Strategic Regional Arterial

ILLINOIS ROUTE 72 /
HIGGINS ROAD /
TOUHY AVENUE
Illinois Route 25 to Interstate 94

VOLUME I

OPERATION GREENLIGHT

Illinois Department of Transportation

TABLE OF CONTENTS

Volume I

Executive Summary

I. Introduction

1.1 Transportation Perspectives I-1
1.2 The Strategic Regional Arterial System I-2
1.3 SRA Route Types and Improvement Techniques I-2
1.4 Study Objectives I-5
1.5 The SRA Planning Study Process I-7
1.6 Study Data Sources and Methodologies I-7
1.7 Organization of the Report I-9

II. Route Overview

2.1 The IL Route 72 Study Area II-1
2.2 Land Use/Development Characteristics II-1
2.3 Regional Transportation Facilities II-1
2.4 Roadway/Right-of-Way Characteristics II-4
2.5 Transit II-4

III. Route Analysis

3.1 Segment 1 - IL Route 25 to Barrington Road III-3
3.2 Segment 2 - Barrington Road to Interstate 290 . . . . . III-9
3.3 Segment 3 - Interstate 290 to Arlington Heights Road III-14

Volume II

III. Route Analysis

3.4 Segment 4 - Arlington Heights Road to Interstate 294 . . . . . III-18
3.5 Segment 5 - Interstate 294 to Harlem Avenue III-25
3.6 Segment 6 - Harlem Avenue to Lehigh Avenue III-31
3.7 Segment 7 - Lehigh Avenue to Interstate 94 . . . . . III-37

IV. Public Involvement

4.1 The Public Involvement Process IV-1
4.2 Individual Community Interviews IV-1
4.3 Advisory Panel Meetings IV-4
4.4 Public Hearing IV-5

LIST OF APPENDICES

Appendix A Higgins Road/Oakton Street/Busse Road Conceptual Improvement Plan

Appendix B Public Involvement
- Individual Community Interview Meetings
- 1st Advisory Panel Meeting Minutes
- 2nd Advisory Panel Meeting Minutes
- Public Hearing Record

LIST OF FIGURES

Figure No.		Page No.
1.1	The Strategic Regional Arterial System	I-3
2.1	IL Route 72/Higgins/Touhy Location Map	II-2
2.2	IL Route 72/Higgins/Touhy Corridor Map	II-3
3.1	Corridor Summary	III-2
	Existing Facility Characteristics	A-1 thru A-27
	Land Use and Environmental Characteristics	B-1 thru B-27
	Recommended Plan	C-1 thru C-27
	Intersection Details	D-1

LIST OF TABLES

Table No. Page No.

1.1 2020 Desirable Route Characteristics - Suburban Strategic Regional Arterials . . . I-6

3.1.1 Segment 1 - Existing Structures III-4

3.1.2 Segment 1 - Structure Modifications III-7

3.1.3 Segment 1 - Construction Cost Estimate III-8

3.2.1 Segment 2 - Existing Structures III-10

3.2.2 Segment 2 - Construction Cost Estimate III-13

3.3.1 Segment 3 - Existing Structures III-14

3.3.2 Segment 3 - Structure Modifications III-16

3.3.3 Segment 3 - Construction Cost Estimate III-17

3.4.1 Segment 4 - Existing Structures III-19

3.4.2 Segment 4 - Structure Modifications III-22

3.4.3 Segment 4 - Construction Cost Estimate III-23

3.5.1 Segment 5 - Existing Structures III-26

3.5.2 Segment 5 - Structure Modifications III-28

3.5.3 Segment 5 - Construction Cost Estimate III-29

3.6.1 Segment 6 - Existing Structures III-32

3.6.2 Segment 6 - Structure Modifications III-34

3.6.3 Segment 6 - Construction Cost Estimate III-35

3.7.1 Segment 7 - Existing Structures III-38

3.7.2 Segment 7 - Construction Cost Estimate III-40

Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: IL Route 72/Higgins Road/Touhy Avenue which extends between IL Route 25 and Interstate 94. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve

as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 72/Higgins Road/Touhy Avenue passes can the ultimate improvement plan be realized.

The IL Route 72/Higgins Road/Touhy Avenue SRA corridor was divided into seven segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

Segment 1: IL Route 25 to Barrington Road

- Provide three 12-foot through lanes in each direction separated by a grass center median.
- Provide paved shoulders and open-ditch drainage.
- Maintain existing access and left turn lanes for developed parcels. Consolidate access where feasible on parcels remaining to be developed.

Segment 2: Barrington Road to Interstate 290

- Provide three 12-foot through lanes in each direction separated by a 30-foot barrier median. Provide a 10-foot shoulder adjacent to the outside through lanes.
- Provide curb and gutter and an enclosed drainage system.
- Consolidate access to designated channelized intersections/median openings and restrict driveways to right-in/right-out.

Segment 3: Interstate 290 to Arlington Heights Road

- Provide three 12-foot through lanes in each direction separated by an 18-foot barrier median.
- Provide curb and gutter and an enclosed drainage system.
- Temporary grading easements may be required.

Segment 4: Arlington Heights Road to Interstate 294

- From Arlington Heights Road to Busse Road/Oakton Street, provide three 12-foot through lanes in each direction separated by an 18-foot barrier median. Provide curb and gutter and an enclosed drainage system. Maintain existing frontage road between Arlington Heights Road and Wildwood Road. Between Wildwood Road and Busse Road, 5 feet of right-of-way will be acquired on the north side and 20 feet on the south side.
- From Busse Road/Oakton Street to Wolf Road, provide three 12-foot through lanes in each direction separated by a 16-foot mountable median. Provide curb and gutter and an enclosed drainage system. Fifteen feet of right-of-way will be acquired from the north side and 5 feet from the south side.

- From Wolf Road to I-294, provide three 11 or 12-foot through lanes in each direction separated by an 18-foot barrier median. Provide curb and gutter and an enclosed drainage system. From Wolf Road to Lee Street, 10 feet of right-of-way will be acquired from each side and from Lee Street to I-294, 5 feet will be acquired from each side.

Segment 5 Interstate 294 to Harlem Avenue

- From I-294 to Talcott Road, provide two 12-foot through lanes in each direction separated by a 4-foot barrier median. Provide 4-foot paved shoulders and open-ditch drainage.
- From Talcott Road to Harlem Avenue, provide two 11-foot through lanes in each direction. Provide curb and gutter and an enclosed drainage system. Provide left turn lanes at some intersections. At minor side streets, restrict access to right-in/right-out or construct cul-de-sacs.

Segment 6: Harlem Avenue to Lehigh Avenue

- Provide two 11-foot through lanes in each direction separated by an 11-foot painted median.
- Provide curb and gutter and an enclosed drainage system.
- From Harlem Avenue to Caldwell Avenue, 8 feet of right-of-way will be acquired on each side.

Segment 7: Lehigh Avenue to Interstate 94

- Provide two 12-foot through lanes in each direction separated by an 18-foot barrier median.
- Provide curb and gutter and an enclosed drainage system.
- Between Laramie and Lavergne Avenues, 4 feet of right-of-way will be acquired on the south side.

I. Introduction

1.1 Transportation Perspectives

The transportation systems in the Chicago region have evolved around historic land use development patterns. Reflecting first the original rural travel needs and then the early suburban development patterns, the principal arterial highways, commuter rail lines and the early expressways developed in a radial pattern emanating from the City of Chicago. These transportation systems efficiently served the traditional suburb-to-city commuting patterns.

Since the early 1970's , however, development patterns have changed dramatically as a result of the migration of people and employment from the City of Chicago. According to the Northeastern Illinois Planning Commission (NIPC), between 1970 and 1990 the population of the six-county region increased by only 4% but the urbanized area increased by approximately 70%. This rapid decentralization brought with it dramatically different travel demands. While the traditional suburb-to-city travel demand remained strong, tremendous growth occurred in city-to-suburb and suburb-to-suburb travel. The radial design of the region's transportation systems was inadequate to accommodate the shift to decentralized travel patterns.

Despite significant investments in transportation improvements over the last two decades to address the new travel patterns, the rapid growth in demand has overwhelmed the capacity of much of the highway network, resulting in increased congestion and delay. Travel delays have caused long-distance commuting trips to spill over from the expressway and principal arterial street systems onto minor arterial, collector and even local streets while seeking to avoid congestion.

The task of improving highways to accommodate expanding travel demand has become increasingly difficult in recent years. Compounding the difficulty of improving arterial highways, is the fact that adjacent development occurs many years before a roadway can be expanded. Oftentimes, the development that has occurred conflicts with the expansion requirements for the highway. Thus, when expansion finally does occur, quite often it cannot be done without significant impact and/or cost.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 (four times the regional growth rate experienced between 1970 and 1990). Regional employment is expected to increase by as much as 37 percent over the same period. Based on these

predictions, the Chicago Area Transportation Study (CATS) has predicted a 28 to 34 percent increase in daily auto trips along with a 32 to 34 percent increase in transit trips. Vehicle miles of travel (vmt) on the arterial street system alone is expected to increase between 50 and 70% over the 1990 level. If even only a portion of the forecast growth occurs, significant improvements to the capacity and/or efficiency of the expressway and arterial street systems must occur to prevent further incursions of long-distance trips into portions of the street network where they do not belong.

The Illinois Department of Transportation along with regional planning agencies has recognized that the ability to expand the expressway system to meet long-distance travel needs is severely limited. The decentralized travel patterns also limit the ability of mass transit to efficiently serve this demand. Thus, improving mobility on the existing arterial street system represents the most feasible and cost effective strategy to accommodate existing as well as future mobility needs. In order to serve this travel demand on arterial streets, a comprehensive network of roadways would have to be developed that are modified to emphasize mobility while still recognizing land access needs. This modified arterial street system has been designated the Strategic Regional Arterial (SRA) street network.

1.2 The Strategic Regional Arterial System

The Strategic Regional Arterial system is a 1,390-mile network of existing roads in Northeastern Illinois. The system includes 68 routes in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties (see Figure 1.1). Creation of the SRA system is a major component of Operation GreenLight, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). The SRA system, which was designated as part of the 2020 Regional Transportation Plan (RTP) Plan adopted by regional planning agencies, is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high volume automobile and commercial vehicle traffic in the region.

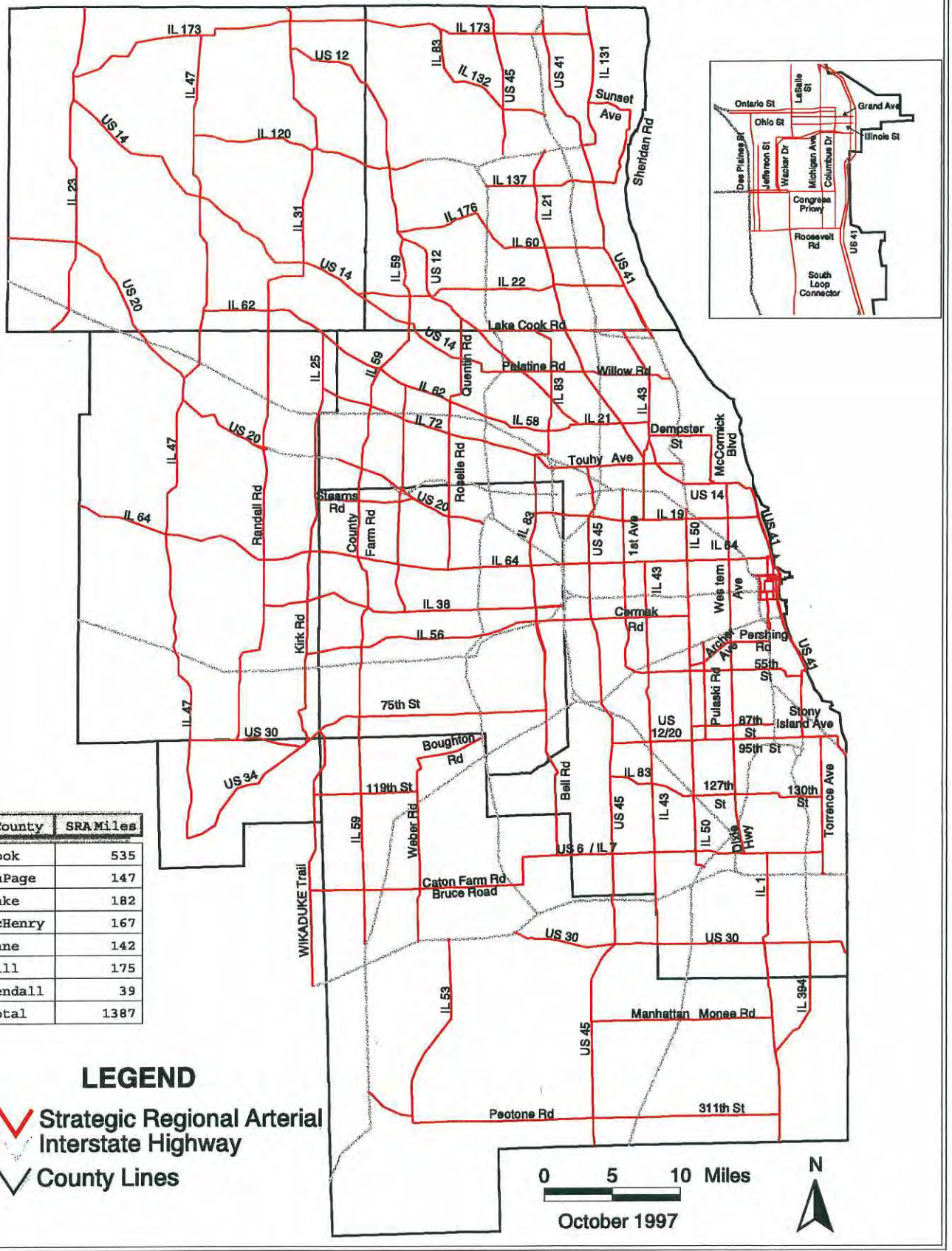
Implementation of the SRA concepts and proposals will provide significant benefits to the region as a whole as well as to each of the communities through which SRA routes pass. A coordinated system of routes designed to provide high mobility will attract a large percentage of the vehicular travel demand, thereby protecting lower tiered streets from unwanted traffic. This will help to maintain or improve traffic safety and operation as well as the quality of life in many neighborhoods adjacent to these facilities.

1.3 SRA Route Types and Improvement Techniques

Within the SRA network there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated to correspond to three types of roadway environment:

- Urban Routes
- Suburban Routes
- Rural Routes

2020 Strategic Regional Arterial System



County	SRA Miles
Cook	535
DuPage	147
Lake	182
McHenry	167
Kane	142
Will	175
Kendall	39
Total	1387

LEGEND

Strategic Regional Arterial
Interstate Highway
County Lines

The Strategic Regional Arterial System
Figure 1.1

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion. Possible techniques for improving mobility on urban routes could include:

- Improve intersections by adding auxiliary lanes or lengthening storage bays.
- Coordinate traffic signals.
- Prohibit on-street parking or restrict parking during peak hours.
- Install barrier medians to concentrate left turns at protected locations.
- Relocate bus stops to far-side intersection locations.
- Install bus traffic signal preemption systems.
- Improve structural clearances.

SRA routes located in suburban areas typically are existing routes that may have wider rights-of-way and/or larger building setbacks than urban routes. Thus, expansion may be feasible. Possible techniques for improving mobility on suburban routes could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Coordinate traffic signals and limit the number of new signals.
- Install barrier medians to concentrate left turns at protected locations.
- Consolidate local access drives.
- Install bus traffic signal preemption systems.
- Construct Park and Ride or Park and Pool facilities.
- Improve structural clearances.

In rural areas, access control and right-of-way preservation are the two most important techniques to provide for movement of through traffic and accommodate future needs. Other improvement techniques could include:

- Construct additional travel lanes.
- Construct new roadway connections to improve route continuity.
- Construct bypass roadways around restricted town centers.
- Expand critical intersections by adding auxiliary lanes, lengthening storage bays, or constructing grade separations.
- Install barrier medians to control access and concentrate left turns at protected locations.
- Consolidate local access drives.
- Improve structural clearances.

A full description of the recommended designs and features applicable to all SRA routes, and techniques for special circumstances can be found in the Strategic Regional Arterial Design Concept Report, dated February, 1994 available from IDOT and CATS.

The IL Route 72/Higgins Road/Touhy Avenue corridor is classified as a suburban SRA route. Table 1.1 indicates the desirable route characteristics for that type of SRA facility. These desirable characteristics served as a guide for the development of the conceptual improvement plan that is presented in Section 3 of this report.

1.4 Study Objectives

As an SRA route, IL Route 72/Higgins Road/Touhy Avenue is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is being accomplished in five parts or subsets. Work on the first four subsets has been completed or is nearly complete. IL Route 72/Higgins Road/Touhy Avenue is included in the fifth subset of SRA routes.

This SRA study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements are actually constructed. As a pre-Phase I study, a conceptual improvement plan is developed that is based on limited engineering and environmental investigations. The plan is primarily intended to serve as a guide for land use and access decisions that may be made along the route between now and when an SRA improvement could actually be constructed. Before constructing an SRA improvement, detailed Phase I engineering and environmental studies as well as engineering design activities (Phase II) must still be completed. Completion of these detailed studies may result in refinements of or alterations to the original SRA concept plan.

This study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process:

- Determine the types of roadway improvements needed for each route including additional lanes, signalization, and intersection improvements.
- Define future right-of-way requirements.
- Enhance access to the regional transit system.
- Develop an access management plan to improve through-traffic flow and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study can be used by local and State agencies to help guide implementation of improvements on or along IL Route 72/Higgins Road/Touhy Avenue. In doing so, the development of individual public or private sector projects can be consistent with the coordinated long-range development plan for the route. The development of local land use plans which recognize the recommendations for SRA routes is encouraged. Only with the support of the communities through which IL Route 72 passes can the ultimate improvement plan be realized.

Table 1.1
2020 Desirable Route Characteristics
Suburban Strategic Regional Arterial

Right-of-Way Width	120' - 150'
Level of Service (Peak Hour)/ Design Speed	C or D /45 mph
Number of Through Lanes	3 in each direction; 12' width
Median Width	18' - 48', raised
Bicycle Accommodation	13' outside lane desirable
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turn lanes at all major intersections
Shoulders	Where appropriate, 10' paved width
Curbs	Yes, with 2' gutters
Sidewalks	Where appropriate, 5' width
Parking	Not Recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500' spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal preemption and HOV potential.
Number of Traffic Signals/Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed.
Freight: Radii	WB-55 typical/WB-60 Type II truck route
Vertical Clearances	New structures: 16'- 3" Existing Structures: 14'- 6"
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off street loading

1.5 The SRA Planning Study Process

The SRA planning study process is accomplished through six phases:

Data Collection/Evaluation - The SRA study process is designed to efficiently use available data for each route. The data is assembled from right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental inventories. The data is reviewed to establish current conditions, constraints, and improvement needs.

Route Analysis - Possible improvements for the SRA route are determined by incorporating the recommended design features and, where necessary, accommodating local conditions or constraints. Improvements are identified as recommended, short-term/low-cost or Ultimate (post 2020).

Environmental Issues/Screening - The SRA study involves a screening process which identifies notable, important or sensitive environmental resources, areas, or systems along each route. The SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures. The results of the screening process are used to evaluate improvement alternatives and serve as an early indicator of environmental issues for future studies and design.

Cost Estimates/Identification of Right-Of-Way Needs - A cost estimate is prepared for each segment of the route. Right-of-way needs to accommodate the improvements are also identified.

Local Involvement and Coordination - Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Coordination efforts include conducting initial interviews with each community along the route to identify attitudes and concerns and forming Advisory Panels for each SRA route which work with IDOT during the planning process. Meetings with each Panel inform members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted in each county along the route.

Final Route Improvement Plan/Report - As the final step in the planning process, a report for each SRA route documents the recommended improvements and findings.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics - Several data sources were compiled to create route inventories. Traffic counts for the route segments and for selected major intersections were obtained from IDOT Traffic Volume Maps. The route was videotaped from a helicopter. On-site inspection confirmed IDOT scoping data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limits, existence of sidewalks, frontage roads and median. Pavement widths and right-of-way limits were further confirmed with construction plan sheets whenever possible.

Existing Transit Characteristics - Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedules, was obtained by reports from operating entities, including Pace, Metra and the CTA, which provided information on transit ridership and other operating characteristics. Location of transit facilities, including bus stops and facilities at commuter rail and rapid transit stations, were verified in the field. In addition, CATS and NIPC provided the 2020 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics - Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general development categories, such as residential, commercial, industrial, public and semi-public. Access was examined in the course of this analysis.

Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and/or specific plans identified by municipal and county officials, and during meetings with municipal and county officials. Such information was used to assess potential route impact and plan for access.

Environmental Considerations - Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible. Numerous public and private entities were contacted to determine the locations of wetlands, natural areas and parks, threatened or endangered species, floodplains, prime farmland, historic structures and archaeological sites, hazardous waste sites or those with leaking underground storage tanks, as well as land uses which are sensitive to the effects of highway construction or changes in air quality and ambient noise levels. The approximate locations of all environmental resources and sensitive receptors are shown on aerial photographs contained in this report. However, no representation is made regarding the accuracy of the information received from governmental agencies with respect to chemical releases, wetland limits, or endangered species habitat since no field verification of such sites was carried out. Such determinations are aspects of detailed Phase I studies.

Year 2010 Traffic Demand Projections - The Chicago Area Transportation Study projected Year 2010 traffic volumes for all routes in the SRA system and for tollways and expressways. Projections made for the SRA system are different from those made for most projects because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption ensures that no route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also ensures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode and trip assignment. Collectively, the number of vehicle trips was projected for each SRA

to SRA and SRA to expressway junction. Results are expressed in ranges corresponding to the number of lanes of capacity required to serve the demand.

Cost Estimates - The cost estimates, an opinion of probable costs, were developed to give IDOT and other agencies involved an idea of the investment necessary for the SRA routes. Cost estimates were developed for two types of improvements: recommended and short term/low cost. The costs are summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvements, Structure Modifications, Interchange Improvements, Transit Improvements and Right-of-Way Acquisition. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars to provide consistency with previous SRA reports.

1.7 Organization of the Report

The SRA corridor report for IL Route 72/Higgins Road/Touhy Avenue is divided into four sections:

I. Introduction - Provides information about the SRA system and Operation GreenLight, SRA route types, desirable route characteristics, study objectives and process, and the organization of the report.

II. Route Overview - Presents a general description of the existing route characteristics, and type of recommended improvements for the overall route.

III. Route Analysis - Presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:

- Segment 1: IL Route 72/Higgins Road - IL Route 25 to Barrington Road
- Segment 2: IL Route 72/Higgins Road - Barrington Road to I-290
- Segment 3: IL Route 72/Higgins Road - I-290 to Arlington Heights Road
- Segment 4: IL Route 72/Higgins Road/Touhy Avenue - Arlington Heights Road to I-294
- Segment 5: Touhy Avenue - I-294 to Harlem Avenue
- Segment 6: Touhy Avenue - Harlem Avenue to Lehigh Avenue
- Segment 7: Touhy Avenue - Lehigh Avenue to I-94

For each route segment the following analyses are presented:

Existing Facility Characteristics - The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement widths, location of existing traffic signals, existing transit usage and routes, location of structures, and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

Land Use and Environmental Conditions - Environmental characteristics of the route segment are defined. Existing streams, wetlands, and floodplains; historic properties and districts; flora and fauna; sensitive land uses; and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the type, density or intensity of use. Setbacks and access locations are identified. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

Recommended Plan - The recommended improvements are identified for each route segment. In addition, where appropriate, ultimate (post 2020) and low-cost improvements are specified in the categories of roadway, intersection, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations of the implementation of the recommended improvements are identified. Cost estimates relating to construction for the recommended improvements and acquisition of right-of-way are given.

IV. Public Involvement - Summarizes the public involvement process during the study including individual community interviews, SRA Panel meetings, public hearings and other efforts to promote local involvement in the study process.

II. Route Overview

2.1 The IL Route 72/Higgins Road/Touhy Avenue Study Area

The SRA corridor extends along IL Route 72/Higgins Road/Touhy Avenue from IL Route 25 in East Dundee to Interstate 94 at the west limit of Lincolnwood. The corridor passes through the communities of East Dundee, Hoffman Estates, South Barrington, Schaumburg, Elk Grove Village, Des Plaines, Rosemont, Park Ridge, Niles and Skokie. A location map is shown on Figure 2.1.

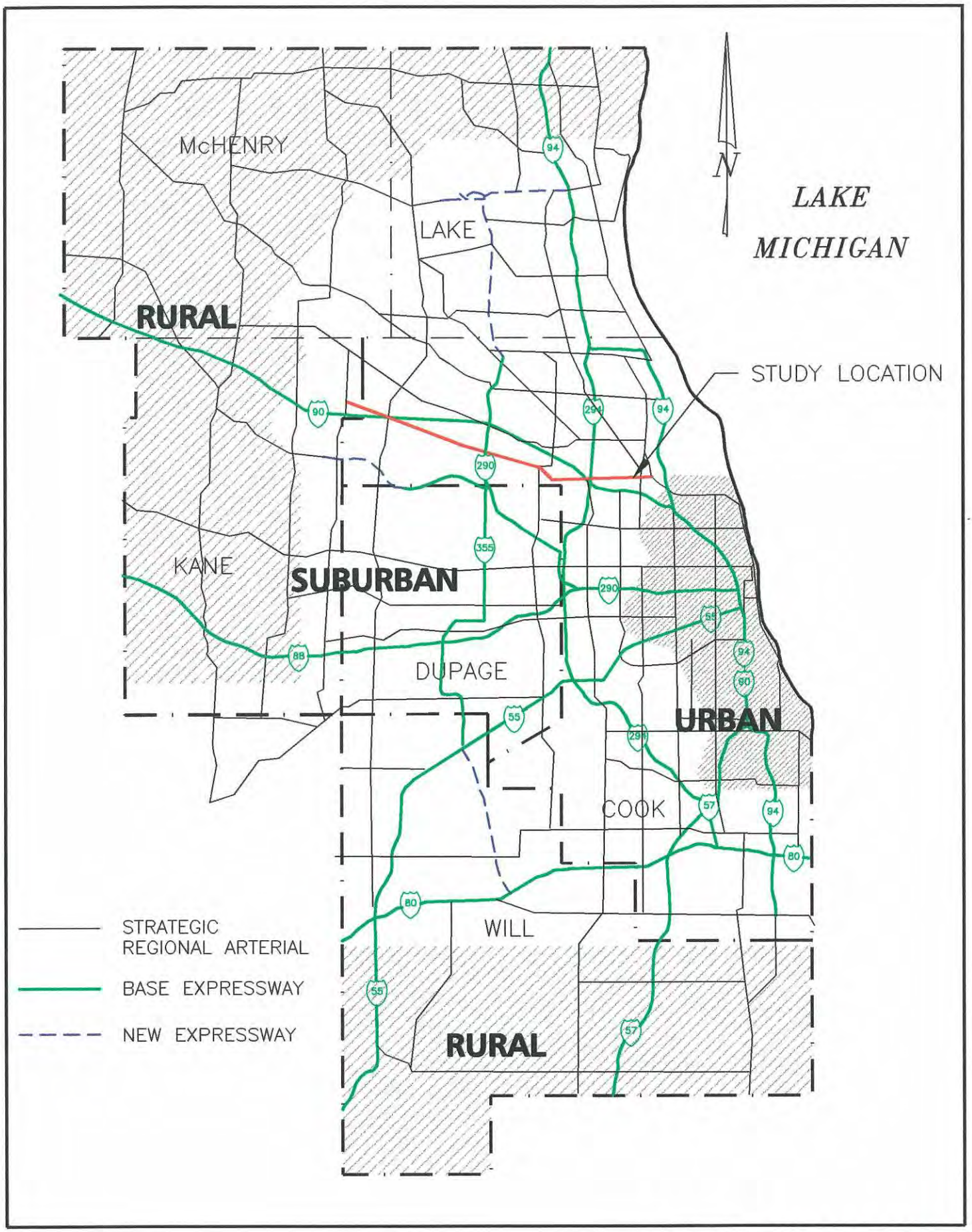
2.2 Land Use/Development Characteristics

The IL Route 72/Higgins Road/Touhy Avenue SRA corridor includes a wide range of land use types. Land uses include agricultural, residential, office, commercial, industrial and forest preserve along with vacant parcels, schools and churches.

