

Project Benefits



- **Continuous Ped/Bike Facility**

resulting from bicyclist and pedestrians on separate facilities

- **Safer environment for the motoring public**

resulting from an additional lanes of travel, left turn lanes, right turn lanes, and barrier median

- **Better travel environment**

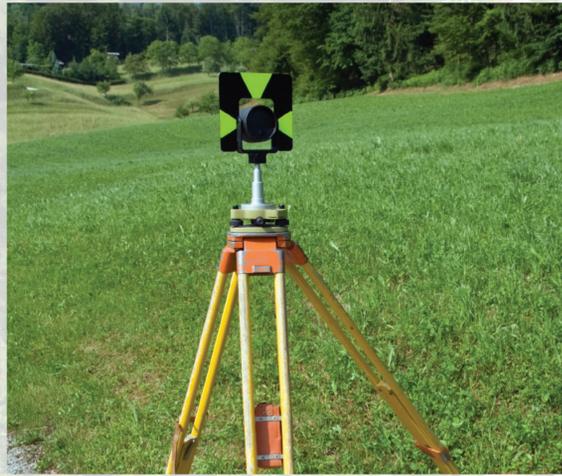
resulting from improved drainage and roadway design

- **Safe access to property/ businesses**

resulting from access management



Land Acquisition



Right-of-Way Needed

1. Fee simple taking
2. Permanent Easements
3. Temporary Easements
— (Construction easements for grading and access)



During Phase II, the Department employs three types of land acquisition.

1. The first is fee simple, or the acquisition of all rights and interest of real property.
2. The second type of acquisition involves a permanent easement or use of the property, where underlying ownership is retained by the property owner, but access is provided for maintenance of facilities such as traffic signal equipment, storm sewers and outfall ditches.
3. The third type is a temporary construction easement where access easement, is required only during construction for grading work, sidewalk or driveway construction, and other improvements.

