

APPENDIX H

IRIS SCREENS

APPENDIX H

IRIS SCREENS

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Construction History

From	To	R	Year	Type	Direction	Contract	Const Sect	Route	Microfilm	Letting Date	Letting Item	Resurf Thick	Pave Design
0.00	16.00	N	1996	Reconstruction without resurfacing thru-traffic lane	B	86718	57(8-9,10)I-3	FAI 55	PROPOSAL			0.00	08 - 9 inch uniform t
0.00	10.40	N	2000	Reconstruction without resurfacing thru-traffic lane	B	66138	(57-8,9,10)I-5	FAI 55	PROPOSAL			0.00	08 - 9 inch uniform t
0.00	14.64	R	2010	Reconstruction, resurfacing thru-traffic lane included	B	70845	57(8-9,10)RS-1	FAI 55	DPDF			3.25	08 - 9 inch uniform t
0.00	10.59	R	2001	Reconstruction, resurfacing thru-traffic lane included	B	86992	(57-8,57-9,57-10)RS&I	FAI 55	D3-219			3.25	08 - 9 inch uniform t
0.00	0.01	R	2004	Reconstruction without resurfacing thru-traffic lane	B	66366	(57-9RA)I	FAI 55	D3-233			0.00	
0.00	14.90	R	1994	Reconstruction, resurfacing thru-traffic lane included	B	86521	57(8-9,10)I-2	FAI 55	No Plans			1.01	
0.00	3.71	O	1977	Original Construction	B	29566	57-(10,10HB)&57-(10,9,8)SG&119WRS	FAI 55	D089ABPDF			0.00	08 - 9 inch uniform t
0.00	46.23	R	2001	Reconstruction without resurfacing thru-traffic lane	B	66146	D-3 ANNUAL PATCHING 2001-2	FAI 55	PROPOSAL			0.00	
0.00	45.53	R	2000	Reconstruction without resurfacing thru-traffic lane	B	86971	D3 ANNUAL PATCHING 2000-2	FAI 55	PROPOSAL			0.00	
0.00	15.55	R	1998	Reconstruction without resurfacing thru-traffic lane	B	86807	57(8-9,10)I-4	FAI 55	PROPOSAL			0.00	08 - 9 inch uniform t
3.71	9.51	O	1973	Original Construction	B	29400	57-9	FAI 55	D3-089			0.00	08 - 9 inch uniform t
9.51	14.78	O	1974	Original Construction	B	29116	57-8	FAI 55	D3-086			0.00	08 - 9 inch uniform t
11.06	15.36	R	2000	Reconstruction, resurfacing thru-traffic lane included	B	86993	(57-8)RS,BR	FAI 55	ABPDFD213			3.25	08 - 9 inch uniform t
14.00	16.29	R	1964	Original Construction	B		57-7-(1),57-20-(1),56-R,57-7HB-1	FAI 55&74	D3-043			0.00	10 - 10 inch uniform
14.50	15.65	R	2009	Reconstruction, resurfacing thru-traffic lane included	B	70505	57-20(1) & (57-4,5,6)RS-3	FAI 74	DPDF			3.75	10 - 10 inch uniform
14.60	18.16	R	1988	Reconstruction, resurfacing thru-traffic lane included	B	44199	(57-6,7)I-1	FAI 55	DPDF			3.00	10 - 10 inch uniform
14.64	21.83	R	2001	Reconstruction, resurfacing thru-traffic lane included	B	66192	(57-4,5,6)RS-2	FAI 55&74	PROPOSAL			1.50	
14.78	17.95	R	1982	Reconstruction, resurfacing thru-traffic lane included	B	35499	(57-6,7) RS&I	FAI 55&74	D3-119			3.00	10 - 10 inch uniform
14.86	21.16	R	1992	Reconstruction, resurfacing thru-traffic lane included	B	86154	57-7(1)RS-1;57-20(1)RS;(57-5,6)RS-1&I	FAI 55&74	D3-172			3.25	08 - 9 inch uniform t
15.73	21.83	R	2013	Reconstruction without resurfacing thru-traffic lane	B	70425	H&I P 2013-1	FAI 55	DPDF	08/02/2013	043		
15.75	16.83	O	1996	Original Construction	N	86609	(57-6,7)R,6HB-3,7VBR	FAI 55&74	D3-195			0.00	11 - Other, not spec
15.89	19.31	H	1964	Historical Original	B	29990	57-6	FAI 55	D3-041			0.00	10 - 10 inch uniform
16.83	17.80	O	2000	Original Construction	B	86738	57-(6,7)R, HBR, BR, VB, VBR	FAI 74					11 - Other, not spec
17.80	22.75	O	2003	Original Construction	B	86856	(57-4,5,6)R,(57-5,6)HBY/HBK	FAI 55&74	D3-232			0.00	11 - Other, not spec
17.80	26.31	R	1982	Reconstruction, resurfacing thru-traffic lane included	B	35346	(57-4,5,6) RS & I	FAI 55&74	ABPDFD118			4.50	10 - 10 inch uniform
19.31	20.04	O	2000	Original Construction	B	86759	57((6,6)R&L,5HB-2,(6HVB)BY)	FAI 55&74	ABPDFD207			0.00	11 - Other, not spec

