

APPENDIX C: MODELED SCENARIO ROADWAY PROJECT LISTS

BASE CASE SCENARIO – Existing Road Network with Planned and Committed Projects Added

PLANNED AND COMMITTED PROJECTS	TYPE	NOTES
I-53 Extension	Extension of the I-53 Tollway north to Illinois Route 120.	Assumed to be completed before 2020 for this plan and included in the Base Model.
Longmeadow Parkway Bridge	New crossing over the Fox River in Kane County.	This has completed engineering studies and is assumed built before 2020 and included in the Base Model.
Ackman Road Extension to IL Route 47	Extension of a 2-lane Ackman Road from Haligus Road to Illinois Route 47	This has completed engineering studies and is assumed built before 2020 and included in the Base Model.
US 14 Widening	Widening from 2 to 4 lanes between Lake Avenue in Woodstock to Lucas Road in Crystal Lake (approximately 2.6 miles)	Funding for these projects was committed for its construction in the State's proposed <i>Highway Improvement Program</i> for 2005-2011.
Lamb Road	New 2-lane roadway between Illinois Route 120 and US 14 (0.25 miles).	The projects were not added to the Base Model but were assumed to be built as part of the model evaluation.

SCENARIO 1: Base Case Scenario with Locally Generated Roadway Alternatives Added

ROADWAY ALTERNATIVE	TYPE	NOTES
1. Illinois Route 23 Interchange	A new interchange with the Northwest Tollway (I-90)	The interchange could provide more direct access to the Tollway system from the eastern half of McHenry County.
A. Richmond Bypass	2-lane bypass west of Richmond from the intersection of Illinois Route 31 and Kuhn Road to the Illinois Route 173/Broadway Road intersection, then continuing north to US 12 in Walworth County, Wisconsin.	Though the local plan outlines a 2-lane facility, right-of-way for a 4-lane road may be procured to ensure possible future expansion. In all, the bypass has a total length of approximately 4 miles, with 3.5 miles in McHenry County, and the remainder in Wisconsin.
B. Hebron Bypass	2-lane bypass west of Hebron branching off of Illinois Route 47 south of Illinois Route 173 crossing Illinois Route 173 and Hebron Road then reconnect with Illinois Route 47 north of Hebron.	The concept for the proposed Hebron Bypass project originated from a local plan. The total length of the proposal is approximately 1.5 miles.

C. Harvard Bypass	2-lane bypass east of Harvard from Illinois Route 23 and Streit Road to US 14 north of Harvard.	The 5.6 mile project could provide more efficient north-south movement in the Harvard area and reduce congestion in Harvard.
D. Graf to Lawrence Road	New 2-lane roadway from northwest on Oak Grove to Lawrence Road near Graf Road.	This new 1.25 mile segment could provide more efficient movement in the northwest Harvard area.
E. Thayer, Green, Lincoln	Realignment of Green Road approximately three miles east of Harvard so that it intersects Alden Road at the same point as Thayer Road.	The 3.9 mile project is designed to eliminate a dangerous right-angle turn on Lincoln Road and an awkward intersection at Green Road and Lincoln Road.
F. Illinois Route 23	Widening from 2 to 4 lanes between Marengo and Harvard.	The 8 mile project could provide more efficient travel between Harvard and Marengo.
G. Lamb Road SRA	New 2-lane roadway between US 14 and Charles Road on the western edge of Woodstock incorporating much of the existing Lamb Road which would be upgraded to meet IDOT's Strategic Regional Arterial (SRA) standards.	The project was added to the <u>Base Case Scenario</u> during the study when funding was committed for its construction. The project could relieve congestion on Illinois Route 47 by extending the US 14 bypass north to Illinois Route 47 thus creating a full western bypass of Woodstock.
H. Illinois Route 120 SRA	Widening from 2 to 4 lanes between Greenwood Road to Ringwood Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The project could provide more efficient east-west movement between Woodstock and McHenry.
I. McCullom Lake Road	Widening from 2 to 4 lanes between the intersection of McCullom Lake Road and East Wonder Lake Road to Illinois Route 31.	The project 4.8 mile project could enhance movement between the Village of Wonder Lake and the City of McHenry.
J. Johnsburg Wilmot Road	Road upgrade from the intersection of Johnsburg Road and Illinois Route 31 crossing Illinois Route 173 and continuing on Wilmot Road to the Wisconsin border.	The 10 mile project could enhance access to Lake County, Illinois and Kenosha County, Wisconsin from Johnsburg Township.
K. Kishwaukee Valley Road	Widening from a 2-lane facility to a 4-lane facility from the Boone County, IL border east to US 14 on the west side of Woodstock (approximately 12 Miles).	This is the longest proposed improvement for Scenario 1. The project could enhance east-west movement through the County, providing greater access to Boone County, IL.
L. East Woodstock Roadway	New 2-lane roadway to connect Illinois Route 47 and Illinois Route 120 on the east side of the Woodstock.	The 1.5-mile project, first identified by the City of Woodstock, bypasses the commercial area along Illinois Route 47 allowing for more efficient regional travel on two of McHenry County's primary routes.
M. McHenry Bypass	2-lane bypass west of the City of McHenry between just south of the intersection of Illinois Route 31 and Crystal Lake Road, to Illinois Route 31 near the Ringwood Road intersection.	The 7.5-mile project, first identified by the City of McHenry, could help relieve traffic congestion in the City of McHenry and preserve right-of-way for additional capacity.