2.3 Regional Transportation Facilities

A Corridor Map which depicts major transportation facilities and crossing SRA routes is shown on Figure 2.2. IL Route 72/Higgins Road/Touhy Avenue intersects 8 other designated SRA routes including IL Route 25, IL Route 59, Barrington Road, Roselle Road, IL Route 83 (Busse Road/Oakton Street), U.S. Route 12/45 (Mannheim Road), IL Route 43 (Harlem Avenue) and U.S. Route 14. Interstate 290 crosses over IL Route 72/Higgins Road midway through the corridor where a full-access diamond interchange exists. IL Route 72/Higgins Road crosses under I-90 in two locations but there are no interchanges at either location. Interstate 294 crosses over Touhy Avenue in the eastern portion of the corridor with access to and from the south on I-294 only. Interstate 94 crosses under Touhy Avenue at the eastern limit of the corridor with a full-access cloverleaf interchange.

IL Route 72/Higgins Road/Touhy Avenue crosses over one rail line (the E. J. & E. Railroad) and under one rail line (the Union Pacific Railroad). It also crosses four rail lines at grade: Union Pacific Railroad (2 crossings), the C. M. St. P. and P. Railroad (2 crossings).



IL ROUTE 72 / HIGGINS / TOUHY
LOCATION MAP
FIGURE 2.1

EAST DUNDEE
BARRINGTON HILLS
SOUTH BARRINGTON
HOFFMAN ESTATES
ROLLING MEADOWS
NED BROWN FOREST PRESERVE
MOUNT PROSPECT
HOFFMAN ESTATES
POPLAR CREEK FOREST PRESERVE
BUSSE WOODS
SCHAUMBURG
ELK GROVE VILLAGE
ROSEMONT
DES PLAINES
PARK RIDGE
NILES
SKOKIE
CHICAGO

IL Route 25
Higgins Road (IL Route 72)
Rock Road
Beverly Road
Wichman Road
IL Route 59
Bartlett Road
Mudhank Road
Interstate 90
Barrington Road
Golf Road
Roselle Road
Plum Grove Road
Meacham Road
Interstate 290
Elk Grove Road
Arlington Heights Road
Lively Blvd
Busse Road
Oakton Street
Oakton Street / IL Route 83
Busse Road/IL Route 83
Landmeier Road
Touhy Avenue
Elmhurst Road
Touhy Avenue (IL Route 72)
Mt. Prospect Road
Wolf Road
Interstate 90
Lee Street
(U.S. Route 12/45)
(IL Route 72)
Mannheim Road
Maple Street
Des Plaines River Road
Interstate 294
Talcott Road
Dee Road
Touhy Avenue
Busse Highway
Northwest Highway
Harlem Avenue
Milwaukee Avenue (IL Route 21)
U.S. Route 14
Lehigh Avenue
Carpenter Road
Interstate 94

LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES

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SRA Strategic Regional Arterial Planning Study

IL ROUTE 72/HIGGINS/TOUHY
CORRIDOR MAP
FIGURE 2.2

2.4 Roadway/Right-of Way Characteristics

The existing roadway and right-of-way widths vary along the length of the IL Route 72/Higgins Road/Touhy Avenue corridor. For most of the western portion of the route, the roadway generally consists of two lanes in each direction separated by a grass center median with shoulders and open-ditch drainage. The right-of-way is primarily 240 feet in width through that segment. The roadway in the central section of the route also generally consists of two lanes in each direction although there is a segment with three lanes in each direction. The median width and type varies but there is curb and gutter and an enclosed drainage system throughout. The right-of-way width varies between 100 and 150 feet in width. The eastern segment of the route has two lanes in each direction with either a painted median or no median at all. Curb and gutter and an enclosed drainage system exist throughout. The right-of-way varies between 60 and 100 feet in width.

2.5 Transit

There are 24 fixed bus routes which service various portions of the IL Route 72/Higgins Road/Touhy Avenue corridor. Three commuter rail lines are also in close proximity to the corridor. Future transit plans are outlined in the Pace-Metra Future Agenda for Suburban Transportation (FAST) Plan and the Pace Comprehensive Operating Plan (COP).

According to NIPC 2020 forecasts, the general area in North/Northwest Cook County is expected to have a 13% growth in households between 1990 and 2020. Although growth in fixed route service is not expected to increase greatly, provision of signal preemption and restricted use bus lanes will improve bus service.

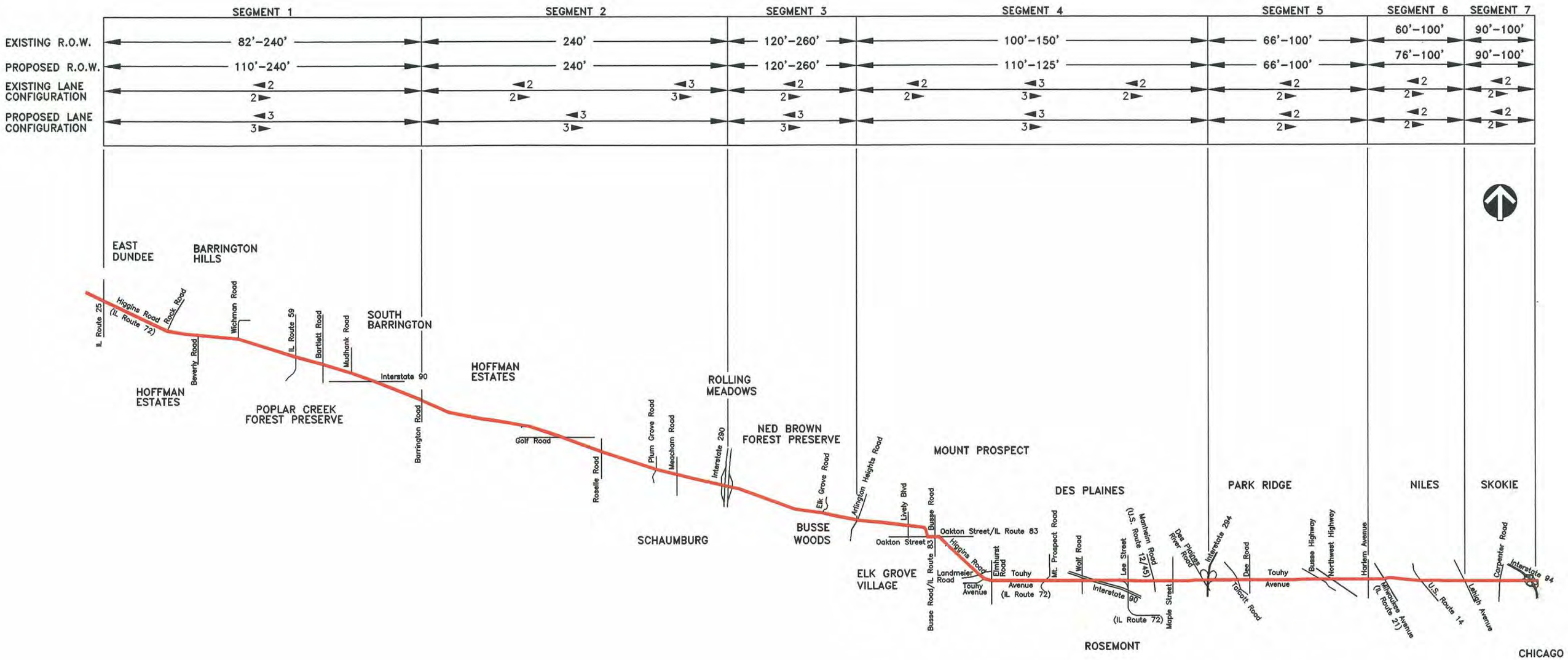
Specific transit improvement recommendations are detailed for each roadway segment in the following section of this report.

III. Route Analysis

This section provides a detailed summary of existing conditions and recommended improvements along the IL Route 72/Higgins Road/Touhy Avenue SRA corridor. The corridor has been divided into seven separate roadway segments. The limits were chosen to provide consistency within each segment of factors such as right-of-way width, travel demand and adjacent land use patterns. The seven segments are shown on Figure 3.1 and are defined as follows:

- Segment 1: IL Route 72/Higgins Road - IL Route 25 to Barrington Road
- Segment 2: IL Route 72/Higgins Road - Barrington Road to I-290
- Segment 3: IL Route 72/Higgins Road - I-290 to Arlington Heights Road
- Segment 4: IL Route 72/Higgins Road/Touhy Avenue - Arlington Heights Road to I-294
- Segment 5: Touhy Avenue - I-294 to Harlem Avenue
- Segment 6: Touhy Avenue - Harlem Avenue to Lehigh Avenue
- Segment 7: Touhy Avenue - Lehigh Avenue to I-94

The route analysis for each segment consisted of an evaluation of existing conditions (right-of-way, roadway characteristics, traffic and accident conditions, environmental factors, transit facilities and land use) and future travel demand. The existing constraints and future needs were then compared to the SRA Design Guidelines to identify improvement alternatives and recommended improvements that would both meet the objectives of the SRA program and be prudent and feasible for the project area. Following is a summary of the route analysis for each roadway segment.



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SRA Strategic Regional Arterial Planning Study

IL ROUTE 72/HIGGINS/TOUHY
CORRIDOR SUMMARY
FIGURE 3.1

Segment 1
IL Route 25 to Barrington Road

3.1 Segment 1: IL Route 72/Higgins Road - IL Route 25 to Barrington Road

3.1.1 Location

Segment 1 extends along IL Route 72/Higgins Road from IL Route 25 to Barrington Road and is approximately 6.4 miles in length (see Figure 3.1). It is located in East Dundee, Hoffman Estates, South Barrington and unincorporated Cook County.

3.1.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-1 through A-7.

Right-of-Way - The existing right-of-way in this segment is predominantly 240 feet wide although it reduces to 82 feet at the western end.

Roadway Characteristics - IL Route 72/Higgins Road between IL Route 25 and Plate Drive has two through lanes in each direction separated by an 18-foot mountable center median, curb and gutter along the outside edges of pavement and an enclosed drainage system. From Plate Drive to Barrington Road it also has two lanes in each direction but they are separated by a 30-foot grass center median. There are 10-foot paved shoulders and an open-ditch drainage system in this segment.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment varies between 16,300 and 30,200 vehicles per day.

Accidents - There are two high accident locations in this segment: the east approach at IL Route 25 and the IL Route 59 intersection.

Parking, Sidewalks and Frontage Roads - There are no on-street parking spaces, sidewalks or frontage roads on this segment.

Traffic Control/Intersection Configuration - There are eight existing signalized intersections along this segment: IL Route 25, Rock Road Drive, Beverly Road, the entrance to the Sears complex, Trillium Boulevard/Wichman Road, Old Sutton Road, IL Route 59, Bartlett Road and Greenspoint Parkway. The existing lane configuration for each of these intersections are shown on Exhibits A-1 through A-7.

Structures - There are five existing structures in this segment as indicated in Table 3.1.1.

Transit - Fixed route bus service is provided by three separate routes as follows:

Pace 610 - IL Route 72 between Trillium Road and IL Route 59 (Rush hour service between CTA River Road Station and Prairie Stone Complex.)

Pace 767 - IL Route 72 between Trillium Road and IL Route 59 (Rush hour service between CTA Des Plaines Rapid Transit Station and Prairie Stone Complex.)

Pace 602 - IL Route 72 between Governor's Lane and Glen Lake Road (Rush hour service between Hoffman Estates and Roselle METRA Station.)

No commuter rail service is in close proximity to this segment of the corridor.

Table 3.1.1
Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0502	IL 72 (WB)	EJ&E RR	45'	152'	57'	NA
016-2596	IL 72 (EB)	EJ&E RR	59'	157'	43'	NA
016-0503	IL 72 (WB)	I-90	43'	476'	41'	NA
016-2469	IL 72 (EB)	I-90	43'	476'	41'	NA
016-1168	IL 72 (EB & WB)	Poplar Creek	150'	25'	100'	NA

3.1.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-1 through B-7.

Lakes/Streams/Wetlands/Floodplains - A wetland is located southwest of the intersection of IL Route 72/Higgins Road and IL Route 25. Several substantial wetlands and one floodplain are located on the north side of IL Route 72 between Rock Road Drive and Old Sutton Road within the Spring Creek Valley Forest Preserve (Cook County). A wetland is located south of IL Route 72 between Old Sutton Road and IL Route 59. Large wetland areas and associated floodplain are located at the southeast and northeast quadrants of the IL Route 72 /IL Route 59 intersection. Two wetlands are located on the south side east of Mundhank Road and west of I-90. There is also a wetland on the north side east of Mundhank Road and west of Interstate 90. There are substantial floodplains and a creek (Poplar Creek) located within the Poplar Creek Forest Preserve (Cook County) on the south side of IL Route 72 between I-90 and Shoe Factory Road. The creek passes beneath IL Route 72 and continues on the north side of the roadway.

Structures with Historical Significance - A historic cemetery, adjacent to the IL Route 72 right-of-way, has been identified at the northeast quadrant of the IL Route 72/IL Route 25 intersection.

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - Prime farmland abuts the right-of-way of IL Route 72/Higgins Road along most of the non-developed portions of Segment 1.

3.1.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-1 through B-7.

Type and Intensity of Development - A variety of land uses occur along Segment 1 of the IL Route 72/Higgins Road/Touhy Avenue corridor. The mix includes agriculture, vacant parcels, scattered single-family residences, office and commercial development, extractive industries, and forest preserve. The Dundee Township Cemetery is located at the northeast corner of the IL Route 25/IL Route 72 intersection. Spring Creek Valley Forest Preserve (Cook County) is located to the north of IL Route 72 east of Rock Road Drive and west of Old Sutton Road. Poplar Creek Forest Preserve (Cook County) is located on the south side between I-90 and Barrington Road.

Planned Development - Most of the segment has been designated for Tollway Corridor Development by the community of Hoffman Estates.

3.1.5 Recommended SRA Improvements

The Recommended Plan for this segment is shown on Exhibits C-1 through C-7.

Roadway - The recommended cross section between IL Route 25 and Plate Drive consists of three 12-foot through lanes in each direction with an 18-foot barrier median. Curb and gutter and an enclosed drainage system will be provided. The outside westbound lane will become a right turn only lane at IL Route 25. The proposed typical section (Section A-A) is shown on Exhibit C-1.

From Plate Drive to Barrington Road, the recommended cross section consists of three 12-foot through lanes in each direction with a 30 to 34-foot wide center grass median. Paved shoulders will be provided. The existing open-ditch drainage system will be maintained although ditch regrading will occur where necessary. The proposed typical section (Section B-B) is shown on Exhibits C-2 through C-7.

Traffic Control/Intersection Configuration - The existing traffic signals at IL Route 25, Rock Road Drive, Beverly Road, the entrance to the Sears complex, Trillium Boulevard/Wichman Road, Old Sutton Road, IL Route 59, Bartlett Road and Greenspoint Parkway will be maintained. A future potential traffic signal is shown at the intersection of the future extension of Studio Drive with IL Route 72. The recommended future signal should be installed only when the signal warrants recommended for SRA routes are met. Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.

At IL Route 25, additional left turn lanes should be added on the north and south legs in addition to separate right turn lanes on the east and west legs. At Rock Road Drive, the existing north leg and future south leg should be provided with separate left turn, through and right turn lanes. Future westbound dual left turn lanes and eastbound right turn lane should also be provided in addition to the third through lane in each direction. At Beverly Road, future dual left turn lanes on the east and south legs should be provided in addition to the additional through lane eastbound and westbound. Wicham Road should be widened to provide a separate left turn lane in addition to providing the additional through lanes on Higgins Road. The north leg of the future Studio Drive intersection should have dual left turn lanes and a separate right turn lane. A single eastbound left turn lane and westbound right turn lane in addition to the third through lane in each direction should also be provided. At Shoe Factory Road, a right turn lane should be provided on the south leg and east leg in addition to the additional eastbound and westbound through lanes. The remaining signalized intersections require only the additional eastbound and westbound through lanes.

Access Management - All of the existing median openings will be maintained as shown on Exhibits C-1 through C-7. They all presently have left turn lanes. Access to the undeveloped parcels along this segment will be consolidated as noted on the exhibits. Any existing or future driveways which do not align with median openings should conform to right-in, right-out access standards in the IDOT Policy on Permits for Access Driveways to State Highways. The width of all existing and future driveways should also conform to this policy.

Structures - The five existing structures in this segment will require modification as shown in Table 3.1.2.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Park-and-pool lots should also be considered at all major traffic generators.

3.1.6 Right-of-Way Requirements

A 28-foot strip of additional right-of-way will be required along the south side immediately east of IL Route 25. Between the cemetery and Plate Drive, a 50-foot strip will be required along the north side to transition to the wide grass median section. Minor right-of-way acquisitions may also be necessary for intersection improvements and temporary grading easements may be required for ditch regrading.

Table 3.1.2
Structure Modifications

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0502	IL 72 (WB)	EJ&E RR	45'	Widen for additional through lane.
016-2596	IL 72 (EB)	EJ&E RR	59'	No widening required.
016-0503	IL 72 (WB)	I-90	43'	Widen for additional through lane.
016-2469	IL 72 (EB)	I-90	43'	Widen for additional through lane.
016-1168	IL 72 (EB & WB)	Poplar Creek	150'	No widening required.

3.1.7 Environmental Considerations

The right-of-way acquisition of 50 feet on the north side of IL Route 72 between IL Route 25 and Plate Drive will impact several substantial trees and an area of prime agricultural land adjacent to the route. There are no anticipated impacts to the identified historic cemetery located within Segment 1.

3.1.8 Land Use Considerations

Segment 1 requires 28 feet of right-of-way acquisition on the south side of IL Route 72 immediately east of IL Route 25. Land use impacts from this acquisition include the loss of parking spaces for the commercial use at southeast corner of IL Route 72 and IL Route 25. The 50 feet of right-of-way acquisition on the north side between IL Route 25 and Plate Drive will impact a residence and a stand of substantial mature trees. Access consolidation and barrier medians are part of the recommended SRA improvements. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.1.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.1.3. This construction cost estimate is based on 1991 unit prices.

Table 3.1.3
Construction Cost Estimate
Segment 1 - IL Route 25 to Barrington Road

Recommended Improvements	Estimated Cost
Roadway	$7,680,000
Intersection Improvements	2,600,000
Structure Modifications	6,768,000
Transit Improvements	0
Right-of-Way Acquisition	242,000
Total - Recommended Improvements	**$17,290,000**

Note: This construction cost estimate is based on 1991 unit prices.

3.1.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 1, these improvements include consolidating driveways to conform to current IDOT access standards as parcels develop.

3.1.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

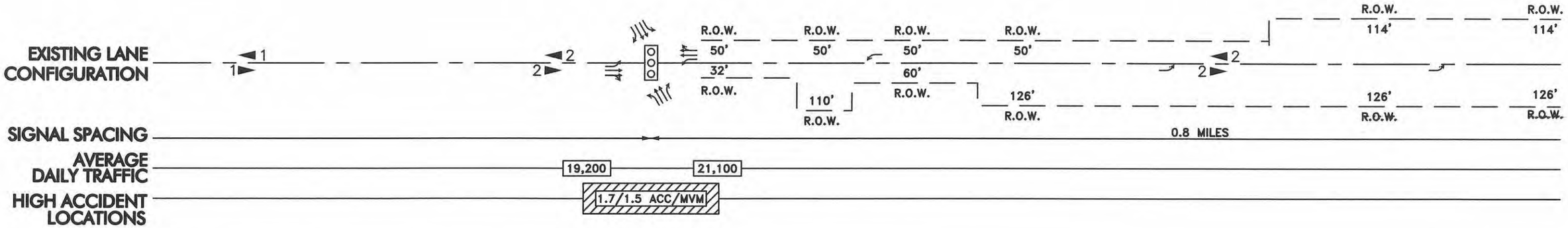
3.1.12 Crossing SRA Routes

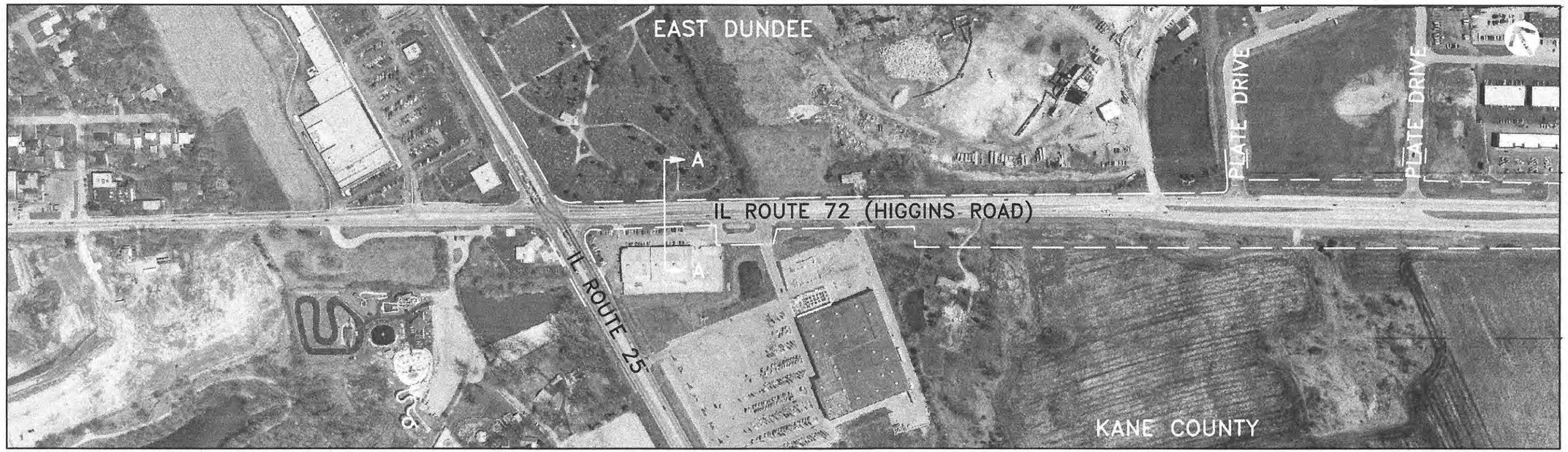
The recommended plan for the IL Route 25 SRA corridor calls for providing two through lanes in each direction in the vicinity of IL Route 72. The IL Route 59 SRA corridor recommended plan calls for three through lanes in each direction.

Segment 1
IL Route 25 to Barrington Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-1through A-7





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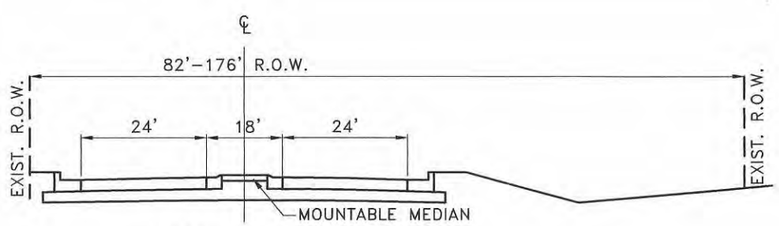

SECTION A-A
IL ROUTE 25 TO PLATE DRIVE

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- P PARKING ALLOWED
- P NO PARKING
- S PARKING AT SPECIFIED TIMES
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4–WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

Illinois Department of Transportation

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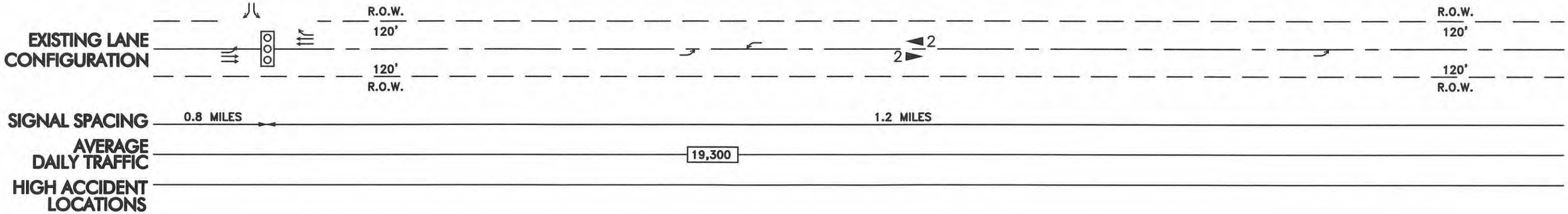
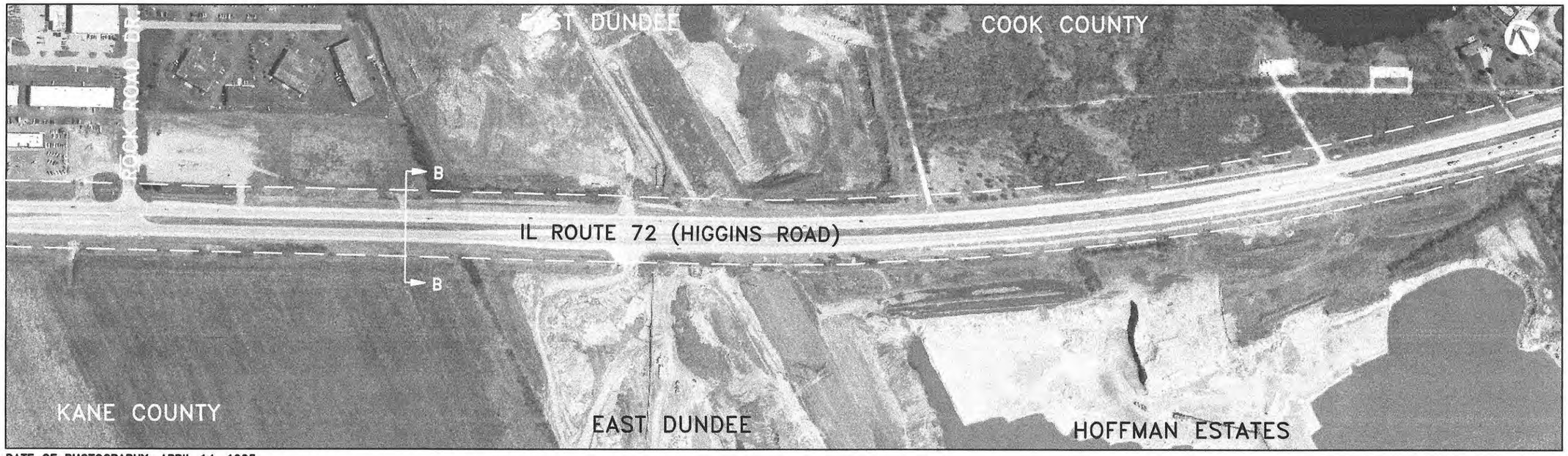
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-1





