



Seventy-nine people attended public meeting #3 held on July 9, 2014. At the meeting, the Illinois Department of Transportation (IDOT) provided background on the project and presented the alternatives that had been developed to date. The meeting was designed to solicit comments from attendees about the various alternatives that had been developed. The following is a summary of responses to common questions and comments received at and after public meeting #3.

### **1. When will the project be built?**

**RESPONSE:** IDOT is currently performing the preliminary environmental and engineering study (Phase I) for IL 47. This study is expected to be complete in 2018. Contract plan preparation (Phase II) for this improvement is included in the Department's FY 2019-2024 Proposed Highway Improvement Program. Land acquisition, construction, and construction engineering funding for this improvement are not currently included in the multi-year program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

### **2. Do the proposed improvements include a wider Union Pacific Railroad bridge where it crosses over IL 47 between Lake Avenue and McConnell Road?**

**RESPONSE:** The preferred alternative consists of roundabouts at Lake Avenue and McConnell Road with two lanes of traffic in each direction under the existing railroad bridge. The proposed improvements include a proposed pedestrian tunnel under the Union Pacific Railroad.

### **3. The proposed improvements should accommodate pedestrian crossing at Calhoun Street to access Jewel shopping mall.**

**RESPONSE:** Currently a pedestrian/bicycle bridge is not being proposed as part of the project. However, the proposed improvements do currently propose an at grade pedestrian crossing at Country Club Road which is approximately 500 feet south of the East Calhoun Street intersection. The proposed project will install updated traffic signal equipment including pedestrian signals with count down timers.

### **4. There were questions regarding the provision of bus stops along the corridor.**

**RESPONSE:** The study team has worked with Pace Suburban Bus Service to identify the desired locations for bus stops. New stop locations will be provided with concrete pads that can accommodate bus shelters that can be constructed after roadway improvements are complete.

### **5. There were questions regarding the need for four lanes and raised curb north of IL 120.**

**RESPONSE:** The traffic projections for the area indicate four lanes will be necessary. The raised curb provides a safer corridor. Additional information regarding improved safety provided by raised curb is included on the project website and public hearing materials.

**6. There were concerns regarding flooding in some areas and the measures that were being taken to address these issues in conjunction with the proposed improvements.**

**RESPONSE:** IDOT has coordinated with the City of Woodstock to identify known areas of repeated localized or large flooding locations. Members of the project's Citizen Advisory Group have also had an opportunity to provide their local knowledge and input toward additional areas of concern. The study team has also received input from residents and business owners along the corridor. All storm water runoff, resulting from additional impervious areas constructed as part of the proposed roadway improvements, will be evaluated and designed in accordance with IDOT policy, including storm sewer design, detention storage and release rates to outfalls. Given the restrictive right of way due to associated adjacent development, the existing drainage system will be reconstructed as a closed drainage system south of Ware Road. North of Ware Road drainage ditches will be the primary storm water management system.

**7. There were several comments about providing pedestrian and bicycle accommodations along the corridor.**

**RESPONSE:** Accommodations for a 10-foot wide shared-use path are proposed on the east side of IL 47 and a 5-foot wide sidewalk on the west side. Due to the limited right-of-way throughout the corridor, the sidewalk and shared-use path are generally placed at the 3-foot to 5-foot offset from the roadway. Pedestrian and bicycle accommodations will improve the overall network and connectivity to adjacent land uses along the IL 47 corridor. These pedestrian accommodations are contingent upon cost participation and acceptance of maintenance by the local municipality. Crosswalks will be provided at signalized intersections throughout the corridor. The proposed crosswalks are designed to be compliant with the American's with Disabilities Act (ADA) and will have pedestrian signals, push-button activation, and countdown timers.

**8. Are roundabouts safe for pedestrians?**

**RESPONSE:** Roundabouts offer a variety of benefits including improved safety. Roundabouts create fewer conflict points and lead to less severe crashes due to lower speeds. Vehicular injury crashes generally decrease when roundabouts are installed at an existing intersection. The safety benefits of roundabouts for vehicular traffic have been found to generally carry over to pedestrians as well. For pedestrians, the risk of being involved in a severe collision is lower at roundabouts than at a signalized intersection, due to the slower vehicle speeds. Likewise, the number of conflict points for pedestrians is lower at roundabouts than at signalized intersections, which can lower the frequency of collisions. The splitter island between entry and exit points of the roundabout allows pedestrians to resolve conflicts with entering and exiting vehicles separately providing a safer crossing maneuver.

**9. Why are you proposing a roundabout at Ware Road and not one at Country Club?**

**RESPONSE:** The roundabout at Ware Road significantly reduces the overall delay of the intersection when compared to a stopped controlled condition. The roundabout is a safer option for northbound buses turning left off IL 47. County Club was evaluated as a potential roundabout but a signalized intersection provides better operations and fewer impacts than a roundabout.

**10. There were questions regarding access during construction.**

**RESPONSE:** The contractor will be required to maintain access to all properties throughout the duration of the construction process. Any brief temporary closures for construction in the immediate vicinity of your entrance will be coordinated with residents during construction.