woodstock IL

Thank you for attending the first Citizen Advisory Group meeting. We ask for your comments and feedback regarding today's meeting. Please return the comment form to a member of the Project Study Team or; fax to (847) 705-4199 or; fold in thirds, tape closed, place a stamp and mail. In addition, the Project's website (www.IL47woodstockstudy.com) also accepts comments.

Comments/Questions: _____

(Optional, Please Print)
Name: _____
Affiliation: _____
City/State: _____ Zip Code: _____
Phone No.: _____
E-Mail Address: _____
Do not add me to the mailing list:

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CAG Meeting #1 Summary

Issues & Concerns

Issue/Concern Topics	Table 1	Table 2	Table 3	Table 4
Congestion	✓	✓	✓	✓
Railroad Viaduct	✓	✓	✓	✓
Safety	✓		✓	✓
Access	✓	✓		✓
Land Acquisition/Right-of-Way	✓	✓		✓
Design and Environmental	✓		✓	✓
Business Concerns	✓			✓
Alternative Transportation	✓	✓		
Funding			✓	
Utility Relocation		✓		

CAG Meeting #1 Summary

Identified Goals & Objectives

- Reduce congestion
- Increase mobility
- Improve safety
- Economic development impacts
- Sense of urgency
- Quality of life

Public Meeting #1 Summary

- Held February 3, 2010
- 59 attendees
- Input received via:
 - Comment forms
 - Post-it notes on aerial map
 - Verbally to study team members
 - Website comments



Public Meeting #1 Comment Summary

- Property acquisition
- Congestion
- Safety
- Pro/con opinions on by-pass option
- Pro opinions on widening
- Drainage and flooding problems
- Need for additional traffic signals, crosswalks
- Move project quickly

Public Meeting #1 — February 3, 2010 Aerial Map Post-It Note Transcriptions



Comment

We would like to see a bypass around Woodstock, using Highway 14 and Leola Road.

Eight ten onto entrance dangerous. Many accidents.

Need property owner representation on the CAC.

We need auto transport (eligible text)

Remove Route 47 signs open to all businesses during construction.

Consider stop light at South View and 47 and keep left/right turn ability.

Sight distance (could consider) issue. Right turn black vision.

Add bike/ped roads.

Accommodate bicycles. Probably on road 5 ft bike lane, both ways, 3 ft uphill, 2 ft curb. Example: too many entrances for trail, 4,47 road (eligible text) of Woodstock like this.

Stopping problem on Lake Avenue heading north.

Heavy traffic, right turn from Lake Avenue to NB E 47.

Stems water flooding has occurred on Route 47 near Lake Avenue.

Flashing amber L.E. bridge along major main street.

Unimproved 47 to southeast Lake Avenue should include dual left turn lane.

Keep bridge. Add two lanes each side. Middle lane missing.

R.E. Overpass needs to be widened to allow truck lanes on 47.

Overpass built from McConnell Road.

Stopping problem between Lake Avenue and McConnell Road intersection since 10/07.

Would like to see bridge preserved if possible. Heavy set design has value.

McConnell Road (eligible text) back beyond Zimmerman Road along PM, peak hour.

Circle Oak Township, Larry D. Palko, please include in workshop a tree frame and property acquisition, important for planning business improvements.

Build a West bypass before any other Route 47 project!

Add bike/ped roads.

Parking extends into 4,47 E.O.W. (eligible)

Widens 47 crossing, how it fits CC Road to Lake Avenue.

We're already losing any sense of place on this road. It's important that any changes respect the fact that this is a town where people live, not just a corridor that runs along through.

This road is a nightmare for pedestrians/bicyclists. Why not consider a busboard system.

Need to be extension of 5 lanes Route 47 Route 14 to 120.

Need safe access road to businesses to alternate multiple lanes. Too many entrances, I always have to stop on the bridge to avoid accidents but it's this.

Make left/right movement CC Road to E 47 to Colfax St.

Like to see stop light for way buses and signs to local shopping center.

Crossing 47 to get to Jewel for both cars and people is awkward or hard, not responsible of work.

Comment

Crossing 47 streets.

Pedestrian access across 4,47 to Jewel Cross.

