


## Illinois Route 47 Citizen Advisory Group (CAG) Meeting #4 May 12, 2011

### CAG Meeting #4:

The fourth CAG meeting for the Illinois Route 47 Phase I Study was held on May 12, 2011 at Bull Valley Golf Club, 1311 Club Road, Woodstock, Illinois from 9:00 a.m.–12:00 p.m. The meeting included a PowerPoint presentation which recapped the results and project milestones achieved at previous CAG Meetings 1, 2 and 3 and Public Meetings 1 and 2. The study team also provided an overview of CMAP modeling that has occurred during the past several months, specifically for this project. The Alternatives Development process was explained, including a discussion and acceptance of alternatives evaluation criteria, a presentation of the initial conceptual project alternatives, and was followed by a workshop seeking CAG input on the presented alternatives.

To announce the May 12, 2011 CAG Meeting #4, an initial “Save the Date” announcement was created.



Small not displaying correctly? [View it in your browser.](#)

**Save the Date!** [Add to my Outlook Calendar](#)

**IL 47 Citizen Advisory Group Meeting #4**  
Thursday, May 12, 2011  
Bull Valley Country Club  
1311 Club Road  
Woodstock, Illinois 60098  
9:00 AM - 12:00 PM

Please RSVP your attendance to Carrie Hansen of Images, Inc. at (630) 510-3944, or via e-mail at [carrie.hansen@imagesinc.net](mailto:carrie.hansen@imagesinc.net) by Thursday, May 5th.

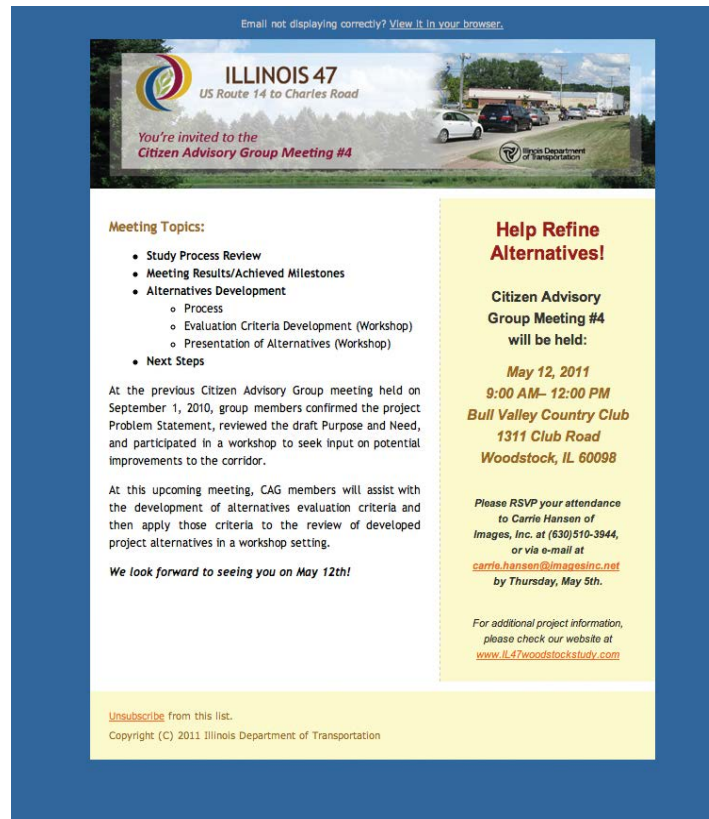
\*Any meeting materials to be reviewed in advance of the meeting will be sent with the formal e-mail invitation.

For additional project information, please check our website at [www.il47woodstockstudy.com](http://www.il47woodstockstudy.com).

[Unsubscribe](#) from this list.  
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The above announcement was sent on April 18, 2011 to **52** CAG members.