N. Cuhlman Road Extension/Lily Lake Improvement	Extension beginning at the intersection of Cuhlman and Lincoln Roads, the Cuhlman Road through Lakemoor.	Improvements would result in a continuous north-south corridor that could enhance movement between the communities area east of the Fox River.
O. River Road	Widening from a 2-lane facility to a 4-lane facility from Illinois Route 176 to Illinois Route 120.	The 5.5 mile project could provide more efficient travel between the Village of Island Lake and the City of McHenry.
P. IL 176 Extension	2-lane extension of Illinois Route 176 west from Illinois Route 23 to Ritz Road where the alignment turns southwest to join US 20.	The 1.5 mile extension is intended to help alleviate traffic impacts in downtown Marengo by diverting a percentage of the semi-truck trailers away from the downtown area.
Q. Marengo East Bypass	2-lane bypass from US 23 and Coral West Road northeast to Illinois Route 176 the northwest to Illinois Route 23 just south of River Road.	The bypass could provide an alternative route for Illinois Route 23, IL Route 176, and US 20 travelers and could help alleviate traffic impacts in downtown Marengo by diverting a percentage of the semi-truck trailers.
R. Seeman to McCue Road	New or improved 2-lane corridor between Seeman Road and Franklinville Road.	The 4.25 mile long project could create a north-south route between Harmony Road and Kishwaukee Valley Road that could act as a reliever route for traffic on Illinois Route 23 and Illinois Route 47.
S. Doty Road to Illinois Route 47 Connector	Improved 2-lane corridor from the existing Doty Road, reconfigured to intersect with Lucas Road at the existing Mt. Thabor Road intersection then continues south on new roadway to the Illinois Route 47/Illinois Route 176 intersection.	The improvement is intended to improve north-south movement between Woodstock and Crystal Lake by using a combination of existing roadway and new infrastructure.
T. Ridgefield Road to Lucas Road	New 2-lane roadway from the intersection of Ridgefield Road and US 14 to Lucas Road east of Doty Road.	The connector runs through the very northwest corner of Crystal Lake's municipal boundary.
U. Crystal Lake Avenue	Improvements result in a 4-lane roadway from US 14 on the west to Illinois Route 31 on the east.	An improvement to the Crystal Lake Avenue corridor in Crystal Lake could enhance east-west movement through this rapidly growing area.
V. Illinois Route 23	Widening from 2 to 4 lanes between a new interchange at the Northwest Tollway (I-90) to the proposed Marengo East Bypass (See Project Q).	The 3.25-mile could provide more efficient travel between the City of Marengo and the Northwest Tollway (I-90).
W. Seeman to Tollway	Beginning at the Seeman Road/Harmony Road intersection, a new roadway would extend south toward the Northwest Tollway (I-90).	The one-mile long project (a 1/2 mile of which is in McHenry County) could provide greater access from Harmony road to the US 20 interchange with the Northwest Tollway (I-90).
X. Algonquin Extension	2-lane extension west from Illinois Route 47 to the existing east-west portion of Church Road.	The 3 mile project creates a direct east-west arterial Illinois Route 47 to Harmony Hill Road.

Y. Marengo to Kreutzer Extension	2-lane extension from the intersection of Marengo and Harmony Roads to Kreutzer Road.	The Marengo Road to Kreutzer Road extension could provide more efficient northwest-southeast movement in the southwest corner of Huntley.
Z. Lakewood Road Extension	2-lane extension from the intersection of Lakewood Road and Algonquin Road to Dundee Road in Huntley.	The 1.5-mile extension could provide more efficient north-south movement between Randall road and Illinois Route 47.
ZZ. Frank to Square Barn Extension	2-lane extension from Algonquin Road to Square Barn Road.	The ½-mile extension eliminates an awkward series of intersections along Algonquin Road.
YY. Crowley Road Extension	2-lane extension from US 14 to Lawrence Road	The extension could create a more efficient east-west route north of Harvard.

SCENARIO 2: Base Case Scenario with Projects Limited to 4-Lanes Maximum

ROADWAY ALTERNATIVE	TYPE	NOTES
1. US 20 Interchange	Improved ramps at the US 20 interchange to accommodate a 4 lane US 20	The project would accommodate a 4-lane US 20.
2. Illinois Route 47 Interchange	Improved to a full interchange.	The project would enable traffic to travel to and from the west on the Tollway from Illinois Route 47.
A. Richmond Bypass (Modeled in Scenario 1)	2-lane bypass west of Richmond from the intersection of Illinois Route 31 and Kuhn Road to the Illinois Route 173/Broadway Road intersection, then continuing north to US 12 in Walworth County, Wisconsin.	Though the local plan outlines a 2-lane facility, right-of-way for a 4-lane road may be procured to ensure possible future expansion. In all, the bypass has a total length of approximately 4 miles, with 3.5 miles in McHenry County, and the remainder in Wisconsin.
BB. Dundee Road	Widening from 2 to 4 lanes from Main Street to Square Bard Road.	The total project length is 2.75 miles, one mile of improvements would occur in neighboring Kane County.
BBB. Hemmer, Kreutzer, Lakewood Roads	New or improved 2-lane roadway extending Lakewood Road from Algonquin Road to Kreutzer Road, improving Kreutzer Road and extending it from Illinois Route 47 to Hemmer Road	The 5.5. mile project would create a bypass around the center of the Village of Huntley.
CC. Algonquin to Harmony Connector	2-lane extension from Illinois Route 47 to the intersection of Harmony Road and Marengo Road.	The 1.75 extension would utilize a residential roadway in the Village of Huntley.

DD. Square Barn Road	Widening from 2 to 4 lanes and extending the roadway to Illinois Route 72 in Kane County.	The first 1.75 miles of the 6 mile improvements falls in the County then continues approximately 4.25 miles in Kane County. The project could provide more efficient north-south travel between Randall Road and Illinois Route 47.
EE. Ackman Road	Widening from 2 to 4 lanes from Randall Road to Illinois Route 47. The extension from Haligus Road to Illinois Route 47 is assumed to be completed by 2020.	The 4.5 mile project would create an east-west arterial between Illinois Route 176 and Algonquin Road which are roughly 5 miles apart.
FF. Algonquin Road SRA	Widening from 2 to 4 lanes from the Algonquin Road/Pyott Road intersection to Illinois Route 47 consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 7.25 project could enhance east-west travel efficiency in southeastern McHenry County.
FFF. Illinois Route 23 North	Widening from 2 to 4 lanes from River Road to US 14	The 8.5 mile project could provide more efficient travel between the City of Harvard and City of Marengo.
GG. Virginia Road	Widening from 2 to 4 lanes from Illinois Route 31 to US 14.	The 3.25 mile project could provide more efficient northwest-southeast travel between the City of Crystal Lake and Village of Algonquin.
HH. Illinois Route 31	Widening from 2 to 4 lanes from Rakow to Illinois Route 72 in Kane County	The 8.5 mile project could help alleviate traffic on Randall Road.
I. McCullom Lake Road (Modeled in Scenario 1)	Widening from 2 to 4 lanes East Wonder Lake Road to Illinois Route 31.	The 4.8 mile project could enhances movement between the Village of Wonder Lake the City of McHenry
II. US 20	Widening from 2 to 4 lanes from Coral Road to the Northwest Tollway (I-90)	The 6 mile project could enhance travel efficiency to the Northwest Tollway (I-90) from the western half of the County.
J. Johnsburg Road/Wilmot Road (Modeled in Scenario 1)	Widening from 2 to 4 lanes from the intersection of Johnsburg Road and Illinois Route 31 northeast crossing Illinois Route 173 to Wisconsin.	The 10 mile corridor could enhance a route providing access to Lake County, Illinois and Kenosha County, Wisconsin from Johnsburg Township.
JJ. New Fox River Crossing	New 4-lane roadway from Illinois Route 62 to Illinois Route 31 over the Fox River.	The project creates a new arterial over the Fox River between Algonquin Road and US 14.
KK. Illinois Route 23 South	Widening from 2 to 4 lanes from south of Marengo to Hampshire in DeKalb County.	The 6.25 mile project could enhance travel efficiency between City of Marengo and DeKalb County.
LL. Illinois Route 176 Extension	2-lane extension of Illinois Route 176 to US 20 west of Ritz Road where the alignment would link to the southern bypass of the City of McHenry.	The 2.5 mile project could alleviate traffic impacts in downtown Marengo by diverting a percentage of the semi-truck trailers away from the downtown area.
M. McHenry Bypass (Modeled in Scenario 1)	2-lane bypass west of the City of McHenry between just south of the Illinois Route 31 and Crystal Lake Road intersection to Illinois Route 31 near the Ringwood Road intersection.	The 7.5 mile project, first identified by the City of McHenry, could help relieve traffic congestion in the City of McHenry and preserve right-of-way for additional capacity.

