



Woodstock Bypass Corridor Study

FINAL



Illinois Department of Transportation
Division of Highways

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Executive Summary

The Woodstock Bypass Corridor Study summarizes the results of a planning study conducted for a western bypass of the City of Woodstock. The study was initiated at the request of the City of Woodstock. They requested that the Charles Road/Illinois Route 120 SRA route be extended westward along Charles Road from Illinois Route 47 to the vicinity of Lamb Road, then south to U.S. Route 14. The intent of this extension was to develop a feasible corridor for a bypass of Illinois Route 47 and potentially a re-routing of the Illinois Route 120 designation from within the City limits to this new alignment.

This bypass is included in the City of Woodstock's Comprehensive Plan and is generally located on an alignment east of Lamb Road (see Exhibit 1). The Bypass is proposed as a limited access facility with the purpose of serving as an alternate route for traffic presently traveling on Illinois Route 47 through the City and to serve as access for the area west of the City as it develops. Existing Lamb Road would be used as a collector roadway to provide direct access to properties in that area as they develop.

Recommended SRA Improvements

The Woodstock Bypass Corridor was divided into three segments for the purposes of this study. It should be noted that while recommendations for a general alignment are given, further studies are necessary to more accurately define this alignment. Exhibit 2 presents a Corridor Map depicting the segments and general recommendations. Throughout its length, it is recommended that the Bypass consist of two 12-foot through lanes in each direction separated by a 42-foot wide grass median. Paved shoulders and an open-ditch drainage system will also be provided. The recommended right-of-way width is 180 feet total. The facility will be a limited access facility with no direct access from abutting properties.

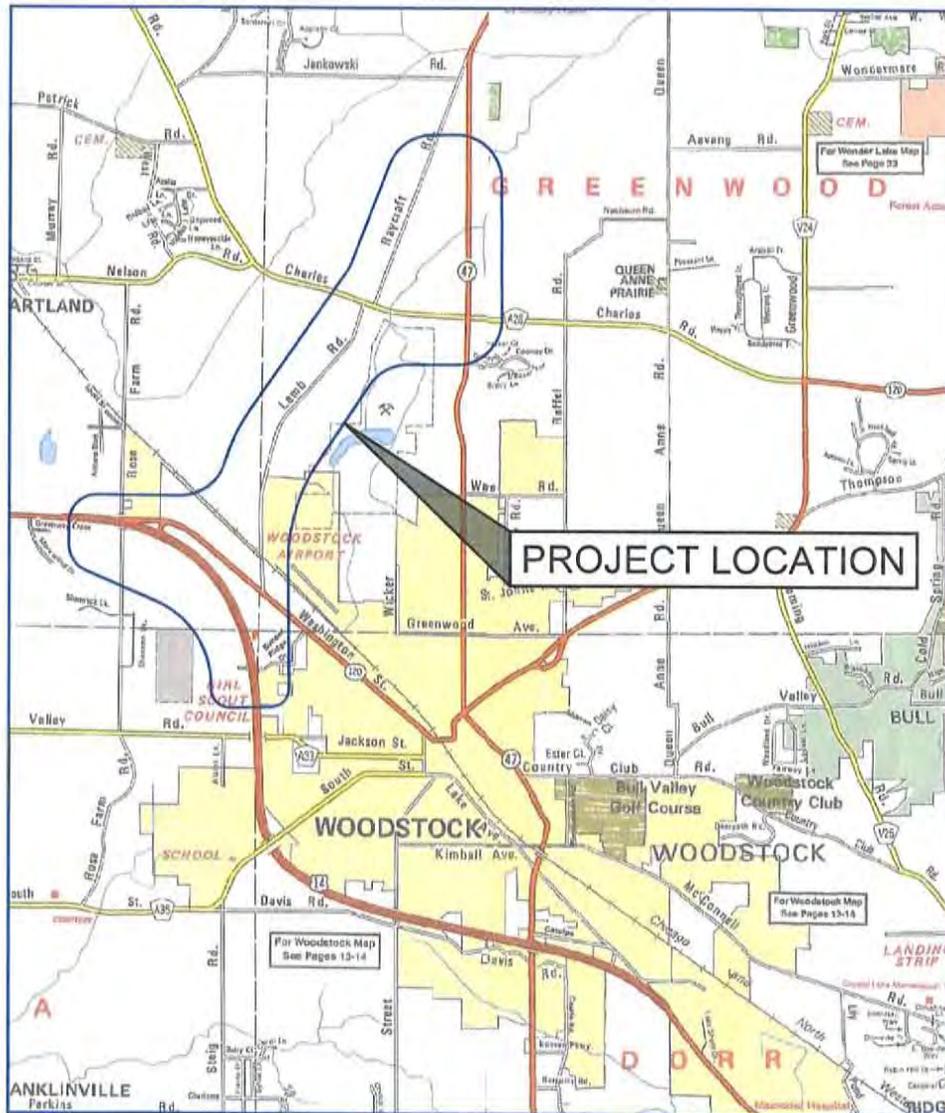
Following is a summary of the specific improvement recommendations within each segment:

Segment 1: U.S. Route 14 to Ware Road Extension

- The U.S. Route 14 intersection will initially be an at-grade signalized intersection. As traffic volumes increase, a grade-separated interchange will likely be warranted. Two alternate configurations, partial tight-diamond and trumpet, have been proposed.
- The Bypass will be grade separated from Illinois Route 120. Access between Illinois Route 120 and the Bypass will be via Lamb Road and Ware Road Extension.



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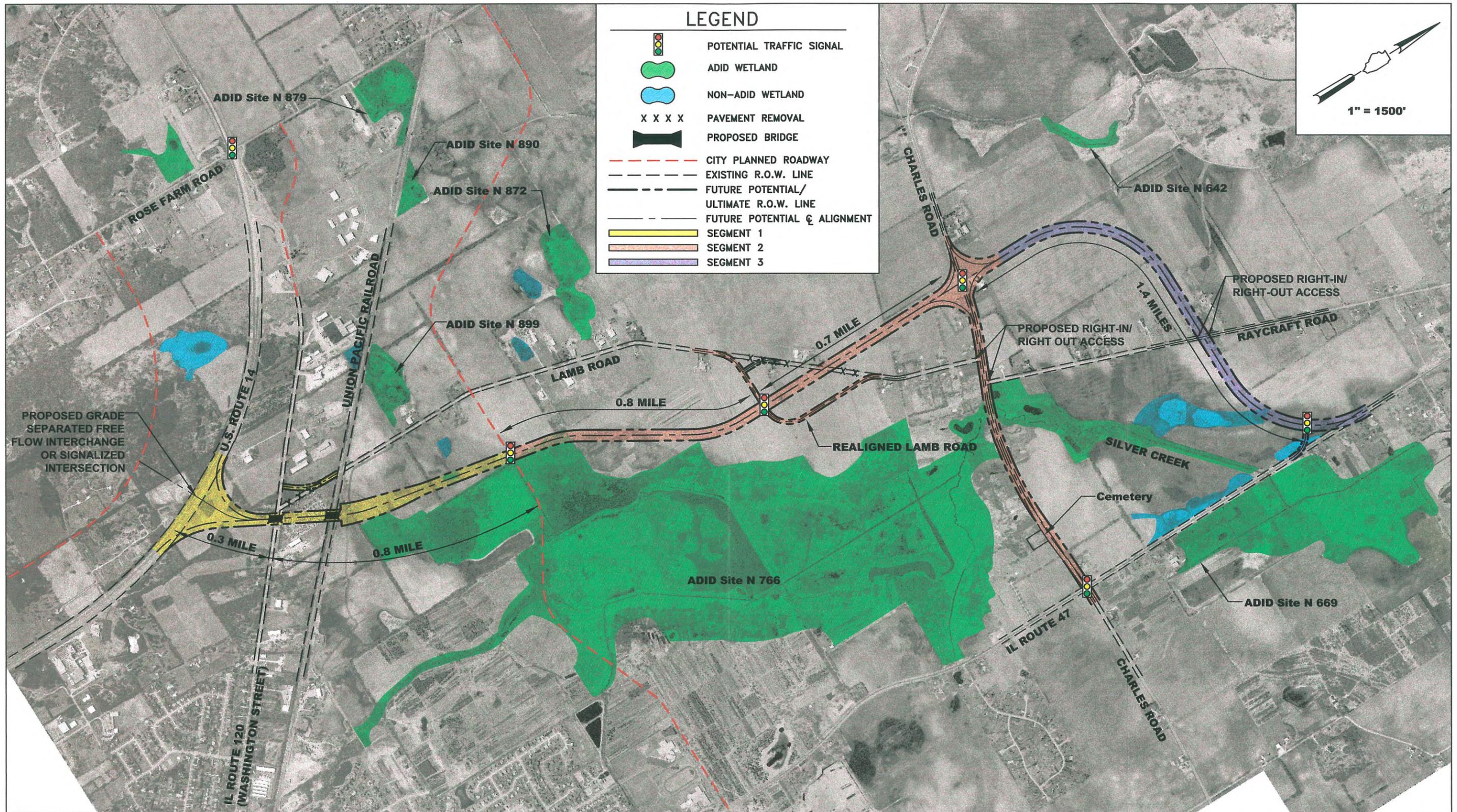


Illinois Department of Transportation
Woodstock Bypass Corridor Study

LOCATION MAP

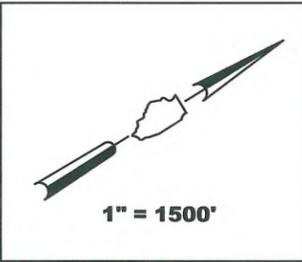


EXHIBIT 1



LEGEND

	POTENTIAL TRAFFIC SIGNAL
	ADID WETLAND
	NON-ADID WETLAND
	PAVEMENT REMOVAL
	PROPOSED BRIDGE
	CITY PLANNED ROADWAY
	EXISTING R.O.W. LINE
	FUTURE POTENTIAL/ ULTIMATE R.O.W. LINE
	FUTURE POTENTIAL & ALIGNMENT
	SEGMENT 1
	SEGMENT 2
	SEGMENT 3



- The Bypass will be grade separated from the Union Pacific Railroad tracks.
- The Bypass intersection with Ware Road Extension will be signalized.
- Lamb Road will be realigned between the Union Pacific Railroad and Illinois Route 120.
- The intersection of Illinois Route 120 and U.S. Route 14 will be eliminated. Illinois Route 120 will be realigned to intersect Rose Farm Road north of U.S. Route 14.

Segment 2: Ware Road Extension to Charles Road

- Lamb Road will be realigned to provide a 90 degree angle of intersection with the Bypass.
- Charles Road will be widened to provide two lanes in each direction from Illinois Route 47 to the proposed bypass.
- Both the Lamb Road and Charles Road intersections with the Bypass will be signalized.
- The intersections of Lamb Road and Raycraft Road with Charles Road will be restricted to right-in/right-out.

Segment 3: Charles Road to Illinois Route 47

- At the north end, the Bypass will curve to form a continuous road with Illinois Route 47. Existing Illinois Route 47 south of the bypass will be realigned to tee into the Bypass.
- The Illinois Route 47/Bypass intersection will be signalized.
- The north and south legs of Raycraft Road at the Bypass will be restricted to right-in/right-out.

Right-of-Way Requirements

A total right-of-way width of 180 feet should be acquired for construction of the Bypass. Additional right-of-way will also be required for the recommended realignments along Lamb Road. Finally, the widening on Charles Road results in a need to acquire an additional 42 feet of right-of-way from each side.

Environmental Considerations

For a considerable length of the proposed Bypass, there is an ADID wetland located immediately east of the recommended alignment. This wetland is a potential habitat for the Eastern Prairie White Fringed Orchid, which is an endangered species. More accurate wetland delineations and further field studies will be required to verify the impact the Bypass would have, if any. The alignment near Illinois Route 120 and the Union Pacific Railroad passes through a property which currently operates as an auto salvage yard. This site has not been identified as a LUST site but it is likely that contaminated soils exist.

Construction/Right-of-Way Cost Estimates

Cost estimates for the recommendations are based on estimated per mile roadway cost figures used

by IDOT. Unit costs were developed for the recommended intersection/interchange improvements and structures. The cost estimates were divided into construction, engineering, and right-of-way cost categories (see Table 1).

**Table 1
Construction Cost Estimate for Woodstock Bypass**

Improvement	Units	Quantity	Unit Cost	Estimated Cost (2005)	Estimated Cost (2030)
Roadway					
Bypass	Lane Mile	3.98	\$ 7,500,000	\$ 29,850,000	\$ 67,163,000
Charles Road	Lane Mile	1.0	\$ 7,500,000	\$ 7,500,000	\$ 16,875,000
Traffic Signals					
Intersection	Intersection	5	\$ 130,000	\$ 650,000	\$ 1,463,000
Intersection Improvements					
Bypass/U.S. Rt. 14 (Option 1)*	Each	1	\$ 400,000	\$ 400,000	\$ 900,000
IL Route 120/Lamb Rd. Realignment	Each	1	\$ 300,000	\$ 300,000	\$ 675,000
Bypass/Lamb Rd. Realignment	Each	1	\$ 700,000	\$ 700,000	\$ 1,575,000
Bypass/Charles Road	Each	1	\$ 800,000	\$ 800,000	\$ 1,800,000
Bypass/IL Route 47	Each	1	\$ 400,000	\$ 400,000	\$ 900,000
Charles Road/IL Route 47	Each	1	\$ 700,000	\$ 700,000	\$ 1,575,000
Structures					
Bypass over IL Route 120	Each	1	\$ 1,665,000	\$ 1,665,000	\$ 3,746,000
Bypass over Union Pacific Railroad	Each	1	\$ 1,665,000	\$ 1,665,000	\$ 3,746,000
Charles Rd. over Silver Creek	Each	1	\$ 80,000	\$ 80,000	\$ 180,000
Total Construction Cost				\$ 44,710,000	\$ 100,598,000

Engineering					
Phase I	6%	of Construction Cost		\$ 2,683,000	\$ 6,036,000
Phase II	9%	of Construction Cost		\$ 3,800,000	\$ 8,551,000
Phase III (Construction)	10%	of Construction Cost		\$ 4,471,000	\$ 10,060,000
Total Engineering Cost				\$ 10,954,000	\$ 24,647,000

Right-of-Way Acquisition					
Bypass	Acre	93.90	\$ 110,000	\$ 10,329,000	\$ 23,240,000
IL Route 120/Lamb Road	Acre	0.98	\$ 110,000	\$ 108,000	\$ 243,000
Charles Road	Acre	7.91	\$ 110,000	\$ 870,000	\$ 1,958,000
Bypass/Lamb Rd. Realignment	Acre	4.78	\$ 110,000	\$ 526,000	\$ 1,184,000
Bypass/IL Route 47	Acre	0.58	\$ 110,000	\$ 64,000	\$ 144,000
Total Right-of-Way Acquisition				\$ 11,897,000	\$ 26,769,000

TOTAL ESTIMATED COST				\$ 67,561,000	\$ 152,014,000
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- * Option 2 – Construction Cost = \$9,150,000 (2005); \$20,588,000 (2030)
Right-of-Way Acquisition = \$222,000 (2005); \$500,000 (2030)
- * Option 3 - Construction Cost = \$13,200,000 (2005); \$36,450,000 (2030)
Right-of-Way Acquisition = \$2,809,000 (2005); \$6,320,000 (2030)
- * Options 2 and 3 include applicable structure costs and additional roadway costs.

I. Introduction

1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's, however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4 percent but the urbanized area increased by approximately 70 percent. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last few decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that continued challenges lie ahead. NIPC has estimated that the region's population will increase as much as 19 percent between 2000 and 2030 (over four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 22 percent over the same period. Based on these predictions, there will also be a considerable increase in daily auto trips and transit trips. In order to accommodate these increases, significant improvements to the capacity and/or efficiency of the expressway and

arterial street systems must occur to prevent further incursions of long-distance trips onto portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial system, as proposed in the CATS 2020 and 2030 Regional Transportation Plans, is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 146 routes in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties (see Exhibit 1.1). 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 Tollway, Chicago Area Transportation Study (CATS), Northern Illinois Planning Commission (NIPC) and the Regional Transportation Authority (RTA). The SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

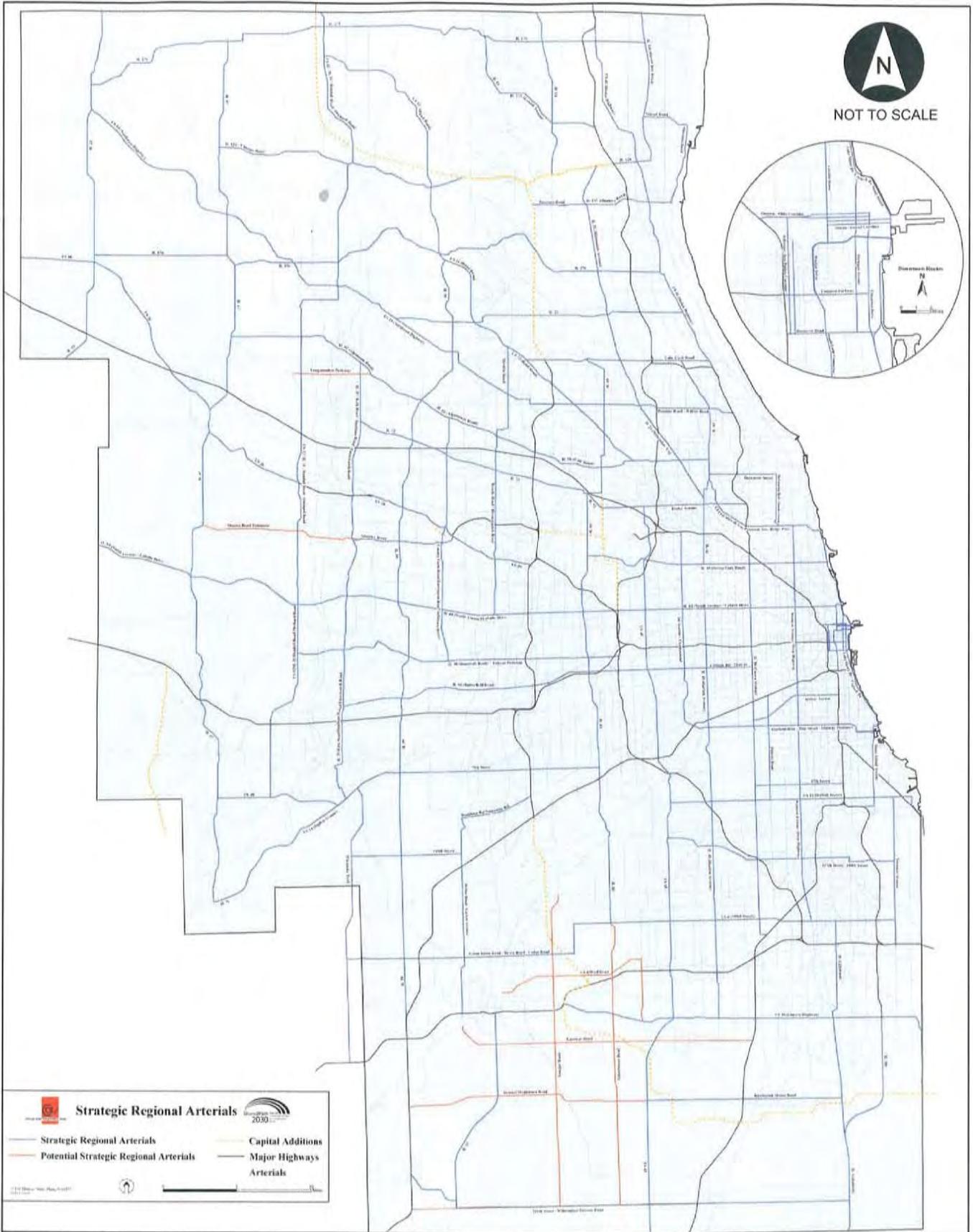
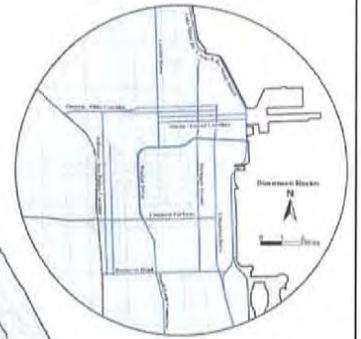
1.3 SRA Route Types and Improvement Techniques

Within the SRA network, there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated to correspond to three types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes



NOT TO SCALE



Strategic Regional Arterials

2030

- Strategic Regional Arterials
- Potential Strategic Regional Arterials
- Capital Additions
- Major Highways Arterials

1:10,000 Scale (North Arrow)

Illinois Department of Transportation
Woodstock Bypass Corridor Study

2030 STRATEGIC REGIONAL ARTERIAL MAP

 **CIVILTECH**

EXHIBIT 1.1

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install transit signal priority systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install transit signal priority systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

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

The Woodstock Bypass corridor is classified as a rural SRA route in central McHenry County. Table 1.1 indicates the desirable route characteristics for rural SRA facilities. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

Table 1.1
Desirable Route Characteristics
Rural Strategic Regional Arterials

Right-of-Way Width	188' – 284' (w/ frontage roads)
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	10' right paved; 6' left paved
Curbs	No
Sidewalks	If needed, along outside of frontage roads
Bicycle Accommodation	Paved Shoulder (minimum 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 pull-off and shelter. Express bus service and signal pre-emption potential
Number of Traffic Signals Per Mile	2, signals spaced 1/2 mile apart until frontage roads are constructed.
Signalization	Fully-actuated
Freight: Design Vehicle	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

* unless criteria and conditions of Section 6.3 of the SRA Design Concept Report (1994) are met.

1.4 Study Objectives

SRA routes are 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 being accomplished in six parts or subsets. Work on the first four subsets has been completed and work on the fifth and sixth subsets is ongoing. The Woodstock Bypass is included in the fifth subset of SRA routes.

The Woodstock Bypass Corridor study is considered a "pre-Phase I" study, since it may be a number of years before the improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an improvement could actually be constructed. Before constructing an improvement, several additional steps would be required including completion of a Feasibility Study to better define the alignment, completion of detailed Phase I engineering and environmental studies, and completion of engineering design activities (Phase II). These detailed studies may result in refinements of or alterations to the concept plan included in this study.

The Woodstock Bypass Corridor study was initiated at the request of the City of Woodstock. The City requested that the Charles Road/Illinois Route 120 SRA route be extended westward along Charles Road from Illinois Route 47 to the vicinity of Lamb Road, then south to U.S. Route 14. The intent of this extension was to develop a feasible corridor for a bypass of Illinois Route 47 and potentially a re-routing of the Illinois Route 120 and/or Illinois Route 47 designations from within the City limits to this new alignment. This study identifies a potential alignment and recommended improvements to enable the bypass route to function as part of the SRA system.

The following objectives have guided the study process:

- Determine the types of roadway improvements needed for the bypass route including number of lanes, signalization, and intersection improvements.
- Define future roadway alignment and right-of-way requirements.
- Enhance access to the regional transit system.
- Develop an access management plan to improve through-traffic flow and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Identify necessary improvements to accommodate bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study can be used by local and State agencies to help guide implementation of improvements along the Woodstock Bypass route. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for SRA routes is encouraged. Only with the support of the community through which the Woodstock Bypass will be located can the ultimate improvement plan be realized.

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through the following phases:

1.5.1 Data Collection/Evaluation - The SRA planning process is designed to efficiently use available data for each route. The data is assembled from right-of-way information, roadway plans, traffic volume projections, transit information, bicycle usage, adjacent development characteristics, accident data, environmental studies, and other sources. The data is analyzed to establish current conditions, constraints, and improvement needs.

1.5.2 Route Analysis - Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. The timing of the recommended improvements, whether interim or ultimate, is identified.

1.5.3 Environmental Issues/Screening - The SRA planning process does not include detailed environmental assessment or analysis of specific mitigation measures, a screening process identifies significant environmental conditions along each route. The results of the screening process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future design studies.

1.5.4 Construction Cost Estimates/Identification of Right-of-Way Needs - Construction cost estimates are prepared for each study segment. Right-of-way needs to accommodate the recommended ultimate roadway improvements are also identified.

1.5.6 Local Involvement and Coordination - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Information and coordination efforts include forming an Advisory Panel for the SRA route, which works with IDOT during the planning process. A public hearing in an open house format is also conducted for each route.

1.5.7 Final Route Improvement Plan/Report - As the final step in the planning process, a report is prepared for each SRA route to document the recommended improvements and findings.

1.6 Study Data Sources and Methodologies

1.6.1 Existing Roadway Characteristics - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. Aerial photography from April 2001 was obtained. On-site inspection and photographs were used to identify the following roadway features: number of lanes and turn bays, location of traffic signals, sidewalks, structures, pavement width and type of median, speed

limits, and frontage roads. Pavement widths and right-of-way limits were further confirmed with construction plans whenever possible.

1.6.2 Existing Transit Characteristics - Data on existing transit service and facilities was obtained from published data and reports from Metra and Pace as well as limited field verification of location and characteristics of transit facilities. Pace's Vision 2020 report is referred to in this study for identification of future Pace initiatives. In addition, a review of the CATS 2030 Regional Transportation Plan is included to outline other regional roadway and transit initiatives.

1.6.3 Land Use/Development Characteristics - Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from aerial photography, local land use maps, and on-site inspection. Planned and committed developments were identified based on input gathered during the Individual Community Interviews. Such information was used to assess potential route impact and plan for access.

1.6.4 Environmental Considerations - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by the recommended improvement, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, flood plains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are 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 shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

1.6.5 Year 2030 Traffic Demand Projections - The Chicago Area Transportation Study projected Year 2030 traffic volumes for all routes in the SRA system and for tollways and expressways. Projections made for the SRA system are different from those made for most projects because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption tries to provide that no route or part of a route would be expected to handle more than its share of the expected 2030 traffic volumes which may be traveling in that general direction. It also tries to provide that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route. For this particular corridor, since the CATS 2030 model was not available at the start of this project, the CATS 2020 model was further modified to include the bypass in order to develop comparable "order-of-magnitude" volumes and then projected out to the year 2030.

1.6.6 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 route. The costs are based on historical figures from IDOT and are summarized in six categories. These categories are

Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The estimates are accurate enough to provide a general understanding of what funding may be required in the future.

1.7 Organization of the Report

The SRA corridor report for the Woodstock Bypass Corridor is divided into four sections:

- I. **Introduction** - Information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report is presented.
- II. **Route Overview** - A general description of the existing route characteristics and type of recommended improvements for the overall route is presented.
- III. **Route Analysis** – A detailed analysis of existing route characteristics and recommended route improvements are included in this chapter. Because this corridor study is primarily located within undeveloped land, the existing facility (roadway) characteristics are included on the same exhibits as the environmental characteristics of the route corridor. Existing streams, wetlands, and flood plains; historic properties and districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown. The planning constraints and limitations of the corridor are analyzed. Future development potential is examined by identification of vacant land, planned or likely redevelopment, and other planned development in the vicinity. Public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

Finally, the recommended improvements and right-of-way requirements are identified for the corridor. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

- IV. **Public Involvement** – This chapter summarizes the public involvement process during the study including individual community interviews, SRA Advisory Panel meetings, public hearings and other efforts to promote local involvement in the study process.

II. Route Overview

The City of Woodstock's Comprehensive Plan provides for a western bypass of the City, to be located east of Lamb Road. The Bypass is proposed as a limited access facility with the purpose of serving as an alternate route for traffic presently traveling on Illinois Route 47 through the City and to serve as access for the area west of the City as it develops. Existing Lamb Road would be used as a collector roadway to provide direct access to the properties as they develop.

2.1 The Woodstock Bypass Study Area

The Woodstock Bypass corridor extends north from Illinois Route 14 along an alignment east of and generally parallel to existing Lamb Road to a point north of the Illinois Route 47/Charles Road intersection. A location map is shown on Exhibit 2.1.

2.2 Land Use/Development Characteristics

The Woodstock Bypass corridor extends primarily through agricultural land. At the south end near the intersection of Illinois Route 120 and Lamb Road are both industrial and residential properties. Along Lamb Road near Charles Road and along Charles Road itself are some existing single-family residences.

2.3 Regional Transportation Facilities

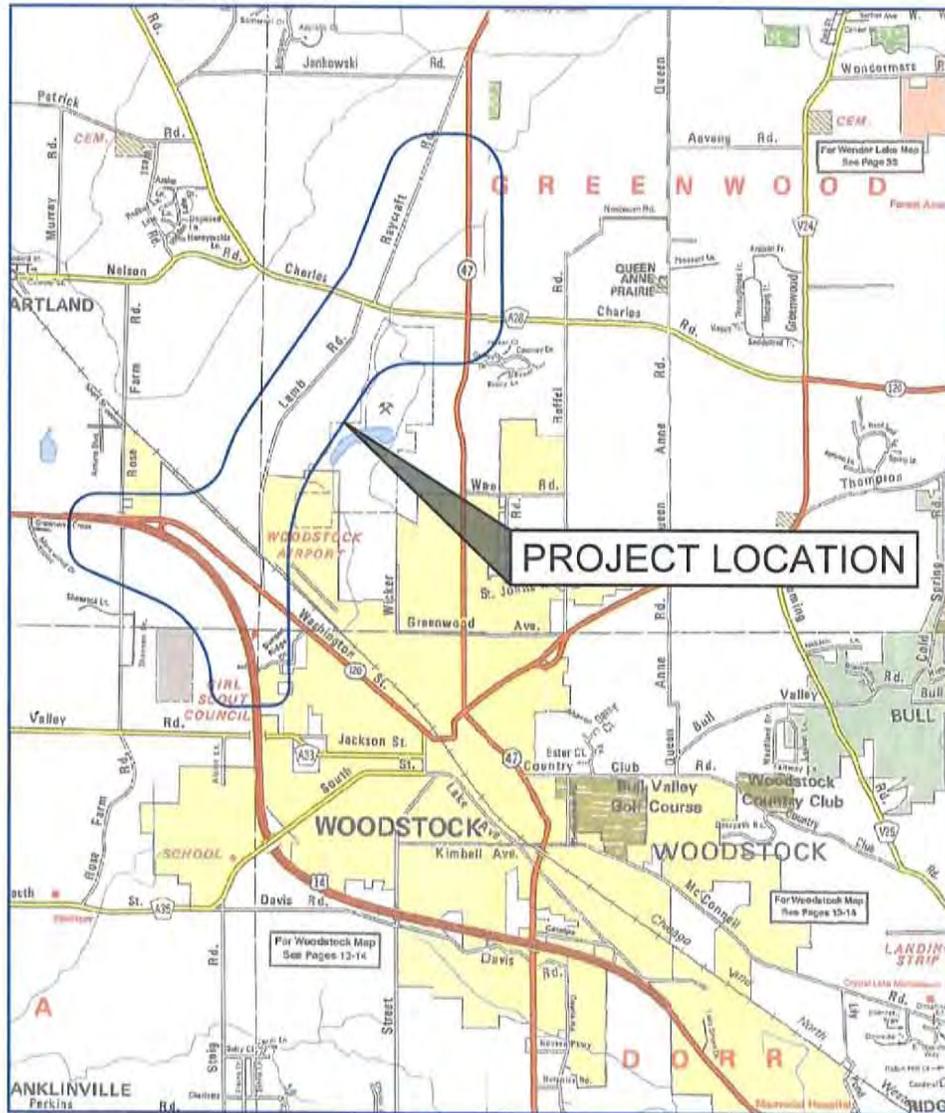
The Corridor Map, which depicts major transportation facilities and crossing SRA routes, is shown on Exhibit 2.2. The Woodstock Bypass forms a tee intersection/interchange with U.S. Route 14 at the south end, crosses Illinois Route 120 north of U.S. Route 14 and forms new intersection with Illinois Route 47 near the north end.

