

Strategic Regional Arterial

Illinois Route 173

from U.S. Route 14 to Illinois Route 131



**Operation
GreenLight**

Illinois Department of Transportation

FOREWORD

Illinois Route 173 is a Strategic Regional Arterial from the Boone/McHenry County Line west of Harvard to Sheridan Road in Zion. This report also includes Illinois Route 131, from Illinois Route 173 to Russell Road at the Wisconsin State Line.

This Strategic Regional Arterial (SRA) Report has been prepared for the Illinois Department of Transportation and the SRA Subcommittee of the Chicago Area Transportation Study by Meridian Engineers & Planners, Inc.

The Illinois Route 173 SRA is intended to function as part of a regional arterial system. It, along with other SRA routes and the regional expressway and transit systems, will provide a network to carry high volumes of long-distance traffic. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed explanation and analysis of the existing route conditions, recommendations for improvements, and documentation of the process including comments received.

Information regarding the study and this report are available from the Illinois Department of Transportation, through the SRA Project Manager - Mr. Rich Starr, 708/705-4095.

EXECUTIVE SUMMARY

Illinois Route 173 SRA is divided into sixteen segments. SRA studies during the last twenty-four months have resulted in specific segment recommendations.

Segment 1: County Line Road to White Oaks Road

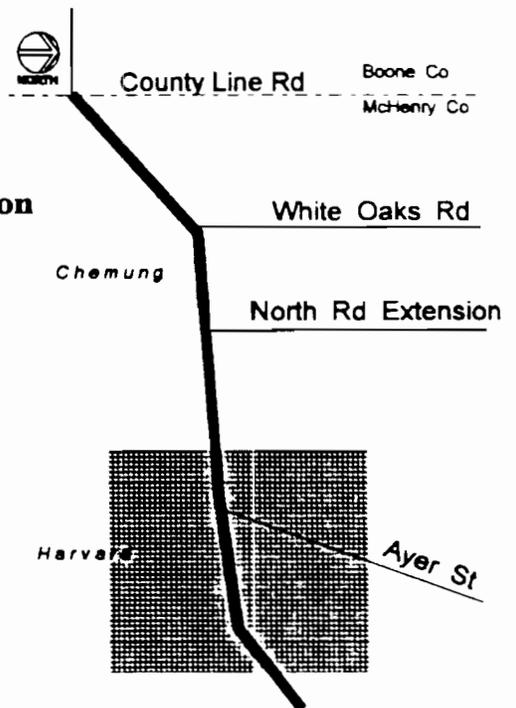
- Dedesignate as an SRA, coordinate improvements with Illinois Route 173 in Boone County.
- Maintain one-12 ft. lane in each direction.
- Acquire SRA required right-of-way (160 ft.) for Post 2010 improvements.
- Add turn lanes on Illinois Route 173 at County Line Road.
- Provide stop control access on all cross streets.

Segment 2: White Oaks Road to North Road Extension

- Dedesignate as an SRA.
- Maintain one -12 ft. lane in each direction.
- Maintain right-of-way at 80 ft.
- Provide left turn channelization at key intersections in Chemung.
- Coordinate access management per SRA criteria.

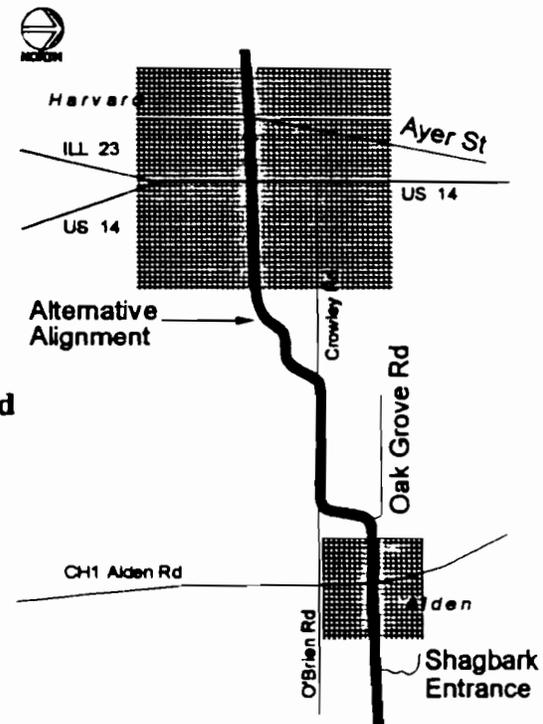
Segment 3: North Road Extension to Ayer Street

- Dedesignate as an SRA.
- Maintain one -12 ft. lane in each direction.
- Acquire SRA required right-of-way (160 ft.) for Post 2010 improvements.
- Provide stop control access on all cross streets.
- Widen structures over Mokeler Creek.



Segment 4: Alternative Alignment Along Brink Street

- Develop two 12 ft. through lanes in each direction, flush median and curb and gutter in the existing 80 ft. right-of-way from Ayer Street to the Mt. Auburn Cemetery.
- Develop alternative alignment, in new 160 ft. right-of-way, from the Mt. Auburn Cemetery to Illinois Route 173, 0.75 miles east of Harvard Hills Road (Hanson Road). Alignment has two 12 ft. through lanes in each direction, grass median, and shoulders with open drainage.
- Provide improved channelization and turn lanes at US Route 14.
- Provide park-and-ride facility near US Route 14 and Illinois Route 173 intersection.
- Provide grade separation at the Chicago & NorthWestern Railroad.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.
- Replace structure over Mokeler Creek.



Segment 5: Alternative Alignment to Oak Grove Road

- Develop two 12 ft. through lanes in each direction, grass median, and shoulders with open drainage in a right-of-way expanded to 160 ft.
- Provide single left turn lanes on Illinois Route 173 at the four important intersections, and at median breaks.
- Realign Crowley Road to improve sight distance with Illinois Route 173.
- Manage access with right-in/right-out only, median breaks at, and half-way between the four important intersections.
- Replace bridge over Mokeler Creek with two new structures.

Segment 6: Oak Grove Road to Shagbark Entrance

- Develop two 12 ft. through lanes in each direction, a flush median and curb and gutter in the existing 80 ft. right-of-way.
- Provide single left turn lanes at median breaks.
- Maintain flashing signalization and provide pedestrian crosswalks at Alden Road.
- Manage access per SRA criteria in coordination with Alden's land use plan.

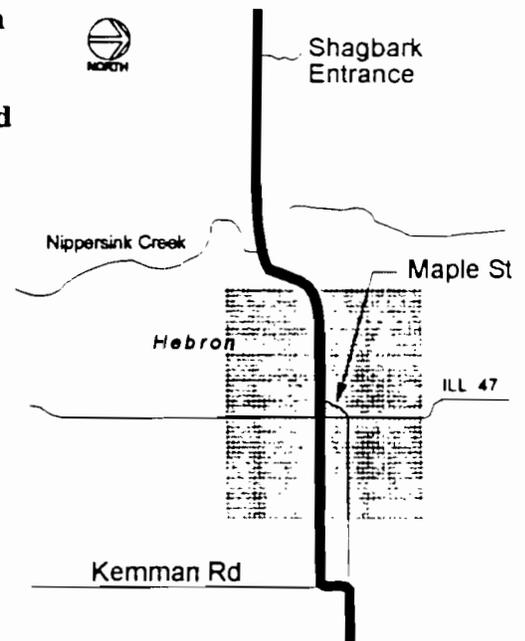
Illinois Route 173

Segment 7: Shagbark Entrance to Maple Street

- Develop two 12 ft. through lanes in each direction, grass median and shoulders with open drainage in a right-of-way expanded to 160 ft.
- Provide single left turn lanes at two important intersections, and at median breaks.
- Manage access with right-in/right-out only, median breaks at, and half-way between the two important intersections.
- Replace bridge over Nippersink Creek with two new structures.

Segment 8: Alternative Alignment Along Price Road

- Develop two 12 ft. through lanes in each direction, flush median and curb and gutter in the existing 80 ft. right-of-way from Maple Street to the Alden-Hebron Elementary School.
- Develop alternative alignment, in new 160 ft. right-of-way, from the elementary school on a northeasterly alignment to Kemman Road. Alignment has two 12 ft. through lanes in each direction, grass median, and shoulders with open drainage.
- Signalize Illinois Route 47 intersection with additional turn lanes as warranted.
- Realign Maple Street and Price Road to intersect the new Illinois Route 173 alignment at 90 degrees.
- Provide park-and-ride facility near the Illinois Route 47 and Illinois Route 173 intersection.
- Develop a pedestrian overpass over Illinois Route 173 to provide safe access to the adjacent schools.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.

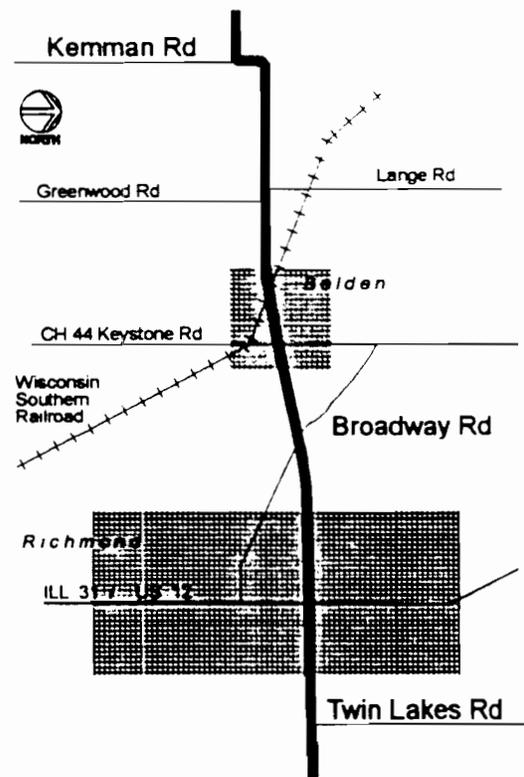


Segment 9: Kemman Road to Broadway Road

- Develop two 12 ft. through lanes in each direction, grass median and shoulders with open drainage in a right-of-way expanded to 160 ft.
- Provide single left turn lanes at Lange Road, Greenwood Road, Keystone Road, Broadway Road, and at median breaks.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.
- Consider grade separation at the Wisconsin Southern Railroad.

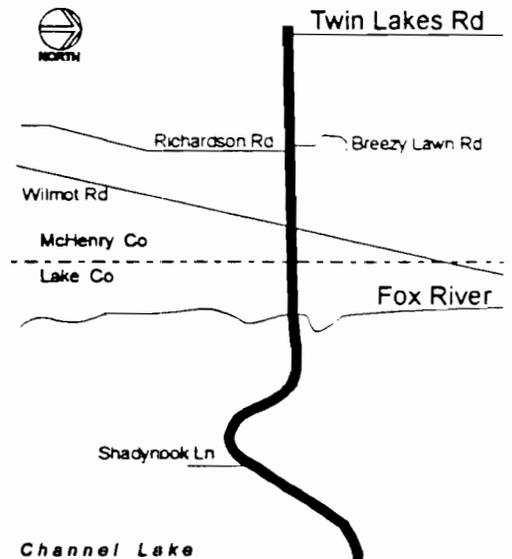
Segment 10: Broadway Road to Twin Lakes Road

- Develop two 12 ft. through lanes in each direction, a flush median and curb and gutter in the existing 80 ft. right-of-way.
- Improve signalized US Route 12 and Illinois Route 173 intersection with channelization, pedestrian cross walks and turn lanes.
- Provide park-and-ride facility near the US Route 12 and Illinois Route 173 intersection.
- Provide single left turn lanes where median breaks occur.
- Manage access in coordination with SRA criteria and Richmond's land use plan.
- Widen structure over North Branch of the Nippersink Creek.



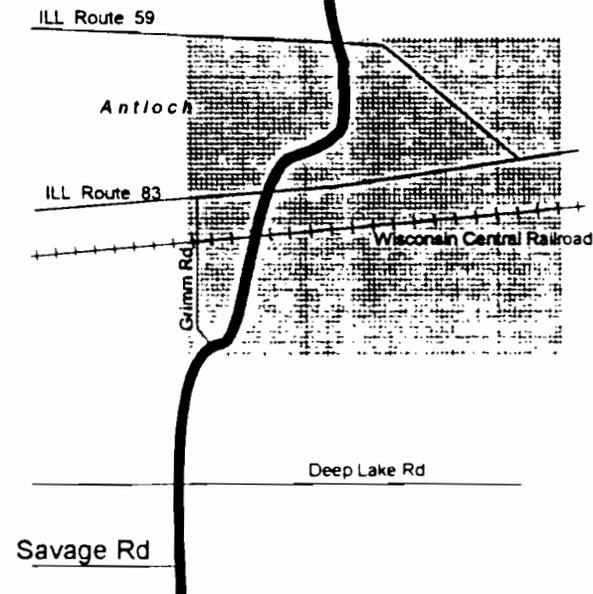
Segment 11: Twin Lakes Road to Fox River Bridge

- Develop two 12 ft. through lanes in each direction, a grass median, shoulders and open drainage in a right-of-way expanded to 160 ft.
- In area of Thelen Materials, develop two 12 ft. through lanes in each direction, a raised median and curb and gutter in an expanded 120 ft. right-of-way.
- Provide single left turn lanes at Clark Road, Winn Road, Zarnstorf Road, Richardson Road, Seidschlag Road, Wilmot Road, Converse Road and at median breaks.
- Signalize the Wilmot Road intersection as traffic warrants.
- Provide channelization at Thelen Materials main access point.
- Manage access with right-in/right-out only, median breaks at, and half-way between the seven important intersections.



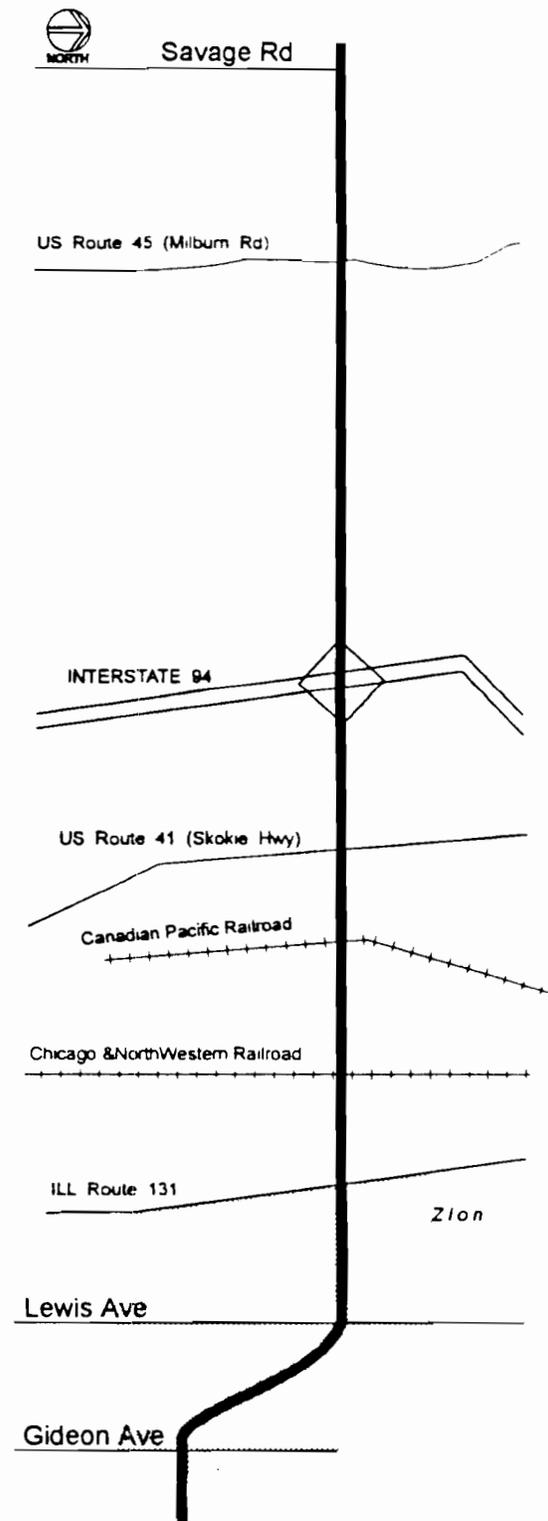
Segment 12: The Fox River Bridge to Savage Road

- Develop two 12 ft. through lanes in each direction, a flush median and curb and gutter in the existing 80 ft. to 115 ft. right-of-way.
- Provide single left turn lanes where median breaks occur, and at the two major intersections of Illinois Route 59 and Illinois Route 83.
- Provide center two way left-turn lane in developed area.
- Provide grade separation at Wisconsin Central Railroad.
- Realign Shadynook Lane and Grimm Road to 90 degree intersections with Illinois Route 173.
- Manage access in coordination with SRA criteria and area's land use plans.
- Reserve space for future park-and-ride near the intersection of Illinois Route 59 and near the proposed WC RR Metra station.



Segment 13: Savage Road to Lewis Avenue

- Develop two 12 ft. through lanes in each direction, raised median, parkways and curb and gutter in a right-of-way expanded to 120 ft. Provide sidewalk in the developed areas.
- Develop three 12 ft. through lanes in each direction, raised median, and curb and gutter in an expanded 120 ft. right-of-way between US Route 45 and Interstate 94.
- Upgrade Crawford Road, Hunt Club Road, Kilbourne Road, Illinois Route 131, and Kenosha Road to full signalized intersections as warranted.
- Improve signalized intersections on Illinois Route 173 at US Route 45 and Illinois Route 131 with channelization and turn lanes.
- Provide grade separation at the Canadian Pacific Railroad and Chicago & NorthWestern Railroad.
- Provide park-and-ride facilities near the US Route 45 and US Route 41 intersections with Illinois Route 173 and the I-94 interchange.
- Provide single left turn lanes at median breaks.
- Manage access with right-in/right-out only, median breaks at, and half-way between, signalized and important intersections.
- Replace structure over North Mill Creek and the Des Plaines River.



Segment 14: Lewis Avenue to Gideon Avenue

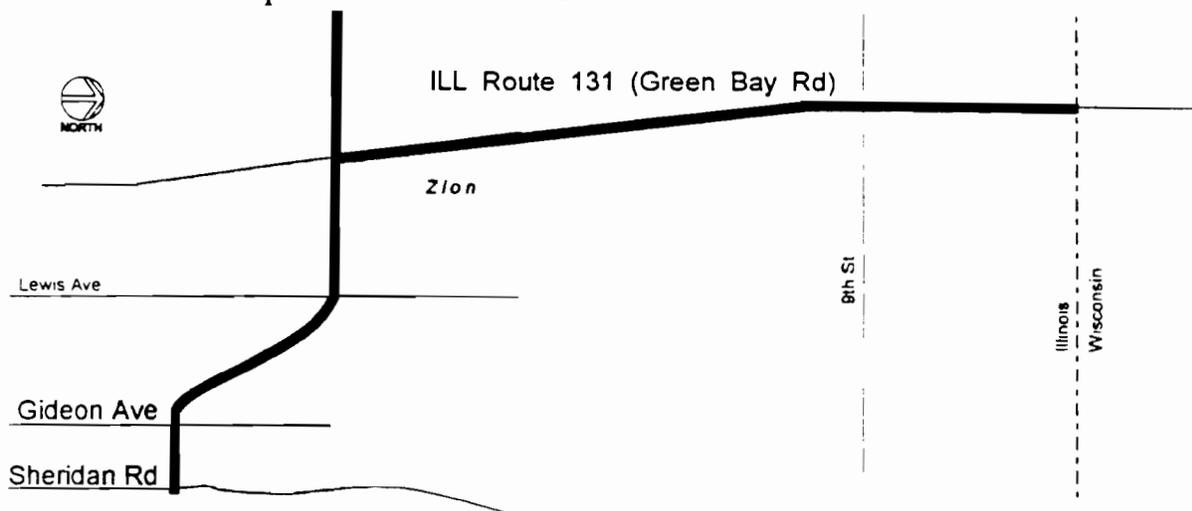
- Develop two 12 ft. through lanes in each direction, raised median, parkways and curb and gutter in an existing right-of-way of 120 ft. to 150 ft. Provide sidewalk on south side in coordination with Zion.
- Provide single left turn lanes at median breaks.
- Maintain above-grade North Shore Path.
- Manage access with right-in/right-out only, median breaks at, and half-way between the important intersections.

Segment 15: Gideon Avenue to Sheridan Road

- Develop two 12 ft. through lanes in each direction with a double striped median and curb and gutter in the existing 60 ft. to 80 ft. right-of-way. Provide continuous sidewalk on south side in coordination with Zion.
- Improve signalized intersection at Sheridan Road with channelization and turn lanes.
- Restrict peak-hour left turns from Illinois Route 173.
- Manage access in coordination with SRA criteria and Zion's land use plan.