MM. US 20	Widening from 2 to 4 lanes from just west of Ritz Road to Boone County.	The 2.75 mile project could provide more efficient travel into Boone County and act as a reliever route for the Northwest Tollway (I-90)
NN. Pleasant Grove Road/Coral West Road	Widening from 2 to 4 lanes from Illinois Route 23 to Dunham Road	The 6 mile project could provide greater access between US 20 and Illinois Route 23 near the City of Marengo.
O. River Road (Modeled in Scenario 1)	Widening from 2 to 4 lanes from Illinois Route 176 to Illinois Route 120	The 5.5 mile project could provide more efficient travel between the Village of Island Lake and the City of McHenry.
OO. Marengo Bypass East	4-lane bypass east of the City of Marengo on Dunham road from Coral West Road to River Road, and River Road from Dunham Road to Illinois Route 23.	The 6.25 mile bypass could alleviate traffic congestion in Marengo by diverting traffic east of downtown.
OO. Marengo Bypass East	4-lane bypass east of the City of Marengo on Dunham road from Coral West Road to River Road, and River Road from Dunham Road to Illinois Route 23.	The 6.25 mile bypass could alleviate traffic congestion in Marengo by diverting traffic east of downtown.
PP. Illinois Route 47 SRA Woodstock	Widening from 2 to 4 lanes from the Algonquin Road to US 14 and from Illinois Route 120 to Charles Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 8.5 mile project could enhance north-south travel efficiency from central McHenry County to the Northeast Tollway (I-90).
QQ. Illinois Route 176 SRA	Widening from 2 to 4 lanes from Dunham Road to US 12 (Rand Road) in Lake County consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 23 mile project would create a major east-west arterial across the southern half of the County.
QQQ. McHenry Avenue	Widening from 2 to 4 travel lanes from James R. Rakow Road to US 14.	The 2 mile project would add an additional travel lane in each direction. Access from a two-way center left turn lane would need to be considered.
RR. Bay Road	Widening from 2 to 4 lanes from Chapel Hill Road to US 12 (Rand Road)	The 4.5 mile project could enhance east-west travel to US 12.
SS. Illinois Route 120	Adding an additional travel lane in each direction from Illinois Route 47 to Charles Road.	The 4 mile project could alleviate congestion within the City of Woodstock.
TT. Illinois Route 47 SRA Woodstock	Widening from 2 to 4 lanes from Illinois Route 120 to Charles Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 3 mile project could alleviate congestion within the City of Woodstock.
UU. Lamb, Charles Road, Illinois Route 120 SRA	Widening from 2 to 4 lanes from Illinois Route 120 to Charles Road via a realigned Lamb Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 10.25 project could alleviate congestion within the City of Woodstock by bypassing the center of the community to the north.

VV. US 14 SRA	Widening from 2 to 4 lanes from Illinois Route 23 to Lake Avenue consistent with the programmed widening between Lake Avenue and IL Route 176 and IDOT's Strategic Regional Arterial (SRA) standards.	The project could alleviate congestion between Harvard and Crystal Lake by creating a continuous 18.75 mile 4-lane highway across McHenry County.
W. Seeman to Tollway (Modeled in Scenario 1)	2-lane roadway extension from Harmony Road to the Northwest Tollway (I-90).	The 1 mile project would provide more direct access to the Northwest Tollway (I-90).
WW. Illinois Route 31 SRA	Widening from 2 to 4 lanes from US 12 (Rand Road) to Pleasant Hill Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 13.75 mile project could alleviate traffic congestion between the Village of Richmond and the City of Crystal Lake and provide more efficient north-south travel in eastern McHenry County.
XX. Illinois Route 173 SRA	Widening from 2 to 4 lanes from Seaman Road to Lake County consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 11.5 mile project could enhance access to and from northern Lake County.

SCENARIO 3: Base Case Scenario and Projects Supporting Tightly Managed Land-Use

ROADWAY ALTERNATIVE	TYPE	NOTES
AAA. McHenry Avenue	Adding an additional travel lane in each direction from James R. Rakow Road to Virginia Road	The 2 mile project could help alleviate traffic congestion on Rakow Road and create a more direct continuous route between Randall Road and US 14.
BBB. Hemmer, Kreutzer, Lakewood Roads	New or improved 2-lane roadway extending Lakewood Road from Algonquin Road to Kreutzer Road, improving Kreutzer Road and extending it from Illinois Route 47 to Hemmer Road	The 5.5. mile project would create a bypass around the center of the Village of Huntley and therefore alleviate congestion on Algonquin Road and Illinois Route 47 in the Village of Huntley.
CC. Algonquin to Harmony Connector (Modeled in Scenario 2)	2-lane extension from Illinois Route 47 to the intersection of Harmony Road and Marengo Road.	The 1.75 extension would utilize a residential roadway in the Village of Huntley.
CCC. Lamb, Charles Road, Illinois Route 120 SRA	Widening from to 6 lanes from Illinois Route 120 to US 12 (Rand Road) in Lake County via a realigned Lamb Road, Charles Road and Illinois Route 120 consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 20.75 mile project would create a facility that could supplement the I-53 Tollway Extension in Lake County.
EE. Ackman Road (Modeled in Scenario 2)	Widening from 2 to 4 lanes from Randall Road to Illinois Route 47. The extension from Haligus Road to Illinois Route 47 is assumed to be completed by 2020.	The 4.5 mile project would create an east-west arterial between Illinois Route 176 and Algonquin Road which are roughly 5 miles apart.

