



Open House Public Hearing

March 12, 2015 (4:00 p.m. - 7:00 p.m.)
Huntley Park District Rec Center
12015 Mill Street, Huntley, IL 60142



Welcome

The Illinois Department of Transportation (IDOT) welcomes you to the public hearing for the proposed improvements of IL Route 47 (IL 47) from Reed Road to US Route 14 (US 14).

Purpose of the Hearing

To present and obtain public comment on the preferred alternative and the Environmental Assessment (EA). The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures.

How to Participate Today

Participants are invited to view the presentation, exhibit boards, roll plots of the preferred alternative as well as submit comments. IDOT representatives are on hand to answer any questions you may have. A public comment forum will begin at 6:00 p.m., where you are invited to make a statement to a court reporter.

Project Overview

The study limits extend along IL 47 between Reed Road, to the south, and US 14, to the north. The study area is in McHenry County and includes the communities of Huntley, Lake in the Hills, Crystal Lake, Lakewood, Woodstock, Grafton Township, and Dorr Township.

Project Purpose & Need

The purpose of the proposed action is to provide an improved transportation system for IL 47 from Reed Road to US 14. Improvements to this route are needed to:

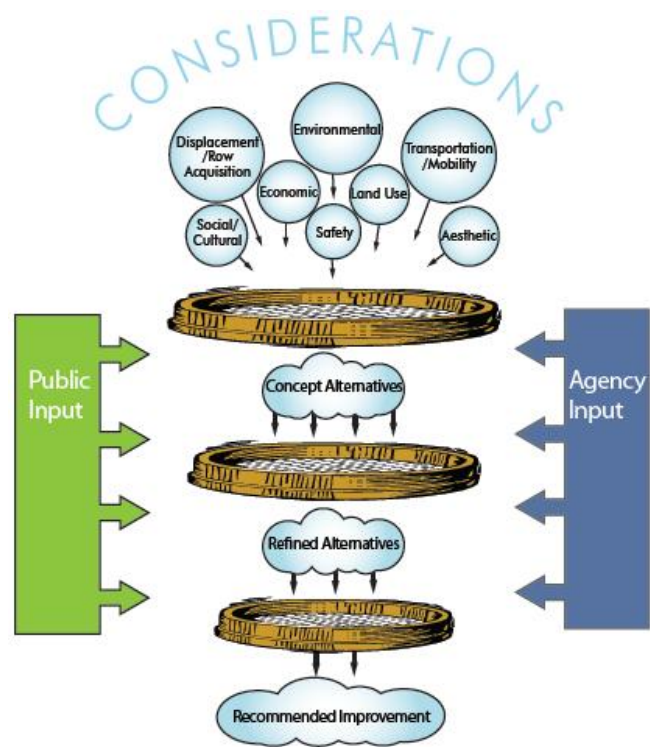
- > Improve Vehicular and Pedestrian Safety
- > Enhance Mobility
- > Facilitate Planned Economic Development



Public Involvement

IL 47 Study Process

The IL 47 Study involves the preparation of a Phase I Report focusing on a detailed alternatives analysis and environmental impact evaluation. This study followed the **Context Sensitive Solutions (CSS) process**; an approach involving stakeholders early and often in the development of a consensus solution. Information was gathered and duly considered on the project from all stakeholders in order to produce the best solution.



CSS Process Diagram

The Role of Stakeholders

A **stakeholder** is a person or business who uses the infrastructure, lives within or near the project area, or passes through it. This includes residents, landowners, minority communities affected by a project, businesses, advocates for policy, elected officials, governmental regulatory agencies, and travelers who use the facility. The role of the stakeholders was to advise IDOT on issues related to the design throughout the entire study process and to help identify elements of the purpose and need.

Stakeholder Input

Stakeholders have provided input throughout the process of determining the proposed improvements for IL 47. Stakeholders involved in the workshops have included representatives from local municipalities, environmental groups, local residences, business owners, and other interested groups.



Public Informational Meeting #1 (Sept. 30, 2008)

- Introduced Context Sensitive Solutions (CSS) and obtained input on issues within the project limits.
- Primary issues raised included traffic mobility and safety.