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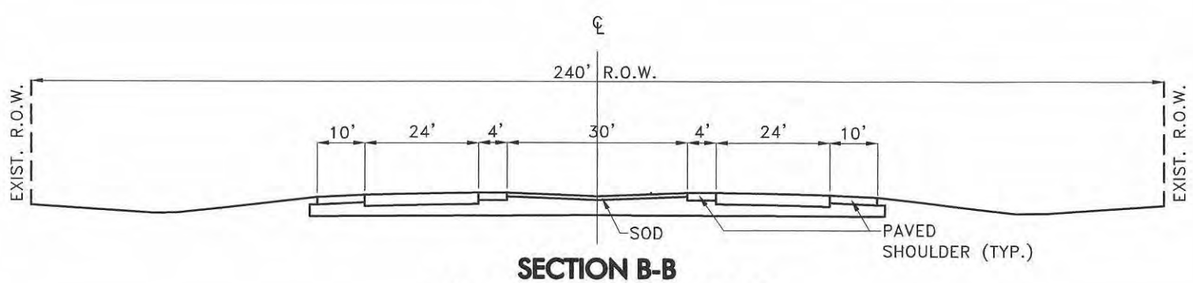

SECTION B-B
PLATE DRIVE TO IL ROUTE 59

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- (CTA) RAPID TRANSIT STATION
- (METRA) METRA STATION
- (STOP) 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

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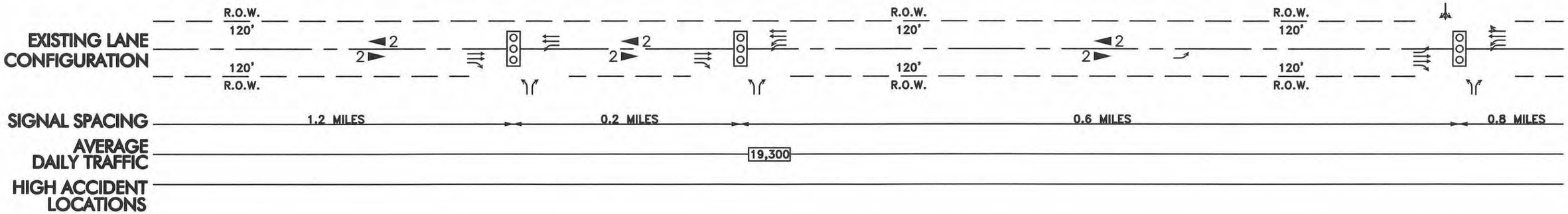
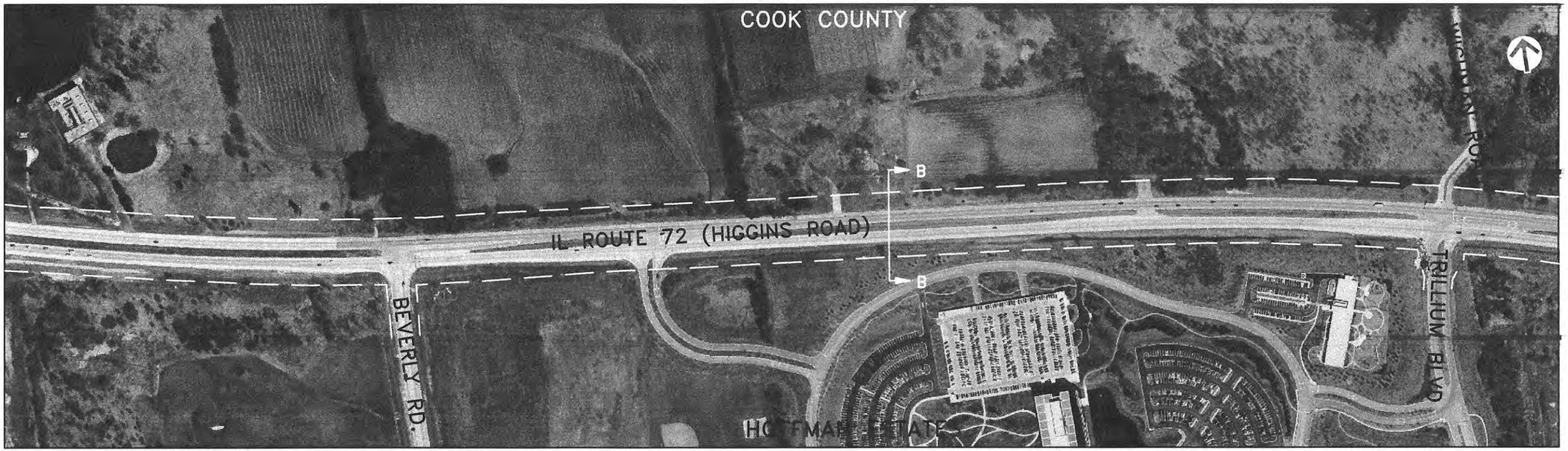
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-2





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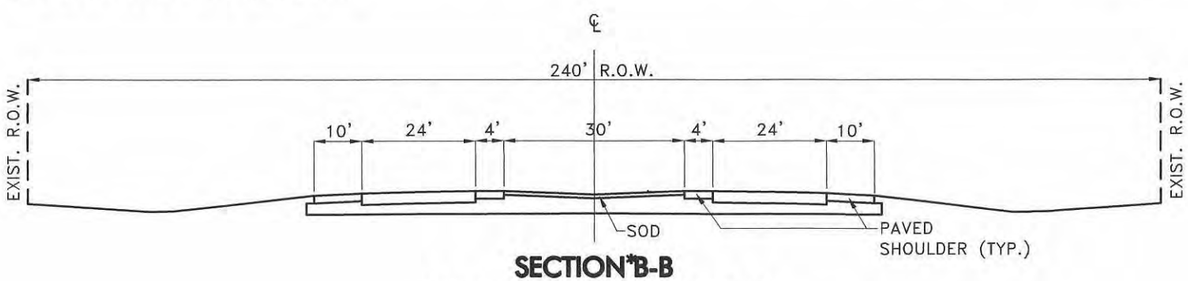

SECTION B-B
PLATE DRIVE TO IL ROUTE 59

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

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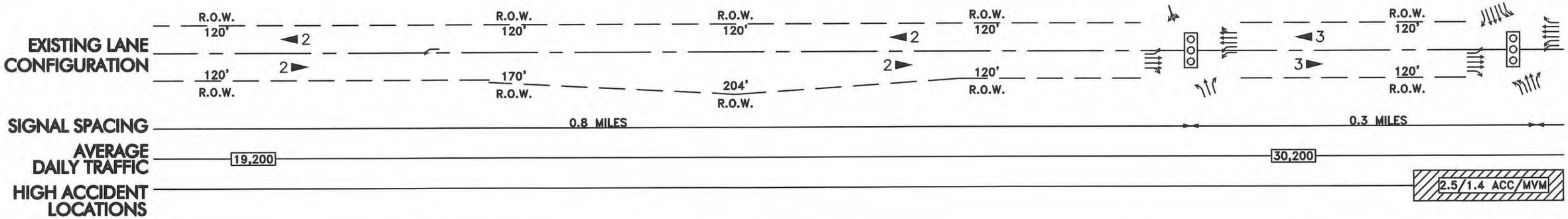
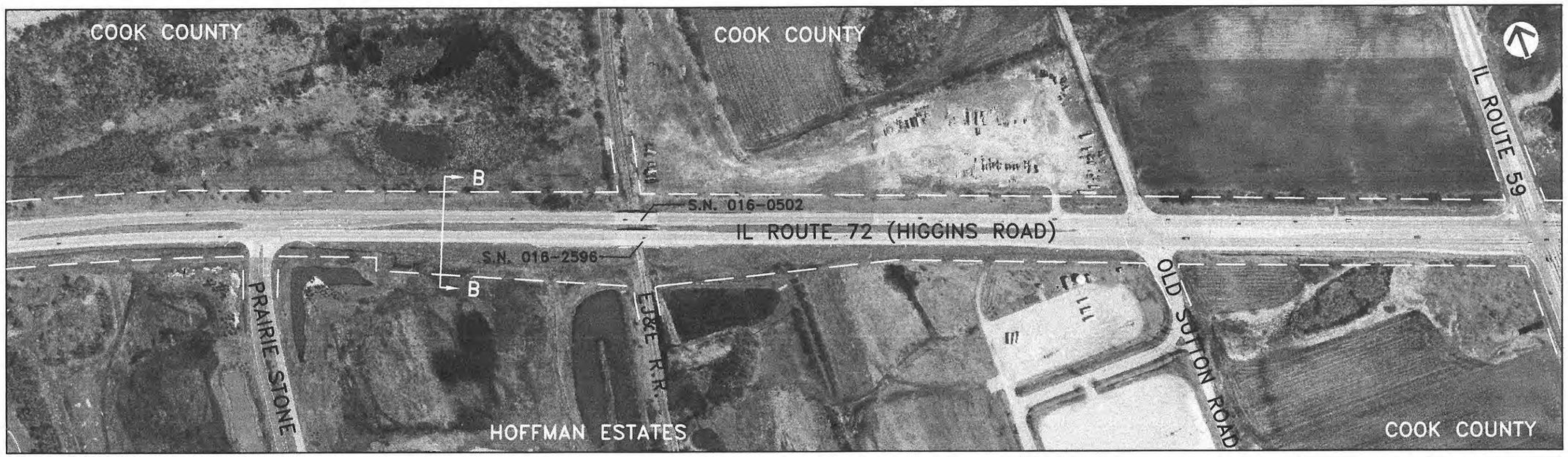
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-3





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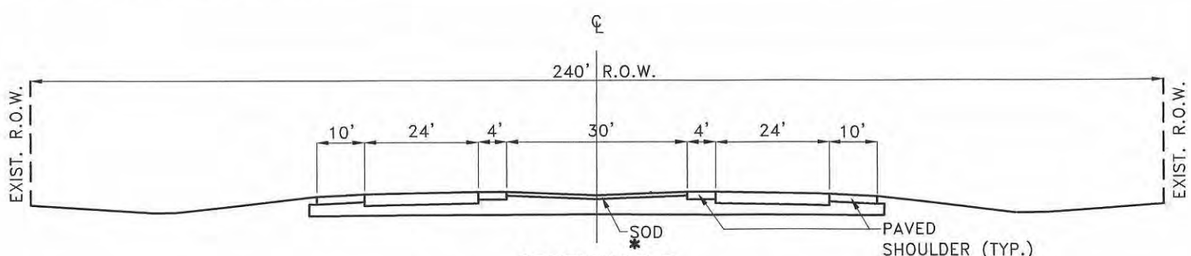

SECTION B-B
PLATE DRIVE TO IL ROUTE 59

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

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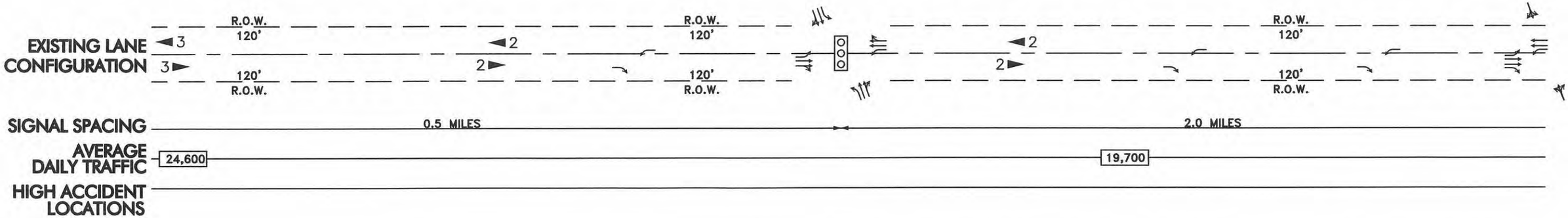
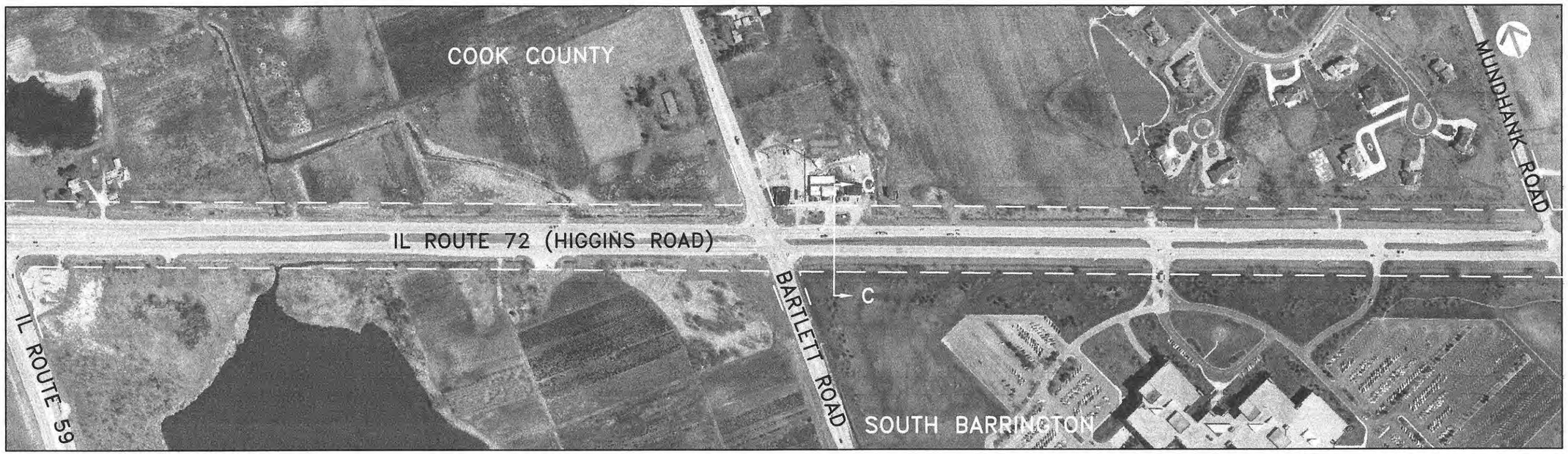
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-4





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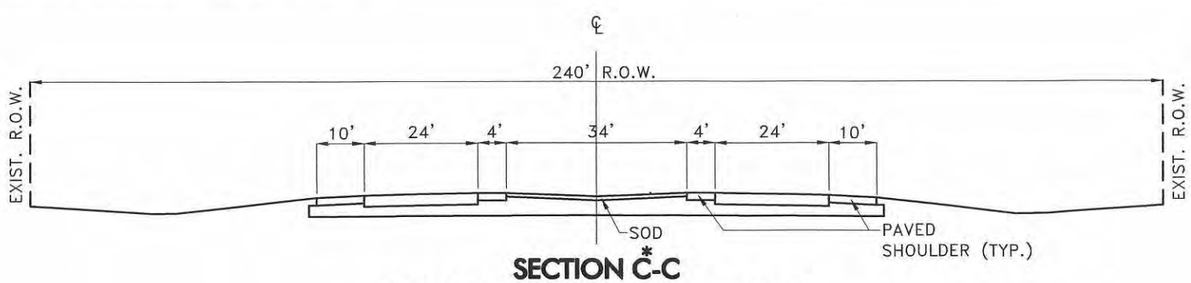

SECTION C-C
IL ROUTE 59 TO AUDUBON STREET

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

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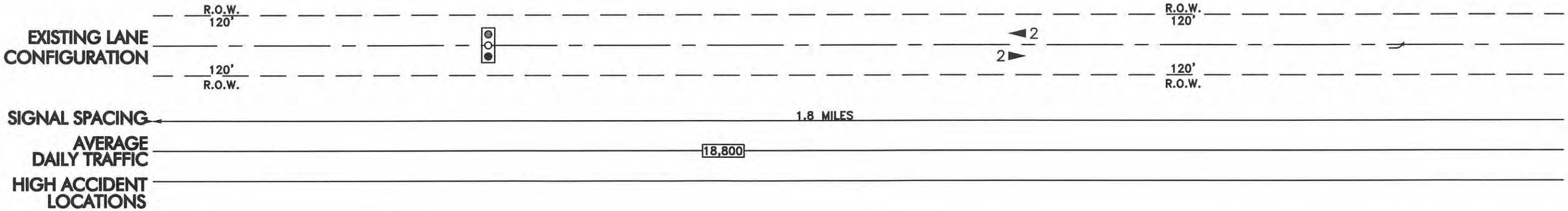
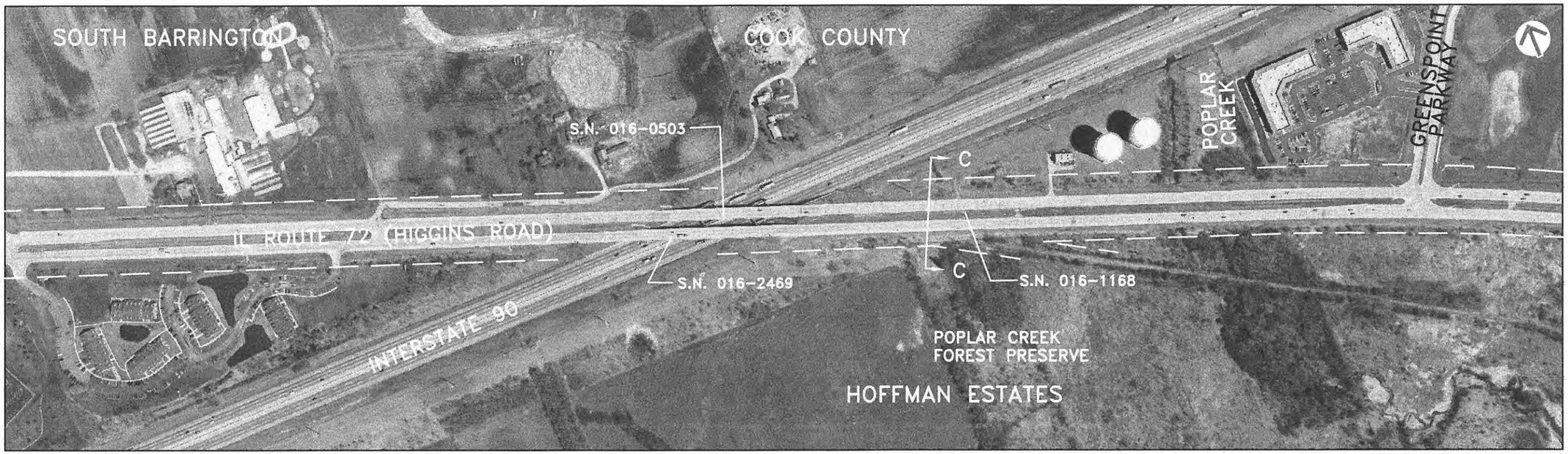
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-5





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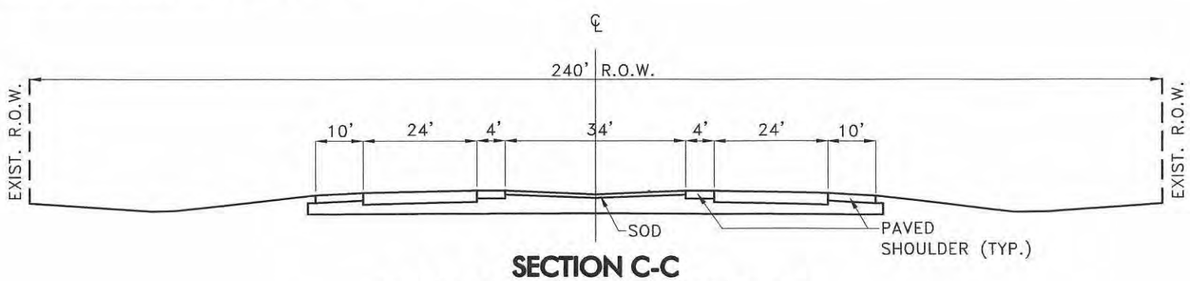


SECTION C-C
IL ROUTE 59 TO AUDUBON STREET

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

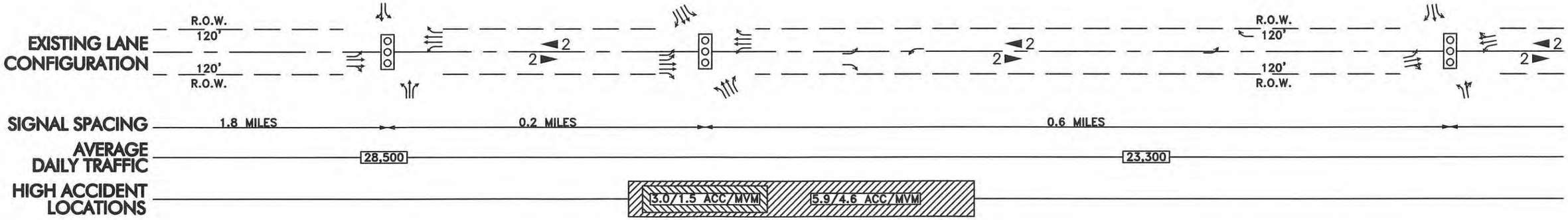
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

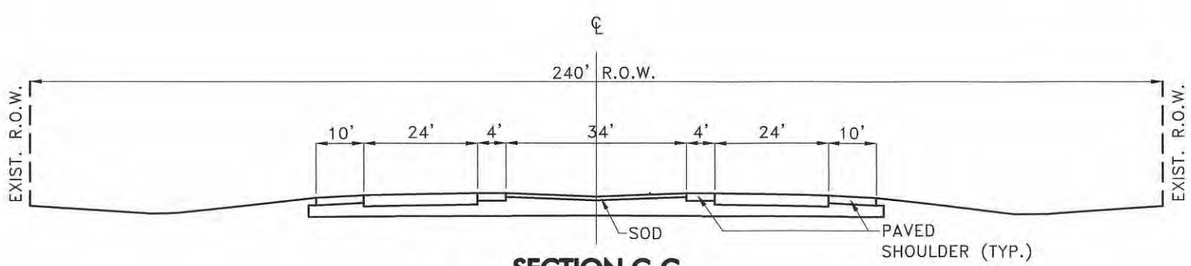
Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION C-C
IL ROUTE 59 TO AUDUBON STREET

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

Illinois Department of Transportation

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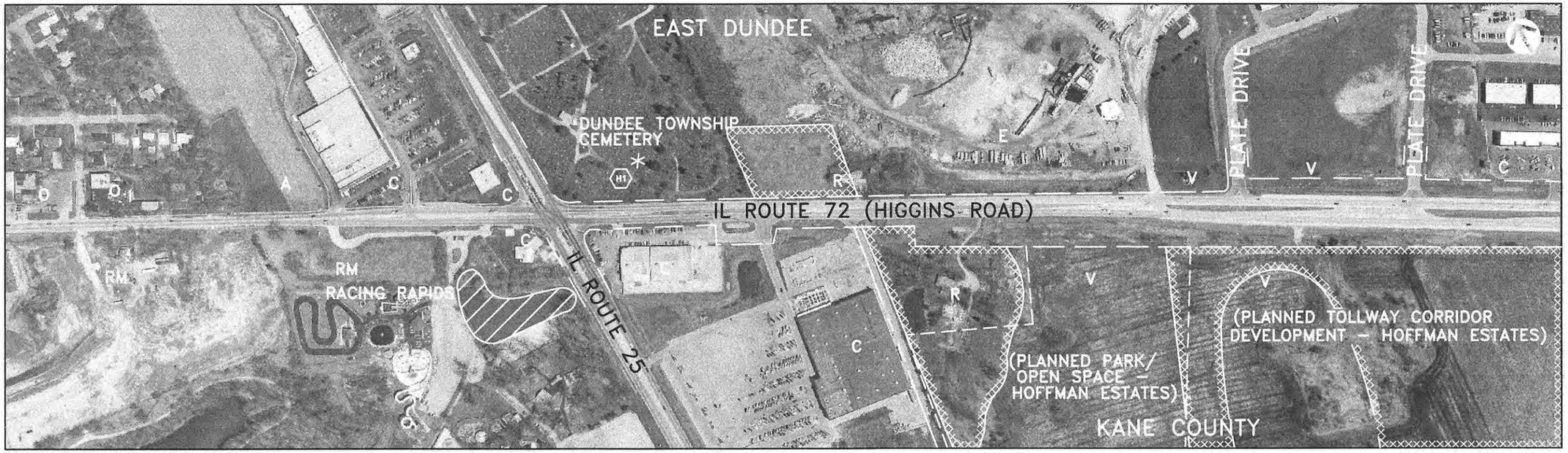
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-7

Segment 1
IL Route 25 to Barrington Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-1 through B-7



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- H1 HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

HISTORIC LANDMARKS

- H1 DUNDEE TOWNSHIP CEMETERY EAST

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
†	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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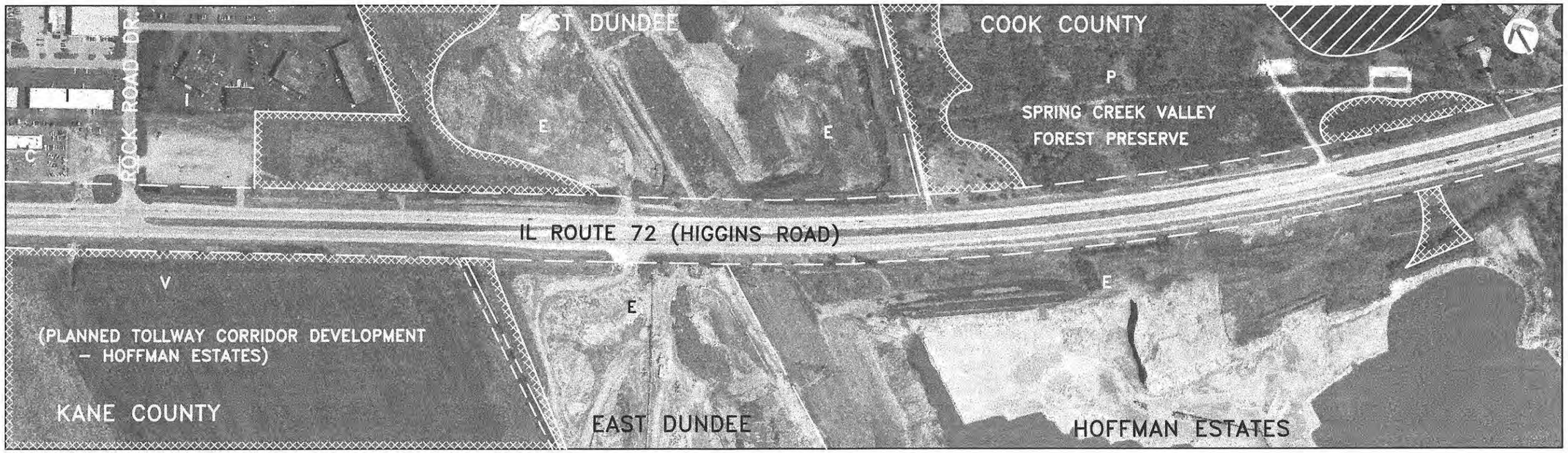
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-1



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HI HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE–FAMILY RESIDENTIAL
RM	MULTI–FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
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I	INDUSTRIAL/WAREHOUSE
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U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

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Illinois Department of Transportation