FF. Algonquin Road SRA (Modeled in Scenario 2)	Widening from 2 to 4 lanes from the Algonquin Road/Pyott Road intersection to Illinois Route 47 consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 7.25 project could enhance east-west travel efficiency in southeastern McHenry County.
GG. Virginia Road (Modeled in Scenario 2)	Widening from 2 to 4 lanes from Illinois Route 31 to US 14.	The 3.25 mile project could provide more efficient northwest-southeast travel between the City of Crystal Lake and Village of Algonquin.
GGG. Square Barn Road	New and improved 2-lane roadway extension from Algonquin Road to Illinois Route 72 in Kane County.	The first 1.75 miles of the 6 mile improvements falls in McHenry County then continues approximately 4.25 miles in Kane County. The project could provide more efficient north-south travel between Randall Road and Illinois Route 47.
HHH. Illinois Route 176 SRA	Widening from 2 to 6 lanes from Dunham Road to US 12 (Rand Road) in Lake County consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 15.5 mile project would create a major east-west arterial across the southeastern quarter of McHenry County.
III. Illinois Route 31 SRA	Widening from 2 to 6 lanes from Illinois Route 72 in Kane County to Virginia Road.	The 6.25 mile project incorporates the Algonquin bypass and could alleviate congestion in the City of Algonquin and on Illinois Route 62 to and from the Tollway.
JJ. New Fox River Crossing (Modeled in Scenario 2)	New 4-lane roadway from Illinois Route 62 to Illinois Route 31 over the Fox River.	The project creates a new arterial over the Fox River between Algonquin Road and US 14.
LL. Illinois Route 176 Extension (Modeled in Scenario 2)	2-lane extension of Illinois Route 176 to US 20 west of Ritz Road where the alignment would link to the southern bypass of the City of McHenry.	The 2.5 mile project could alleviate traffic impacts in downtown Marengo by diverting a percentage of the semi-truck trailers away from the downtown area.
LLL. IL 173 SRA	Widening from 2 to 4 lanes between Illinois Route 31/US 12 to Lake County	The 5.75 mile project could enhance access to and northern Lake County.
M. McHenry Bypass (Modeled in Scenario 1 and 2)	2-lane bypass west of the City of McHenry between just south of the Illinois Route 31 and Crystal Lake Road intersection to Illinois Route 31 near the Ringwood Road intersection.	The 7.5 mile project, first identified by the City of McHenry, could help relieve traffic congestion in the City of McHenry and preserve right-of-way for additional capacity.
MMM. Johnsburg Road/Bay Road	Widening from 2 to 4 lanes from Illinois Route 31 to US 12 (Rand Road) in Lake County.	The 6 mile project could alleviate traffic congestion on Illinois Route 120 east of the City of McHenry.
NNN. Illinois Route 62	Widening from 4 to 6 lanes from the Illinois Route 31 Algonquin bypass to Kane County.	The 1.85 mile project could alleviate traffic congestion on Illinois route 62 to and from the Northwest Tollway (I-90)
000. Illinois Route 31 SRA	Widening from 2 to 6 lanes from Virginia Road to Rakow Road from 4 to 6 lanes from Rakow Road to Pleasant Hill Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 7.75 mile project could enhance north-south travel in the southeastern quarter of McHenry County.

PP. Illinois Route 47 SRA Woodstock (Modeled in Scenario 2)	Widening from 2 to 4 lanes from the Algonquin Road to US 14 and from Illinois Route 120 to Charles Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 8.5 mile project could enhance north-south travel efficiency from central McHenry County to the Northeast Tollway (I-90).
PPP. Randall/Rankin Road SRA	Widening from 4 to 6 lanes from the Northwest Tollway (I-90) to McHenry Avenue and from 2 to 6 lanes from McHenry Avenue to Illinois Route 31.	The 6.5 mile project could enhance north-south travel efficiency from southeastern McHenry County to the Northeast Tollway (I-90).
R. Seeman to McCue Road (Modeled in Scenario 1)	New or improved 2-lane corridor between Seaman Road and Franklinville Road.	The 4.25 mile project could create a north-south route between Harmony Road and Kishwaukee Valley Road that could act as a reliever route for traffic on Illinois Route 23 and Illinois Route 47.
RRR. Illinois Route 47 to Illinois Route 120 Connector	4-lane bypass east of the City of Woodstock town center from the Illinois Route 47 and McConnell Road intersection northeast to Illinois Route 120.	The 2.75 project could alleviate congestion in the City of Woodstock along Illinois Route 47.
SS. Illinois Route 120 (Modeled in Scenario 2)	Adding an additional travel lane in each direction from Illinois Route 47 to Charles Road.	The 4 mile project could alleviate traffic congestion within the City of Woodstock.
SSS. Seeman to Brier Hill Road	Realignment to Brier Hill Road.	The 1 mile project could provide more direct north-south access in south-central McHenry County by forming a continuous north-south route when including Alternative "R" from Kane County to Kishwaukee River Road.
TT. Illinois Route 47 SRA Woodstock (Modeled in Scenario 2)	Widening from 2 to 4 lanes from Illinois Route 120 to Charles Road consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 3 mile project could alleviate traffic congestion within the City of Woodstock.
TTT. Pleasant Grove Road/Coral West Road	2-lane bypass west of the City of Marengo between Illinois Route 23 and Illinois Route 176.	The 3.25 project could alleviate traffic congestion by diverting south and west of the City of Marengo.
WWW. Illinois Route 31 SRA	Widening from 2 to 4 lanes from Crystal Lake Road to Wisconsin consistent with IDOT's Strategic Regional Arterial (SRA) standards.	The 14.75 mile project could alleviate traffic congestion between the Village of Richmond and the City of Crystal Lake and provide more efficient north-south travel in eastern McHenry County.
XXX. Miller Road Extension Improvement	Widening from 2 to 4 lanes from South Solon Road to US 12 (Rand Road) and 4-lane extension from Solon Road to Illinois Route 31.	The 4.85 mile project could alleviate traffic congestion and could provide more efficient east-west travel in northeastern McHenry County.
YYY. Richardson/US 12/Spring Grove	Widening from 2 to 4 lanes from W. Johnsburg Road to Illinois Route 173.	The 7.5 mile project could enhance travel efficiency between Village of Spring Grove and the Village of Johnsburg.