Stakeholder Workshop #1 (Feb. 13, 2009)

- Introduced Context Sensitive Solutions (CSS) and obtained input on project goals and objectives
- Workshop identified the following project goals and objectives: improve safety and mobility, protect the environment, and accommodate economic development along IL 47.

Stakeholder Workshop #2 (May 29, 2009)

- Obtained consensus on project Purpose and Need and preferred project elements.

Stakeholder Workshop #3 (October 6, 2009)

- Presented and discussed alternatives.

Public Informational Meeting #2 (Nov. 19, 2009)

- Presented proposed alternatives and obtained public input.
- Following public meeting, refined the preferred alternative.

Stakeholder Workshop #4 (Aug. 23, 2011)

- Presented minimization concepts to reduce environmental impacts (e.g. narrow median, include retaining walls) and obtained input.

Stakeholder Workshop #5 (March 5, 2014)

- Updated stakeholders on project process
- Presented preferred alternative, proposed practices for preventing/reducing water quality impacts (i.e. bioswales, native plantings) and wildlife crossings.



Preferred Alternative

The preferred alternative has been produced based on input from stakeholders who have volunteered to attend project stakeholder workshops, input obtained at the public informational meetings, and coordination with environmental resource agencies.

The preferred alternative meets the purpose and need and has the following **features**:

- ◆ Addition of shoulders, grass and raised barrier medians, turning and through lanes for **improved mobility, capacity, and safety**,
- ◆ Facilitation of the efficient movement of goods, employees, and customers to **support planned economic growth**,
- ◆ Inclusion of water quality features, such as, bioswales and/or native plantings and ditch modifications, which provide filtration for **improved water quality**, and
- ◆ Accommodations for sidewalk and shared-use path to **support pedestrians and cyclists movements**.

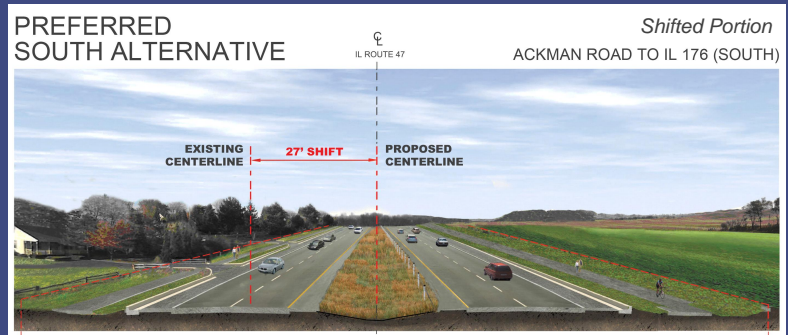
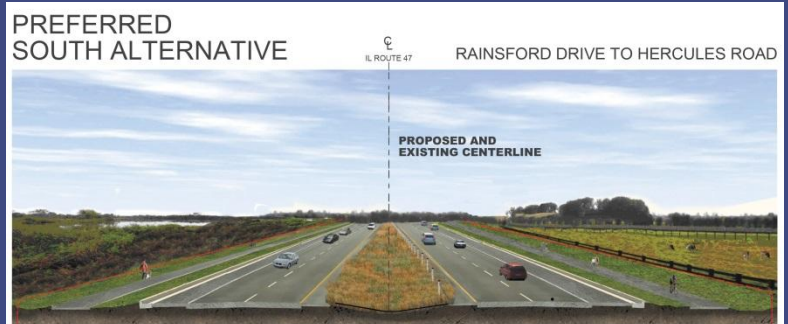
Preferred South Alternative

(Rainsford Drive to Hercules Road)

The Preferred South Alternative would improve IL 47 to include:

- 2 lanes in each direction
- Outside shoulder with curb and gutter
- 30-foot wide grass median. IL 47
- Accommodations for sidewalk would be provided on the west side of IL 47 and a shared-use path on the east side of IL 47.

Between Ackman Road and IL 176 (east leg), the improvements would shift 27-feet to the east to reduce impacts to residences and business on the west side of IL 47.



Preferred North Alternative

(Hercules Road to US 14)

The Preferred North Alternative would improve IL 47 to include:

- 2 lanes in each direction separated by a raised barrier median
- curb and gutter at outside lanes,
- Accommodations for sidewalk would be provided on the west side of IL 47 and a shared-use path on the east side of IL 47.



