

PERSPECTIVES



Public Meeting Well Attended VALUABLE INPUT RECEIVED

The Illinois Department of Transportation (IDOT) hosted the first Public Meeting for the Illinois Route 47 Phase I Preliminary Engineering and Environmental Study on Wednesday, February 3, 2010. The study includes an analysis of existing roadway deficiencies, safety and capacity issues, drainage concerns and future transportation needs. The Illinois Route 47 study area is located mainly in the City of Woodstock and in McHenry County, extending approximately five miles from US Route 14 on the south to Charles Road on the north.



The Public Meeting was an open house format from 4:00 pm to 7:00 pm, and was held at the Challenger Learning Center in the City of Woodstock. IDOT provided information regarding the study schedule and process, study area characteristics, opportunities for public involvement and basic information regarding the current conditions along the corridor. Attendees were given the opportunity to view a PowerPoint presentation, view exhibit boards with basic project information, and place comments on a large scale aerial of the study area to identify issues and concerns with the corridor. IDOT representatives and project study team members were available to answer questions and address project concerns. *(Continued on p.2)*

CITIZEN ADVISORY WORK *Continues*

In order to provide a forum for meaningful local participation and ensure that potential alternatives are consistent with community goals and objectives, IDOT created a Citizen Advisory Group (CAG) for the Illinois Route 47 Phase I Study. The CAG consists of community leaders such as the Mayor or Manager and the County Board Chairman or their representatives, who have the authority to speak on behalf of their organization. In addition, the CAG also includes stakeholders with technical expertise in the areas of transportation, land use, environment, and economic development, as well as property owners in the corridor who have expressed an interest in participating on the CAG.

The first CAG meeting was held on January 21, 2010 at the Bull Valley Country Club in Woodstock. Members engaged in a hands-on

workshop to identify corridor-wide transportation issues and concerns, and then used those issues to develop goals and objectives for the project. A variety of topics emerged, resulting in the identification of the following six primary themes of goals and objectives:

- 1) *Reduce congestion*
- 2) *Increase mobility*
- 3) *Improve safety*
- 4) *Consider economic development impacts*
- 5) *Promote sense of urgency*
- 6) *Consider quality of life*

IDOT used this feedback, along with the stakeholder input received at the first public meeting, to generate a project Problem Statement (see p. 2). This statement, along with technical data and analysis, was used to develop the project Purpose and Need.



ILLINOIS ROUTE 47
US Route 14 to Charles Road



Illinois Department
of Transportation

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The study team then met with the CAG a second time on March 18, 2010. The draft Problem Statement was e-mailed prior to the meeting, and then presented for discussion. After several changes, the CAG was in general agreement for approving the Problem Statement.

The CAG also viewed and commented on a detailed presentation of the existing conditions and deficiencies in the corridor, which was also used to assist with the development of the project Purpose and Need.

(Continued on p.2)

PARTICIPATE IN THE *Identification of Solutions!*

THE ILLINOIS DEPARTMENT OF TRANSPORTATION CONTINUES TO SEEK PUBLIC INPUT ON THE CURRENT AND FUTURE TRANSPORTATION ISSUES AND NEEDS FOR THE ILLINOIS ROUTE 47 PRELIMINARY ENGINEERING AND ENVIRONMENTAL (PHASE I) STUDY (US ROUTE 14 TO CHARLES ROAD), AND HAS SCHEDULED A SECOND PUBLIC MEETING.

The purpose of this meeting is to present the draft project Purpose and Need as well as solicit public input and ideas on the development of potential project alternatives.

The meeting will be presented in an open house format. Interested persons may visit anytime between 4:00 p.m. and 7:00 p.m. Attendees will have the opportunity to view a PowerPoint presentation, review exhibits, provide comments, aid in the development of project alternatives, and meet with IDOT and study team representatives on a one-on-one basis.

For more information, contact: Mr. Mir Mustafa, P.E., Project Manager, Illinois Department of Transportation, 201 W. Center Court, Schaumburg, Illinois 60196, (847) 705-4477.

**This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Mary Rose Donahue of Images, Inc. at (630) 510-3944. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*



PLEASE JOIN US

THE PUBLIC MEETING WILL BE HELD:

Wednesday,
September 15, 2010
4:00 p.m. - 7:00 p.m.