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CRS

Illinois Highway Inventory System

Structure Inventory HPMS

Inventory 016 20341 000000 Eastbound From 0.00 To 53.06 Conk FAP 341 District 1

From	To	Date	CRS	Distress	Faulting	IRI	Rut	D Crack Sus	PRT	PRT Date	Date Collected	Last Changed By	Change Date	Remarks
0.00	2.86	November, 2014	6.9	B2C1E1H1K1	0.04	138	0.08	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
2.86	3.15	November, 2014	6.7	O3S3	0.00	96	0.07	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
3.15	6.95	November, 2014	6.7	O3Q1S2	0.00	122	0.10	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
6.95	9.44	November, 2014	7.1	B2C1	0.03	114	0.10	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
9.44	10.49	November, 2014	7.4	O2S2	0.00	93	0.11	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
10.49	11.34	November, 2014	5.7	M1O3Q3S4	0.00	121	0.10	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
11.34	16.20	November, 2014	8.8		0.00	94	0.06	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
16.20	16.82	November, 2014	7.7	B1H1	0.04	178	0.11	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
16.82	18.21	November, 2014	5.9	L1M2O2Q3S3	0.00	144	0.17	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
18.21	18.94	November, 2014	7.9	O1Q1S1	0.00	117	0.11	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
18.94	20.69	November, 2014	7.6	O1Q1S1T1	0.00	177	0.12	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
20.69	22.32	November, 2014	5.9	M1O2Q2S2T2	0.00	339	0.30	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
22.32	24.43	November, 2014	7.7	O1T1	0.00	282	0.20	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
24.43	25.98	November, 2014	7.1	L1M1O1Q2T1	0.00	222	0.21	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
25.98	27.47	November, 2014	6.5	O1Q1S1T2U1	0.00	301	0.26	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
27.47	29.08	November, 2014	6.8	L2O1Q2S2	0.00	222	0.20	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
29.08	30.09	November, 2014	8.5		0.00	240	0.08	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
30.09	30.99	November, 2014	7.4	O1Q1T2	0.00	281	0.21	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
30.99	31.78	November, 2014	6.6	L1O2S1T2	0.00	323	0.25	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
31.78	32.08	November, 2014	6.4	L2M1O2U1	0.00	461	0.20	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
32.08	32.68	November, 2014	7.9	L1O1T1	0.00	137	0.07	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
32.68	34.33	November, 2014	7.0	L1O2Q1S2	0.00	128	0.11	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
34.33	35.27	November, 2014	7.7	O2S1	0.00	77	0.09	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
35.27	37.47	November, 2014	7.1	L2M1O2Q1	0.00	101	0.06	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
37.47	39.72	November, 2014	5.6	L2M1O2Q3S4	0.00	170	0.16	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	
39.72	40.45	November, 2014	7.7	L1O1Q2	0.00	117	0.14	False		April, 2014	April, 2014	2014 CRS Load	11/11/14 13:24	