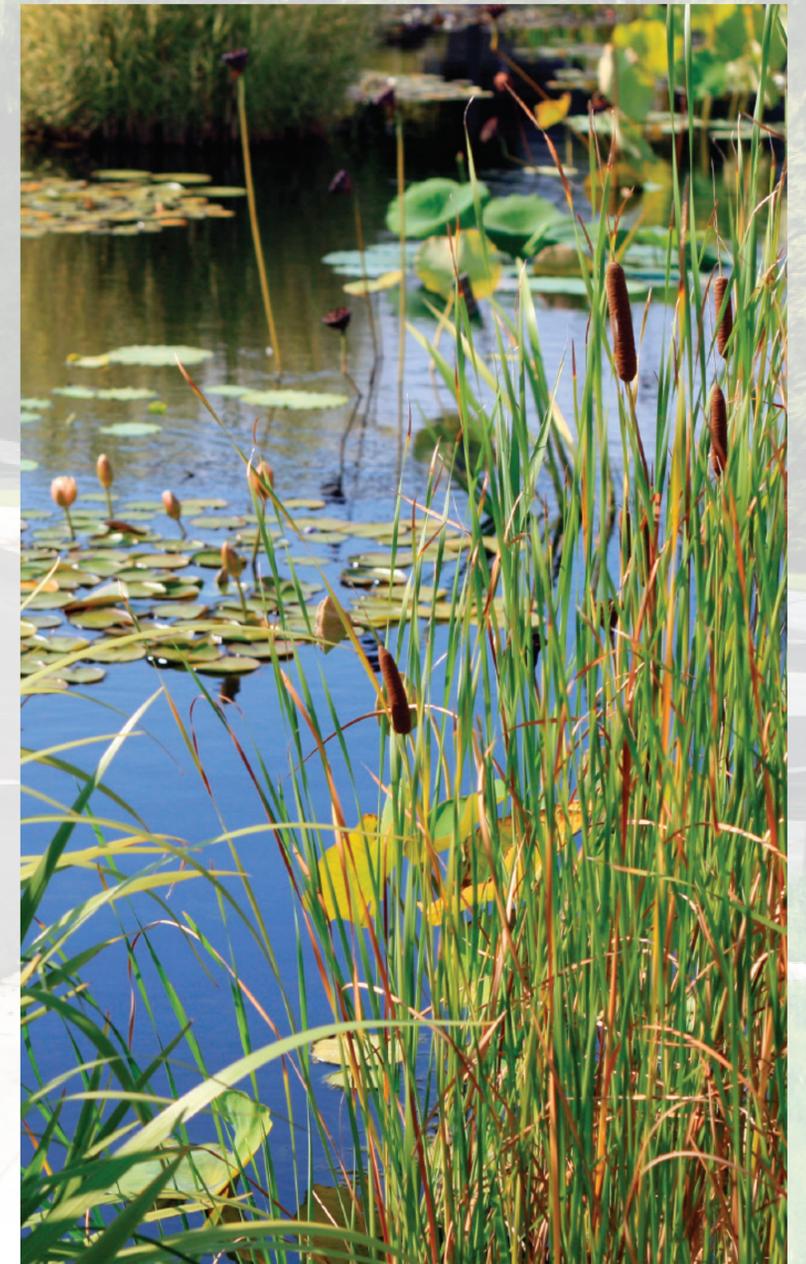
Wetlands

Wetlands play a crucial environmental role by filtering our water and providing habitat to numerous animal and plant species. In the United States, 43 percent of the threatened and endangered species live in or depend on wetlands.

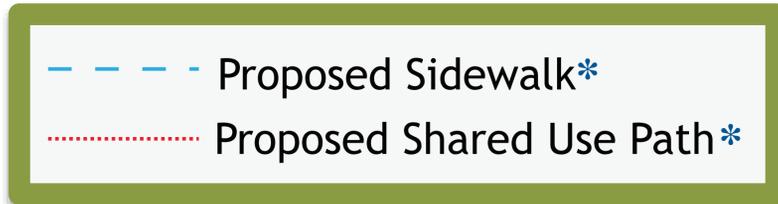
Section 404 of the Clean Water Act of 1972 requires permit authorization from the United States Army Corps of Engineers for any fill that is placed on wetlands. Generally FHWA and IDOT follow a sequencing process that:

- Avoids all wetlands to the extent practicable
- Minimizes impacts to wetlands that can not be avoided
- Mitigates wetland impacts by creating new or restored wetlands in another location