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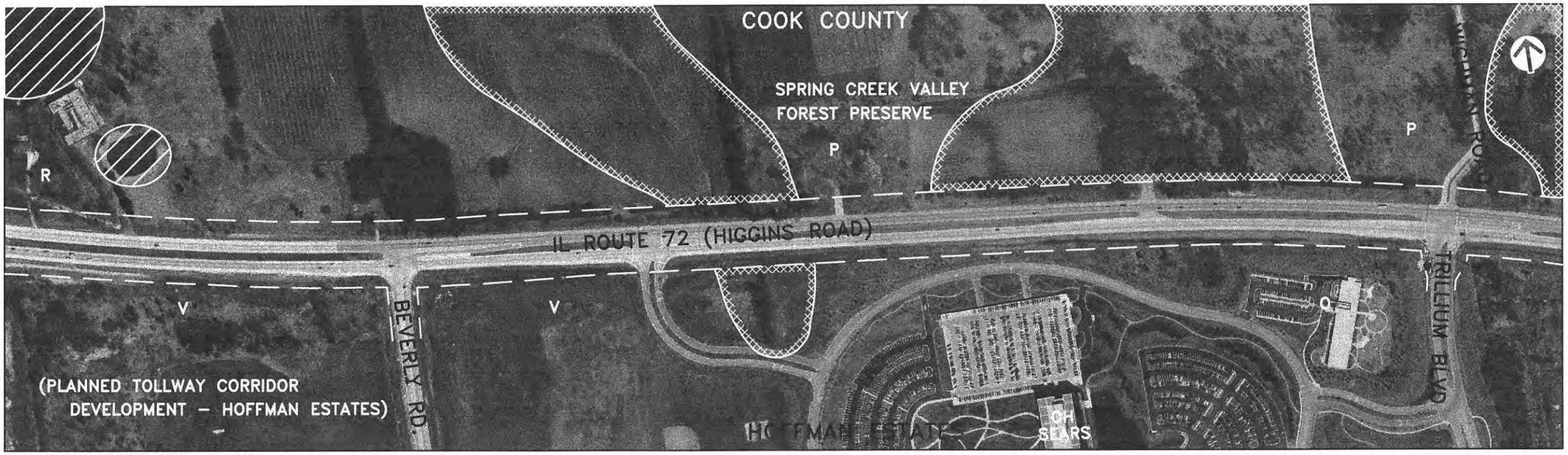
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- H1 HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
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V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

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Illinois Department of Transportation

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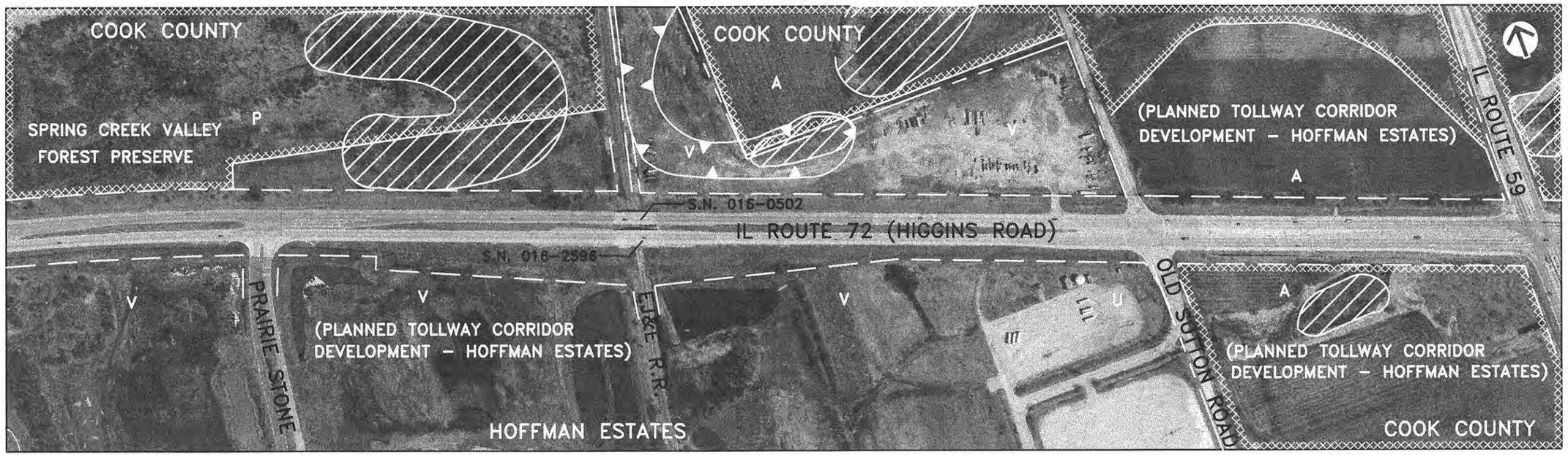
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-3



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- H1 HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
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E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
—·—	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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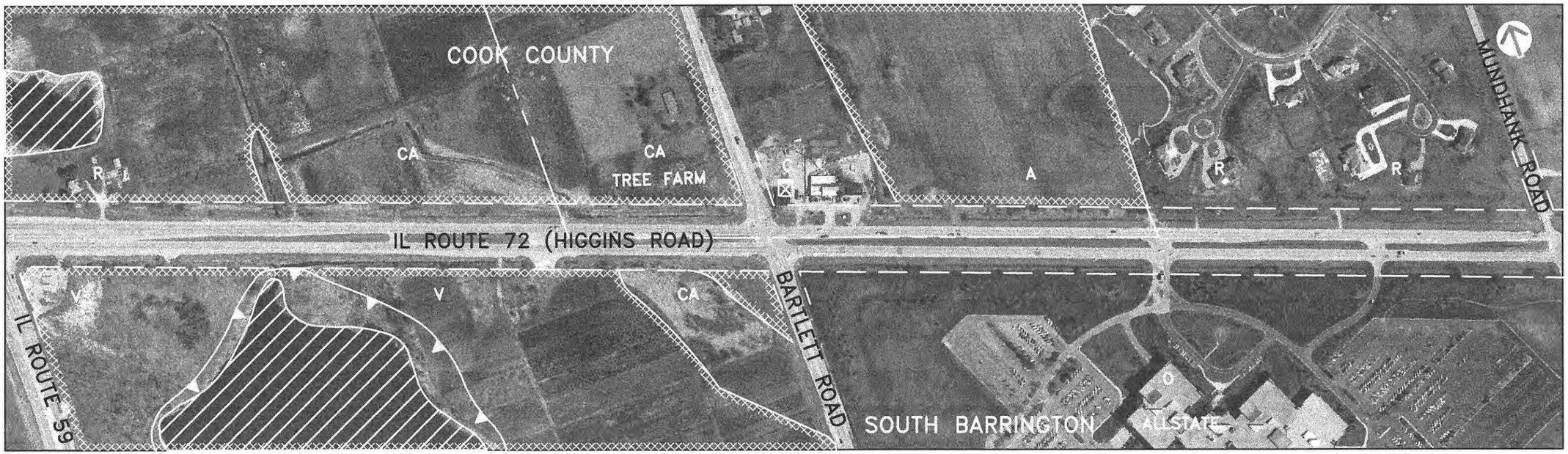
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- (C1) HAZARDOUS WASTE SITE
- ⊠ LEAKING UNDERGROUND STORAGE TANK
- (H1) HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
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A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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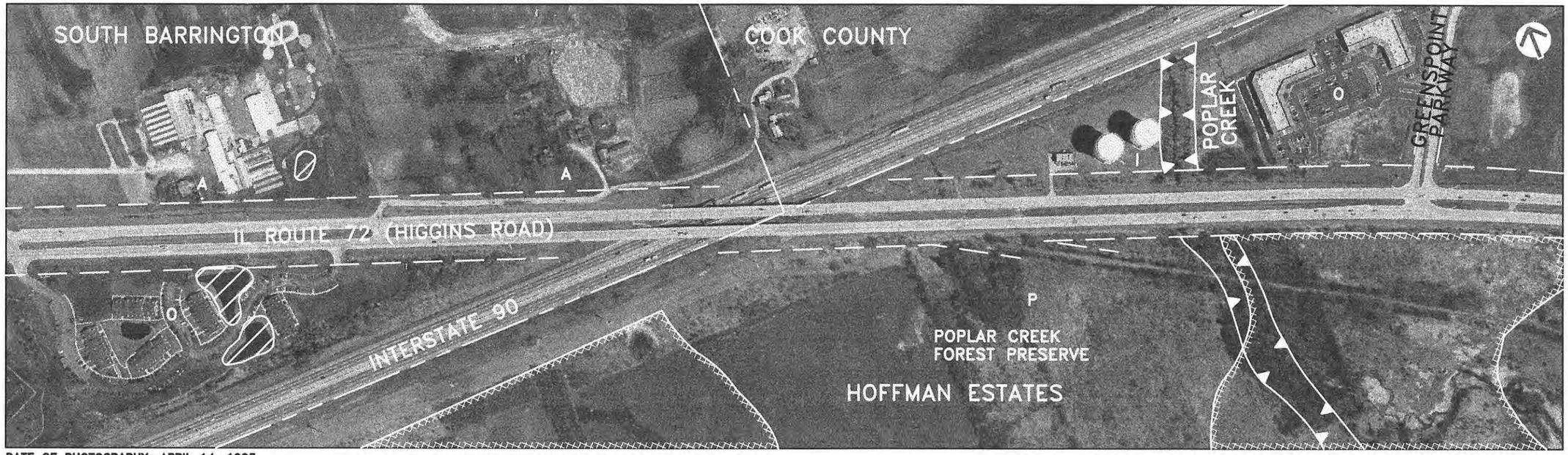
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-5



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- H1 HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
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----	PLANNED USE/JURISDICTION BOUNDARY
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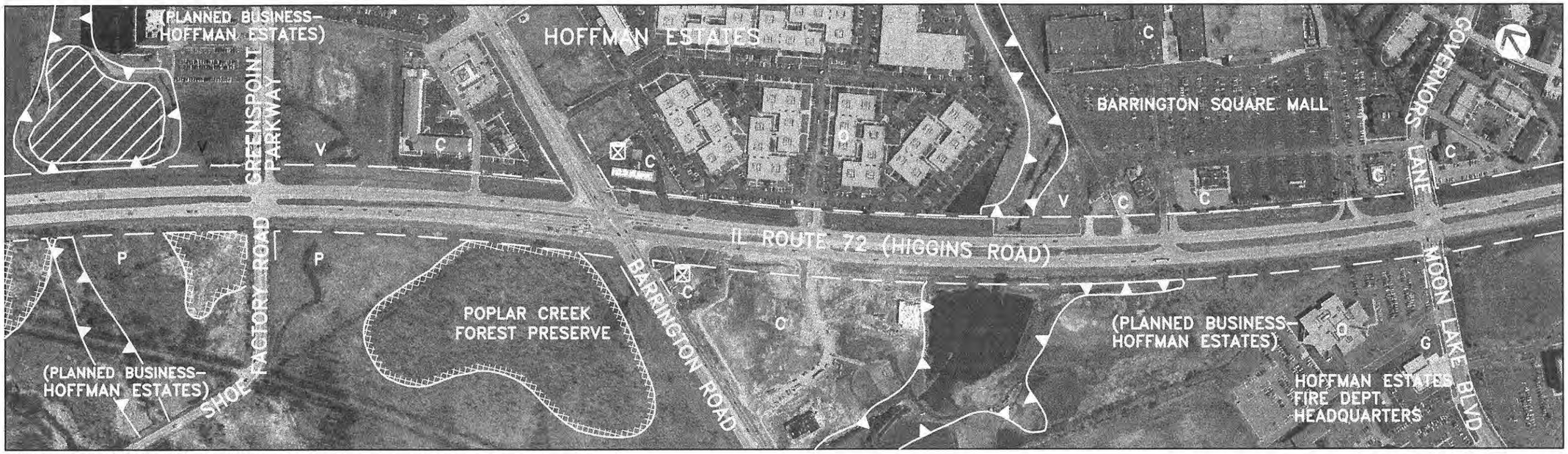
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-6



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HI HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

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----	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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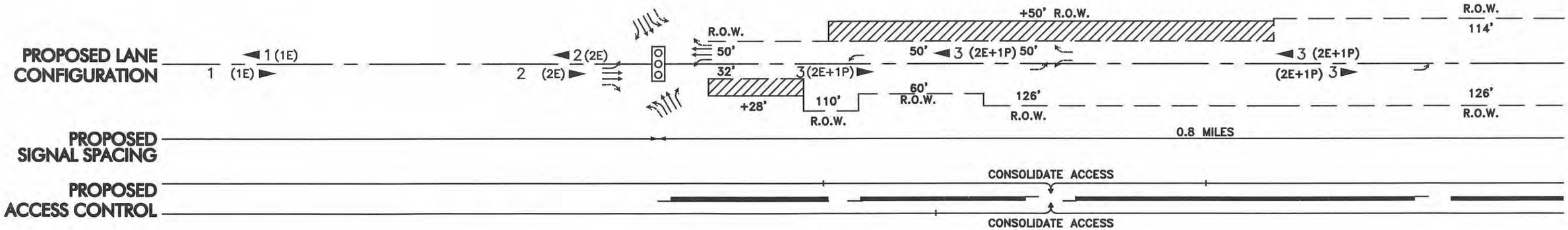
0 200 400 800
SCALE IN FEET

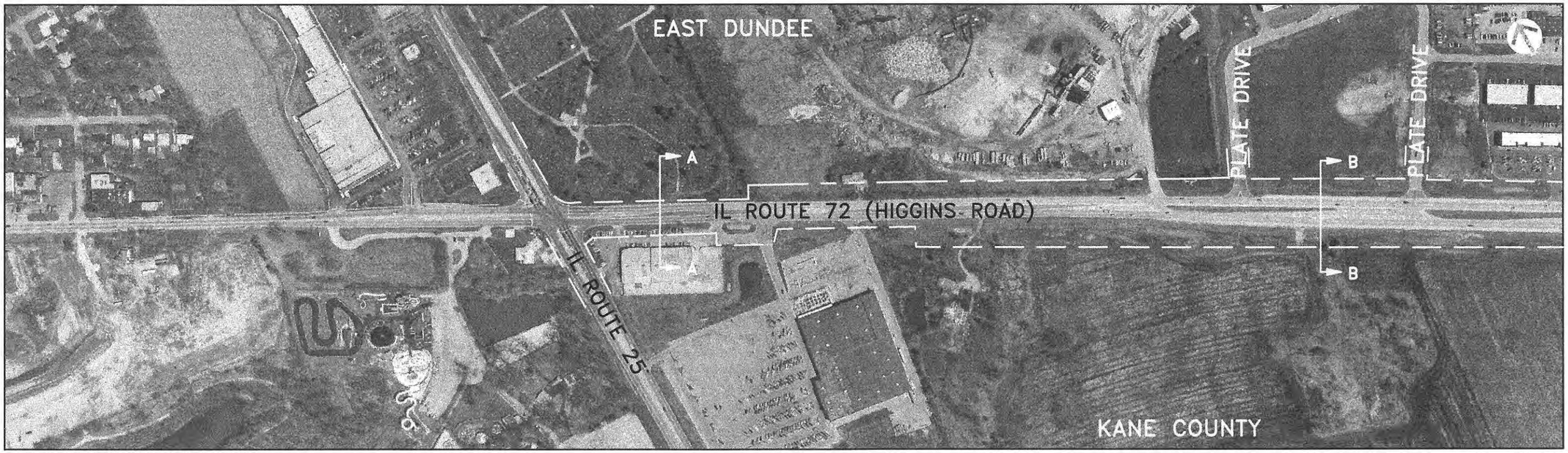
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-7

Segment 1
IL Route 25 to Barrington Road

RECOMMENDED PLAN

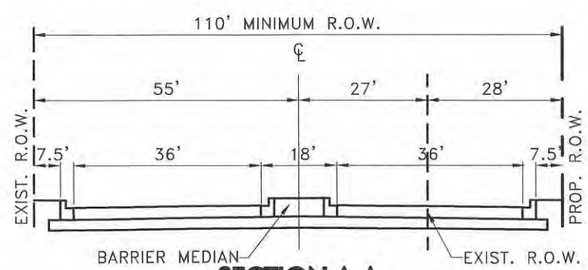
Exhibits C-1 through C-7





DATE OF PHOTOGRAPHY: APRIL 14, 1995
FOR SECTION B–B, SEE EXHIBIT C–2

SEGMENT 1



SECTION A-A
IL ROUTE 25 TO PLATE DRIVE
RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

Illinois Department of Transportation

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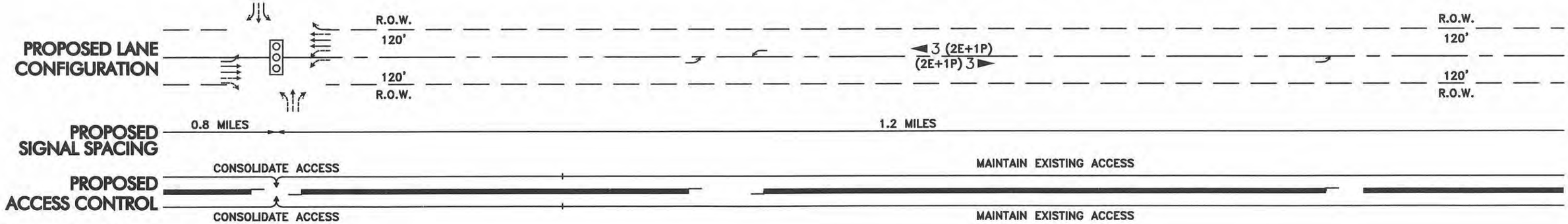
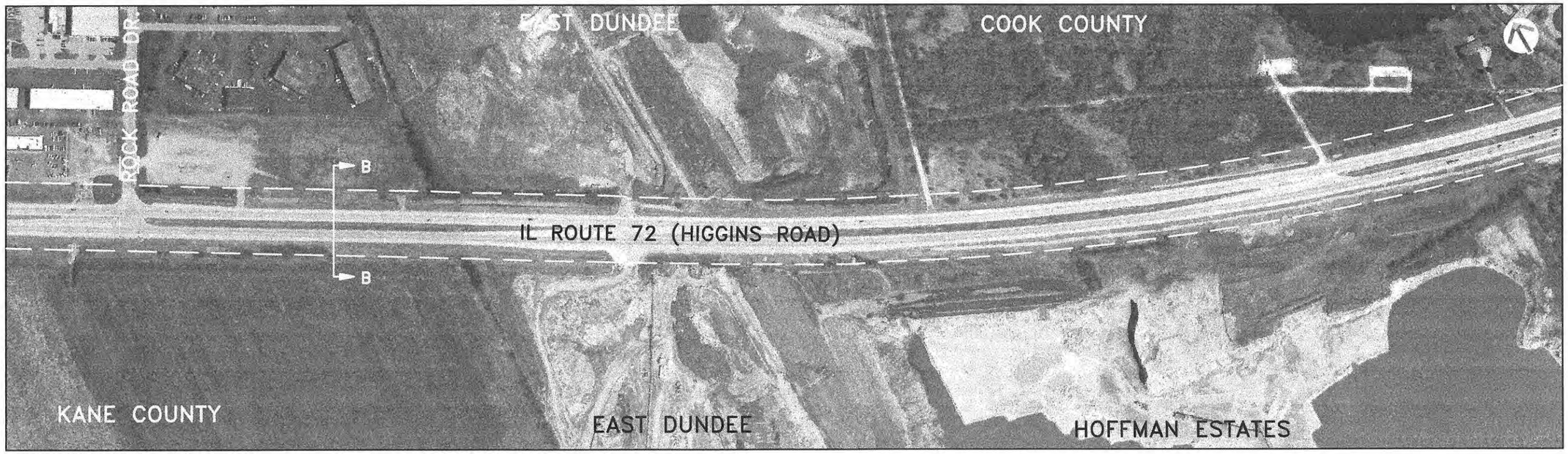
0 200 400 800
SCALE IN FEET

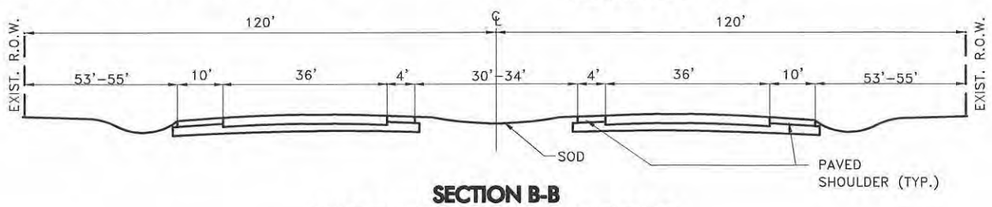
IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-1





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION B-B
PLATE DRIVE TO BARRINGTON ROAD
RECOMMENDED CROSS SECTION *

* BASED ON REHABILITATION OF EXISTING PAVEMENT

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
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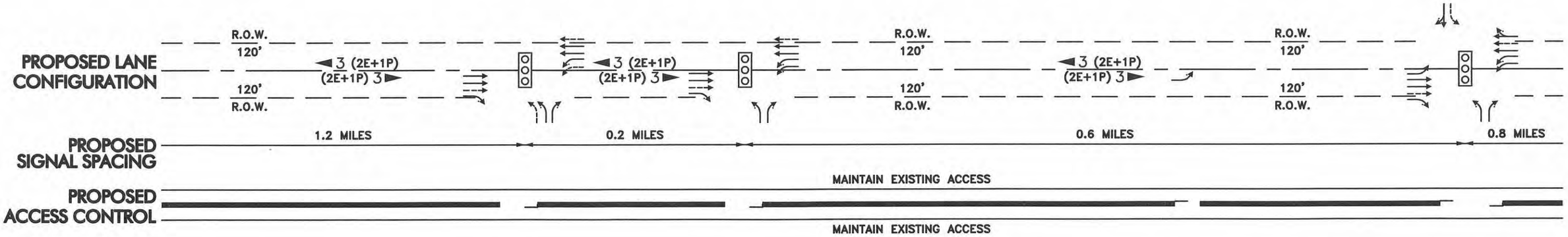
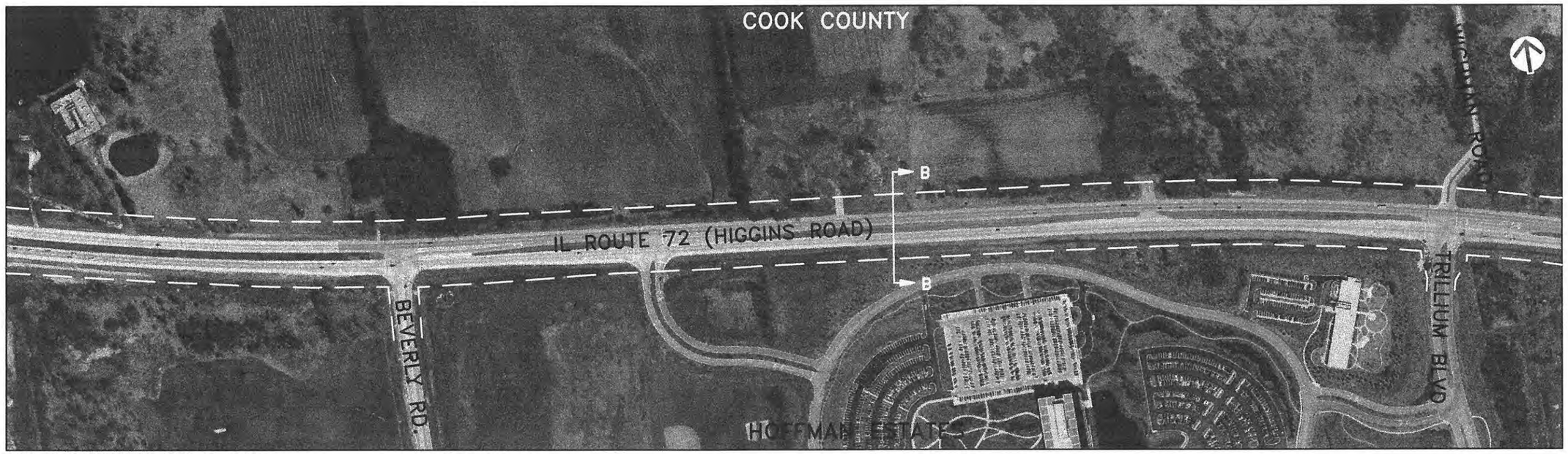
0 200 400 800
SCALE IN FEET

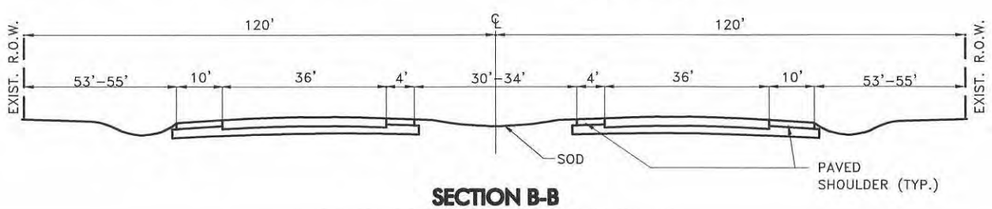
IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-2





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION B-B
PLATE DRIVE TO BARRINGTON ROAD
RECOMMENDED CROSS SECTION *

* BASED ON REHABILITATION OF EXISTING PAVEMENT

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
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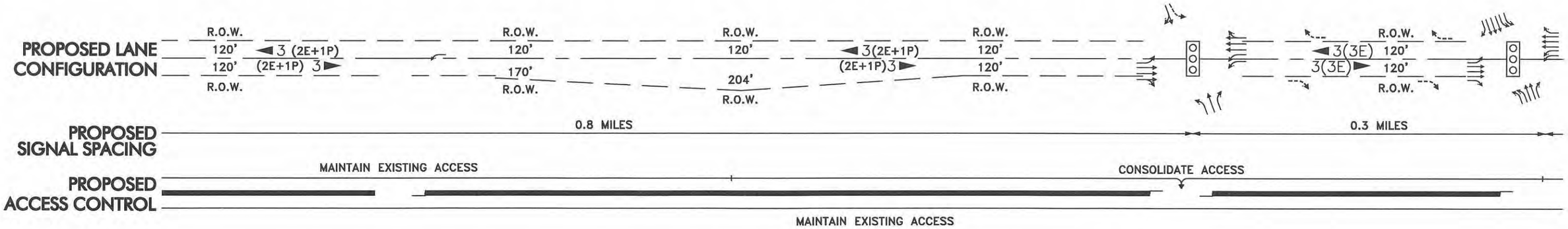
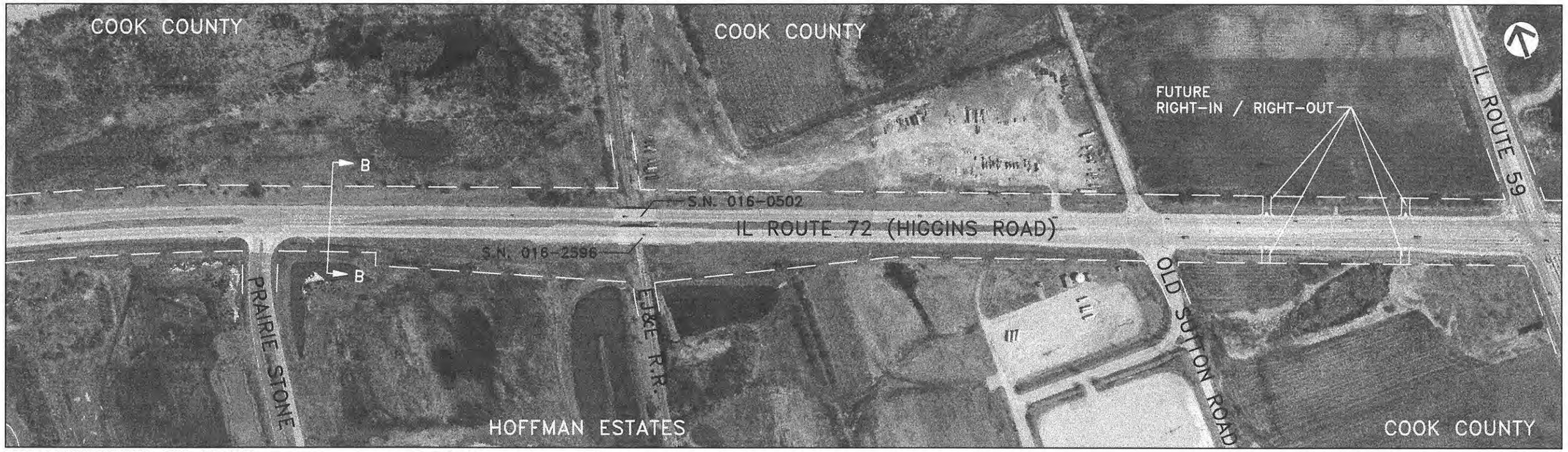
0 200 400 800
SCALE IN FEET