Segment 16: Illinois Route 131: Illinois Route 173 to Russell Road at the Wisconsin State Line

- Designate this segment as a SRA connector between Illinois Route 173 and Wisconsin State Route 31.
- Coordinate improvements with Wisconsin Department of Transportation.
- Develop two 12 ft. through lanes in each direction, raised median and curb and gutter in an expanded 120 ft. right-of-way.
- Provide single left turn lanes where median breaks occur, and at 9th Street intersection.
- Manage access with right-in/right-out only, median breaks at, and half-way between, the important intersections.



Illinois Route 173

ORGANIZATION OF REPORT

This report on the Illinois Route 173 SRA route study is divided into five chapters:

Chapter One. Introduction, provides information about the SRA system and Operation GreenLight, SRA route types, study objectives, the study process, desirable route characteristics, and the study data sources and methodologies.

Chapter Two. Route Overview, presents a general description of the SRA corridor including, land use/developmental characteristics, regional transportation facilities, route area designation and design characteristics, projected travel demand, and roadway/right-of-way general discussion.

Chapter Three. Summary of SRA Corridor Recommendations, presents a summary of existing route characteristics and recommended route improvements.

Chapter Four. Corridor Analysis by Segment, presents a detailed analysis of existing route characteristics and recommended route improvements by segment.

<u>Section</u>	<u>Route Segments</u>
Section 4.1	1: County Line Road to White Oaks Road - Proposed to be dedesignated as a SRA route
Section 4.2	2: White Oaks Road to North Road Extension - Proposed to be dedesignated as a SRA route
Section 4.3	3: North Road Extension to Ayer Street - Proposed to be dedesignated as a SRA route
Section 4.4	4: Alternative Alignment Along Brink Street
Section 4.5	5: Alternative Alignment Termini to Oak Grove Road
Section 4.6	6: Oak Grove Road to Shagbark Entrance
Section 4.7	7: Shagbark Entrance to Maple Street
Section 4.8	8: Alternative Alignment Along Price Road to Kemman Road
Section 4.9	9: Kemman Road to Broadway Road
Section 4.10	10: Broadway Road to Twin Lakes Road
Section 4.11	11: Twin Lakes Road to the Fox River Bridge
Section 4.12	12: The Fox River Bridge to Savage Road
Section 4.13	13: Savage Road to Lewis Avenue
Section 4.14	14: Lewis Avenue to Gideon Avenue

<u>Section</u>	<u>Route Segments</u>
Section 4.15	15: Gideon Avenue to Sheridan Road
Section 4.16	16: Illinois Route 131 from Illinois Route 173 to Wisconsin State Line

For each route segment, these analyses are presented:

Existing Facility Characteristics. The existing facility characteristics include the existing right-of-way, location of existing traffic signals, existing roadway characteristics, location of existing structures and existing transit usage and routes.

Environmental Characteristics. The existing environmental characteristics of the route include existing streams, wetlands and floodplains, historic buildings and districts, hazardous waste and LUST (Leaking Underground Storage Tanks) sites, and other environmental characteristics.

Existing Land Use and Development Characteristics. The existing land use characteristics are examined with respect to the types, density or intensity of use, constraints and access locations. Future development potential is examined by identification of vacant land, planned or likely development or redevelopment in the vicinity. Public and institutional areas are identified by location and type.

Recommended Improvements. The recommended improvements for each route segment are discussed. Short term/low-cost and ultimate (post 2010) improvements as well as right-of-way requirements, potential environmental and land use considerations, and cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Chapter Five. Public Involvement summarizes the public involvement process during the study, including the Illinois Route 173 SRA Advisory Panel Meetings, the Advisory Panel Newsletters, the "McHenry County" and "Lake County" Public Hearings and other efforts to promote local involvement in the study process.

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06a:	Segment 5
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Proposed Improvements (Cont.)

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GLOSSARY

ADID - Advanced Identified Wetland

ADT - Average Daily Traffic

BFI - BFI Winthrop Harbor Sanitary Landfill

CAAA - Clean Air Act Amendments of 1990

CATS - Chicago Area Transportation Study

CBD - Central Business District

CD - Collector Distributor (Road)

CERCLIS - Comprehensive Environmental Response Compensation
and Liability Act Information System

CH - County Highway

CMAQ - Congestion Mitigation and Air Quality Program

CMS - Congestion Management Systems

C&NW - Chicago and NorthWestern (Railroad)

CP - Canadian Pacific (Railroad)

DOT - Department of Transportation

EB - Eastbound

FHWA - Federal Highway Administration

FTA - Federal Transit Administration

HOV - High Occupancy Vehicle

IB - Inbound

IDOT - Illinois Department of Transportation

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991

ISTHA - Illinois State Toll Highway Authority

LOS - Level of Service

- LRP** - Long-Range Plan
- LUST** - Leaking Underground Storage tank
- MPO** - Metropolitan Planning Organization
- NAAQS** - National Ambient Air Quality Standards
- NB** - Northbound
- NIPC** - Northern Illinois Planning Commission
- OB** - Outbound
- ROW** - Right-of-way
- RR** - Railroad
- RTA** - Regional Transportation Authority
- SB** - Southbound
- SRA** - Strategic Regional Arterial
- STP** - Surface Transportation Program
- TMA** - Transportation Management Areas
- TSD Plan** - Transportation System Development Plan
- USEPA** - United States Environmental Protection Agency
- WB** - Westbound
- WC** - Wisconsin Central (Railroad)
- WS** - Wisconsin Southern (Railroad)
- 2010 TSD PLAN** - Year 2010 Transportation System Development Plan
for the Northeast Illinois Region.

CHAPTER ONE: INTRODUCTION

1.1 The Strategic Regional Arterial System and Operation GreenLight

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry, Kendall, and Will Counties (See Figure 1.1.1). As part of the 2010 Transportation System Development Plan (TSD Plan) adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system 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. Many of the roads in the SRA system, including Illinois Route 173, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes (20,000-50,000 vehicles per day) of long-distance traffic.

According to forecasts prepared by CATS, travel in the year 2010 in Northeastern Illinois is expected to increase by 25 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. 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). In addition to creating the SRA network, Operation GreenLight addresses these major transportation issues:

- Developing Major Transit/Highway Facilities
- Improving Other Key Arterial Roadways
- Identifying Strategic Transit Improvements
- Reducing Demand for Highway Use
- Increasing Environmental Consideration
- Improving Arterial Traffic Management
- Improving Freeway Traffic Management

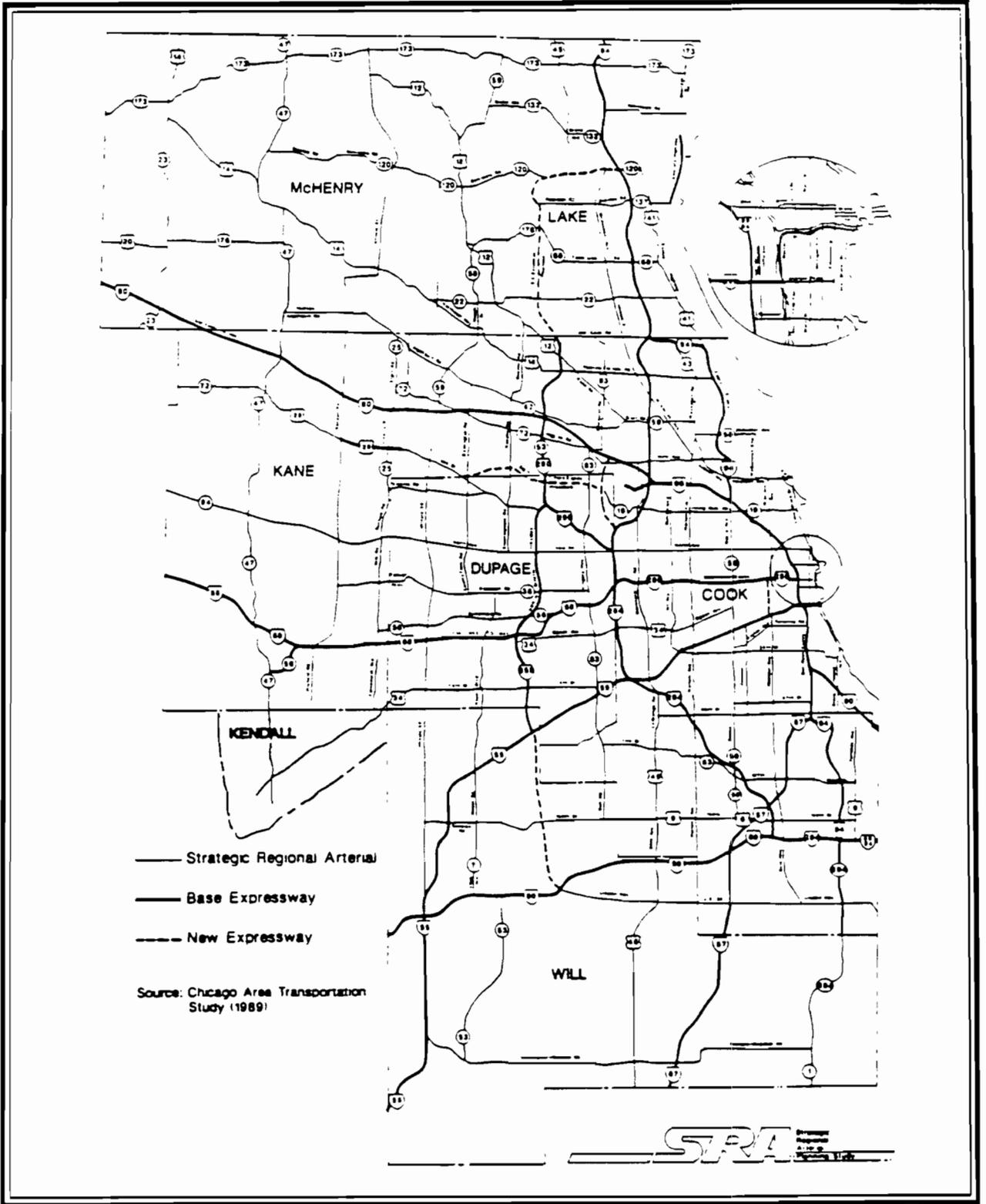


Figure 1.1.1
Illinois Route 173

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

Together, the components of Operation GreenLight are a blueprint for an overall approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to improve regional mobility by: providing a comprehensive network of arterial routes to carry significant volumes of long-distance traffic across the region, complementing the regional transit and highway facilities by providing access for regional trips on these facilities, and providing for long-distance travel to supplement the regional expressway system.

1.2 SRA Route Types

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

- Urban Routes
- Suburban Routes
- Rural Routes

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Illinois Route 173 is designated as a SRA corridor from County Line Road in McHenry County to Sheridan Road in Lake County. Using various analyses in this study, this corridor is classified as rural from County Line Road to Savage Road, east of the Village of Antioch, and suburban from Savage Road (near US Route 45) to Sheridan Road in the City of Zion and along Illinois Route 131 (See Figure 1.2.1). Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of Lake, McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane, Will, and northeastern Kendall Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with limited possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route

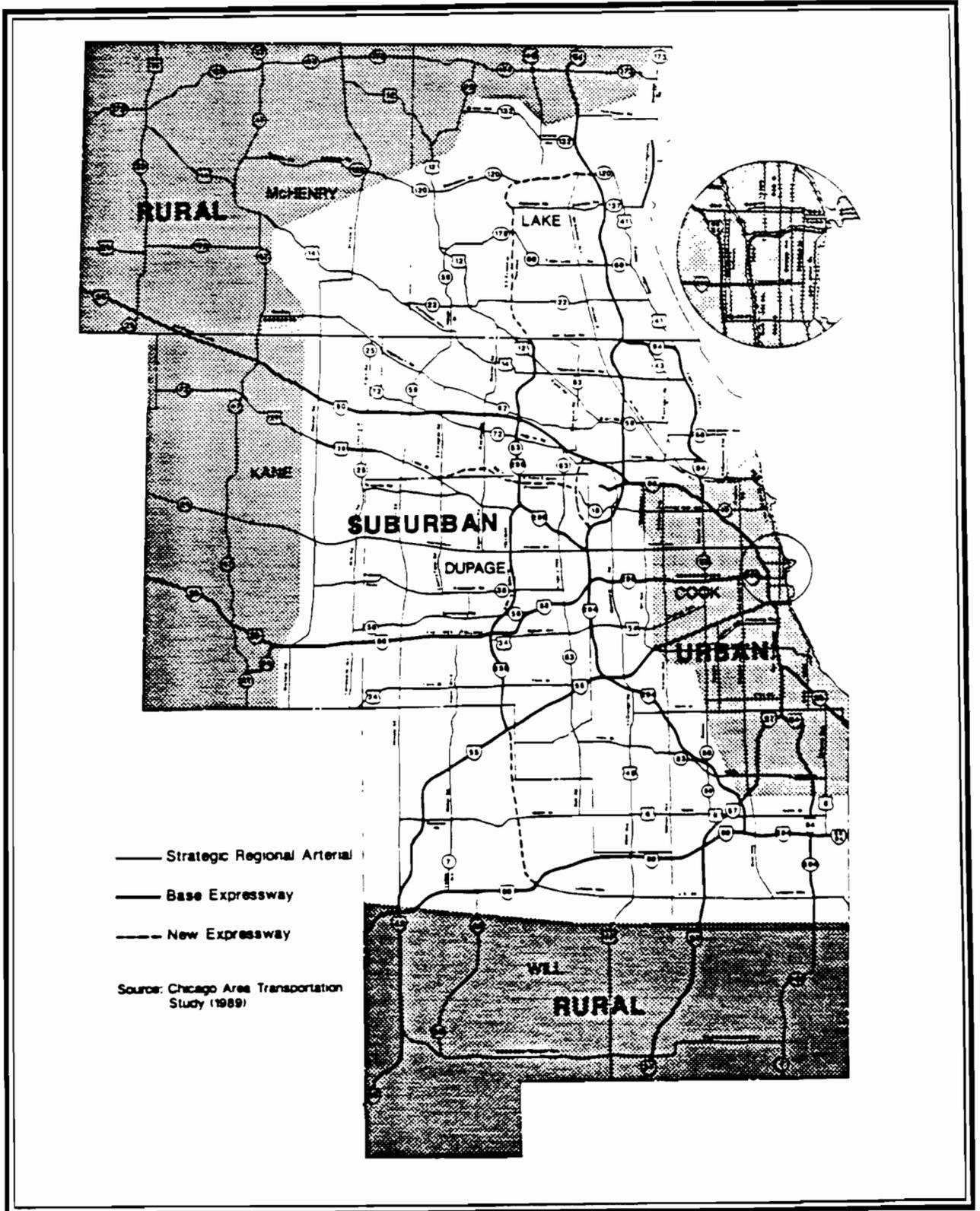


Figure 1.2.1
Illinois Route 173

SRA ROUTE TYPES

continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for improved movement of through traffic and accommodate future needs.

1.3 Study Objectives

As a SRA route, Illinois Route 173 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 to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. The Illinois Route 173 study occurred from March 1992 to April 1994. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Illinois Route 173 study identifies both short-range and long-range improvements to enable the route to function as part of the SRA system. These objectives guide the study process:

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

This completed study can be used by local and State agencies to help guide implementation of improvements on Illinois Route 173, so that individual public or private projects can be consistent with the coordinated long-range development of the route as an integral part of the SRA system and northeastern Illinois.

The development of a land use plan which gives appropriate recognition to the recommendations for SRA routes is encouraged. However, since it is desirable that such plan amendment be adopted by the land use planning authority along each respective segment of the SRA system, the process for development of such land use plans should be distinctly intergovernmental in nature. While this intergovernmental planning effort should be encouraged, nothing inherent or implied in the SRA recommendations themselves is intended to supplant the independent decision-making of local land use authorities.

1.4 The SRA Study Process

The SRA study process is accomplished through six phases:

Phase 1 - Data Collection/Evaluation. The study process is designed to efficiently use available data for each route. This data is assembled from numerous sources and includes among others right-of-way information, roadway plans, traffic volume counts, transit information, bicycle usage, adjacent development characteristics, accident data, and environmental and related route studies. The data is evaluated to establish current conditions, constraints and improvement needs.

Phase 2 - Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configuration for each segment of the route. These configurations include alternative concepts and techniques where necessary to accommodate local conditions or constraints. Improvements are identified as recommended, short term/low-cost or ultimate (post 2010).

Phase 3 - 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.

Phase 4 - Cost Estimates/Identification of Right-of-Way Needs. A cost estimate is prepared for each segment of the route, both for recommended and short term/low-cost improvements. Right-of-way needs, and their costs to accommodate recommended and short term/low-cost improvements are identified.

Phase 5 - Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. The initial data collection includes solicitation of data and a questionnaire from each unit of government along the route. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT and members of the study team during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format is also conducted for each route, in each County which the route is in.

Phase 6 - Route Improvement Plan/Report. As the final step in the initial two year route planning process, a report for each SRA route documents the study findings and recommended improvements.

1.5 Desirable Route Characteristics and Techniques for Special Circumstances

Desirable route characteristics for the Year 2010 have been delineated for each of the three SRA route types - Urban, Suburban, and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA rural and suburban routes. However, the SRA planning process recognizes that there may be situations along SRA routes where certain design features are not appropriate or where special treatment of some features is desirable, such as:

- Bus lane/high occupancy vehicle (HOV) lanes
- Signal preemption capability for transit vehicles
- Demand actuated signals at transit stations
- Channelization or interchanges at high volume intersections
- Use of continuous two-way left-turn lanes
- Designation of route bypasses for constricted areas
- Location of transit, pedestrian or bicycle facilities in or adjacent to the right-of-way.

While not all of these features may be applicable to Illinois Route 173, they illustrate the range of treatments which have been considered during the two year study.

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. This document is available from IDOT and CATS.

1.6 Study Data Sources and Methodologies

Existing Roadway Characteristics. Several data sources were compiled to create route inventories. Traffic counts for selected major intersections were obtained from IDOT Traffic Volume Maps and 1990 IDOT Intersection Turning Movement Data. The route was photographed using a video camera from a helicopter. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, type of access, structures, pavement width, speed limit, existence of sidewalks, frontage roads, and median. Pavement widths were further confirmed with construction plans.

Existing Transit Characteristics. The transit data is from Metra and Pace. Both agencies provided the "Future Agenda for Suburban Transportation" which was used for the Metra boardings, station parking information, and proposed Metra future improvements. Some information for Metra future improvements also came from its "Wisconsin Central Corridor Commuter Rail Service PROJECT PROPOSAL." Pace provided the "Quarterly Route Review: January - March, 1992" which was used for Pace bus ridership. Also, individual Metra line and Pace bus route timetables were used to identify the locations of the facilities and frequency of service. In addition, CATS and NIPC provided the 2010 TSD Plan which was used to define other planned and proposed transit improvements throughout the corridor.

Land Use/Development Characteristics. Current land use/development characteristic uses were included in the route inventory and derived from NIPC aerial photography, documents from local communities, the video photography 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. This information was used to assess potential integration of route concepts with land use and access needs.

The analysis of sensitive land uses includes several unique land uses: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, nature and forest preserves, hospitals, nursing homes, and hotels.

Environmental Considerations. The objective of this aspect of the study was to identify all environmental resources which could be impacted by improvements to the SRA. 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 plotted on the air photos included in this report. However, no representation is made regarding the accuracy of 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. CATS has projected the Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. These projections assume that all routes have been improved to the standards (i.e. four lanes or six lanes) in the SRA Design Concept Report. This assumption tries to provide that no one 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 tries to provide that no part of a route would be improved more than is necessary to provide a consistent level of service throughout the route. The 2010 traffic projections are expressed in ranges of 10,000 vehicles per day.

Roadway Capacity Estimates. Capacity analyses estimate the number of vehicles that can be carried on a SRA route. Critical factors which affect capacity include the number of signals and distance between them, along with the variables relating to the roadway and its operation, such as the number of through lanes, the posted speed, percentage of conflicting vehicle turning movements and the characteristics of rush hour traffic. Results of capacity analyses are usually expressed in terms called level of service. Level of Service is a measure of performance for roadway facilities and relies most heavily on the number of vehicles that can be accommodated at its signalized intersections. Level of Service is expressed in grades A through F, much like an academic report card. Level of Service "A" implies free flow at average travel speed and very low intersection delay. Level of Service "C" represents stable flow, more restricted ability to maneuver, lower average travel speeds and moderate

intersection delay. Level of Service "E" is characterized by significant intersection delays and travel speeds at or below 1/3 of free flow speeds. Level of Service "F" is unacceptable congestion. Levels "B" and "D" express intermediate service levels between "A" and "C" and between "C" and "E," respectively.