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Operations

From	To	Functional Class	Urban Area	Maintenance Section	Speed Limit	Desig Truck	Access Control	Toll	1 or 2 Way	NHS	Non-Attainment Area	Special System
0.00	2.61	3 - Other Principal Arterial	Chicago		55	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
2.61	4.83	3 - Other Principal Arterial	Chicago		55	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
4.83	6.09	3 - Other Principal Arterial	Chicago		50	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
6.09	6.81	3 - Other Principal Arterial	Chicago		45	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
6.81	7.50	3 - Other Principal Arterial	Chicago		40	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
7.50	7.98	3 - Other Principal Arterial	Chicago		35	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
7.98	10.36	3 - Other Principal Arterial	Chicago		45	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
10.36	11.48	3 - Other Principal Arterial	Chicago		40	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
11.48	13.42	3 - Other Principal Arterial	Chicago		45	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
13.42	14.68	3 - Other Principal Arterial	Chicago		40	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
14.68	15.37	3 - Other Principal Arterial	Chicago		35	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
15.37	18.94	3 - Other Principal Arterial	Chicago		45	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
18.94	19.47	3 - Other Principal Arterial	Chicago		35	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
19.47	20.26	3 - Other Principal Arterial	Chicago		35	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
20.26	21.00	3 - Other Principal Arterial	Chicago		40	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
21.00	21.50	3 - Other Principal Arterial	Chicago		35	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
21.50	21.98	3 - Other Principal Arterial	Chicago		30	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
21.98	22.58	3 - Other Principal Arterial	Chicago		25	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
22.58	23.50	3 - Other Principal Arterial	Chicago		30	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
23.50	24.43	3 - Other Principal Arterial	Chicago		35	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
24.43	26.82	3 - Other Principal Arterial	Chicago		35	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
26.82	26.91	3 - Other Principal Arterial	Chicago		30	2 - Class II	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery
26.91	31.64	3 - Other Principal Arterial	Chicago		30	0 - Not Designated	0 - Uncontrolled	0 - Not Toll	2 - Two Way	1 - NHS Mainline	Chicago Ozone Nonattainment Area	8 - Strategic Regional Artery

APPENDIX H

IRIS SCREENS

Geographical

Illinois Highway Inventory System

Structure Inventory HPMS

Inventory 016 20341 000000 Eastbound From 0.00 To 53.06 Cook FAP 341 District 1

Geographical

From	To	County	Adj. County	Municipality	Adj. Municipality	Pin	Agency	Twp	Road	Dist	Maintenance	Maint	Jurisdiction	Jurisdiction	Built	Congressional	Legislative	Last Changed By	Change Date
0.00	0.75	Cook	000	Hoffman Estates	0000	03		Barrington			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
0.75	0.80	Cook	000	0000	0000	03		Barrington			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
0.80	1.98	Cook	000	Hoffman Estates	0000	03		Barrington			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
1.98	2.00	Cook	000	0000	0000	03		Barrington			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
2.00	2.61	Cook	000	Hoffman Estates	0000	03		Barrington			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
2.61	4.10	Cook	000	South Barrington	0000	03		Barrington			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
4.10	4.16	Cook	000	South Barrington	0000	03		Hanover			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
4.16	4.54	Cook	000	Hoffman Estates	0000	03		Hanover			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
4.54	5.08	Cook	000	0000	Hoffman Estates	03		Hanover			IDOT		IDOT		State	08	052	2012 Merge	10/23/12 18:2
5.08	5.15	Cook	000	Hoffman Estates	Hoffman Estates	03		Hanover			IDOT		IDOT		State	08	044	2013419	02/26/13 17:2
5.15	5.20	Cook	000	Hoffman Estates	0000	03		Hanover			IDOT		IDOT		State	08	044	2012 Merge	10/23/12 18:2
5.20	7.33	Cook	000	Hoffman Estates	0000	03		Schaumburg			IDOT		IDOT		State	08	044	HITCHINGSML	02/13/13 09:2
7.33	7.78	Cook	000	Schaumburg	0000	03		Schaumburg			IDOT		IDOT		State	08	044	2012 Merge	10/23/12 18:2
7.78	8.40	Cook	000	Hoffman Estates	Schaumburg	03		Schaumburg			IDOT		IDOT		State	08	044	2012 Merge	10/23/12 18:2
8.40	8.79	Cook	000	Hoffman Estates	Schaumburg	03		Schaumburg			IDOT		IDOT		State	08	056	2012 Merge	10/23/12 18:2
8.79	9.50	Cook	000	Hoffman Estates	0000	03		Schaumburg			IDOT		IDOT		State	08	056	2012 Merge	10/23/12 18:2
9.50	9.62	Cook	000	Hoffman Estates	Schaumburg	03		Schaumburg			IDOT		IDOT		State	08	056	2012 Merge	10/23/12 18:2
9.62	10.49	Cook	000	Schaumburg	0000	03		Schaumburg			IDOT		IDOT		State	08	056	2012 Merge	10/23/12 18:2
10.49	11.22	Cook	000	Schaumburg	0000	03		Schaumburg			IDOT		IDOT		State	08	056	HITCHINGSML	04/04/13 15:2
11.22	11.24	Cook	000	Schaumburg	0000	03		Schaumburg			IDOT		IDOT		State	08	055	HITCHINGSML	04/04/13 15:2
11.24	11.26	Cook	000	Schaumburg	0000	03		Elk Grove			IDOT		IDOT		State	08	055	2012 Merge	10/23/12 18:2
11.26	11.48	Cook	000	Schaumburg	0000	03		Elk Grove			IDOT		IDOT		State	08	055	2012 Merge	10/23/12 18:2
11.48	13.58	Cook	000	0000	0000	03		Elk Grove			IDOT		IDOT		State	08	055	2012 Merge	10/23/12 18:2