2.4 Roadway/Right-of Way Characteristics

Because the Bypass is a proposed roadway on a new alignment, there is no existing right-of-way for the road. It is near Lamb Road which is a 2-lane roadway with an existing right-of-way of 66 feet. The southern limit is Illinois Route 14 which has an existing right-of-way width of 200 feet and is a 2-lane roadway. Illinois Route 47 at the north end is also a 2-lane roadway with an existing right-of-way width of 80 feet.



NOT TO SCALE

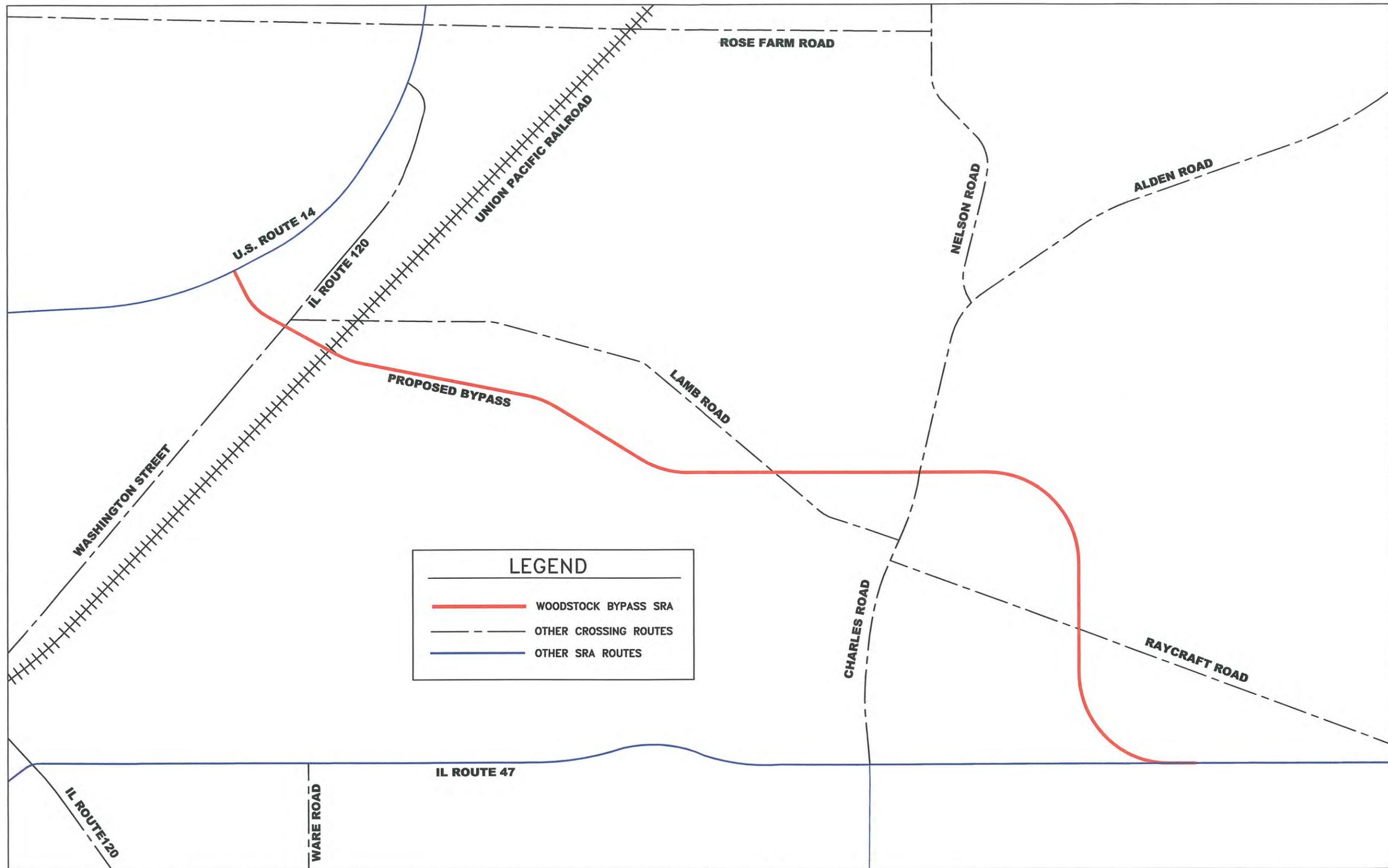


Illinois Department of Transportation
Woodstock Bypass Corridor Study

LOCATION MAP



EXHIBIT 2.1



As noted previously, “order-of-magnitude” 2030 traffic volumes for the Bypass and for Illinois Route 47 both with and without the Bypass were projected by modifying the CATS 2020 traffic model and then projecting the numbers out to the year 2030 based on the CATS 2030 projections for the area. It should be noted that detailed validation of the model was not completed for these projections; therefore, some caution must be taken in the use of these volumes. The primary purpose of developing these projections was to develop a recommended cross section and to demonstrate that the Bypass would carry enough traffic to be warranted. More detailed modeling using the CATS 2030 model as a base and completing the necessary validation of the model would need to be done in conjunction with further alignment studies. The volumes are summarized in Table 2.1

**Table 2.1
2030 Traffic Projections**

Roadway Segment	2005 Existing ADT	IL Route 47 w/o Bypass	IL Route 47 w/Bypass	Woodstock Bypass
South of Charles Road	8,500	15,500	7,500	27,900
North of Ware Road	8,500	15,500	7,500	27,900
South of Ware Road	8,500	14,300	10,300	24,500
North of U.S. Route 14	16,800	22,700	21,600	24,500

2.5 Transit

There is only one existing transit route in the vicinity of the Woodstock Bypass corridor. It is Pace Route 808 that runs along Illinois Route 120, Illinois Route 47 and Charles Road. It serves the Crystal Lake, Woodstock and Harvard Metra stations in addition to other key landmarks. The Woodstock Metra station provides access to the Union Pacific/Northwest Line which crosses the Bypass corridor. Future transit plans are outlined in the CATS 2030 Regional Transportation Plan and the Pace Vision 2020 plan.

2.6 Threatened and Endangered Species

A letter from the United States Department of the Interior Fish and Wildlife Service office was received on February 13, 2003 regarding the presence of threatened or endangered species and habitat in the vicinity of the Woodstock Bypass corridor. Potential habitat was found for the Eastern Prairie White Fringed Orchid within ADID Wetland Site N766. This plant is listed as a threatened species on the federal list. There are also two named nature and wildlife preserves in the vicinity of the project. The first one is the Bystricky Prairie Nature Preserve which is approximately 3000 feet north of the project limits. The second one is the Deep Cut Marsh Wildlife Refuge which is approximately two miles west of the project limits.

2.7 Community Concerns

Initial Community Interviews, Advisory Panel Meetings and other coordination meetings were held with the City of Woodstock and McHenry County Highway Department on various dates between January 2001 and July 2004. Following is a summary of their comments and concerns:

- City of Woodstock
 - The City stated that a bypass west of Illinois Route 47 has been incorporated into their Comprehensive Plan. The area surrounding the planned bypass would be industrial.
 - A Metra rail yard is planned along the Union Pacific Railroad west of Lamb Road. In addition, a waste transfer facility is planned east of Lamb Road north of the railroad tracks.
 - The former area of mining east of Lamb Road is undergoing wetland remediation.

- McHenry County
 - The County favors the concept of the bypass but requests that the City adopt a resolution supporting the bypass.

III. Route Analysis

For the initial Advisory Panel Meeting, two alternatives were developed. These followed the same general route except they had different alignments and characteristics at the south and north ends. The design concept for each was a limited access facility.

Alternate 1 provided either a full or a partial interchange with U.S. Route 14. Direct access to Illinois Route 120 (Washington Street) would not be provided. Bridges would carry the proposed Bypass over Illinois Route 120 and over the Union Pacific Railroad. Lamb Road at Illinois Route 120 would be realigned so that local traffic could access the Bypass via Lamb Road. At the northern end of the corridor, the preferred movement favors the north-south traffic along Illinois Route 47. An at-grade signalized intersection with free-flow right turn movements to and from Charles Road would be provided. All other local access would be maintained through roadway realignments.

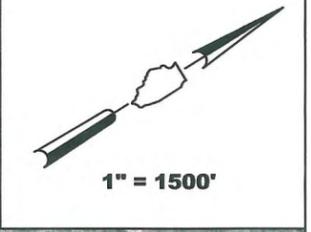
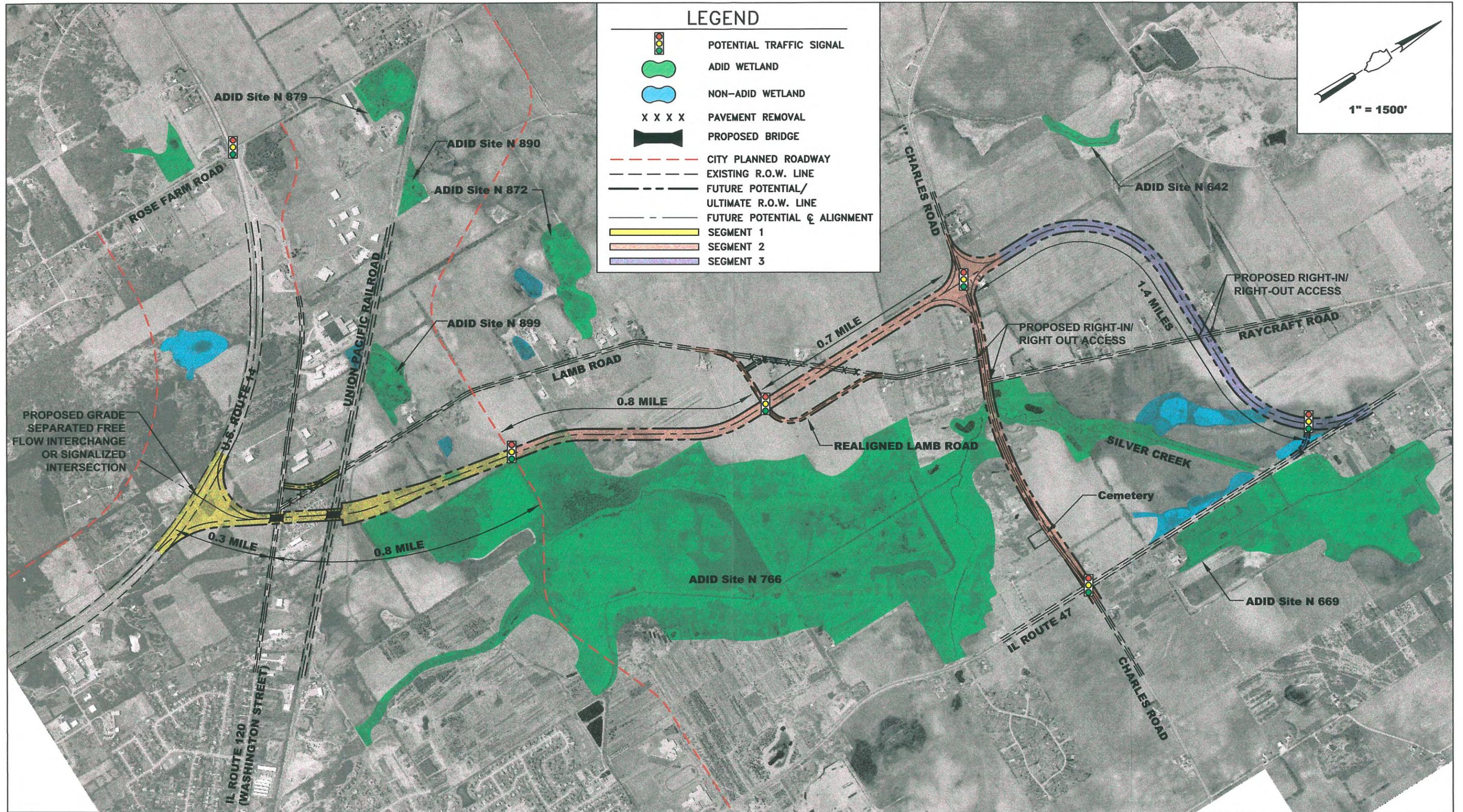
Alternate 2 provided at-grade signalized intersections with U.S. Route 14 and with Illinois Route 120. Illinois Route 120 would be realigned to provide a better angle of intersection with the Bypass. A bridge for the Bypass is proposed over the Union Pacific Railroad. The existing Lamb Road at-grade railroad crossing would be closed. At the northern end of the corridor, the preferred movement favors the east-west traffic along Charles Road east of Illinois Route 47. Charles Road west of the Bypass would be realigned to the south to serve as a connector roadway for local access to the Bypass.

Alternate 1 was chosen by the City of Woodstock and the other agencies to be the preferred alternate. For informational purposes, Appendix A contains a summary of the elements included in Alternate 2 in addition to a corridor map and plan exhibits.

This section provides a detailed summary of existing conditions and recommended improvements for Alternate 1 along the Woodstock Bypass corridor. The corridor has been divided into three separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as travel demand, adjacent land use patterns and access needs. The three segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: U.S. Route 14 to Ware Road Extension
- Segment 2: Ware Road Extension to Charles Road
- Segment 3: Charles Road to Illinois Route 47

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic conditions, environmental factors, and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.



Segment 1
U.S. Route 14 to Ware Road Extension

3.1 Segment 1: U.S. Route 14 to Ware Road Extension

3.1.1 Location

Segment 1 extends along the recommended Bypass route from U.S. Route 14 to the vicinity of a future westward extension of Ware Road (see Exhibit 3.1). The segment is approximately 1 mile in length and is located in unincorporated McHenry County west of the City of Woodstock.

3.1.2 Existing Facility Characteristics

Existing facility characteristics for Segment 1 of the Woodstock Bypass are shown on Exhibits A-1 and A-2. Photos depicting existing conditions have been included in Appendix B.

Roadway Characteristics/ Right-of-Way – There are three existing roads in the vicinity of Segment 1. U.S. Route 14 has an existing right-of-way width of 200 feet. The existing cross section of U.S. Route 14 is one 12-foot travel lane in each direction with no median. There are 4 to 8-foot wide paved shoulders on each side with a variable width aggregate shoulder beyond the paved shoulder. Illinois Route 120 (Washington Street) has an existing right-of-way width of 66 feet. It also has one 12-foot travel lane in each direction, no center median, and 4-foot wide gravel shoulders. Lamb Road has a 66-foot wide right-of-way, one 12-foot travel lane in each direction, no center median and 4-foot wide gravel shoulders. U.S. Route 14 and Illinois Route 120 are under the jurisdiction of the Illinois Department of Transportation. Lamb Road is under the jurisdiction of Greenwood Township.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that for 2003, the average annual daily traffic for U.S. Route 14 in this vicinity was 9,300 vehicles per day (vpd) and for Illinois Route 120 it was 3,250 vpd. Lamb Road carries about 1,000 vpd.

Traffic Control/Intersection Configuration – Lamb Road at its intersection with Illinois Route 120 is under stop sign control with Illinois Route 120 being free flow. Illinois Route 120 is under stop sign control at its intersection with U.S. Route 14.

Structures - There are no existing bridge structures on U.S. Route 14, Illinois Route 120 or Lamb Road in this vicinity.

Transit/Railroads – Pace Route 808 runs along Illinois Route 120. In addition, the Bypass will cross the Union Pacific Railroad which has a single track in this vicinity. Lamb Road crosses the tracks at-grade.

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 1 of the Woodstock Bypass corridor are also shown on Exhibits A-1 and A-2.

Lakes/Streams/Wetlands/Floodplains – The Bypass corridor runs through floodplain north of the Union Pacific Railroad tracks. ADID Wetland N766 also exists in that vicinity although the Bypass runs immediately west of it through Segment 1.

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

Hazardous Waste/LUST Sites – There are no documented leaking underground storage tanks (LUST) sites identified in this segment; however, there is an existing auto salvage yard bounded by Illinois Route 120 on the south, Lamb Road on the west and the Union Pacific Railroad on the north which likely has contaminated soils.

Threatened or Endangered Species - The U.S. Fish and Wildlife Service indicated that the ADID Wetland N766 is a potential habitat for the Eastern Prairie White Fringed Orchid (*platanthera leucophaea*).

Prime Farmland – Most of this segment of the Bypass runs through prime farmland. This land is all planned for development under the City of Woodstock's Comprehensive Plan.

3.1.4 Existing Land Use Characteristics

Existing land use characteristics for Segment 1 are shown on Exhibits A-1 and A-2.

Type and Intensity of Development - Segment 1 is predominantly a rural corridor located west of the City of Woodstock. The dominant land uses in this area are industrial and agriculture with a few residential properties. As previously noted, there is also an auto salvage yard between Illinois Route 120 and the Union Pacific Railroad.

Planned Development – This segment of the corridor is planned for mixed commercial, office and industrial uses. There is also a planned Metra rail yard in the northwest quadrant of Lamb Road and the Union Pacific Railroad.

3.1.5 Recommended SRA Improvements

The recommended plan for Segment 1 is shown on Exhibits B-1 and B-2.

Roadway - The recommendation for this segment of the Woodstock Bypass is to provide two 12-foot lanes in each direction separated by a 42-foot wide grass median. Paved shoulders and an open-ditch drainage system will also be provided. The recommended right-of-way width is 180 feet total. The proposed typical section is shown on each of the exhibits. The Bypass will be grade-separated from Illinois Route 120 and from the Union Pacific Railroad tracks.

Lamb Road will be realigned between the railroad tracks and Illinois Route 120. The existing at-grade crossing of the railroad tracks will be maintained. Existing Lamb Road will be used for access between Illinois Route 120 and the proposed bypass via the Ware Road Extension.

The intersection of Illinois Route 120 and U.S. Route 14 will be eliminated. Illinois Route 120 will be realigned to the north to intersect with Rose Farm Road north of U.S. Route 14 (see Exhibit 3.1).

Traffic Control/Intersection Configuration - Three options are being shown for the U.S. Route 14/ Woodstock Bypass intersection. Exhibit B-1 depicts the recommended lane configuration for Option 1 which is an at-grade signalized intersection. This would likely be constructed initially until traffic volumes warrant a grade separation. It is recommended that this at-grade improvement include free flow right turns from westbound U.S. Route 14 onto the northbound Bypass and from the southbound Bypass onto westbound U.S. Route 14. The left turns to and from U.S. Route 14 would be made at a signalized intersection. As previously noted, the traffic projections for this study were “order-of-magnitude” numbers. More detailed traffic analyses will be required to develop “design” numbers. Because of the current and projected growth rates in McHenry County, it is anticipated that the ultimate improvement at U.S. Route 14 and the Bypass will be a grade separation.

The second and third options which have been developed are for a grade-separated interchange. Exhibit C-1 depicts Option 2 which is a partial diamond interchange. The westbound U.S. Route 14 to northbound Bypass and southbound Bypass to westbound U.S. Route 14 right turn movements would be free flow. The Bypass would go over U.S. Route 14 on a new structure. The two left turn movements would be made via ramps on the south side of U.S. Route 14 which would intersect the Bypass. If this becomes the preferred grade separation option, the Bypass may be extended south of U.S. Route 14 to connect to a future roadway, proposed in the City of Woodstock’s Comprehensive Plan, which parallels U.S. Route 14. Depending on the volumes and whether the Bypass is extended, the ramp intersection may or may not require signalization since the heaviest movement would likely be the southbound to eastbound left turn and, if the Bypass is not extended, there would be no opposing traffic.

Option 3 is depicted in Exhibit C-2. The Bypass would go over U.S. Route 14 on a new structure. The right turns would again be free flow. The left turns would be made through a trumpet-style interchange and would also be free flow.

A future signalized intersection is recommended at the intersection of the Ware Road extension and the Bypass. The recommended lane configuration for that intersection is shown graphically on Exhibit B-2. The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Generally, when traffic signals are spaced greater than ½ mile apart, interconnection does not provide much benefit since it is difficult to develop platoons of vehicles to be progressed. As a result, interconnection is not recommended.

Access Management – In the City’s Comprehensive Plan, the Bypass is proposed as a limited access facility. The intent of the plan is to have access to adjacent properties allowed only onto Lamb Road and internal development roadways. Direct access between Illinois Route 120 and U.S. Route 14 will be eliminated based on the recommended plan. In addition, no direct access between Illinois Route 120 and the Bypass is recommended.

Structures – There are two bridge proposed structures within this segment. They are listed in Table 3.1.1.

**Table 3.1.1
Structure Modifications**

Facility Carried	Feature Crossed	Est. Width	Est. Length
Woodstock Bypass	Illinois Route 120	90 ft.	185 ft.
Woodstock Bypass	Union Pacific Railroad	90 ft.	185 ft.

Transit – Because the industrial area could be a key employment area for the City of Woodstock, accommodation for future transit use should be provided as development occurs. This could include bus turnouts or loading zones within the development area itself.

3.1.6 Right-of-Way Requirements

Right-of-way will be required for the proposed Bypass. A total width of 180 feet is required to be able to accommodate the recommended cross section. Additional right-of-way will also be required for the realignment of Lamb Road at Illinois Route 120 and Illinois Route 120 at U.S. Route 14.

3.1.7 Environmental Considerations

The right-of-way acquisition could result in impacts to prime farmland, floodplain and wetlands in this segment. As noted, the wetlands are a potential habitat for the Eastern Prairie White Fringed Orchid. Contaminated soils may also be encountered in the auto salvage yard at Lamb Road and Illinois Route 120.

3.1.8 Land Use Considerations

Future development in this corridor should be coordinated with SRA criteria and the land use plans for the City of Woodstock.

3.1.9 Construction/Right-of-Way Cost Estimates

The construction/right-of-way cost estimate for the recommended improvements for Segment 1 is shown in Table 3.1.2.

**Table 3.1.2
Construction Cost Estimate for Segment 1
U.S. Route 14 to Ware Road Extension**

Improvement	Units	Quantity	Unit Cost	Estimated Cost (2005)	Estimated Cost (2030)
Roadway (Bypass)	Lane Mile	1.10	\$ 7,500,000	\$ 8,250,000	\$ 18,563,000
Traffic Signals (Option 1 & 2 only)	Intersection	1	\$ 130,000	\$ 130,000	\$ 293,000
Intersection Improvements					\$ -
U.S. Route 14/Bypass (Option 1)*	Each	1	\$ 400,000	\$ 400,000	\$ 900,000
IL Route 120/Lamb Road Realignment	Each	1	\$ 300,000	\$ 300,000	\$ 675,000
Structures					\$ -
Bypass over IL Route 120	Each	1	\$ 1,665,000	\$ 1,665,000	\$ 3,746,000
Bypass over Union Pacific Railroad	Each	1	\$ 1,665,000	\$ 1,665,000	\$ 3,746,000
Total Construction Cost				\$ 12,410,000	\$ 27,923,000

Engineering					
Phase I	6%	of Construction Cost		\$ 745,000	\$ 1,675,000
Phase II	9%	of Construction Cost		\$ 1,055,000	\$ 2,373,000
Phase III (Construction)	10%	of Construction Cost		\$ 1,241,000	\$ 2,792,000
Total Engineering Cost				\$ 3,041,000	\$ 6,840,000

Right-of-Way Acquisition					
Bypass	Acre	32.73	\$ 110,000	\$ 3,600,000	\$ 8,100,000
IL Route 120/Lamb Road	Acre	0.98	\$ 110,000	\$ 108,000	\$ 243,000
Total Right-of-Way Acquisition				\$ 3,708,000	\$ 8,343,000

TOTAL ESTIMATED COST				\$ 19,159,000	\$ 43,106,000
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* Option 2 - Construction Cost = \$9,150,000 (2005); \$20,588,000 (2030);
Right-of-Way Acquisition = \$222,000 (2005); \$500,000 (2030)

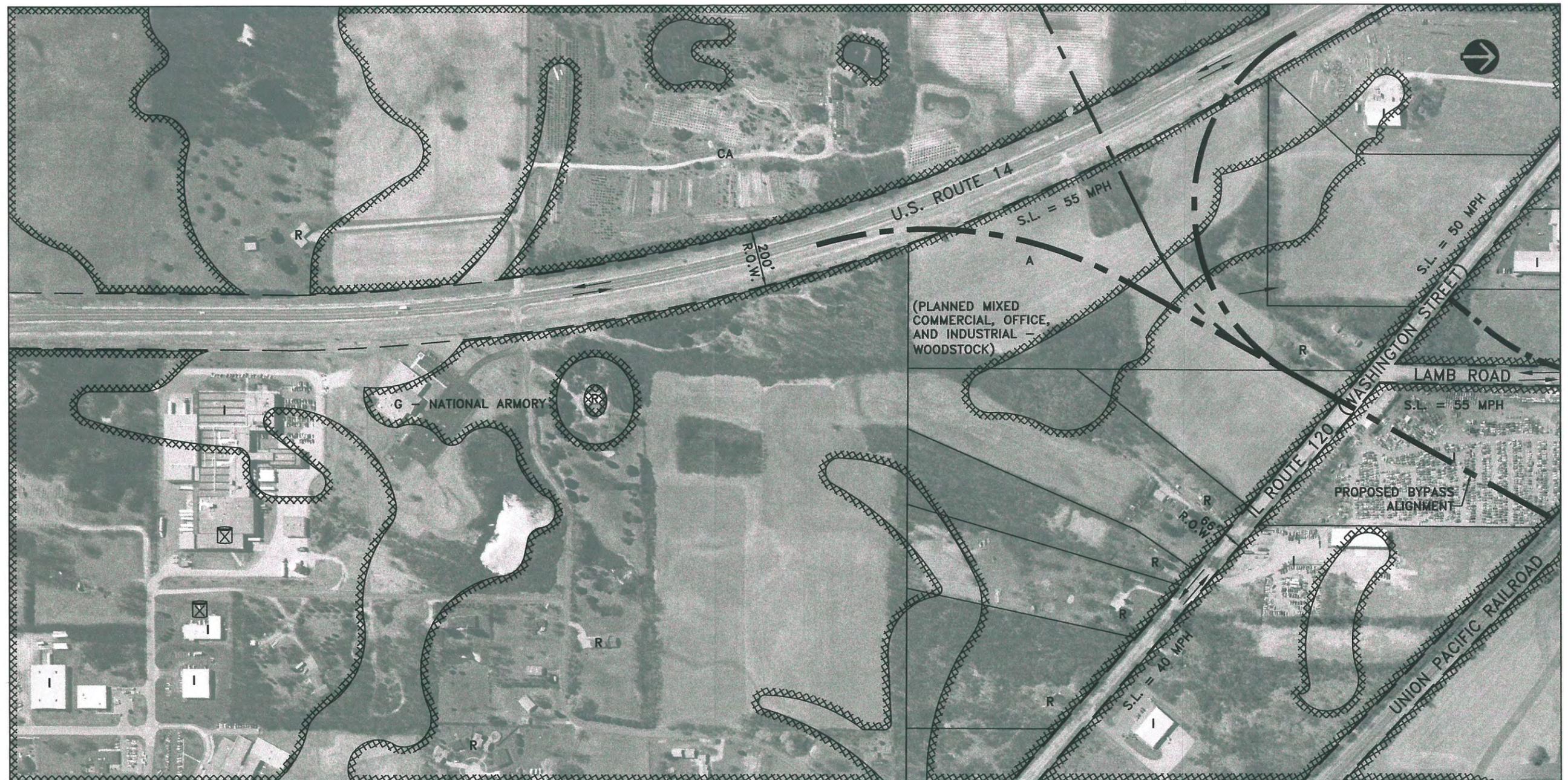
* Option 3 - Construction Cost = \$16,200,000 (2005); \$36,450,000 (2030);
Right-of-Way Acquisition = \$2,809,000 (2005); \$6,320,000 (2030)

* Options 2 and 3 include applicable structure costs and additional roadway costs.