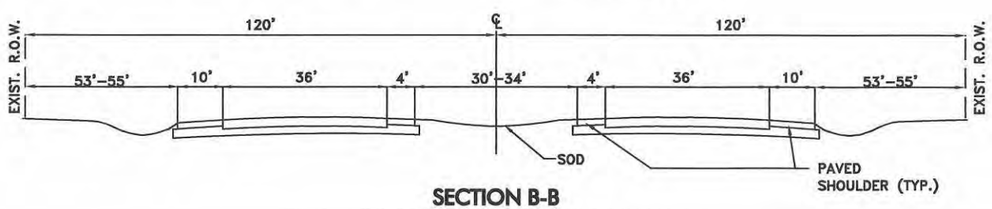
IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-3





DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 1



SECTION B-B
PLATE DRIVE TO BARRINGTON ROAD
RECOMMENDED CROSS SECTION *

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

*BASED ON REHABILITATION OF EXISTING PAVEMENT

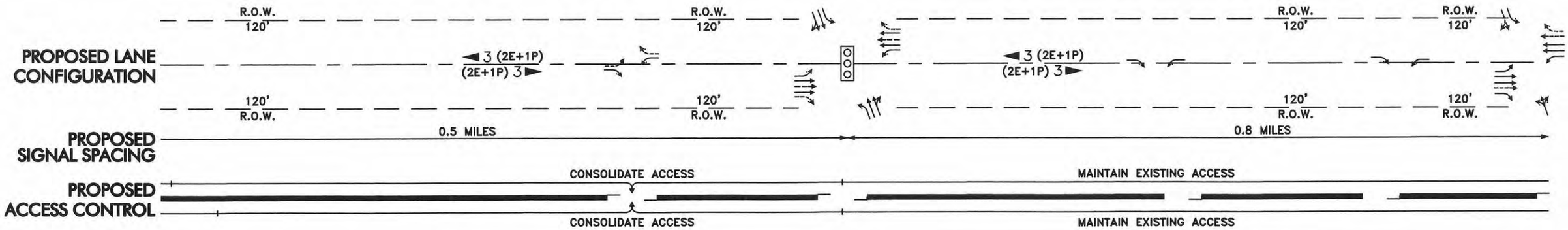
Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-4



DATE OF PHOTOGRAPHY: APRIL 14, 1995

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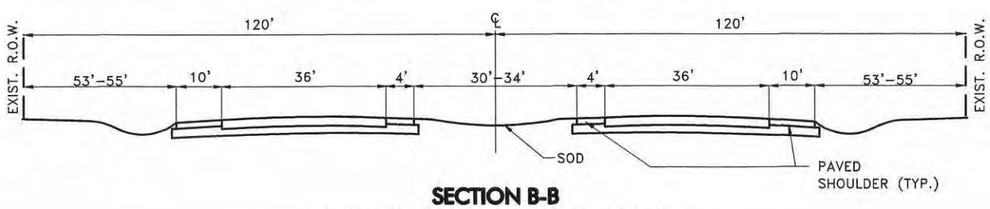

SECTION B-B
PLATE DRIVE TO BARRINGTON ROAD
RECOMMENDED CROSS SECTION *

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

Illinois Department of Transportation

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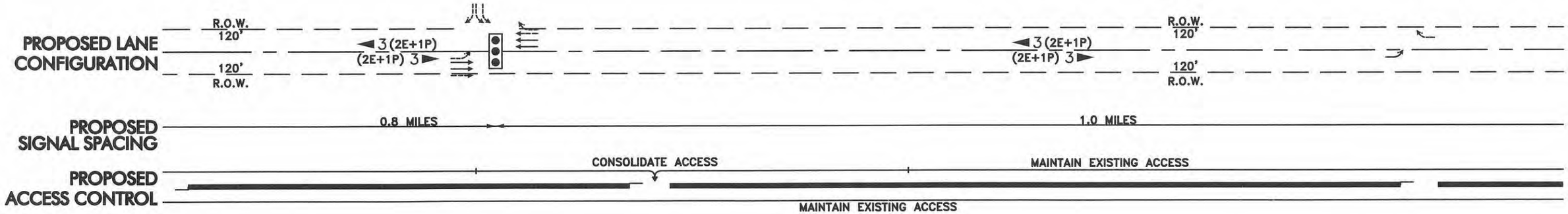
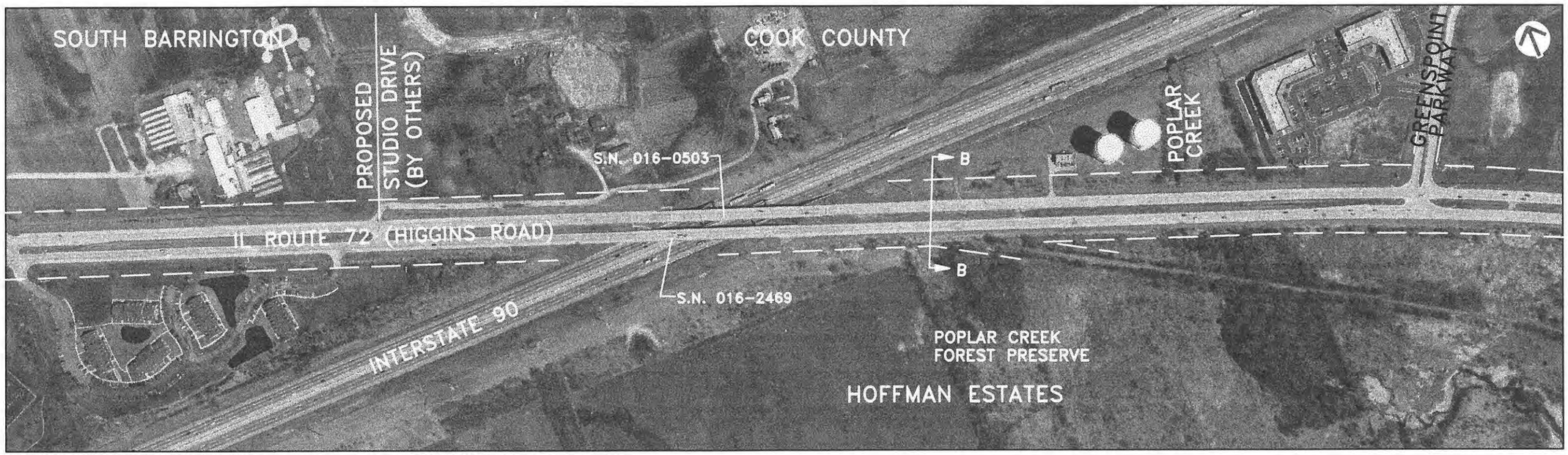
RECOMMENDED PLAN
EXHIBIT C-5





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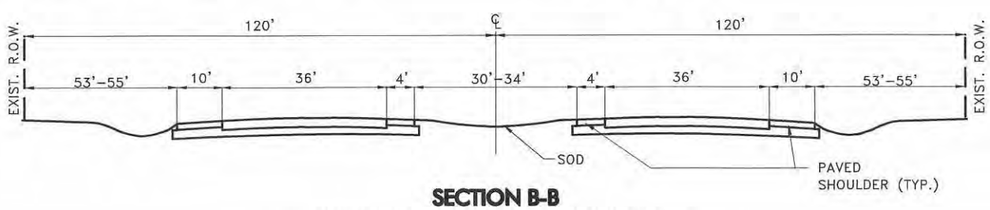

SECTION B-B
PLATE DRIVE TO BARRINGTON ROAD
RECOMMENDED CROSS SECTION *

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

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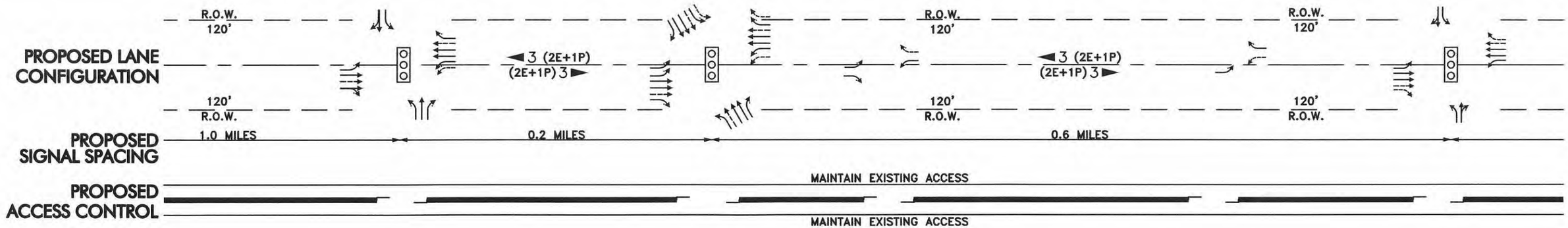
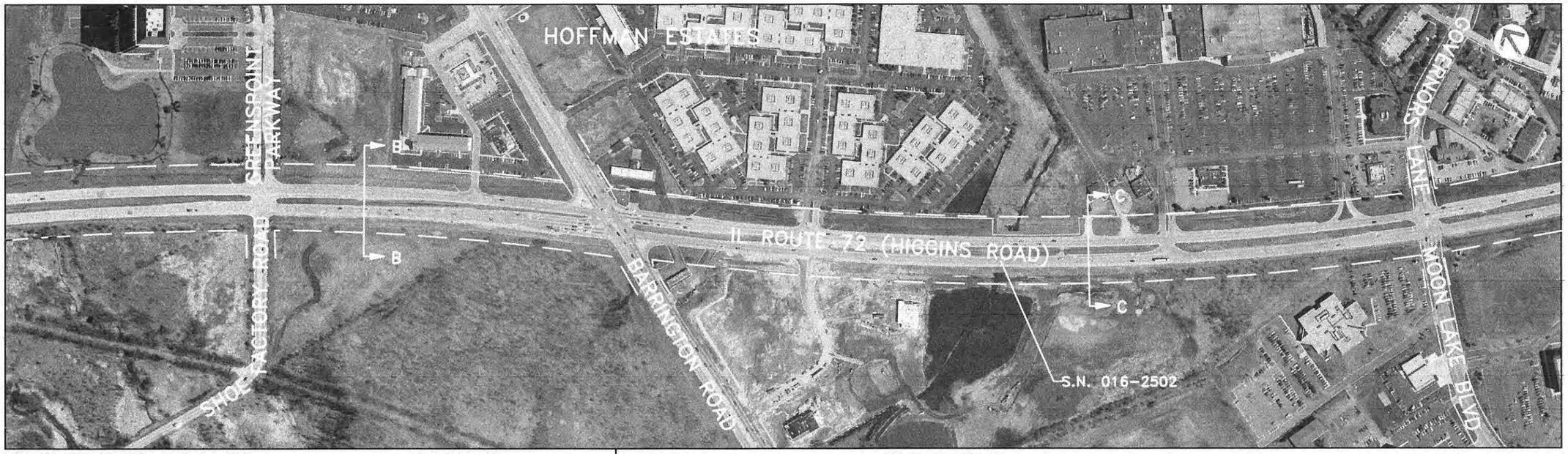
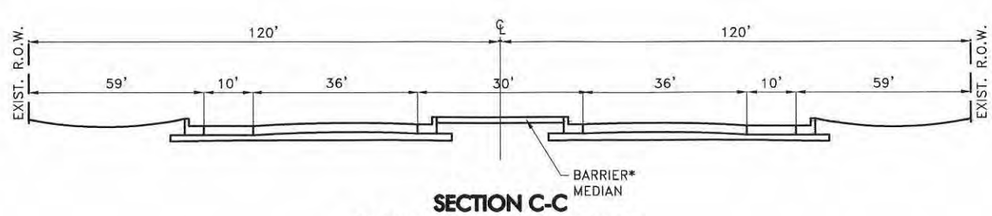
IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-6





DATE OF PHOTOGRAPHY: APRIL 14, 1995
FOR SECTION B–B, SEE EXHIBIT C–6

SEGMENT 1 | SEGMENT 2



SECTION C-C
BARRINGTON ROAD TO I-290
RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER MEDIAN
- B BUS STOP

Illinois Department of Transportation

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SCALE IN FEET

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RECOMMENDED PLAN
EXHIBIT C-7

Segment 2
Barrington Road to Interstate 290

3.2 Segment 2: IL Route 72/Higgins Road - Barrington Road to I-290

3.2.1 Location

Segment 2 extends along IL Route 72/Higgins Road from Barrington Road to I-290 (see Figure 3.1). The segment is approximately 6.3 miles in length and is located in Hoffman Estates and Schaumburg.

3.2.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-7 through A-13.

Right-of-Way - The right-of-way in this segment is 240 feet in width.

Roadway Characteristics - The existing pavement width between Barrington Road and Audubon Street consists of two 12-foot lanes in each direction separated by a 34-foot wide grass median. There are paved shoulders and open-ditch drainage along this portion of the segment.

From Audubon Street to I-290 the pavement consists of three 12-foot through lanes in each direction separated by a 16 to 28 foot wide barrier median. There are 10 to 12 foot wide paved shoulders along the outside edges of pavement with curb and gutter at the shoulder edges. An enclosed drainage system exists along this section.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment varies between 23,300 and 67,500 vehicles per day.

Accidents - The east approach of IL Route 72 at Barrington Road and the intersections of IL Route 72 with Barrington Road, Golf Road, Roselle Road, Plum Grove Road, Meacham Road, Martingale Road, and the I-290 Frontage Road (east and west) are considered high accident locations.

Parking, Sidewalks and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. There are some intermittent sections of sidewalk.

Traffic Control/Intersection Configuration - There are fifteen signalized intersections in this segment. These are located at the intersections of IL Route 72/Higgins Road with Barrington Road, Governors Lane/Moon Lake Boulevard, Huntington Boulevard, Gannon Drive, Salem Drive/Jones Road, Golf Road, Spring Mill Drive, Roselle Road, Plum Grove Road, National Parkway/State Parkway, Meacham Road, Martingale Road and I-290 Frontage Road (east and west). The existing lane configuration for each of these intersections are shown on Exhibits A-7 through A-13.

Structures - There are three existing structures in this segment as indicated in Table 3.2.1.

Table 3.2.1
Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-2502	IL 72	Poplar Creek	153'	38'	112'	NA
016-0982	SB I-290	IL 72	64'	235'	120'	14'5"
016-0983	NB I-290	IL 72	64'	235'	120'	14'4'

Transit - Fixed route bus service is provided by three separate routes as follows:

Pace 605 - IL Route 72 between National Parkway and Mall Drive (Service between Northwest Transportation Center and Roselle METRA Station.)

Pace 699 - IL Route 72 between Meacham Road and Martingale Road (Service between Palatine and Elk Grove Village)

Pace 606 - Intersects IL Route 72 at Martingale Road (Service between Woodfield Corporate Center and CTA River Road Station.)

No commuter rail service is in close proximity to this segment of the corridor.

3.2.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-7 through B-13.

Lakes/Streams/Wetlands/Floodplains - IL Route 72/Higgins Road crosses a creek (Poplar Creek East Branch) and its associated floodplain between Barrington Road and Moon Lake Boulevard. A substantial wetland is located northwest of the intersection of IL Route 72 and the easternmost intersection with Governors Lane. Most of the right-of-way runs through a floodplain from Grand Canyon Parkway to just beyond Roselle Road. There is a wetland within this floodplain but it is more than 400 feet from the right-of-way. The floodplain runs parallel to north edge of IL Route 72 from Roselle Road to National Parkway/State Parkway, occasionally abutting the right-of-way. The floodplain turns south and runs under IL Route 72 at Del Lago Drive. There is also a creek within the floodplain and a small wetland which abuts the southern edge of the right-of-way at Del Lago Drive. There is a wetland northwest of the intersection of IL Route 72 and National Parkway/State Parkway.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - The Illinois Environmental Protection Agency has documented 8 LUST sites within Segment 2. There are sites northeast and southeast of the intersection of IL Route 72 and Barrington Road. There is another LUST site at the northeast corner of IL Route 72 and Glen Lake Road. The intersection IL Route 58 (Golf Road) is bounded by LUST sites to the north and south. The northeast and northwest corners of IL Route 72 and Roselle Road both have LUST sites. Another site lies immediately northwest of the intersection with Apple Street.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - According to the Natural Resources Conservation Service, no prime farmland is present in this segment of IL Route 72.

3.2.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-7 through B-13.

Type and Intensity of Development - The primary land use between Barrington Road and Governors Lane is commercial. From Governors Lane east to Fairmont Road residential use dominates. Blackhawk Park and Community Center is located on the south side of IL Route 72/Higgins Road between Volid Drive and Oakmont Road. The primary land use between Fairmont Road and Roselle Road is commercial. East of Roselle Road residential uses predominate up to National Parkway/State Parkway. East of this point residential uses are primarily found on the south side while commercial uses lie to the north. Hoffman Estates High School is located north of the intersection of Higgins Road and Gannon Drive. Prince of Peace Lutheran Church is located between the high school and Churchill Road. Children's World Learning Center is located on the north side between Jones Road and Vogelei Park. Church of the Cross is located on the south side of Higgins Road immediately west of Spring Mill Drive. ITT Technical Institute is east of Spring Mill Drive on the south side.

Planned Development - Undeveloped parcels are generally zoned for commercial and business uses. No specific plans for development have been identified within this segment.

3.2.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibits C-7 through C-13.

Roadway - The recommended roadway cross section for this segment includes three 12-foot through lanes in each direction separated by a 30-foot wide barrier median. This median will be landscaped within the Schaumburg Village limits based on an existing agreement with IDOT. The Village of Hoffman Estates has also requested landscaped medians within their Village limits. Paved shoulders (10 foot) are proposed along each edge of pavement with curb and gutter at the edge of the shoulders. The existing enclosed drainage system will be maintained. The proposed typical section (Section C-C) for this area is shown on Exhibits C-7 through C-13.

Traffic Control/Intersection Configuration - It is proposed to maintain all fifteen of the existing traffic signals. Separate left turn lanes will be provided on the cross streets where they do not presently exist at these intersections.

Two future potential signals have been identified at Grand Canyon Parkway and at Ash Road. The signal at Grand Canyon Parkway should be installed only when the signal warrants recommended for SRA routes are met. Recommended signal warrants for SRA's are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report. The signal at Ash Road will be constructed as part of the Golf Road/Higgins Road/Roselle Road improvement project.

Access Management - Barrier median is proposed to maintain the existing access restrictions in addition to restricting five additional side streets to right-in, right-out. The impact of the closure of the existing median openings will be evaluated further during the Phase I studies. Existing driveways which do not align with median openings should conform to right-in, right-out access standards in the IDOT Policy on Permits for Access Driveways to State Highways. The width of all existing and future driveways should also conform to this policy.

Structures - None of the existing structures will require modification.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Park-and-pool lots should also be considered at all major traffic generators.

3.2.6 Right-of-Way Requirements

No additional right-of-way will be required for the recommended improvements. Minor right-of-way acquisitions may be necessary for intersection improvements and temporary grading easements may be required.

3.2.7 Environmental Considerations

No impacts will result to wetland systems, threatened and endangered species, or prime farmland located within Segment 2 since right-of-way acquisition is not recommended.

3.2.8 Land Use Considerations

No significant impacts to land use are expected within Segment 2 since additional right-of-way will not be acquired. A barrier median in Segment 2 would prevent direct left turns into uses fronting onto IL Route 72/Higgins Road except at planned full movement intersections. Future access and setbacks along the portion of this segment planned for business, office, and residential development should be coordinated with SRA improvements.

3.2.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 2 is shown in Table 3.2.3. This construction cost estimate is based on 1991 unit prices.

Table 3.2.2
Construction Cost Estimate
Segment 2 - Barrington Road to I-290

Recommended Improvements	Estimated Cost
Roadway	$3,960,000
Intersection Improvements	2,100,000
Structure Modifications	0
Transit Improvements	0
Right-of-Way Acquisition	0
Total - Recommended Improvements	**$6,060,000**

Note: This construction cost estimate is based on 1991 unit prices.

3.2.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 2, these improvements include consolidating driveways to conform to current IDOT access standards as parcels develop.

3.2.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

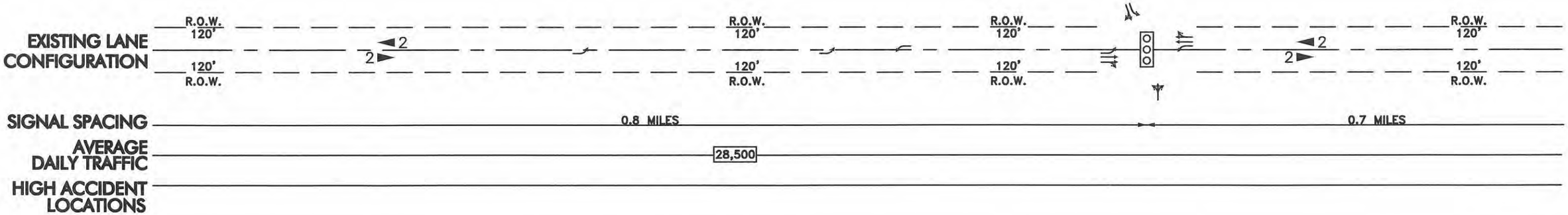
3.2.12 Crossing SRA Routes

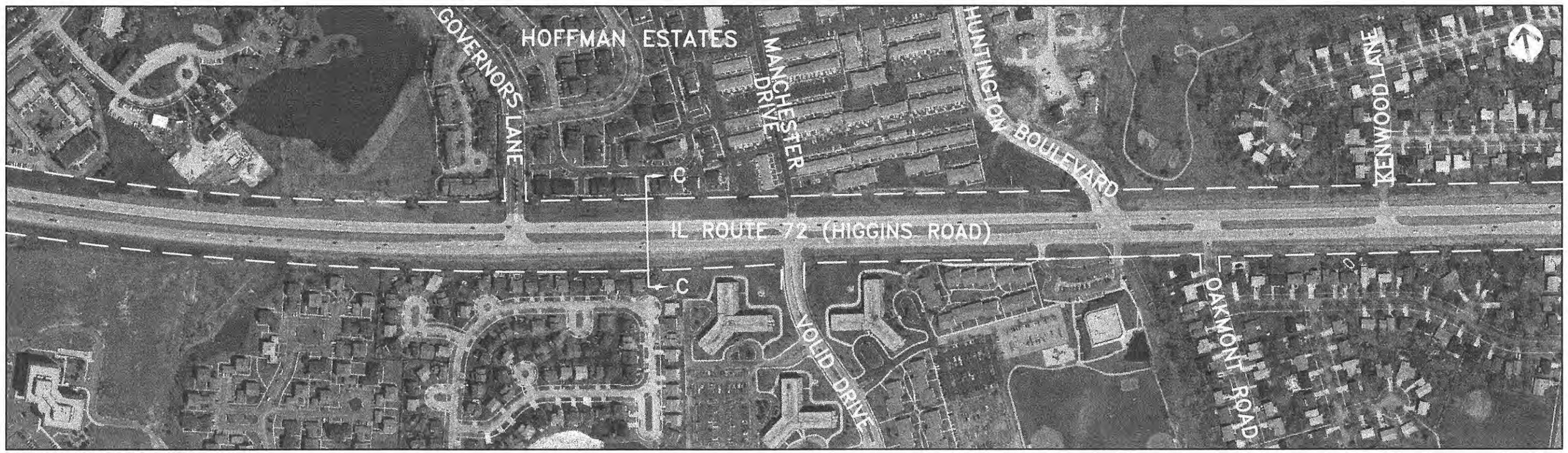
There are two crossing SRA routes in this segment. The recommended plans for Barrington Road and Roselle Road both propose three through lanes in each direction in the vicinity of IL Route 72.