APPENDIX H

IRIS SCREENS

Right of Way

Illinois Highway Inventory System

Inventory Editors

FAP 341 District 1

Cook From 0.00 To 53.06

Inventory 016 20341 000000 Eastbound

ROW	From	To	Width	Availability	Last Changed By	Change Date	Remarks
	0.00	11.56	240	More than two lanes feasible	Initial Load	10/11/10 09:13	
	11.56	11.59	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	11.59	11.68	240	More than two lanes feasible	Initial Load	10/11/10 09:13	
	11.68	16.44	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	16.44	16.74	100	More than two lanes feasible	Initial Load	10/11/10 09:13	
	16.74	16.96	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	16.96	19.58	100	More than two lanes feasible	Initial Load	10/11/10 09:13	
	19.58	20.29	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	20.29	21.02	100	More than two lanes feasible	Initial Load	10/11/10 09:13	
	21.02	21.12	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	21.12	21.37	83	More than two lanes feasible	Initial Load	10/11/10 09:13	
	21.37	24.43	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	24.43	25.06	88	More than two lanes feasible	Initial Load	10/11/10 09:13	
	25.06	25.98	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	25.98	26.81	78	More than two lanes feasible	Initial Load	10/11/10 09:13	
	26.81	31.13	100	More than two lanes feasible	Initial Load	10/11/10 09:13	
	31.13	32.03	66	More than two lanes feasible	Initial Load	10/11/10 09:13	
	32.03	32.63	80	More than two lanes feasible	Initial Load	10/11/10 09:13	
	32.63	32.65	500	More than two lanes feasible	Initial Load	10/11/10 09:13	
	32.65	34.28	150	More than two lanes feasible	Initial Load	10/11/10 09:13	
	34.28	35.05	172	More than two lanes feasible	Initial Load	10/11/10 09:13	
	35.05	37.37	150	More than two lanes feasible	Initial Load	10/11/10 09:13	
	37.37	37.79	160	More than two lanes feasible	Initial Load	10/11/10 09:13	
	37.79	38.63	150	More than two lanes feasible	Initial Load	10/11/10 09:13	
	38.63	39.23	110	More than two lanes feasible	Initial Load	10/11/10 09:13	
	39.23	39.26	140	More than two lanes feasible	Initial Load	10/11/10 09:13	