Challenger
Learning Center

222 Church Street,
Woodstock, Illinois 60098

(see back for details)

YOU'RE INVITED TO A
PUBLIC MEETING!
WEDNESDAY,
SEPTEMBER 15, 2010

PLEASE JOIN US

ILLINOIS ROUTE 47
US Route 14 to Charles Road




Illinois Route 47 Project
Illinois Department of Transportation
Division of Highways—District One
201 W. Center Court
Schaumburg, IL 60196



A total of 59 individuals attended the open house, a mixture of local government officials, property and business owners, and interested citizens who provided valuable input both verbally and in the form of written comments to the study team regarding:

- *Congestion*
- *Safety*
- *Property acquisition*
- *Pro/con opinions on a bypass alternative*
- *Need to widen IL Route 47*
- *Need to add traffic signals and/or crosswalks*
- *Drainage and flooding concerns*
- *Sense of urgency to improve IL Route 47*


This meeting was the first of three Public Meetings and one Public Hearing scheduled throughout the study process, intended to provide continued opportunities for the public to participate in the study and its ultimate outcome. 

CAG, CONTINUED FROM PAGE 1



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. Increasing travel demands on Illinois Route 47 are creating safety and operational deficiencies along the roadway and its 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 for motorists, bicyclists, and pedestrians. Both pedestrian access to adjacent land uses, and bicycle accessibility through and across the corridor are limited.

The existing built environment along Illinois Route 47, including the constriction at 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 and/or minimizing impacts to the surrounding environment. The solutions should consider quality of life and the community character of Woodstock, while supporting economic development, and coordinating with current community land use plans. Stakeholder involvement in arriving at practical, effective, and expedient solutions is an essential part of the project process. 

TRANSPORTATION DEFICIENCIES IDENTIFIED

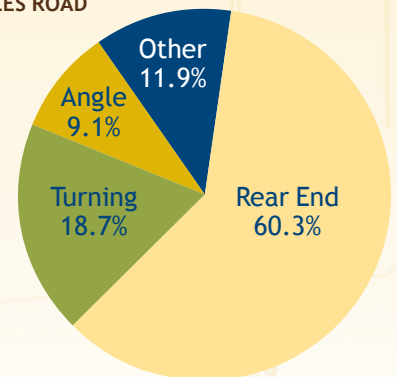
THE CITY OF WOODSTOCK AND SURROUNDING AREAS HAVE EXPERIENCED SIGNIFICANT GROWTH IN RECENT YEARS. Traffic has grown on local roads, with increased commuting and truck traffic. While current growth has slowed, it is anticipated that area development will again occur, increasing the volume of local trips within the study area, as well as those from the local area to regional destinations. The existing IL Route 47 geometry, including roadway and intersection width, the number of intersections and driveways, and conflicts at unsignalized locations contributes to limited capacity. This limited capacity results in congestion, long delays at intersections, increased travel times and reduced safety.

SAFETY DEFICIENCIES

- 635 crashes along IL Route 47 from 2006 - 2008
- Types of crashes
 - **Rear End:** 60.3% of total
 - **Turning:** 18.7% of total
 - **Angle:** 9.1% of total
- Intersection crashes most prevalent at Lake Ave. and at Country Club Rd.
- 108 injury crashes
- Most injuries occur at US Route 14, Lake Ave. and at Judd St.

CRASH TYPES: 2006 - 2008


IL ROUTE 47 FROM US ROUTE 14 TO CHARLES ROAD



GEOMETRIC DEFICIENCIES

- 7 of 11 major intersections skewed with 3 intersections exceeding 30 degrees
- Union Pacific Railroad bridge constriction
- Lack of exclusive turn lanes or insufficient length of turn lanes at majority of intersections
- No managed access of driveways

OPERATIONS AND CAPACITY DEFICIENCIES

- 4 intersections operating at Level of Service D
- 2 unsignalized intersections warrant traffic signals (Charles Rd., St. John's Rd.)
- Lack of traffic signal coordination
- Traffic volumes, existing and projected, exceed design capacity of roadway
 - **2-lane capacity:** Generally up to 18,000 vehicles per day (vpd)
 - **Existing average:** Ranges from 16,000 vpd to as high as 26,000 vpd
 - **Projected 2030 average:** Ranges from 23,000 vpd up to 34,000 vpd 

PURPOSE AND NEED



ILLINOIS ROUTE 47

Opportunities to Get and STAY Involved!

There will continue to be many opportunities to get involved in the IL Route 47 Phase I project.