PREFERRED 2020 ROADWAY PLAN

ROADWAY ALTERNATIVE	MODELED IN PREVIOUS SCENARIOS	MODELING RESULTS	PHASING
1. Randall Road SRA/Algonquin Road SRA Interchange		The three Scenarios as well as the Preferred Roadway Plan modeling results indicated large volumes of traffic flowing through the intersection calling into question the ability to design an intersection to handle future traffic at this location.	5-10 Years
2. Illinois Route 47 SRA and Northwest Tollway Full Interchange	Scenario 2	The Base Case Scenario indicated the need to increase capacity on Marengo Road west of Huntley and on US 20. An full interchange at this location would divert eastbound traffic into McHenry County	0-5 Years
A. Algonquin Road SRA Widening from 2 to 4 Lanes	As "FF" in Scenario 2 and 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need for a four lane facility from Haligus Road to Pyott Road and the need for a 6 lane roadway between Pyott Road and Illinois Route 31.	0-5 Years
B. Randall Road/Rakow Road SRA Widening to 6 Lanes	As "PPP" in Scenario 3	Scenario 1 and 2 modeling results indicated a need for a six lane facility for Randall Road north and south of Algonquin Road. The Base Scenario, Scenario 3, and the Preferred Roadway Plan modeling results indicated the need for a six lane facility from Kane County to McHenry Avenue. All Scenarios and the Preferred Roadway Plan modeling results indicated the need for a 6 lane facility for Rakow Road from McHenry Avenue to Virginia Road.	0-5 Years
C. Kruetzer Road 2-Lane Road Extension	As part of "BBB" Scenario 2 and 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need for a reliever route for traffic traveling through the Village of Huntley on Illinois Route 47.	0-5 years
D. Ackman Road Widening to 4 Lanes	As part of "EE" in Scenario 2 and 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need for a four lane facility from Rakow Road to Haligus Road.	5-10 Years
E. Ackman Road 2-Lane Road Extension to Adamson Road		The extension from Haligus Road to Illinois Route 47 is assumed to be completed by 2020. Improvements west of Illinois Route 47 are included in the Preferred Roadway Plan for network connectivity purposes within an area of rapid household growth. The extension would connect Ackman Road to a new north-south arterial (See Alternative L)	5-10 Years

F. Lawrence Road 2-Lane Realignment and Connections	Incorporates "D" in Scenario 1	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need for 4 lane facility Graff Road to Illinois Route 23 along the western edge of the City of Harvard. The 2-lane extension of Lawrence Road and bypass tested in Scenario 1 (See Alternatives D and C) did not alleviate the need for the 4 lane facility. Therefore, this alternative was added to the Preferred Roadway Plan.	5-10 Years
G. Algonquin Road SRA to Harmony Connector	Incorporates "CC" in Scenario 2 and 3	Improvements west of Illinois Route 47 are included in the Preferred Roadway Plan for network connectivity purposes within an area of rapid household growth. The extension would connect Algonquin Road to a new north-south arterial (See Alternative L)	5-10 Years
H. W. Johnsburg Road and Bay Road Widening to 4 Lanes	As part of "J" in Scenario 1 and "RR" in Scenario 2 and all of "MMM" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need for 4 lane facility between Illinois Route 31 and Lake County through the Village of Johnsburg and the Village of Lakemoor.	5-10 Years
I. New 4-Lane Fox River Crossing	As "JJ" in Scenario 2 and 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 or more lanes for Illinois Route 62 in the area near the Fox River Bridge. In Scenario 2 and 3 and the Preferred Roadway Plan, the modeling results do indicate a lessening of this capacity need to 6 lanes in the area near Kane County and indicate the need for the new crossing to be 4 lanes.	5-10 Years
K. Northern 2-Lane East-West Arterial	Not included in the scenarios, need for the project was indicated for network connectivity.	Improvements west of Greenwood Road are included in the Preferred Roadway Plan for network connectivity purposes. Currently, the only major east-west arterial in McHenry County is Illinois Route 173. The project would result in a new east-west arterial running from the northwest corner of Harvard to the end of Vanderkarr Road at Greenwood Road. Improvements would be made on Crowley Road, O'Brien Road, and Vanderkarr Road segments.	10-20 Years

L. Western 2-Lane North-South Arterial	Incorporates "R" in Scenario 1 and Scenario 3 and "SSS" of Scenario 3	In Scenarios 1 and 3, and the Preferred Roadway Plan a reduction in travel time to the I-90 and the I-290 interchange occurred in the analysis zones likely impacted by a continuous western north-south arterial. In Scenario 2, similar results were noted with a connection added from Harmony Road to the Northwest Tollway (I-90) interchange at US 20 (See Alternative "W"). Currently, the only major north-south arterials in western McHenry County are Illinois Route 23 and Illinois Route 47 roughly 9 miles apart from each other. Improvements between Harmony Road and Kishwaukee Valley Road could act as a reliever route for traffic on Illinois Route 23 and Illinois Route 47.	10-20 Years
M. Virginia Road Widening to 4 Lanes between Illinois Route 31 SRA and Rakow Road SRA	As part of "GG" in Scenario 2 and 3	The Base Case Scenario, Scenario 2, Scenario 3 and the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Virginia Road. The improvement is also included in the Preferred Roadway Plan for network connectivity purposes provide a vital link between a New Fox River Crossing (See Alternative "I" and "AA") and Rakow Road.	10-20 Years
N. Walkup Road/Crystal Lake Road/River Road between Illinois Route 176 SRA and Illinois Route 120 SRA	Not included in the scenarios, need for the project was indicated by model.	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of six lanes for Illinois Route 31 between the City of McHenry and Illinois Route 176. The improvement is added to the Preferred Roadway Plan as a reliever route to Illinois Route 31. The improvement is the only north-south arterial between Illinois Route 47 and Illinois Route 31.	10-20 years
O. Illinois Route 47 SRA from Kreutzer Road to Illinois Route 176 SRA	As part of "PP" in Scenario 2 and 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of four lanes for Illinois Route 47 between Kreutzer Road and Illinois Route 176	0-5 Years
P. West Algonquin Bypass	As part of "HH" in Scenario 2, "III" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 or more lanes for Illinois Route 62 and 6 lanes for Illinois Route 31 in the area near the Fox River Bridge. In Scenario 2 and 3 and the Preferred Roadway Plan, the modeling results indicate the need for the new bypass to be 4 lanes.	0-5 Years
Q. Illinois Route 31 SRA Widening to 6 Lanes	Incorporates "OOO" from Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 lanes for Illinois Route 31 between the West Algonquin Bypass (See Alternative "P") and the McHenry Bypass (See Alternative "Q").	5-10 Years