As a follow-up to the “Save the Date” announcement, the following actual email invitation was then sent to the same 52 CAG members on April 29, 2011:



The meeting was attended by the following **16** CAG members:

**TABLE 1**

1. Tim Clifton, City of Woodstock - Manager
2. Terry Egan, Hearthstone Services
3. Diane Lukas, Hampton, Lenzini & Renwick
4. Eberhard Veit, McHenry County Bicycle Advocates

**TABLE 2**

1. John Isbell, City of Woodstock – PW Director
2. Milt Sees, City of Woodstock Consultant

3. Susan Hudson, Woodstock Transportation Commission
4. Mary McCann, McHenry County Board Member – District 6
5. Paula Yensen, McHenry County Board Member – District 5

### **TABLE 3**

1. Larry Piekos, Cycle Craft Yamaha
2. Andrew Celentano, Woodstock Transportation Commission
3. Jeff Van Landuyt, City of Woodstock – Asst. Dir. of PW

### **TABLE 4**

1. Sarah Chadderdon, McHenry County DOT
2. Walt Stanwood, Butler Auto Parts
3. Dan Dembinski, Pace
4. Joan Mansfield, Woodstock Transportation Commission

## **Evaluation Criteria Affirmed**

The following alternatives evaluation criteria were developed and presented by the study team, and affirmed by the CAG members:

- Environmental impacts (parks, drainage, wetlands, etc.)
- Accessibility (traffic control, vehicles, bike/ped)
- Identified project needs (safety, capacity, operations/mobility)
- Property impacts (residential, commercial, industrial, land use plans)
- Construction costs (construction, maintenance)

In addition, the following criteria were recommended by the CAG for inclusion:

- Sense of urgency (implementation timing)
- Utility coordination/associated costs (could be included in the “Construction Costs criteria above)
- Future flexibility

## **Alternatives Workshop**

CAG members were then invited to participate in an alternatives workshop to evaluate and provide comment on the initial set of project alternatives developed by the study team.

The conceptual alternatives were prepared by combining:

- Stakeholder input to date
- Project purpose and needs
- Project elements

- Analysis of the existing environment/context
- Technical analysis of design requirements and constraints

The alternatives presented included the following:

- A: Existing Alignment Alternatives
  - 2-lanes each direction, 22' barrier median
- B: Bypass Alternatives
  - B1: Full Western
  - B2: Full Eastern
- C: One-Way Couplet Alternatives:
  - C1: Southview to St. John's
  - C2: Southview to Ware
  - C3: Irving to St. John's
  - C4: Irving to Ware

CAG members were encouraged to identify the “pros” and “cons” of each alternative, which were recorded on flip charts by facilitators at each table, and then presented to the overall group at the end of the workshop.

### **TABLE 1**

#### **ALTERNATIVE A: EXISTING ALIGNMENT**

##### **PROS:**

- Barrier median: aesthetic opportunities
- Addresses congestion for long term
- Realignment of skewed intersections
- North of Ware Rd. – shared use path is acceptable

##### **CONS:**

- Not good bike/ped accommodation; sidewalks on both sides with on-road bike lane safer
- Potential impacts to existing businesses/buildings
- Barrier median – impacts to business access, maintenance costs
- Full cross-section with 5-lanes needs to continue to Charles Rd.

#### **ALTERNATIVE B: BYPASS**

##### **PROS:**

- Traffic relief to existing IL 47

CONS:

- East:
  - Property impacts, new at-grade RR crossing
  - High cost of two 4-lane roads
  - Geometrics of southbound traffic back onto IL 47
  - City assumes existing IL 47 ownership/jurisdiction and maintenance – where’s \$\$\$?
- West:
  - Implementation timing
  - Still two 5-lane roads
  - City assumes existing IL 47 (same as above)

ALTERNATIVE C: ONE-WAY COUPLETS

PROS:

- Existing IL 47 pavement sufficient
- No need to widen RR viaduct
- North-bound only 2 lanes

CONS:

- Acquisition costs
- Unanticipated impacts to local streets to back-track to businesses - \$\$
- Jeopardizes financial viability of businesses
- Impacts to local zoning/land uses
- Environmental impacts
- Change to Woodstock’s character
- Implementation timing

**TABLE 2**

ALTERNATIVE A: EXISTING ALIGNMENT

PROS:

- Increased capacity
- Safety improvements
- Minimal environmental impacts because existing ROW
- Includes bike/ped facilities
- Maintains local street access and traffic flows
- Least disruptive to existing businesses
- Improves skewed intersections

CONS:

- Bridge problem - \$\$
- ROW acquisition
- Parking impacts
- Access impacts

ALTERNATIVE B: BYPASS

PROS:

- Possible new economic development corridor
- Diverts through traffic and truck traffic

CONS:

- Environmental impacts
- Peds/bikes not where they want to be
- Does not achieve reduced traffic goals on existing IL 47, continued congestion/accidents
- Substantial property acquisition impacts
- Negative impact on existing businesses
- 2<sup>nd</sup> rail crossing
- Costs