Segment 1
U.S. Route 14 to Ware Road Extension

**EXISTING FACILITY, LAND USE, AND
ENVIRONMENTAL CHARACTERISTICS**

Exhibits A-1 and A-2



DATE OF PHOTOGRAPHY: APRIL 18, 2001

ENVIRONMENTAL FACTORS LEGEND

- | | |
|----------------------------------|---|
| HAZARDOUS WASTE SITE | THREATENED AND ENDANGERED SPECIES HABITAT |
| LEAKING UNDERGROUND STORAGE TANK | PRIME AGRICULTURAL LAND |
| HISTORIC BUILDING/DISTRICT | FLOODPLAIN/FLOODWAY |
| ADID WETLAND | NON-ADID WETLAND |

LAND USE LEGEND

- | | |
|--|---|
| R SINGLE-FAMILY RESIDENTIAL | * CEMETERY (NAME) |
| RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS) | G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.) |
| RH HIGH RISE RESIDENTIAL (>3 FLOORS) | P PARK/FOREST PRESERVE (NAME) |
| MH MOBILE HOME PARK | U UTILITY |
| O OFFICE (UP TO 3 FLOORS) | E EXTRACTION (MINING & GRAVEL) |
| OH OFFICE HIGH RISE (>3 FLOORS) | A AGRICULTURE |
| C COMMERCIAL RETAIL/SERVICE | V VACANT |
| CA COMMERCIAL AGRICULTURE (NURSERY, ETC.) | () PLANNED USE/JURISDICTION |
| CR COMMERCIAL RECREATION (GOLF COURSE, ETC.) | — PROPERTY BOUNDARY |
| I INDUSTRIAL/WAREHOUSE | - - - EXISTING RIGHT OF WAY |
| + CHURCH/TEMPLE (NAME) | → EXISTING TRAVEL LANE |
| S SCHOOL (NAME) | NOTE: CATEGORY INDICATES PREDOMINANT LAND USE |
| R.O.W. RIGHT-OF-WAY | |
| S.L. SPEED LIMIT | |



DATE OF PHOTOGRAPHY: APRIL 18, 2001

ENVIRONMENTAL FACTORS LEGEND	
C1 HAZARDOUS WASTE SITE	THREATENED AND ENDANGERED SPECIES HABITAT
LEAKING UNDERGROUND STORAGE TANK	PRIME AGRICULTURAL LAND
HISTORIC BUILDING/DISTRICT	FLOODPLAIN/FLOODWAY
ADID WETLAND	NON-ADID WETLAND

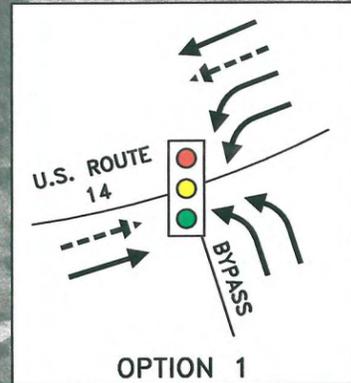
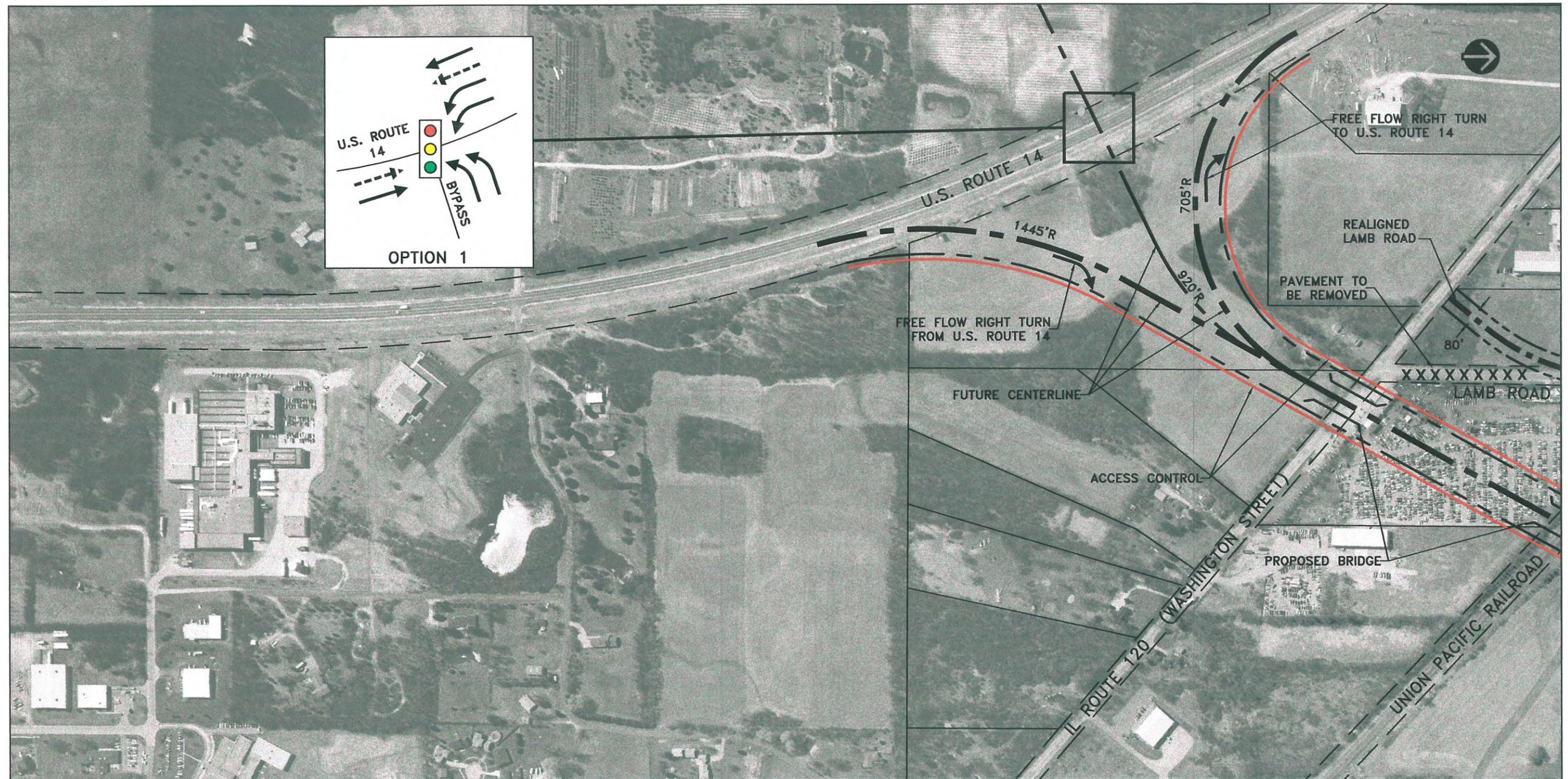
T&E SPECIES
EASTERN PRAIRIE WHITE FRINGED ORCHID (<i>Platanthera leucophaea</i>)
NOTE: POTENTIAL HABITAT - WETLAND N 766

LAND USE LEGEND	
R SINGLE-FAMILY RESIDENTIAL	* CEMETERY (NAME)
RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)	G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
RH HIGH RISE RESIDENTIAL (>3 FLOORS)	P PARK/FOREST PRESERVE (NAME)
MH MOBILE HOME PARK	U UTILITY
O OFFICE (UP TO 3 FLOORS)	E EXTRACTION (MINING & GRAVEL)
OH OFFICE HIGH RISE (>3 FLOORS)	A AGRICULTURE
C COMMERCIAL RETAIL/SERVICE	V VACANT
CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)	() PLANNED USE/JURISDICTION
CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)	— PROPERTY BOUNDARY
I INDUSTRIAL/WAREHOUSE	- - - EXISTING RIGHT OF WAY
CH CHURCH/TEMPLE (NAME)	→ EXISTING TRAVEL LANE
S SCHOOL (NAME)	
R.O.W. RIGHT-OF-WAY	NOTE: CATEGORY INDICATES PREDOMINANT LAND USE
S.L. SPEED LIMIT	

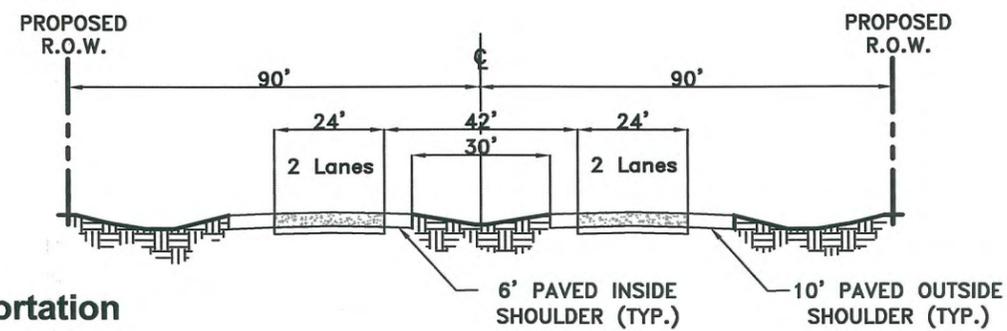
**Segment 1
U.S. Route 14 to Ware Road Extension**

RECOMMENDED PLAN

Exhibits B-1 and B-2



DATE OF PHOTOGRAPHY: APRIL 18, 2001



LEGEND	
	POTENTIAL TRAFFIC SIGNAL
	EXISTING LANE ARRANGEMENT
	PROPOSED LANE ARRANGEMENT
	EXISTING R.O.W. LINE
	FUTURE POTENTIAL/ULTIMATE R.O.W. LINE
	FUTURE ACCESS CONTROL
	FUTURE POTENTIAL CENTERLINE ALIGNMENT

Illinois Department of Transportation

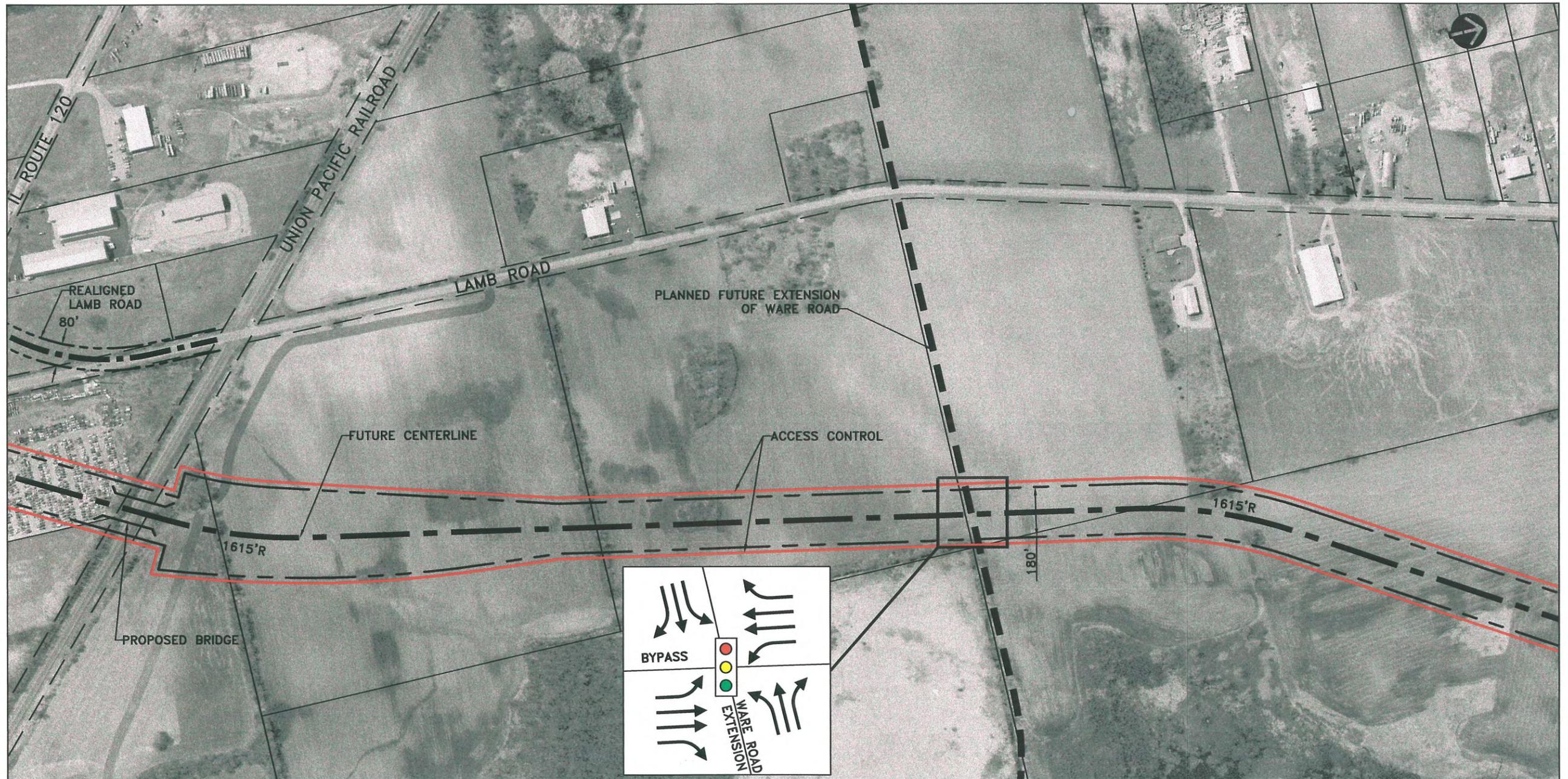
SRA Strategic Regional Arterial Planning Study

**WOODSTOCK BYPASS
ALTERNATE 1
EXHIBIT B-1**

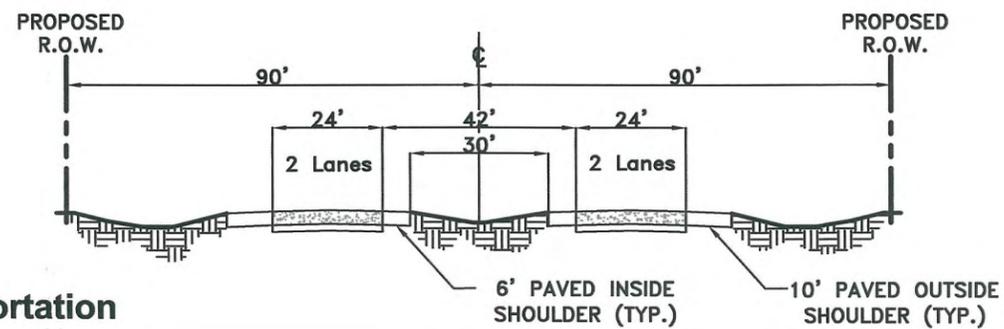
Prepared by:

CIVILTECH





DATE OF PHOTOGRAPHY: APRIL 18, 2001



LEGEND	
	POTENTIAL TRAFFIC SIGNAL
	EXISTING LANE ARRANGEMENT
	PROPOSED LANE ARRANGEMENT
	EXISTING R.O.W. LINE
	FUTURE POTENTIAL/ULTIMATE R.O.W. LINE
	FUTURE ACCESS CONTROL
	FUTURE POTENTIAL CENTERLINE ALIGNMENT

**Segment 1
U.S. Route 14 to Ware Road Extension**

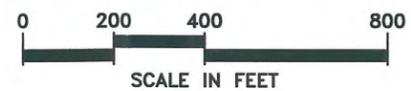
INTERCHANGE ALTERNATES

Exhibits C-1 and C-2

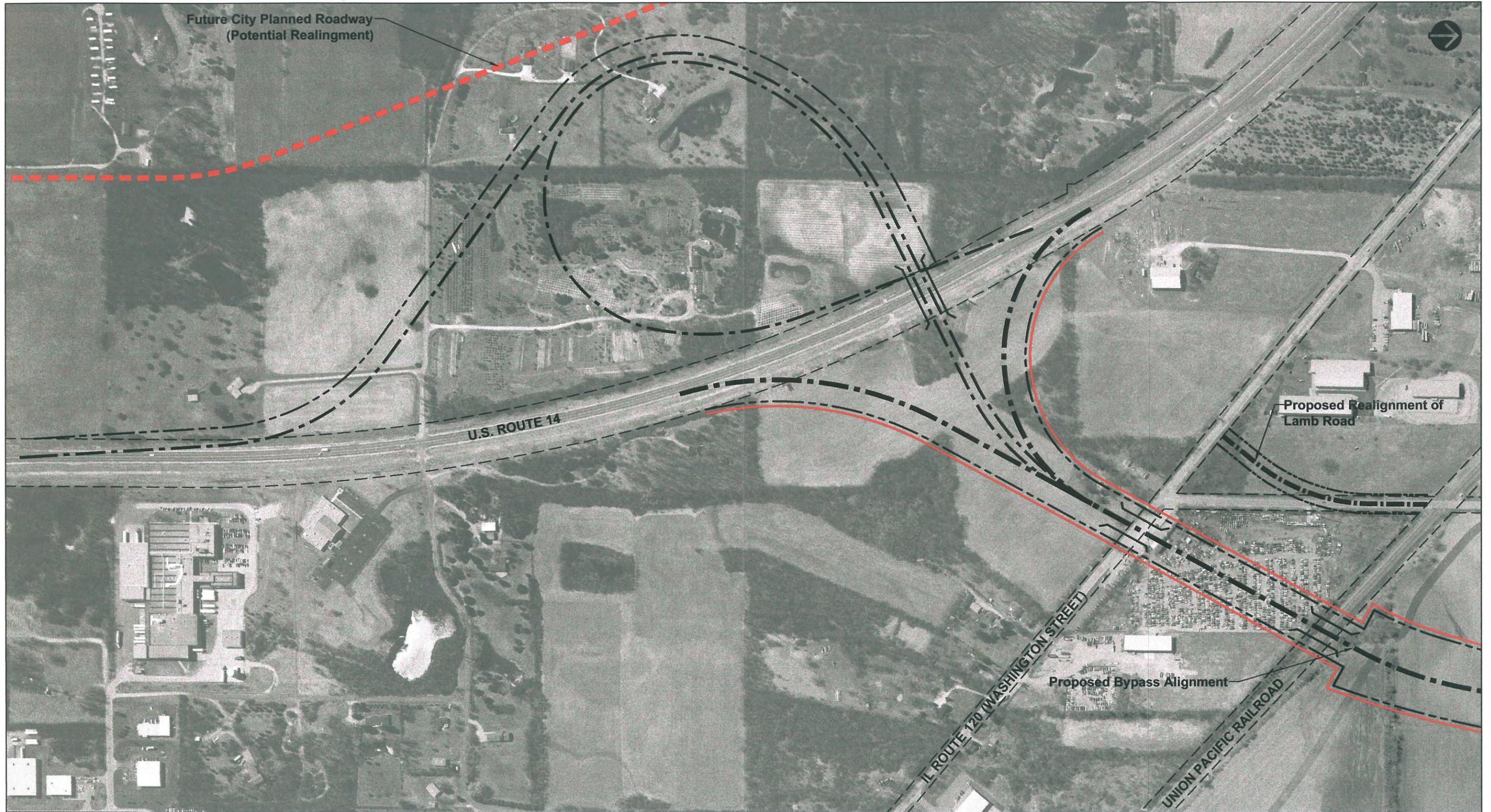


Illinois Department of Transportation

Prepared by:



WOODSTOCK BYPASS
DIAMOND INTERCHANGE ALTERNATE
EXHIBIT C-1



Illinois Department of Transportation

Prepared by:



**WOODSTOCK BYPASS
TRUMPET INTERCHANGE ALTERNATE
EXHIBIT C-2**

Segment 2
Ware Road Extension to Charles Road

3.2 Segment 2: Ware Road Extension to Charles Road

3.2.1 Location

Segment 2 extends along the Woodstock Bypass from the extension of Ware Road to Charles Road (see Exhibit 3.1). The segment is approximately 1.4 miles in length and is located west of the City of Woodstock in unincorporated McHenry County.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for Segment 2 of the Woodstock Bypass are shown on Exhibits A-2 through A-5. Photos depicting existing conditions have been included in Appendix B.

Roadway Characteristics/Right-of-Way – Lamb Road in the vicinity of this segment has an existing right-of-way width of 66 feet. Lamb Road has one 12-foot travel lane in each direction, no center median and 2 foot wide aggregate shoulders. Charles Road, which will be crossed by the proposed Bypass, also has an existing right-of-way width of 66 feet. It has one 12-foot travel lane in each direction, no center median and 6-foot wide shoulders (2 foot bituminous, 4 foot aggregate). Lamb Road is under the jurisdiction of Greenwood Township and Charles Road is under McHenry County Highway Department jurisdiction.

Traffic Volumes – Lamb Road in this vicinity carries about 1,000 vpd. Charles Road carries about 4,000 vpd.

Traffic Control/Intersection Configuration – Lamb Road is under stop sign control at its intersection with Charles Road, with Charles Road being free flow.

Structures – There is an existing double box culvert on Charles Road at Silver Creek.

Transit/Railroads – Pace Route 808 runs from Illinois Route 47 to the west. There are no existing railroads in this segment.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 2 are also shown on Exhibits A-2 through A-5.

Lakes/Streams/Wetlands/Floodplains – The Bypass corridor runs along the west side and encroaches slightly into ADID Wetland N766.

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

Hazardous Waste/LUST Sites – There are no documented hazardous waste or LUST sites identified in this segment.

Threatened or Endangered Species - The U.S. Fish and Wildlife Service indicated that the ADID Wetland N766 is a potential habitat for the Eastern Prairie White Fringed Orchid (*platanthera leucophaea*).

Prime Farmland – Most of this segment of the Bypass runs through prime farmland. This land is all planned for development under the City of Woodstock’s Comprehensive Plan.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for Segment 2 are shown on Exhibits A-2 through A-5.

Type and Intensity of Development - Segment 2 is predominantly a rural corridor located west of the City of Woodstock. The dominant land use in this area is agricultural with a few scattered residential properties and small businesses.

Planned Development – This segment of the corridor is planned for primarily industrial uses.

3.2.5 Recommended SRA Improvements

The recommended plan for Segment 2 is shown on Exhibits B-2 through B-5.

Roadway - The recommendation for this segment of the Woodstock Bypass is to provide two 12-foot lanes in each direction separated by a 42-foot wide grass median. Paved shoulders and an open-ditch drainage system will also be provided. The recommended right-of-way width is 180 feet total. The proposed typical section is shown on each of the exhibits.

Lamb Road will be realigned to provide a 90 degree angle of intersection with the Bypass. It will serve as a collector roadway for the existing residential and future industrial properties along Lamb Road. It should be widened to provide one through lane in each direction with a center left turn lane at its intersection with the Bypass.

Charles Road will be widened from the intersection of Illinois Route 47 through the Bypass intersection. The proposed cross section will match the recommended section for Charles Road east of Illinois Route 47 which was included in the Charles Road/Illinois Route 120 SRA report. That section consists of two 12-foot lanes in each direction separated by a 40-foot wide grass median. Paved shoulders and an open-ditch drainage system will also be provided. A right-of-way width of 150 feet is required.

Traffic Control/Intersection Configuration - Lamb Road at its intersection with the Bypass will be signalized as will the intersection of the Bypass with Charles Road. The recommended lane configuration for each of these intersections has been shown graphically on the exhibits. The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Generally, when

traffic signals are spaced greater than ½ mile apart, interconnection does not provide much benefit since it is difficult to develop platoons of vehicles to be progressed. As a result, interconnection is not recommended.

Access Management – In the City’s Comprehensive Plan, the Bypass is proposed as a limited access facility. The intent of the plan is to have access to adjacent properties allowed only onto Lamb Road and internal development roadways. The intersections of Lamb Road and Raycraft Road with Charles Road will be restricted to right-in/right-out access only.

Structures – The existing double box culvert on Charles Road at Silver Creek will need to be lengthened.

Transit – Because the industrial area could be a key employment area for the City of Woodstock, accommodation for future transit use should be provided as development occurs. This could include bus turnouts or loading zones within the development area itself.

3.2.6 Right-of-Way Requirements

Right-of-way will be required for the proposed Bypass. A total width of 180 feet is recommended to be able to accommodate the recommended cross section. Additional right-of-way will also be required for the realignment of Lamb Road. The widening of Charles Road will also require acquisition of an additional 42 feet of right-of-way on either side, except near the Scandinavian Cemetery where the alignment shifts north to avoid impacts to the cemetery. At that location, all right-of-way will be acquired from the north side.

3.2.7 Environmental Considerations

The right-of-way acquisition in this segment could result in impacts to prime farmland and wetlands. As noted, the wetlands are a potential habitat for the Eastern Prairie White Fringed Orchid.

3.2.8 Land Use Considerations

Future development in this corridor should be coordinated with SRA criteria and the land use plans for the City of Woodstock.

3.2.9 Construction/Right-of-Way Cost Estimates

The construction/right-of-way cost estimate for the recommended improvements for Segment 2 is shown in Table 3.2.1.

**Table 3.2.1
Construction Cost Estimate for Segment 2
Ware Road Extension to Charles Road**

Improvement	Units	Quantity	Unit Cost	Estimated Cost (2005)	Estimated Cost (2030)
Roadway					
Bypass	Lane Mile	1.51	\$ 7,500,000	\$ 11,325,000	\$ 25,481,000
Charles Road	Lane Mile	1.00	\$ 7,500,000	\$ 7,500,000	\$ 16,875,000
Traffic Signals	Intersection	3	\$ 130,000	\$ 390,000	\$ 878,000
Intersection Improvements					\$ -
Bypass/Lamb Road Realignment	Each	1	\$ 700,000	\$ 700,000	\$ 1,575,000
Bypass/Charles Road	Each	1	\$ 800,000	\$ 800,000	\$ 1,800,000
Structures					\$ -
Charles Road over Silver Creek	Each	1	\$ 80,000	\$ 80,000	\$ 180,000
Total Construction Cost				\$ 20,795,000	\$ 46,789,000

Engineering					
Phase I	6%	of Construction Cost		\$ 1,248,000	\$ 2,807,000
Phase II	8.5%	of Construction Cost		\$ 1,768,000	\$ 3,977,000
Phase III (Construction)	10%	of Construction Cost		\$ 2,080,000	\$ 4,679,000
Total Engineering Cost				\$ 5,096,000	\$ 11,463,000

Right-of-Way Acquisition					
Bypass	Acre	36.31	\$ 110,000	\$ 3,994,000	\$ 8,987,000
Charles Road	Acre	7.91	\$ 110,000	\$ 870,000	\$ 1,958,000
Bypass/Lamb Road Realignment	Acre	4.78	\$ 110,000	\$ 526,000	\$ 1,184,000
Total Right-of-Way Acquisition				\$ 5,390,000	\$ 12,129,000

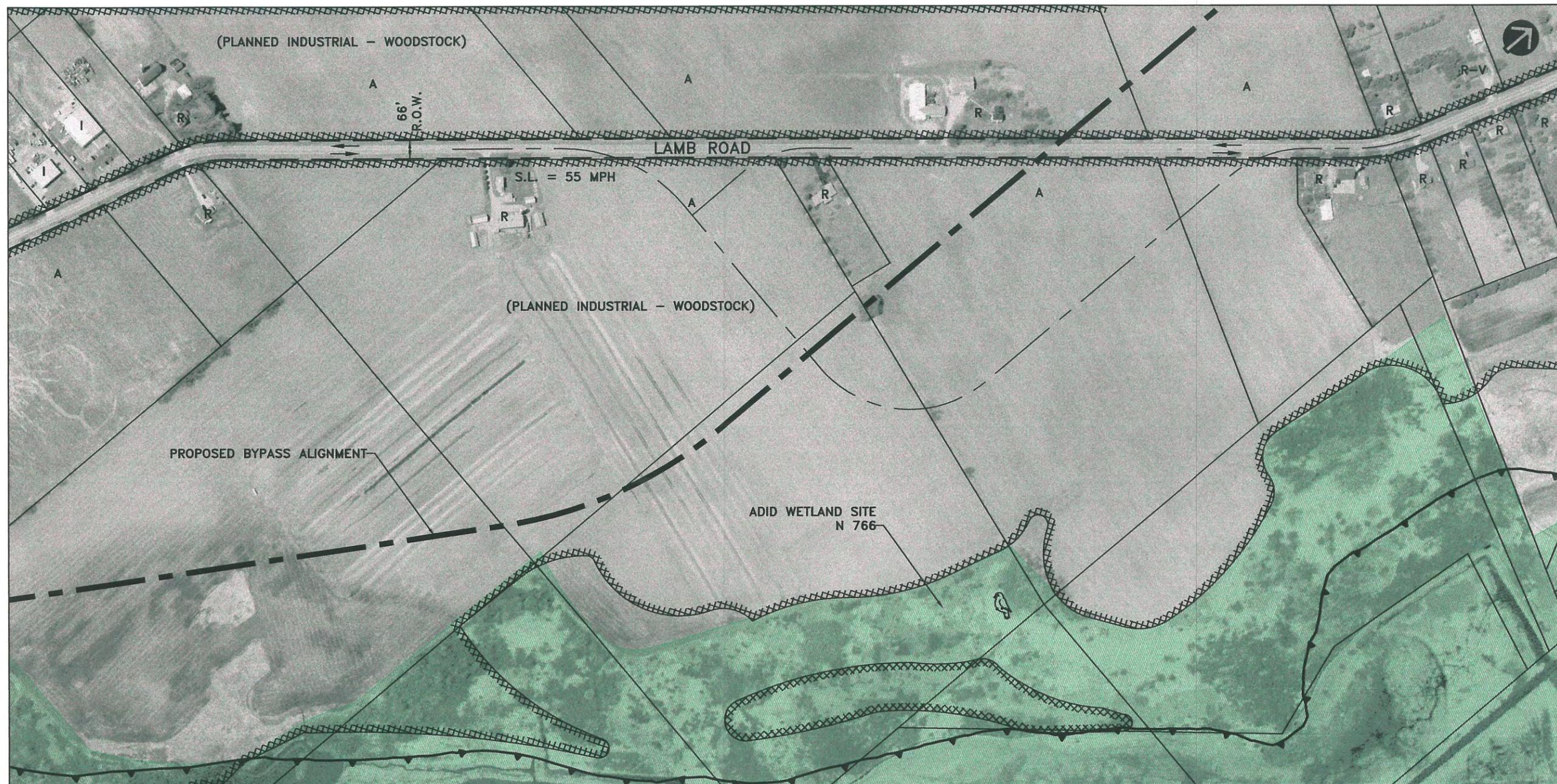
TOTAL ESTIMATED COST				\$ 31,281,000	\$ 70,381,000
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Segment 2
Ware Road Extension to Charles Road

**EXISTING FACILITY, LAND USE AND
ENVIRONMENTAL CHARACTERISTICS**

Exhibits A-2 through A-5

See Segment 1 for Exhibit A-2



DATE OF PHOTOGRAPHY: APRIL 18, 2001

ENVIRONMENTAL FACTORS LEGEND	
C1 HAZARDOUS WASTE SITE	THREATENED AND ENDANGERED SPECIES HABITAT
LEAKING UNDERGROUND STORAGE TANK	PRIME AGRICULTURAL LAND
HISTORIC BUILDING/DISTRICT	FLOODPLAIN/FLOODWAY
ADID WETLAND	NON-ADID WETLAND

T&E SPECIES	
EASTERN PRAIRIE WHITE FRINGED ORCHID (<i>Platanthera leucophaea</i>)	
NOTE: POTENTIAL HABITAT - WETLAND N 766	

LAND USE LEGEND	
R SINGLE-FAMILY RESIDENTIAL	* CEMETERY (NAME)
RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)	G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
RH HIGH RISE RESIDENTIAL (>3 FLOORS)	P PARK/FOREST PRESERVE (NAME)
MH MOBILE HOME PARK	U UTILITY
O OFFICE (UP TO 3 FLOORS)	E EXTRACTION (MINING & GRAVEL)
OH OFFICE HIGH RISE (>3 FLOORS)	A AGRICULTURE
C COMMERCIAL RETAIL/SERVICE	V VACANT
CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)	() PLANNED USE/JURISDICTION
CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)	— PROPERTY BOUNDARY
I INDUSTRIAL/WAREHOUSE	- - - EXISTING RIGHT OF WAY
CH CHURCH/TEMPLE (NAME)	- - - EXISTING TRAVEL LANE
S SCHOOL (NAME)	
R.O.W. RIGHT-OF-WAY	
S.L. SPEED LIMIT	
	NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