Segment 2
Barrington Road to Interstate 290

EXISTING FACILITY CHARACTERISTICS

Exhibits A-8 through A-13
Exhibit A-7 included in Segment 1





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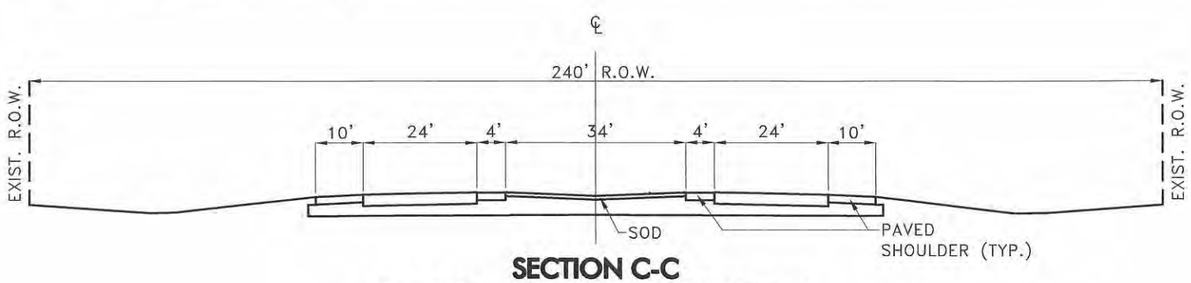

SECTION C-C
IL ROUTE 59 TO AUDUBON STREET

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- (CTA) RAPID TRANSIT STATION
- (METRA) METRA STATION
- (STOP) 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄ # EXISTING NUMBER OF LANES

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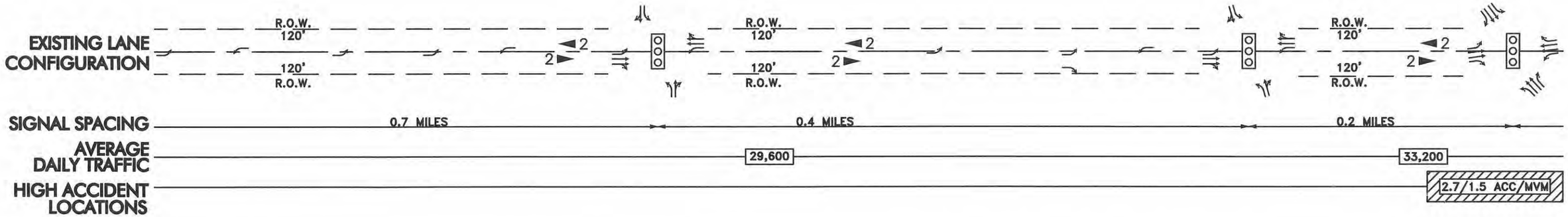
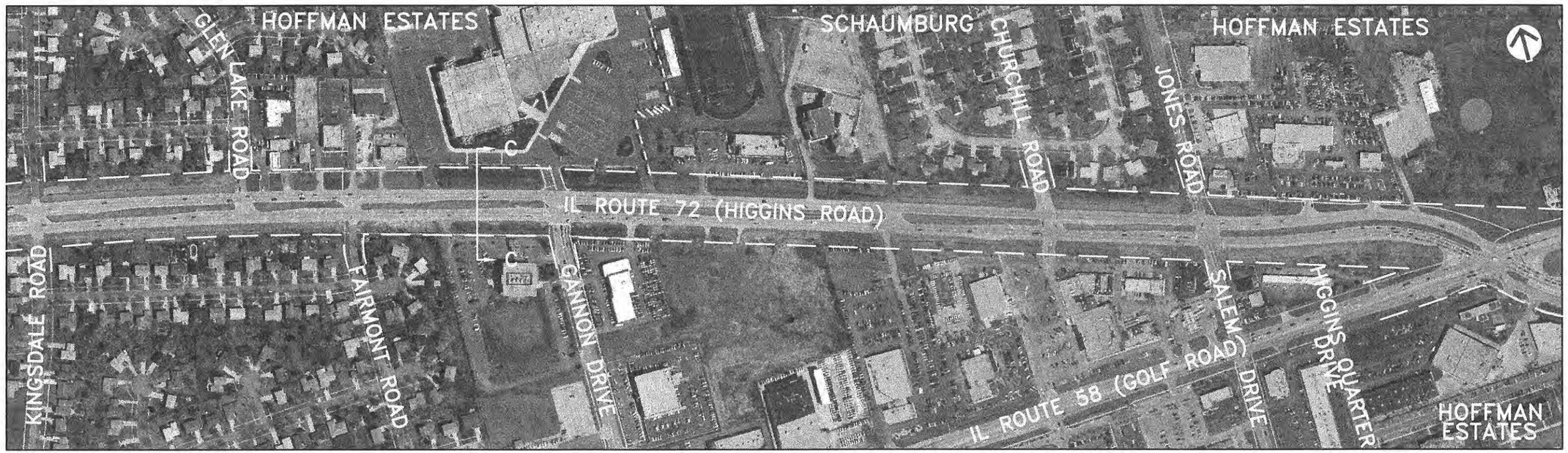
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-8





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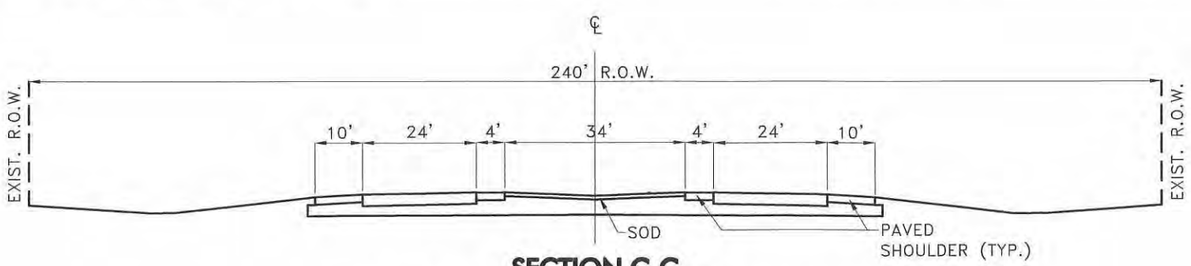

SECTION C-C
IL ROUTE 59 TO AUDUBON STREET

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- (CTA) RAPID TRANSIT STATION
- (METRA) METRA STATION
- (STOP) 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
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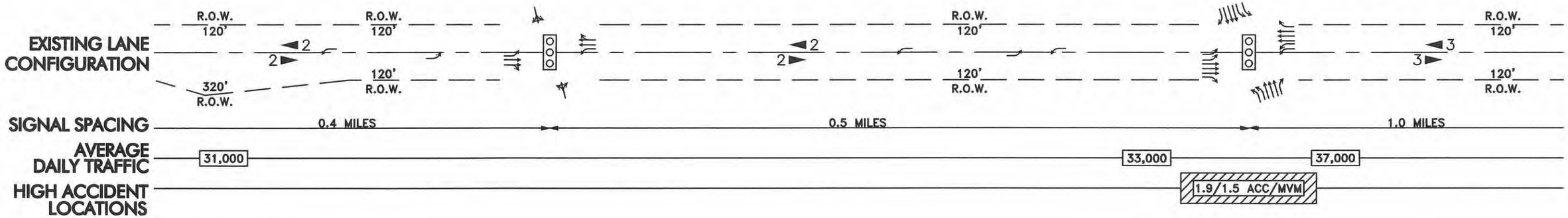
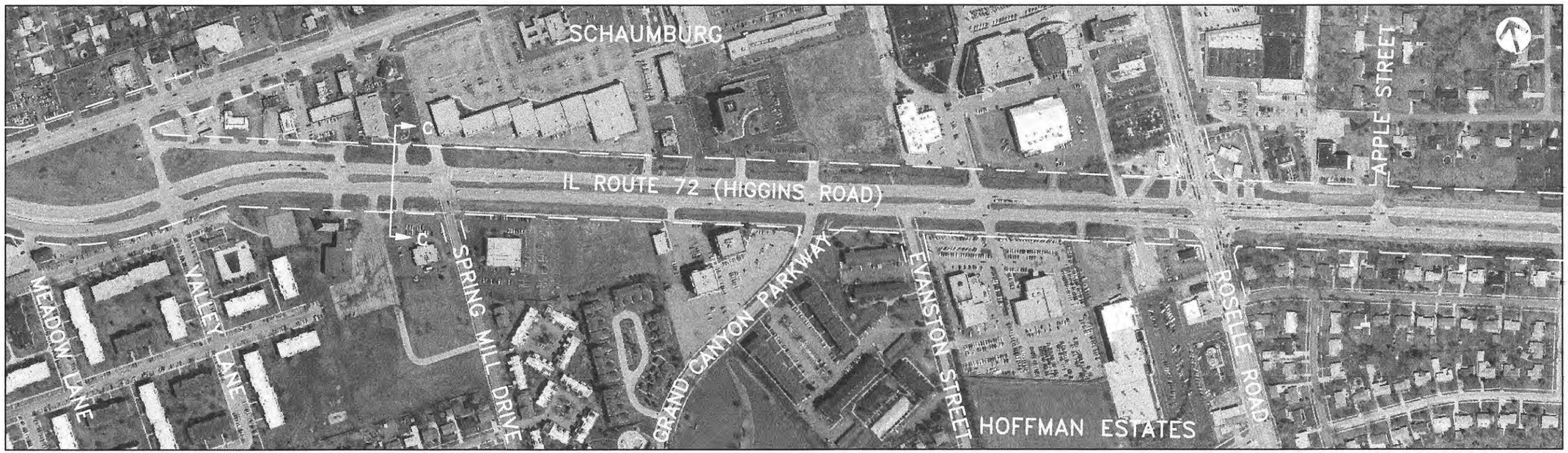
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-9





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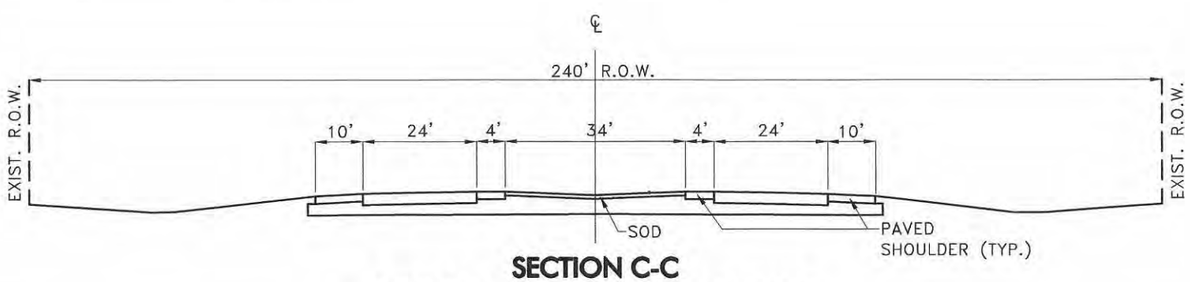

SECTION C-C
IL ROUTE 59 TO AUDUBON STREET

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- [B] DESIGNATED BUS STOP
- [CTA] RAPID TRANSIT STATION
- [METRA] METRA STATION
- (STOP) 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
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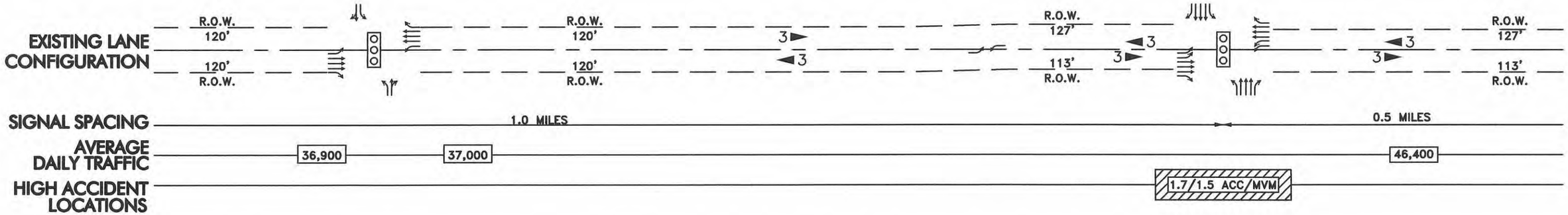
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-10



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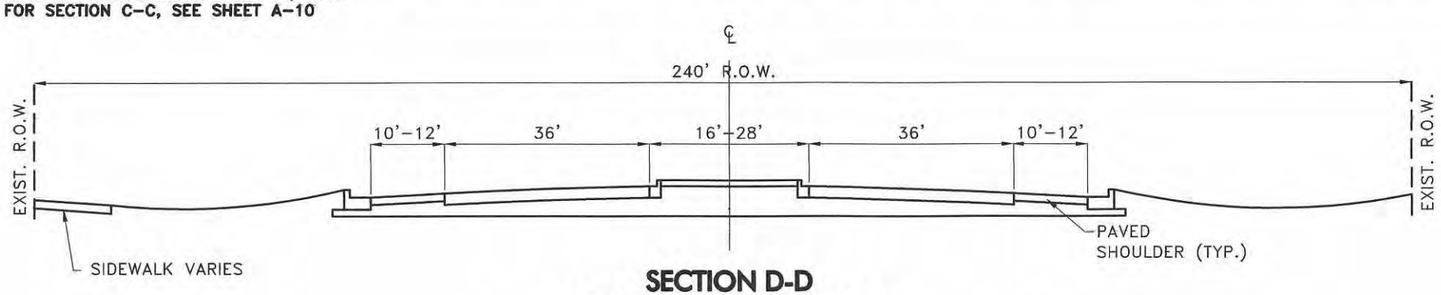

SECTION D-D
AUDUBON STREET TO I-290

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P̸) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- [B] DESIGNATED BUS STOP
- [CTA] RAPID TRANSIT STATION
- [METRA] METRA STATION
- (STOP) 4–WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

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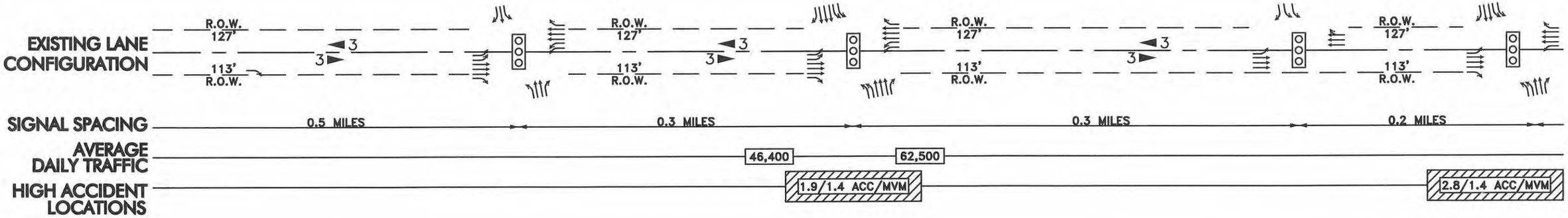
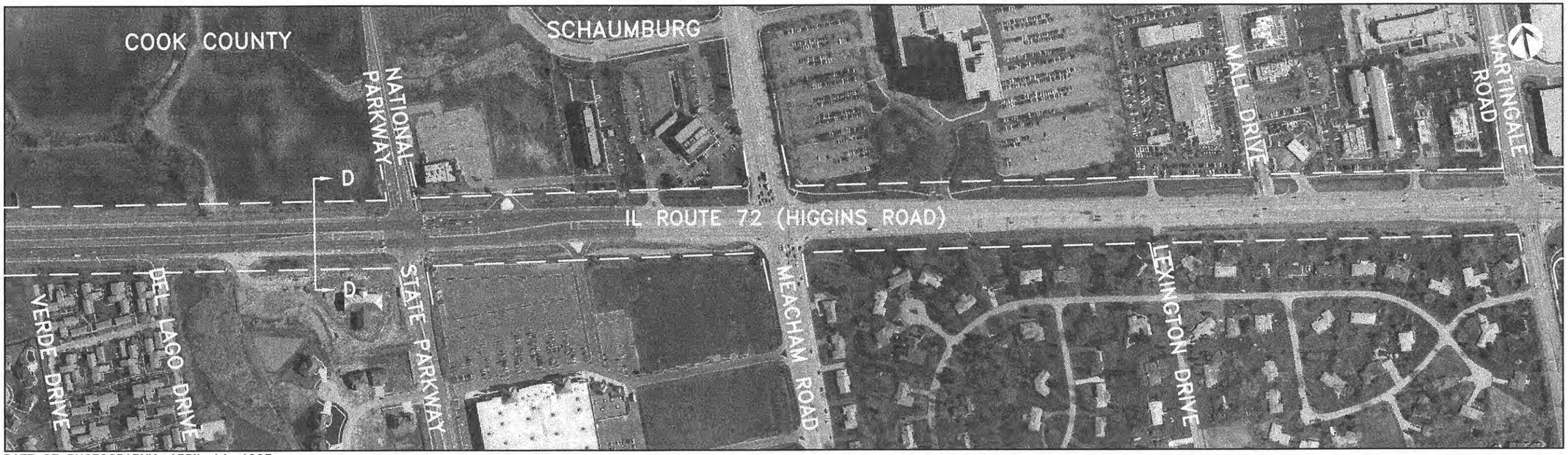
IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-11





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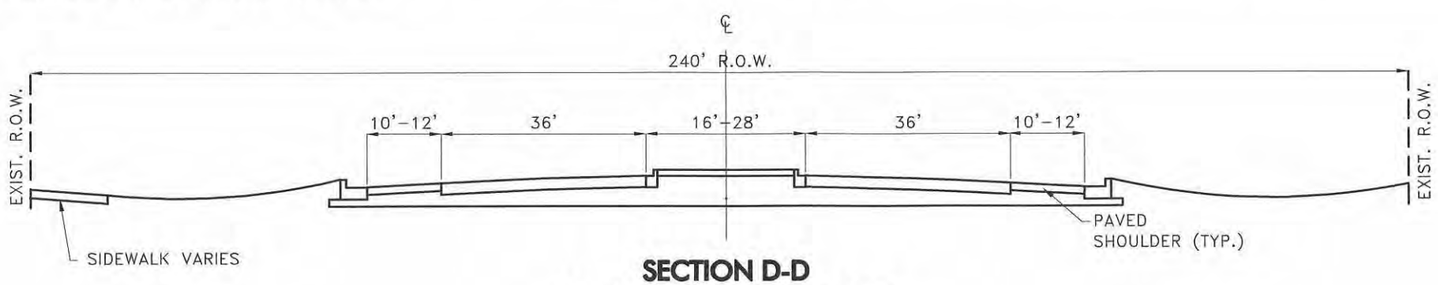

SECTION D-D
AUDUBON STREET TO I-290

Illinois Department of Transportation

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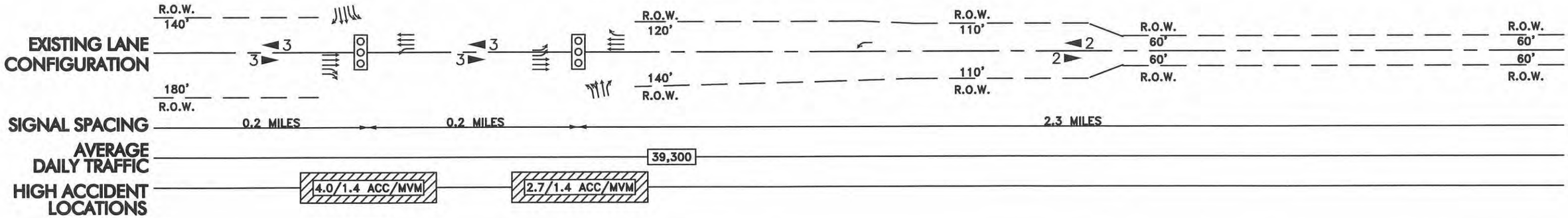
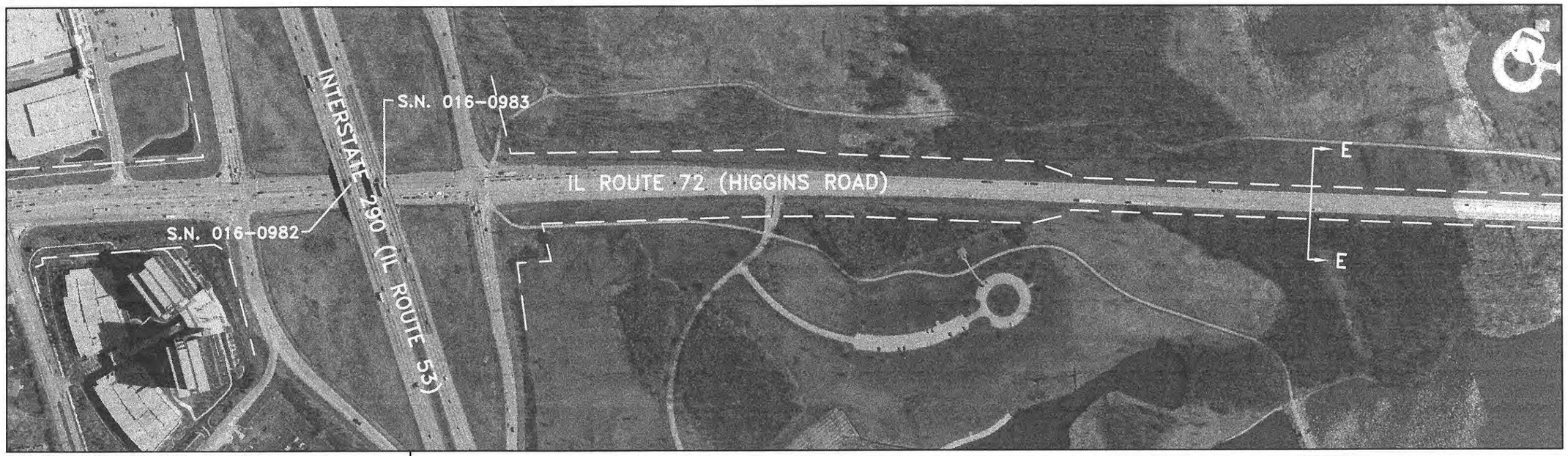
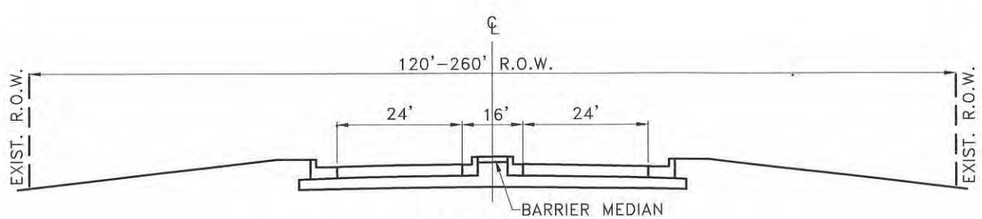
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-12





DATE OF PHOTOGRAPHY: APRIL 14, 1995
FOR SECTION C-C, SEE EXHIBIT C-12



SECTION E-E
I-290 to ARLINGTON HEIGHTS ROAD

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
Shah Engineering, Inc. Planning Resources Inc.

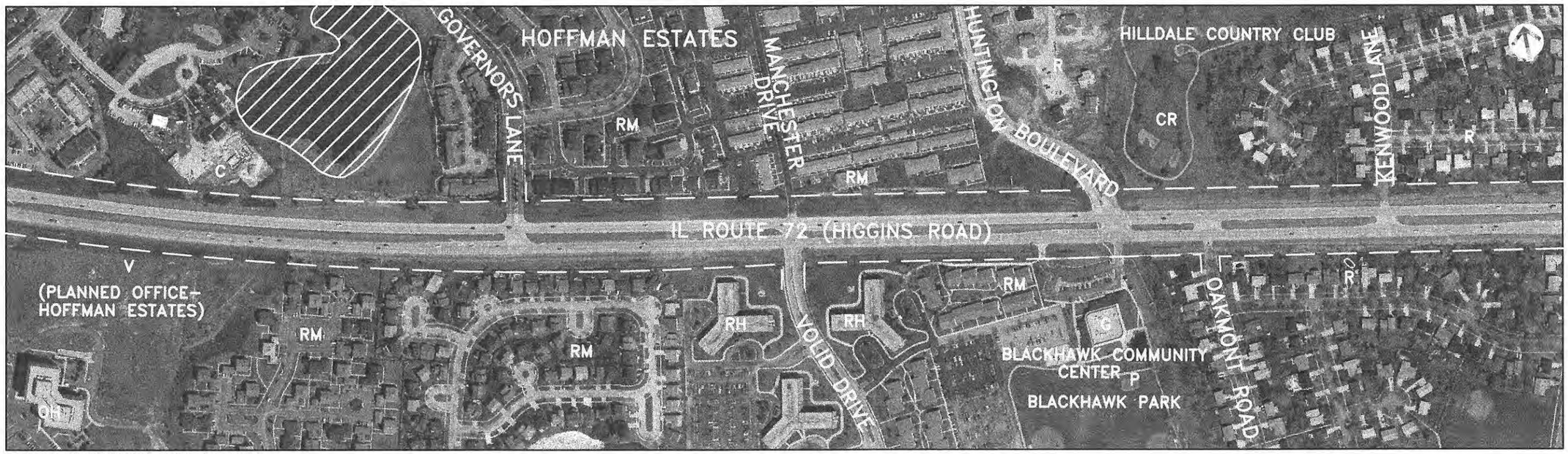
0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-13

Segment 2
Barrington Road to Interstate 290

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-8 through B-13
Exhibit B-7 included in Segment 1



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- H1 HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
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I	INDUSTRIAL/WAREHOUSE
†	CHURCH/TEMPLE (NAME)
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A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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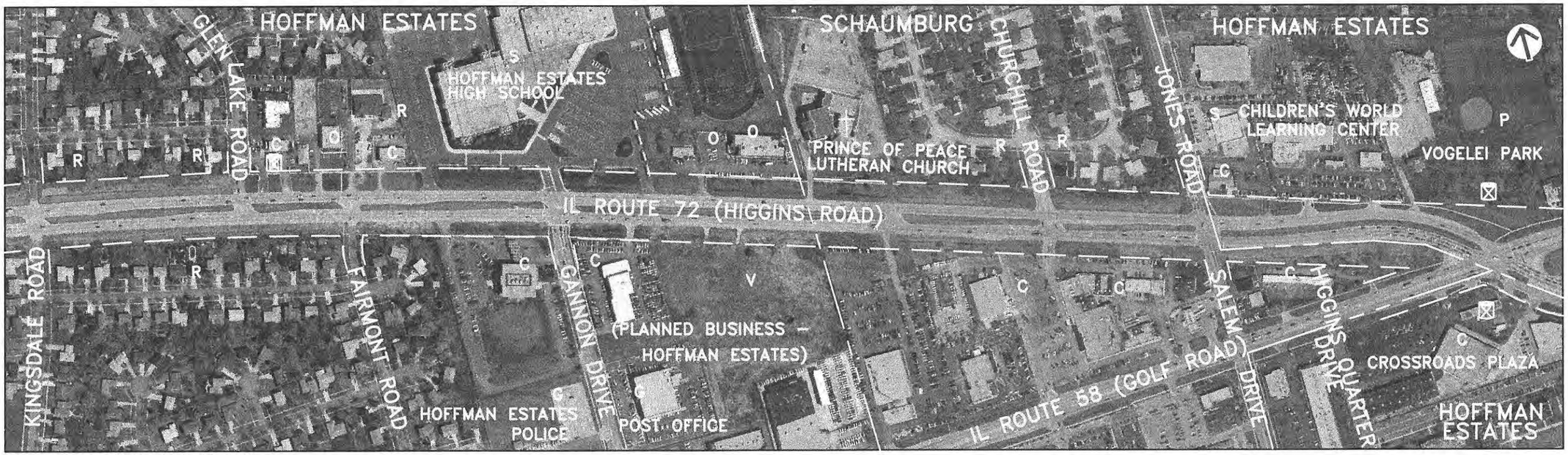
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-8



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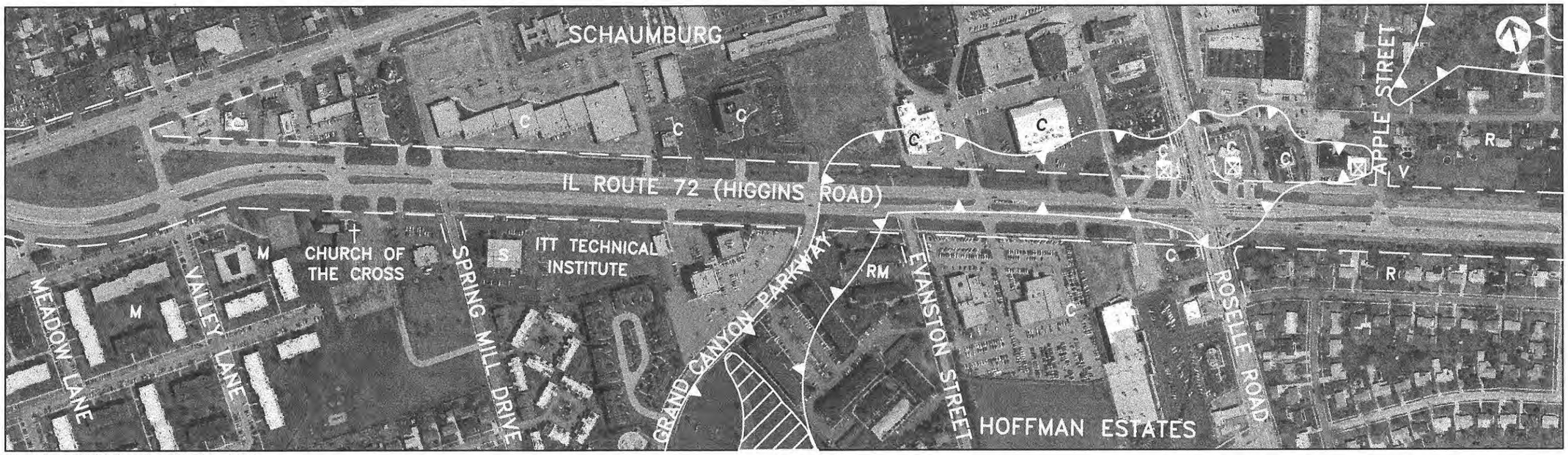
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-9



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LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-10

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ENVIRONMENTAL FACTORS LEGEND

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LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-11