ALTERNATIVE C: ONE-WAY COUPLETS

PROS:

- None (no existing IL 47 ROW acquisition)

CONS:

- Not good for local traffic
- Increase southbound traffic on existing IL 47
- Environmental impacts
- Still no bike/ped on existing IL 47
- No safety or geometric improvements on existing IL 47
- Significant ROW impacts
- 2<sup>nd</sup> rail crossing
- Negative economic impacts
- Side street connections to couplets

### **TABLE 3**

#### **ALTERNATIVE A: EXISTING ALIGNMENT**

##### PROS:

- Positive pedestrian accommodation
- Minimal disruption to rest of region

##### CONS:

- Barrier median limits access to businesses
- Truck traffic
- ROW, land acquisition cost
- Commercial disruption during construction
- Impacts to residents along corridor

#### **ALTERNATIVE B: BYPASS**

##### EAST BYPASS PROS:

- Traffic flow increase
- New opportunities for business expansion

##### EAST BYPASS CONS:

- High cost of ROW impacts
- Losing/relocation of businesses
- Bypass still affects roadway network
- Environmental impacts to wetlands/avoid forest preserve
- Impacts to residential vs. west bypass

##### WEST BYPASS PROS:

- Far west – truck traffic removed from City
- Smaller disruptions to people
- More ROW opportunities for future – bike paths, etc.

##### WEST BYPASS CONS:

- Does not address pedestrian needs

**\*CAG member Larry Piekos presented his pre-printed handout re: benefits of West Bypass – copy attached.**

#### **ALTERNATIVE C: ONE-WAY COUPLETS**

##### PROS:

- IDOT maintains both roadways
- Relieves existing IL 47 traffic

- No replacement of RR bridge
- No impact to existing IL 47 and residents/businesses along it
- Existing footprint remains
- Safety – less traffic conflicts for turning vehicles
- More access to businesses vs. bypass alternatives

**CONS:**

- Indirect access to businesses
- Inconvenience
- Significant ROW impacts
- New RR bridge required
- Devastating to businesses
- No flexibility – hard to go back to 2-way roadway

**TABLE 4**

**ALTERNATIVE A: EXISTING ALIGNMENT**

**PROS:**

- Safety
- Cost effective
- Quickest applicable
- Landscaping opportunities – barrier median
- Efficient
- Least invasive

**CONS:**

- Access points
- Pedestrian access – management
- Speed?
- Land acquisition

**ALTERNATIVE B: BYPASS**

**EAST BYPASS PROS:**

- No bridge widening
- Least costly alternative

**EAST BYPASS CONS:**

- Conflict with future land use plans?
- IDOT would not improve existing IL 47
- Costs to City of Woodstock to maintain existing IL 47

- Residential impacts

**WEST BYPASS PROS:**

- None

**WEST BYPASS CONS:**

- Burden on Woodstock
- Does not address traffic congestion
- IDOT would not improve existing IL 47

**ALTERNATIVE C: ONE-WAY COUPLETS**

**PROS:**

- None

**CONS:**

- Too complex for everyday drivers (adverse travel)
- Couplets do not address traffic congestion (now one-way)
- Will have to expand in future
- Reduce retail-commercial expansion (growth)
- Potential increase in accidents

**Next Steps**

The meeting ended with the identification of the next steps in the study process:

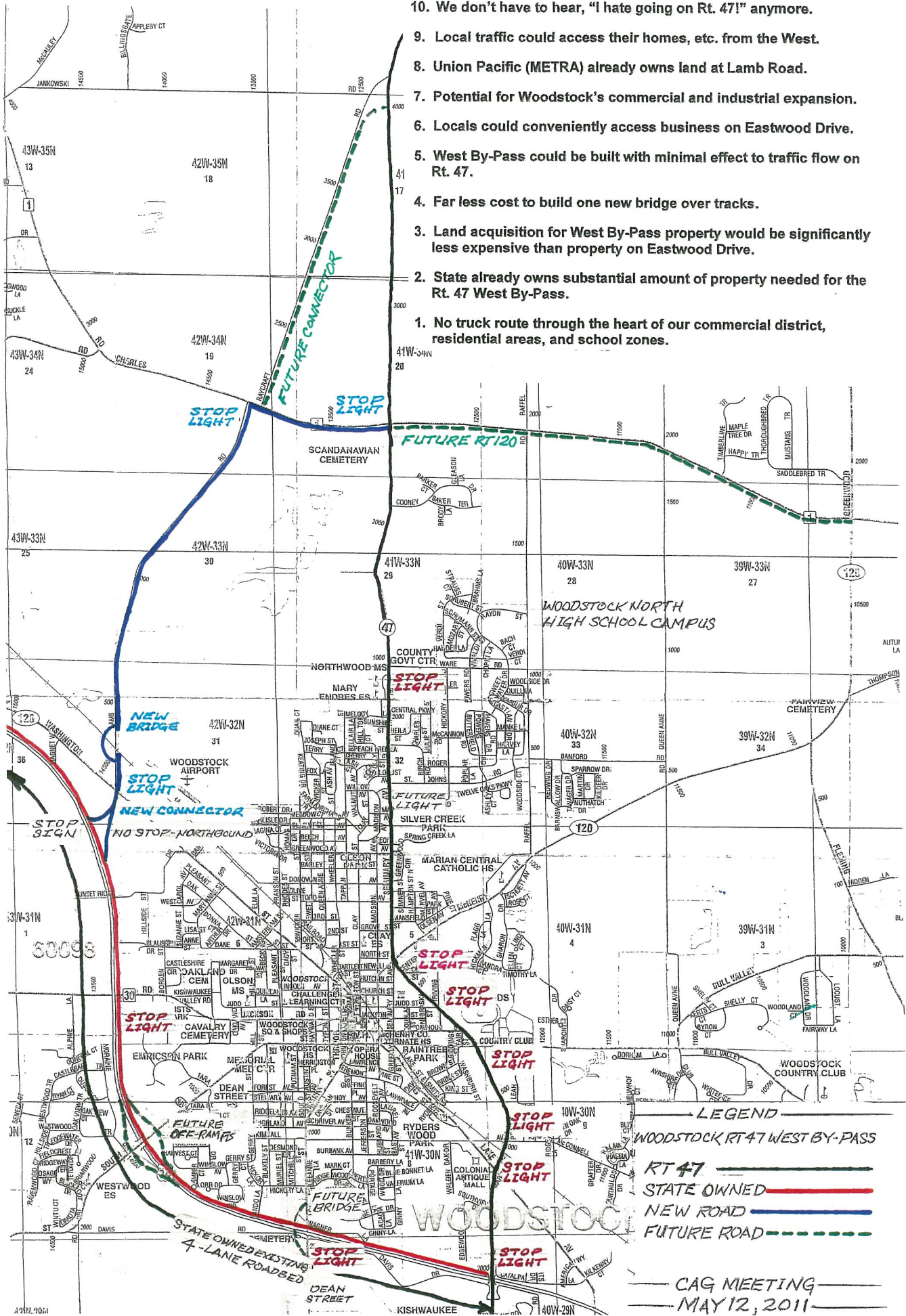
- Public Meeting #3 – Alternatives evaluation continues
- Select alternatives to be carried forward
- Refine alternatives based on stakeholder input/technical analysis
- Presentation of refined alternatives to CAG, PM
- CAG #5 – Continue to refine alternatives
- Development of Preferred Alternative

*\*Project Study Team members in attendance:*

- Mir Mustafa, IDOT
- Ojas Patel, IDOT
- Justin Jones, IDOT
- Darcie Gabrisko, Strand Associates
- Adam Moline, Strand Associates
- Carrie Hansen, Images
- Lily Escarpita, Images

# Top Ten Reasons for a Rt. 47 West By-Pass

10. We don't have to hear, "I hate going on Rt. 47!" anymore.
9. Local traffic could access their homes, etc. from the West.
8. Union Pacific (METRA) already owns land at Lamb Road.
7. Potential for Woodstock's commercial and industrial expansion.
6. Locals could conveniently access business on Eastwood Drive.
5. West By-Pass could be built with minimal effect to traffic flow on Rt. 47.
4. Far less cost to build one new bridge over tracks.
3. Land acquisition for West By-Pass property would be significantly less expensive than property on Eastwood Drive.
2. State already owns substantial amount of property needed for the Rt. 47 West By-Pass.
1. No truck route through the heart of our commercial district, residential areas, and school zones.



**LEGEND**

- WOODSTOCK RT 47 WEST BY-PASS
- RT 47
- STATE OWNED
- NEW ROAD
- FUTURE ROAD

CAG MEETING  
MAY 12, 2011