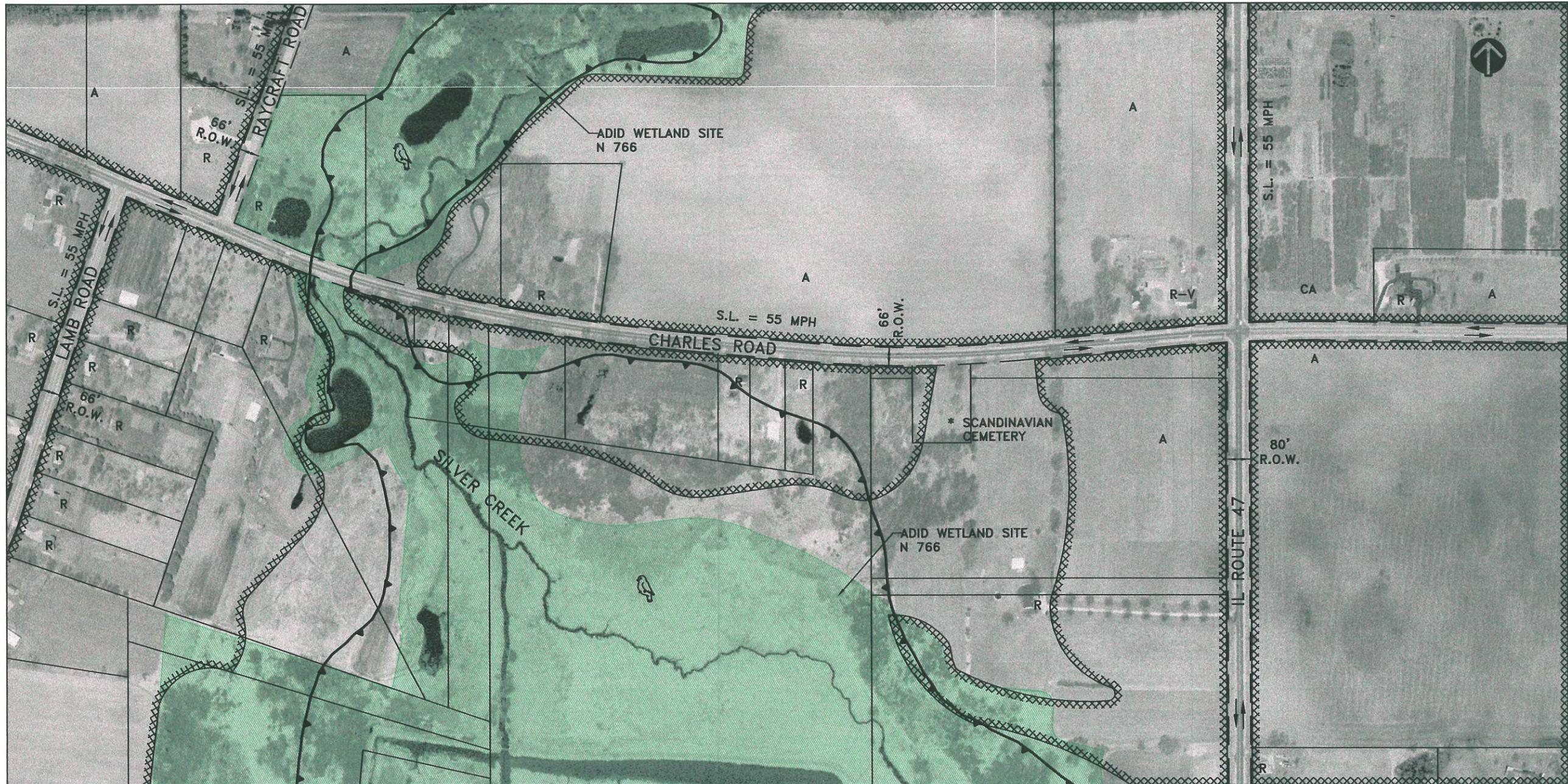


DATE OF PHOTOGRAPHY: APRIL 18, 2001

ENVIRONMENTAL FACTORS LEGEND	
C1 HAZARDOUS WASTE SITE	THREATENED AND ENDANGERED SPECIES HABITAT
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RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)	G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
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CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)	— PROPERTY BOUNDARY
I INDUSTRIAL/WAREHOUSE	- - - EXISTING RIGHT OF WAY
CH CHURCH/TEMPLE (NAME)	- - - EXISTING TRAVEL LANE
S SCHOOL (NAME)	NOTE: CATEGORY INDICATES PREDOMINANT LAND USE
R.O.W. RIGHT-OF-WAY	
S.L. SPEED LIMIT	



DATE OF PHOTOGRAPHY: APRIL 18, 2001

ENVIRONMENTAL FACTORS LEGEND	
HAZARDOUS WASTE SITE	THREATENED AND ENDANGERED SPECIES HABITAT
LEAKING UNDERGROUND STORAGE TANK	PRIME AGRICULTURAL LAND
HISTORIC BUILDING/DISTRICT	FLOODPLAIN/FLOODWAY
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T&E SPECIES
EASTERN PRAIRIE WHITE FRINGED ORCHID (<i>Platanthera leucophaea</i>)
NOTE: POTENTIAL HABITAT - WETLAND N 766

LAND USE LEGEND	
R SINGLE-FAMILY RESIDENTIAL	* CEMETERY (NAME)
RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)	G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
RH HIGH RISE RESIDENTIAL (>3 FLOORS)	P PARK/FOREST PRESERVE (NAME)
MH MOBILE HOME PARK	U UTILITY
O OFFICE (UP TO 3 FLOORS)	E EXTRACTION (MINING & GRAVEL)
OH OFFICE HIGH RISE (>3 FLOORS)	A AGRICULTURE
C COMMERCIAL RETAIL/SERVICE	V VACANT
CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)	() PLANNED USE/JURISDICTION
CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)	— PROPERTY BOUNDARY
I INDUSTRIAL/WAREHOUSE	- - - EXISTING RIGHT OF WAY
CH CHURCH/TEMPLE (NAME)	- - - EXISTING TRAVEL LANE
S SCHOOL (NAME)	NOTE: CATEGORY INDICATES PREDOMINANT LAND USE
R.O.W. RIGHT-OF-WAY	
S.L. SPEED LIMIT	

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by:



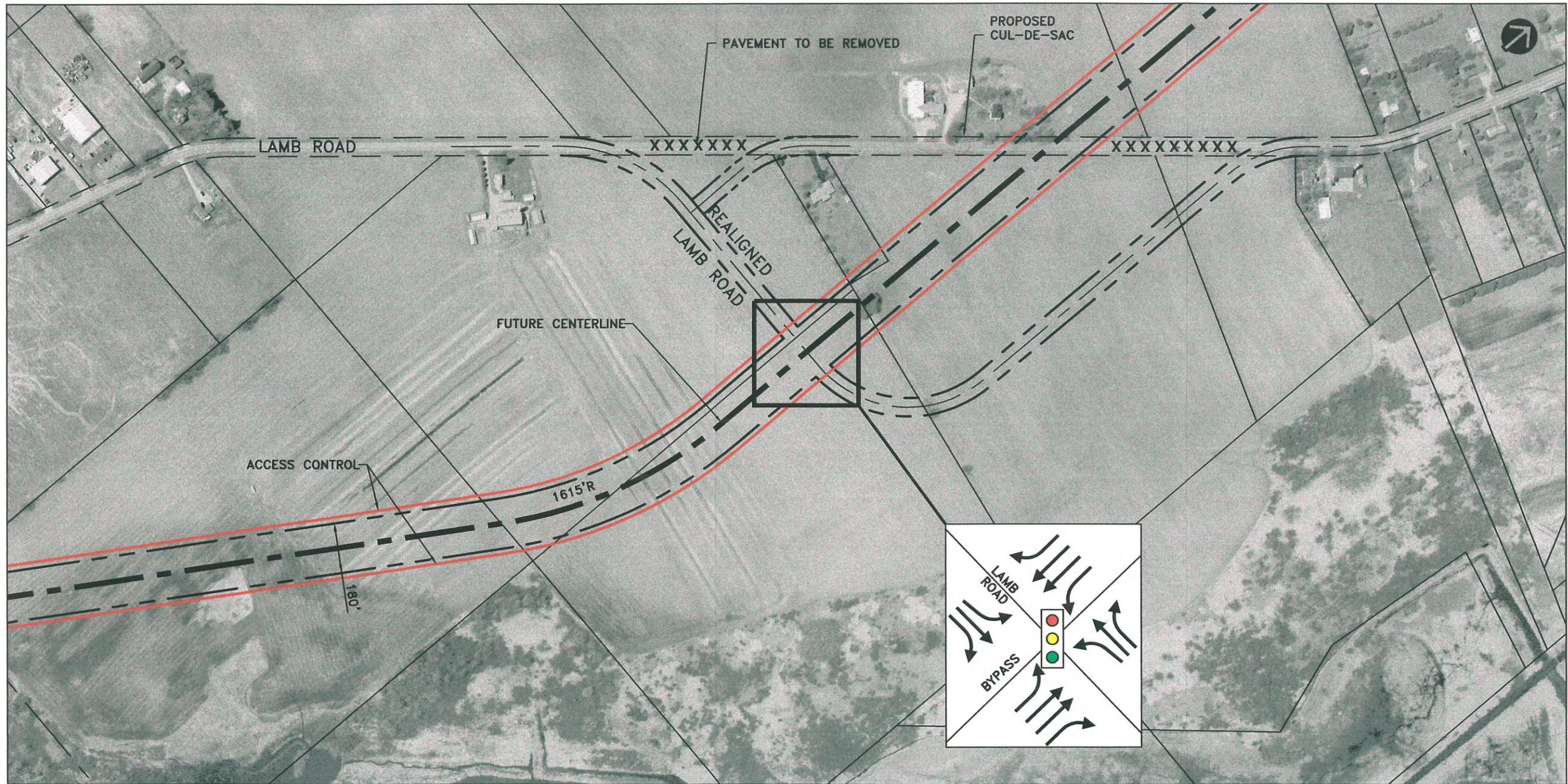
WOODSTOCK BYPASS
EXISTING FACILITY, LAND USE, AND ENVIRONMENTAL CONDITIONS
EXHIBIT A-5

Segment 2
Ware Road Extension to Charles Road

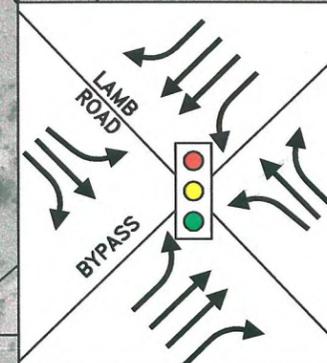
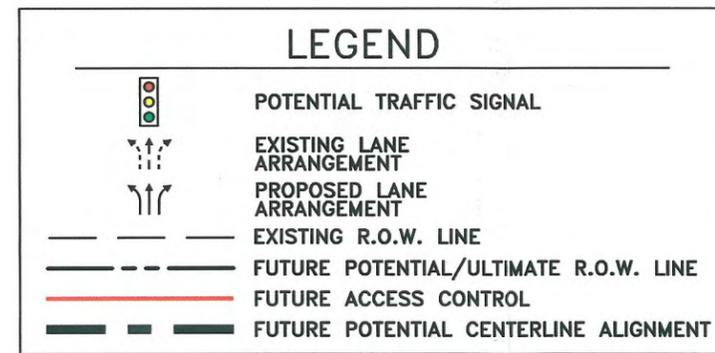
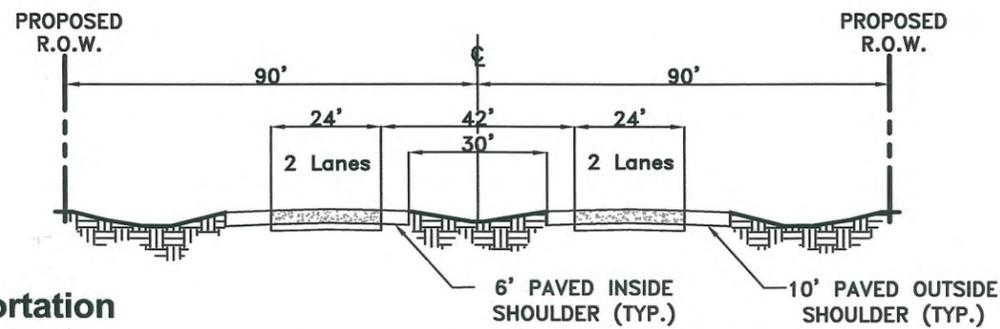
RECOMMENDED PLAN

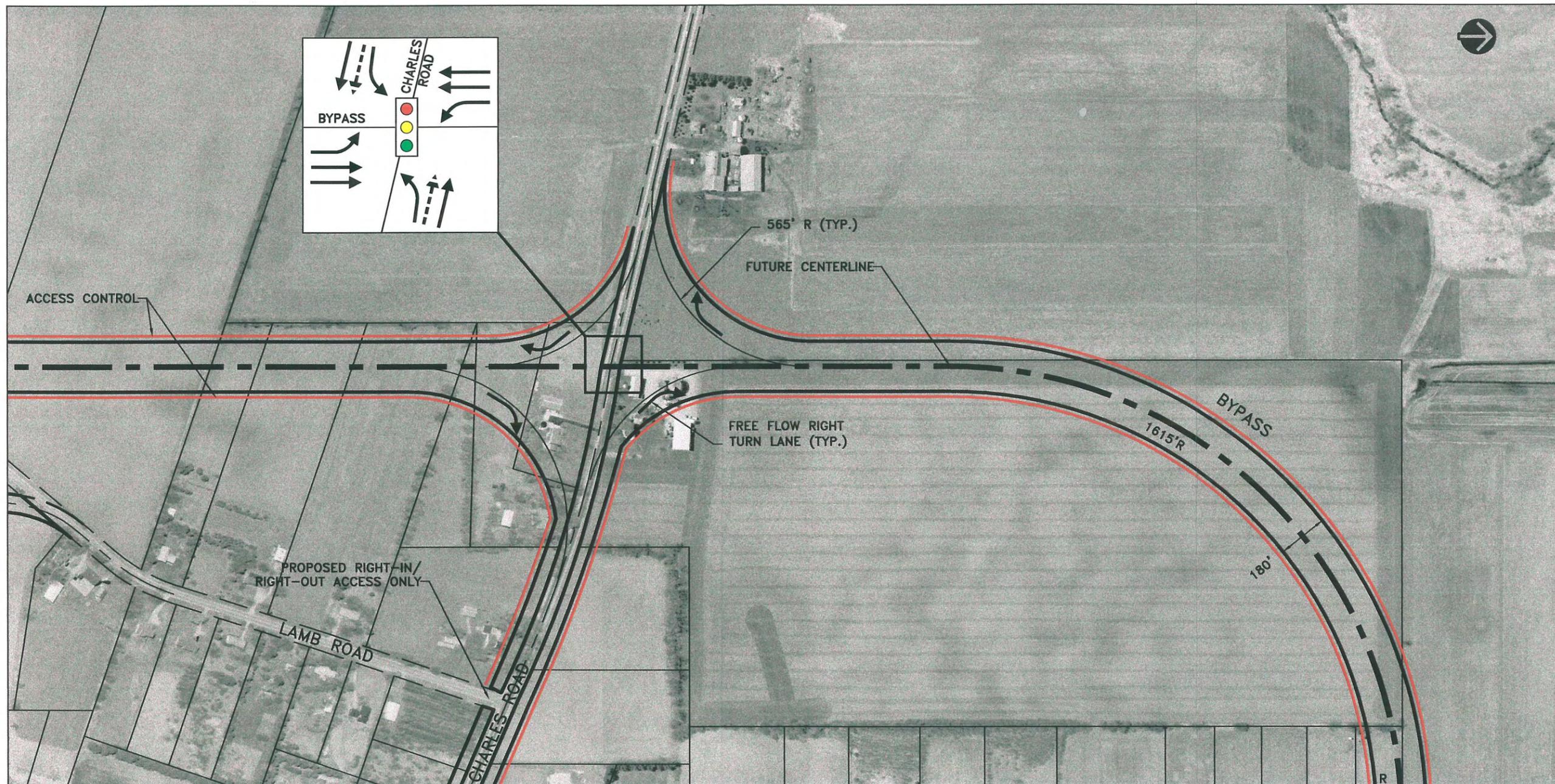
Exhibits B-2 through B-5

See Segment 1 for Exhibit B-2

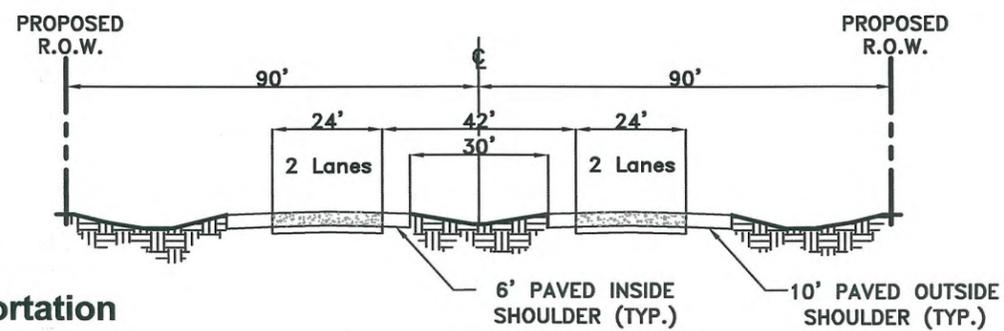


DATE OF PHOTOGRAPHY: APRIL 18, 2001

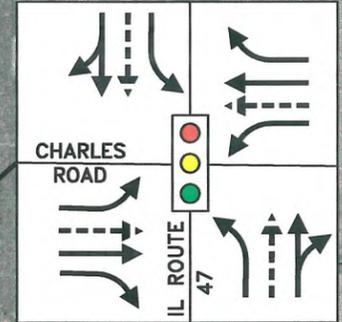
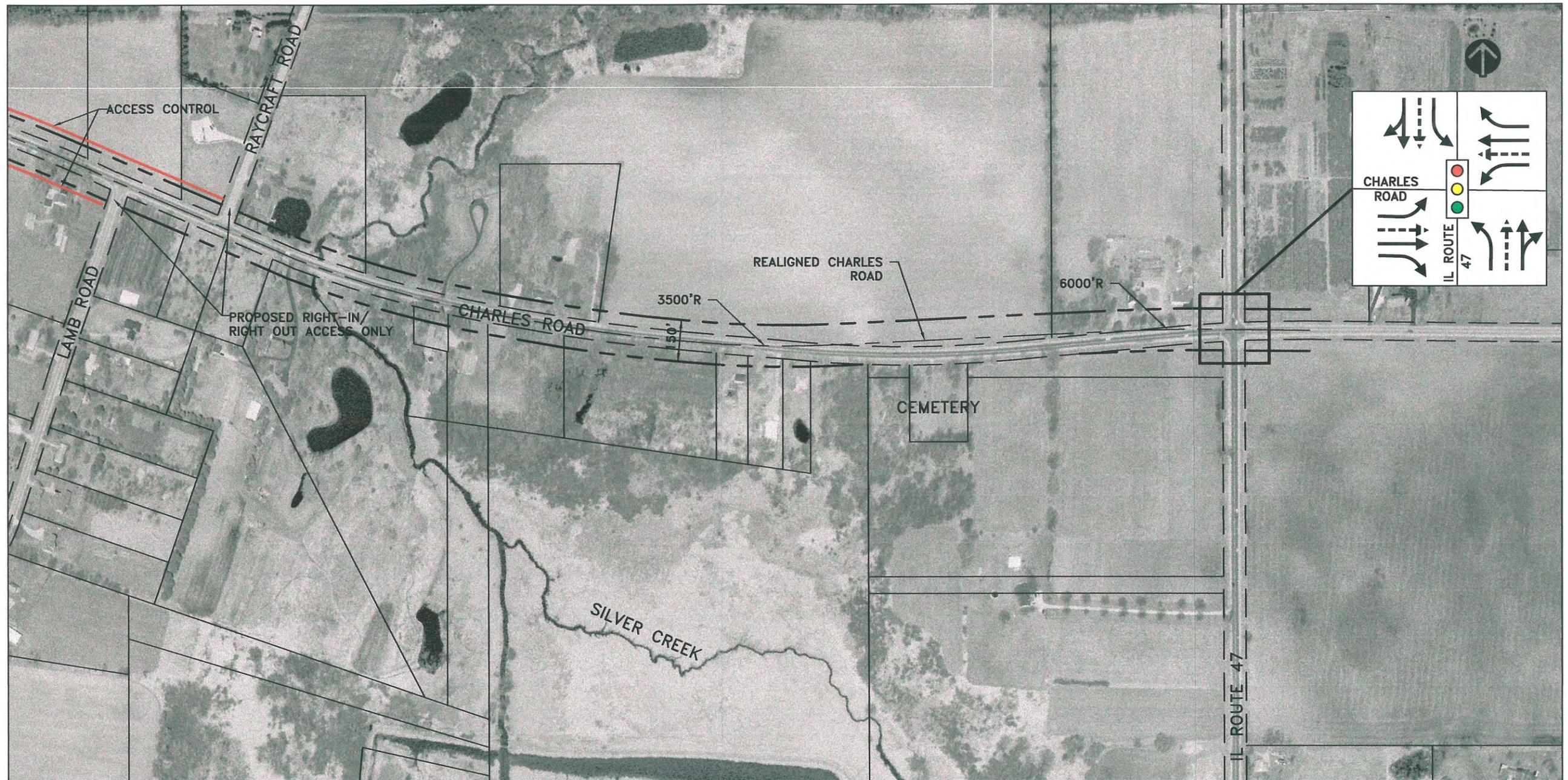




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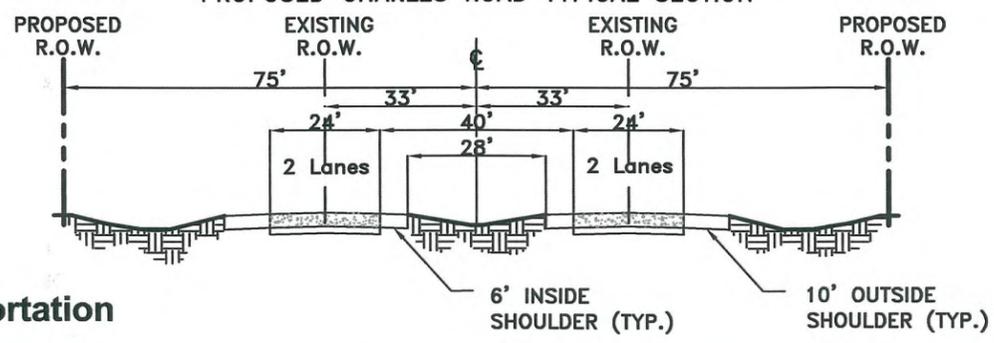


LEGEND	
	POTENTIAL TRAFFIC SIGNAL
	EXISTING LANE ARRANGEMENT
	PROPOSED LANE ARRANGEMENT
	EXISTING R.O.W. LINE
	FUTURE POTENTIAL/ULTIMATE R.O.W. LINE
	FUTURE ACCESS CONTROL
	FUTURE POTENTIAL CENTERLINE ALIGNMENT



DATE OF PHOTOGRAPHY: APRIL 18, 2001

PROPOSED CHARLES ROAD TYPICAL SECTION



LEGEND

- POTENTIAL TRAFFIC SIGNAL
- EXISTING LANE ARRANGEMENT
- PROPOSED LANE ARRANGEMENT
- EXISTING R.O.W. LINE
- FUTURE POTENTIAL/ULTIMATE R.O.W. LINE
- FUTURE ACCESS CONTROL
- FUTURE POTENTIAL CENTERLINE ALIGNMENT

Segment 3
Charles Road to Illinois Route 47

3.3 Segment 3: Charles Road to Illinois Route 47

3.3.1 Location

Segment 3 extends along the recommended Bypass route from Charles Road to Illinois Route 47 (see Exhibit 3.1). The segment is approximately 1.3 miles in length and is located north of the City of Woodstock in unincorporated McHenry County.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-4 and A-6. Photos depicting existing conditions have been included in Appendix B.

Roadway Characteristics/Right-of-Way - The existing roadways in the vicinity of this segment include Charles Road (which was described in the previous section), Raycraft Road and Illinois Route 47. Raycraft Road has a 66-foot wide right-of-way and consists of one 12-foot travel lane in each direction, no median, and 2-foot wide aggregate shoulders. Illinois Route 47 has a 66-foot wide right-of-way, one 12-foot travel lane in each direction, no median, and 8-foot wide aggregate shoulders. Raycraft Road is under the jurisdiction of Greenwood Township and Illinois Route 47 is under Illinois Department of Transportation jurisdiction.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that for 2003 the average annual daily traffic for Illinois Route 47 was 8,500 vpd.

Traffic Control/Intersection Configuration - The intersections of Lamb Road and Raycraft Road with Charles Road are under stop control with Charles Road being the free flow movement. The intersection of Illinois Route 47 and Charles Road is under 4-way stop control.

Structures - There are no existing bridge structures in this segment.

Transit/Railroads - The Pace Bus Route 808 runs north on Illinois Route 47 from Charles Road west of Illinois Route 47. There are no existing railroads in this segment.

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for Segment 3 of the Woodstock Bypass corridor are shown on Exhibits A-4 and A-6.

Lakes/Streams/Wetlands/Floodplains - No natural resources such as lakes, streams, wetlands or floodplain are identified in Segment 3 along the Bypass corridor. There are two non-ADID wetlands near the Bypass/Illinois Route 47 intersection.

Structures with Historical Significance - No sites of documented historical significance are located along this segment.

Hazardous Waste/LUST Sites – There are no documented hazardous waste or LUST sites along this segment.

Threatened or Endangered Species – There are no threatened or endangered species in this segment.

Prime Farmland - Most of this segment of the Bypass runs through prime farmland. This land is currently not included in the City of Woodstock’s Comprehensive Plan.

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits A-4 and A-6.

Type and Intensity of Development - Segment 3 is predominantly a rural corridor located north of the City of Woodstock. The dominant land use in this area is agricultural with a few scattered residential properties.

Planned Development – This segment of the corridor currently has no future planning uses recommended.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits B-4 and B-6.

Roadway - The recommendation for this segment of the Woodstock Bypass is to provide two 12-foot lanes in each direction separated by a 42-foot wide grass median. Paved shoulders and an open-ditch drainage system will also be provided. The recommended right-of-way width is 180 feet total. The proposed typical section is shown on each of the exhibits.

At the north end, the Bypass will curve to form a continuous road with Illinois Route 47. Existing Illinois Route 47 south of the Bypass will be realigned to tee into the Bypass.

Traffic Control/Intersection Configuration – As noted, Illinois Route 47 south of the Bypass will be teed into the Bypass. The intersection will be signalized. The north and south legs of Raycraft Road at the Bypass will be restricted to right-in/right-out access. The recommended lane configuration for each of these intersections has been shown graphically on the exhibits. The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Generally, when traffic signals are spaced greater than ½ mile apart, interconnection does not provide much benefit since it is difficult to develop platoons of vehicles to be progressed. As a result, interconnection is not recommended.

Access Management – In the City’s Comprehensive Plan, the Bypass is proposed as a limited access facility. The intent of the plan is to have access to adjacent properties allowed only onto Lamb Road and internal development roadways. The intersection of Raycraft Road with the Bypass will be restricted to right-in/right-out access only.

Structures – There are no existing or proposed bridge structures within this segment.

Transit – There are no transit recommendations for this segment.

3.3.6 Right-of-Way Requirements

Right-of-way will be required for the proposed Bypass. A total width of 180 feet is recommended to be able to accommodate the recommended cross section. Additional right-of-way will also be required for the realignment of Illinois Route 47 south of the Bypass.

3.3.7 Environmental Considerations

The right-of-way acquisition in this segment could result in impacts to prime farmland and wetlands.

3.3.8 Land Use Considerations

Future development in this corridor should be coordinated with SRA criteria and the land use plans for the City of Woodstock.

3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.1.