Need to prohibit left turns into Post St from Colfax St.

Heavy pedestrian crossing at both County Club and Colfax intersections going east and from Jewel Cross.

Profile especially, lane drop from lead to safety issue.

High volume right turn NB E 47 to NB Irving St. Also, SB Irving St to SB E 47. Add or enhance turn lanes.

Alignment of Irving and E 47 should be improved. Existing building restricts sight line.

Route 47, 14 to 120 needs to be widened to decrease congestion and expedite turn lanes.

Right turn lanes needed. [eligible]

Awful safe pedestrian crossing!

Should include sidewalks on both sides of Route 47. Route 14 to View Road or combined recreation path.

Turn lanes needed has body. Short turn lanes into park is very dangerous, plus parking (partially) allowed to the entrance. Hazardous to walking and walking others.

What happens in house along 479 Route 120 and North, you're on our sidewalk.

Head turn lanes all along 47.

Congestion by turning buses. Pedestrian issues.

Reconnect realignment of Greenwood Avenue (East & West) at Route 47.

Do not want highway grade existing sidewalk. Can lose deck.

Add sidewalks both sides of 4,47 and 120 to school.

1. Traffic/voice 2. Water run off into yard 3. Highway was raised when redone 1997.

Recreational issue for quality residential. Road traffic.

Can not cross street (pedestrian).

Need all drainage problems to be handled from across Road issue.

1. Phase 2 today 2. No heat pad 3. Utility bypass.

There should be a cross walk and stop light of Willow Avenue and St John Road.

City of Woodstock has proposed turn lanes and signalization at St John.

What happened to bypass west of Jewel?

School/Child care crossing from residential areas to school.

Congestion by schools and nursing home.

Should allow widening of View Road west of Route 47. Consider signalization at Route 47/View Road.

County campus expansion and need for straight at View Road.

Will there be left turn lanes at the location at the Church?

Left/right turn lane!



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Problem Statement



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Problem Statement – What is it and how will it be used?

- A concise narrative
- Defines a situation or circumstances to be solved
- Expresses a desired condition not being achieved
- Discusses factors that contribute to unacceptable performance
- Does not describe specific solutions
- Used to support the development of the Purpose and Need

Draft Problem Statement

The Illinois Route 47 (US 14 to Charles Road) corridor is a transportation network of roadway, freight and commuter rail, and non-motorized facilities and services. Increased travel demands on Illinois Route 47 are creating safety and operational deficiencies along the immediate roadway and adjacent arterials and intersections. The insufficient capacity of the roadway to manage travel demands creates congestion, limits mobility, hinders safe access of adjacent properties and businesses, and leads to safety issues of motorists, bicyclists, and pedestrians. Both pedestrian access to adjacent land uses, and bicycle accessibility through and across the corridor are limited. Improved connectivity, accessibility, safety and suitability of pedestrian and bicycle facilities are study area non-motorized transportation related issues.

Draft Problem Statement – cont'd

The existing built environment, including the constriction of the Union Pacific Railroad bridge, presents challenges in improving the corridor's transportation elements. Solutions to the transportation deficiencies need to be developed, while avoiding, minimizing and mitigating impacts to the surrounding environment. The solutions should consider quality of life and community character of Woodstock, support economic development and coordinate with current community land use plans. Stakeholder involvement in arriving at practical and effective solutions is an essential part of the project process.



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Problem Statement - Discussion



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Existing Conditions and Corridor Deficiencies



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Existing Conditions & Deficiencies – Approach

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- **Major Elements Assessed**
 - Roadways
 - Non-Motorized Transportation
 - Commuter/Freight Railroad Traffic
 - Public Transportation
- **Design Standards Used**
 - IDOT Design & Environmental Manual
 - AASHTO Policy for Geometric Design
 - AREMA (railroad bridge)
 - Other Standards and Policies

Existing Conditions & Deficiencies – Approach

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- **Modeling**
 - Chicago Metropolitan Agency for Planning (CMAP) coordinates transportation planning for region
 - CMAP administers regional travel models based on future growth projections
 - CMAP developed 2030 traffic projections and will develop population & employment forecasts consistent with 2030 Regional Transportation Plan