Planning level capacity analyses will be performed for all route segments, and at major intersections. Major intersections include those with other SRA routes, State and US routes, and cross streets with an anticipated annual average daily traffic of greater than 20,000 vehicles per day. Analysis results will be used to verify the laneage needs proposed for each SRA route.

Corridor Planning. A review of adopted municipal and regional land use transportation plans were performed to identify the new facilities that would impact the SRA, the particular deficiencies that can be addressed by the SRA, and any potential inconsistencies between adopted plans and SRA planning.

Cost Estimates. The cost estimates were developed to give IDOT and other involved agencies an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT.

CHAPTER TWO: ROUTE OVERVIEW

2.1 Illinois Route 173 Study Area

The Illinois Route 173 study area extends on the west from Boone County at County Line Road to Sheridan Road on the east. Illinois Route 131 is a portion of the Illinois Route 173 corridor that extends northward to the Wisconsin state line near the City of Zion (See Figure 2.1.1). This corridor is located in both McHenry and Lake counties. Municipalities adjacent to the SRA corridor include:

Chemung	Richmond
Harvard	Channel Lake
Alden	Antioch
Hebron	Zion
Belden	

2.2 Land Use/Developmental Characteristics

As the Chicago and Milwaukee metropolitan areas expand in the direction of this corridor, population growth is expected in the area. However, the overall characteristic of the area will remain as rural on the west and suburban on the east.

This corridor is approximately 49 miles in length. The SRA route passes through unincorporated Chemung, the City of Harvard, unincorporated Alden, the Village of Hebron, unincorporated Belden, the Village of Richmond, unincorporated Channel Lake, the Village of Antioch and the City of Zion. From County Line Road near Chemung to Savage Road (near US Route 45) east of Antioch, the route is classified as rural. From Savage Road (near US Route 45) to Sheridan Road, the route is classified as suburban.

The Illinois Route 173 corridor is predominately comprised of agricultural land, with the exception of the area around the villages and cities. Single-family residential and commercial uses occur along the route, predominantly in the small communities that the SRA route passes through. Other significant land uses adjacent to the SRA route include: Chain O'Lakes State Park and Conservation Area, Channel Lake, Lake Marie and Antioch Lake and Sterling Lake Forest Preserve.

The Illinois Route 131 portion of this SRA extends north from the City of Zion to the Wisconsin State Line. It is designated as suburban and is 1.8 miles in length. The Illinois Route 131 corridor is predominately

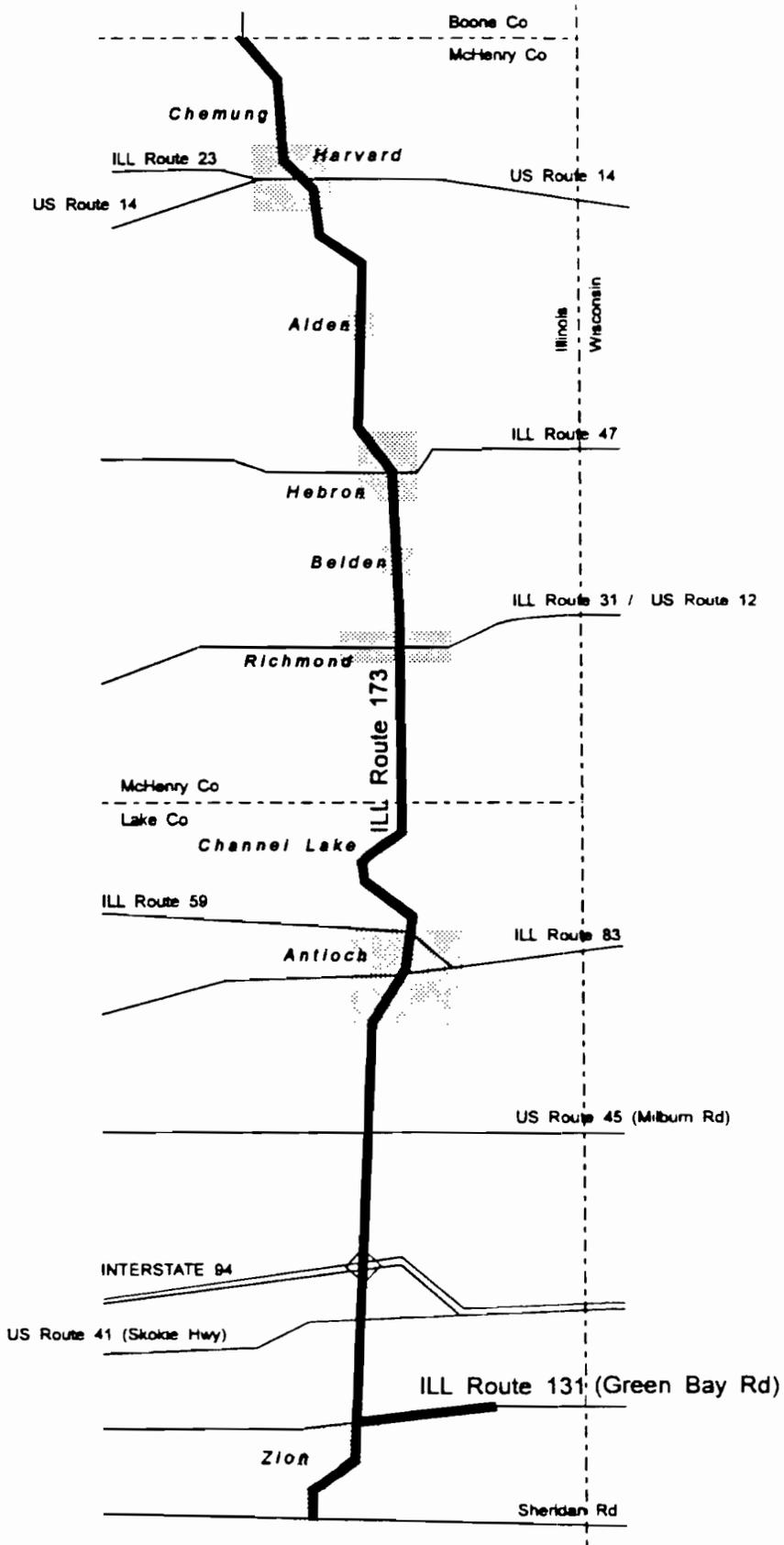


Figure 2.1.1
Illinois Route 173

CORRIDOR MAP

comprised of agricultural land uses. There are several residential homes scattered north of 9th Street and two privately owned landfills located adjacent to the route. These landfills are the North Shore Sanitary District Landfill and the BFI Winthrop Harbor Sanitary Landfill.

2.3 Regional Transportation Facilities

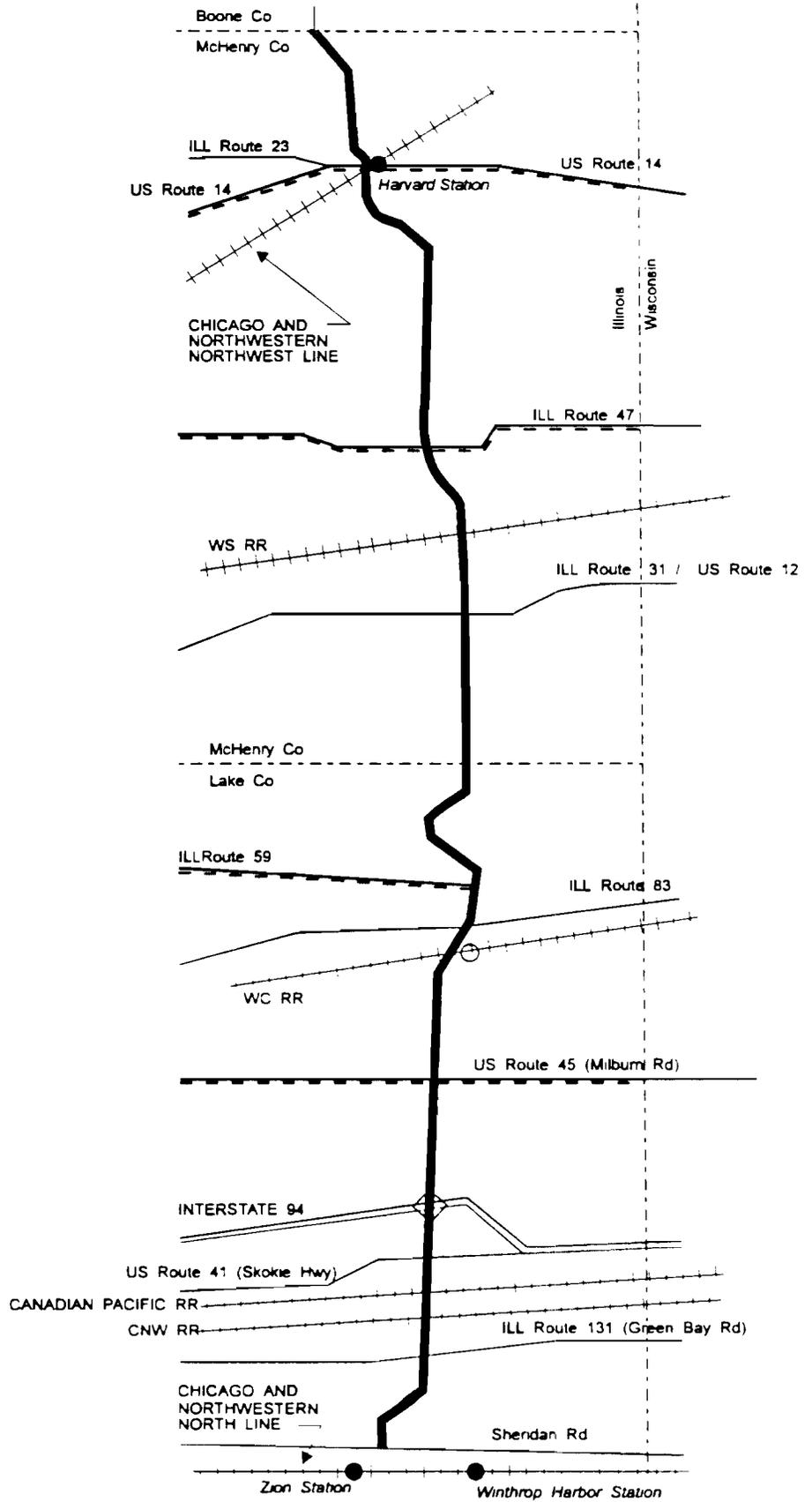
Figure 2.3.1 indicates the existing and proposed roadway and transit facilities connecting the Illinois Route 173 corridor to the regional transportation system as defined in the 2010 TSD Plan.

Illinois Route 173 is served, in its various segments, by two modes of public transportation: commuter rail and bus. The two commuter rail lines that cross Illinois Route 173 are the Chicago and Northwestern/Northwest Line and the Chicago and Northwestern/North Line. Both of these lines have stations near Illinois Route 173. This SRA corridor is also served by Pace 571 and 808 bus routes.

Several short-term (3-5 years) SRA improvements are recommended for this corridor. Bus stops, turnouts, and shelters need to be installed for existing Pace bus routes. Some space needs to be reserved for the future installation of park-and-ride facilities, especially where two SRA's meet. Space should be acquired as soon as possible. In addition, directional signs are needed at key intersections throughout the corridor to guide commuters to nearby Metra stations. There should be provisions for bus shuttles from the train stations in Crystal Lake, McHenry, Woodstock and Fox Lake to serve tourism in Richmond. To accommodate these buses, there should be a bus arrival center with a comfortable waiting area in Richmond.

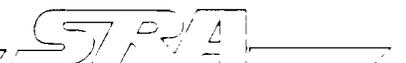
Though the total number of commuter boardings at Metra stations along this corridor is not large compared to other Metra stations closer to the Chicago Central Business District (CBD), over the last 10 years the percent of boardings has increased significantly. Between 1983 and 1991, boardings have increased by about 100% at the Harvard Station on the Chicago and Northwestern/NW Line, about 15% at the Zion Station on the Chicago and Northwestern/North Line, and about 35% at the Winthrop Harbor Station on the Chicago and Northwestern/North Line. These boarding increases may indicate that development is also increasing in this region.

One interstate highway facility crosses this study corridor. Interstate 94 is in the eastern third of the corridor and provides north/south access to the Chicago metropolitan area, and the O'Hare Airport area. Other



- Intersecting SRA Route
- Existing Commuter Station
- Planned Commuter Station

Figure 2.3.1
 Illinois Route 173



major north/south routes that intersect the Illinois Route 173 corridor are US Route 14 in Harvard, Illinois Route 47 in Hebron, US Route 12 in Richmond, Illinois Route 59 and Illinois Route 83 in Antioch, US Route 45 and US Route 41 in unincorporated Lake County, and Sheridan Road in Zion. Six of these routes are SRA's: US Route 14, Illinois Route 47, US Route 12, Illinois Route 59, US Route 45, and Sheridan Road.

For major regional highways that are being planned, the year 2010 TSD Plan was reviewed. There are no specific projects planned that impact or cross Illinois Route 173 or Illinois Route 131.

Several Phase I studies are underway in this corridor as shown in Table 2.3.1.

Table 2.3.1 Phase I Projects Along the Corridor

Project	Project Limits	Work
US Route 14	At Illinois Route 173 (N).	Intersection Improvements
Illinois Route 173	Over Fox River	Bridge Replacement
Illinois Route 173 (Rosecrans Road)	Interstate 94 to Illinois Route 131 and at Illinois Route 131 and Delany Road	Intersection Improvement, RR Crossing Improvement, Modernize Traffic Signals
FAP 334	Wisconsin State Line to US Route 12/Illinois Route 131	New Location
Illinois Route 131 (Green Bay Road)	At State Line Road	Intersection Improvements

These Phase I studies are defined in Chapter Four during discussion of specific route segments.

2.4 Route Area Designation and Design Characteristics

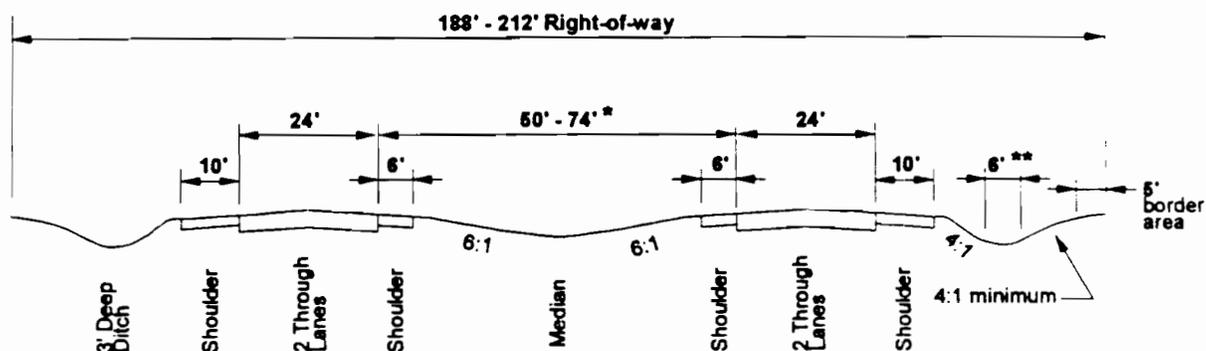
Tables 2.4.1 and 2.4.2 list the desirable characteristics for SRA rural and suburban routes in the year 2010, including typical geometrics, operational measures, level of service and access policies. The typical roadway cross sections are shown in Figures 2.4.1 and 2.4.2.

The design speed for a rural SRA route is 60 miles per hour, and the desirable minimum level of service is "C." The design speed for a suburban SRA is 45 miles per hour, and the desirable minimum level of service is "C/D" at which average speeds are between 40 and 55 percent of the typical flow speed of 40 miles per hour, or about 20 miles per hour.

**Table 2.4.1: Desirable Rural Route Characteristics
(Source: SRA Design Concept Report)**

Right-of-way Width	188' - 212'
Level of Service(Peak Hour)/ Design Speed	C/ 60 mph
Number of Through Lanes	2 in each direction, 12' width; with provision for future expansion to 6 total lanes.
Median Width	50' - 74'
Right Turns	Turn lanes at major cross-streets.
Left Turns	Turn lanes at all intersections.
Shoulders	10' right paved; 6' left paved
Curbs	No
Sidewalks	If needed, along outside of frontage roads.
Bicycle Accommodation	Paved shoulder (min. 6')
Parking	No
Cross Street Intersections	Permitted. Stop sign control for cross street. Crossovers permitted at 1/2 mile spacing until frontage roads are constructed.
Curb Cut Access	Protect right-of-way for post-2010 construction of two-way frontage roads. Right-in/right-out until frontage roads are constructed.
Transit	Bus pull-off and shelter. Express bus service and signal pre-emption potential.
Number of Traffic Signals per Mile	2, signals spaced 1/2 mile apart until frontage roads are constructed.
Signalization	Fully actuated.
Freight: Radii Vertical Clearance	WB-60; Standard New structures: 16'-3" Existing structures: 14'-6"
Railroads	Consider a grade separation at all railroads.
Loading	Off-street loading.

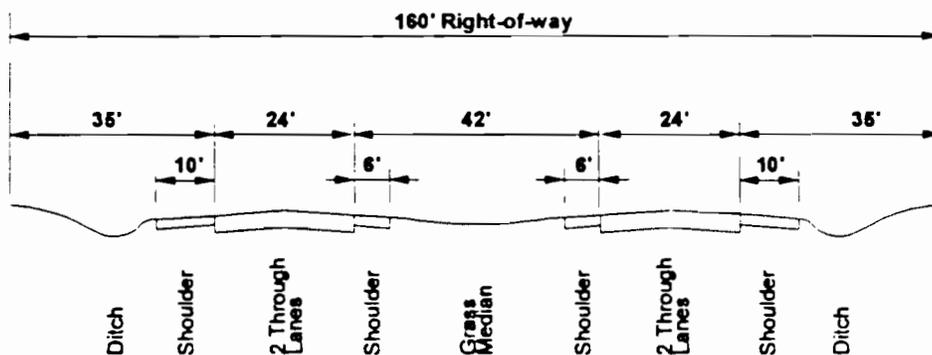
RURAL CROSS SECTION



- * Use a 74' wide median where there is a high probability of need for three lanes in each direction in the future
- ** Use a 6' wide ditch for detention storage and clear zone requirements

SRA Design Concept Report Cross Section

Due to adjacent prime farmland in the study corridor, the desirable rural cross section is proposed to be reduced to an agricultural preservation cross section which will reduce farmland acquisition by approximately four acres per mile.



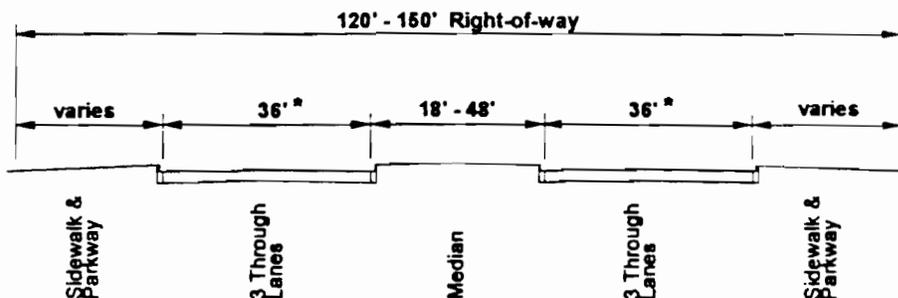
Proposed Cross Section

Figure 2.4.1
Illinois Route 173

**Table 2.4.2: Desirable Suburban Route Characteristics
(Source: SRA Design Concept Report)**

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 Recommendation	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' width paved
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 pre-emption and HOV potential
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearance	WB-55 typical/WB-60 Type II truck route New structures: 16'-3" Existing structures: 14'-6"
Railroads	Evaluate the need for grade separation at all railroads
Loading	Off-street loading

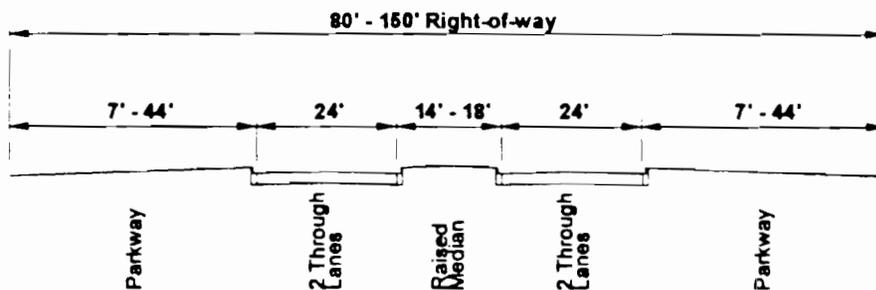
SUBURBAN CROSS SECTION



* An additional 1' could be added to accommodate bicycle demand where right-of-way is not constrained or where parkway width can be reduced

SRA Design Concept Report Cross Section

Due to adjacent development in the communities, and the projected travel demand, the desirable suburban cross section has been reduced to two through lanes in each direction.