**Table 3.3.1
Construction Cost Estimate
Segment 3 – Charles Road to Illinois Route 47**

Improvement	Units	Quantity	Unit Cost	Estimated Cost (2005)	Estimated Cost (2030)
Roadway (Bypass)	Lane Mile	1.37	\$ 7,500,000	\$ 10,275,000	\$ 23,119,000
Traffic Signals	Intersection	1	\$ 130,000	\$ 130,000	\$ 293,000
Intersection Improvements					\$ -
Bypass/Illinois Route 47	Each	1	\$ 400,000	\$ 400,000	\$ 900,000
Charles Road/Illinois Route 47	Each	1	\$ 700,000	\$ 700,000	\$ 1,575,000
Structures					\$ -
none	Each	-	\$ -	\$ -	\$ -
Total Construction Cost				\$ 11,505,000	\$ 25,887,000

Engineering					
Phase I	6%	of Construction Cost		\$ 690,000	\$ 1,553,000
Phase II	8.5%	of Construction Cost		\$ 978,000	\$ 2,200,000
Phase III (Construction)	10%	of Construction Cost		\$ 1,151,000	\$ 2,589,000
Total Engineering Cost				\$ 2,819,000	\$ 6,342,000

Right-of-Way Acquisition					
Bypass	Acre	24.86	\$ 110,000	\$ 2,735,000	\$ 6,154,000
Bypass/Illinois Route 47	Acre	0.58	\$ 110,000	\$ 64,000	\$ 144,000
Total Right-of-Way Acquisition				\$ 2,799,000	\$ 6,298,000

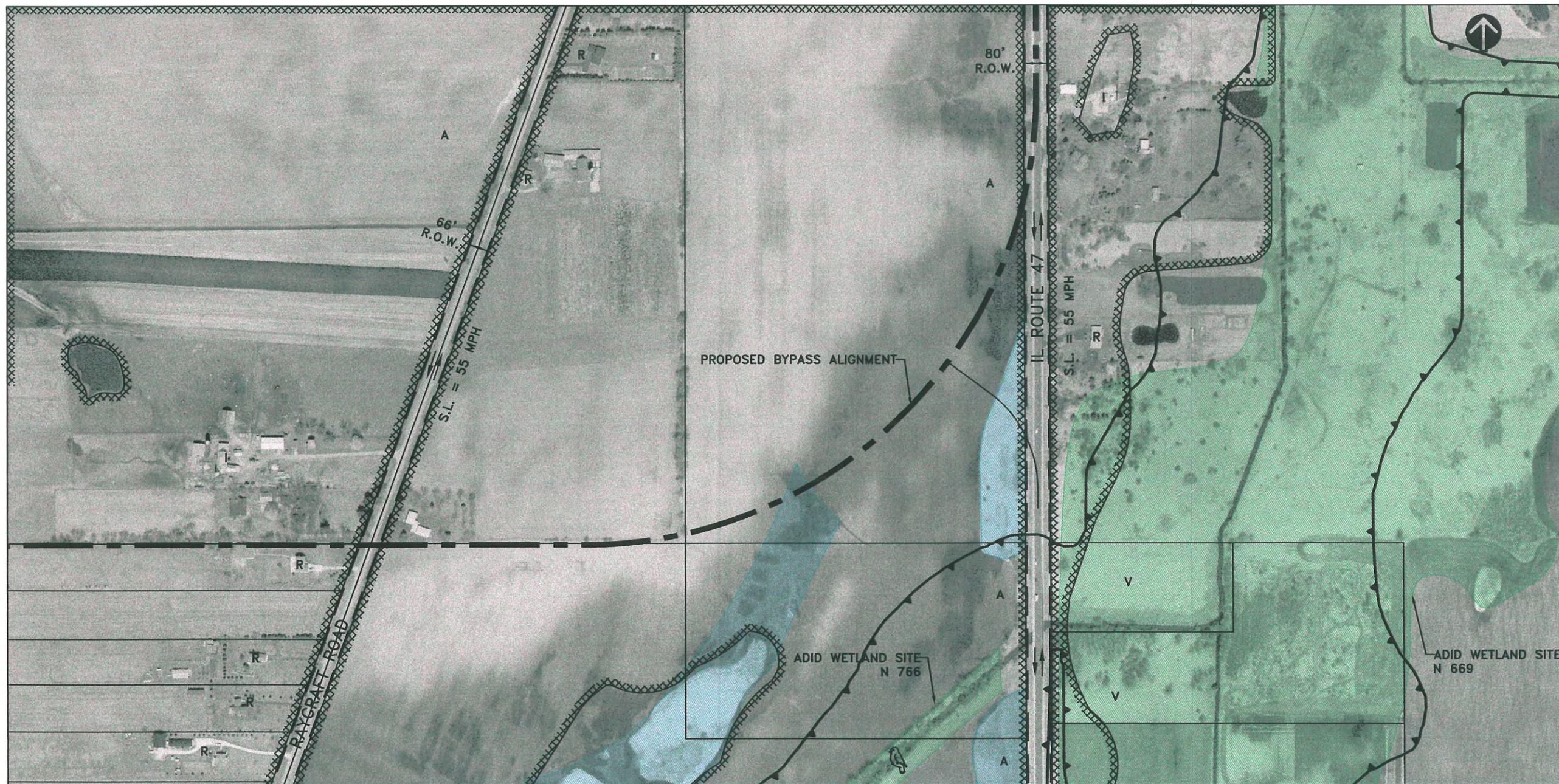
TOTAL ESTIMATED COST				\$ 17,123,000	\$ 38,527,000
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Segment 3
Charles Road to Illinois Route 47

**EXISTING FACILITY, LAND USE AND
ENVIRONMENTAL CHARACTERISTICS**

Exhibits A-4 and A-6

See Segment 2 for Exhibit A-4



DATE OF PHOTOGRAPHY: APRIL 18, 2001

ENVIRONMENTAL FACTORS LEGEND	
HAZARDOUS WASTE SITE	THREATENED AND ENDANGERED SPECIES HABITAT
LEAKING UNDERGROUND STORAGE TANK	PRIME AGRICULTURAL LAND
HISTORIC BUILDING/DISTRICT	FLOODPLAIN/FLOODWAY
ADID WETLAND	NON-ADID WETLAND

T&E SPECIES
EASTERN PRAIRIE WHITE FRINGED ORCHID (<i>Platanthera leucophaea</i>)
NOTE: POTENTIAL HABITAT - WETLAND N 766

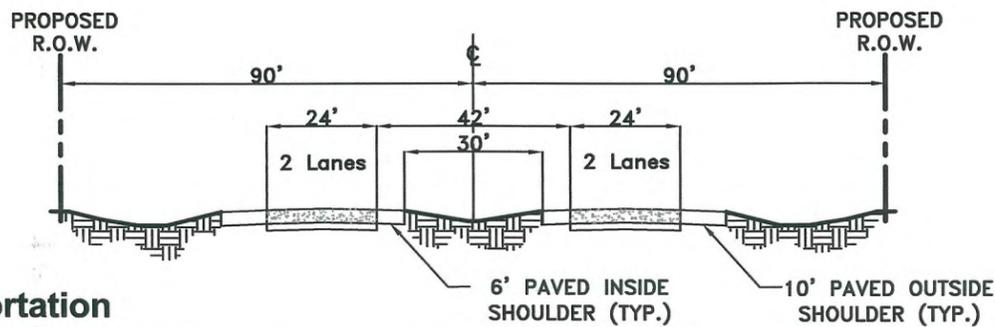
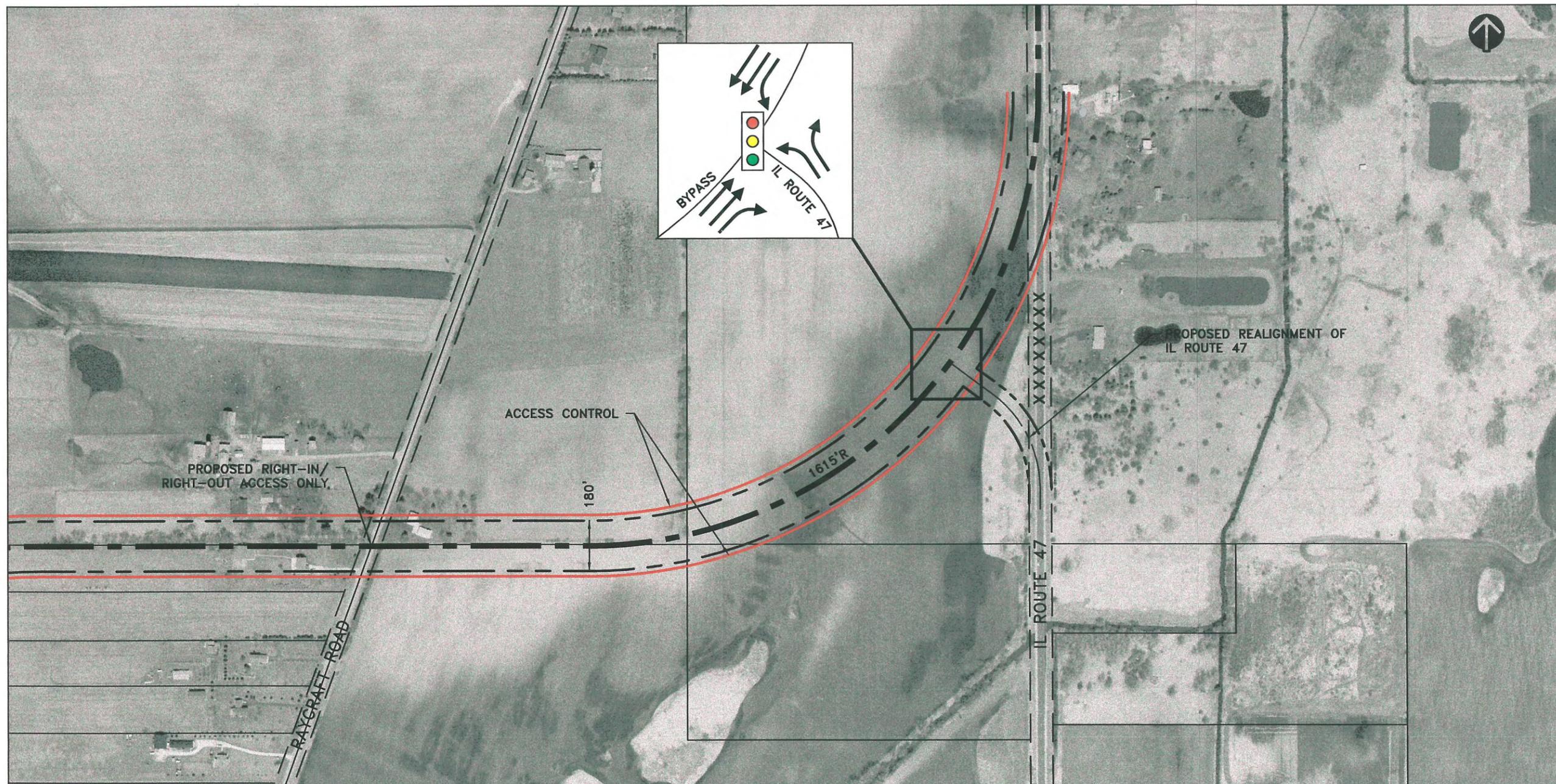
LAND USE LEGEND	
R SINGLE-FAMILY RESIDENTIAL	* CEMETERY (NAME)
RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)	G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
RH HIGH RISE RESIDENTIAL (>3 FLOORS)	P PARK/FOREST PRESERVE (NAME)
MH MOBILE HOME PARK	U UTILITY
O OFFICE (UP TO 3 FLOORS)	E EXTRACTION (MINING & GRAVEL)
OH OFFICE HIGH RISE (>3 FLOORS)	A AGRICULTURE
C COMMERCIAL RETAIL/SERVICE	V VACANT
CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)	() PLANNED USE/JURISDICTION
CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)	— PROPERTY BOUNDARY
I INDUSTRIAL/WAREHOUSE	- - - EXISTING RIGHT OF WAY
CH CHURCH/TEMPLE (NAME)	-> EXISTING TRAVEL LANE
S SCHOOL (NAME)	NOTE: CATEGORY INDICATES PREDOMINANT LAND USE
R.O.W. RIGHT-OF-WAY	
S.L. SPEED LIMIT	

Segment 3
Charles Road to Illinois Route 47

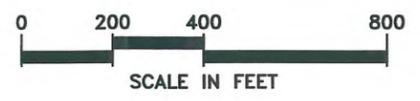
RECOMMENDED PLAN

Exhibits B-4 and B-6

See Segment 2 for Exhibit B-4



LEGEND	
	POTENTIAL TRAFFIC SIGNAL
	EXISTING LANE ARRANGEMENT
	PROPOSED LANE ARRANGEMENT
	EXISTING R.O.W. LINE
	FUTURE POTENTIAL/ULTIMATE R.O.W. LINE
	FUTURE ACCESS CONTROL
	FUTURE POTENTIAL CENTERLINE ALIGNMENT



IV. Public Involvement

4.1 The Public Involvement Process

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts focused on the City of Woodstock, McHenry County Highway Department and other jurisdictional agencies that would be directly affected by the Bypass improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with City and County leaders and/or staff members to identify concerns regarding potential Bypass improvement concepts.

Once data collection was completed and alternatives/design concepts were developed, the City, County and other jurisdictional agencies were invited to attend an Advisory Panel meeting at which the Woodstock Bypass design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These will be presented at a second Advisory Panel meeting as well as at a public hearing which will be open to the general public.

Individual Community Interviews and coordination meetings were conducted from February 2001 through January 2003. The first Advisory Panel meeting was held on July 21, 2003. The second Advisory Panel meeting was held on November 30, 2005. The public hearing was held on February 22, 2006. Copies of the meeting minutes, public hearing minutes and comments are included in Appendix C.

4.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICIs) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes for the Woodstock Bypass is as follows:

- City of Woodstock
 - The City stated that a bypass west of Illinois Route 47 has been incorporated into their Comprehensive Plan. The area surrounding the planned bypass would be industrial.

- The City stated that a Metra rail yard is planned along the Union Pacific Railroad west of Lamb Road. In addition, a waste transfer facility is planned east of Lamb Road north of the railroad tracks.
- The former area of mining east of Lamb Road is undergoing wetland remediation.
- McHenry County
 - The County favors the concept of the bypass but requests that the City adopts a resolution supporting the bypass.
- Greenwood Township
 - No comments or concerns.
- Hartland Township
 - No comments or concerns.

Copies of the ICI meeting minutes and other meeting minutes and correspondence are included in Appendix C.

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on July 21, 2003. The second Advisory Panel meeting was held on November 30, 2005. At the first Panel Meeting, a presentation was made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. The two improvement alternates were also presented. At the second Panel Meeting, the recommended improvement alternate was presented along with the Draft SRA Report. At the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix C.

4.4 Public Hearing

A public hearing was held on February 22, 2006 to present the recommended Woodstock Bypass improvements and to obtain public input.

The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire Bypass route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation included the scope and objectives of the SRA system, the relation of the Woodstock Bypass corridor to the overall system, and the scope of recommended improvements for the entire Bypass route and adjacent street network.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was present during the hearing to take oral comments. Written statements were also accepted during the hearing. An additional 3 weeks following the hearing was provided for submission of written

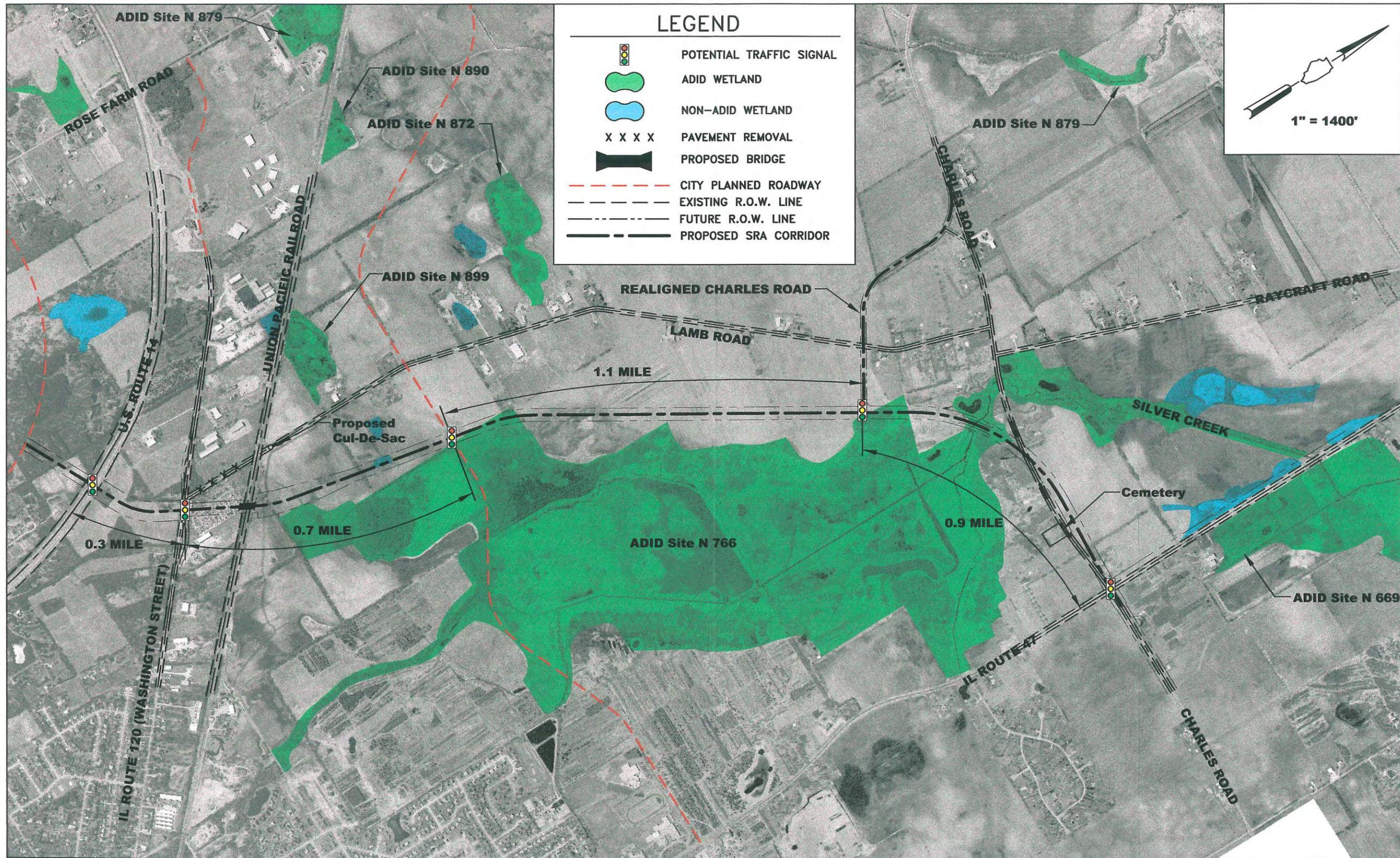
statements to the IDOT District One offices. Copies of the public hearing documents, recorded comments and statements are included in Appendix C of this report.

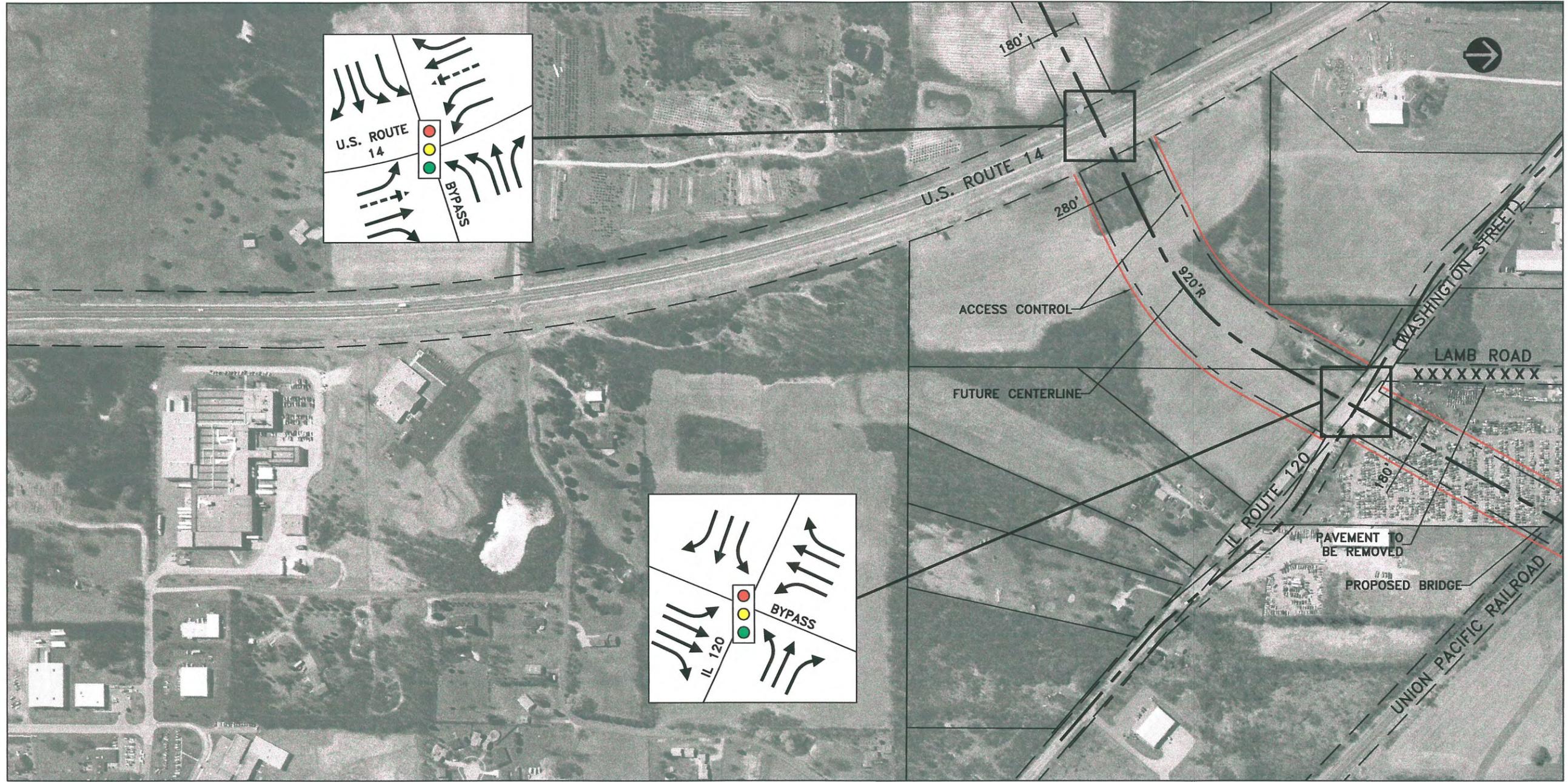




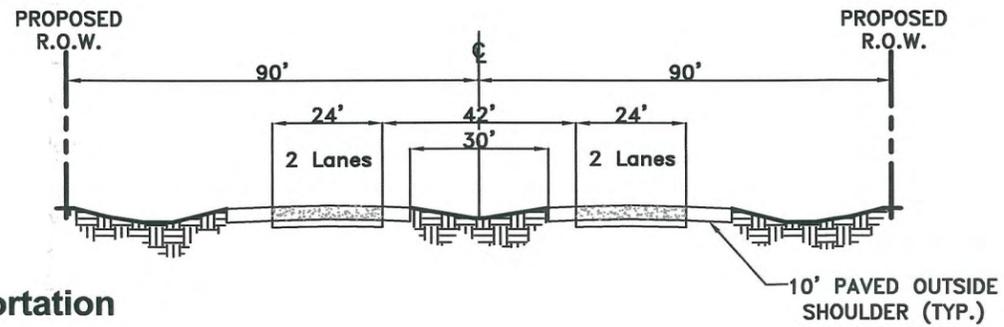
APPENDIX A

Alternate 2 Summary





DATE OF PHOTOGRAPHY: APRIL 18, 2001

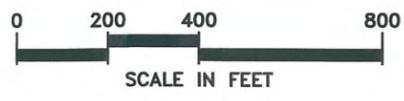


LEGEND	
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	FUTURE ACCESS CONTROL
	FUTURE CENTERLINE

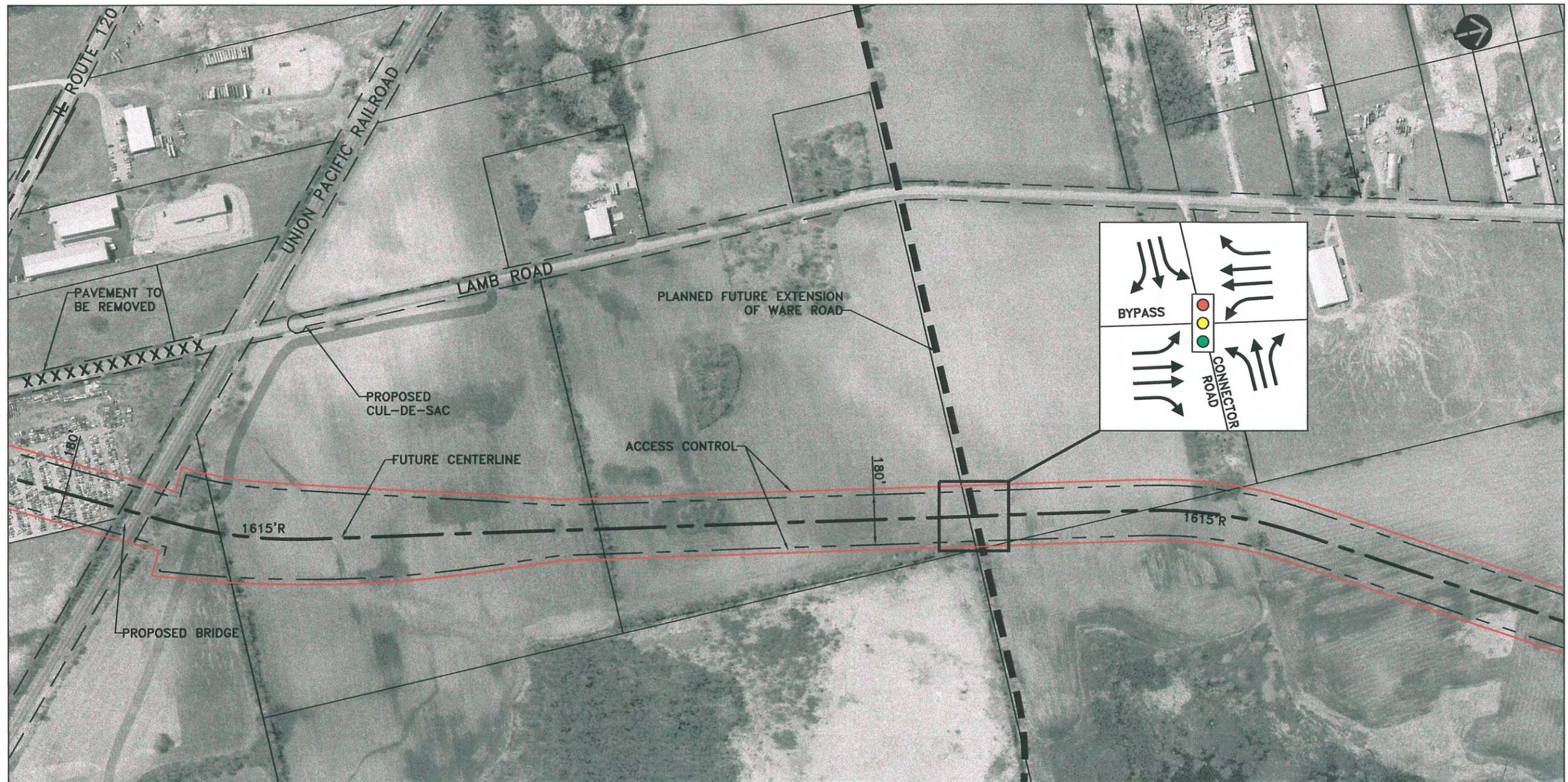
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

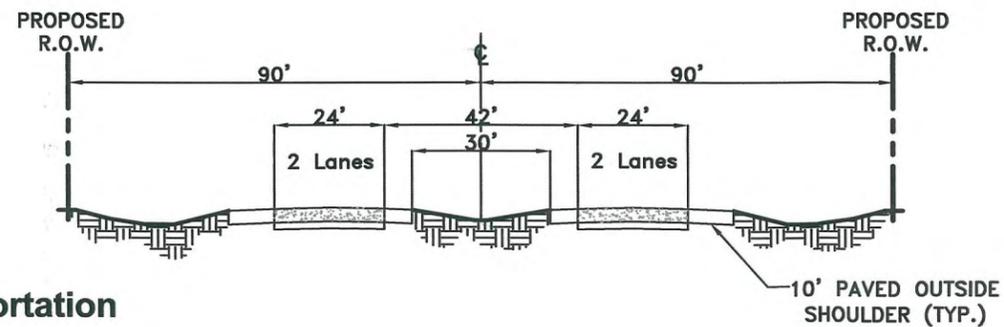
Prepared by:



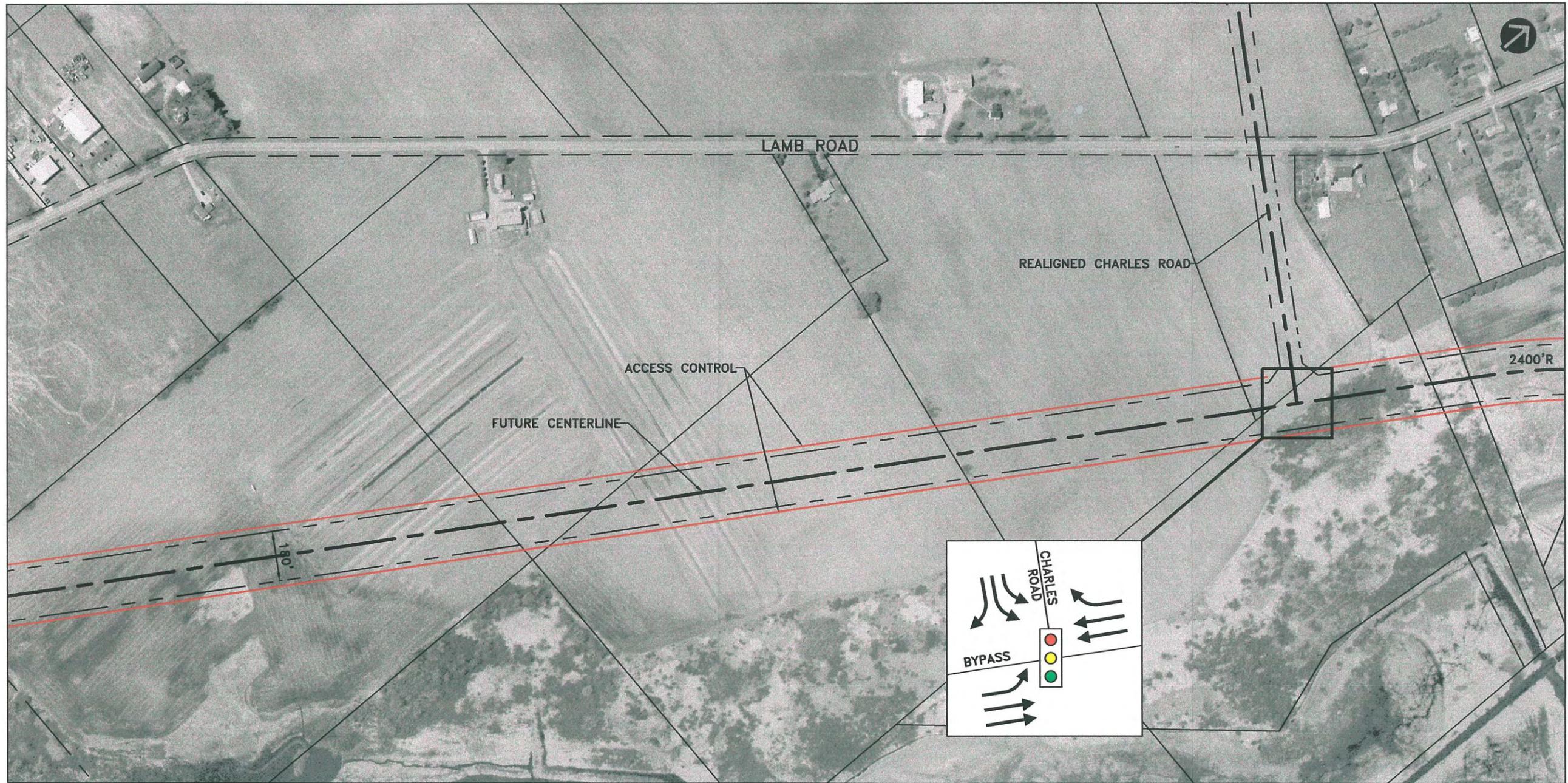
**WOODSTOCK BYPASS
ALTERNATE 2
EXHIBIT 2**