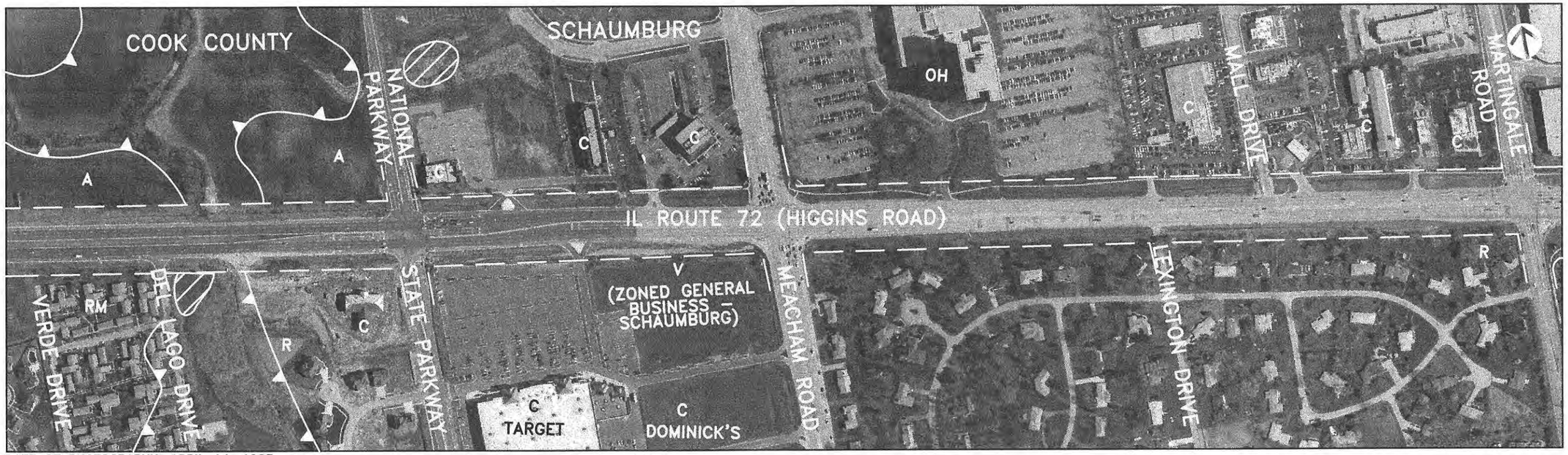

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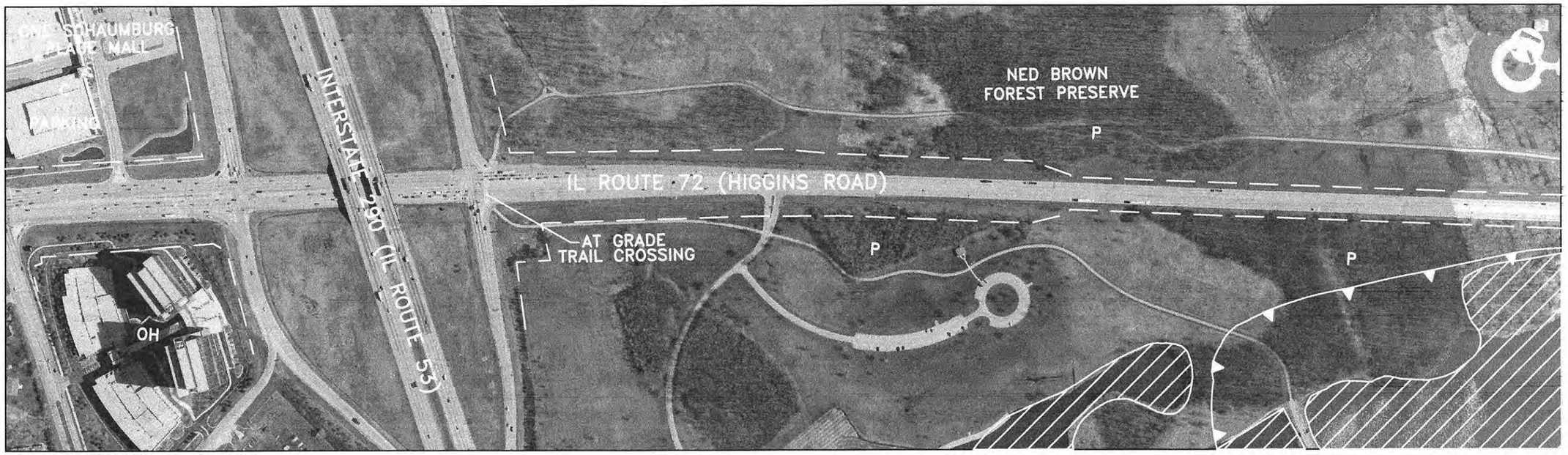
EXHIBIT B-12



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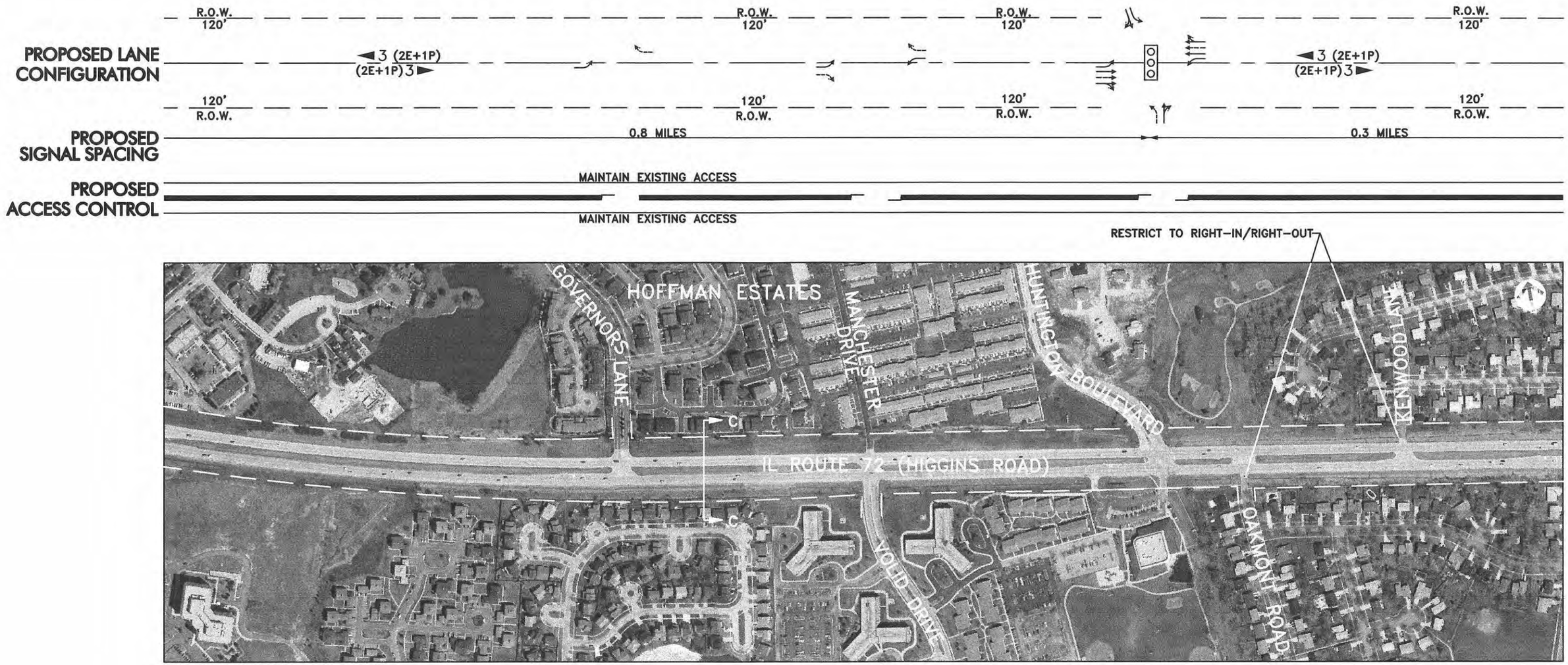
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-13

Segment 2
Barrington Road to Interstate 290

RECOMMENDED PLAN

Exhibits C-8 through C-13
Exhibit C-7 included in Segment 1



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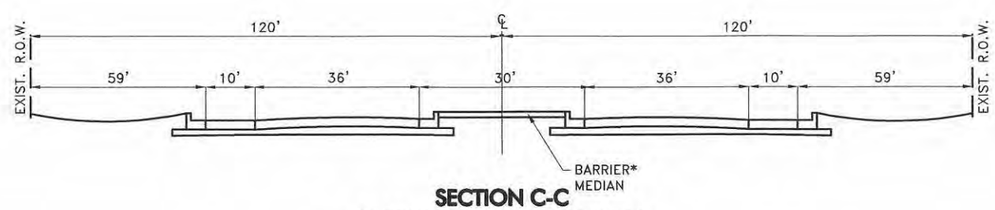
SEGMENT 2



SECTION C-C
BARRINGTON ROAD TO I-290
RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

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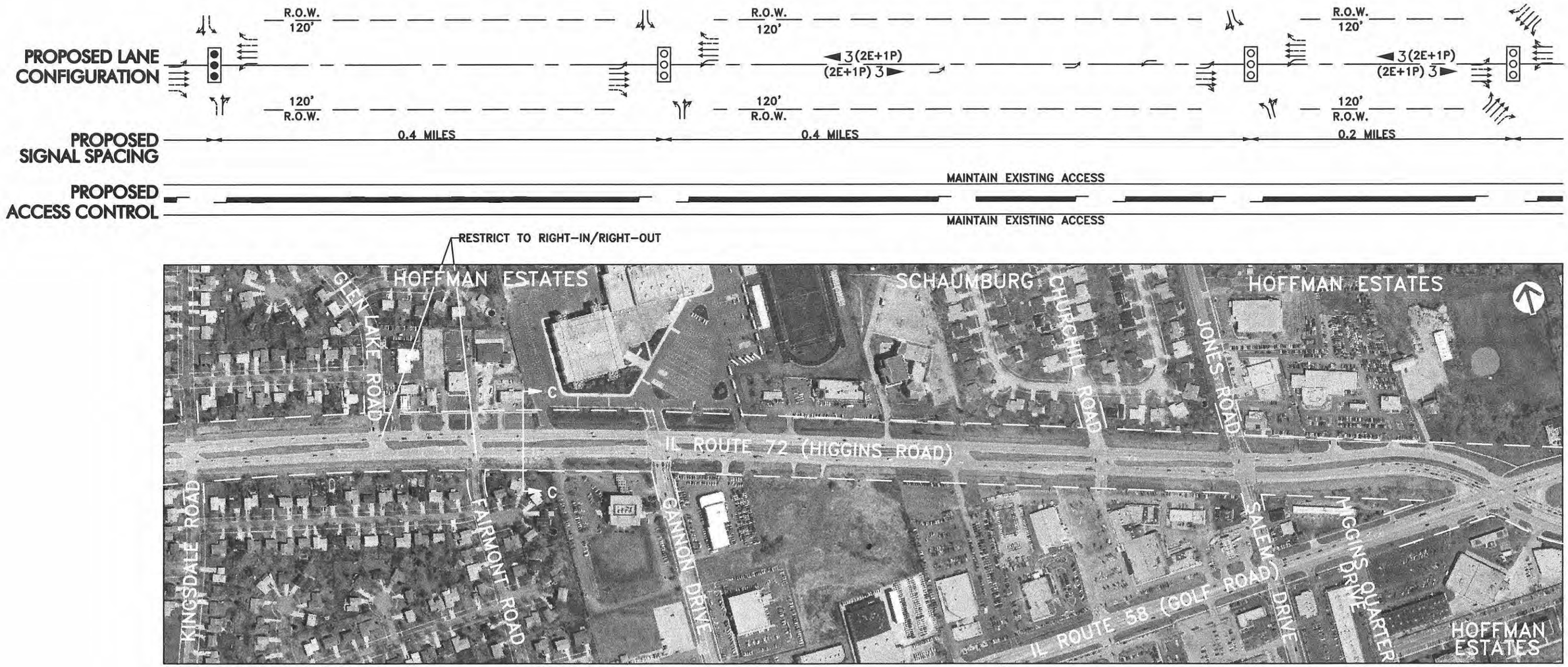
RECOMMENDED PLAN
EXHIBIT C-8



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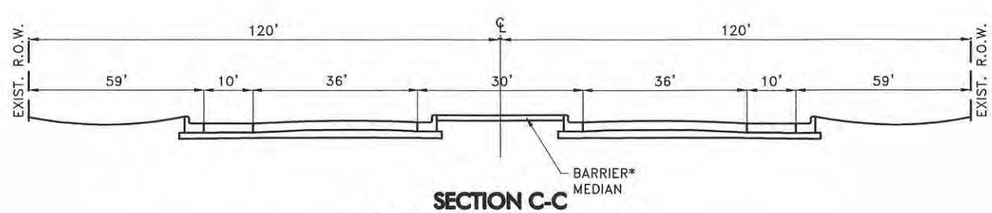

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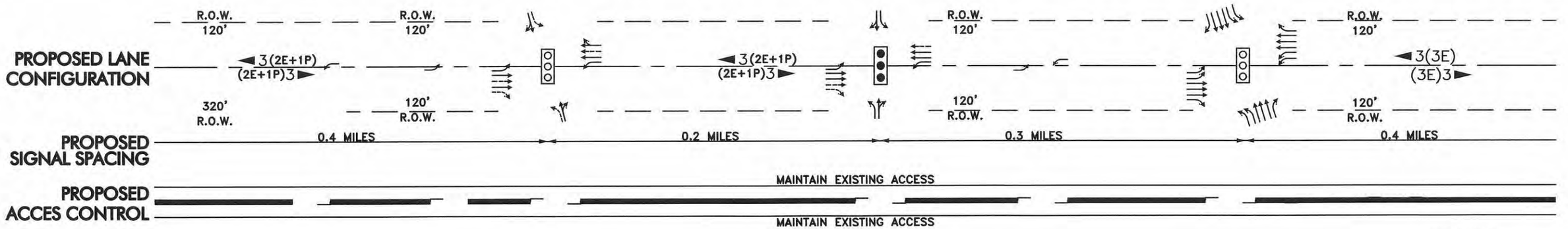
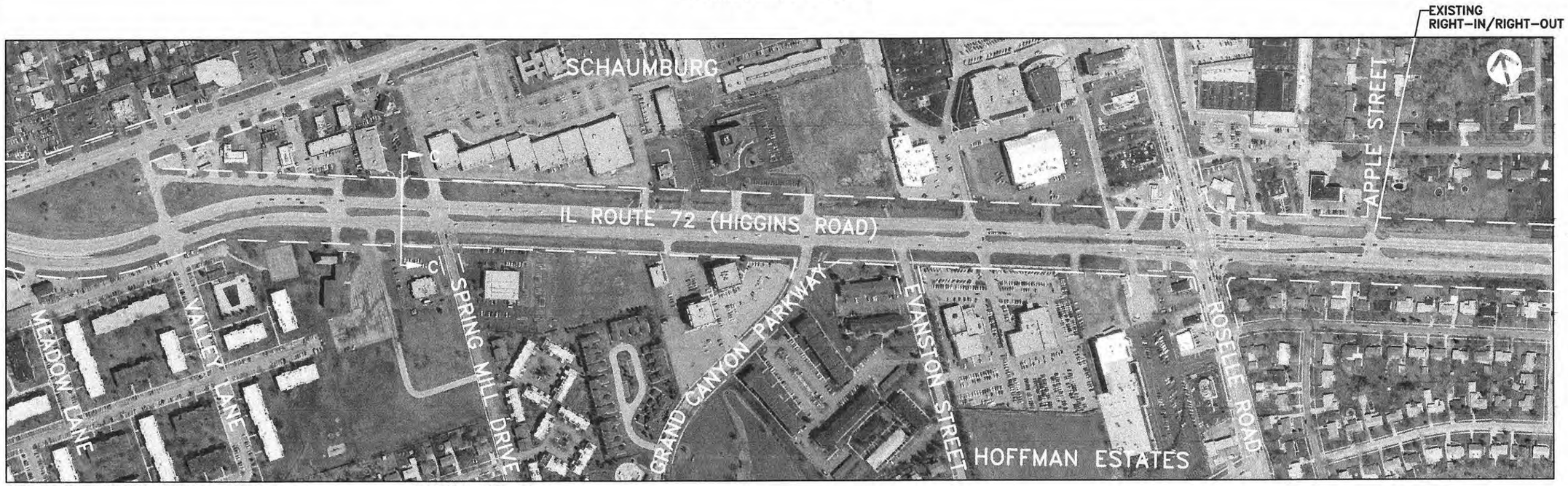
EXHIBIT C-9





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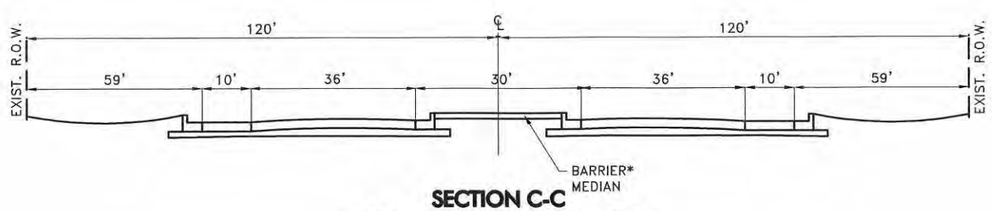

SECTION C-C
BARRINGTON ROAD TO I-290
RECOMMENDED CROSS SECTION

LEGEND

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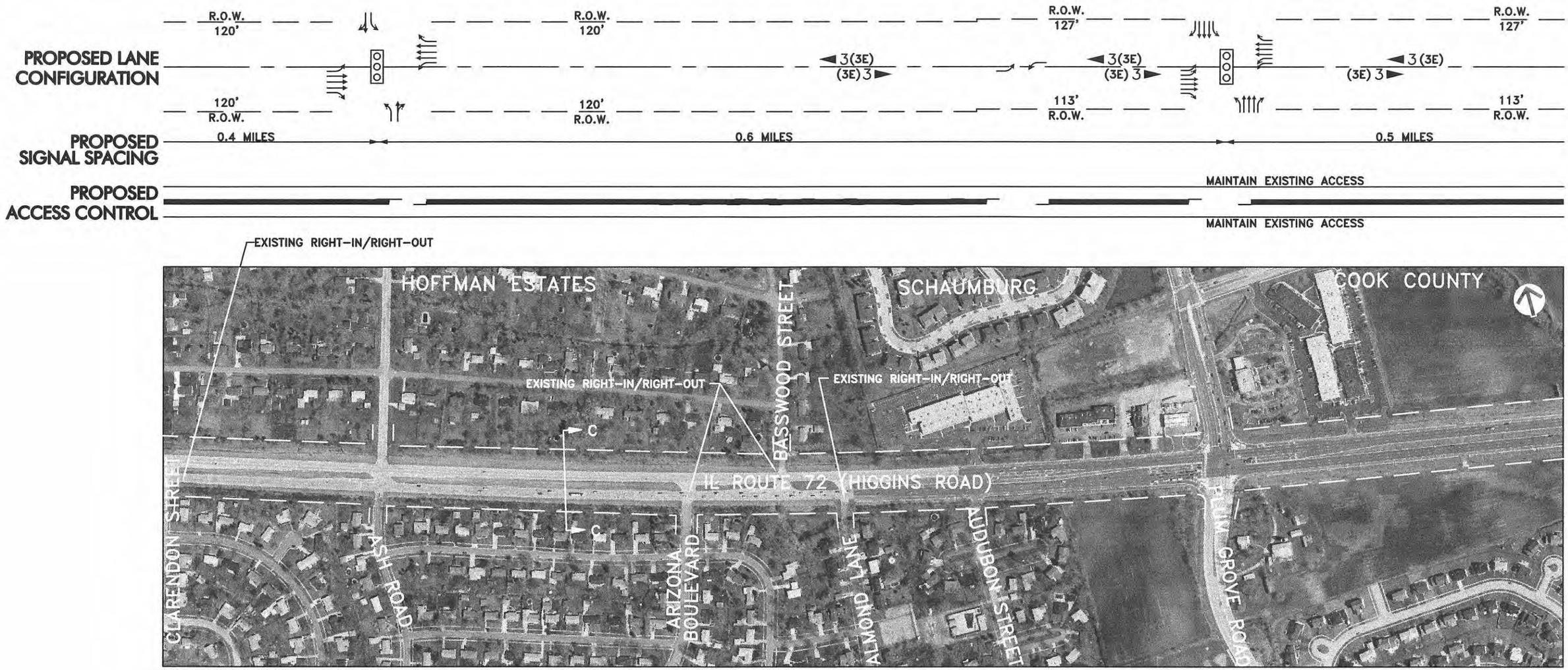
EXHIBIT C-10



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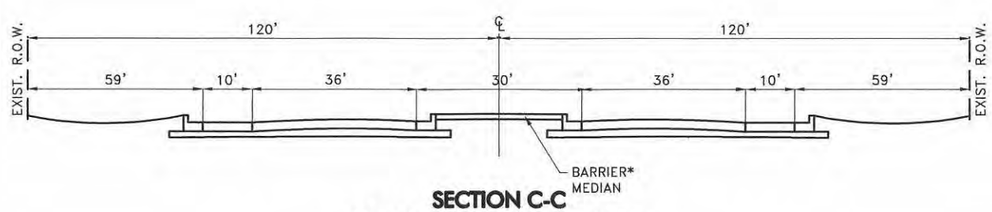

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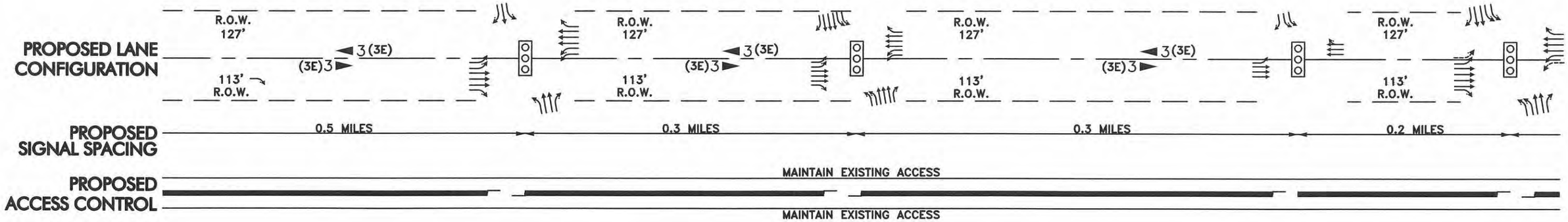

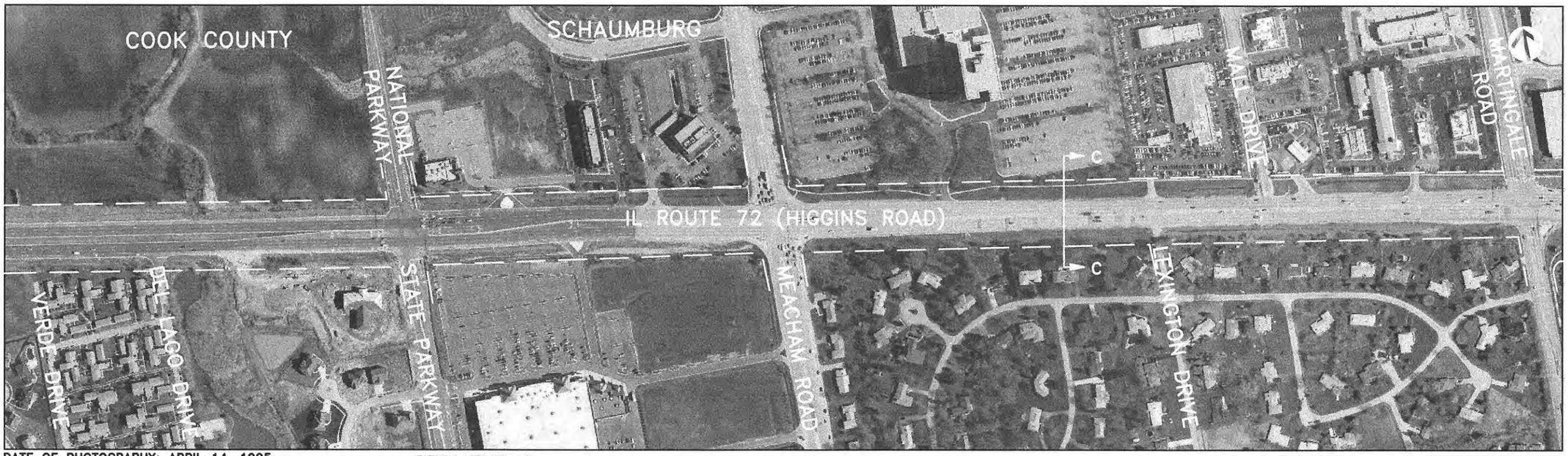

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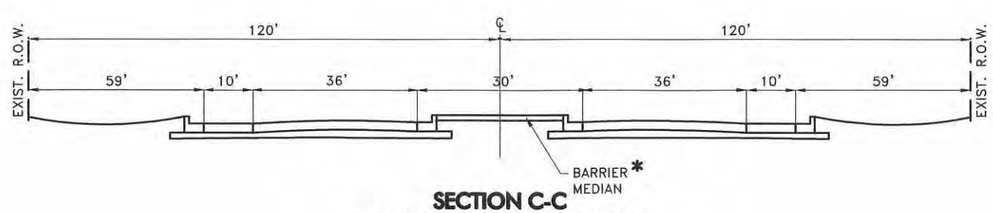

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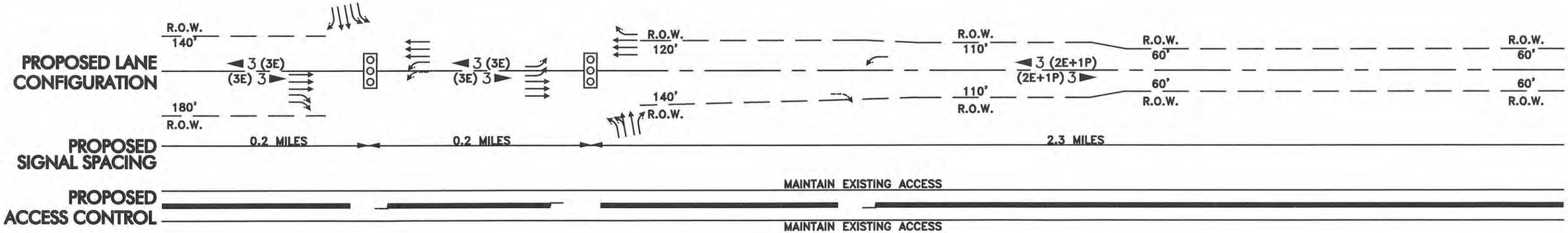

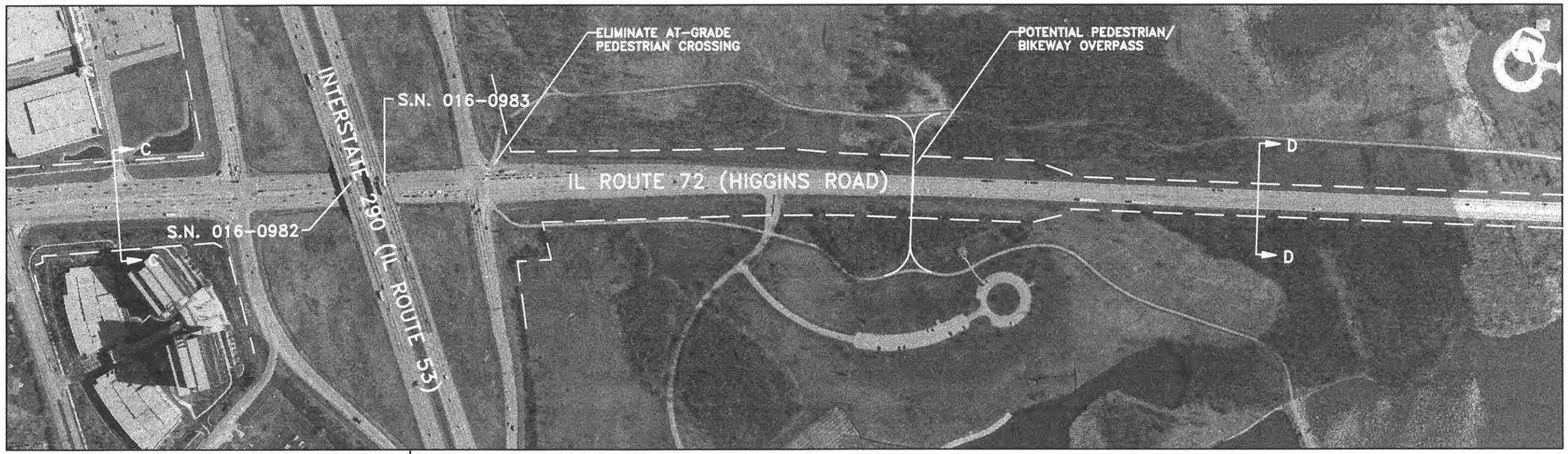

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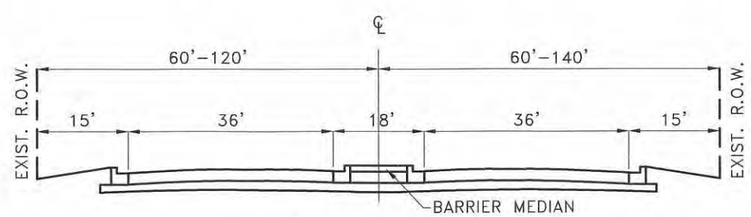
FOR SECTION C-C, SEE EXHIBIT C-12

SEGMENT 2 | SEGMENT 3



SECTION D-D
I-290 TO ARLINGTON HEIGHTS ROAD
RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by: CIVILTECH ENGINEERING, INC.
In Association with: METRO Transportation Group
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-13

Segment 3
Interstate 290 to Arlington Heights Road

3.3 Segment 3: IL Route 72/Higgins Road - I-290 to Arlington Heights Road

3.3.1 Location

Segment 3 extends along IL Route 72/Higgins Road from I-290 to Arlington Heights Road (see Figure 3.1). The segment is approximately 2.3 miles in length and is located in within the Ned Brown Forest Preserve in unincorporated Cook County.