Proposed Cross Section

Figure 2.4.2
Illinois Route 173

2.5 Projected Travel Demand

The projected travel demand for the year 2010, resulting in forecast traffic for this corridor, is taken from the regional travel demand forecasts by CATS. The forecasts are generated by the regional travel simulation model in coordination with IDOT and are predicated on all SRA's built out to the Design Concept Report standards. The projected corridor traffic volumes are summarized in Figure 2.5.1.

The 2010 traffic forecast for the corridor varies from less than 10,000 Average Daily Traffic (ADT) on the west to near 30,000 ADT in some segments of the corridor near the east end. These forecasts reflect the development characteristics and land use forecast along this route, rural and less developed on the west end and, developing suburban tracts in the eastern half.

The Illinois Route 173 traffic forecasts are based on several assumptions, including the construction of the Lake County extension of Illinois Route 53. US Route 14, Illinois Route 47, US Route 12, Illinois Route 83, and Interstate 94 are high volume facilities which cross the Illinois 173 corridor and reinforce its network identity as a facility to carry moderate to high volumes of regional traffic.

The traffic forecasts did not take into account the proposed Richmond - Waukegan Expressway. Regional expressway Phase I studies will have to be considered in relationship to the Illinois Route 173 study to develop combined improvement recommendations. Recommendations within this report may require adjustment as the Phase I effort involves more detailed information on traffic flows and geometric solutions.

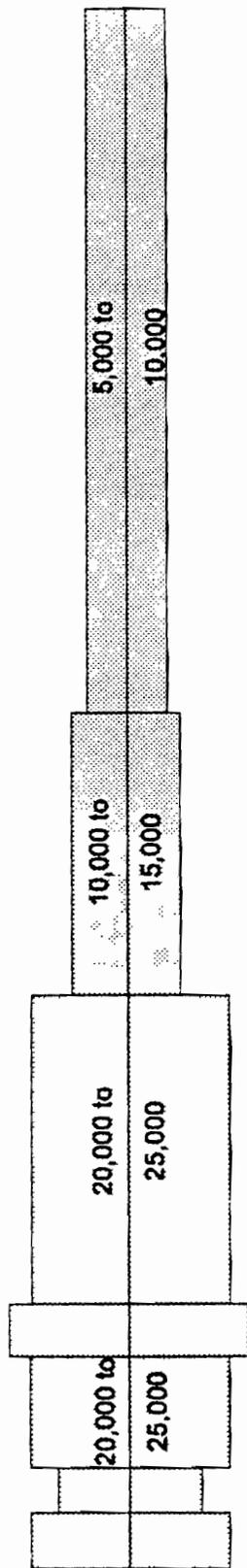
2.6 Roadway/Right-of-Way General Discussion

The existing right-of-way along this corridor varies from 66 ft. to 220 ft. but the majority of the corridor has an existing right-of-way width of 80 ft.

The standard desirable right-of-way for a rural SRA route is 188 ft. to 212 ft. with two 12 ft. through lanes in each direction. This cross section was reduced to 160 ft. to minimize acquisition of adjacent farmland. The standard desirable right-of-way for a suburban SRA route is 120 ft. to 150 ft. with three 12 ft. lanes in each direction. Although the full recommended right-of-way width may not be acquired by the year 2010 due to existing development or other constraints, the full recommended width should be protected so that future development or



Estimated range of 2010 average daily traffic volumes in vehicles per day.



25,000 to 30,000

15,000 to 20,000
20,000 to 25,000
25,000

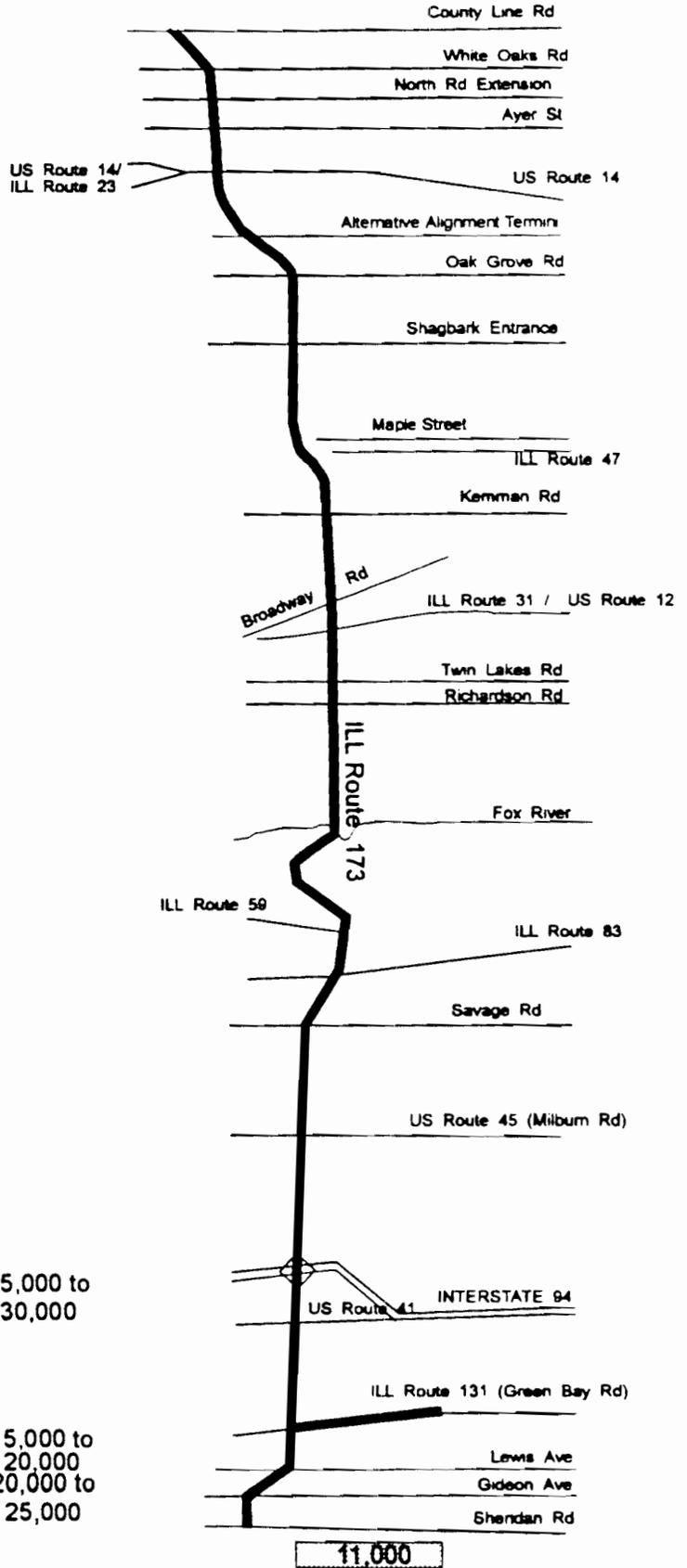


Figure 2.5.1
Illinois Route 173

PROJECTED CORRIDOR TRAFFIC VOLUMES

redevelopment does not encroach on the ultimate right-of-way. At locations where the existing right-of-way width is more than the recommended width the existing width should be maintained.

Some areas of the rural and suburban sections have existing right-of-way less than recommended. Along the rural sections, only the area in the vicinity of the Interstate 94 interchange has an existing right-of-way meeting the desirable width. In the suburban section, approximately one third of the corridor has an existing right-of-way width meeting the desirable width.

The recommended number of through lanes in each direction is based on an evaluation of the projected 2010 travel demand, along with the existing roadway characteristics and character of development in each segment. The recommended right-of-way width in some segments may be sufficient to accommodate additional traffic lanes as a post 2010 improvement.

Specific roadway and right-of-way recommendations for the route segment are discussed with the respective segments in Chapter Four of this report.

CHAPTER THREE: SUMMARY OF SRA CORRIDOR RECOMMENDATIONS

3.1 Proposed Roadway Improvements

The roadway improvements in this corridor are as follows: From the Boone County limits to the western limits of Harvard, the corridor is proposed to be dedesignated as a SRA route. This area is recommended for one 12 ft. lane in each direction with open drainage except in Chemung. This is to be consistent with Illinois Route 173 west of the Boone County Line.

From the Harvard City limits to Savage Road east of Antioch, the corridor will be upgraded to the modified rural cross section. This will consist of two 12 ft. lanes in each direction, a median and open drainage. This cross section will be recommended for a significant part of the corridor. Due to the constrained existing right-of-way through town, bypass routes south of Harvard and Hebron are recommended. Other areas, including Richmond and Antioch, have right-of-way restrictions which make implementation of this rural cross section impractical. These areas are proposed to have of two 12 ft. lanes in each direction, a median and a curb and gutter.

From Savage Road to Sheridan Road, including Illinois Route 131, the corridor is proposed to be upgraded to a modified suburban cross section. The attempt was made to recommend three 12 ft. lanes in each direction with some type of raised median throughout. At this time, two 12 ft. lanes in each direction is recommended with a raised median except in the area between US Route 45 and Interstate 94 where three 12 ft. lanes are recommended and in Zion, two 12 ft. lanes in each direction are recommended, but without a median. The 120 ft. right-of-way, except in most of Zion, will allow enough room to add two more lanes when needed.

Both the rural and suburban sections will have access control.

3.2 Proposed Transit Improvements

West of Harvard, no transit facilities are recommended since little change in land use is anticipated in the 2010 plan period. Starting at Harvard, and progressing east however, there are several villages in the corridor in McHenry County. To attempt to ensure that opportunities for future transit connections between the McHenry County towns and villages are provided, it is recommended that SRA rural standards be

applied from Harvard east to the Lake County line. If space for bus stops, turnouts, and shelters is reserved at five mile intervals, such facilities could be provided at every village along the route at an appropriate time in the future. Continuing east from the Lake County line where settlement intensifies, particularly in the Channel Lake and Antioch region, transit recommendations provide for reserving space to install facilities for buses and "park-and-rides."

Metra, in the "Future Agenda for Suburban Transportation," has proposed extensions to its service. The two future extensions that affect this corridor include the Richmond Extension of the Chicago and Northwestern/Northwest Line (McHenry Branch) and the Milwaukee District North Line (Wadsworth Extension). The Chicago and Northwestern/Northwest Line (McHenry Branch) would cross the corridor in Richmond. The Milwaukee District/North Line (Wadsworth Extension) would approach Illinois Route 173, but would still terminate further south of it. The future station may be located near US Route 41 in Wadsworth. Provisions are needed for the installation of directional signs to serve future possible commuter rail stations.

The Wisconsin Central Line is proposed by Metra in the "Wisconsin Central Corridor Commuter Rail Service PROJECT PROPOSAL" which is to be developed on the Wisconsin Central Railroad (WC RR). This line would serve peak hour commuting between the northern and northwest suburbs and the Chicago CBD and eventual hourly commuting between those suburbs and O'Hare Airport. This service would be limited to three peak hour trains during its early stages, in 1996. Additional trains may later provide expanded service. Provisions are needed for installation of directional signs to serve a future commuter rail station near the Illinois Route 173 corridor.

3.3 Proposed Traffic Control/Intersection Configuration

The proposed intersection improvements throughout the Illinois Route 173 corridor consist of upgrading the intersection geometry to accommodate the 2010 traffic demands of the route. Along the McHenry County and western Lake County portions of the route, projected traffic volumes generally warrant a single left, and in some cases, single right turn bays. Along the eastern Lake County portion of the route dual left and single right turn bays are generally recommended based on projected volumes. New signalized intersections are recommended as traffic volumes warrant. Several minor cross streets along the route will be realigned to provide safer 90 degree intersections with Illinois Route 173.

3.4 Environmental Concerns

The environmental review is intended to provide an overview of identified environmentally sensitive sites and areas along the corridor. The study does not specifically quantify the impacts of a recommendation on a specific environmental feature. This more detailed review and analysis would be conducted as part of Phase I studies, as a portion of the corridor would move forward towards implementation. Infrastructure improvements in this corridor must consider the numerous environmental issues to be dealt with. They were considered as one of several factors during the development of recommended SRA improvements.

The characteristics of the Illinois Route 173 corridor include many environmentally sensitive features such as; streams, wetlands and floodplains, historic sites, hazardous waste sites, prime farmland, and the habitats of threatened or endangered species.

Starting from the western corridor limit, the roadway traverses or approaches numerous streams, lakes and floodplain areas such as the Piscasaw Creek; the Mokeler Creek, the Nippersink Creek; Street Lake; Elizabeth Lake Drain; and the Fox River. The waterways in the Chain O' Lakes region that abut or cross the route include Channel Lake, Lake Marie, Lake Catherine, Sequoitt Creek, Antioch Lake, and a tributary of East Loon Lake. The North Mill Creek crosses the route near US Route 45, the Des Plaines River intersects east of US Route 41, and the Kellogg Ravine crosses the route in two locations.

According to the US Wetlands Inventory, wetlands exist at numerous locations in close proximity to the roadway. These locations are near the Piscasaw Creek crossing, at Altenburg Road, the Crowley Road intersection, at O'Brien Road, near Nippersink Creek, west of the Illinois Route 47 intersection, at Lange Road, the Wisconsin Southern Railroad crossing, the Broadway Road intersection, north branch at Nippersink Creek, Elizabeth Lake Drain, near North Solon Road, Twin Lakes Road, Breezy Lawn Road, near Thelen Materials, Converse Road, and in the vicinity of the Fox River. The alternative alignment proposed for Harvard would pass between two large wetlands east of the town. A large Advanced Identified Wetland (ADID) exists within the Chain O' Lakes State Park, Sequoitt Creek, Loon Lake Tributary, and near Eagle Ridge Development. Numerous wetlands abut the roadway at North Mill Creek, within Van Patton Woods and the Sterling Lake Forest Preserve, near Kilbourne Road, west of Kenosha Road, along the Kellogg Ravine, northeast of 9th Street and south of Russell Road.

A site near Becks Road, a church east of Chemung, three sites near Alden Road, Mansion Farm along French Drive, and one location in the present Richmond Hunting Club have all been identified as sites of potential historic significance.

A hazardous waste site has been identified along Illinois Route 47, south of the Illinois Route 173 intersection. Also, the North Shore Sanitary District and BFI Winthrop Harbor Sanitary landfills are located west and east of the route at 9th Street.

According to McHenry County land use classifications, a large portion of the adjacent land within McHenry County is designated as prime farmland. Within Lake County, the Lake County Soil Maps indicate parcels of land west of Channel Lake, between Deep Lake Road and Crawford Road, and west of Kilbourne Road as prime farmland.

Threatened or endangered plant or animal species are known to exist south of the route in Becks Woods, near Street Lake, within the Chain O' Lakes State Park, and in the wetlands between Deep Lake Road and Savage Road.

All environmental features are important, but this corridor has several that appear often and should be recognized. The existing right-of-way will be maintained in some locations, but where additional right-of-way is recommended, the study effort has focused on preservation of prime farmland. The increased pavement widths will bring traffic closer to properties and potentially modify noise levels and air quality. Wetlands and floodplains will have to be evaluated since recommendations are adjacent to or in these defined areas. Hazardous waste sites adjacent to several segments of this route will require detailed consideration in moving recommendations forward.

3.5 Future Land Use/Development Perspective

Planning for future development is a power conferred on municipalities and Counties for land within their jurisdictional limits by State statutes. Municipalities may indicate their preferred type and intensity of land use for up to 1.5 miles beyond their corporate limits, unless the land is within another municipality's jurisdiction. Unincorporated land which is not planned by a municipality within their jurisdictional limits is then subject to provisions of the County Plan.

Where vacant land lies along the SRA corridor, it provides an opportunity for local communities to coordinate their development plans with the transportation improvements. Generally, this takes the form of establishing and enforcing minimum parking and building setbacks and restriction of points of access to protect safety and preserve operational efficiency. Through the panel process the study team has reviewed plans or information on proposed projects provided by the County, municipalities and special taxing bodies such as Forest Preserve Districts, Park Districts, etc., in addition to all available land use plans. Where specific developments have been identified, the SRA recommended concepts incorporate consideration of these developments.

Where the right-of-way is constrained in areas of existing development, as in established communities, the concept for improvement has generally been developed within existing right-of-way limits. This minimizes negative impacts on existing parkways, housing, open space, commercial and institutional development. Consideration is given to access, safety of turning movements, protection of vital parking and loading functions and coordination of improvements with areas of pedestrian/bicycle activity. For large areas of vacant land, and for infill projects and redevelopment within more urbanized areas, additional study will be required during Phase I in order to realize the full benefits of land use and SRA coordination and implementation.

3.6 Cost Estimates

The cost estimates were developed to give IDOT and agencies involved an idea of the investment necessary for the SRA routes. The planning level cost estimates were defined by using historical figures from IDOT. Cost estimates were prepared for two types of improvements, recommended and short term/low-cost. The costs were summarized in six categories per corridor segment. These categories are Roadway, Intersection Improvement, Structure Modification, Interchange Improvement, Transit Improvement, and Right-of-way Acquisition. The estimates are provided in 1991 dollars. These costs are summarized for the entire corridor in Table 3.6.1.

Table 3.6.1: Summary of Cost Estimates

Construction Cost Estimate for Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$151,200,000
Intersection Improvement	\$6,700,000
Structure Modification	\$12,342,850
Interchange Improvement	\$0
Transit Improvement	\$14,825,000
Right of Way	\$28,570,000
Sub-Total Estimated Cost	\$213,637,850
Engineering (20%)	\$42,730,000
Contingency (20%)	\$42,730,000
Total Estimated Cost for Recommended Improvements	\$299,097,850
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$3,200,000
Structure Modification	\$3,000,000
Interchange Improvement	\$0
Transit Improvement	\$7,600,000
Right of Way	\$0
Sub-Total Estimated Cost	\$13,800,000
Engineering (20%)	\$2,760,000
Contingency (20%)	\$2,760,000
Total Estimated Cost for Short Term/Low-Cost Improvements	\$19,320,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

CHAPTER 4: CORRIDOR ANALYSIS BY SEGMENT

This chapter provides an analysis of the existing conditions and recommendations for improvement on a segment by segment basis. The corridor was divided into segments for a detailed discussion of the existing conditions (i.e. right-of-way, roadway characteristics, environmental factors, transit facilities, land use, etc.). Also, to ease in the assimilation of all relevant factors involved in the development of improvement recommendations, these sub-sections of the corridor are useful. The segments have been determined by several technical factors such as portions of the roadway with similar characteristics (i.e. right-of-way width, travel demand, land use patterns, etc.). The Illinois Route 173 corridor was divided into sixteen segments.

They are depicted on Figure 4.1.1, and are:

1. County Line Road to White Oaks Road
2. White Oaks Road to North Road Extension
3. North Road Extension to Ayer Street
4. Alternative Alignment Along Brink Street
5. Alternative Alignment Termini to Oak Grove Road
6. Oak Grove Road to Shagbark Entrance
7. Shagbark Entrance to Maple Street
8. Alternative Alignment Along Price Road
9. Kemman Road to Broadway Road
10. Broadway Road to Twin Lakes Road
11. Twin Lakes Road to the Fox River Bridge
12. The Fox River Bridge to Savage Road
13. Savage Road to Lewis Avenue
14. Lewis Avenue to Gideon Avenue
15. Gideon Avenue to Sheridan Road
16. Illinois Route 131 from Illinois Route 173 to Wisconsin State Line

Segments 1 through 3 are proposed to be dedesignated as a SRA Route after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and type of development along the route. Another reason to delete these segments from the SRA system is to provide consistency with Illinois Route 173 in Boone County. Recommendations for these segments will be included in this report as a guide for IDOT, municipalities and McHenry County.

The majority of Illinois Route 173 traverses agricultural and undeveloped land. This condition is interrupted at several locations where the route runs through developed areas represented by small towns or villages such as Chemung, Alden, Hebron and Belden or unincorporated developments such as Rosecrans. These developed areas influence the SRA concept in terms of the restricted ability to expand right-of-way, the requirement to continue to provide essential access to these areas, and the fact that of the route a major portion of the route traverse prime agricultural land. Both McHenry and Lake Counties have adopted policies to preserve and protect agricultural land to the greatest extent possible.

4.1 Segment 1: County Line Road to White Oaks Road

Location

Segment 1 extends from County Line Road to White Oaks Road (See Figure 4.1.1). This segment is approximately 1.8 miles in length, and is located in unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibit ILL173-01a.

Right-of-Way. Throughout this segment the existing right-of-way width is 80 ft.

Roadway Characteristics. The existing roadway section in this segment consists of one through lane in each direction, with gravel shoulders, and the speed limit is posted at 55 mph.