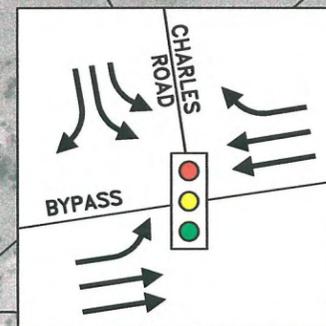
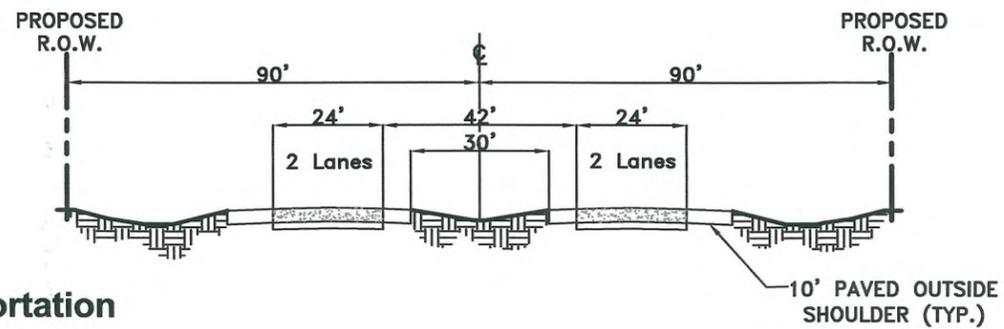
DATE OF PHOTOGRAPHY: APRIL 18, 2001



LEGEND	
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	FUTURE ACCESS CONTROL
	FUTURE CENTERLINE



DATE OF PHOTOGRAPHY: APRIL 18, 2001



LEGEND	
	POTENTIAL TRAFFIC SIGNAL
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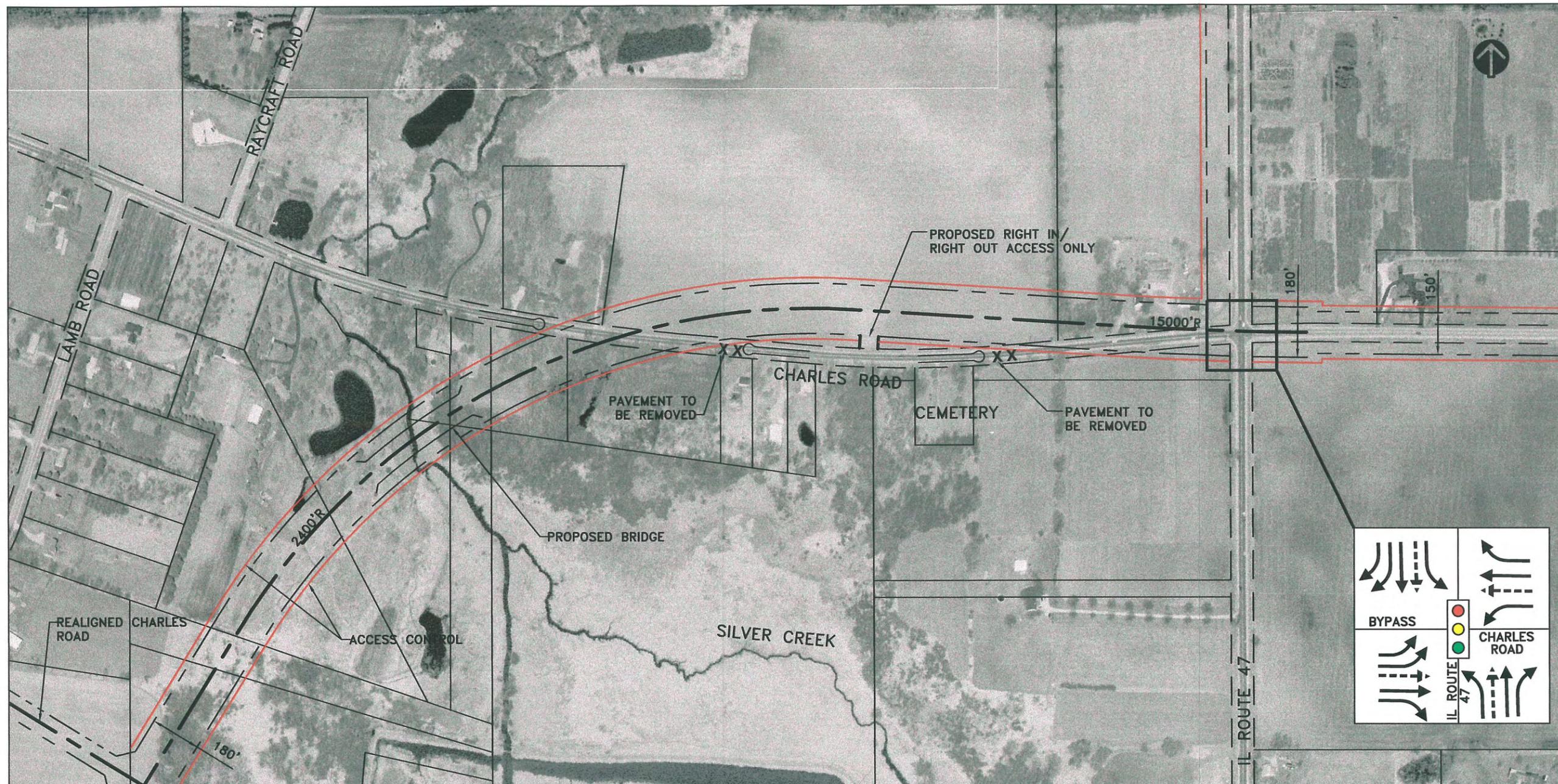
Illinois Department of Transportation

SRA Strategic Regional Arterial Planning Study

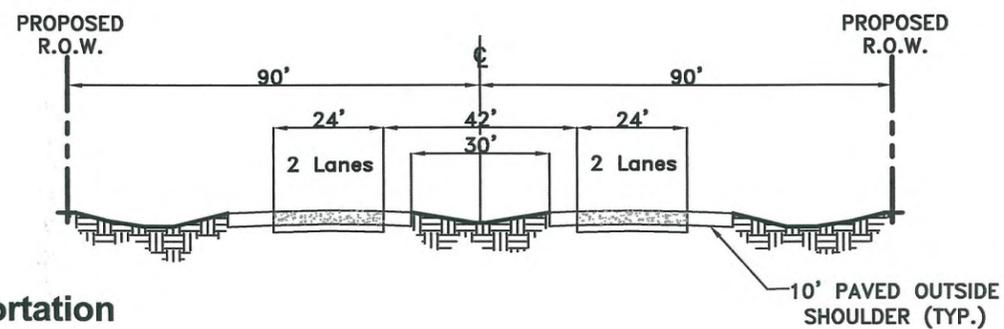
**WOODSTOCK BYPASS
ALTERNATE 2
EXHIBIT 4**

Prepared by:



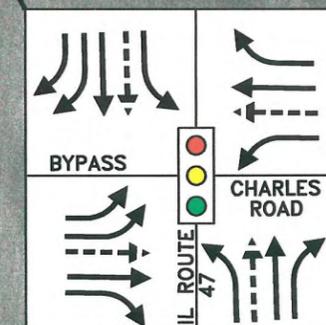


DATE OF PHOTOGRAPHY: APRIL 18, 2001



LEGEND

- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- FUTURE ACCESS CONTROL
- FUTURE CENTERLINE



APPENDIX B

Existing Conditions Photographs



ABOVE: Looking east along U.S. Route 14 east of proposed intersection with the bypass.

BELOW: Looking north from U.S. 14 at approximate location of bypass.





ABOVE: Looking east along IL Route 120 towards Lamb Road and proposed bypass location.

BELOW: Looking west along IL Route 120 towards proposed bypass location and Lamb Road.





ABOVE: Looking north along Lamb Road just north of the Union Pacific railroad tracks.

BELOW: Looking northeast along Lamb Road towards proposed bypass crossing of Lamb Rd.





ABOVE: Looking east from Lamb Road towards proposed bypass location.

BELOW: Looking north at intersection of Lamb Road and Charles Road.





ABOVE: Looking east along Charles Road towards Lamb Road.

BELOW: Looking north along Raycraft Road from Charles Road.





ABOVE: Looking west along Charles Road towards Raycraft Road and Lamb Road.

BELOW: Looking north along IL Route 47 from south of Charles Road.





APPENDIX C

Public Involvement



Individual Community Interview Meeting Minutes and Coordination



City of Woodstock - Bypass Coordination Meeting
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Bypass Coordination Meeting
Corridor 16: City of Woodstock Western Bypass

Date: February 9, 2001

Time: 9:00 A.M.

Place: City of Woodstock
City Hall

In Attendance: Mr. Alan Cornue - Mayor
Mr. Tim Clifton - City Manager
Mr. John Isbell - Public Works Director
Mr. Derik Morefield - Business Development Director
Mr. Rich Starr - Illinois Department of Transportation
Ms. Kathy Meyerkord - Civiltech Engineering, Inc.
Mr. Jeff Young - Civiltech Engineering, Inc.

Mayor Cornue began the meeting by providing a brief history of the western Woodstock bypass stating that the City favors a bypass and is currently working on their Comprehensive Plan which also incorporates this bypass. The City desires the bypass to be located just east of Lamb Road. He added that there currently are complaints about the level of traffic along Illinois Route 47 in the City.

The Mayor stated that the City is planning for industrial development to occur near Lamb Road and the proposed bypass area west of the City. They anticipate that the property may be annexed within the next four years. The City intends to have a major portion of Lamb Road serve as a parallel collector road adjacent to the bypass. Their desire is to construct the bypass as a limited access facility with access to the industrial properties off of Lamb Road.

Mr. Isbell indicated that the parcel on the northeast corner of Lamb Road and Washington Street may have environmental concerns given its current land use as a junk yard.

Mr. Starr raised the issue of what route through the City the bypass will serve. If the intention of the bypass is to serve North/South traffic along Illinois Route 47, for example, then the route designation would likely shift from its current alignment to the proposed bypass. This type of re-designation would also have funding implications along existing Illinois Route 47 once the State marking is relocated.

It was agreed that an analysis of traffic volumes and patterns would determine the configuration of the intersections of the north and south ends and that the study will assess how and where the bypass will link into the existing roadways and determine right-of-way impacts. These factors will be addressed in the study and Mr. Starr added that a possible outcome of this study is the ability to record a centerline for a proposed alignment.

Mr. Clifton suggested that we have a meeting with the Community Development Director within the next few weeks to discuss land use issues relating to their draft Comprehensive Plan and the proposed bypass.

The next step in the process will be for Civiltech to develop bypass corridor alternatives. Another meeting with the City would occur to discuss these alternatives some time in the next three to four months.

The meeting was adjourned at 10:00 a.m.

By: Jeff Young
Jeff Young

Date: 3/6/01

Meeting Minutes

Re: Strategic Regional Arterial Study - Subset No. 5
Corridor 16: Woodstock SRA

Date: June 27, 2002

Location: IDOT - Dist. 1 - Programming Conf. Rm.

Time: 9:30 AM

Attending:

Mayor Alan Cornue	Woodstock
John Isbell	Woodstock
Tim Clifton	Woodstock
Joe Korpalski	McHenry Hwy. Dept.
Earl Jandacek	IDOT
Pat Pechnick	IDOT
Sue Palmer	IDOT
Ed Wilson	IDOT
Kathy Meyerkord	Civiltech
Jeff Young	Civiltech

Mr. Pechnick began the meeting by explaining the purpose of this meeting is to collectively decide the objectives of the Woodstock SRA study. As the Woodstock SRA will look at an arterial west of the City, any improvement will influence the transportation network for not only the City but for the County as well.

Mayor Cornue provided a brief history of the Woodstock SRA stating that the City favors a new arterial west of the City located just east of Lamb Road which presently is mostly a Township road. The Mayor stated that the City is planning for industrial development to occur along Lamb Road. The City intends to have the new arterial provide limited access to the industrial properties off of Lamb Road. It was also stated that the City intends to acquire right-of-way for a new roadway during the subdivision process of the industrial park.

Mr. Pechnick stated that careful consideration needs to be given as to how Lamb Road would tie into a new roadway particularly on the north end near Charles Road. He also indicated that access control would be an important issue. Another area that needs to be analyzed is at the southern end of the project near Illinois Route 120 and U.S. Route 14. Mr. Pechnick stated that some type of interchange may be necessary with U.S. Route 14.

Mr. Pechnick stated that the scope of the project included conducting an environmental screening process using existing databases. He added that any information the City or County has in this area would be helpful. Mayor Cornue indicated that the parcel on the northeast corner of Lamb Road and Washington Street may have environmental concerns

given its current land use as a junk yard. Mayor Cornue also stated that the Union Pacific Railroad is planning for additional sidings just east of Lamb Road north of Illinois Route 120 (Washington Street).

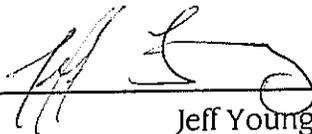
Mr. Pechnick stated that local support would be key in the project moving forward. Mr. Korpalski indicated that the Highway Department favors the project but requested that a formal resolution be adopted by the City so that he can present the project to the County Transportation Committee for the County's support. In documenting any resolution, Mr. Pechnick stated that the Woodstock SRA should be treated as an extension of the Illinois Route 120/Charles Road SRA.

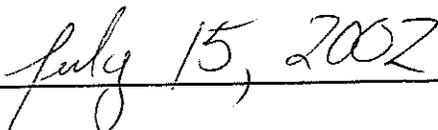
Mayor Cornue stated that the City would like to have the new route on CATS 2030 plan. He commented that Mr. Blankenhorn recommended that the SRA study should be completed first to determine if the route should be added to the CATS system.

Mayor Cornue inquired whether there would be any public participation. Mr. Pechnick stated that two Advisory Committee meetings would be held and at the end of the project, a public hearing would be scheduled. He added that the hearing process allows the Department to protect and secure the needed right-of-way identified in the study.

Mr. Jandacek inquired as to the extent of cost participation that the City has committed to. Mayor Cornue stated that up until now, no one has requested any cost sharing from the City. Mr. Pechnick stated that a set budget has been set aside by the Department for this project. Once Civiltech completes its manhour and cost estimate, then the Department will determine if any cost sharing from the City will be necessary to cover any funding shortfall. At that time, Civiltech will also determine the schedule for the project which will be copied to the City.

The meeting adjourned at 10:30 AM

By:  _____
Jeff Young

Date:  _____

Meeting Minutes

Re: Strategic Regional Arterial Study - Subset No. 5 **Date:** January 8, 2003
Corridor 16: Woodstock SRA

Location: Woodstock City Hall **Time:** 10:00 AM

Attending:

Mayor Alan Cornue	Woodstock
John Isbell	Woodstock
Tim Clifton	Woodstock
Jim Kastner	Woodstock
Sue Palmer	IDOT
Kathy Meyerkord	Civiltech
Jeff Young	Civiltech
Sven Zimdahl	Civiltech

Ms. Meyerkord began the meeting by explaining the purpose of this meeting is to coordinate with the City of Woodstock for the Woodstock SRA study and to inform the City that Civiltech has begun the data collection portion of the project.

Mr. Young then discussed the project schedule stating that the SRA report should be finished by August of 2003.

Mayor Cornue stated that Metra is currently in the process of purchasing property just west of Lamb Road and just north of the Union Pacific railroad tracks for their use as a railyard and maintenance area. Metra has included this in their 5-year plan. It was also stated that a waste transfer station was being considered for property just north of the railroad tracks and east of Lamb Road. The plan is for a collector road to be connected from Lamb Road through the site to the existing City street network as well as the extension of City utilities to the site.

Mayor Cornue stated that the City has had discussions with an industrial subdivision developer regarding the donation of right-of-way for the extension of Lamb Road to U.S. Route 14. The industrial park would not have direct access to the Lamb Road extension but rather would tie in somewhere north possibly at Washington Street. It was also stated that STP funding has been approved for the extension of Lamb Road to U.S. Route 14.

Ms. Meyerkord then discussed the environmental information that Civiltech needs to collect. Mr. Kastner stated that there were no known updates to the FEMA maps for the City, but that McHenry County should be contacted for the unincorporated areas. Mayor Cornue stated that a property between Lamb Road and IL Route 47 which had previously been used for

mining is now undergoing wetland remediation with the Army Corp of Engineers. It was also stated that the City of Woodstock Comprehensive Plan has been approved by the City Council in May 2002. A copy was given to Civiltech after the meeting. It was also stated that there are no known historical buildings and that the Woodstock Historic Preservation Commission only deals within the corporate limits, but Civiltech should contact the McHenry County Historical Society to determine if there are historical structures in the unincorporated areas of the project.

Mr. Young then asked if there were any concerns that have been brought up about the project. Mr. Clifton stated that one property owner near Lamb Road and Charles Road was concerned that Lamb Road would be widened on the existing alignment.

The next step in the project is for Civiltech to continue environmental data collection coordination and to begin development of alternatives.

The meeting adjourned at 10:30 AM

By: Sven D. Zimdahl...
Sven Zimdahl

Date: 1/9/03

Route to: KMM SDZ
File: 0570 - c016

Record of Phone Conversation

Contact: Mike Murray
Hartland Township Highway Commissioner
15813 Nelson Road
Woodstock, IL 60098

Phone #: 815-338-1432

Date: February 3, 2003

Time: 10:30 am

Re: SRA process

Summary of Conversation:

Mike returned my call from earlier. He stated that he was generally aware of a Lamb Road Bypass west of Woodstock. I explained the SRA process including goals, concepts, and schedule of this corridor.

I asked if he had any specific information that the Township wished to add towards the project. He questioned whether the Bypass would use Lamb Road. I stated that we are currently investigating these options (on vs. off alignment). I informed him that if he had any additional information to add prior to the Panel Meeting to contact me directly.

I informed him that for the Advisory Panel Meeting we would also invite the Township Supervisor. Roland Nuemeyer is the Supervisor and he can be reached at the same location and phone number as the Highway Commissioner.

Follow-up Obligations:

By: Jeff Young

Route to: KMM SDZ

File: 0570 - c016

Record of Phone Conversation

Contact: Don Kaiser
Greenwood Township Supervisor
5211 Miller Road
Woodstock, IL 60098

Phone #: 815-648-4653

Date: January 31, 2003

Time: 9 am

Re: SRA process

Summary of Conversation:

Don Kaiser returned my call from earlier. He stated that he was generally aware of a Lamb Road Bypass west of Woodstock. I explained the SRA process to Don including goals, concepts, and schedule of this corridor.

I asked Don if he had any specific information that the Township wished to add towards the project. He said that the Township has a Comprehensive Plan and that he would send it to us. I informed him that if he had any additional information to add prior to a Panel Meeting to contact me directly.

He request that for the Advisory Panel Meeting that we also invite the Highway Commissioner, Roger May (ph. 815-648-2307).

Follow-up Obligations:

By: Jeff Young



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

In Reply Refer To:
FWS/AES-CIFO/T482

February 13, 2003

Mr. Baron H. Stuedemann
Civiltech Engineering, Inc.
30 N. LaSalle Street, Suite 1402
Chicago, Illinois 60602

Dear Mr. Stuedemann:

This responds to your letter dated January 29, 2003 requesting information on endangered or threatened species occurring on or near the proposed study, referred to as the Strategic Regional Arterial Study- Subset No. 5, located at T45N, R7E, Sections 19, 20, 30, 31, T45N, R6E, Sections 25, 26, T44N, R6E, Section 1 and T44N, R7E, Section 6, in or near Hartland, Greenwood, Seneca and Dorr townships, McHenry County, Illinois as depicted on the map you enclosed. We believe the applicant for this project to be the Illinois Department of Transportation.

Please note that the proposed project site is directly adjacent to McHenry County ADID (Advanced Identification) site #'s N 766, N 872, N 899, K 379, lies less than 1/2 of a mile from site #'s N 879, N 890, and less than 1 mile from site #'s N 875 and N 858. These studies are conducted under the auspices of the U.S. Environmental Protection Agency to identify in advance of specific projects, those wetlands that are of the highest function and value. The results of ADID studies provide landowners and planners with information about the most important aquatic resources in a given area so that advance planning can take them into account.

ADID site # N 766 is a high quality habitat wetland which is considered "irreplaceable" and unmitigatable based on the fact that the complex biological systems and functions that this site supports cannot be successfully recreated within a reasonable time frame using existing restoration or creation methods. This site is described as a sedge meadow and marsh.

ADID site # N 890 is a high quality habitat wetland which is considered "irreplaceable" and unmitigatable based on the fact that the complex biological systems and functions that this site

supports cannot be successfully recreated within a reasonable time frame using existing restoration or creation methods. This site is designated a McHenry County Natural Area Inventory.

ADID site # N 858 is a high functional wetland which provides important stormwater storage and water quality protection benefits. The site is described as containing a sedge meadow, marsh and wet prairie. In addition, this ADID site exhibits high water quality values for sediment/toxicant retention.

ADID site #'s N 875, N 879 and K 379 are high functional wetlands which provide important stormwater storage and water quality protection benefits. In addition, these ADID sites exhibit high water quality values for sediment/toxicant retention.

ADID site # N 899 is a high functional wetland which provides important stormwater storage and water quality protection benefits. The site is described as a marsh. In addition, this ADID site exhibits high water quality values for sediment/toxicant retention and nutrient removal/transformation.

Please note, that for this project site, the possibility exists for habitat that could support the federally threatened eastern prairie white fringed orchid (*Platanthera leucophaea*). Possible habitat of the Eastern prairie fringed orchid includes but is not restricted to mesic prairie, sedge meadows, marsh edges and bogs; we request that a search for these types of habitat be conducted. If any habitat remnants are found within the project area, we request that searches for this species be conducted between June 28 and July 11, as this is when the orchid typically flowers and is most identifiable. If any eastern prairie white fringed orchids are found, this office should be notified immediately. In the future, you should consider providing more detailed descriptions of the plant communities and habitats present on the project site. This will allow us to better assess the likelihood of the presence of threatened and endangered species and the need for additional surveys.

This letter only addresses federally listed species: the Illinois Department of Natural Resources should be contacted for information on State-listed species. Any impacts to wetlands or waters of the United States may require a permit from the U.S. Army Corps of Engineers. This letter does not preclude separate evaluation and comment by the U.S. Fish and Wildlife Service on wetland impacts proposed for section 404, Clean Water Act authorization.



First Advisory Panel Meeting Minutes and Coordination

First Advisory Panel Meeting Agenda

Subject: Woodstock Bypass – US Route 14 to Charles Road/IL Route 47

Date: July 21, 2003

Time: 1:30 p.m.

Location: City of Woodstock

- I. **INTRODUCTION**
 - A. Introductions
 - B. Purpose of Meeting
- II. **SRA SYSTEM OVERVIEW**
 - A. Goals
 - B. Planning Process & Objectives
 - C. Role of Local Communities/Agencies
- III. **IDEAL CONCEPT FOR RURAL SRA CORRIDORS**
- IV. **SUMMARY OF INDIVIDUAL COMMUNITY INTERVIEWS (ICI)**
- V. **EXISTING CONDITIONS**
- VI. **TRAFFIC VOLUMES AND TRAVEL TIMES**
- VII. **PROPOSED WOODSTOCK BYPASS ALTERNATIVES**
 - A. Alternate 1
 - B. Alternate 2
- VIII. **DISCUSSIONS/NEXT STEPS**

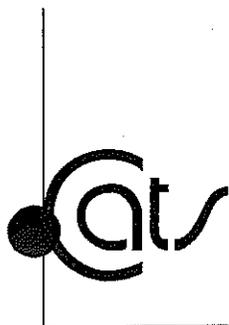
McHENRY COUNTY COUNCIL of MAYORS

16111 Nelson Road
Woodstock, Illinois 60098

RECEIVED

JUL 14 2003

Civiltech Engineering, Inc.



CHICAGO AREA TRANSPORTATION STUDY
300 West Adams Street • Chicago Illinois 60606



DATE: July 10, 2003

FROM: Patricia A. Schroeder, Planning Liaison

TO: Mayor Alan Cornue, City of Woodstock
John Isbell, City of Woodstock
Timothy Clifton, City of Woodstock
Derik Morfield, City of Woodstock
James Kastner, City of Woodstock
Donald Kaiser, Greenwood Township
Roger May, Greenwood Township
Roland Neumaier, Hartland Township
Michael Murray, Hartland Township
Sven Zindahl, Civiltech
Kathy Meyerkord, Civiltech
Sue Palmer, IDOT
Michael Matkovich, IDOT
Jeff Young, McHenry County Highway Department
Ken Kelgard, McHenry County Highway Department

RE: Woodstock Bypass - SRA 120/Lamb Road
First Advisory Panel Meeting

ALGONQUIN
BARRINGTON HILLS
BULL VALLEY
CARY
CRYSTAL LAKE
FOX RIVER GROVE
FOX RIVER VALLEY GARDENS
GREENWOOD
HARVARD
HEBRON
HOLIDAY HILLS
HUNTLEY
JOHNSBURG
LAKE IN THE HILLS
LAKEMOOR
LAKEWOOD
MARENGO
MCCULLOM LAKE
MCHENRY
OAKWOOD HILLS
PRAIRIE GROVE
RICHMOND
RINGWOOD
SPRING GROVE
TROUT VALLEY
UNION
WONDER LAKE
WOODSTOCK
McHENRY COUNTY

The first Advisory Panel meeting regarding Woodstock Bypass - SRA 120/Lamb Road will be held on Monday, July 21, 2003, at 1:30 p.m. in the Council Chambers at the Woodstock City Hall, 121 West Calhoun Street, Woodstock, Illinois. A meeting agenda is enclosed.

If you have any questions, please feel free to contact me.

/pas
enclosure

Meeting Minutes

Re: Strategic Regional Arterial Study - Subset No. 5
Corridor 16: Woodstock SRA

Date: July 21, 2003

Location: Woodstock City Hall

Time: 1:30 PM

Attending:

Mayor Alan Cornue	Woodstock
John Isbell	Woodstock
Tim Clifton	Woodstock
Derik Morefield	Woodstock
Ken Kelgard	McHenry Cty. Highway Dept.
Jeff Young	McHenry Cty. Highway Dept.
Pat Schroeder	McHenry Cty. Council of Mayors
Sue Palmer	IDOT-Programming
Kathy Meyerkord	Civiltech
Sven Zimdahl	Civiltech

Ms. Meyerkord began the meeting by explaining that the purpose of this meeting was to present the concept alternatives for this project to the various agencies. She then summarized the concept report and exhibits.

Mayor Cornue questioned whether the traffic volumes that were projected on the bypass, were diverted from IL Route 47. Mr. Young explained the process that was used to develop the traffic projections. He also explained that the projections on the bypass were diversions from IL Route 47. It was stated that the 2020 traffic volume for IL Route 47 under the build alternates is the same as under existing conditions.

Mr. Kelgard asked if the 2020 projections took into account the construction of a 5-lane cross section on IL Route 47. Ms. Meyerkord stated that the projections do account for a 5-lane cross section.

Mr. Clifton questioned if cost estimates had been developed for either alternate. Ms. Meyerkord stated that cost estimates had not been done at this time.

Mr. Isbell asked about what would happen to the existing IL Route 120 and U.S. Route 14 intersection when the bypass is built. Ms. Meyerkord stated that it would be maintained as is or will be slightly modified, depending on the alternate that is selected.

**Woodstock SRA
Coordination Meeting Minutes
Page 2 of 2**

Mr. Kelgard stated that the County is concerned with Charles Road having a discontinuous alignment which would force traffic onto the bypass to reconnect back to Charles Road. He stated that the County would come up with some ideas as to how to address this issue.

Mr. Kelgard questioned if there was a concern that this project would not be approved by the Woodstock City Council. Mayor Cornue stated that he didn't anticipate any issues with this project.

Ms. Meyerkord stated that everyone would have about 3 weeks (until August 11) to look over the concept plans and return comments, questions, and concerns to Civiltech.

The meeting adjourned at 2:30 PM

By: Sven D. Zimdahl...
Sven Zimdahl

Date: 7/23/03

**Office of the County Engineer
McHenry County Highway Department**

Joseph R. Korpalski, Jr., P.E.
County Engineer



16111 Nelson Road
Woodstock, Illinois 60098
815/334-4960
Fax 815/334-4989

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SEP 11 2003

Civiltech Engineering, Inc.

Woodstock Bypass SRA
First Advisory Panel Meeting Response

September 9, 2003

Ms. Kathleen M. Meyerkord, P.E.
Civiltech Engineering, Inc.
450 East Devon Avenue, Suite 300
Itasca, Illinois 60143

Dear Ms. Meyerkord:

At the First Advisory Panel Meeting held on July 21, 2003, it was requested that this Department develop some concepts for maintaining the continuity of Charles Road as it relates to the County Highway system with respect to the SRA alternatives discussed at the meeting. Attached for your review are sub-plans 1a, 1b, and 1c. Sub-plans were not developed for SRA Alternate 2 as it is our understanding that the City of Woodstock prefers Alternate 1 and also that Alternate 1 has more possibilities for maintaining the through movements along Charles Road. The summary of each sub-plan is as follows:

- 1a) An at-grade intersection with the Bypass and Charles Road is created. To maintain signal spacing >1 mile, the Charles Road connector west of the Bypass would not extend to the Bypass, but continue to serve the future developments along Lamb Road. The connector east of the Bypass would be eliminated.
- 1b) The through movements along Charles Road are maintained via a grade separation with the Bypass. The connector west of the Bypass would 'T' into Charles Road. Illinois Route 47 would extend north past Charles Road to intersect the Bypass at a 'T' intersection.
- 1c) Charles Road would be realigned to the north to create the fourth leg at the Charles Road intersection with the Bypass.

All plans have a commonality with the suggested closure of Lamb Road south of the existing residential area south of Charles Road. This could be done via a cul-de-sac. This is

September 9, 2003

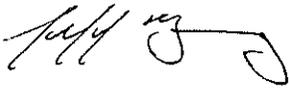
Page 2 of 2

recommended to separate the residential area with the future industrial area planned by the City to the south in accordance with their comprehensive plan.

The proposed traffic signal locations along Charles Road, not intersecting with the Bypass, should be noted that installation would occur when SRA signal warrants are met.

If you have any questions or wish to discuss these concepts further, please feel free to call me at (815) 334-4980.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jeff Young", with a stylized flourish at the end.

Jeff Young
Design Manager

enclosures

RECEIVED

SEP 19 2003

Civiltech Engineering, Inc.

RESOLUTION NO. 03-R-31

**A RESOLUTION IN SUPPORT OF THE WOODSTOCK BYPASS – LAMB ROAD
U.S. ROUTE 14 TO CHARLES ROAD/ILLINOIS ROUTE 47**

WHEREAS, Illinois Route 47 and U.S. Route 14 in McHenry County are presently designated as Strategic Regional Arterial (SRA) routes; and

WHEREAS, Illinois Route 120 in McHenry County is designated as a Strategic Regional Arterial with its westerly terminus at Illinois Route 47; and

WHEREAS, the Mayor and City Council of the City of Woodstock, McHenry County, Illinois have previously determined that the westerly terminus of the Illinois Route 120 SRA should not end at Illinois Route 47 and should extend westerly along the general area of the existing Lamb Road to connect to U.S. Route 14; and

WHEREAS, the SRA system has been designed to facilitate the focus of improvements to the regional transportation network for those routes which are the most critical to the transportation needs of the citizens of a wide area in addition to any local benefits; and

WHEREAS, receiving the designation of an SRA permits better road planning, increased funding possibilities for improvements, and the ability to require traffic management tools, such as access controls, which are critical to establishing and maintaining better traffic flows, among other regional and local benefits; and

WHEREAS, the proposed Woodstock Bypass route is within the City of Woodstock's planning jurisdiction and will eventually lie within a portion of the community; and

WHEREAS, the Mayor and City Council of the City of Woodstock, McHenry County, Illinois have previously received and reviewed a report prepared by Civiltech Engineering for the Illinois Department of Transportation titled 'Alternatives/Design Concept Woodstock Bypass U.S. Route 14 to Charles Road/Illinois Route 47' (Civiltech Report) dated July 21, 2003.