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IRIS SCREENS

Lanes

From	To	Lane Count	Lane Width	Surface Width	Surface Type	Special Lane Type	Special Lane Count	Special Lane Width	Last Changed By	Change Date
0.00	0.09	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	3 - Left turn lane	1	12	Initial Load	10/11/10 09:1
0.09	0.32	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	0	0	0	Initial Load	10/11/10 09:1
0.32	0.44	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	3 - Left turn lane	1	12	Initial Load	10/11/10 09:1
0.44	0.74	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	0	0	0	Initial Load	10/11/10 09:1
0.74	0.80	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	2 - Right turn lane	1	12	Initial Load	10/11/10 09:1
0.80	0.92	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	3 - Left turn lane	1	12	BURGERRT	11/29/12 14:2
0.92	0.99	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	2 - Right turn lane	1	12	BURGERRT	11/29/12 14:2
0.99	1.13	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	3 - Left turn lane	2	12	BURGERRT	11/29/12 14:2
1.13	1.45	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	0	0	0	BURGERRT	11/29/12 14:2
1.45	1.54	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	1 - Right and Left turn lanes	2	12	BURGERRT	11/29/12 14:2
1.54	1.65	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	3 - Left turn lane	1	12	BURGERRT	11/29/12 14:2
1.65	1.76	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	0	0	0	BURGERRT	11/29/12 14:2
1.76	1.87	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	3 - Left turn lane	1	12	BURGERRT	11/29/12 14:2
1.87	2.11	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	0	0	0	BURGERRT	11/29/12 14:2
2.11	2.18	4 [-]	12 [-]	48 [-]	[630 - Bituminous Over PCC - Full reinforcement]	2 - Right turn lane	1	12	BURGERRT	11/29/12 14:2
2.18	2.22	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	2 - Right turn lane	1	12	Initial Load	10/11/10 09:1
2.22	2.28	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	0	0	0	Initial Load	10/11/10 09:1
2.28	2.34	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	3 - Left turn lane	1	12	Initial Load	10/11/10 09:1
2.34	2.35	6 [-]	12 [-]	72 [-]	730 - PCC - Full reinforcement [-]	3 - Left turn lane	1	12	Initial Load	10/11/10 09:1
2.35	2.39	6 [-]	12 [-]	72 [-]	730 - PCC - Full reinforcement [-]	3 - Left turn lane	2	12	Initial Load	10/11/10 09:1
2.39	2.54	6 [-]	12 [-]	72 [-]	730 - PCC - Full reinforcement [-]	1 - Right and Left turn lanes	3	12	Initial Load	10/11/10 09:1
2.54	2.61	6 [-]	12 [-]	72 [-]	730 - PCC - Full reinforcement [-]	1 - Right and Left turn lanes	2	12	Initial Load	10/11/10 09:1
2.61	2.69	6 [-]	12 [-]	72 [-]	730 - PCC - Full reinforcement [-]	1 - Right and Left turn lanes	3	12	Initial Load	10/11/10 09:1
2.69	2.76	5 [-]	12 [-]	60 [-]	730 - PCC - Full reinforcement [-]	1 - Right and Left turn lanes	3	12	Initial Load	10/11/10 09:1
2.76	2.84	5 [-]	12 [-]	60 [-]	730 - PCC - Full reinforcement [-]	0	0	0	Initial Load	10/11/10 09:1
2.84	2.86	4 [-]	12 [-]	48 [-]	730 - PCC - Full reinforcement [-]	0	0	0	Initial Load	10/11/10 09:1

APPENDIX H

IRIS SCREENS

Shoulders

From	To	In Typ 1	In Wid 1	In Typ 2	In Wid 2	Out Typ	Out Wid	Out Typ 2	Out Wid 2	Med Type	Med Wid	Park L	Park R	Last Changed By	Change Date	Remarks
0.00	0.09	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
0.09	0.32	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
0.32	0.44	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
0.44	0.80	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
0.80	0.92	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
0.92	0.99	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
0.99	1.13	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	18	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.13	1.45	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.45	1.54	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.54	1.65	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	18	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.65	1.76	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.76	1.87	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.87	1.99	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
1.99	2.28	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
2.28	2.35	7 - Concrete-Tied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	18	No Parking	No Parking	Initial Load	10/11/10 09:13	
2.35	2.54	0	0	0	0	7 - Concrete-Tied	10	0	0	2 - Curbed	6	No Parking	No Parking	Initial Load	10/11/10 09:13	
2.54	2.61	0	0	0	0	7 - Concrete-Tied	10	0	0	2 - Curbed	18	No Parking	No Parking	Initial Load	10/11/10 09:13	
2.61	2.76	6 - Concrete-Unhied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	10	No Parking	No Parking	Initial Load	10/11/10 09:13	
2.76	2.89	6 - Concrete-Unhied	5	0	0	7 - Concrete-Tied	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
2.89	3.08	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
3.08	3.27	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
3.27	3.44	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
3.44	3.52	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
3.52	3.59	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	
3.59	3.78	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	30	No Parking	No Parking	Initial Load	10/11/10 09:13	
3.78	4.59	5 - Bituminous	4	0	0	5 - Bituminous	10	0	0	1 - Unprotected	42	No Parking	No Parking	Initial Load	10/11/10 09:13	