Traffic Control/Intersection Configuration. There are no signalized intersections in this segment. The two roads with stop control intersect the route at each end of the segment; County Line Road and White Oaks Road.

Structures. There are no structures in this segment.

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibit ILL 173-01a and include Piscasaw Creek, several wetlands, floodplains, and prime farmland. The character of the landscape along this segment is agricultural. Refer to Table 4.1.3 for a summary of environmentally sensitive features.

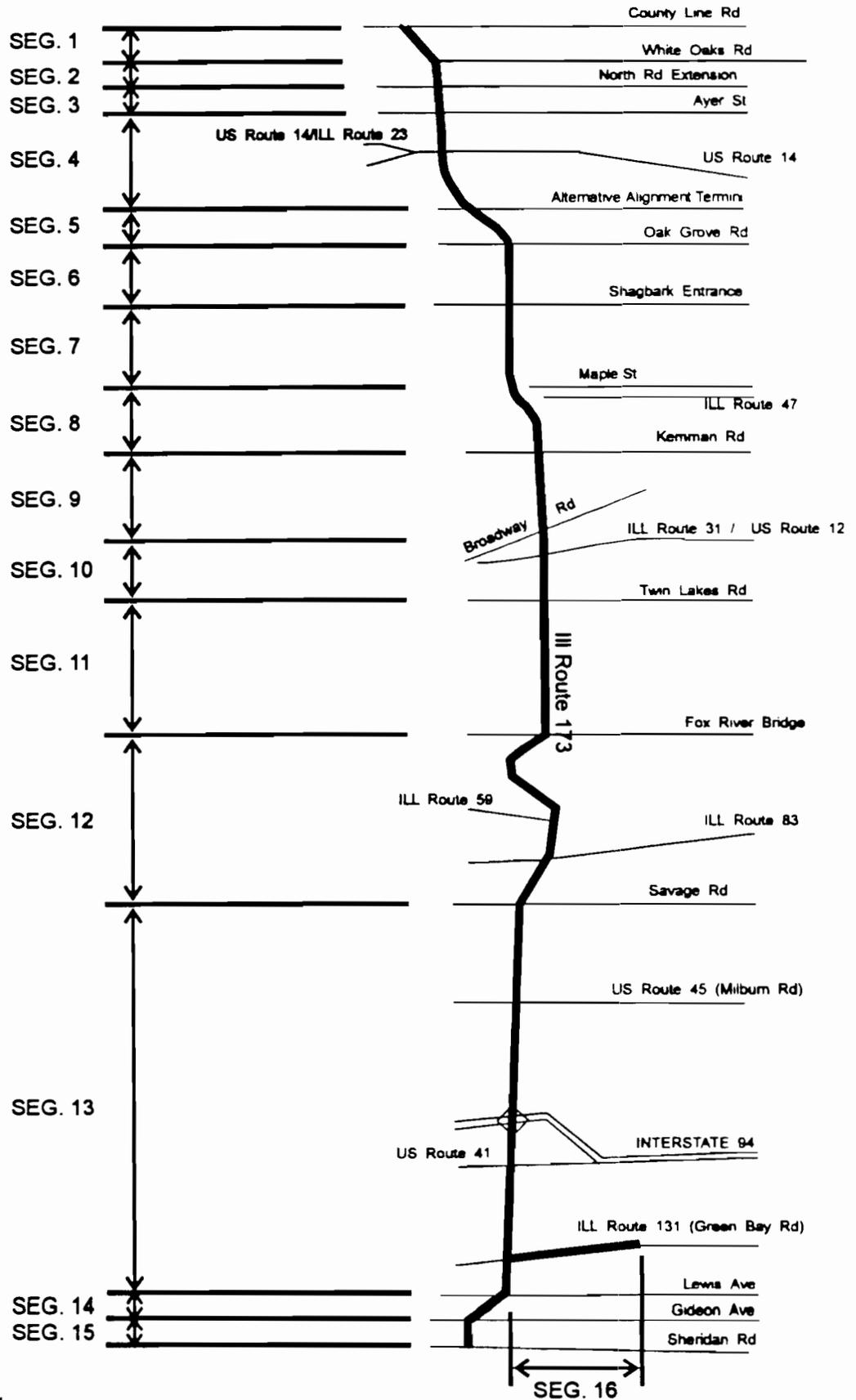


Figure 4.1.1
Illinois Route 173

CORRIDOR / SEGMENTS MAP

Table 4.1.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-1a	Along entire length of segment.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. Piscasaw Creek is located within 100 ft. south of Illinois Route 173. The floodplain of the creek crosses the route approximately a half mile east of County Line Road and abuts the existing right-of-way for the remainder of the segment. There are several large wetlands situated between the creek and Illinois Route 173.

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

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land in this segment is designated prime farmland.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The land use within this segment is primarily agricultural. Piscasaw Creek and the surrounding land south of Illinois Route 173, as shown on Exhibit ILL 173-01a, are planned as permanent open space by McHenry County.

Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the right-of-way and parking, buildings or access roads.

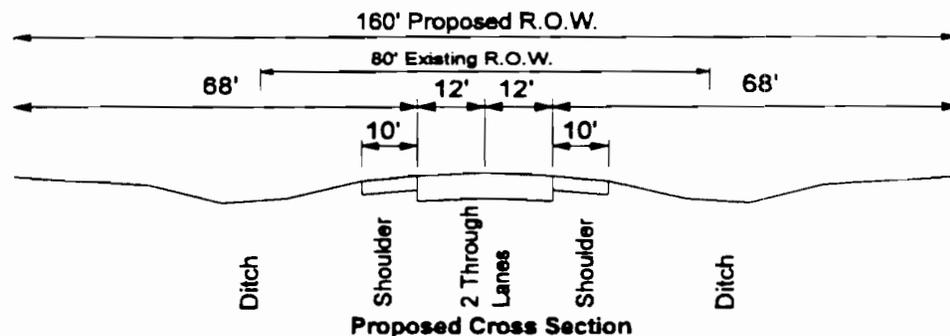
Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the surrounding property.

Future development projects, which would impact this segment, have not been identified by McHenry County.

Recommended Improvements

This segment is recommended to be dedesignated as a SRA route after evaluating several factors, including the projected travel demand for the year 2010 along with the existing roadway characteristics and type of development along the route. The recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-01b summarized in Table 4.1.4.

Roadway. The recommended 160 ft. roadway cross section in this segment provides one 12 ft. through lane in each direction, no median, 10 ft. outside shoulders, and 68 ft. ditches. Frontage roads and sidewalks are not recommended in this segment. CATS and IDOT will be asked to dedesignate this route as a SRA.



Traffic Control/Intersection Configuration. It is recommended to provide a single left turn lane and an exclusive right turn lane on the east approach at the County Line Road intersection and a single left turn lane is recommended for the west approach. Based on the low traffic volumes, stop-sign control is all that is recommended for cross roads. The expected level of service for this segment is "A".

Parking and Access. There is no parking warranted in this segment. Access to the highway should be kept to a minimum, and coordinated with future development. Stop control access on all cross streets is recommended.

Transit Facilities. There are no transit facilities recommended in this segment.

Table 4.1.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	This segment is proposed to be dedesignated as a SRA route. The recommended right-of-way width is 160 ft.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	One 12 ft. through lane in each direction.
4. Median Width and Type	There is no median in this segment.
5. Parkways/Sidewalks/ Drainage ditches	68 ft. drainage ditches (including 10 ft. shoulders)
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment. Improve intersection at County Line Road.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access provided, Provide stop control access on all cross streets.
9. Transit	No public transit exists or is proposed.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities.
11. Loading	N/A
12. Miscellaneous	There is the possibility of wetland and floodplain encroachment at Piscasaw Creek. The purchase of approximately 18 acres of prime farmland is required for the roadway recommendations.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations for this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation. There are no short term/low-cost improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way width is 160 ft. Therefore, 80 ft. of right-of-way is needed. These acquisitions will be arranged in the corridor as to minimize impacts.

Potential Environmental Concerns

Of primary concern in this segment is the proximity of the route to existing prime farmland and the Piscasaw Creek floodplain. The land acquisition and cross section will have to be shifted to the north to avoid floodplains and wetlands. Approximately 18 acres of prime farmland would have to be purchased to achieve the desired 160 ft. right-of-way.

Cost Estimate

The cost estimate for segment 1 is shown in Table 4.1.6.

Table 4.1.6: Cost Estimate

Construction Cost Estimate for Segment 1 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$1,080,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$1,760,000
Total Estimated Cost for Recommended Improvements	\$2,840,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.2 Segment 2: White Oaks Road to North Road Extension

Location

Segment 2 extends from White Oaks Road to North Road extension (See Figure 4.1.1). This segment is approximately 1.0 mile, and is located in Chemung and unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibit ILL173-02a.

Right-of-Way. The existing right-of-way is 80 ft. throughout the segment.

Roadway Characteristics. The existing roadway section in this segment consists of one through lane in each direction, with gravel shoulders, and the speed limit varies from 35 to 55 mph.

Traffic Control/Intersection Configuration. This segment is primarily bounded by the small community of Chemung. There are 7 streets accessing the route, and they are controlled by stop signs.

Structures. There are two existing structures in this segment as indicated in Table 4.2.1.

Table 4.2.1: Existing Structure List

IDOT Structur Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SR	Vertical Clearance (feet) on SR
056-0027	Illinois Route 173 / Piscasaw Creek	40.0	78.0	N/A	N/A
056-0028	Illinois Route 173 / Piscasaw Creek	38.0	161.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibit ILL 173-02a, and include Piscasaw Creek, floodplains, wetlands, Becks Woods, historic sites, prime farmland, and a threatened or endangered species habitat. Refer to Table 4.2.3 for a summary of environmentally sensitive features.

Table 4.2.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	ILL173-2a	Gas station southeast of Becks Road in Chemung. (McHenry County Rural Historic Structures Survey)
	ILL173-2a	United Methodist Church at Illinois Route 173. (McHenry County Rural Historic Structures Survey)
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-2a	South of Illinois Route 173 between Becks Woods and Seegers Grain.
Habitat of Threatened or Endangered Species	ILL173-2a	A habitat was identified south of the route within Becks Woods.
<p>(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.</p> <p>(2) LUST = Leaking Underground Storage Tank.</p> <p>(3) Designated by McHenry County.</p>		

Streams/Wetlands/Floodplains. The Piscasaw Creek, floodplains, and adjacent wetlands abut the existing right-of-way and constrain the route for expansion.

Historical Significance. Two sites of potential historic importance are located adjacent to the route: a gas station southeast of Becks Road, and the United Methodist Church on the east side of town.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. Prime farmland is located at the west end near Becks Woods and extends east near Seegers Grain in this segment.

Threatened or Endangered Species. A threatened or endangered species habitat is known to exist south of the route within the wetlands of Becks Woods.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Land uses adjacent to the route, in the community of Chemung, consist of single-family residential and scattered commercial uses. Becks Woods, containing Piscasaw Creek, is located at the western edge of Chemung. Other land uses adjacent to the south side of Illinois Route 173 include the United Methodist Church and Seegers Grain as shown on Exhibit ILL 173-02a.

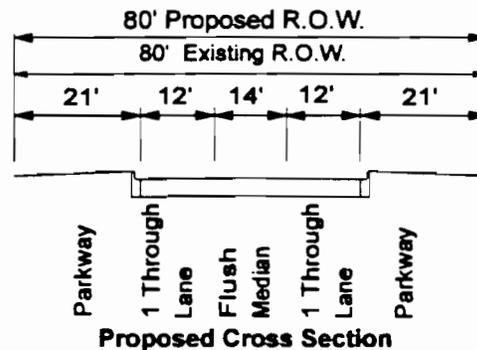
Development Access and Constraints. The existing right-of-way width through this segment is 80 ft. The proposed right-of-way width would not exceed the existing width along this segment. The residential and commercial uses all have direct access onto the route.

Future Development. There are no future developments planned by the local community in this segment.

Recommended Improvements

This segment is recommended to be dedesigned as a SRA route after evaluating several factors, including the projected travel demand for the year 2010 along with the existing roadway characteristics and type of development along the route. The recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-02b and summarized in Table 4.2.4.

Roadway. The recommended 80 ft. roadway cross section provides for one 12 ft. through lane in each direction with a 14 ft. flush median and 21 ft. parkways with curb and gutter and sidewalk. CATS and IDOT will be asked to dedesignate this route as a SRA.



Traffic Control/Intersection Configuration. A left turn storage bay will be provided within the 14 ft. flush median. No exclusive right turn is necessary, however the potential for a flashing yellow signal is foreseen within the community. Due to low traffic volumes the expected level of service is "A".

Parking and Access. Access on to Illinois Route 173 should remain the same due to the constraint of available right-of-way. There is no room for parking because of the constraints. Stop control should be provided on all cross streets.

Structures. The two structures in this segment will not require modifications.

Transit Facilities. There are no transit facilities recommended in this segment.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across Illinois Route 173, at appropriate intersections, to connect the residential neighborhoods with commercial services.

Other Recommendations. There are no other unique recommendations for this segment.

Table 4.2.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	This segment is proposed to be dedesignated as an SRA route. The existing right-of-way of 80 ft. will be maintained throughout this segment.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	One 12 ft. through lane in each direction.
4. Median Width and Type	14 ft. flush median
5. Parkways/Sidewalks/ Drainage ditches	21 ft. parkways and sidewalks
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment. The potential for a yellow flashing signal is foreseen within the community of Chemung as traffic volumes warrant.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access provided.
9. Transit	No public transit exists or is proposed.
10. Pedestrian/Bicycle Facility	Pedestrian crosswalks should be provided across Illinois Route 173 at appropriate intersections.
11. Loading	N/A
12. Miscellaneous	Two adjacent historic sites need to be further investigated to determine any negative impacts from roadway widening. There is the potential for floodplain encroachment with the proposed bridge widening at Piscasaw Creek.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation. There are no short term/low-cost improvements recommended in this segment.

Right-of-Way Requirements

The recommendation for this segment is to maintain the existing 80 ft. right-of-way due to adjacent constraints.

Potential Environmental Concerns

Although the existing 80 ft. right-of-way will be retained, there is still potential for taking of mature trees. The two adjacent historic sites need to be investigated further to determine any negative impacts from roadway widening. Any disturbances to adjacent wetlands and threatened or endangered species need to be fully investigated in Phase I Studies.

Cost Estimate

The cost estimate for segment 2 is shown in Table 4.2.6.

Table 4.2.6: Cost Estimate

Construction Cost Estimate for Segment 2 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$1,500,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$1,500,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.3 Segment 3: North Road Extension to Ayer Street

Location

Segment 3 extends from North Road Extension to Ayer Street in the City of Harvard (See Figure 4.1.1). This segment is approximately 1.8 miles in length, and is located in Harvard and unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-02a and 03a.

Right-of-Way. The existing right-of-way is 80 ft. throughout the segment.

Roadway Characteristics. The existing roadway section in this segment consists of one through lane in each direction, with gravel shoulders, and the speed limit is posted at 35 mph.

Traffic Control/Intersection Configuration. There are no signalized intersections in this segment. A three way stop is located at the south end of Ayer Street. All other intersecting roads are controlled by stop signs.

Structures. There are two existing structures in this segment as indicated in Table 4.3.1.

Table 4.3.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-2002	Illinois Route 173 / Mokeler Creek	38.0	35.0	N/A	N/A
056-2003	Illinois Route 173 / Mokeler Creek	43.0	36.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits ILL 173-02a and 03a and include Mokeler

Creek, floodplains, residential development, and prime farmland. Refer to Table 4.3.3 for a summary of environmentally sensitive features.

Table 4.3.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-2a, ILL173-3a	Along majority of the segment, with the exception of residential property in Harvard.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
 (2) LUST = Leaking Underground Storage Tank.
 (3) Designated by McHenry County.

Streams/Wetlands/Floodplains. Mokeler Creek and its floodplain cross Illinois Route 173 west of Ayer Street.

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

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. With the exception of the residential property in Harvard, the majority of adjacent land is designated as prime farmland.

Threatened or Endangered Species. There are no threatened or endangered species known to exist in this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Agriculture is the primary land use in this segment. The eastern edge of this segment borders the City of Harvard. Land use in this area includes several commercial developments, and scattered single-family residential properties as shown on Exhibit ILL 173-03a.

Development Access and Constraints. The existing right-of-way width along this segment is 80 ft. Roadway improvements in this segment would not have an adverse impact on adjacent land uses.

Future Development. There are large tracts of agricultural and vacant land in this segment. Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the right-of-way and parking, buildings or access roads.

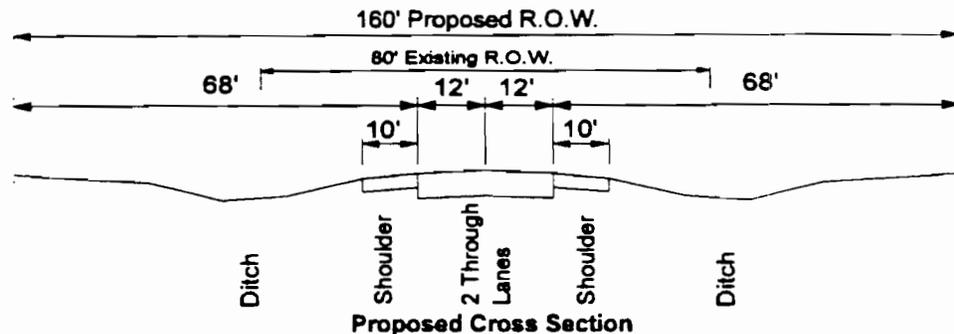
Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the route and surrounding property.

There are no future development projects identified by the City of Harvard or McHenry County.

Recommended Improvements

This segment is recommended to be dedesignated as a SRA route after evaluating several factors, including the projected travel demand for the year 2010 along with the existing roadway characteristics and type of development along the route. The recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-02b and 03b and summarized in Table 4.3.4.

Roadway. The recommended 160 ft. roadway cross section in this segment provides for one 12 ft. through lane in each direction, no median, 10 ft. outside shoulders, and 68 ft. ditches. Frontage roads and sidewalks are not recommended in this segment. CATS and IDOT will be asked to dedesignate this route as a SRA.



Traffic Control/Intersection Configuration. Based on the low traffic volumes, stop-sign control is recommended for all intersecting roads. The expected level of service is "A".

Parking and Access. In this segment, no parking is warranted. Access to the highway should be kept to a minimum, and coordinated with future development.

Table 4.3.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	This segment is proposed to be dedesignated as an SRA route. The recommended right-of-way width is 160 ft.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	One 12 ft. through lane in each direction.
4. Median Width and Type	There is no median in this segment.
5. Parkways/Sidewalks/ Drainage ditches	68 ft. drainage ditches (including 10 ft. shoulders)
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access provided.
9. Transit	No public transit exists or is proposed.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	The purchase of approximately 17 acres of prime farmland is required for the roadway recommendations. Widen structures over Mokeler Creek. There is a possibility of a wetland and floodplain encroachment at Mokeler Creek.

Structures. The two structures in this segment will require modification to accommodate the recommended roadway cross section as shown in Table 4.3.5.

Table 4.3.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
056-2002	Illinois Route 173 / Mokeler Creek	38.0	Widen to accommodate recommended section.
056-2003	Illinois Route 173 / Mokeler Creek	43.0	Widen to accommodate recommended section.

Transit Facilities. There are no transit facilities recommended in this segment.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations for this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation. There are no short term/low-cost improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. Therefore, 80 ft. of right-of-way is needed. These acquisitions will be arranged in the corridor as to minimize impacts.

Potential Environmental Concerns

Approximately 17 acres of prime farmland will have to be purchased to achieve the desired 160 ft. right-of-way. There is also the potential for residential displacements, taking of mature trees, and encroachment of floodplain at Mokeler Creek.

Cost Estimate

The cost estimate for segment 3 is shown in Table 4.3.6.

Table 4.3.6: Cost Estimate

Construction Cost Estimate for Segment 3 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$1,020,000
Intersection Improvement	\$0
Structure Modification	\$36,900
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$1,620,000
Total Estimated Cost for Recommended Improvements	\$2,676,900
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizons are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.4 Segment 4: Alternative Alignment Along Brink Street

Location

Segment 4, extends from Ayer Street to the Mt. Auburn Cemetery along existing Brink Street. An alternative alignment is then recommended south of the City of Harvard along existing Brink Street and extends east reconnecting to Illinois Route 173 east of Harvard Hills Road (Hanson Road). This segment is approximately 2.5 miles in length, and is located in Harvard and unincorporated McHenry County.