WHEREAS, the McHenry County Department of Transportation has requested that the City of Woodstock adopt a Resolution documenting support of the Bypass route.

NOW, THEREFORE, BE IT RESOLVED, that with the adoption of this Resolution by the Mayor and City Council of the City of Woodstock, McHenry County, Illinois, that the City of Woodstock confirms its support of the proposed Woodstock Bypass as presented in the Civiltech Report, with a stated preference for Alternative #1.

BE IT FURTHER RESOLVED, by the Mayor and City Council of the City of Woodstock, McHenry County, Illinois that the City of Woodstock requests that the Illinois Department of Transportation, Mc Henry County Highway Department, and the City continue to work cooperatively for the planning and completion of the recommended improvements.

PASSED by the City Council of the City of Woodstock, McHenry County, Illinois and approved by me this 16th day of September, 2003.

Ayes: Prindiville, Sager, Thompson, Webster and Mayor Cornue

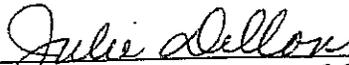
Nays: None

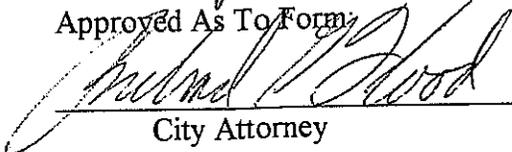
Abstentions: None

Absentees: None



Alan D. Cornue, Mayor

Attest: 
City Clerk
by Deputy Clerk Cindy Bailey

Approved As To Form:


City Attorney

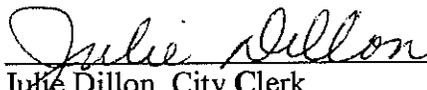
CERTIFICATION

I, **JULIE DILLON**, do hereby certify that I am the duly appointed, qualified and acting City Clerk of the **CITY OF WOODSTOCK**, McHenry County, Illinois, and that as such Clerk, I am the keeper of the ordinances, records, corporate seal and proceedings of the Mayor and City Council of the said **CITY OF WOODSTOCK**

I do hereby further certify that at a regular meeting of the Mayor and City Council of the City of Woodstock, held on the 16th day of September 2003, the foregoing Resolution No. 03-R-31 entitled "**A Resolution in Support of the Woodstock Bypass - Lamb Road U.S. Route 14 to Charles Road/Illinois Route 47**" was duly passed and approved by the Mayor and City Council of the City of Woodstock.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as the Clerk of said City for safekeeping, and that I am the lawful custodian and keeper of same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of the **CITY OF WOODSTOCK**, this 16th day of September, 2003.



Julie Dillon, City Clerk
By Deputy Clerk Cindy K. Smiley

(SEAL)

**Office of the County Engineer
McHenry County Highway Department**

Joseph R. Korpalski, Jr., P.E.
County Engineer



16111 Nelson Road
Woodstock, Illinois 60098
815/334-4960
Fax 815/334-4989

Woodstock Bypass SRA
Alternate 1d

April 6, 2004

Ms. Kathleen M. Meyerkord, P.E., PTOE
Civiltech Engineering, Inc.
450 East Devon Avenue, Suite 300
Itasca, Illinois 60143

RECEIVED

APR 08 2004

Civiltech Engineering, Inc.

Dear Ms. Meyerkord:

In response to your January 12, 2003 letter depicting the proposed 1d Alternate, this Department concurs with and supports the alignment. Based on the reduced impacts to sensitive wetlands and fewer bridge needs, Alternate 1d provides for a better design with the following comments:

- Those motorists traveling north and south on Illinois Route 47 today that continue to have the same origins and destinations must take a rather circuitous route under the proposed plan (1d). Nearly two extra miles of one-way travel is required. It is suggested that full access be maintained with the northern intersection with Illinois Route 47 and the new Bypass alignment. This is similar to the roadway configuration used for the Algonquin Bypass where existing Illinois Route 31 maintains its full access with the Bypass at a signalized intersection. This will also benefit those traveling to and from the east on Charles Road with destinations north on Illinois Route 47.
- Consideration may need to be given to modifying the access plan for the residential area along the northern portion of Lamb Road. Input from the residents is recommended.

If you have any questions or wish to discuss these concepts further, please feel free to call me at (815) 334-4980.

Very truly yours,

Jeffrey R. Young, P.E.
Design Manager



January 12, 2004

Mr. Joseph Korpalski, Jr., P.E.
County Engineer
McHenry County Highway Department
16111 Nelson Road
Woodstock, IL 60098

Attn: Mr. Jeff Young, P.E. - Design Manager

Re: **Woodstock Bypass SRA**

Dear Mr. Young:

In response to your September 9, 2003 letter, we have reviewed the sub-plans the County developed for Alternate 1 of the Woodstock Bypass project. Civiltech has developed a new alternate (1d) that would maintain the continuity of Charles Road as requested by the County, but would avoid major impacts to the ADID wetlands. This alternate minimizes the number of new intersections and the impacts on local access. The alignment follows several property lines in order to allow the City of Woodstock to preserve the right-of-way as adjacent properties develop, but passes through some farmhouses which likely would not be there in the future. The following attachments are enclosed:

- 1.) 2 copies of an exhibit showing the alignment of Alternate 1d.
- 2.) Table comparing the benefits and impacts of Alternates 1a-1d.
- 3.) Comments received from IDOT Geometrics regarding the alignment of Alternate 1d.

Our goal is to develop an alternate which serves the needs of the City by promoting traffic diversion from IL Route 47 yet also serves the needs of the County. Please review this alternate and let us know if this meets the County's needs. If you have any questions regarding this conceptual alignment, please feel free to contact us. Once we have your concurrence on an alternate, we would transmit it to the City for their review and reconvene the Advisory Panel for an additional meeting if necessary.

Very truly yours,

CIVILTECH ENGINEERING, INC.

Kathy M. Meyerkord, P.E., P.T.O.E.

Enclosures
cc: Ms. Sue Palmer - IDOT-Bureau of Programming

J:\570\CORRESP\C16\McHenry_draft_llr_010804.wpd

**Woodstock Bypass Study
Alternate 1 Sub-Plan Comparison**

Alternate	Charles Road Continuity	Residential/ Farm Bldg. Acquisition	Bridges	ADID Wetland Impacts
1	Discontinuous	None	3	3 locations
1a	Continuous	None	3	3 locations
1b	Continuous	None	4	3 locations
1c	Continuous	2	4	4 locations
1d	Continuous	3	2	1 location



May 10, 2004

Mayor Alan Cornue
City of Woodstock
121 West Calhoun Street
Woodstock, IL 60098

Re: Woodstock Bypass SRA

Dear Mayor Cornue:

Since the Advisory Panel Meeting in July 2003, a few changes have taken place on the Woodstock Bypass Strategic Regional Arterial Study. At that meeting, the McHenry County Highway Department expressed a concern for having a discontinuous alignment along Charles Road which would force traffic onto the bypass to reconnect back to Charles Road. They stated they would develop some ideas as how to address this issue.

In September 2003, the County developed three sub-plan alternates (1a-1c) based upon the original Alternate 1. Civiltech reviewed these alternates and developed a new alternate (1d) that maintains the continuity of Charles Road but also avoids major impacts to the ADID wetlands. This alternate minimizes the number of new intersections and the impacts on local access. The alignment follows several property lines in order to allow the City of Woodstock to preserve the right-of-way as adjacent properties develop, but passes through some farmhouses which likely would not be there in the future. The alignment was reviewed by IDOT Geometrics in November 2003. In January 2004, Civiltech sent Alternate 1d to the County for review. Earlier this month the County responded with a few additional comments. These changes have been implemented on the plan. It should be noted that providing full access at the northern intersection of the bypass and IL Route 47 could result in more traffic using existing IL Route 47.

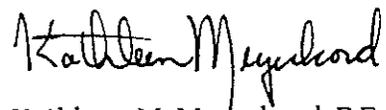
Two (2) sets of the following attachments are enclosed:

- 1.) Letter and exhibits from McHenry County, outlining sub-plans 1a-1c.
- 2.) Exhibit showing the alignment of Alternate 1d.
- 3.) Table comparing the benefits and impacts of Alternates 1a-1d.
- 4.) Comments received from IDOT Geometrics regarding the alignment of Alternate 1d.
- 5.) Civiltech's letter to the County outlining Alternate 1d.
- 6.) McHenry County's comments on Alternate 1d.
- 7.) Exhibit showing Alternate 1d modified which addresses the County's comments.

Our goal is to develop an alternate which serves the needs of the City by promoting traffic diversion from IL Route 47 yet also serves the needs of the County. Once you have had a chance to review the alternate, we would recommend that we hold another Advisory Panel Meeting in order to get concurrence from all of the various agencies involved on the new alignment. After that Civiltech can continue with developing the report and holding a Public Hearing. Please review this alternate and let us know if this meets the City's needs. If you have any questions regarding this conceptual alignment, please feel free to contact us.

Very truly yours,

CIVILTECH ENGINEERING, INC.



Kathleen M. Meyerkord, P.E., P.T.O.E.

Enclosures

cc: Ms. Sue Palmer - IDOT-Bureau of Programming
Mr. Jeff Young - McHenry County Highway Department

Meeting Minutes

Re: Strategic Regional Arterial Study - Subset No. 5
Corridor 16: Woodstock SRA

Date: July 23, 2004

Location: Woodstock City Hall

Time: 1:00 PM

Attending:

Mayor Alan Cornue	Woodstock
John Isbell	Woodstock
Tim Clifton	Woodstock
Derik Morefield	Woodstock
Jim Kastner	Woodstock
Jeff Young	McHenry Cty. Highway Dept.
Sue Palmer	IDOT-Programming
Kathy Meyerkord	Civiltech
Sven Zimdahl	Civiltech

Ms. Meyerkord began the meeting by explaining that the purpose of this meeting was to determine the City's issues with the current alternate.

Mayor Cornue and Tim Clifton stated that they had a list of six issues with the current alternate that they would like to discuss.

The issues are as follows:

- 1.) The future roadway that is shown on the plan for Washington Street that connects to another future roadway to the south of U.S. Route 14 is not desirable. The City would prefer Washington Street be connected to Rose Farm Road, which would eliminate the intersection of Washington Street with U.S. Route 14.
- 2.) The City prefers that the intersection of the proposed bypass and U.S. Route 14 be a full grade separated interchange.
- 3.) Since the proposed bypass alignment has been shifted to the west, it would seem logical to extend the SRA designation along Charles Road from IL Route 47 to the proposed bypass.
- 4.) A full access intersection of Raycraft Road and Charles Road would not be desirable if Charles Road becomes an SRA from IL Route 47 west to the proposed bypass. A right-in/right out would be preferred.
- 5.) A cul-de-sac on Lamb Road at Charles Road would not be desirable. A right-in/right out

would be preferred.

6.) If Charles Road becomes an SRA from IL Route 47 to the proposed bypass, then the intersection of Charles Road and IL Route 47 should be signalized.

McHenry County was in agreement that all of the above issues were valid and are acceptable. Civiltech will make changes to the preferred alternate plan.

Mayor Cornue questioned the schedule of the project. Ms. Meyerkord stated that after Civiltech makes the changes to the plan, then a meeting can be set up with Mike Matkovic at IDOT to allow him to review and comment on the plan. If he has no major comments then the draft report will be completed and a public meeting will be held. After comments are received from the public meeting and addressed, the final report will be completed.

Mr. Young stated that he would contact Mike Matkovic to let him know that McHenry County is on board with the preferred Woodstock bypass plan in order to try and keep the project moving forward.

It was also noted that previous alternatives will be included as an appendix in the report in order to show that multiple alternatives were examined, but were not feasible.

The meeting adjourned at 1:45 PM

By: Sven D. Zimdahl
Sven Zimdahl

Date: 8/11/04

RECEIVED

AUG 03 2004



Civiltech Engineering, Inc.

Department of Public Works

326 Washington Street
Woodstock, Illinois 60098
815/338-6118 • fax 815/334-2263
pwwdir@woodstock-il.com
www.woodstock-il.com

August 2, 2004

Ms. Kathleen M. Meyerkord
Civiltech
450 E. Devon Avenue
Suite 300
Itasca, Il. 60143

RE: Woodstock Bypass SRA

Dear Ms. Meyerkord:

Thank you for taking the time to meet with the Mayor and members of the City Administration to discuss the City's comments regarding the current proposal for the Woodstock Bypass SRA study. As expected, we did locate our review copy of the alternate 1D modified plan shortly after the meeting. Most of the items that had been identified by the City were discussed at the meeting, but I did want to followup with a written record.

1. New intersection at Lamb Road and US Route 14 – In addition to the planned signalization access at this intersection, the City is requesting that the option to provide free flowing full access to/from US Route 14 and Lamb Road be considered as part of the SRA plan.
2. Existing Lamb Road at Illinois Route 120 – Existing Lamb Road shall be retained for local access.
3. Washington Street to Rose Farm Road – Washington Street shall be extended as a local street from Lamb Road to Rose Farm Road. The new local street would end at Rose Farm Road and no crossing of US Route 14 is needed.
4. Intersection of Rose Farm Road and US Route 14 – Although not directly part of the current study, the intersection of Rose Farm Road and US Route 14 should be designated as a future signalized intersection with full access.
5. Raycraft/Rt 120 and Lamb/120 – The City is recommending that both of the intersections be limited to right/in right out/ access only.

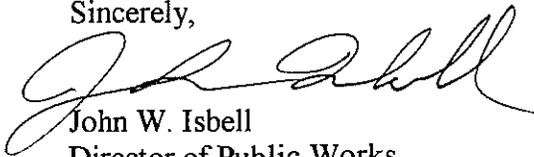
Ms. Kathleen M. Meyerkord
August 2, 2004
Page – 2 –

6. Charles Road SRA – That portion of Charles Road from Route 47 to the new Lamb Road should be designated as Route 120 SRA.

7. Intersection of Charles Road and Il Route 47 – The City is requesting that this intersection be designated as a future signalized intersection on the Route 120 SRA.

If you have any questions or need any additional information, please contact this office.

Sincerely,



John W. Isbell
Director of Public Works

Cc: Tim Clifton



Department of Public Works
326 Washington Street
Woodstock, Illinois 60098
815/338-6118 • fax 815/334-2263
pwwdir@woodstock-il.com
www.woodstockil.gov

November 24, 2004

Ms. Kathleen Meyerkord
Civiltech
450 E. Devon Avenue
Suite 300
Itasca, IL 60143

**RE: SRA Lamb Road Woodstock Bypass
US Route 14 and Bypass Interchange Alternatives**

Dear Ms. Meyerkord:

The City of Woodstock has reviewed the two suggested alternate plans for the future Lamb Road bypass and US Route 14 interchange and offers the following comments.

Alternate No. 1 – Trumpet Interchange

This alternate certainly will require the acquisition of a considerable amount of new right-of-way but does meet the planning goals and objectives set by the City. The primary advantage is that all turning movements can be provided as free flowing.

Alternate No. 2 – Partial Tight Diamond Interchange

This alternate is expected to require substantially less right-of-way than the trumpet interchange identified with alternate number 1. The proposed design will provide free flowing movement from westbound Route 14 to northbound Lamb Road bypass as well as free flowing movement from southbound Lamb Road bypass to eastbound Route 14. Free flowing exit movement will be provided for westbound traffic wanting to turn onto the Lamb Road bypass. One disadvantage identified by the City is that the expected predominant turning movement from southbound Lamb Road bypass to eastbound Route 14 would be restricted with a signalized intersection. Depending on design hour traffic volumes, this may require dual left turn lanes and could result in some peak hour congestion. Another option that might be considered at the time of final design would be to allow free flowing movement from southbound Lamb Road bypass to eastbound Route 14 and stop all other movement on the south side of Route 14 (i.e. eliminate the proposed traffic signal).

Ms. Meyerkord
November 23, 2004
Page 2

While Alternate 1 provides the best traffic movement, it does require more right-of-way and would prohibit the possibility of any future local street connection from the property to the southwest of Route 14. Alternate No. 1 would be expected to provide the best overall traffic movement in the future. Alternate No. 2 requires less right-of-way and provides the possibility to the City of constructing a future local street to the southwest that could connect to the Lamb Road bypass and provide access to eastbound Route 14. The City of Woodstock is supportive of either of the two alternates and is willing to work with IDOT to help keep right-of-way available for either options through our control of the local development process. Please provide the City with additional information regarding possible right-of-way needs once an interchange option has been selected.

In addition, the City would like to request that some consideration be given to future improvements at the intersection of US Route 14 and Illinois Route 47 that would be necessary once the planned bypass route is completed. It is likely that additional left turn lane capacity would be needed for northbound Route 47 to westbound Route 14 traffic as well as additional right turn lane capacity for eastbound Route 14 to southbound Route 47 turning movements.

Thank you for allowing the City the opportunity to comment on these two options. If you have any questions or need any additional information, please contact this office.

Sincerely,



John W. Isbell
Director of Public Works

cc: Mayor Cornue
Tim Clifton
Sue Palmer, IDOT
Ken Kelgard, McHenry County Highway Department

**Second Advisory Panel Meeting Minutes
and Coordination**

Second Advisory Panel Meeting Agenda

Subject: Woodstock Bypass – U.S. Route 14 to Charles Road/IL Route 47

Date: December 1, 2005

Time: 1:00 p.m.

Location: City of Woodstock

I. INTRODUCTION

- A. Introductions
- B. Purpose of Meeting

II. PROJECT BACKGROUND AND HISTORY

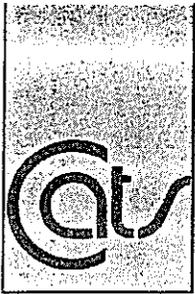
III. DESIGN CHANGES SINCE ADVISORY PANEL MEETING #1

- A. Alignment
- B. Cost Estimate

IV. PROJECT SCHEDULE

- A. Public Hearing
- B. Final Report Submittal

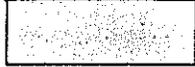
V. DISCUSSION/QUESTIONS



McHENRY COUNTY COUNCIL of MAYORS

16111 Nelson Road
Woodstock, Illinois 60098

CHICAGO AREA TRANSPORTATION STUDY
300 West Adams Street • Chicago, Illinois 60606



DATE: November 16, 2005

FROM: Holly Ostdick, Planning Liaison

TO: Mayor Brian Sager, City of Woodstock
John Isbell, City of Woodstock
Timothy Clifton, City of Woodstock
Derik Morfield, City of Woodstock
James Kastner, City of Woodstock
Donald Kaiser, Greenwood Township
Roger May, Greenwood Township
Bernard Kisly, Hartland Township
Michael Murray, Hartland Township
Sven Zimdahl, Civiltech
Kathy Meyerkord, Civiltech
Sue Palmer, IDOT
Peter Harmet, IDOT
Ken Kelgard, McHenry County Division of Transportation
Jeff Young, McHenry County Division of Transportation
Jason Osborn, McHenry County Division of Transportation

- ALGONQUIN
- BARRINGTON HILLS
- BULL VALLEY
- CARY
- CRYSTAL LAKE
- FOX RIVER GROVE
- GREENWOOD
- HARVARD
- HEBRON
- HOLIDAY HILLS
- HUNTLEY
- JOHNSBURG
- LAKE IN THE HILLS
- LAKEMOOR
- LAKEWOOD
- MARENGO
- McCULLOM LAKE
- McHENRY
- OAKWOOD HILLS
- PORT BARRINGTON
- PRAIRIE GROVE
- RICHMOND
- RINGWOOD
- SPRING GROVE
- TROUT VALLEY
- UNION
- WONDER LAKE
- WOODSTOCK
- McHENRY COUNTY

An advisory panel meeting regarding the Woodstock Bypass – SRA 120/Lamb Road will be held on Thursday – December 1, 2005 at 1:00 P.M. in the Council Chambers at the Woodstock City Hall, 121 West Calhoun Street, Woodstock, Illinois. A meeting agenda is enclosed for your review.

If you have any further questions, please feel free to contact me.

Mr. Young asked if the City had received any input from the public on this project. Mr. Clifton stated that there was one homeowner along Lamb Road that was opposed to the project.

Mr. Osborn asked if the County would use the SRA footprint for permitting. Mr. Young stated that the bypass alignment and right-of-way widths would be used.

Mayor Sager stated that a new City Council and a new transportation committee were in place. He stated that their priority for transportation projects is currently focused on IL Route 47. Mayor Sager questioned whether this project would get in the way of their focus on IL Route 47. Mr. Young stated that this study can be finished and used as a planning document for the future and will not get in the way of any other projects.

Mr. Clifton questioned if IDOT has been successful in obtaining approval from the ICC for new at-grade railroad crossings. Mr. Harmet stated they have had no success to date.

Ms. Meyerkord asked if the City had any comments on the proposed plan as shown. Mayor Sager and Mr. Clifton stated that they had no comments.

The meeting adjourned at 2:00 PM

By: Sven D. Zimdahl
Sven D. Zimdahl, P.E.

Date: 12/9/05



Attendance Roster

Project Description: WOODSTOCK BYPASS CORRIDOR STUDY

Meeting Location: WOODSTOCK CITY HALL

Date: 12/1/05 Time: 1 PM

NAME & AFFILIATION	SVEN ZIMDAHL CIVILTECH ENGINEERING	TEL	630-773-3900	FAX	630-773-3975
		EMAIL	SZIMDAHL@CIVILTECHINC.COM		
NAME & AFFILIATION	Kathy Meyerkord Civiltech	TEL	630/773-3900	FAX	630/773-3975
		EMAIL	kmeyerkord@civiltchinc.com		
NAME & AFFILIATION	Jeff Young McHenry Cty Div. of Trans	TEL	815-534-4980	FAX	815-534-4989
		EMAIL	jryoung@co.mchenry.il.us		
NAME & AFFILIATION	Tim Clifton City of Woodstock	TEL	815-338-4301	FAX	815-334-2269
		EMAIL	tclifton@woodstockil.gov		
NAME & AFFILIATION	Dr. BRIAN SAGER, Mayor City of Woodstock	TEL	815/338-4302	FAX	815/334-2269
		EMAIL	mayor@woodstockil.gov		
NAME & AFFILIATION	Mike Murray Hardland Tw Hwy Corridor	TEL	815-338-1432	FAX	
NAME & AFFILIATION	Holly Ostlick McHenry County Council of Mayors	TEL	(815) 334-4970	FAX	(815) 334-4989
		EMAIL	HAOstlick@co.mchenry.il.us		
NAME & AFFILIATION	JASON OSBORN McHENRY COUNTY DOT	TEL	(815) 334-4991	FAX	(815) 334-4989
		EMAIL	jjosborn@co.mchenry.il.us		
NAME & AFFILIATION	Rick Young IDOT - Programming	TEL	847-705-4393	FAX	
		EMAIL	young.r@dot.il.gov.		
NAME & AFFILIATION	Sue Palmer IDOT - Programming	TEL	847/705-4090	FAX	847/705-4666
		EMAIL	palmers@dot.il.gov		



Attendance Roster

Project Description: WOODSTOCK BYPASS CORRIDOR STUDY

Meeting Location: WOODSTOCK CITY HALL

Date: DEC 1, 2005 Time: 1PM

NAME & AFFILIATION	TEL	FAX
	EMAIL	
PETE HARMET IDOT DISTRICT ONE	847/705-4104	705 4159
	HARMETFE@dot.il.gov	
DIANE LUKAS HLR, INC.	847/697-6700	697-6753
	d Lukas@hlreng.com	
John Isbell City of Woodstock	815-338-6118	815-334-2263
	jisbell@woodstockil.gov	



Public Hearing Minutes and Coordination



You are invited to attend a Public Hearing held by the Illinois Department of Transportation (IDOT) concerning the proposed concept plan for the Woodstock Bypass Corridor Study from Illinois Route 47 to US Route 14 in McHenry County. The results of this planning study are intended to form the basis for future improvement considerations by the Department, which are not currently included in the Department's Fiscal Year 2006-2011 Proposed Highway Improvement Program, and would be subject to future Phase I engineering and environmental studies.

The date, time and location of this public hearing (Open House format) are as follows:

Wednesday, February 22, 2006; 3:00 pm – 7:00 pm
McHenry County Government Center
2200 Seminary Avenue,
Woodstock, IL 60098

Purpose of the Hearing:

- To present the proposed concepts for the Woodstock Bypass Corridor Study from IL Route 47 to IL Route 14.
- To obtain public input

An audio-visual presentation will be shown every half-hour with the last showing at 6:30 pm. Exhibits will be on display, with IDOT and consultant personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Sue Palmer at (847) 705-4090. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project should be sent to:

**Illinois Department of Transportation
Bureau of Programming
Attention: Sue Palmer
201 West Center Court
Schaumburg, IL 60196-1096**

News

Illinois Department of Transportation

PUBLIC HEARING



You are invited to attend a Public Hearing held by the Illinois Department of Transportation (IDOT) concerning the proposed concept plan for the Woodstock Bypass Corridor Study from Illinois Route 47 to US Route 14 in McHenry County. The results of this planning study are intended to form the basis for future improvement considerations by the Department, which are not currently included in the Department's Fiscal Year 2006-2011 Proposed Highway Improvement Program, and would be subject to future Phase I engineering and environmental studies.

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All correspondence regarding this project should be sent to:

Illinois Department of Transportation
Bureau of Programming
Attention: Sue Palmer
201 West Center Court
Schaumburg, IL 60196-1096

Woodstock Bypass Corridor Study

January 20, 2006

««AddressBlock»»

««GreetingLine»»

The Illinois Department of Transportation cordially invites you to attend a Public Hearing concerning the proposed concept plan for the Woodstock Bypass Corridor Study from Illinois Route 47 to US Route 14 in McHenry County. The results of this planning study will be presented at this open house. They are intended to form the basis for future improvement considerations by the Department, which are not currently included in the Department's Fiscal Year 2006-2011 Proposed Highway Improvement Program, and would be subject to future Phase I engineering and environmental studies.

We have scheduled the hearing on the following date:

Date: Wednesday, February 22, 2006
Time: 3:00 pm to 7:00 pm
Location: McHenry County Government Center
2200 Seminary Avenue
Woodstock, IL 60098

The public will have the opportunity to provide their comments. Exhibits of the project will be on display for review. Illinois Department of Transportation and Consultant representatives will be present to discuss the project and answer any questions. A court reporter will also be present to record any comments for the final document.

Following the Public Hearing, IDOT will review all comments received and make modifications to the plan, as appropriate.

Enclosed is a copy of the display ad that will appear in the Northwest Herald and the Woodstock Independent prior to the Public Hearing.

If you have any questions or need additional information, please contact Holly Ostdick, at (815) 334-4970 or Sue Palmer, Project Manager at (847) 705-4090.