APPENDIX H

IRIS SCREENS

References

From	Reference	Key Route	Marked Route	Municipality	Traffic Control	Type	Longitude	Latitude	Last Changed By	Change Date	Remark
0.00	Across KANE/COOK CO LINE Behind Higgins Rd	Behind FAP 341	Behind Illinois 72	Hoffman Estates	N - Not an Intersection	Two Road At-Grade	-88.23812527	42.08485432	Initial Load	10/13/10 12:45	
0.43	Left OLD HIGGINS RD	Left MUN 2017		Hoffman Estates	A - Int Route Stops - No Lights	Three Road T At-Grade	-88.23065656	42.08232401	GOSSROWAG	05/16/12 08:41	
0.80	Right Beverly Rd	Right FAU 3725		Hoffman Estates	8 - Traffic Signals - TMP	Four Road At-Grade	-88.22354000	42.08115000	Initial Load	10/13/10 12:45	
0.98	Right SEARS PKY	Right MUN 3341		Hoffman Estates	A - Int Route Stops - No Lights	Three Road T At-Grade	-88.22017057	42.08087009	GOSSROWAG	05/16/12 08:41	
1.54	Left WICHMAN RD Right Trillium Blvd	Left TR 9022 Right MUN 3342		Hoffman Estates	8 - Traffic Signals - TMP	Four Road At-Grade	-88.20973519	42.07981326	GOSSROWAG	05/17/12 07:29	
1.76	Right Prairie Stone Pkwy	Right MUN 3375		Hoffman Estates	A - Int Route Stops - No Lights	Three Road T At-Grade	-88.20562344	42.07890439	GOSSROWAG	05/17/12 07:29	
1.99	Route On 0162596 Carried: IL 72 EB Crossed: RR - E3&E				N - Not an Intersection	Structure	-88.20133176	42.07767583	Initial Load	10/13/10 12:45	
2.00	Route On 0160502 Carried: IL 72 WB (HIGGINS) Crossed: RR - E3&E			Hoffman Estates	N - Not an Intersection	Structure	-88.20114562	42.07762149	Initial Load	10/13/10 12:45	
2.20	Right FORBES AVE	Right MUN 3865		Hoffman Estates	A - Int Route Stops - No Lights	Three Road T At-Grade	-88.19751027	42.07655689	GOSSROWAG	05/16/12 08:41	
2.35	Left OLD SUTTON RD Right OLD SUTTON RD	Left CH 45V Right MUN 3866		Hoffman Estates	8 - Traffic Signals - TMP	Four Road At-Grade	-88.19460000	42.07578000	RUNYARDGC	01/18/12 14:33	
2.46	Right TARGET ENT			Hoffman Estates	A - Int Route Stops - No Lights	1 - At-grade Intersection	-88.19253906	42.07519718	Initial Load	10/13/10 12:45	
2.54	Right POPLAR CRK CROSSING			Hoffman Estates	A - Int Route Stops - No Lights	5 - Heavy Traffic Generator	-88.19104358	42.07478674	Initial Load	10/13/10 12:45	
2.61	Across SUTTON RD	Across FAP 338	Across Illinois 59	South Barrington	8 - Traffic Signals - TMP	Four Road At-Grade	-88.18973000	42.07440000	Initial Load	10/13/10 12:45	
3.15	Across BARTLETT RD	Across FAU 2537		South Barrington	8 - Traffic Signals - TMP	Four Road At-Grade	-88.17998000	42.07467000	Initial Load	10/13/10 12:45	
3.44	Right ALLSTATE CORP W. ENT			South Barrington	A - Int Route Stops - No Lights	1 - At-grade Intersection	-88.17502234	42.07027018	Initial Load	10/13/10 12:45	
3.52	Right ALLSTATE CORP E. ENT			South Barrington	A - Int Route Stops - No Lights	1 - At-grade Intersection	-88.17365355	42.06988636	Initial Load	10/13/10 12:45	
3.72	Right S. BARRINGTON CTR Left MUDHANK RD	Left CH 81A		South Barrington	A - Int Route Stops - No Lights	Three Road T At-Grade	-88.17023000	42.06893000	Initial Load	10/13/10 12:45	
3.88	Across CULVERT			South Barrington	N - Not an Intersection	N - Not Applicable	-88.16679013	42.06794924	GOSSROWAG	05/16/12 08:41	
3.93	Left W HIGGINS RD	Left MUN 3765		South Barrington	A - Int Route Stops - No Lights	Three Road T At-Grade	-88.16570894	42.06764096	GOSSROWAG	05/16/12 08:41	
4.12	Across Jane Addams Memorial Tollway	Across FAU 90	Across I 90	South Barrington	N - Not an Intersection	Road over Road	-88.16161598	42.06649999	Initial Load	10/13/10 12:45	
4.13	Route On 0162469 Carried: IL 72 EB Crossed: I- 90, ADAMS TOLL			South Barrington	N - Not an Intersection	Structure	-88.16144965	42.06645355	GOSSROWAG	05/16/12 08:41	
	Route On 0161168			Hoffman Estates	8 - Traffic Signals - TMP	Structure	88.15522500	42.06420000	RUNYARDGC	01/18/12 14:33	

