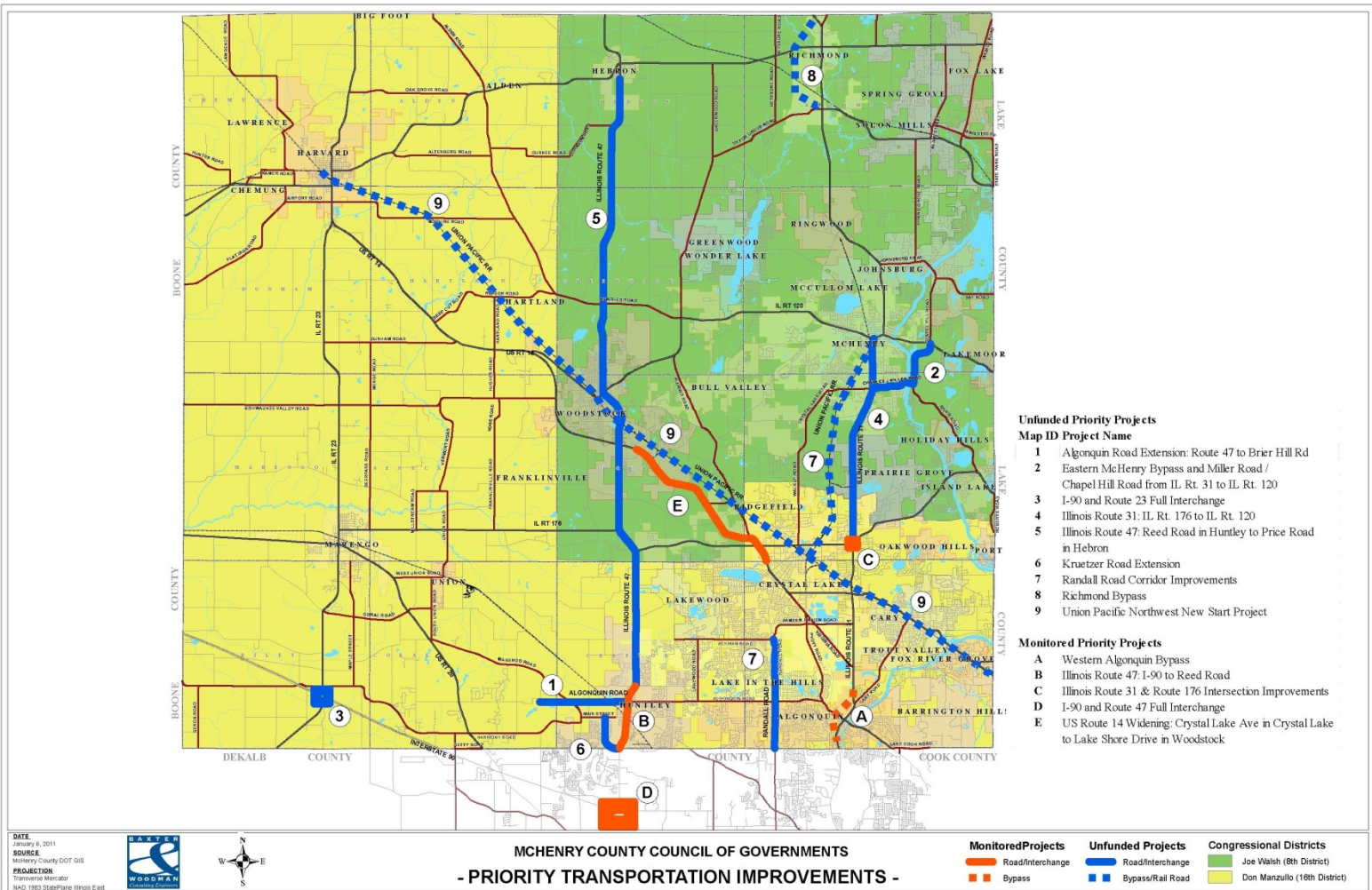


## 2011 Transportation Priority Projects



# MCCG 2011 Transportation Priority Projects

The McHenry County Council of Governments is pleased to present the 2011 Transportation Priority Projects Agenda. The MCCG prepares this agenda annually and it represents the priority transportation projects that the MCCG membership identifies for priority funding by the state and federal government. Our members select these projects based on their regional impact on the transportation system. Timely completion of these projects will improve the quality of life for residents and increase the economic vitality of the county by easing traffic congestion, reducing air pollution caused by congestion, expanding public transportation services within the county and increasing access to locations in the county.