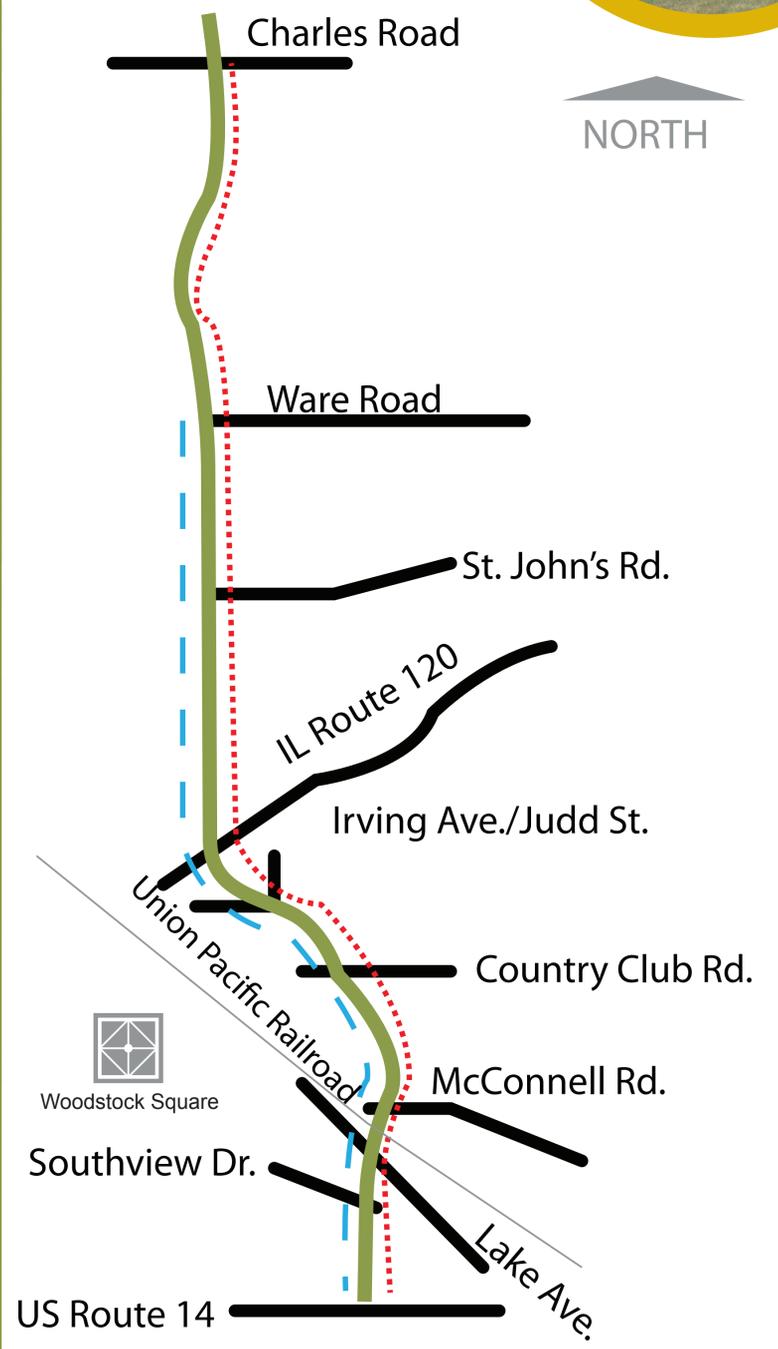
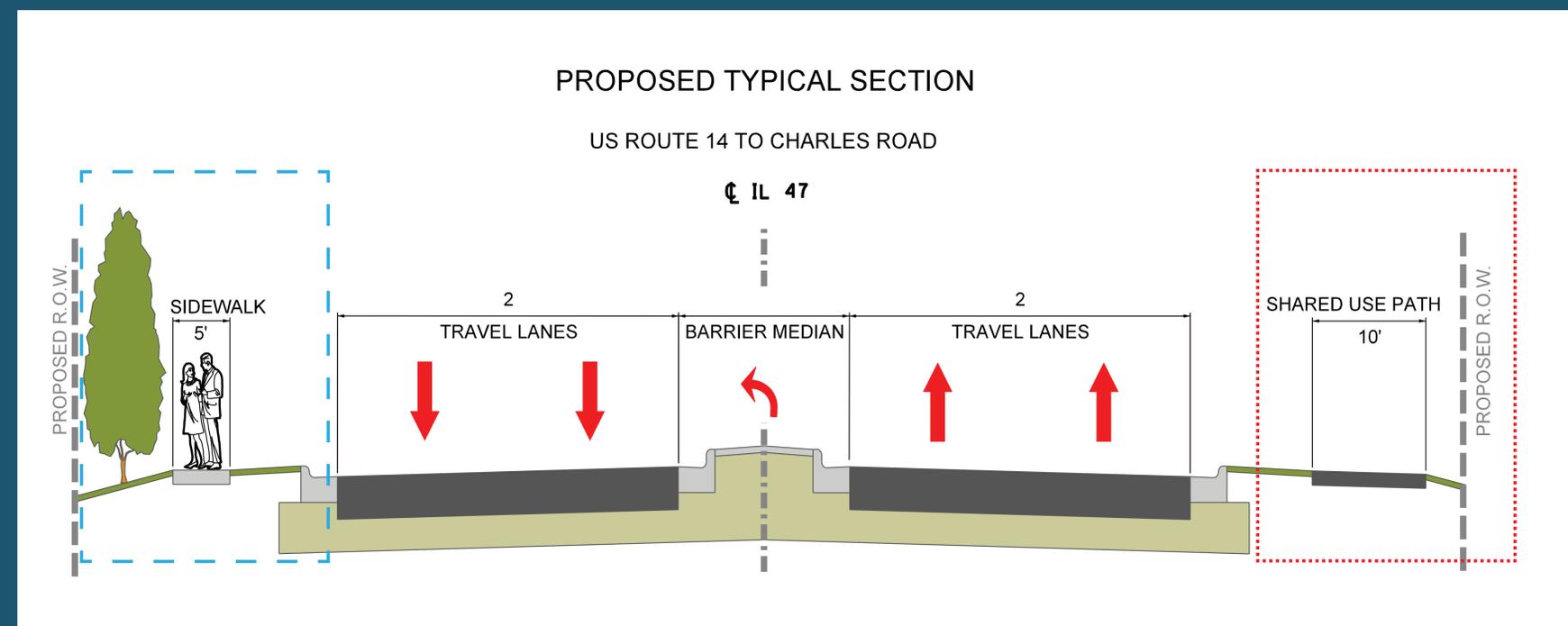
The IL 47 project has several wetland areas that could be affected. Efforts are being made to avoid, minimize, and then mitigate any adverse effects.