Existing Conditions & Deficiencies – Approach

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- **Roadways**
 - Roadway Geometrics
 - Bridges
 - Traffic & Operations
 - Safety



Roadway Geometrics

- Existing design evaluated against current IDOT/FHWA design standards per design speed & functional classification:
 - Lane & shoulder width
 - Horizontal & vertical alignment/profile
 - Turning radii
 - Super elevation (cross slopes)
 - Stopping sight distance
 - Vertical clearance
- Exceptions may be granted based on evaluation of costs/benefits and the impacts of achieving these standards

Roadway Geometrics

IL ROUTE 47 - URBAN STRATEGIC REGIONAL ARTERIAL (SRA)

- Existing Typical Section: One lane in each direction with center two-way turn lane
- Standard: Minimum of two lanes in each direction with center median, turn lanes or optional two-way turn lane
- Establish Corridor Continuity:
 - IL 47 from I-90 through Huntley
 - IL 47 from Reed Rd. to US 14



Roadway Geometrics – Intersection Geometry and Sight Distance

- **Skewed Intersections:** 7 of 11 major intersections are skewed
- **Standard:** 15 degrees acceptable, maximum skew of 30 degrees
- Three intersections exceed 30 degree skew:
 - Lake Avenue
 - Country Club Road
 - Judd St./Irving Ave.



Roadway Geometrics – Access Control



- Existing Access Control: Generally no access control throughout corridor
- Standard: Managed access, i.e. limiting number of entrances servicing businesses, implementation of right-in/right-outs

Roadway Geometrics – Railroad Bridge



- **Vertical Clearance**
 - Existing: 14'2"
 - Standard: 14'9"
for replaced or
new bridges

- **Bridge Condition**

- Bridge is structurally adequate
- Bridge Condition Report will measure adequacy based on: physical condition, load requirements, serviceability and geometry

Roadway – Traffic Operations



- Intersections modeled with Highway Capacity Software (HCS) for Existing and Future No-Build Condition (2030 volumes)
- Level of Service (LOS) rated qualitatively on a scale from A to F
- **Urban SRA Criteria:** LOS C desired, LOS D acceptable in NE Illinois

Roadway – Traffic Operations



Intersection	Existing (2009)			
	Delay (seconds/vehicle)	Level of Service	Queue Length (ft)	
			NB	SB
US Route 14	36.0	D	417.5	440
Lake Avenue	40.1	D	785	852.5
McConnell Road	23.0	C	1115	670
Country Club Road	36.6	D	1120	225
Judd Street/Irving Avenue	44.7	D	2045	540
IL Route 120 / McHenry Avenue	34.1	C	710	982.5
Russel Court	20.5	C	507.5	445

- Existing Condition: 4 intersections with LOS D:
 - US Route 14, Lake Avenue, Country Club Road, Judd Street/ Irving Avenue

Roadway – Traffic Signals



	Existing (2009)
Intersection	Meets Signal Warrants?
Southview Drive	NO
St. Johns Road	YES
Ware Road	NO
Charles Road	YES

- Non-signalized intersections analyzed for signal warrants (existing traffic volumes)
- St. John's Rd. and Charles Rd. warrant traffic signals

Roadway – Safety, Crash Data

CRASH SUMMARY

CRASH TYPE	Year			Total	% of Total
	2006	2007	2008		
REAR-END	121	122	115	358	59.6%
TURNING	49	47	20	116	19.3%
ANGLE	20	18	15	53	8.8%
SIDESWIPE SAME	7	13	7	27	4.5%
FIXED OBJECT	9	8	5	22	3.7%
OTHER	4	7	14	25	4.2%
TOTALS	210	215	176	601	100.0%
WEATHER					
CLEAR	159	168	136	463	77.0%
RAIN	35	22	20	77	12.8%
SNOW	6	18	14	38	6.3%
OTHER	10	7	6	23	3.8%

Roadway – Safety, Crash Data

CRASH SEVERITY

CRASH TYPE	Year			Total	% of Total Crashes
	2006	2007	2008		
PROPERTY DAMAGE ONLY	169	176	159	504	83.9%
INJURY CRASHES	41	39	17	97	16.1%
TOTALS	210	215	176	601	100.0%