The MCCG appreciates the support of our partners and legislators in securing transportation funding for priority projects in the past. Five of the eleven projects included in the MCCG's previous transportation priority list were programmed in the Governor's Capital Plan and IDOT Five- year Highway Improvement Plan in 2009. This success is a result of our members' active participation in promoting the MCCG agenda Springfield and Washington and the hard work of McHenry County Board Chairman Ken Koehler, the McHenry County Board and staff and our highly responsive and dedicated state elected officials, Senator Pamela Althoff, Senator Dan Duffy, Representative Mike Tryon, Representative Jack Franks, and Representative Mark Beaubien. We also sincerely appreciate the support of our congressional representatives and their efforts in securing federal funding for many of our transportation priority projects.

Two lists are included in this year's priority agenda and they are consistent with projects identified and approved in 2010. The projects are listed in alphabetical order. They include nine unfunded priority projects and five monitored projects (those programmed in the Governor's Capital Bill and the 2010-2015 IDOT Highway Improvement Program).

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Past-President Brian Sager, Mayor, City of Woodstock  
Executive Director Anna Bicanic Moeller

## Unfunded Priority Project Descriptions

### Name and Location of Project

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#### ▪ **Algonquin Road Extension Past Rt. 47 to Brier Hill Road**

The extension of Algonquin Road is important to develop a transportation network that allows traffic to move east and west through the Village of Huntley and surrounding area. The extension would also assist in relieving local traffic that must currently use Route 47. This would ease congestion and facilitate the movement of north/south traffic on Route 47. The proposed extension would serve as the hub for the connections of Kreutzer, Reed, and Coyne Station Roads with Ernesti and future Ackman Road extensions. The Village of Huntley is working in partnership with the McHenry County Division of Transportation.

#### ▪ **The eastern McHenry Bypass and Miller Road / Chapel Hill Road from IL Rt. 31 to IL Rt. 120**

The County is currently completing Phase II engineering for this project. The entire Eastern McHenry Bypass calls for the following improvements:

- Expansion of Miller Road from two lanes to a five lane cross section from Route 31 east to River Road;
- Improvements of River Road and Chapel Hill Road from Miller Road to Illinois Route 120 to the north;
- Expansion of Chapel Hill Road north of Route 120 to the FAP 420 right-of-way;
- Construction of a roadway and bridge crossing the Fox River utilizing the FAP 420 right-of-way to connect Chapel Hill Road to Illinois Route 31 to the west.

The first leg of the project consists of the Miller Road improvements from Route 31 to River Road. Initially, the City of McHenry operated as the lead agency on the project and initiated Phase I engineering. In 2009, McHenry County assumed the role of lead agency on the project. Construction letting is anticipated in spring 2012.

#### ▪ **Illinois Rt. 31 from IL Rt. 176 to IL Rt. 120**

This project primarily includes road-widening improvements to five-lanes for Route 31. Additional right-of-way is needed for this project to move forward.

#### ▪ **Illinois Rt. 47: Reed Road in Huntley to Price Road in Hebron**

Phase one engineering for improvements to Rt. 47 have been completed. Capacity improvements to reduce significant congestion problems on Illinois Route 47 from the Illinois tollway to Charles Road (north of the City of Woodstock) are needed to provide better service to residents and commuters, provide improved transportation access for current businesses along the Route 47 corridor in McHenry County, and to allow for future economic development in McHenry County. The Illinois Department of

Transportation has initiated Phase I studies for two segments of Illinois Route 47 in McHenry County – from Reed Road in Huntley to US Route 14 in Woodstock, and from US Route 14 to Charles Road in Woodstock. One significant component of the necessary Route 47 improvements will be the reconstruction and widening of the UP Railroad bridge over Illinois Route 47 in Woodstock to allow the widening of Route 47 at that location. The improvement of Illinois Route 47 in McHenry County to increase capacity, reduce congestion, and promote economic development along the corridor is a priority for the region including the reconstruction and widening of the UP Railroad bridge over Illinois Route 47 in Woodstock.