R. McHenry Bypass	As "M" in Scenario 1, 2, and 3.	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 lanes for Illinois Route 31 in the City of McHenry. In Scenario 1, 2, and 3, and the Preferred Roadway Plan, the modeling results indicate the need for the new bypass to be 4 lanes.	10-20 Years
S. Richmond Bypass	As "A" in Scenario 1 and 2	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Illinois Route 31 through downtown Richmond. In Scenario 1, 2, and 3, and the Preferred Roadway Plan, the modeling results indicate the need for the new bypass to be 4 lanes south of Illinois Route 173 and 2 lanes north of Route 173. Therefore, this improvement would initially be a 2-lane facility with right-of-way preserved for a 4-lane facility.	10-20 Years
T. Hillside Road 2-Lane Extension to Illinois Route 31 SRA	Not included in the scenarios, need for the project was indicated by model.	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Illinois Route 176 from US 14 and Walkup Road. Scenarios 2 and 3 and the Preferred Roadway Plan modeling results indicated a need of 6 lanes for Illinois Route 176 from Walkup Roe to Illinois Route 31. A connection between Hillside Road and Illinois Route is added to the Preferred Roadway Plan for network connectivity to create a reliever route for traffic on Illinois Route 176.	0-5 Years
U. Pleasant Grove Road/Coral West Road	As "TTT" in Scenario 1 and 3 and part of "NN" in Scenario 2	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Illinois Route 23 north of downtown Marengo and for US 20 east and west of downtown Marengo. In Scenario 1, 2, and 3, and the Preferred Roadway Plan, the modeling results indicate the need 2 lanes for this improvement. However, given the projected number of households and employment in the area and possible interchange at Illinois Route 23 and the Northwest Tollway (I-90) the improvement would initially be a 2-lane facility with right-of-way preserved for a 4-lane facility.	10-20 Years
V. Doty Road Realignment	As part of "S" in Scenario 1	This improvement was added to the Preferred Roadway Plan for network connectivity. The improvement would improve a local route between US 14 and Illinois Route 176 by removing unnecessary turning movements and safety hazards creating a continuous north-south local road.	10-20 Years

W. Lakewood Road 2-Lane Extension	As part of "BBB" in Scenario 2 and part of "GGG" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need south of Illinois Route 176 of 4 lanes for Illinois Route 47 and 6 lanes for Illinois Route 31. An extension to connect Algonquin Road to Dundee-Huntley Road was added to the Preferred Roadway Plan for network connectivity to create a reliever route for traffic on Illinois Route 47 and Illinois Route 31.	0-5 Years
X. Pingree Road Widening to 4 Lanes between Virginia Road and Illinois Route 176 SRA	Not included in the scenarios, need for the project was indicated by model.	The Base Case Scenario, Scenario 2, Scenario 3 and the Preferred Roadway Plan modeling results indicated a need of 6 lanes for Illinois Route 31 from Virginia Road to Illinois Route 176. The improvement is included in the Preferred Roadway Plan as a reliever route to Illinois Route 31 and to provide greater roadway capacity to serve the new Pingree Road Station to open in 2005.	10-20 Years
Y. East Woodstock Roadway	As "I" in Scenario 1	The Base Case Scenario, Scenario 2, Scenario 3 and the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Illinois Route 47 south of Illinois Route 120. This improvement is included in the Preferred Roadway Plan as a reliever route for Illinois Route 47 and network connectivity by provide a north-south route for the City of Woodstock east of Illinois Route 47.	10-20 Years
Z. Oak Grove Road	Not included in the scenarios, need for the project was indicated by model.	Improvements west of US 14 are included in the Preferred Roadway Plan for network connectivity purposes. Currently, the only major east-west arterial in McHenry County is Illinois Route 173. The project would result in a new arterial to the north and west of the City of Harvard when connecting to the Lawrence Road improvement (See Alternative "F")	10-20 Years
AA. Virginia Road Widening to 4 Lanes between US 14 SRA and Rakow Road SRA	As part of "GG" in Scenario 2 and 3	The Base Case Scenario, Scenario 2, Scenario 3 and the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Virginia Road. The improvement is also included in the Preferred Roadway Plan for network connectivity purposes provide a vital link between a New Fox River Crossing (See Alternative "I" and "M") and Rakow Road.	10-20 Years
BB. Illinois Route 62 SRA Widening to 6 Lanes between the West Algonquin Bypass and Illinois Route 25 SRA	As part of "NNN" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 or more lanes for Illinois Route 62 in the area near the Fox River Bridge. Over time as downtown Algonquin continues to change, the ability to provide proper channelization at intersections and right-of-way to provide additional through lanes on Illinois Route 62 should be considered.	20+ Years

CC. Illinois Route 120 SRA via Charles Road and Lamb Road	Incorporates "G" in Scenario 1, as part of "UU" in Scenario 2 and "CCC" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Charles Road from Illinois Route 120 to Illinois Route 47. This improvement is added to the Preferred Roadway Plan to address this capacity need as well as to enhance the SRA network from Illinois Route 120 north of the City of Woodstock to US 14.	20+ Years
DD. Illinois Route 173 SRA Widening to 4 Lanes between US 12 SRA and Lake County.	As part of "XX" in Scenario 2 and part as "LLL" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Illinois Route 173 from US 12 (Rand Road) to Lake County. The improvement would likely terminate near the Village of Antioch in Lake County.	20+ Years
EE. Illinois Route 176 SRA Widening to 4 Lanes between Dean Street and US 14 SRA	As part of "QQ" in Scenario 2	The Base Case Scenario, Scenario 2, Scenario 3 and the Preferred Roadway Plan modeling results indicated a need of 4 lanes west of US 14 to Haligus Road. This improvement would meet this capacity need as well as continue the roadway to the west of Illinois Route 47 as part of the SRA network.	20+ Years
FF. Illinois Route 176 SRA Widening to 6 lanes between US 14 SRA and Illinois Route 31 SRA	As part of "HHH" in Scenario 3	Scenario 2, Scenario 3 and the Preferred Roadway Plan modeling results indicated a need of 6 lanes between Illinois Route 31 and US 14. Over time as central Crystal Lake continues to change, the ability to provide proper channelization at intersections, new grade separations of Metra lines, and right-of-way to provide additional through lanes on Illinois Route 176 should be considered.	20+ Years
GG. Illinois Route 23 SRA Widening to 4 Lanes between Harvard and Marengo	Incorporates "F" from Scenario 1 and as part "FFF" Scenario 2	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes between the City of Harvard and the City of Marengo.	20+ Years
HH. Illinois Route 31 SRA Widening to 4 Lanes between the McHenry Bypass and Illinois Route 120 SRA	As part "WW" Scenario 2 and as part of "WWW" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes between the Marengo Bypass (See Alternative "R") and Illinois Route 120.	20+ Years
II. Illinois Route 47 SRA Widening between Illinois Route 176 SRA and US 14 SRA	As part of "PP" in Scenario 2 and 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes between Illinois Route 176 and US 14.	20+ Years