INJURY TYPE	2006	2007	2008	Total	% of Injury Crashes
A	5	3	2	10	6.6%
B	19	19	9	47	31.1%
C	41	39	14	94	62.3%
K	0	0	0	0	0.0%
TOTALS	65	215	176	151	100.0%

Roadway – Safety, Crash Data: Intersections

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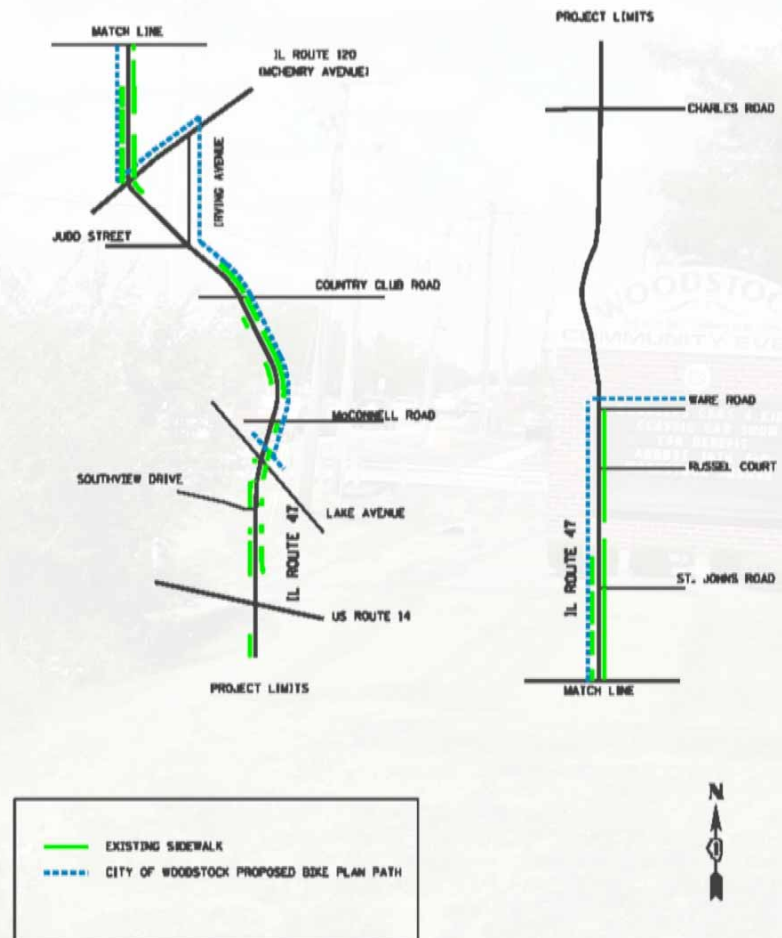


INTERSECTION CRASH SUMMARY

INTERSECTION	Year			Total Crashes	% of Total Crashes	Crash Injuries (2006-2008)				
	2006	2007	2008			A	B	C	K	TOTAL
US ROUTE 14	13	13	8	34	10.6%	0	5	9	0	14
SOUTHVIEW DRIVE	1	5	20	26	8.1%	0	4	3	0	7
LAKE AVENUE	33	33	28	94	29.3%	0	1	8	0	9
MCCONNELL ROAD	10	10	13	33	10.3%	0	2	2	0	4
COUNTRY CLUB ROAD	17	20	18	55	17.1%	0	3	5	0	8
JUDD STREET/ IRVING AVE.	12	9	8	29	9.0%	0	0	9	0	9
MCHENRY AVE. (ILL 120)	7	6	8	21	6.5%	2	4	1	0	7
ST. JOHN'S ROAD	3	4	1	8	2.5%	0	3	2	0	5
RUSSEL COURT	1	1	2	4	1.2%	0	0	0	0	0
WARE ROAD	0	2	1	3	0.9%	0	0	2	0	2
CHARLES ROAD	7	3	4	14	4.4%	0	1	1	0	2
TOTALS	104	106	111	321	100.0%	2	23	42	0	67

Non-Motorized Transportation – Pedestrian Accommodations

- **Existing:** Sidewalk exists intermittently throughout corridor (green)
- No bike paths in corridor
- City of Woodstock Proposed Bike Plan (blue)
- Pedestrian crossings exist only at McHenry and Russell Ct.