Very truly yours,

Holly Ostdick
McHenry County Council of Mayors
Planning Liason

Enclosures

Public Meeting Invite List

<u>Name</u>	<u>Organization</u>	<u>Title</u>	<u>Street</u>	<u>City</u>	<u>State</u>	<u>Zip</u>
Barrack Obama	Senator	Honorable	701 N Court St	Marion	IL	62959
Bernard F. Kisly	Hartland Township	Township Supervisor	15813 Nelson Rd	Woodstock	IL	60098
Brian Sager	City of Woodstock	Honorable	121 W Calhoun St	Woodstock	IL	60098
David Morch	NIPC		233 South Wacker Drive Suite 800 Sears Tower	Chicago	IL	60606
Derik Morfield	City of Woodstock		121 W Calhoun St	Woodstock	IL	60098
Dick Durbin	Senator	Honorable	701 N Court St	Marion	IL	62959
Donald Kaiser	Greenwood Township	Township Supervisor	5211 Miller Rd	Wonder Lake	IL	60098
Donald Kopec	CATS		333 S Wacker Dr Suite 800	Chicago	IL	60606
Donald Manzullo	U.S. House of Representatives	Honorable	5186 NW HWY Suite 130	Crystal Lake	IL	60014
Jack Franks	State Representative	Honorable	180 South Eastwood Drive	Woodstock	IL	60098
James Kastner	City of Woodstock		121 W Calhoun St	Woodstock	IL	60098
Janet Bright	CATS		333 S Wacker Dr Suite 800	Chicago	IL	60606
John Isbell	City of Woodstock	Director of Public Works	121 W Calhoun St	Woodstock	IL	60098
Joy Schaad	CATS	Community Liaison Director	333 S Wacker Dr Suite 800	Chicago	IL	60606
Kathy Meyerkord	Civiltech		450 East Devon Avenue Suite 300	Itasca	IL	60143
Mark H. Beaubien Jr.	State Representative	Honorable	124 A E Liberty St	Wauconda	IL	60084
Michael Murray	Hartland Township	Highway Commissioner	15813 Nelson Rd	Woodstock	IL	60098
Pamela J. Althoff	Thirty Second Legislative District	Illinois State Senator	1 North Virginia Avenue	Crystal Lake	IL	60014
Pete Hamet	IDOT Bureau of Programming		201 W Center Ct	Schaumburg	IL	60196
Rick Mack	Village of Ringwood	Honorable	PO Box 217	Ringwood	IL	60072
Rick Young	IDOT Bureau of Programming	Chief	201 W Center Ct	Schaumburg	IL	60196
Roger J. May	Greenwood Township	Highway Commissioner	5211 Miller Rd	Wonder lake	IL	60097
Sue Palmer	IDOT Bureau of Programming		201 W Center Ct	Schaumburg	IL	60196
Sven Zimdahl	Civiltech		450 East Devon Avenue Suite 300	Itasca	IL	60143
Timothy Clifton	City of Woodstock	City Manager	121 W Calhoun St	Woodstock	IL	60098
William Peterson	Twenty Sixth legislative District	Illinois State Senator	3050 North Main Street	Buffalo Grove	IL	60089
	Army Corps of Engineers		111 North Canal St	Chicago	IL	60606



ABOVE: Public Hearing Location
BELOW: Public Hearing Location





ABOVE: Sign In Table
BELOW: Power Point Presentation Room

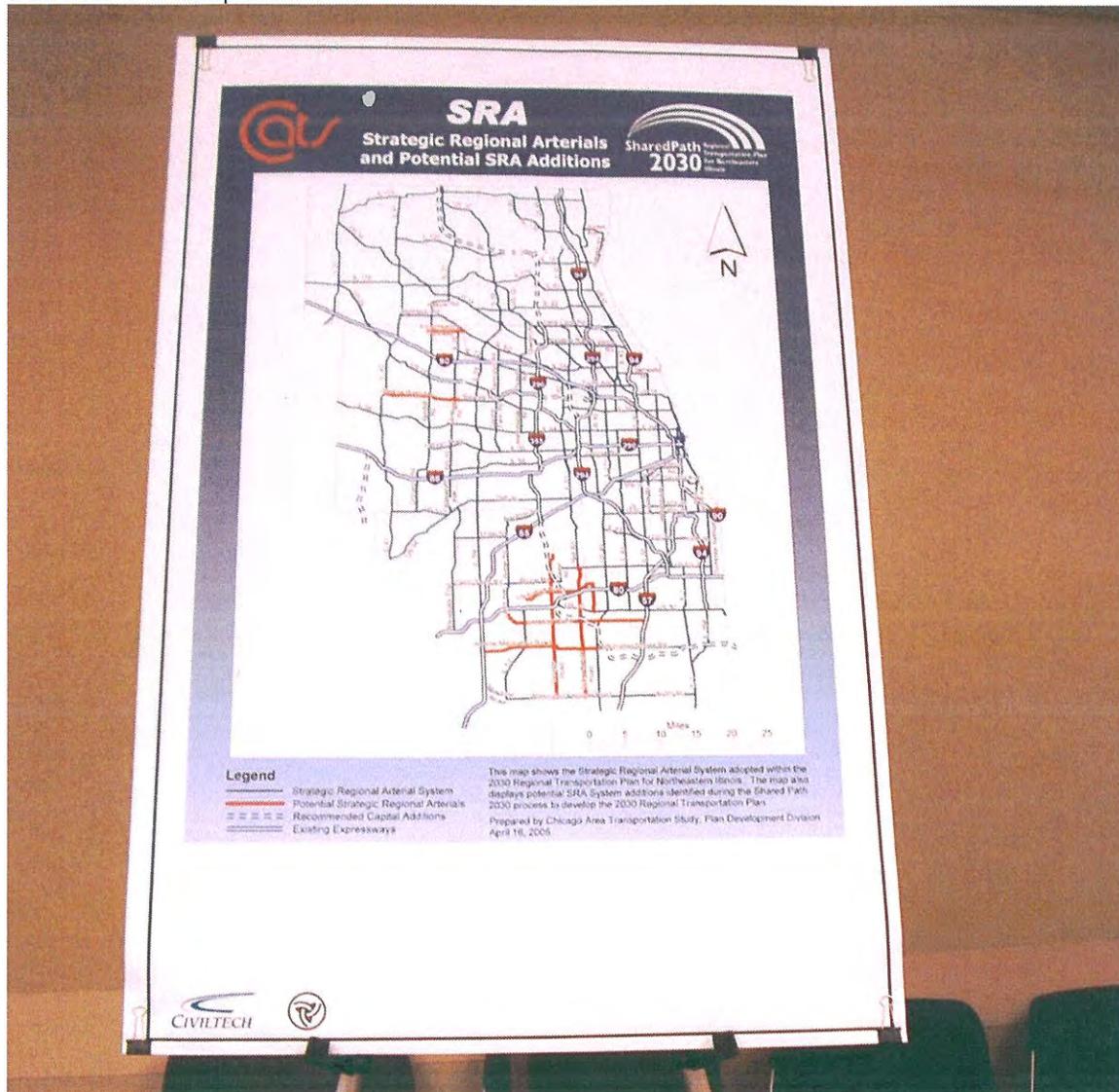


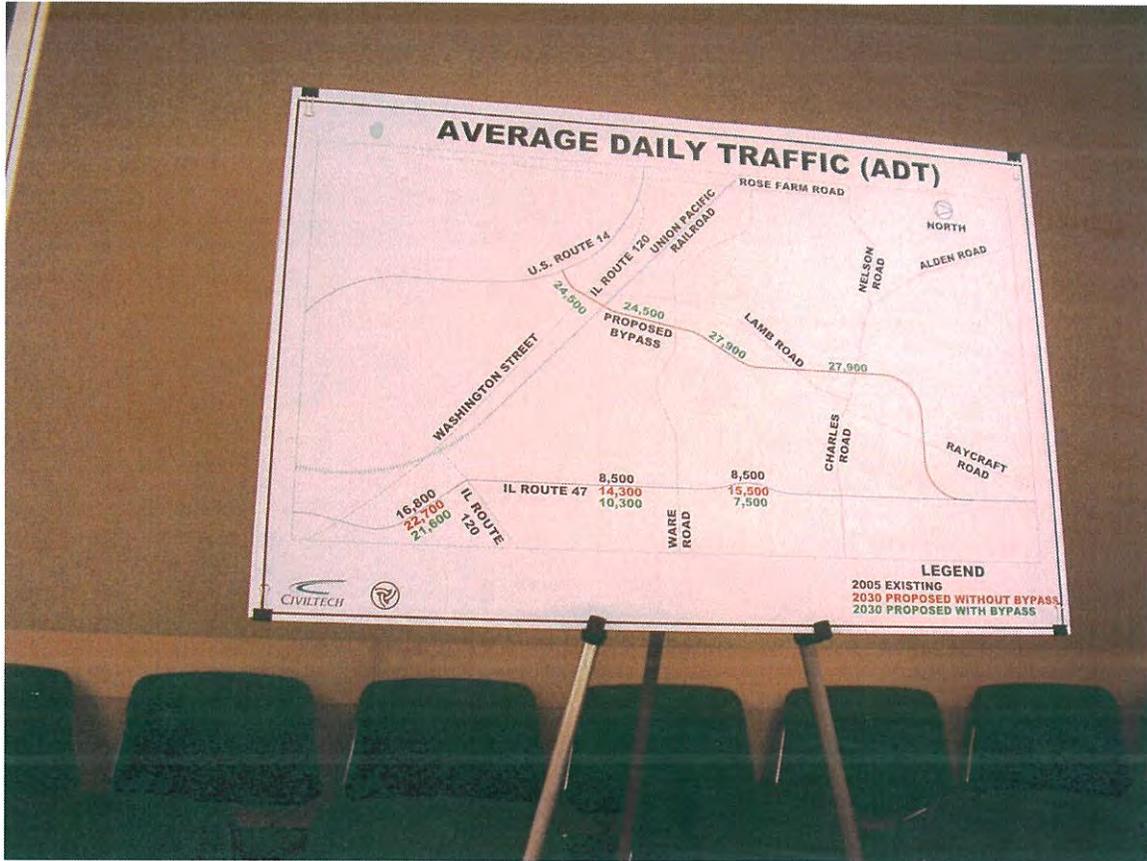


ABOVE: Exhibit Space
BELOW: Exhibit Space



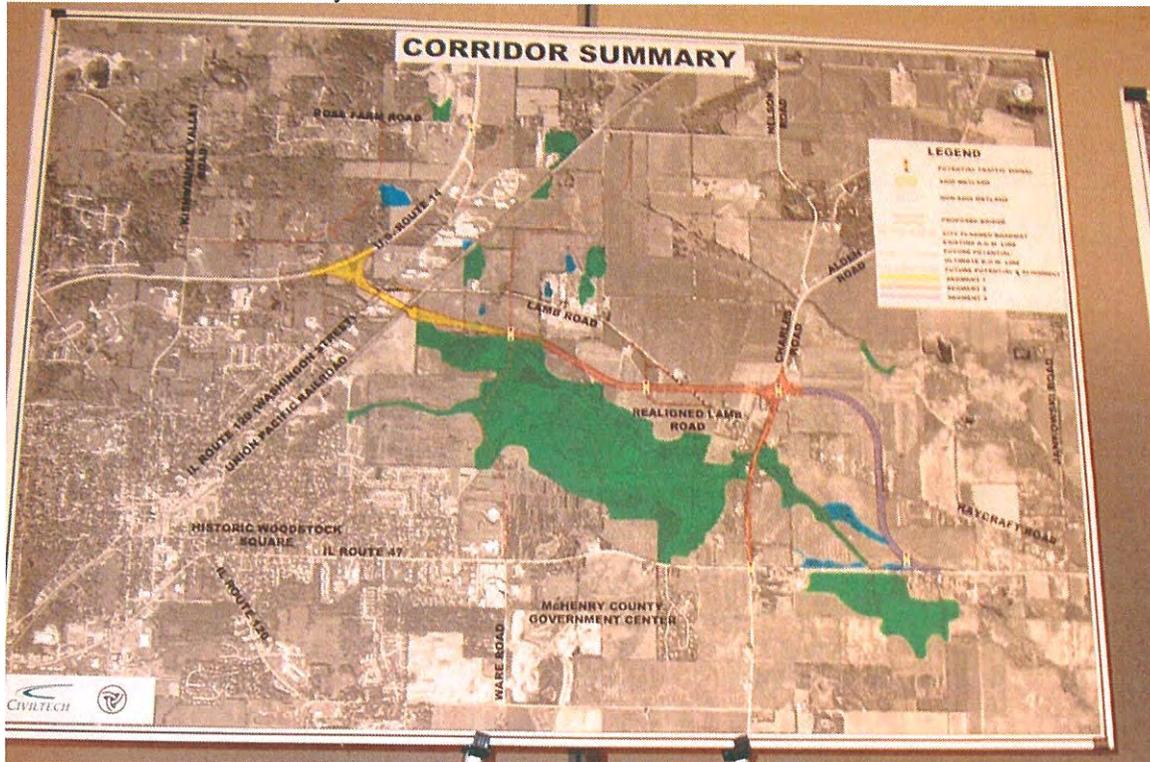
BELOW: SRA Map Exhibit





ABOVE: ADT Map Exhibit

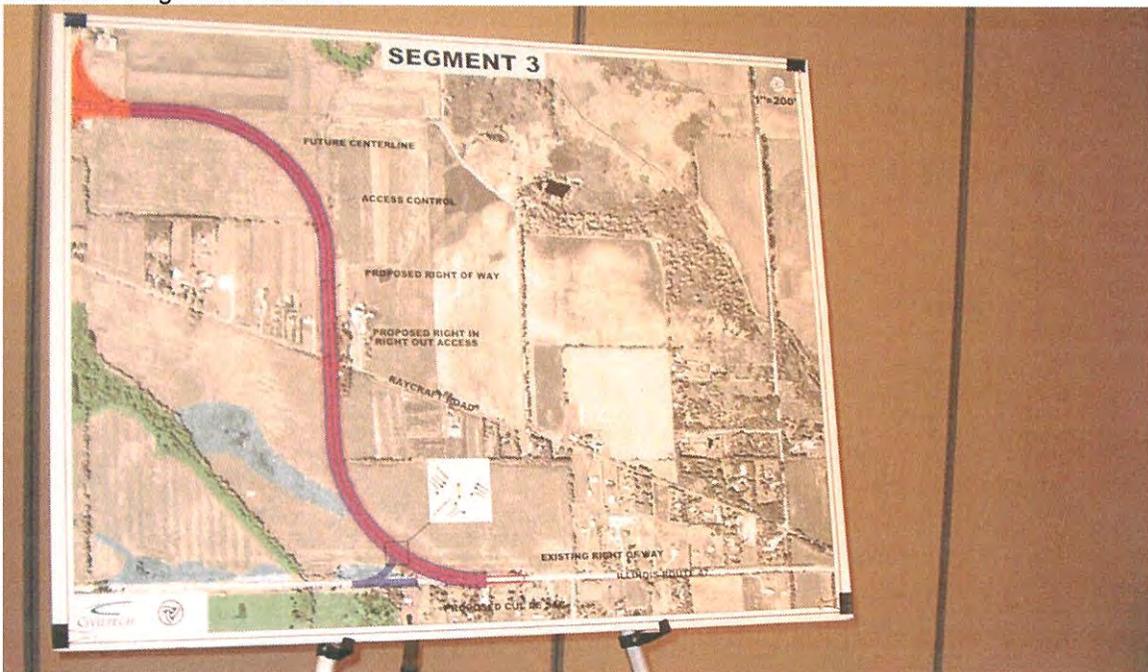
BELOW: Corridor Summary Exhibit





ABOVE: Segment 2 Exhibit

BELOW: Segment 3 Exhibit





ATTENDANCE SHEET - PLEASE PRINT

Public Hearing - February 22, 2006
 Woodstock Bypass Corridor Study
 Illinois Department of Transportation

	Name and Address (Please Include City and Zip)	Representing (ie. self, business, etc.)	Telephone	Email
1	John Isbell 326 Washington, Woodstock 60098	Woodstock	815 338-6118	jisbell@woodstockil.gov
2	John Jones 2210 LAMB RD, WOODSTOCK, IL 60098	SELF	815 338-8176	JSJONES51@y41100
3	Holly Ostlick 11111 Nelson Rd Woodstock IL 60098	McHenry County Council of Mayors	(815) 334-4970	HMOstlick@co.mchenry.il.us
4	Mr Mrs Earl Pankonin	self	815 334-1092	
5	BRIAN SAGER, Mayor 811 REGINA COURT, WOODSTOCK, IL 60098	CITY OF WOODSTOCK	815/338-4302	mayor@woodstockil.gov
6	FRANK GRANDAN 1126 TAPPAN ST WOODSTOCK, IL 60098	SELF	815-206-5477	fgrandan@ibglobal.net
7	Jeff Young 16111 Nelson Rd. Woodstock, IL 60098	McHenry City Div. of Transportation	815-334-1960	jyoung@co.mchenry.il.us
8	Alan Cornue 53202 1300 N Prospect, Apt 427, Milwaukee WI			
9	BOB HUGHES 603 N. MCKINSTRY ROAD, WOODSTOCK	FARMER	(815) 338-5230	SEEDIRCT@MC.NET
10	DIANE NORLING 1914 ORRINGTON - EVANSTON 60201	CONSULTANT	847- 648-4877	dnorling@earthlink.net
11	KATHY POREP 18803 DUWAKE RD WSTK	HARTLAND TOWNSHIP TRUSTEE	815 338-6461	



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Public Hearing - February 22, 2006
 Woodstock Bypass Corridor Study
 Illinois Department of Transportation

	Name and Address (Please include City and Zip)	Representing (ie. self, business, etc.)	Telephone	Email
12	MATTHEW HANSEL 1511 OLCOTT RD MARENGO IL 60152	Self	/	/
13	MARC McLaughlin P.O. Box 1000 Woodstock IL 60090	ME	/	/
14	Todd S. Bright	SELF	847 405-5271	tsbright@transystems.com
15	A. P. O'CONNOR	Self		
16	Doug Knuth Horse, Emergency Lane Woodstock	self	815-338-8325	dknuth@ekmail.com
17	Monte Chen	Wilbur Smith Assoc	630-434-8111 xt 119	mchen@wilbursmith.com
18	John + Nancy May 313 Raycraft Rd Woodstock IL			
19	JASON BARN E. ELLIENHAUSEN	McDOT McDEP	815 334 4981	
20	BRICK RYL	SELF	815-338-6958	
21	DIANE LUKAS			d.lukas@hlteng.com
22	Maria McLean	Self		
23	ED Wilson			
24	Peter Austin	McHenry Co.	815-334-4226	
25	Tom Gutzger			
26	Robert + Lucille Gaters	Self	338-5048	



ATTENDANCE SHEET - PLEASE PRINT

Public Hearing - February 22, 2006
 Woodstock Bypass Corridor Study
 Illinois Department of Transportation

	Name and Address (Please Include City and Zip)	Representing (ie. self, business, etc.)	Telephone	Email
56 57	Karen Patel 5435 Bull Valley Rd #324	MCEDC	815.363.0444	Ksspatel@mcce.dc.c
57 58	Tonia Pakettis 34 W. Jackson St. Villa Park 60181	PARSONS	312.930.5268	anthony.pakettis@parsons.com
58 59	Joyce Maynard Ken 13516 Charles Rd Woodstock	Self	338-7265	
59 30	STAN PEZZER 3414 RAYCRAFT	Self	338 6056	
60 31	Brad Rice 2911 Raycraft Rd	Self	307-2911	
61				
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Illinois Department of Transportation

Illinois contains over 138,000 miles of highways, streets, and roads. This system is owned and operated by four levels of government which include State, County, Township and Municipal. The Illinois Department of Transportation (IDOT) is responsible for the State-owned and operated portion of the vast system. The following is listing of some of IDOT's major responsibilities.

- Overseeing construction, operation and maintenance of 17,000 miles of highways.
- Development and implementation of comprehensive public transportation programs.
- Development and administration of airport improvement programs.
- Administration of State assistance for rail lines and facilities.
- Advancement of transportation safety.

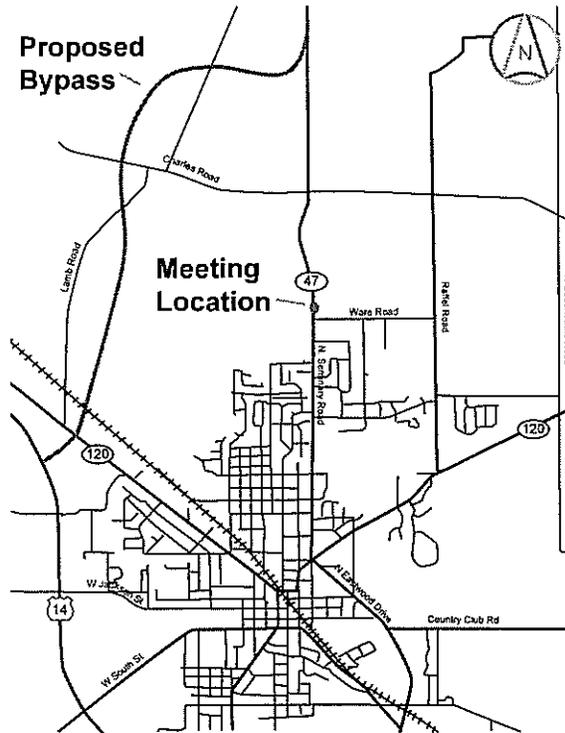
District One/Region One

There are several principal divisions within IDOT. The Division of Highways is responsible for the design, construction, operation, and maintenance of the state highway system, as well as the administration of the program for Local Roads and Streets. Five geographical regions exist within the Division of Highways. Each Region is responsible for the divisional operations within its assigned area. District One/Region One encompasses six counties in Northeastern Illinois including the City of Chicago, Suburban Cook County, and the five collar counties of DuPage, Kane Lake, McHenry and Will. The state highway system in District One/Region One supports 3,049 vehicle miles of highways. Approximately \$2.4 billion will be provided during Fiscal Years 2006-2011 for improvements to state highways in District One/Region One.

District One/Region One
Fiscal Year 2006-2011 Program:

- 45 miles of interstate rehabilitation
- 59 interstate bridges
- 166 other bridge rehabilitations/replacements
- 617 miles of highway widening and resurfacing
- 4 miles of major highway construction
- 103 traffic/safety improvement locations

Location Map



Comments, Materials, and Questions

Your comments and concerns are an important part of this hearing. You are encouraged to give your comments to the court reporter that is available. Written comments and recommendations may also be submitted during the Public Hearing or to IDOT no later than March 15, 2006 in order to become part of the official public hearing record. The correspondence should be addressed to:

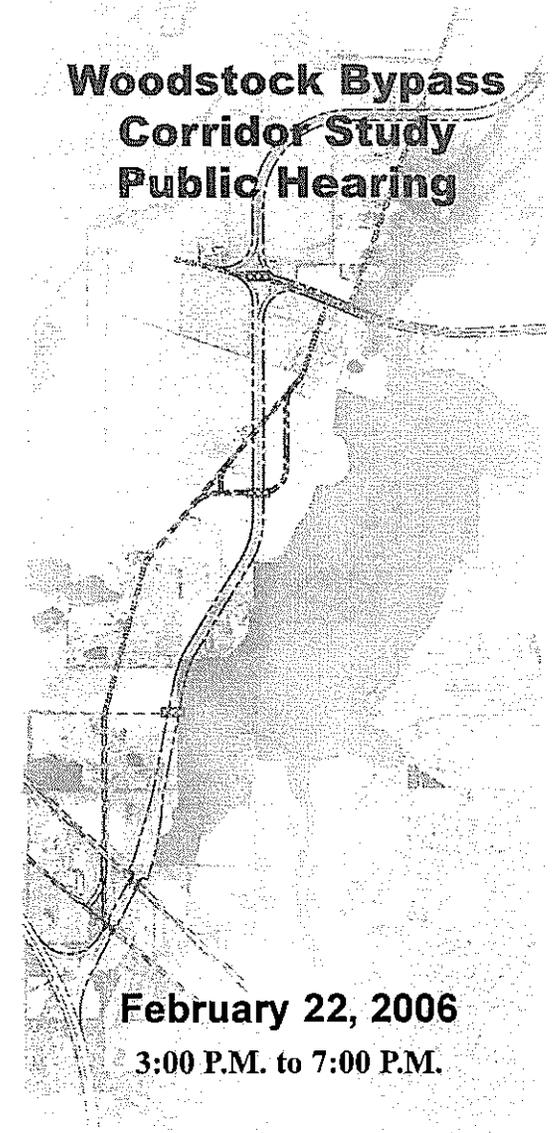
Illinois Department of Transportation
Bureau Chief of Programming
Attention: Mr. Rick Young
201 West Center Court
Schaumburg, IL 60196-1096

All materials from the Public Hearing including any engineering data and written comments from interested individuals, may be reviewed and copied (at the requestor's expense) at the above address.



Illinois Department of Transportation
Division of Highways

Woodstock Bypass Corridor Study Public Hearing



February 22, 2006
3:00 P.M. to 7:00 P.M.

McHenry County Government Center
2200 N. Seminary Avenue
Woodstock, Illinois 60098

Welcome

The Illinois Department of Transportation (IDOT) welcomes you to this Public Hearing for improvements under consideration for a bypass around the western edge of the City of Woodstock. The bypass is located near Lamb Road and extends from U.S. Route 14 to IL Route 47 north of Charles Road. These improvements were developed with local input including Individual Community Interviews and two Advisory Panel Meetings.

To provide a better understanding of the extent of this study, an audio-visual presentation will be shown every half-hour beginning at 3:00 PM with the last showing at 6:30 PM. We invite you to view the presentation, inspect the exhibits on display, and talk with study team members.

Strategic Regional Arterial (SRA) System

The Strategic Regional Arterial system is a 1,390 mile network of existing roads in northeast Illinois. The SRA system is intended to supplement existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region.

A coordinated system of SRA routes designed to provide high mobility will attract a large percentage of the region's vehicle travel demand, thereby protecting lower tiered streets from unwanted traffic.

The Woodstock Bypass has not been designated as an SRA Route in the Regional Planning Board's 2030 Transportation Plan for Northeastern Illinois, but it could be added in the future. In anticipation of such an addition, this planning study has been developed in accordance with the SRA study process.

Corridor Study Objectives

The objectives of this study are to:

- Define the future roadway alignment
- Determine the types of roadway improvements needed for the bypass route including number of lanes, signalization, and intersection improvements, in accordance with SRA standards.
- Determine the right-of-way needs for use by IDOT and local agencies to ensure development occurs in a manner compatible with long-range improvement plans.
- Develop an access management plan to improve through traffic flow and reduce conflicts.
- Identify potential environmental issues associated with the proposed improvements.
- Estimate order of magnitude construction costs.

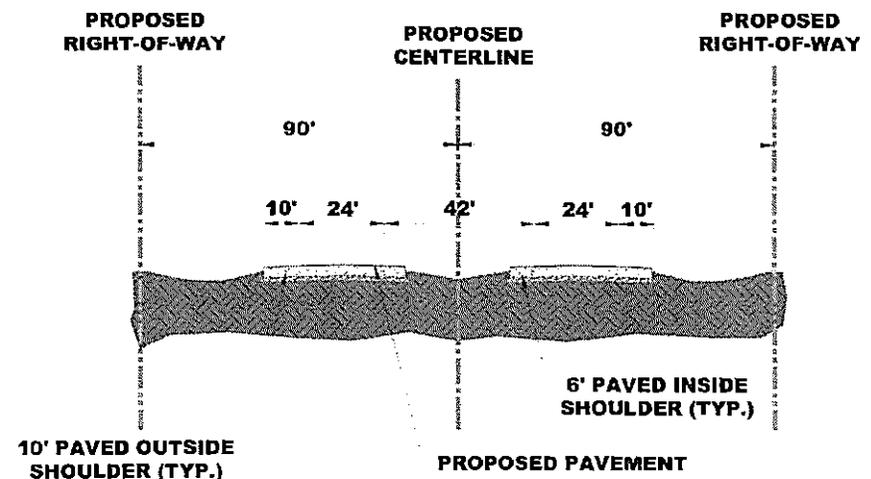
Proposed Improvements

- Bypass route on a new alignment with two through lanes in each direction and a center grass median.
- Provide limited access to the facility with no direct access from adjacent properties
- Plan for a potential interchange at the U.S. Route 14/Woodstock Bypass intersection

Proposed Schedule

The proposed long-range improvements are not included in the Department's Fiscal Year 2006-2011 Highway Improvement Plan. They will need to be further investigated and studied during more detailed, yet unfunded, Phase I engineering and environmental studies with continuing public involvement. The improvements will be considered for inclusion in future highway improvement programs, as funding becomes available.

PROPOSED TYPICAL SECTION



Comment Form

WOODSTOCK BYPASS CORRIDOR STUDY



Woodstock Bypass Corridor Study
Public Hearing
February 22, 2006

Please Print: I am a transportation Engineer and I have driven IL 47 to Woodstock many times. There were always a bottle neck through the city of Woodstock no matter what time of the day. I believe this proposed improvement is a great idea to help relief congestion on IL 47 thru Woodstock. The proposed By-Pass will improve mobility and quality of time for all residents in the region. I hope the project gets built before major growth in this region.

(Use Additional forms as necessary)

Optional:

Name: Monte Cha
Address: 801 Warronville Rd
City/State/Zip: Lisle, IL
Phone: 630-434-8111
Email: MChen@WilburSmith.com

Comments may be left at the meeting or mailed to:

Illinois Department of Transportation
Attn: Mr. Rick Young
Bureau Chief of Programming
201 West Center Court
Schaumburg, IL 60196-1096

All comments must be received by March 8, 2006

Rick Young

BUREAU OF PROGRAM
RECEIVED

MAR - 9 2006



3/13
of
2
Sue Palmer

Comment Form

DISTRICT #1

WOODSTOCK BYPASS CORRIDOR STUDY



Woodstock Bypass Corridor Study
Public Hearing
February 22, 2006

MARCH 8 2006

Please Print: The bypass is needed. It has to go somewhere. I imagine how we felt when our neighbor called us to go look at the maps. Our farm was pictured as a four lane with what appears to be a stop light on top of our home!!

Our concern is how soon this is expected and what does this do to the value of our property? We would sincerely hope someone from the state would contact us and explain how the land is purchased and answer other questions we realize as the days have passed since we first saw this.

The brochure you handed us that evening stated we had until March 15 to respond on record. !!

(Use Additional forms as necessary)

Optional:

Name: Ken & Jocee Maynard
Address: 13516 Charles Rd
City/State/Zip: Woodstock IL 60098
Phone: 815 338 7265
Email: _____

Comments may be left at the meeting or mailed to:

Illinois Department of Transportation
Attn: Mr. Rick Young
Bureau Chief of Programming
201 West Center Court
Schaumburg, IL 60196-1096

All comments must be received by March 8, 2006

0025

BUREAU OF PROGRAM
RECEIVED
MAR 30 2006
DISTRICT #1

John S Jones
2210 Lamb Road
Woodstock, IL 60098

March 20, 2006

Illinois Department of Transportation
Mr. Rick Young
201 West Center Court
Schaumburg, IL 60196

Mr. Young,

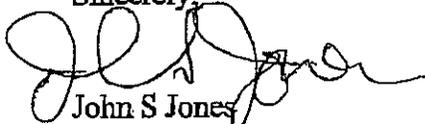
I understand that the comments were to have been sent earlier. I could not do it at that time and I am asking that you include this letter in your report.

The bypass to Woodstock is very important and in some respects should be completed now, not in 20-30 years. At the same time, I do not think that most of the officials are concerned about the people that it will effect. People who have lived in, worked in, and served the Woodstock community for many years are being forced out of their homes to make way for people who just want to pass through town. I know that this is not exclusive to the Woodstock area but maybe Woodstock is the project where officials start being concerned about the damage to lives as much as the damage to the environment.

Cost effectiveness seems to be a question in this project. If the bypass crossed the railroad tracks and then headed east to merge back with Route 47 north of the city limits, it would cost less, disrupt less, and maybe could be done sooner. Woodstock is planning on bringing Ware Road across to Lamb Road in that area and maybe the two projects could merge and save everyone time, money, and pain.

Thank you for hearing my concerns.

Sincerely,



John S Jones

IN RE: STRATEGIC REGIONAL ARTERIAL)
)
WOODSTOCK BYPASS)
CORRIDOR STUDY)

WOODSTOCK, ILLINOIS, PUBLIC HEARING

**REPORT of comments made at the Public Hearing of
the above-captioned study objectives and proposed improvements,
taken before Joan M. Kenny, C. S. R., a Notary Public in and for the
County of DuPage, State of Illinois, at the McHenry County Government
Center, 2200 N. Seminary Avenue, Conference Rooms A and B,
Woodstock, Illinois, on Wednesday, the 22nd day of February,
A. D. 2006, between the hours at 3:00 P.M. and 7:00 P.M.**

KAREN PATEL: My name is Karen Patel.

I think the overall presentation was very informative. It was strategic-minded based on the metric expansion, as well as the city's plan for comprehensive commercial and industrial development on the northwest side of the city.

The plan itself, I don't necessarily see the need to have paved shoulders; gravel might suffice.

The three traffic signal intersections within the four-mile roadway seem appropriate.

The identification of the need for right-in and right-out is also very important to keep the flow of traffic on this SRA.

Glad to see that environmental impact has preliminarily been identified and very much support the continued study of the Woodstock bypass to assist the City of Woodstock in their future plans.

Thank you.

(WHICH were all of the comments given at the above-captioned public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 3:00 P.M. and 7:00 P.M. on the 22nd day of February, A. D. 2006, at the McHenry County Government Center, 2200 N. Seminary Avenue, Conference Rooms A and B, Woodstock, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled SRA Woodstock Bypass; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 1st day of March, A. D. 2006.

Joan M. Kenny

Notary Public