JJ. Illinois Route 47 SRA Widening to 4 Lanes between Ware Road and Charles Road (Illinois Route 120 SRA)	As part of "TT" in Scenario 2 and 3	This improvement is added to the Preferred Roadway Plan for network connectivity purposes as part of the SRA network.	10-20 Years
KK. Lamb, Charles Road, Illinois Route 120 SRA	As part of "UU" Scenario 2	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes west of the Illinois Route 120/Greenwood Road/Charles Road intersection on Charles Road to Lamb Road. The improvement includes an extension of the 4 lane SRA consistent roadway to Illinois Route 120 and US 14 via Lamb Road as part of the SRA network.	20+ Years
LL. Illinois Route 120 SRA between McHenry Bypass and Charles Road	As part of "CCC" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 lanes west of the McHenry Bypass to the Illinois Route 120/Greenwood Road/Charles Road intersection.	20+ Years
MM. Marengo East Bypass between Illinois Route 23 SRA and US 20 SRA	As "Q" in Scenario 1 and as part of "OO" in Scenario 2	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for Illinois Route 23 north of downtown Marengo and for US 20 east and west of downtown Marengo. In Scenarios 1 and 2, and the Preferred Roadway Plan, the modeling results indicate the need 2 lanes for this improvement. However, given the projected number of households and employment in the area and possible interchange at Illinois Route 23 and the Northwest Tollway (I-90) the improvement would be a 4-lane facility to be consistent with improvements on US 20 (See Alternative "PP") and Illinois Route 23 (See Alternative "MM").	20+ Years
OO. US 14 SRA Widening to 4 Lanes between Harvard and Illinois Route 47 SRA	As part of "VV" in Scenario 2 and as part of "EEE" in Scenario 3.	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 4 lanes for US 14 between Harvard and Illinois Route 47.	20+ Years
PP. US 20 SRA Widening to 4 Lanes from the Northwest Tollway (I-90) and the Marengo East Bypass	As part of "II" of Scenario 2	The Base Case Scenario, Scenario 2, Scenario 3, and the Preferred Roadway Plan modeling results indicated a need of 4 lanes for US 20 from the Northwest Tollway (I-90) and the Marengo East Bypass (See Alternative "MM").	20+ Years

SS. Illinois Route 120 Widening to 6 lanes from Illinois Route 31 to US 12 (Rand Road)	As part of "CCC" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need of 6 lanes for Illinois Route 120 from Illinois Route 31 to US 12.	0-5 Years
UU. Illinois Route 120 Widening to 4 Lanes from the McHenry Bypass to Illinois Route 31	As part of "H" in Scenario 1 and as part of "UU" in Scenario 2	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated the need for a 4-lane facility on Illinois Route 120 from west of Illinois Route 31 west to the McHenry Bypass.	20+ Years
VV. Illinois Route 31 Widening to 4 Lanes from Illinois Route 120 to US 12	As part of "WW" in Scenario 2 and as part of "WWW" in Scenario 3	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated the need for a 4-lane facility north on Illinois Route 31 north of Illinois Route 120 to US 12. This roadway expansion project would provide a major north-south corridor between McHenry and Richmond.	10-20 Years
WW. Illinois Route 22 Widening to 4 Lanes from US 14 to County Border	Not included in the scenarios, need for the project was indicated by model.	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated the need for a 4-lane facility on Illinois Rote 22 from US 14 to the McHenry County/Lake County Border.	20+ Years

FINANCIALLY CONSTRAINED 2020 ROADWAY PLAN

ROADWAY ALTERNATIVE	NOTES	COST ESTIMATE	PHASING
1. Randall Road SRA/Algonquin Road SRA Interchange	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated large volumes of traffic flowing through the intersection calling into question the ability to design an intersection to handle future traffic at this location.	\$20,000,000	10-20 Years
2. Illinois Route 47 SRA and Northwest Tollway Full Interchange	The Base Case Scenario indicated the need to increase capacity on Marengo Road west of Huntley and on US 20. An full interchange at this location would divert eastbound traffic into McHenry County. Kane County supports a full interchange with Illinois route 47 at I-90, as indicated in the Kane county 2030 Plan. Local road improvements, including County Highways, should be considered with any additional interchange. The counties with work with the Illinois Tollway as part of their proposed system-wide interchange corridor study.	\$10,000,000	0 – 5 Years

A. Algonquin Road Widening to 4 Lanes between Illinois Route 47 and Algonquin Bypass	The three Scenarios as well as the Preferred Roadway Plan modeling results indicated a need for a 4-lane facility from Haligus Road to Pyott Road and Illinois Route 31.	\$24,000,000	0-5 Years
B. Randall Road/Rakow Road Widening to 6 Lanes from Kane County line to Illinois Route 31	This corridor provides direct access from northern Kane County into Crystal Lake. The proposed expansion project would include all of Randall Road and James J. Rakow Road. The proposed project concurs with Kane County's plans to widen Randall road to 6 lanes from Orchard Road north to County Line Road by 2030.	\$54,000,000	0-5 Years
C. Ackman Road Widening to 4 Lanes from Randall Road to Lakewood Road	This road widening project would provide a 4-lane facility on the existing Ackman Road alignment between the Lakewood Road and Randall Road.	\$8,000,000	5-10 Years
D. Ackman Road Extension	This roadway extension project would provide a 2-lane facility connecting the western end of Ackman Road in Lakewood to a new north-south arterial west of Huntley. The new segment would also intersect Illinois Route 47.	\$9,000,000	5-10 Years
E. Lawrence Road and Oak Grove Road Realignment and Connections	This project involves the reconstruction of the South Oak Grove railroad crossing in Lawrence, on the northwestern edge of Harvard. The result provides for continuous travel on Lawrence Road by bypassing unincorporated Lawrence to the west and forming a 4-way intersection with Oak Grove Road. Improvements would be made to Oak Grove Road bringing it up to County design standards connecting highway service between Lawrence Road and US 14. It would create a 2-lane bypass of Harvard to the west, and end at the intersection of Oak Grove Road and US 14 north of Harvard.	\$7,000,000	5-10 Years
F. Algonquin Road Extension to Harmony Road	The Algonquin Road extension would provide better east-west access around Huntley by bypassing downtown to the north. The extension would intersect Marengo Road just east of Coyne Station Road and connect with Harmony Road just east of Brier Hill Road.	\$4,000,000	5-10 Years
G. Bay Road Widening to 4 Lanes	This widening project provides a 4-lane roadway on Bay Road from Chapel Hill Road to Lake County.	\$15,000,000	5-10 Years
H. New Fox River Crossing	This project would construct a new bridge over the Fox River between Algonquin Road and US 14. This improvement provides a new 4-lane connection over the Fox River in the southeast corner of McHenry County. Kane County supports the development of viable Fox River Crossings. It is important to not the cost of this	\$34,000,000 to \$90,000,000	10-20 Years