See Large Scale Exhibits or Website for Details

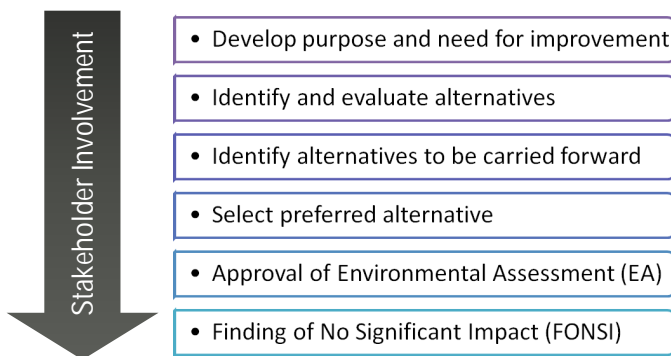


NEPA and Next Steps

The National Environmental Policy Act (NEPA) is a federal law that requires federally funded projects to evaluate a range of alternatives – including doing nothing, known as “No-Build”, and assess the impacts of those alternatives on the environment. The NEPA process requires the following:

- Avoid sensitive resources if reasonably possible
- Minimize impacts if resources cannot be avoided
- Mitigate impacts if necessary

Phase I Process



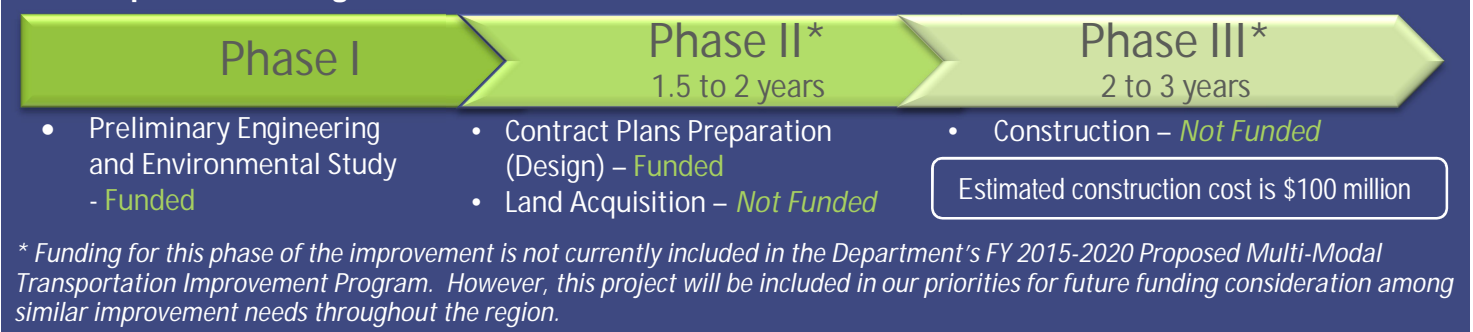
The socioeconomic and environmental impacts of the project are documented in the EA and include:

- 3 residential displacements
- 2 commercial displacements
- 138.6 acres of right-of-way acquisition
- 27 acres of wetlands and streams
- 19 acres of floodplains
- 77 acres of agricultural lands
- 3 sensitive receptors approach, meet, or exceed FHWA noise abatement criteria

Land Acquisition Process

- IDOT priority is to work with property owners to minimize impacts
- May begin after design approval and funding is identified
- Includes a plat of highway, independent appraisal, offer, and negotiations
- IDOT must propose fair market compensation for needed property
- Eminent domain or condemnation are always considered as last resorts

Next Steps and Funding



We Want to Hear From You!

Comments on the EA and public hearing must be submitted by March 26, 2015, in order to become part of the official Public Hearing Record. The EA is available on the project website and at the Woodstock and Huntley libraries.

Ways to provide your input:

- Fill out a comment form
- Provide a statement to the court reporter
- Visit the Contact Us section at www.Route47Study.com to submit your comment via the project website.
- You may also submit written comments to:

Illinois Department of Transportation
Bureau of Programming, Attn: John Baldauf, P.E., Project Manager
201 West Center Court
Schaumburg, Illinois 60196