Public Transportation - PACE

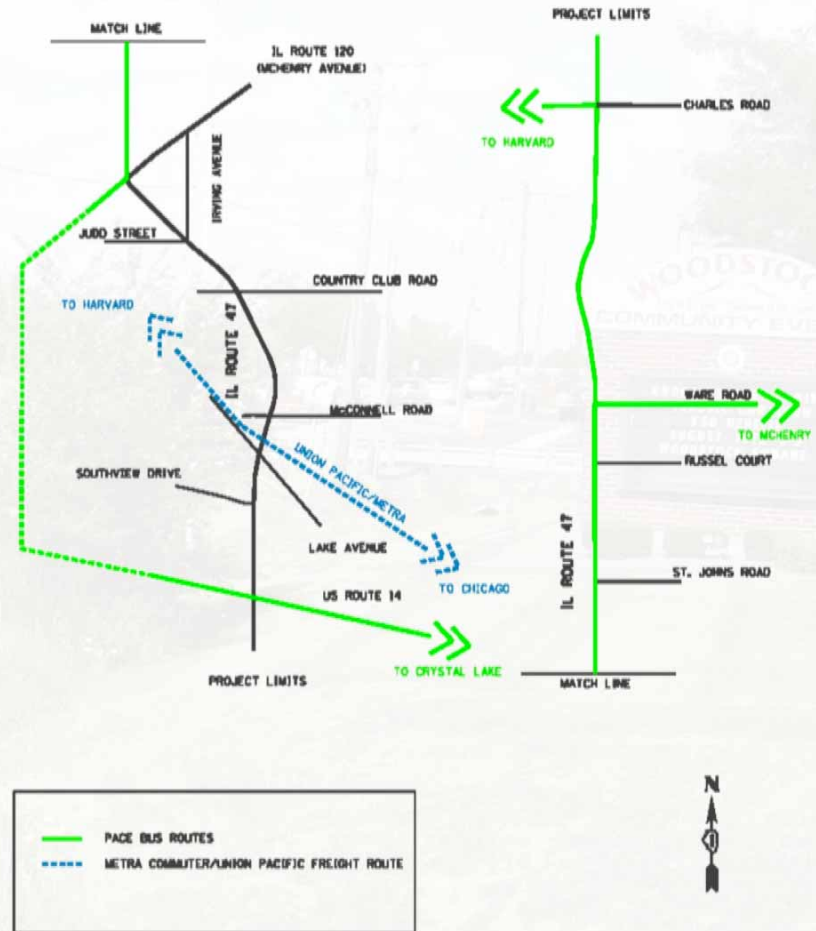
- **PACE (green)**

- Currently two regular bus routes serve corridor:

- **Route 807** - Woodstock to McHenry
- **Route 808** - Crystal Lake to Harvard (through Woodstock)