Existing Facility Characteristics

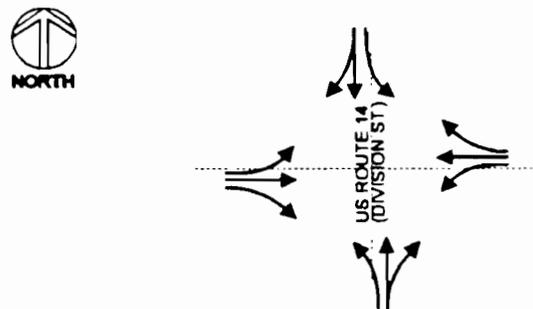
The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-03a and 04a.

Right-of-Way. The existing right-of-way is 80 ft. along Brink Street. There is no existing right-of-way where the alternative alignment is proposed.

Roadway Characteristics. The existing roadway section in this segment consists of one through lane in each direction, with gravel shoulders. The speed limit varies from 30 to 45 mph.

Traffic Control/Intersection Configuration. In this segment there is one major signalized intersection located at Brink Street (Illinois Route 173) and US Route 14 (Division Street/Illinois Route 173). The major intersection is shown in Figure 4.4.2.

Figure 4.4.2: Existing Intersection Configuration



Structures. There is one existing structures in this segment as indicated in Table 4.4.1.

Table 4.4.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-2004	Illinois Route 173 / Mokeler Creek	43.6	40.0	N/A	N/A

Transit. The Chicago and Northwestern/Northwest Line crosses the corridor in this segment. This segment is also served by Pace Bus Route 808 as indicated in Table 4.4.2.

Table 4.4.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
C & NW/NW Line - Harvard Station.	1 N. Ayer St.	Weekday: 9 IB, 11OB; Saturday: 7 IB, 7 OB; Sunday: 6 IB, 6 OB;	170	178	67.4%
Pace Bus Routes					
Pace 808	Along Brink St. between Marengo St. and US 14(BD) and along Diggins St. between Garfield St. and Division St. (WB only).	Weekday: 5-6 each way; No Saturday, Sunday, or holiday service.	N/A	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (IB=inbound, OB=outbound, BD=both directions, WB= westbound)					

* Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-03a and 04a

which include Mokeler Creek, floodplain, wetlands, prime farmland, and developed areas within Harvard. Refer to Table 4.4.3 for a summary of environmentally sensitive features.

Table 4.4.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-4a	At northern terminus of alternative alignment.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
 (2) LUST = Leaking Underground Storage Tank.
 (3) Designated by McHenry County.

Streams/Wetlands/Floodplains. Mokeler Creek and its floodplain cross Illinois Route 173 in three locations; along the route west of Ayer Street, at Marengo Road, and at the intersection with US Route 14 (Division Street). The recommended alternative alignment will run between two large wetlands southeast of Harvard.

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

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. There is designated prime farmland at the northern terminus of the proposed alternative alignment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use along this segment is single-family residential. The land use along the proposed alternative alignment is mostly agricultural land.

Development Access and Constraints. The right-of-way expansion is highly constrained from Ayer Street to the Mt. Auburn Cemetery because many of the land uses in the western portion of this segment have direct access into Illinois Route 173.

Future Development. There are no future development projects, which would impact the route along this segment, planned by the City of Harvard or McHenry County. A large tract of agricultural land south of Illinois Route 173, at the eastern edge of the City, is planned for commercial use by the City of Harvard. Future development along the route should provide building setbacks that allow for the proposed right-of-way expansion.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-03b and 04b and summarized in Table 4.4.4.

Roadway. The recommendations includes maintaining existing right-of-way of 80 ft. to the Mt. Auburn Cemetery south of Harvard. The alternative alignment will extend easterly from the cemetery, then it will shift northeasterly to reconnect with the existing Illinois Route 173 east of Harvard. This alternative alignment is proposed due to the constrained existing right-of-way, and the abutting development along US Route 14 (Division Street) in the City of Harvard as well as the existing five legged intersection of US Route 14 (Division Street), Diggins Street and Ayer Street located in the center of the city.

From Ayer Street to the Mt. Auburn Cemetery, recommendations include an 80 ft. right-of-way with two 12 ft. through lanes in each direction, a 14 ft. flush median, and 9 ft. parkways with curb and gutter. Recommendations for the alternative alignment include a 160 ft. right-of-way, a 42 ft. grass median (includes 6 ft. inside shoulders), and 35 ft. drainage ditches (includes 10 ft. outside shoulders).

The alternative alignment will be coordinated with any proposed US Route 14 bypass currently being studied. Three alignments for US Route 14 were considered in the US Route 14 SRA study.

If a far eastern US Route 14 bypass was developed, the Illinois Route 173 alternative alignment could connect to the bypass and follow it northward. Illinois Route 173 would rejoin its existing alignment and US Route 14 would tie back into its existing route north of Harvard. Brink Street would be widened to serve as a truck spur to carry Illinois Route 173 traffic south of Harvard to the new US Route 14 bypass.

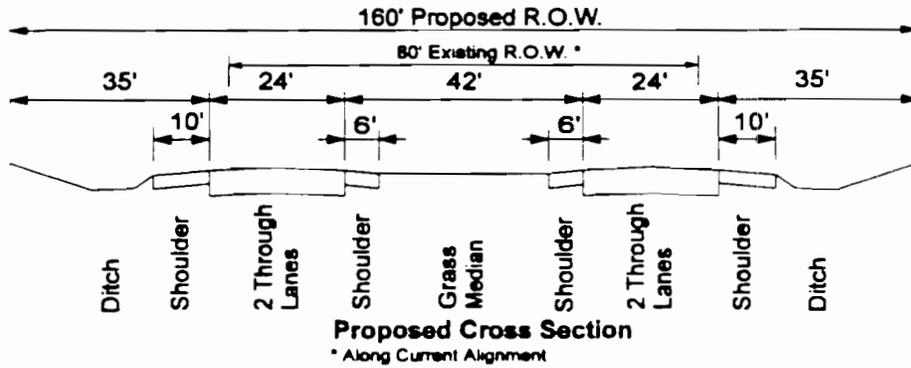
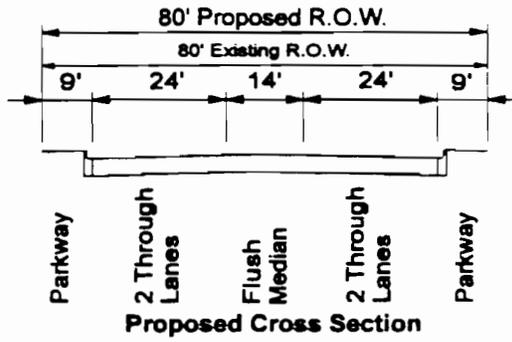


Table 4.4.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 80 ft. right-of-way along Brink Street. Provide 160 ft. right-of-way for the alternative alignment.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	14 ft. flush median from Ayer Street to the Mt. Auburn Cemetery. 42 ft. grass median (includes 6 ft. shoulders) along the alternative alignment.
5. Parkways/Sidewalks/ Drainage ditches	9 ft. parkways from Ayer Street to the Mt. Auburn Cemetery. 35 ft. drainage ditches (includes 10 ft. outside shoulders) along the alternative alignment.
6. Signalized Intersections - Major - Other	One major intersection at Illinois Route 173 (Brink Street) and US Route 14 (Division Street). US Route 14 (Division Street) is also a SRA route. Potential new signal at proposed US Route 14 bypass as traffic volumes warrants.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at 1/2 mile spacing and right in/right out at other locations along the alternative alignment.
9. Transit	Reserve space for park-and-ride at US Route 14 and Illinois Route 173. Install directional signs for Harvard Metra station. Install bus stops, turnouts, and shelters at every intersection with other SRAs. Develop consolidated land plan.
10. Pedestrian/Bicycle Facility	Provide pedestrian crossing at signals.
11. Loading	N/A
12. Miscellaneous	The acquisition of approximately 27 acres of prime farmland is required for this segment. There is the possibility of a wetland and floodplain encroachment at Mokeler Creek. The recommendations in this segment will contend with the proposed US Route 14 bypass. Provide a new grade separation at the Chicago-Northwestern Railroad (CNW RR) crossing. Replace structure over the Mokeler Creek. Coordinate SRA plan with local land development objectives.

Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. The current Brink Street (Illinois Route 173) and US Route 14 (Division Street/Illinois Route 173) intersection will remain at its existing location.

Relatively low traffic volumes are expected on Division Street because the proposed alternative alignment will divert traffic away from the constrained Division Street area. The current Diggins Street (Illinois Route 173)/US Route 14 (Division Street/Illinois Route 173) crossing will lose its major intersection designation if this occurs. The intersection of the proposed US Route 14 bypass and Illinois Route 173 alternative alignment will be considered a major intersection with two through lanes, single left and right turn lanes provided at all approaches.

Parking and Access. There is no parking warranted in this segment. From Ayer Street to the Mt. Auburn Cemetery access will be unlimited due to the flush median. Along the alternative alignment, median breaks should be spaced at 1/2 mile intervals and right-in/right-out at all other locations.

Structures. The one structure in this segment will require modification to accommodate the recommended roadway cross section as shown in Table 4.4.5. With proper justification, a grade separation should be implemented at the CNW railroad crossing and coordinated with future adjacent development.

Table 4.4.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
056-2004	Illinois Route 173 / Mokeler Creek	43.6	Replace with new structure.
N/A	Illinois Route 173 / Chicago & Northwestern (C&NW) Railroad	N/A	Grade Separation

Transit Facilities. Install a park-and-ride facility at the intersection of US Route 14 and Windy Hill Road (co-ordinated with US Route 14 SRA corridor). Install bus stops, shelters, and turnouts. A land use plan should be developed to ensure organized future growth patterns which are coordinated with transit facilities to facilitate provision of service. Locate future development in Harvard and at intersections with other SRA's.

Pedestrian/Bicycle Facilities. A pedestrian crossing is recommended at the Illinois Route 173 and US Route 14 intersection.

Other Recommendations. There are no other unique recommendations for this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. The intersection at Brink Street and Division Street should be upgraded to recommended SRA recommendations. This is a low cost improvement which will improve traffic movements at this intersection and not require right-of-way.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility at the intersection of US Route 14 and Windy Hill Road (coordinated with US Route 14 SRA corridor). Install directional signs to the Harvard Metra station on the Chicago and Northwestern/NW Line. Place these signs at the Ayer Street intersection (for eastbound traffic), at the Division Street intersection (for westbound traffic), and at the Diggens Street intersection (for westbound traffic). Install bus stops, turnouts, and shelters at every turn and at every intersection with other SRA's.

Pedestrian/Bicycle Facilities. There are no short term improvements required in this segment.

Other Improvements. There are no other unique improvements for this segment.

Right-of-Way Requirements

The existing right-of-way is 80 ft. along Brink Street. Therefore, 40 ft. to 80 ft. of right-of-way is needed along the alternative

alignment from the Mt. Auburn Cemetery to the location where it will shift northward. Acquisition of right-of-way will be required for the portion of the alternative alignment that extends northeasterly from Brink Street to Illinois Route 173 (Diggins Street) east of Harvard Hills Road (Hanson Road).

Potential Environmental Concerns

These recommendations will realign Illinois Route 173 along Brink Street, from the Mt. Auburn Cemetery to a new terminus east of Harvard Hills Road (Hanson Road). This will require the taking of floodplains, wetlands, mature trees, and approximately 24.7 acres of farmland for the proposed 160 ft. right-of-way, but will prevent any displacements within the City of Harvard. A proposed grade separation of the CNW Railroad will not negatively impact identified environmental features.

Cost Estimate

The cost estimate for segment 4 is shown in Table 4.4.6.

Table 4.4.6: Cost Estimate

Construction Cost Estimate for Segment 4 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$7,200,000
Intersection Improvement	\$1,000,000
Structure Modification	\$2,000,000
Interchange Improvement	\$0
Transit Improvement	\$800,000
Right of Way	\$2,470,000
Total Estimated Cost for Recommended Improvements	\$13,470,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$800,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,800,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.5 Segment 5: Alternative Alignment Termini to Oak Grove Road

Location

Segment 5 extends from the alternative alignment termini to Oak Grove Road just west of Alden (See Figure 4.1.1). This segment is approximately 4.3 miles in length, is located in unincorporated McHenry County and designated as a rural SRA route.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-04a through 07a.

Right-of-Way. The existing right-of-way for the entire length of this segment is 80 ft.

Roadway Characteristics. The existing roadway section in this segment consists of one through lane in each direction with gravel shoulders. The speed limit varies from 45 to 55 mph.

Traffic Control/Intersection Configuration. In this segment of Illinois Route 173 there are no existing signalized intersections. All roads intersecting the route are controlled by stop signs.

Structures. There is one existing structure in this segment as indicated in Table 4.5.1.

Table 4.5.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0050	Illinois Route 173 / Mokeler Creek	40.5	21.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics are shown on Exhibits ILL 173-04a through 07a and include prime farmland, Mokeler Creek, floodplains, wetlands, and sparse residential development. Refer to Table 4.5.3 for a summary of environmentally sensitive features.

Table 4.5.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-4a, ILL173-6a, ILL173-7a	At the northern termini of the alternative alignment From Reese Road to O'Brien Road From Nolan Street to Oak Grove Road
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. Mokeler Creek and its floodplain intersect the roadway west of Altenberg Road. Several large wetlands approach the roadway south of Altenberg Road, west of the Crowley Road intersection, and at O'Brien Road.

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

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use along this segment is agriculture. Scattered single-family residential homes are adjacent to Illinois Route 173, as shown on Exhibits ILL 173-04a through 07a.

Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. There are large tracts of agricultural and vacant land in this segment. Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the right-of-way and parking, buildings or access roads.

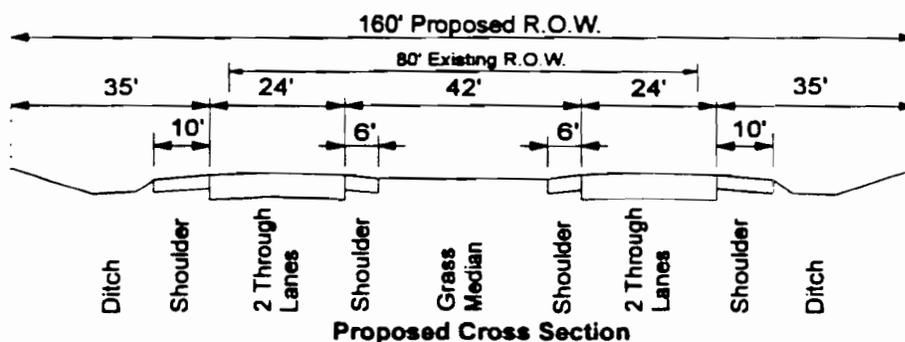
Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the SRA and surrounding property.

There are no future development projects, which would impact this SRA along this segment, planned by McHenry County.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-04b through 07b and summarized in Table 4.5.4.

Roadway. The recommended 160 ft. roadway section in this segment provides two 12 ft. through lanes in each direction, a 42 ft. grass median (includes 6 ft. inside shoulders), and 35 ft. drainage ditches (includes 10 ft. outside shoulders). Frontage roads and sidewalks are not recommended in this segment.



Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. It is recommended to provide single left turn lanes at Altenberg Road, Crowley Road, O'Brien Road, and Oak Grove Road. Crowley Road will be realigned to improve sight distance and the existing Crowley Road will be cul-de-saced. Based on the low traffic volumes, stop-sign control is recommended for cross roads. The expected level of service for this segment is "A."

Parking and Access. In this segment, no parking is warranted. Access would be provided at the roads mentioned above and any other access will be limited to right in/right out only. To facilitate local access, median breaks should be provided at 1/2 mile intervals and halfway between the roads mentioned above.

Table 4.5.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 160 ft.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	42 ft. grass median (including 6 ft. inside shoulders)
5. Parkways/Sidewalks/ Drainage ditches	35 ft. drainage ditches (including 10 ft. outside shoulders)
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/ right out. Provide median breaks at 1/2 mile spacing between Altenberg Road, Crowley Road, O'Brien Road, and Oak Grove Road. Realign Crowley Road and cul-de-sac existing Crowley Road.
9. Transit	No public transit exists or is proposed.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Possible floodplain and wetland encroachment at Mokeler Creek, and wetlands at Crowley Road, O'Brien Road, and Oak Grove Road. Identified transverse wetlands are along Mokeler Creek. May shift right-of-way acquisition to avoid prime farmland. The acquisition of approximately 44 acres of farmland is required for this segment, of which 9 acres is considered prime farmland.

Structures. The structure in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.5.5.

Table 4.5.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
056-0050	Illinois Route 173 / Mokeler Creek	40.5	Replace with two new structures.

Transit Facilities. There are no transit facilities recommended in this segment.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and/or low-cost) are recommended for short term (1-5 Years) implementation. There are no short term/low-cost improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. Therefore, 80 ft. of right of way is needed. These acquisitions will be arranged in the corridor as to minimize impacts.

Potential Environmental Concerns

Of primary concern in this segment is the proximity of the route to large adjacent wetlands at O'Brien Road and the acquisition of prime farmland to achieve the desired 160 ft. right-of-way width. The realignment at Crowley Road may require mitigation of a large wetland identified in that area. With bridge modification at Mokeler Creek there is the potential for floodplain encroachment. Approximately 44 acres of farmland of which approximately 9 acres are considered to be prime agricultural land, will have to be purchased to achieve the desired 160 ft. right-of-way.

Cost Estimate

The cost estimate for segment 5 is shown in Table 4.5.6.

Table 4.5.6: Cost Estimate

Construction Cost Estimate for Segment 5 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$12,900,000
Intersection Improvement	\$0
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$4,390,000
Total Estimated Cost for Recommended Improvements	\$18,290,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.6 Segment 6: Oak Grove Road to Shagbark Entrance

Location

Segment 6 extends from Oak Grove Road to the Shagbark entrance just east of Alden (See Figure 4.1.1). This segment is approximately 1.3 miles in length, and is located in Alden and unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibit ILL 173-08a.

Right-of-Way. The existing right-of-way width is 80 ft. throughout the entire segment.

Roadway Characteristics. The existing roadway in this segment consists of one lane in each direction with gravel shoulders. The speed limit varies from 40 to 55 mph.

Traffic Control/Intersection Configuration. In this segment there is a flashing yellow signal at the Alden Road intersection. This intersection is considered secondary.

Structures. There are no structures in this segment.

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibit ILL 08a and include Nippersink Creek, a floodplain, historic sites, and prime farmland. Refer to Table 4.6.3 for a summary of environmentally sensitive features.

Table 4.6.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	ILL173-8a	Alden School at 16350 Illinois Route 173. (McHenry County Rural Historic Structures Survey)
	ILL173-8a	Residence at 16351 Illinois Route 173 in Alden. (McHenry County Rural Historic Structures Survey)
	ILL173-8a	Charles Andrews House at 16409 Illinois Route 173 in Alden. (McHenry County Rural Historic Structures Survey)
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-8a	Along entire length of segment.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. The Nippersink Creek and a floodplain are within approximately 200 ft. of Illinois Route 173 north of Alden.

Historical Significance. The three sites of potential historical importance are located northeast of the Alden Road intersection. They are the Alden School, a private residential home, and the Charles Andrews House.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The land use along this segment is primarily agricultural. Uses adjacent to Illinois Route 173 within Alden include: single-family residences, the Alden Community United Methodist Church, the Alden Fire Department, and several commercial buildings, as shown on Exhibit ILL 173-08a.

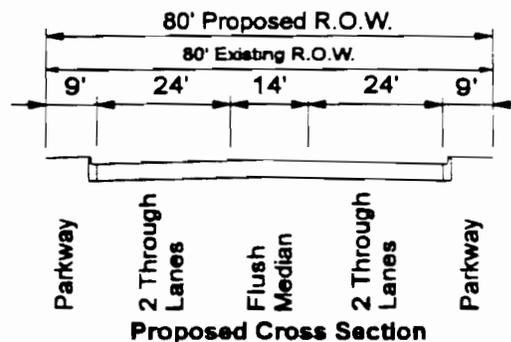
Development Access and Constraints. The right-of-way expansion is highly constrained because many of the land uses in this segment have direct access into Illinois Route 173.

Future Development. There are no future development projects, which would impact this SRA, planned by McHenry County.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-08b, and summarized in Table 4.6.4.

Roadway. The recommended 80 ft. right-of-way provides two 12 ft. through lanes in each direction with a continuous 14 ft. flush median, except at intersections, and 9 ft. parkways with curb and gutter and sidewalk.



Traffic Control/Intersection Configuration. A left turn storage bay will be provided within the 14 ft. flush median. No exclusive right turn is necessary, and projected traffic volumes are such that the flashing signal may remain at Alden Road. The expected level of service is "A".

Parking and Access. There is no on street parking because of right-of-way constraints. Any new access should be coordinated with the community master plan, and limited to intersecting streets if possible.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters in Alden and in settlement areas located approximately at 5 mile intervals.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be provided across Illinois Route 173 at Alden Road, to connect the residential neighborhoods with commercial services.