Route 47 improvements from Charles to Price Roads include widening to four lanes, realignment improvements, intersection improvements at Vanderkarr, O'Brien Roads and Route 47 and planned limited access off of Rt. 47 with frontage roads running parallel with Route 47.

- **Completion of a full interchange at I-90 and Rt. 23**

The completion of a full interchange at I-90 and Route 23 is of great importance to the City of Marengo. This is a project of regional significance as it would be the first and most likely only interchange along I-90 to be located within McHenry County. In 2009 the City of Marengo took several steps towards annexing and developing the I-90 / Rt. 23 corridor, including amending the City's Comprehensive Plan and Facility Planning Area to include the land at the I-90 / Rt.23 intersection. A full interchange at this site would have a regional impact via improved transportation and economic development, which would be felt not only throughout McHenry County, but in neighboring DeKalb County as well.

- **Kreutzer Road Extension (West) Project**

This project includes extending Kreutzer Road from the southern limit of existing Kreutzer Road south of Main Street, south and east to connect to Route 47. The total length of improvement is 0.7 miles. The proposed improvements along Kreutzer Road consist of one 12 foot through lane in each direction with a 12' painted median. Curb and gutter will also be constructed at the outer edges of pavement. A roadway bridge structure will be provided for Kreutzer Road to travel over the south branch of the Kishwaukee River and will be wide enough to accommodate a future 8' shared use path along the east side of Kreutzer Road. The west leg of the Route 47 / Kreutzer Road intersection will also be reconfigured to provide one through lane with left turn and right turn channelization.

- **Randall Road Corridor Improvements**

Phase I Preliminary Engineering and Environmental Study for Randall Road between County Line Road and Ackman Road will be completed in the near future. The project was initiated by McHenry County in the spring of 2007. The purpose of the project is to identify transportation system improvements that will enhance mobility and local access while addressing safety issues, community values, and environmental impacts within the study area. The project is needed to improve regional mobility, improve local access/bicycle mobility, enhance local access/local system deficiencies, accommodate community values/land use planning goals and address safety concerns.

## ▪ **The Richmond Bypass**

US 12 is a part of a regional transportation route that connects suburban northeastern Illinois with travel destinations in southern Wisconsin. Over three decades ago IDOT, recognizing roadway capacity deficiencies of US 12 and regional transportation needs, purchased significant portions of the right-of-way from the Wisconsin state line south and east to Lake County. It is now designated as FAP 420. The strong preference throughout Richmond was for a Richmond Bypass that would address existing system capacity demands, local transportation needs, regional travel patterns and system linkages.

The Village of Richmond, together with IDOT and MCDOT, completed a US 12 Bypass Feasibility Study in the fall of 2007 to identify the preferred routing that would improve local and regional transportation in northeast McHenry County, between US 12 in Wisconsin and the primary arterials south of Richmond US 12 and IL 31, and determine feasibility. In the Feasibility Study, seven separate corridors were studied and presented to the stakeholders and the public. Based on their feedback and the constraints of competing routes, FAP 420 was selected as the preferred alignment.

Phase 1 engineering for the Richmond Bypass will be completed in early 2011 and with collaboration between federal, state, county and local entities.

## ▪ **Union Pacific Northwest New Start Project**

The UP-NW Line New Start project includes the following improvements:

- Two new Yard sites - Johnsburg & Woodstock
- New Stations - Johnsburg, Prairie Grove, Ridgefield & Woodstock
- Signal System -Improved/Upgraded
- Parking - A total of 3,390 new commuter parking spaces are proposed at existing & proposed new stations in McHenry County.
- Rolling Stock - Three new Locomotives and 34 new Rail Cars

## **Monitored Projects (Construction Programmed in IDOT 2010-2015 Highway Improvement Plan)**

The MCCG is also focused on projects that have been programmed for funding but have not been completed. These projects are included in the following “monitored projects” listing. The MCCG will continue to monitor these projects and advocate for their funding until they are completed.

### **Name and Location of Project**

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- Western Algonquin Bypass
- Illinois Route 47: from I-90 to Reed Road
- Illinois Route 31 and Route 176 Intersection Improvements
- Completion of a full interchange at I-90 and Rt. 47
- Illinois Route 14 widening from Crystal Lake Ave. in Crystal Lake to Lake Shore Drive in Woodstock