APPENDIX H

IRIS SCREENS

Routes

File Roadway Inventory Structure Inventory HPMS

Inventory 016 20341 000000 Eastbound From 0.00 To 53.06 Cook FAP 341 District 1

Routes

016 20341 000000 Open Next Find

Show Map Map

Construction History CIS Operations Physical Attributes Reference Points Route Identification Traffic Count Reports

From	To	Route	Route Type	Route Stationing From	Route Stationing To	Last Changed By	Change Date	Remarks
0.00	18.94	Illinois 72	Marked Route	86.22	105.16	Initial Load	10/11/10 10:21	
5.52	7.37	0160960	HPMS Section	0.00	1.85	Initial Load	10/11/10 11:08	
15.18	15.26	Illinois 83	Marked Route	54.58	54.66	Initial Load	10/11/10 10:21	
16.44	16.99	0160970	HPMS Section	0.00	0.55	Initial Load	10/11/10 11:08	
24.43	31.78	U.S. 14	Marked Route	61.50	68.85	Initial Load	10/11/10 10:21	
32.68	46.52	U.S. 41	Marked Route	21.59	7.75	Initial Load	10/11/10 10:21	
33.11	34.15	0168434	HPMS Section	0.00	1.04	Initial Load	10/11/10 11:08	
35.69	36.29	0168436	HPMS Section	0.00	0.60	Initial Load	10/11/10 11:08	
38.87	39.39	0168438	HPMS Section	0.00	0.52	Initial Load	10/11/10 11:08	
39.39	39.79	0168440	HPMS Section	0.00	0.40	Initial Load	10/11/10 11:08	
41.88	42.13	0160980	HPMS Section	0.00	0.25	Initial Load	10/11/10 11:08	
44.96	45.56	0168442	HPMS Section	0.00	0.60	Initial Load	10/11/10 11:08	
45.56	45.88	0168444	HPMS Section	0.00	0.32	Initial Load	10/11/10 11:08	
45.98	46.52	0160990	HPMS Section	0.00	0.54	Initial Load	10/11/10 11:08	

APPENDIX H

IRIS SCREENS

Road Name

Illinois Highway Inventory System

File Roadway Inventory HPMS
 Roadway Directory
 016 20341 000000 Open Next
 Find
 Show Map
 Map

Construction History
 CIS Operations
 Physical Attributes
 Reference Points
 Route Identification
 Traffic Count
 Reports

Inventory Editors
 FAP 341 District 1
 Inventory 016 20341 000000 Eastbound From 0.00 To 53.06 Cook

From	To	County Highway	Suffix	Road Name	Last Changed By	Change Date	Remarks
0.00	14.97			Higgins Rd	CAMERONSJ	06/06/11 13:50	
14.97	15.26			Oakton St	CAMERONSJ	06/06/11 13:51	
15.26	16.62			Higgins Rd	CAMERONSJ	06/06/11 13:51	
16.62	24.43			Touhy Ave	CAMERONSJ	06/06/11 13:51	
24.43	27.08			Caldwell Ave	CAMERONSJ	06/06/11 13:51	
27.08	30.99			Peterson Ave	CAMERONSJ	06/06/11 13:52	
30.99	31.78			Ridge Ave	CAMERONSJ	06/06/11 13:52	
31.78	32.16			Bryn Mawr Ave	CAMERONSJ	06/06/11 13:52	
32.16	46.52			Lake Shore Dr	CAMERONSJ	06/06/11 13:52	
46.52	46.82			57th Dr	CAMERONSJ	06/06/11 13:53	
46.82	47.77			Cornell Dr	GOSSROWAG	07/31/12 07:56	
47.77	47.91			Southbound Cornell	GOSSROWAG	07/31/12 07:56	
47.91	53.06			Stony Island Ave	CAMERONSJ	06/06/11 13:53	