PUBLIC INVOLVEMENT OPPORTUNITIES INCLUDE:

- Newsletters
- Website:
www.IL47woodstockstudy.com
- One-on-one meetings
- Citizen Advisory Group
- Public Meetings

We appreciate your continued interest in the IL Route 47 Phase I Study. We hope you stay involved as the study team proceeds with the development of potential project alternatives. You can always find current project information by visiting our website at www.IL47woodstockstudy.com or contact Mr. Mir Mustafa, PE., Project Manager, Illinois Department of Transportation, 201 W.Center Court, Schaumburg, Illinois 60196, (847) 705-4477.



What is it?

The Purpose and Need is the foundation for the identification and evaluation of possible project alternatives.

- How does a proposed alternative address the **PURPOSE** of the project?
- How does a proposed alternative address the **NEED** for improvement?

Development of the Purpose and Need includes the Project Problem Statement, stakeholder input from public meetings, Corridor Advisory Group meetings, submitted comments, stakeholder meetings, and technical analysis and gathered data.

A draft Purpose and Need has been developed and will be available for review at Public Meeting #2. Key elements include:

PURPOSE:

- To Address Transportation:
 - Safety
 - Capacity
 - Access management
 - Geometric deficiencies
 - Bicycle and pedestrian needs

NEED:

SAFETY

- Motorists: reduce number of crashes
- Bicyclists/Pedestrians: provide suitable and separate facilities
- Property/Business Owners: ability to safety access property

CAPACITY AND OPERATIONS

- Reduce congestion
- Increase mobility
- Reduce conflict points
- Address bridge constriction
- Address intersection operation levels

ACCESS MANAGEMENT

- Maintain adequate access to properties while minimizing impact to roadway operations
- Utilize access management in order to improve travel flow throughout the corridor

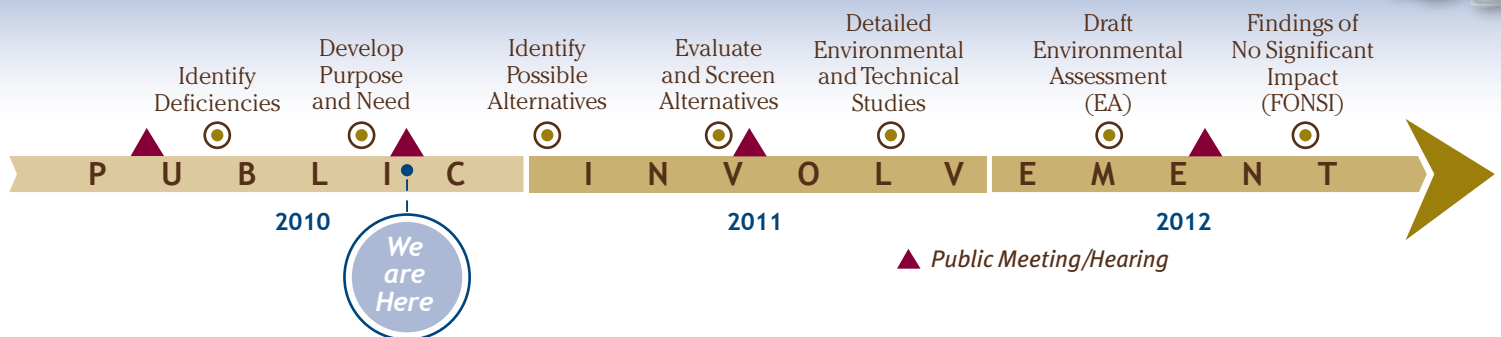
GEOMETRIC DEFICIENCIES

- Correct poor roadway and intersection geometry
- Update roadway to meet current geometric standards

BICYCLE/PEDESTRIAN ACCOMMODATION

- Increase alternate forms of transportation for all roadway users
- Create a safe environment for bicyclists and pedestrians

NEXT Steps Alternatives to be Developed



Using the Project Problem Statement, existing conditions, corridor deficiencies, technical analysis and the draft Purpose and Need as a guide, the major project milestone of the development of potential project alternatives will occur during the next several months. At both CAG Meeting #3 on September 1, 2010 and Public Meeting #2 on September 15, 2010, attendees will be given the opportunity to participate in workshops to

identify and suggest corridor improvements. The study team will then use this input to prepare draft alternatives for consideration and feedback at the next CAG and Public Meetings. This is an important stage of the study process when stakeholder participation is crucial.