	project could be greater than \$90 million as indicated in earlier studies of other Fox River Bridges in the area.		
I. Chapel Hill/Johnsburg Road Widening to 4 Lanes Including Wider Bridge	This project would provide a 4-lane corridor utilizing existing right-of-way on Johnsburg Road and Chapel Hill Road. Beginning at the intersection of Johnsburg Road and Illinois Route 31, Chapel Hill Road would be upgraded to a 4-lane facility, until Illinois Route 120.	\$7,000,000	10-20 Years
J. Northern East-West Arterial	The only major east-west arterial in northern McHenry County is Illinois Route 173. This project would result in a new east-west arterial running from the northeast corner of Harvard south of Hebron to Greenwood Road. The identification of this corridor in this plan is important so as to coordinate development with the construction of a needed link in the roadway network.	\$4,000,000	10-20 Years
K. Western North-South Arterial	Currently, the only major north-south arterials in western McHenry County are Illinois Route 23 and Illinois Route 47 roughly 9 miles apart from each other. Improvements between Harmony Road and Kishwaukee Valley Road could act as a reliever route for traffic on Illinois Route 23 and Illinois Route 47. The identification of this corridor in this plan is important so as to coordinate development with the construction of a needed link in the roadway network.	\$5,000,000	10-20 Years
L. Virginia Road Widening to 4 Lanes between Rakow and Illinois Route 31	This expansion project would result in a 4-lane facility on the existing Virginia Road right-of-way between James J. Rakow Road and Illinois Route 31 in Lake in the Hills.	\$7,000,000	10-20 Years
M. Walkup Road/Crystal Lake Road/River Road Widening to 4 Lanes from Illinois Route 176 to Illinois Route 120	This project would widen the existing roadways to create a 4-lane corridor between the north side of Crystal Lake and the south and east sides of McHenry. Beginning at Illinois Route 176, Walkup Road would be widened to 4-lanes. This 4-lane facility would continue through the existing intersection of Bull Valley /Miller Roads and Illinois Route 31, cross the Fox River, to River Road. It would then go north on River Road until branching off on a new roadway segment to meet the existing intersection of Chapel Hill Road and Illinois Route 120.	\$34,000,000	10-20 Years
N. Illinois Route 47 Widening to 4 Lanes from the Northwest Tollway (I-90) to Illinois Route 176	This proposed project would result in the widening of Illinois Route 47 to a 4-lane facility between the Northwest Tollway (I-90) and Illinois Route 176. The widening of Illinois Route 47 to 4 lanes and the preservation of right-of-way for 6 lanes is a logical extension of the proposed improvements in the Kane County 2030 Plan which recommends widening Illinois Route 47 to 6 lanes from I-90 north to Powers Road.	\$14,000,000	0-5 Years

O. Algonquin Bypass	This new 4-lane roadway segment would provide more efficient north-south travel on Illinois Route 31 by bypassing downtown Algonquin to the west. Beginning to the north on Illinois Route 31 between Klasen Road and Cary-Algonquin Road, it would cross Algonquin Road west of Illinois Route 31, and reconnect to Illinois Route 31 near the existing McHenry County Prairie Trail.	No New Funding Needed	0-5 Years
P. Illinois Route 31 Widening to 6 Lanes from Algonquin Bypass to McHenry Bypass	This project involves the widening of Illinois Route 31 to a 6-lane roadway between the proposed Algonquin Bypass and the proposed McHenry Bypass. The result would be a new facility providing efficient north-south movement in southeast McHenry County.	\$60,000,000	5-10 Years
Q. McHenry Bypass	This project primarily entails the installation of new roadway alignment from Illinois Route 31 and Ringwood, on the north side of McHenry, to Illinois Route 31 and Gracy Road on the south side of McHenry. The bypass would intersect Illinois Route 120 on the west side of McHenry at Ringwood Road, and would provide a 4-lane facility.	\$50,000,000	10-20 Years
R. Illinois Route 31 Widening to 4 Lanes from Illinois Route 120 to US 12	This roadway expansion project would provide a major north-south corridor between McHenry and Richmond. Beginning at Illinois Route 120, Illinois Route 31 would be widened into a four-lane facility north to US 12.	\$20,000,000	10-20 Years
S. Richmond Bypass	This new roadway segment would provide more efficient north-south travel on US 12 in northern McHenry County by bypassing Richmond to the west. Branching off of Illinois Route 31 near the Wisconsin border, the bypass would cross Illinois Route 173 at Broadway Road, and then continue south to Illinois Route 31 and Tryon Grove Road. This would initially be a 2-lane facility.	\$6,000,000	10-20 Years
T. Hillside Road extension to Illinois Route 31	This new segment of roadway would connect the existing Hillside Road with Illinois Route 31, providing enhanced local east-west access on the north side of Crystal Lake.	\$1,000,000	0-5 Years
U. Pleasant Grove Road	This series of improvements would create a unified 2-lane truck bypass to the southwest of Marengo. Upgrading the existing Johnson Road, Pleasant Grove Road, and Coral West Road alignments, better access would be provided to US 20 as it heads southeast from Marengo.	\$5,000,000	10-20 Years
V. Doty Road	This intersection's realignment would allow for easier local access between US 14 and Illinois Route 176 by removing unnecessary turning movements and safety hazards. The result would be a 4-way intersection.	\$1,000,000	10-20 Years

W. Lakewood Road Extension	This new roadway segment installation would provide enhanced access between Algonquin Road and Dundee Road. A new segment would extend south from the existing Lakewood Road terminus and intersect Dundee Road just north of the Kane County line.	Privately Funded	0-5 Years
X. Kruetzer Road Extension	This project enables more efficient travel from Illinois Route 47 to the western part of McHenry County by bypassing the southwest corner of Huntley. It would branch off of Illinois Route 47 at Kruetzer Road and intersect Marengo Road between Illinois Route 47 and Coyne Station Road. The Kane County 2030 Plan recommends extending Kreutzer Road west through Illinois Route 47 and north into McHenry County to intersect with Algonquin Road, providing for an additional bypass around downtown Huntley. The Kane County 2030 Plan also recommends widening Kreutzer Road to 4 lanes from Huntley Road to Illinois Route 62; therefore, right-of-way ought to be preserved for a 4-lane facility.	\$2,000,000	0-5 Years
Y. Pingree Road Widening to 4 Lanes from Virginia north to Illinois Route 176	This reconstruction project would provide a new north south 4-lane corridor on Pingree Road between Virginia Road to Illinois Route 176, just north of Metra's Union Pacific-Northwest rail line.	\$3,000,000	5-10 Years
Z. East Woodstock Roadway	This new segment of roadway provides direct access between Illinois Route 120 and Illinois Route 47 on the east side of Woodstock. Beginning at Illinois Route 120 between Raffel Road and Queen Anne Road, a 2-lane facility would extend southwest to Illinois Route 47 at Country Club Road.	\$2,000,000	10-20 Years