Table 4.6.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 80 ft. right-of-way.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	14 ft. flush median
5. Parkways/Sidewalks/ Drainage ditches	9 ft. parkways with curb and gutter and sidewalks
6. Signalized Intersections - Major - Other	There are no major intersections in this segment. Maintain existing flashing yellow activated signal at Alden Road.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access provided
9. Transit	Reserve space for bus stops, turnouts and shelters every five miles in Alden and in settlement areas.
10. Pedestrian/Bicycle Facility	Pedestrian crosswalks should be provided across Illinois Route 173 at Alden Road.
11. Loading	N/A
12. Miscellaneous	Three historic sites of potential national importance are adjacent to the route. May require the relocation of existing parking with pavement widening.

Other Improvements. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters in Alden and in settlement areas located approximately at 5 mile intervals.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other unique improvements for this segment.

Right-of-Way Requirements

It is recommended that the existing 80 ft. of right-of-way be reserved for future SRA roadway improvements. Additional right-of-way is not recommended due to existing constraints.

Potential Environmental Concerns

Although the existing 80 ft. right-of-way will be retained, the three identified historic sites need to be further evaluated to determine any negative impacts due to roadway reconstruction.

Cost Estimate

The cost estimate for segment 6 is shown in Table 4.6.6.

Table 4.6.6: Cost Estimate

Construction Cost Estimate for Segment 6 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$3,900,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$4,500,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. There are no ultimate improvements recommended in this segment.

4.7 Segment 7: Shagbark Entrance to Maple Street

Location

Segment 7 extends from Shagbark Entrance to Maple Street (See Figure 4.1.1). This segment is approximately 3.4 miles in length, and is located in unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-08a through 10a.

Right-of-Way. The existing right-of-way width is 80 ft. throughout the entire segment.

Roadway Characteristics. The existing roadway section in this segment consists of one through lane in each direction with gravel shoulders. The speed limit varies from 40 to 55 mph.

Traffic Control/Intersection Configuration. There are no existing signalized intersections in this segment and all intersecting roads are controlled by stop signs.

Structures. There is one existing structure in this segment as indicated in Table 4.7.1.

Table 4.7.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0029	Illinois Route 173 / Nippersink Creek	42.0	76.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-08a through 10a include Nippersink Creek, floodplains, wetlands, a historic site and prime farmland. Refer to Table 4.7.3 for a summary of environmentally sensitive features.

Table 4.7.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	ILL173-9a	Mansion Farm at 9700 French Drive (unincorporated). (McHenry County Rural Historic Structures Survey)
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-8a, ILL173-9a, ILL173-10a	South of Shagbark Entrance From Fink Road to Price Road.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. The Nippersink Creek and its floodplain, crosses the route west of Johnson Road. Several wetlands abut Illinois Route 173 south of Price Road.

Historical Significance. Mansion Farm, a site of potential historical importance, is located along French Drive.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use along this segment is agriculture. Other land uses include single-family residential homes which are adjacent to Illinois Route 173, as shown on Exhibits ILL 173-08a through 10a.

Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. There are large tracts of agricultural and vacant land in this segment. Maximum transportation and land use benefits can be accomplished through coordinated efforts by local government units. Such efforts could include agreement on design criteria for curb cut spacing, building setbacks, landscaping, pedestrian and bicycle linkages, and green space between the right-of-way and parking, buildings or access roads.

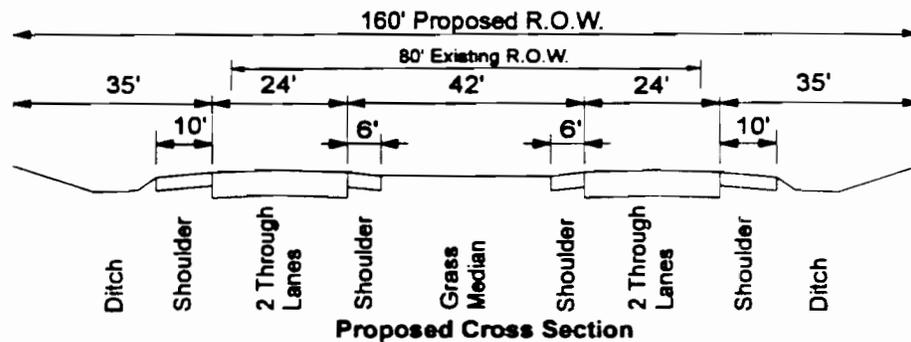
Corridor design standards, consistently followed, can enhance traffic operation, the development potential of adjacent parcels and the aesthetic quality of the surrounding property.

There are no future development projects, which would impact the SRA in this segment, planned by McHenry County.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-08b through 10b and summarized in Table 4.7.4.

Roadway. The recommended 160 ft. roadway section in this segment provides for two 12 ft. through lanes in each direction, a 42 ft. grass median (including 6 ft. inside shoulders), 10 ft. outside shoulders, and 35 ft. drainage ditches (includes 10 ft. outside shoulders). Frontage roads and sidewalks are not recommended in this segment.



Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. It is recommended to provide single left turn lanes on Illinois Route 173 at the intersections with Johnson Road and Maple Street. Based on the low traffic volumes, stop-sign control is recommended for intersecting roads. The expected level of service is "A."

Parking and Access. There is no parking warranted in this segment. All access should be limited to right in / right out, except at median breaks. To facilitate local access, median breaks should be provided at 1/2 mile intervals and halfway between Mansion Heights Drive, Johnson Road, and Maple Street.

Table 4.7.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 160 ft.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	42 ft. grass median (including 6 ft. inside shoulders)
5. Parkways/Sidewalks/ Drainage ditches	35 ft. drainage ditches (including 10 ft. outside shoulders)
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/ right out. Provide median breaks at 1/2 mile spacing between Mansion Heights Drive, Johnson Road, and Maple Street.
9. Transit	No public transit exists or is proposed.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Possible floodplain and wetland encroachment at Nippersink Creek. There is an adjacent wetland near Price Road. Mansion Farm has potential historic significance (approximately 100' setback from route). The purchase of approximately 22 acres of prime farmland is required for the roadway recommendations. Replace structure over Nippersink Creek.

Structures. The one structure in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.7.5.

Table 4.7.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
056-0029	Illinois Route 173 / Nippersink Creek	42.0	Replace with two new structures.

Transit Facilities. There are no transit facilities recommended in this segment.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation. There are no short term/low-cost improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. Therefore, 80 ft. of right-of-way is needed. These acquisitions will be arranged in the corridor to minimize impacts.

Potential Environmental Concerns

Approximately 22 acres of prime farmland and several residential properties will have to be purchased to achieve the desired 160 ft. right-of-way. There is the potential for the removal of mature trees and for floodplain and wetland encroachment at the Nippersink Creek crossing and two sites south of Price Road. It appears that the identified historic site at French Road is set far enough back from the roadway to not be disrupted by construction of a widened roadway. However, further investigation of this site should be conducted in the Phase I planning studies.

Cost Estimate

The cost estimate for segment 7 is shown in Table 4.7.6.

Table 4.7.6: Cost Estimate

Construction Cost Estimate for Segment 7 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$10,200,000
Intersection Improvement	\$0
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$3,250,000
Total Estimated Cost for Recommended Improvements	\$14,450,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.8 Segment 8: Alternative Alignment Along Price Road

Location

Segment 8 extends from Maple Street to just east of the Alden-Hebron Elementary School along Price Road. An alternative alignment is then recommended northeast from Price Road to Kemman Road. This segment is approximately 1.7 miles in length, and is located in Hebron and unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 as shown on Exhibits ILL173-10a and 11a.

Right-of-Way. The existing right-of-way width is 80 ft. from Maple Street to the elementary school. There is no existing right-of-way where the alternative alignment will be located.

Roadway Characteristics. The existing roadway along Price Road consists of one through lane in each direction with gravel shoulders. The speed limit is 35 mph in this segment.

Traffic Control/Intersection Configuration. There are no existing signalized intersections in this segment. All intersecting streets are controlled by stop signs.

Structures. There are no structures in this segment.

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-10a and 11a and include a wetland and prime farmland. Refer to Table 4.8.3 for a summary of environmentally sensitive features.

Table 4.8.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-10a, ILL173-11a	Majority of land outside Hebron business district is designated as prime farmland.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. A wetland has been identified south of the Illinois Route 173 intersection with Maple Street.

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

Hazardous Waste/LUST Sites. There are no sites documented along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. A majority of the land located outside of Hebron business district is designated as prime farmland.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Along this segment, existing residences line the north right-of-way line and the Alden-Hebron Elementary School is located south of Price Road. The alternative alignment would then extend northeast from the elementary school through farmland to Kemman Road.

Development Access and Constraints. Roadway expansion is constrained by existing residents north of the route and the elementary school south of the route.

Future Development. There are no future development projects, which would impact this SRA along this segment, that have been identified by the Village of Hebron or McHenry County. Future development along the route should provide building setbacks that allow for the proposed right-of-way expansion.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-10b and 11b and summarized in Table 4.8.4.

Roadway. Recommendations are to maintain the existing right-of-way of 80 ft. along Price Road to east of the elementary school. The cross section will provide for two 12 ft. through lanes in each direction with a 14 ft. flush median and 9 ft. parkways with curb and gutter. The alternative alignment will extend east from the elementary school and turn northeasternly with a spiral curve to Kemman Road. Kemman Road will be realigned to favor the new alternative alignment. The alternative alignment recommended 160 ft. roadway section provides for two 12 ft. through lanes in each direction, a 42 ft. grass median (includes 6 ft. inside shoulders), and 35 ft. drainage ditches (including 10 ft. outside shoulders).

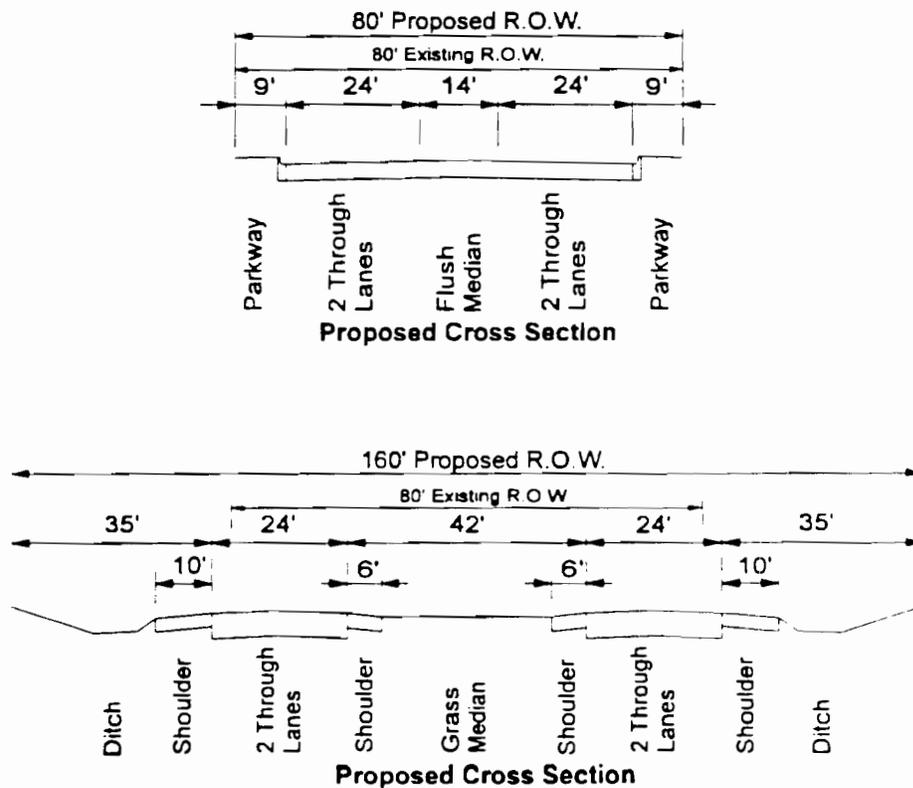


Table 4.8.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 80 ft. right-of-way along Price Road to east of the Alden-Hebron Elementary School. A 160 ft. right-of-way is recommended along the alternative alignment south of Hebron to Kemman Road.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	14 ft. flush median from Maple Street to the elementary school. 42 ft. grass median (including 6 ft. inside shoulders) along the alternative alignment.
5. Parkways/Sidewalks/ Drainage ditches	9 ft. parkways along Illinois 173 to east of the elementary school. 35 ft. drainage ditches (including 10 ft. outside shoulders along the alternative alignment).
6. Signalized Intersections - Major - Other	A new signalized intersection at Illinois 173 (Price Road) and Illinois Route 47 is proposed as traffic volumes warrant. Illinois Route 47 is a SRA route.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Realign Maple Street to a T-intersection with the new alignment along Price Road. Realign Kemman Road to favor the new alternative alignment. Along the alternative alignment access will be restricted to right in/ right out and provide median breaks at 1/2 mile spacing.
9. Transit	Reserve space for park-and-ride at Illinois Route 173 and Illinois Route 47 intersection. Develop consolidated land plan. Reserve space for future bus stops, shelters, and turnouts.
10. Pedestrian/Bicycle	A pedestrian overpass is recommended over Price Road to provide safe access to and from the Alden-Hebron Elementary School.
11. Loading	N/A
12. Miscellaneous	Prime farmland acquisition of approximately 13 acres is required. The alternative alignment may support planned industrial development at Illinois Route 173 and Kemman Road.

Traffic Control/Intersection Configuration. Along the alternative alignment single left turn lanes would be provided in the median wherever median breaks occur. At the major intersection, with Illinois Route 47 (another SRA route), a signal is warranted. A single left and right turn lane are proposed at all approaches of the intersection. Two through lanes are proposed along Illinois Route 173 and one through lane along Illinois Route 47. Maple Street and Price Road should be linked with the new alignment at 90 degrees. This segment is estimated to have a level of service "A."

Parking and Access. There is no parking warranted in this segment.

Transit Facilities. Install a park-and-ride facility near the intersection of Illinois Route 47 and Price Road. Ensure that space is reserved for future bus stops, turnouts, and shelters.

Pedestrian/Bicycle Facilities. A pedestrian overpass is recommended over Price Road to provide safe access to and from the Alden-Hebron Elementary School.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for a park-and-ride facility near the intersection of Illinois Route 47. A land use plan should be created to ensure that future developments can be served by a coordinated transportation system and public transit facilities.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other unique improvements in this segment.

Right-of-Way Requirements

Additional property will not be needed as the existing right-of-way of 80 ft. is maintained along Price Road. The alternative alignment requires 80 ft. to 160 ft. of right-of-way acquisition to Kemman Road. These acquisitions will be arranged in the corridor as to minimize impacts.

Potential Environmental Concerns

These recommendations will realign Illinois Route 173 south of Hebron to a new terminus at Kemman Road, and require the purchase of approximately 13 acres of farmland for the proposed 160 ft. right-of-way.

Cost Estimate

The cost estimate for segment 8 is shown in Table 4.8.6.

Table 4.8.6: Cost Estimate

Construction Cost Estimate for Segment 8 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$5,100,000
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,025,000
Right of Way	\$1,140,000
Total Estimated Cost for Recommended Improvements	\$8,265,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$200,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.9 Segment 9: Kemman Road to Broadway Road

Location

Segment 9 extends from Kemman Road to Broadway Road west of the Village of Richmond and unincorporated Belden (See Figure 4.1.1). This segment is approximately 4.8 miles in length, and is located in unincorporated McHenry County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-11a through 13a.

Right-of-Way. The existing right-of-way is 80 ft. throughout the entire segment.

Roadway Characteristics. The existing roadway in this segment consists of one through lane in each direction, with gravel shoulders. The speed limit is posted at 55 mph.

Traffic Control/Intersection Configuration. There are no signalized intersections in this segment and the intersecting roads are all controlled by stop signs.

Structures. There are no structures in this segment.

Transit. There is no public transit existing in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-11a through 13a, and include Street Lake, wetlands, floodplains, threatened or endangered species habitat, and prime farmland. Refer to Table 4.9.3 for a summary of environmentally sensitive features.

Table 4.9.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-11a - ILL173-13a	The great majority of adjacent land is designated as prime farmland by McHenry County.
Habitat of Threatened or Endangered Species	ILL173-12a	The habitat of six threatened or endangered species were identified within Street Lake.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. Street Lake, a wetland according to the National Inventory of Wetlands Map, and its floodplain abut the existing right-of-way approximately half mile west of Lange Road. Several smaller wetlands are adjacent to the route at Lange Road, the Wisconsin Southern (WS) Railroad crossing and near the Broadway Road intersection.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. There are no sites documented along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The great majority of adjacent land is designated as prime farmland.

Threatened or Endangered Species. The habitat of six threatened or endangered species are known to exist in or near Street Lake.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land use along this segment is agriculture. Single-family residences are scattered along the route, as shown on Exhibit ILL 173-11a through 13a.

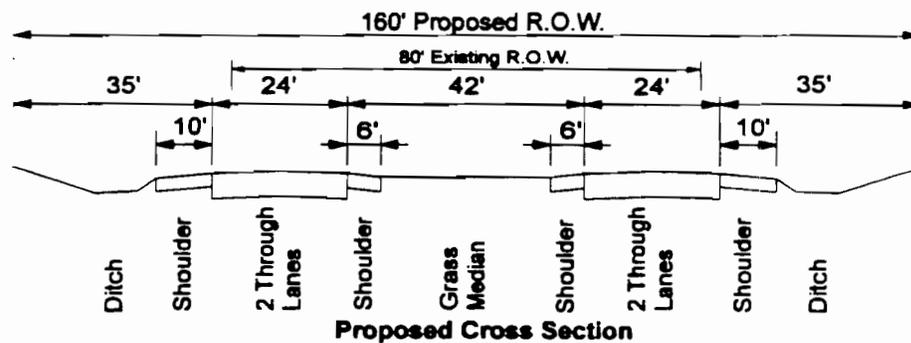
Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. Two parcels of agricultural land, adjacent to Illinois Route 173 in the unincorporated community of Belden, have been planned for industrial use by McHenry County. These parcels are located on the northeast and northwest side of the Wisconsin Southern (WS) Railroad tracks which runs through Belden.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-011b through 13b and summarized in Table 4.9.4.

Roadway. The recommended 160 ft. roadway section in this segment provides for two 12 ft. through lanes in each direction, a 42 ft. grass median (includes 6 ft. shoulders), and 35 ft. drainage ditches (includes 10 ft. outside shoulders). Frontage roads and sidewalks are not recommended in this segment.



Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. It is recommended to provide single left turn lanes on Illinois Route 173 at Lange Road, Greenwood Road, Keystone Road, and Broadway Road. Based on the low traffic volumes, stop-sign control is recommended for cross roads. The expected level of service is "A."

Parking and Access. There is no parking warranted for this segment. All access points except for the intersecting roads mentioned above, should be limited to right in/right out, and median breaks provided at 1/2 mile intervals and halfway between Kemman Road and Lange Road, Greenwood Road and Keystone Road.

Table 4.9.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 160 ft.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	42 ft. grass median (including 6 ft. inside shoulders)
5. Parkways/Sidewalks/ Drainage ditches	35 ft. drainage ditches (including 10 ft. outside shoulders)
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/ right out. Provide median breaks at Lange Road, Greenwood Road, Keystone Road, and Broadway Road. Provide median breaks half-way between Kemman Road and Lange Road, and between Greenwood Road and Keystone Road.
9. Transit	Reserve space for Belden bus pullouts (coordinate with adjacent industrial zoning).
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Consider grade separation at Wisconsin Southern Railroad (WS RR). McHenry County has planned industrial uses at WS RR (Keystone vicinity). Coordinate with Wisconsin's proposed extension of commuter rail service from Fox Lake to Walworth on WS RR. Approximately 50 acres of prime farmland will be purchased. The wetland at Street Lake contains the habitat of threatened or endangered species. Several wetlands are also located along the WS RR.

Structures. A grade separation is recommended at the Wisconsin Southern (WS) Railroad crossing at Belden if commuter service is provided as shown in Table 4.9.5.

Table 4.9.5: Structure Modification

IDOT Structure	Facility Carried / Feature Crossed	Existing Width	Proposed Recommendation
N/A	Illinois Route 173 / Wisconsin Southern (WS) Railroad	N/A	Grade Separation

Transit Facilities. Ensure that space is reserved for future bus stops, turnouts, and shelters in Belden if a commuter service is instituted.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, turnouts and shelters in Belden. Coordinate location with planned industrial development in areas zoned for industrial.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements recommended in this segment.

Right-of-Way Requirements

The recommended right-of-way is 160 ft. Therefore, 80 ft. of right-of-way is needed. These acquisitions will be arranged in the corridor to minimize impacts.