3.3.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-13 through A-15.

Right-of-Way - The existing right-of-way in this segment varies between 100 and 260 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of two 12-foot through lanes in each direction separated by a 16-foot barrier median. There is curb and gutter and an enclosed drainage system throughout this segment.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment is about 38,300 vehicles per day.

Accidents - There are no high accident locations in this segment.

Parking, Sidewalks and Frontage Roads - There are no on-street parking spaces, sidewalks or frontage roads on this segment.

Traffic Control/Intersection Configuration - There are no signalized intersections within this segment. There are a limited number of access roadways into the forest preserve.

Structures - There are two existing structures in this segment as indicated in Table 3.3.1.

Table 3.3.1
Existing Structures

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0504	IL 72	Salt Creek	74'	44'	69'	NA
NA	Ped./Bike overpass	IL 72	NA	NA	NA	NA

Transit - There is no fixed route bus service or commuter rail service in close proximity to this segment of the corridor.

3.3.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-13 through B-15.

Lakes/Streams/Wetlands/Floodplains - There are large areas of wetland and floodplain in Segment 3 within the Ned Brown Forest Preserve. IL Route 72 crosses Salt Creek between I-290 and Elk Grove Road.

Structures with Historical Significance - There are no structures of historical significance within Segment 3 according to the Illinois Inventory of Historic Landmarks.

Hazardous Waste/LUST Sites - The Illinois Environmental Protection Agency has not documented any hazardous waste or LUST sites within Segment 3.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor according to the Illinois Department of Natural Resources.

Prime Farmland - There is no designated prime farmland along this segment according to the Natural Resources Conservation Services.

3.3.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-13 through B-15.

Type and Intensity of Development - The sole land use of Segment 3 is the Ned Brown Forest Preserve.

Planned Development - No specific plans for redevelopment have been identified within this segment.

3.3.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-13 through C-15.

Roadway - The recommended cross section for this segment consists of three 12-foot through lanes in each direction separated by an 18-foot wide barrier median. Curb and gutter and an enclosed drainage system are also recommended. A typical section (Section D-D) is shown on Exhibit C-13 through C-15.

Traffic Control/Intersection Configuration - No changes to the existing traffic control or intersection configuration is proposed.

Access Management - The existing access points into the Ned Brown Forest Preserve will be maintained.

Structures - Only the existing structure over Salt Creek will require modification as shown in Table 3.3.2. The pedestrian/bikeway overpass can accommodate the proposed cross section.

Table 3.3.2
Structure Modifications

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0504	IL 72	Salt Creek	74'	Widen as required for roadway improvement.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers.

3.3.6 Right-of-Way Requirements

No additional right-of-way will be required although grading easements may be necessary.

3.3.7 Environmental Considerations

No impacts will result to wetland systems, threatened and endangered species, historic structures, or prime farmland located within Segment 3 since right-of-way acquisition is not recommended.

3.3.8 Land Use Considerations

Improvements to Segment 3 include the elimination of the at-grade pedestrian crossing at the intersection of the I-290 ramp and IL Route 72. The crossing would be replaced with a pedestrian/bicycle overpass to the east. Construction should be coordinated so that the overpass is completed before the at-grade crossing is eliminated.

3.3.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 3 is shown in Table 3.3.3. This construction cost estimate is based on 1991 unit prices.

Table 3.3.3
Construction Cost Estimate
Segment 3 - I-290 to Arlington Heights Road

Recommended Improvements	Estimated Cost
Roadway	$2,760,000
Intersection Improvements	0
Structure Modifications	330,000
Transit Improvements	0
Right-of-Way Acquisition	0
Total - Recommended Improvements	**$3,090,000**

Note: This construction cost estimate is based on 1991 unit prices.

3.3.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 3, there are no short term/low cost improvements.

3.3.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no ultimate (post 2020) improvements recommended in this segment.

3.3.12 Crossing SRA Routes

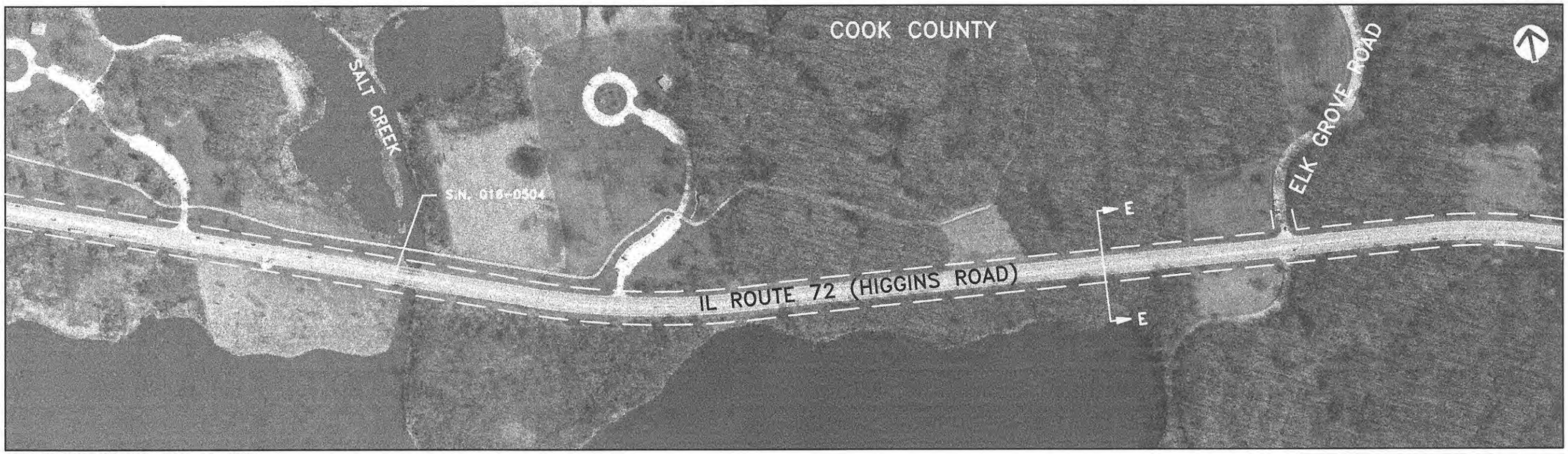
There are no crossing SRA routes within this segment.

Segment 3
Interstate 290 to Arlington Heights Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-14 through A-15
Exhibit A-13 included in Segment 2

EXISTING LANE CONFIGURATION	R.O.W. 60' / 60' R.O.W. — ◄2 / 2► — R.O.W. 60' / 60' R.O.W.
SIGNAL SPACING	2.3 MILES
AVERAGE DAILY TRAFFIC	38,300
HIGH ACCIDENT LOCATIONS	



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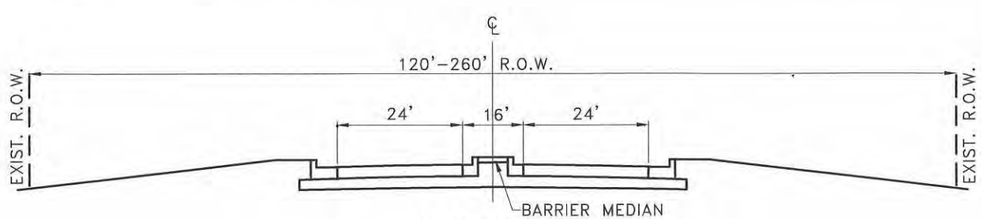

SECTION E-E
I-290 TO ARLINGTON HEIGHTS ROAD

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- (P) PARKING ALLOWED
- (P) NO PARKING
- (S) PARKING AT SPECIFIED TIMES
- (B) DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◄# EXISTING NUMBER OF LANES

Illinois Department of Transportation

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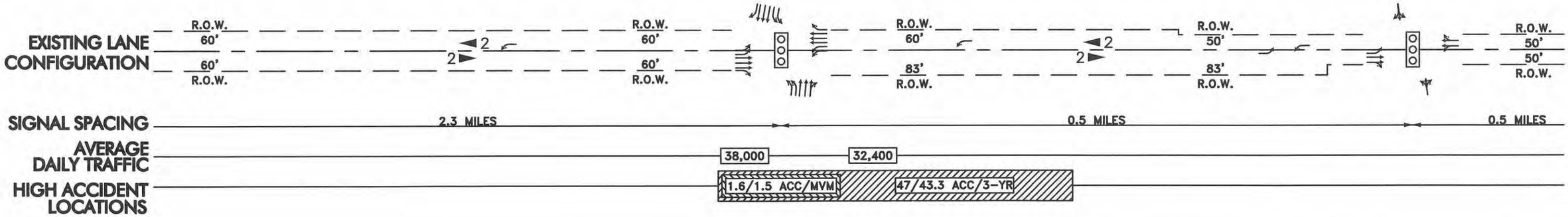
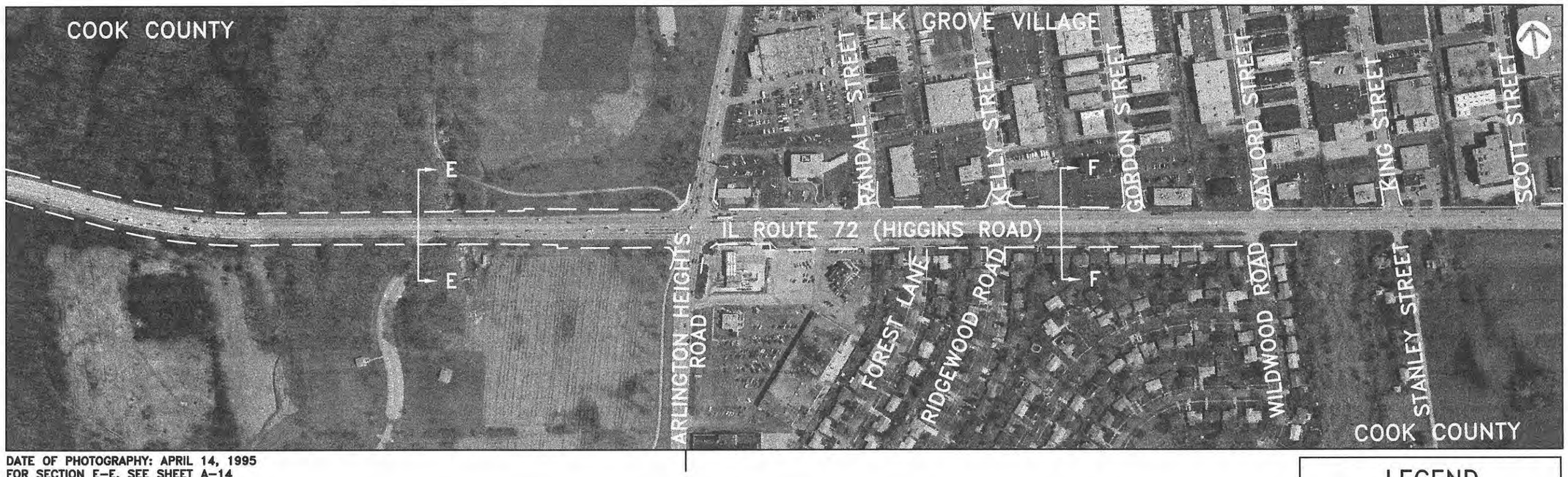
Shah Engineering, Inc. Planning Resources Inc.

0 200 400 800
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-14





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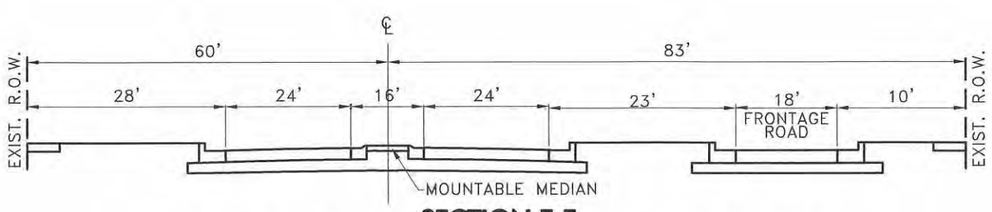
FOR SECTION E–E, SEE SHEET A–14



SECTION F-F
ARLINGTON HEIGHTS ROAD TO WILDWOOD ROAD

LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING
- PARKING AT SPECIFIED TIMES
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- 4–WAY STOP SIGN
- HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- # EXISTING NUMBER OF LANES

Illinois Department of Transportation

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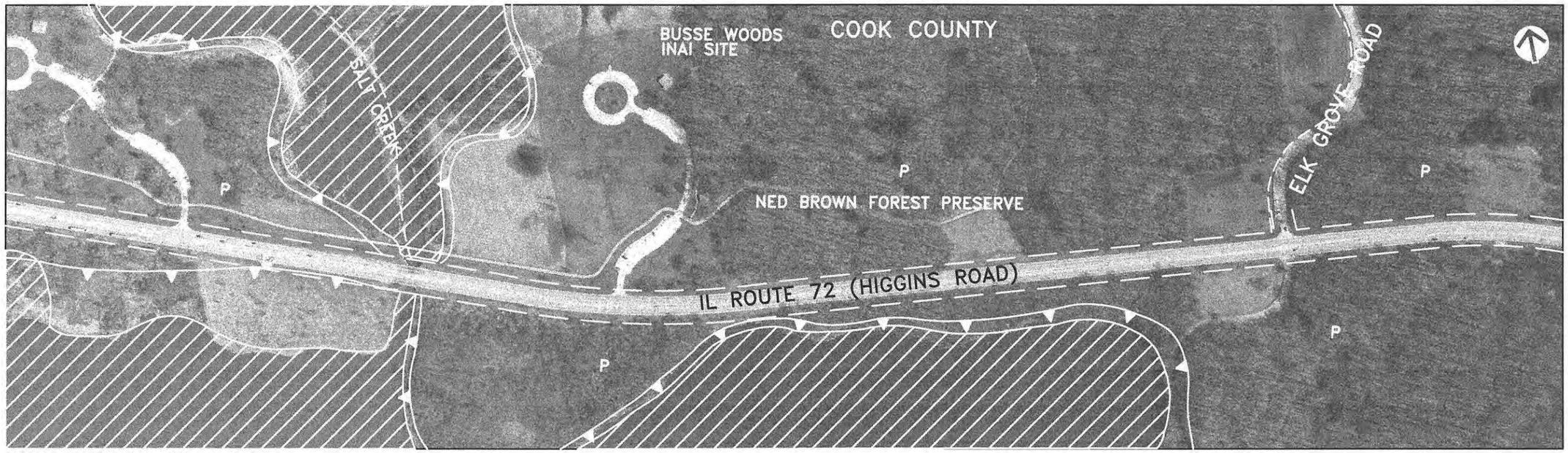
SCALE IN FEET

IL ROUTE 72 / HIGGINS / TOUHY
EXISTING FACILITY CHARACTERISTICS
EXHIBIT A-15

Segment 3
Interstate 290 to Arlington Heights Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-14 through B-15
Exhibit B-13 included in Segment 2



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HI HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
†	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
----	PLANNED USE/JURISDICTION BOUNDARY
----	MUNICIPAL BOUNDARY
— —	EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

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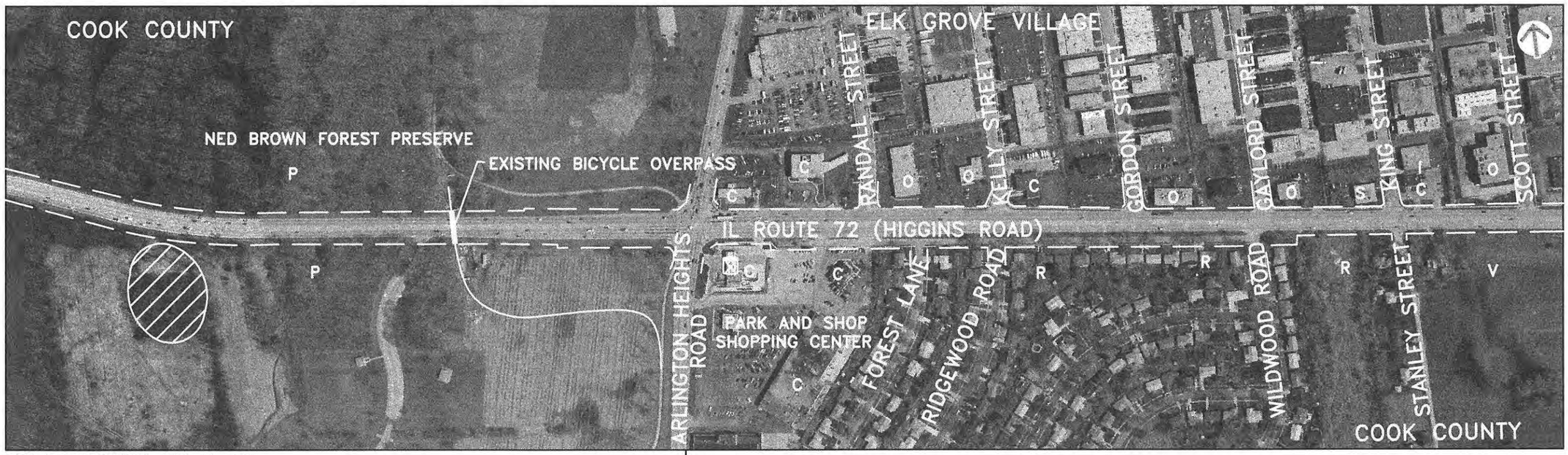
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-14



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ENVIRONMENTAL FACTORS LEGEND

- C1 HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- H1 HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

LAND USE LEGEND

R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF COURSE, ETC.)
I	INDUSTRIAL/WAREHOUSE
†	CHURCH/TEMPLE (NAME)
S	SCHOOL (NAME)
*	CEMETERY (NAME)
G	GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
P	PARK/FOREST PRESERVE (NAME)
U	UTILITY
E	EXTRACTION (MINING & GRAVEL)
A	AGRICULTURE
V	VACANT
()	PLANNED USE/JURISDICTION
---	PLANNED USE/JURISDICTION BOUNDARY
---	MUNICIPAL BOUNDARY
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LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-15

Segment 3
Interstate 290 to Arlington Heights Road

RECOMMENDED PLAN

Exhibits C-14 through C-15
Exhibit C-13 included in Segment 2

PROPOSED LANE CONFIGURATION

R.O.W. 60' — 60' R.O.W. — ◄3 (2E+1P) — (2E+1P) 3► — R.O.W. 60' — 60' R.O.W.

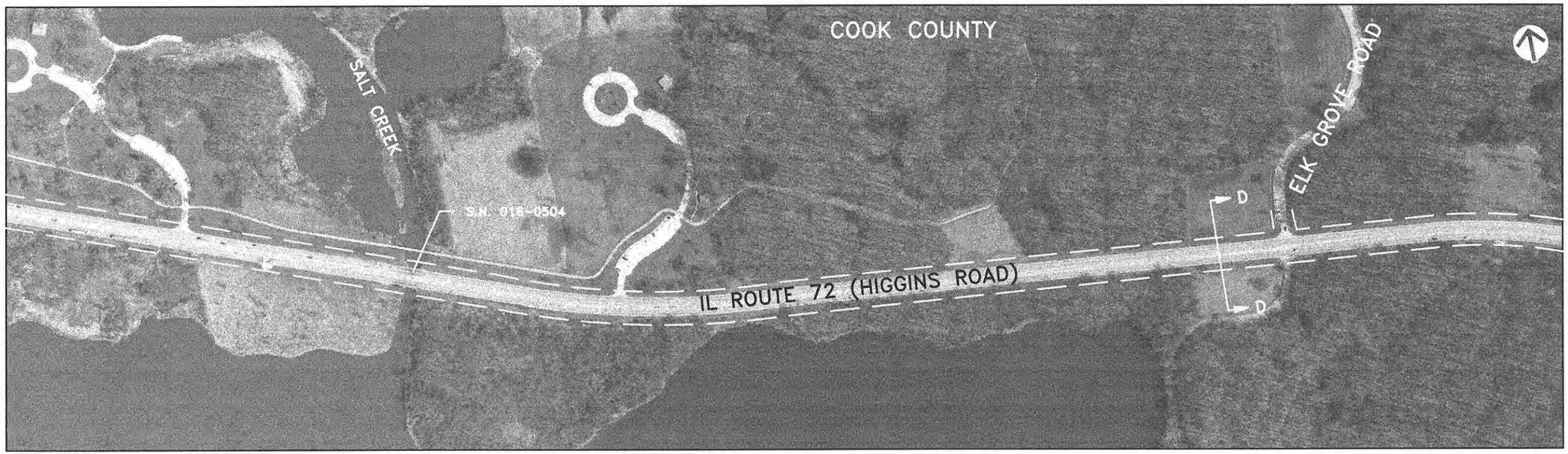
PROPOSED SIGNAL SPACING

2.3 MILES

PROPOSED ACCESS CONTROL

MAINTAIN EXISTING ACCESS

MAINTAIN EXISTING ACCESS



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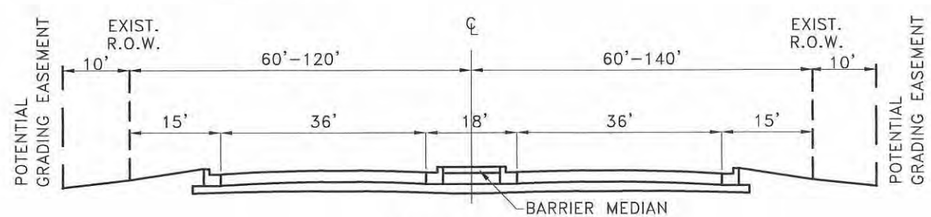
SEGMENT 3



SECTION D-D

I-290 TO ARLINGTON HEIGHTS ROAD

RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
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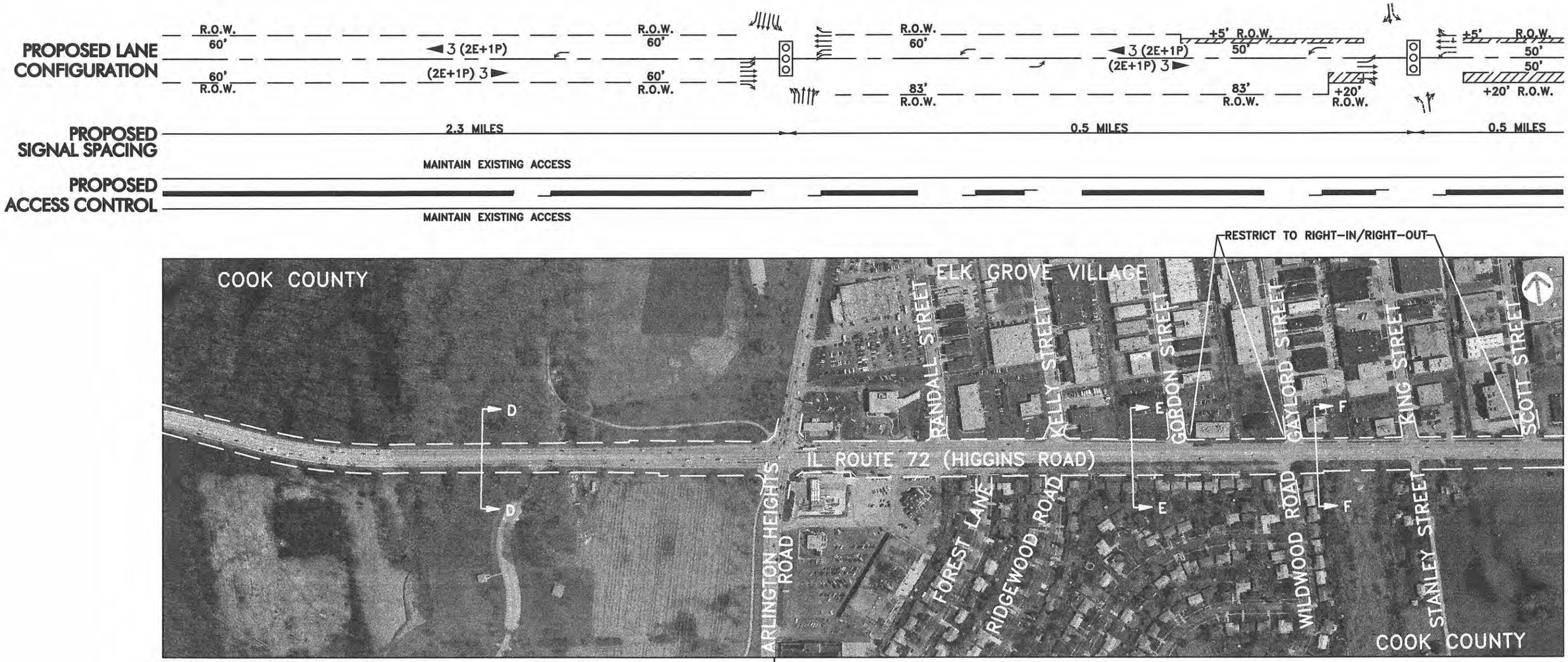

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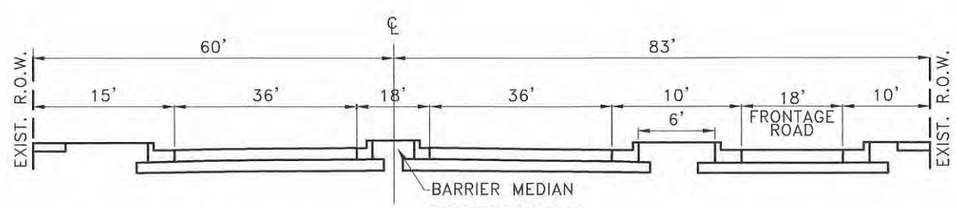
FOR SECTION D–D, SEE EXHIBIT C–14
FOR SECTION F–F, SEE EXHIBIT C–16



SECTION E-E
ARLINGTON HEIGHTS ROAD TO WILDWOOD ROAD
RECOMMENDED CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
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EXHIBIT C-15