Pedestrian Accommodations



* Local cost participation and maintenance are required

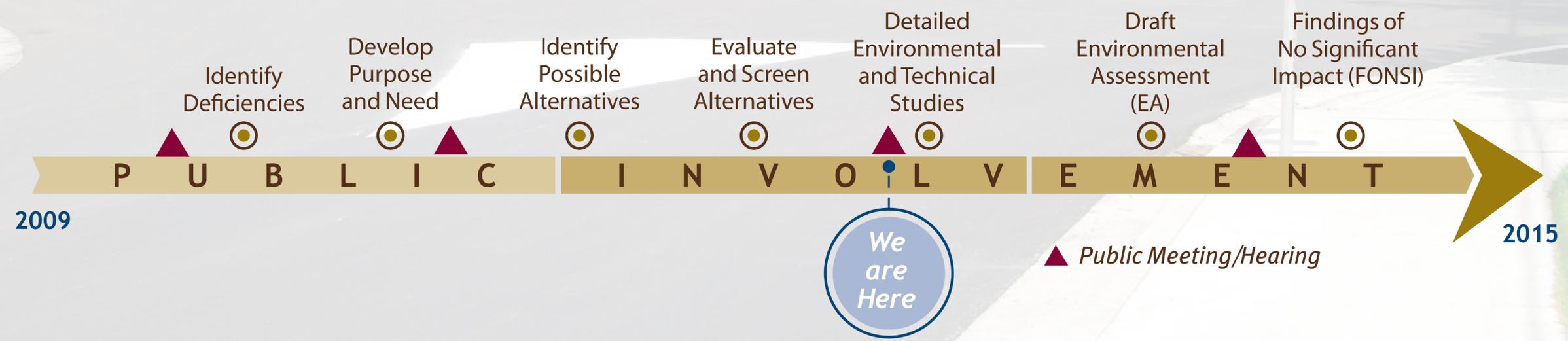


Next Steps



- **Feedback from today's Public Meeting**

- Refine design details
 - Environmental studies continue
 - Right-of-way need finalized
 - Cost estimate
 - Access consolidation determined
- Recommended preferred on-alignment alternative
- Public Hearing Fall/Winter 2014



Express Your Opinion



The screenshot shows the website header with the logo and title "ILLINOIS 47 US Route 14 to Charles Road". Navigation links include "Home", "e-Subscribe / Question or Comment?", "Site Map", and "Glossary". A menu bar contains "Project Overview", "Get Involved", "Information Center", and "FAQs". The main content area features a "Welcome" message and a photograph of a road lined with trees.

- **Written Comment Forms**
- **Online Comment Forms at:**
www.IL47woodstockstudy.com
- **Comments received by**
July 23, 2014, will become part of
the Public Meeting Record

The form is titled "ILLINOIS 47 US Route 14 to Charles Road" and "Comment Form Public Meeting #3 July 9, 2014". It includes a thank-you message and instructions: "Comments received by July 23, 2014, will become part of the public meeting record." Below this is a section for "Comments/Questions:" with multiple horizontal lines for writing. At the bottom, there are fields for "Name", "Affiliation", "City/State", "Zip Code", "Phone No.", and "E-Mail Address". A checkbox labeled "Do not add me to the mailing list:" is also present. The Illinois Department of Transportation logo is in the bottom right corner.