APPENDIX H

IRIS SCREENS

Traffic Count

From	To	AAOT	Year	SU volume	MU Volume	HC Volume	Truck Year	Last Changed By	Change Date	Remarks
0.00	0.80	[15,200 14,400]	2011	[600 600]	[600 425]	[1,200 1,025]	2011	CAMERON SJ	01/18/12 09:44	
0.80	2.61	[13,800 15,700]	2013	[325 325]	[275 275]	[600 600]	2013	SEDMAYERMT	12/10/13 11:37	
2.61	3.15	[15,700 13,100]	2013	[300 225]	[200 175]	[500 400]	2013	SEDMAYERMT	12/10/13 11:37	
3.15	4.12	[14,000 13,300]	2013	[350 450]	[450 425]	[800 875]	2013	SEDMAYERMT	12/10/13 11:37	
4.12	5.15	[13,800 13,200]	2013	[400 475]	[550 550]	[950 1,025]	2013	SEDMAYERMT	12/10/13 11:37	
5.15	6.49	[15,900 14,700]	2013	[550 600]	[450 600]	[1,000 1,200]	2013	SEDMAYERMT	12/10/13 11:37	
6.49	7.78	[17,300 17,700]	2013	[300 300]	[150 100]	[450 400]	2013	SEDMAYERMT	12/10/13 11:37	
7.78	8.68	[18,300 17,200]	2013	[325 300]	[125 125]	[450 425]	2013	SEDMAYERMT	12/10/13 11:37	
8.68	9.70	[21,500 19,700]	2013	[700 850]	[550 600]	[1,250 1,450]	2013	SEDMAYERMT	12/10/13 11:37	
9.70	11.24	[27,000 25,700]	2013	[1,250 1,250]	[800 800]	[2,050 2,050]	2013	SEDMAYERMT	12/10/13 11:37	
11.24	14.15	[16,300 18,000]	2013	[1,200 1,850]	[750 750]	[1,950 2,600]	2013	MILLERMA	01/23/14 14:42	
14.15	16.32	34,100 [-]	2009	950 [-]	1,050 [-]	2,000 [-]	2009	Initial Load	10/11/10 09:13	
16.32	17.53	[18,300 21,500]	2013	[1,350 1,600]	[850 1,150]	[2,200 2,750]	2013	SEDMAYERMT	12/10/13 11:40	
17.53	18.47	[22,300 25,400]	2013	[1,600 1,650]	[1,200 1,200]	[2,800 2,850]	2013	SEDMAYERMT	12/10/13 11:40	
18.47	19.45	[25,400 11,400]	2013	[2,800 500]	[1,950 850]	[4,750 1,350]	2013	SEDMAYERMT	12/10/13 11:40	
19.45	20.26	25,200 [-]	2010	1,300 [-]	425 [-]	1,725 [-]	2010	MILLERMA	09/15/14 10:50	
20.26	20.33	25,100 [-]	2010	1,300 [-]	425 [-]	1,725 [-]	2010	MILLERMA	09/15/14 10:50	
20.33	20.80	30,500 [-]	2010	1,550 [-]	950 [-]	2,500 [-]	2010	MILLERMA	09/15/14 10:52	
20.80	21.98	30,600 [-]	2010	1,550 [-]	950 [-]	2,500 [-]	2010	MILLERMA	09/15/14 10:52	
21.98	22.15	23,100 [-]	2010	1,000 [-]	375 [-]	1,375 [-]	2010	MILLERMA	09/15/14 10:53	
22.15	23.50	23,000 [-]	2010	1,000 [-]	375 [-]	1,375 [-]	2010	MILLERMA	09/15/14 10:53	
23.50	24.43	19,700 [-]	2010	1,050 [-]	600 [-]	1,650 [-]	2010	SICILIANOSS	11/08/10 14:40	
24.43	25.98	[9,900 10,200]	2013	[600 275]	[225 225]	[825 500]	2013	SEDMAYERMT	12/10/13 11:40	
25.98	27.08	[19,000 20,500]	2013	[375 450]	[175 175]	[550 625]	2013	SEDMAYERMT	12/10/13 11:40	
27.08	28.09	[17,700 19,100]	2013	[350 400]	[125 150]	[475 550]	2013	SEDMAYERMT	12/10/13 11:40	
28.09	29.18	[16,200 16,300]	2011	1,100 [-]	450 [-]	1,550 [-]	2009	CAMERON SJ	01/18/12 11:00	