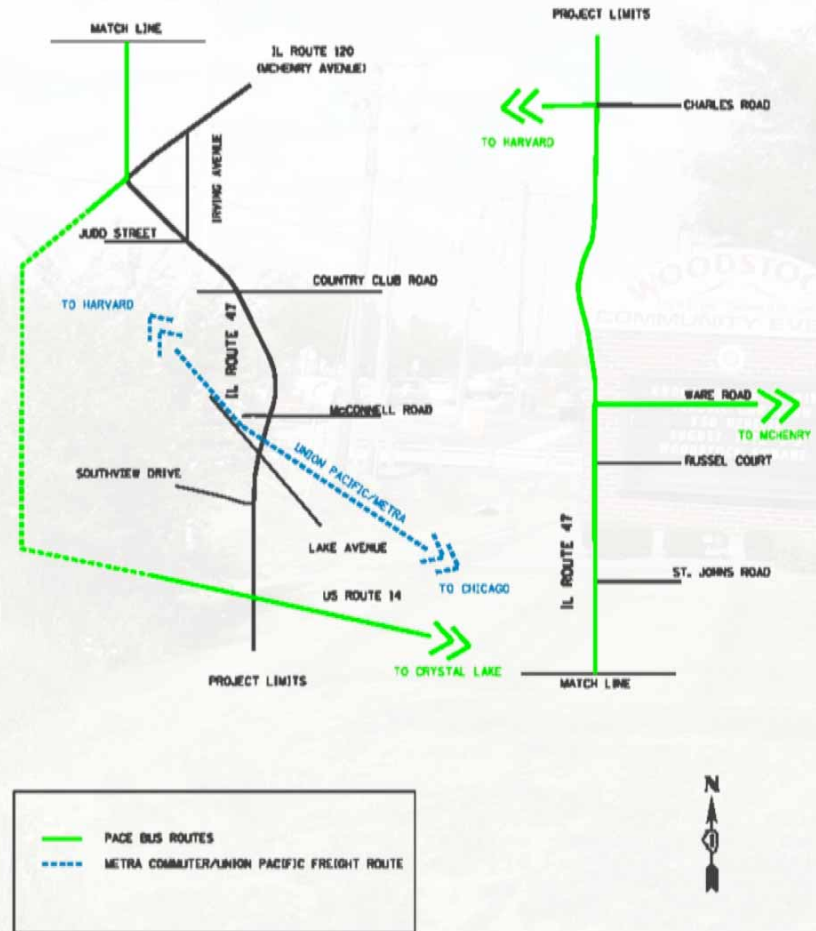
- Dial-A-Ride Service

- No regular PACE coverage from US 14 to McHenry Ave.



Public Transportation – Metra

- **Metra (blue)**
 - Harvard to Chicago service from Woodstock Metra Station - 12 trains daily
 - Chicago to Harvard service - 14 trains daily
 - New East Woodstock Station planned





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Next Steps



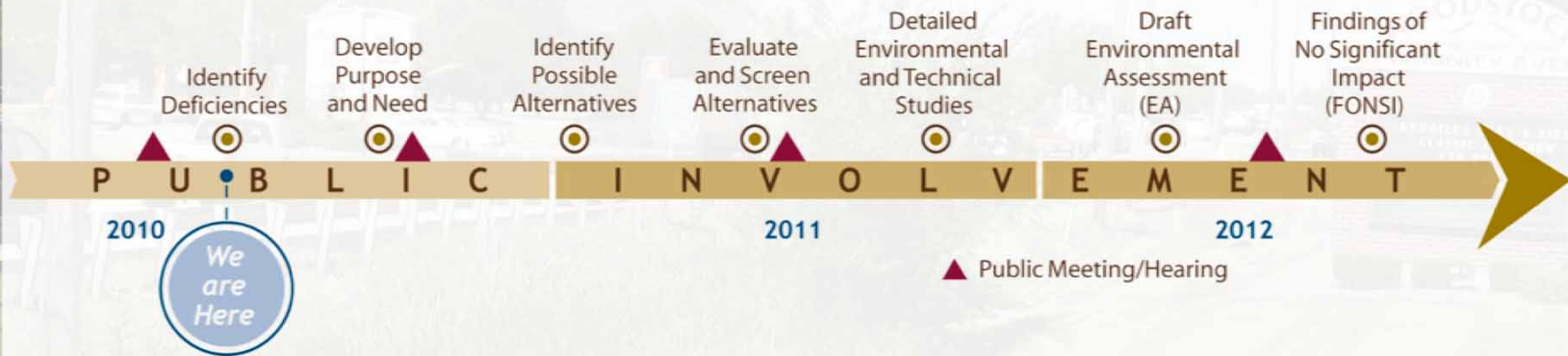
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Next Steps

- Continue with Technical Analysis
- Use Problem Statement and Technical Analysis to Develop Purpose & Need Statement
- Establish Evaluation Criteria
- Identify Initial Alternatives
- Evaluate and Screen Alternatives

Next Steps

Project Schedule



Next Steps/Short Term

- **CAG #3** - Anticipated June, 2010
 - Reconfirm Problem Statement Consensus
 - Present Draft Purpose and Need
 - Solicit Input on Project Alternatives



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Thank you! *Questions?*



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