Potential Environmental Concerns

Approximately 50 acres of prime farmland and residential and commercial properties will have to be purchased to achieve the desired 160 ft. of right-of-way. There is the potential for taking of mature trees, floodplain encroachment at Street Lake, and negative impacts to the habitat of the identified threatened or endangered species. Separating the access at the Wisconsin Southern (WS) Railroad will require the filling of adjacent wetlands.

Cost Estimate

The cost estimate for segment 9 is shown in Table 4.9.6.

Table 4.9.6: Cost Estimate

Construction Cost Estimate for Segment 9 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$14,400,000
Intersection Improvement	\$0
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$5,010,000
Total Estimated Cost for Recommended Improvements	\$21,010,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.10 Segment 10: Broadway Road to Twin Lakes Road

Location

Segment 10 extends from Broadway Road to Twin Lakes Road (See Figure 4.1.1). This segment is approximately 2.6 miles in length, and is located in Richmond and unincorporated McHenry County.

Existing Facility Characteristics

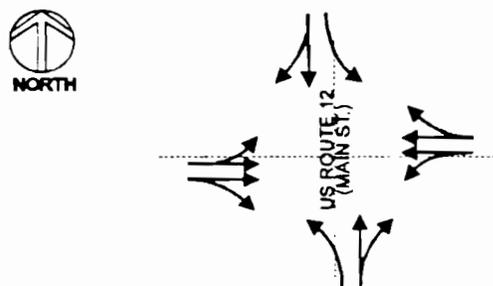
The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-14a and 15a.

Right-of-Way. The existing right-of-way is 80 ft. throughout this segment.

Roadway Characteristics. The existing roadway section in this segment consists of one lane in each direction with gravel shoulders. In Richmond the roadway section has an additional lane for on street parking. The speed limit varies from 35 to 55 mph.

Traffic Control/Intersection Configuration. In this segment there is one signalized major intersection at US Route 12 in the community of Richmond. It is shown in Figure 4.10.2.

Figure 4.10.2: Existing Intersection Configuration



Structures. There is one existing structure in this segment as indicated in Table 4.10.1.

Table 4.10.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
056-0030	Illinois Route 173 / N. Br. Nippersink Creek	33.0	76.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits ILL 173-14a and 15a and include the North Branch of the Nippersink Creek, Elizabeth Lake Drain, floodplains, wetlands, a historical site, and prime farmland. Refer to Table 4.10.3 for a summary of environmentally sensitive features.

Table 4.10.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	ILL173-15a	Residence at 4150 Illinois Route 173 on the Richmond Hunting Club property. (McHenry County Rural Historic Structures Survey)
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-15a	East of North Solon Road; West of Twin Lakes Road
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
 (2) LUST = Leaking Underground Storage Tank.
 (3) Designated by McHenry County.

Streams/Wetlands/Floodplains. The North Branch of Nippersink Creek, its floodplain, and wetlands cross the route west of US Route 12. Elizabeth Lake Drain, its floodplain, and wetlands cross the route west of North Solon Road. A large wetland has been identified on both sides of Illinois Route 173 east of North Solon Road.

Historical Significance. A site of potential historical importance has been located at the present Richmond Hunting Club property.

Hazardous Waste/LUST Sites. There are no sites documented along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. Prime farmland was identified along the route east of North Solon Road and west of Twin Lakes Road.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Commercial recreational use comprised most of the land uses adjacent to this segment. These uses include the Hunter Country Club Golf Course and Richmond Hunting Club which are located east of US Route 12. The western portion of the segment that passes through Richmond includes commercial, industrial and single-family residential uses, as shown on Exhibit ILL 173-14a.

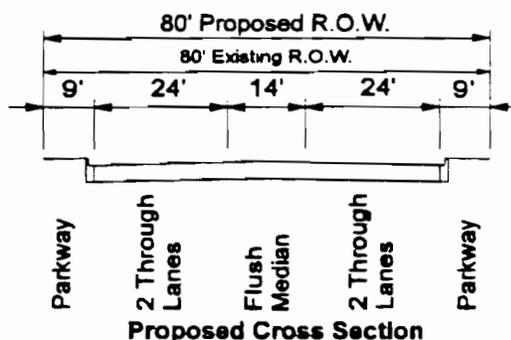
Development Access and Constraints. The intersection of Illinois Route 173 and US Route 12 is highly constrained by buildings adjacent to the 80 ft. right-of-way.

Future Development. Future development projects, which would impact this SRA, have not been identified by the Village of Richmond or McHenry County.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-14b and 15b and summarized in Table 4.10.4.

Roadway. The recommended 80 ft. roadway section in this segment provides for two 12 ft. through lanes in each direction with a continuous 14 ft. flush median, except at intersections, and 9 ft. parkways with curb and gutter and sidewalks.



Traffic Control/Intersection Configuration. Two through lanes and a single left turn lane are recommended for all approaches at the Illinois Route 173 and US Route 12 intersection. A left turn storage bay will be provided within the 14 ft. median. No exclusive right turn lane is recommended. It is recommended to provide single left turn lanes at North Solon Road. The expected level of service is "A."

Parking and Access. There is no parking warranted in this segment due to space limitations. New access points should be coordinated with the community master plan and limited to cross streets if possible.

Table 4.10.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 80 ft. right-of-way.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	14 ft. flush median
5. Parkways/Sidewalks/ Drainage ditches	9 ft. parkways with curb and gutter and sidewalks
6. Signalized Intersections - Major - Other	There is one major intersection in this segment at Illinois Route 173 and US Route 12. US Route 12 is a SRA route.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access provided.
9. Transit	Reserve space for park-and-ride near US Route 12. Reserve space for future bus stops, turnouts, and shelters in Richmond and future bus arrival center. Install directional signs to future Metra station in Richmond.
10. Pedestrian/Bicycle Facility	Maintain pedestrian crosswalks at the intersection with US Route 12. Grade separation or pedestrian activated signal at the existing bike trail.
11. Loading	N/A
12. Miscellaneous	Possible wetland and floodplain encroachment of Nippersink Creek. Coordinate with proposed Richmond-Waukegan Freeway and US Route 12 SRA improvements including possible western bypass. Pavement widening may require the relocation of existing parking.

Structures. The structure in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.10.5.

Table 4.10.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
056-0030	Illinois Route 173 / N. Br. Nippersink Creek	33.0	Widen to accommodate recommended section.

Transit Facilities. Install a park-and-ride facility near the intersection of US Route 12. A land use plan should be developed to ensure organized future growth patterns and location of future development in Richmond and near intersections with other SRA's where it can be effectively served by transit facilities. Metra has also identified the possibility of reinstating passenger service to Richmond to serve northern McHenry County where NIPC

projects over a 17% growth in the number of households by 2010. The specific date and ridership projections have not been developed. (*Future Agenda for Suburban Transportation*, Metra and Pace, April, 1992). Install directional signs to the proposed Richmond Station on the Chicago and Northwestern/NW Line (Richmond Extension) of the McHenry Branch upon beginning of Metra service. Ensure that space is reserved for bus stops, shelters, and turnouts and for a future bus arrival center.

Pedestrian/Bicycle Facilities. Pedestrian crosswalks should be maintained at the intersection with US Route 12. A bicycle trail crosses the SRA west of US Route 12. A signalized crosswalk or above-grade crossing should be provided as part of SRA improvements.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. The intersection with US Route 12 should be upgraded to improve traffic movements. This improvement will require little additional right-of-way.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. There are no short term improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements recommended in this segment.

Right-of-Way Requirements

The existing right-of-way width of 80 ft. is recommended to be maintained for this segment due to adjacent constraints. It is recommended this width be preserved for future SRA roadway improvements. Therefore, no mainline right-of-way is needed. Some right-of-way is needed at major intersections.

Potential Environmental Concerns

There is the potential for floodplain and wetland encroachment at Elizabeth Lake Drain and at the proposed bridge widening at the North Branch of Nippersink Creek. The large wetlands identified east of North Solon Road will be encroached upon with roadway widening. The identified historic site at Richmond Hunting Club needs to be further studied to determine potential negative impacts. Although the existing 80 ft. right-of-way will be retained through this segment, there is the possibility that several residential and commercial structures will have to be displaced at the US Route 12 intersection.

Cost Estimate

The cost estimate for segment 10 is shown in Table 4.10.6.

Table 4.10.6: Cost Estimate

Construction Cost Estimate for Segment 10 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$8,100,000
Intersection Improvement	\$1,000,000
Structure Modification	\$535,800
Interchange Improvement	\$0
Transit Improvement	\$1,400,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$11,035,800
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,000,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.11 Segment 11: Twin Lakes Road to the Fox River Bridge

Location

Segment 11 extends from Twin Lakes Road to the Fox River Bridge (See Figure 4.1.1). This segment is approximately 4.9 miles in length, and is located in unincorporated McHenry and Lake Counties.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-15a through 17a.

Right-of-Way. The existing right-of-way is 80 ft. wide throughout the majority of this segment. The right-of-way widens to 108 ft. for approximately 3,100 ft. between the Thelen Materials access road and Converse Road.

Roadway Characteristics. The existing roadway in this segment consists of one through lane in each direction with gravel shoulders. The speed limit varies from 40 to 55 mph.

Traffic Control/Intersection Configuration. In this segment there is one flashing red secondary signalized intersection at Wilmot Road. The signal approach is one through lane for all movements. There are no major intersections in this segment.

Structures. There are no structures in this segment.

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits ILL 173-15a through 17a and include wetlands, floodplains and prime farmland. Refer to Table 4.11.3 for a summary of environmentally sensitive features.

Table 4.11.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-15a, ILL173-17a	Along both sides of roadway, from Clark Road east to the Fox River, excluding the Thelen Materials property.
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. There are several wetlands adjacent to the existing right-of-way: south of Twin Lakes Road, south of Breezy Lawn Road, near Converse Road, and southwest of the Fox River.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. There are no sites documented along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. The majority of adjacent land is designated as prime farmland in this segment except for the Thelen Materials property.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land uses along this segment are agriculture and scattered residential homes. Other land uses include: Thelen Materials mining pits which are located east of Wilmot Road and adjacent to Illinois Route 173 on the north and south as shown as shown on Exhibits ILL173-15a through 17a.

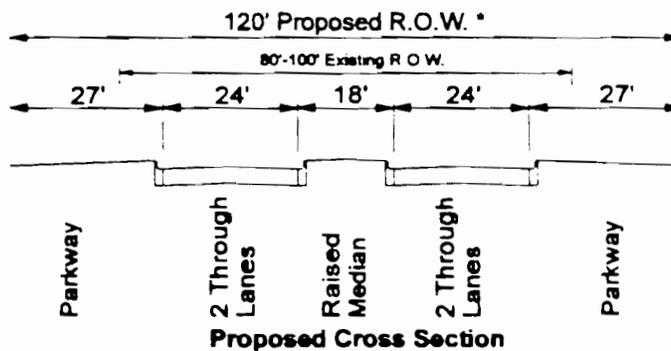
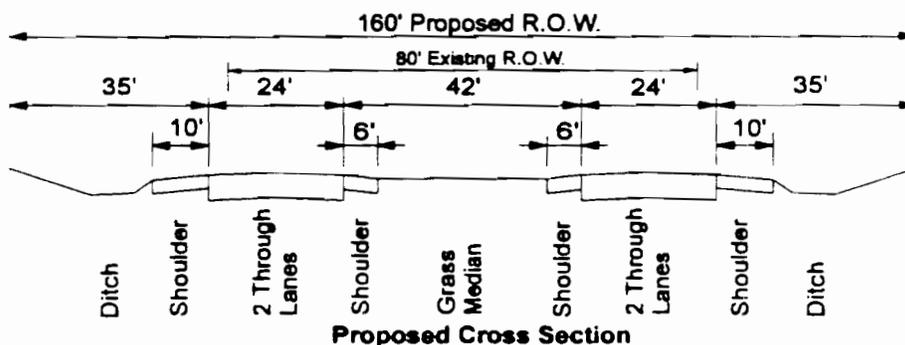
Development Access and Constraints. High volumes of truck traffic from the Thelen Materials mining pits are present at the McHenry/Lake County line.

Future Development. Future development projects, which would impact this SRA along this segment, have not been identified by unincorporated Channel Lake or Lake County.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-15b through 17b and summarized in Table 4.11.4.

Roadway. The recommended 160 ft. roadway section from Twin Lakes Road to Wilmot Road in this segment provides for two 12 ft. through lanes in each direction, a 42 ft. grass median (includes 6 ft. inside shoulders), and 35 ft. drainage ditches (includes 10 ft. outside shoulders). Frontage roads and sidewalks are not recommended in this segment. From Wilmot Road to the Fox River Bridge the recommended 120 ft. roadway section provides for two 12 ft. through lanes in each direction, a 18 ft. raised median, and 27 ft. parkways with curb and gutter. An additional acceleration/deceleration lane will be needed along Illinois Route 173 north and south of the SRA from Wilmot Road to the Fox River Bridge due to the existing land use.



*Consider Acceleration / Deceleration Lanes

Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. It is proposed to provide single left turns on Illinois Route 173 at Clark Road, Winn Road, Zarnstorf Road, Breezy Lawn Road, Richardson Road, Seidschlag Road, Wilmot Road, and Converse Road. Based on the low traffic volumes, stop-sign control is recommended for all other intersecting roads, except at Wilmot Road where upgrade to a full signal is warranted. The expected level of service is “A.”

Table 4.11.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 160 ft. from Twin Lakes Road to Wilmot Road, and 120 ft. east of Wilmot Road.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	42 ft. grass median (including 6 ft. inside shoulders) to Wilmot Road. 18 ft. raised median to the Fox River Bridge.
5. Parkways/Sidewalks/ Drainage ditches	35 ft. drainage ditches (including 10 ft. outside shoulders) to Wilmot Road. 27 ft. parkways are proposed to the Fox River Bridge.
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment. Upgrade Wilmot Road to a fully signalized intersection as traffic volumes warrant.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/ right out. Median breaks at Thelen Materials plant with acceleration and deceleration lanes. Provide median breaks at 1/2 mile spacing between Twin Lakes Road and Converse Road.
9. Transit	Reserve space for future bus stops, turnouts, and shelters at Winn Road and Richardson Road (determined by municipalities).
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	N/A
12. Miscellaneous	Provide acceleration and deceleration lanes along Illinois Route 173 at Thelen Materials entrance. There is the possibility of an encroachment of wetlands at Converse Road, Breezy Lawn Road, south of Twin Lakes Road and west of Fox River. The purchase of approximately 38 acres of prime farmland is required for the roadway recommendations.

Parking and Access. There is no parking warranted for this segment. All access points except for the intersecting roads mentioned above should also be limited to right in/right out. To facilitate local access, median breaks should be provided at 1/2 mile intervals and halfway between Wilmot Road and Converse Road.

Transit Facilities. A land use plan should be prepared by the local governments to ensure organized future growth patterns which are coordinated with transportation facilities, and the location of such facilities should be specified in the plan. Future development should be located near Spring Grove and intersections with other SRA's. Ensure that space is reserved for future bus stops, turnouts, and shelters, possibly at Winn Road and at Richardson Road.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended in this segment.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters, possibly at Winn Road and at Richardson Road.

Pedestrian/Bicycle Facilities. There are no short term improvements are recommended in this segment.

Other Improvements. There are no other improvements in this segment.

Right-of-Way Requirements

The recommended right-of-way from Twin Lakes Road to Wilmot Road is 160 ft. East of Wilmot Road, the recommendation is for 120 ft. Therefore, right-of-way acquisition will vary from 12 ft. to 80 ft. These acquisitions will be arranged in the corridor to minimize impacts.

Potential Environmental Concerns

Approximately 38 acres of land will have to be purchased to achieve the desired 160 ft. right-of-way. Taking of mature trees and residences will also be necessary for the proposed roadway improvements. The adjacent wetlands at Breezy Lawn Road, south of Twin Lakes Road, Converse Road and west of the Fox River may require mitigation.

Cost Estimate

The cost estimate for segment 11 is shown in Table 4.11.6.

Table 4.11.6: Cost Estimate

Construction Cost Estimate for Segment 11 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$14,400,000
Intersection Improvement	\$100,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,200,000
Right of Way	\$3,800,000
Total Estimated Cost for Recommended Improvements	\$19,500,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$1,200,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$1,200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.12 Segment 12: The Fox River Bridge to Savage Road

Location

Segment 12 extends from the Fox River Bridge to Savage Road (See Figure 4.1.1). This segment is approximately 8 miles in length, and is located in Channel Lake, Antioch and unincorporated Lake County.

Existing Facility Characteristics

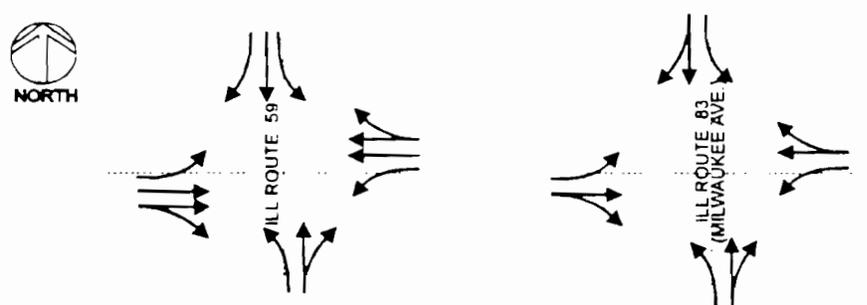
The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-17a through 21a.

Right-of-Way. The existing right-of-way is 80 ft. for most of the segment. However, the existing right-of-way width in Channel Lake varies from 80 ft. to 115 ft.

Roadway Characteristics. The existing roadway in this segment consists of one lane in each direction with gravel shoulders. In Channel Lake and Antioch the existing roadway section with parking is 36 ft. with curb and gutter. The speed limit is posted at 40 mph.

Traffic Control/Intersection Configuration. There are a number of intersecting and cross streets that are controlled by stop signs. This segment has three signalized intersections which are located at Illinois Route 59, Illinois Route 83 (Main Street/Milwaukee Avenue), and Deep Lake Road. Two of the signalized intersections are considered major: Illinois Route 59 and Illinois Route 83. These are shown in Figure 4.12.2

Figure 4.12.2: Existing Intersection Configuration



Structures. There are four existing structures in this segment as indicated in Table 4.12.1.

Table 4.12.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
049-0054	Illinois Route 173 / Fox River	41.0	192.0	N/A	N/A
049-0055	Illinois Route 173 / Boat Channel	46.8	32.0	N/A	N/A
049-0056	Illinois Route 173 / Boat Channel	50.0	97.0	N/A	N/A
049-2001	Illinois Route 173 / Sequoitt Creek	44.0	33.0	N/A	N/A

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-17a through 21a and include the Fox River, Chain O'Lake State Park and Conservation Area, Channel Lake, Lake Marie, Lake Catherine, Sequoitt Creek, Antioch Lake, a tributary of East Loon Lake, Advanced Identified (ADID) wetlands, floodplains, prime farmland, and threatened or endangered species. Refer to Table 4.12.3 for a summary of environmentally sensitive features.

Table 4.12.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-17a, ILL173-18a, ILL173-21a	Located north of the Chain O'Lakes State Park near Channel Lake and along both sides of the roadway near Savage Road.
Habitat of Threatened or Endangered Species	ILL173-18a ILL173-21a	A habitat was identified within the Chain O' Lake State Park and Channel Lake. The habitats of several species were identified within wetlands between Deep Lake Road and Savage Road.
<p>(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.</p> <p>(2) LUST = Leaking Underground Storage Tank.</p> <p>(3) Designated by McHenry County.</p>		

Streams/Wetlands/Floodplains. The Fox River and numerous lakes and creeks, and their floodplains abut or cross Illinois Route 173. These lakes and creeks are Channel Lake, Lake Marie, Lake Catherine, Sequoitt Creek, Antioch Lake, and a tributary of East Loon Lake. The Lake Marie and Channel Lake floodplain crosses Illinois Route 173 for approximately 4000 ft. of the route. A large ADID wetland is identified within the Chain O'Lake State Park, near Sequoitt Creek, near Loon Lake Tributary and east of Deep Lake Road.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. There are no sites documented along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. Prime farmland is located north of Chain O'Lake State Park near Channel Lake and on each side of Savage Road.

Threatened or Endangered Species. A threatened or endangered species is known to exist within the Chain O'Lake State Park area, Channel Lake, and within several wetlands between Deep Lake Road and Savage Road.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The roadway meanders between Channel Lake, Lake Marie and Lake Catherine as shown on Exhibits ILL 173-18a through 20a. The primary land use adjacent to the SRA in this segment is commercial and single-family residences.

Major institutional uses near Illinois Route 173 include: First Church of Christ Scientist, Antioch Community High School, Antioch Township Hall, W. C. Petty School, Antioch Upper Grade School, Antioch Evangelical Free Church, and St. Peters Catholic Church.

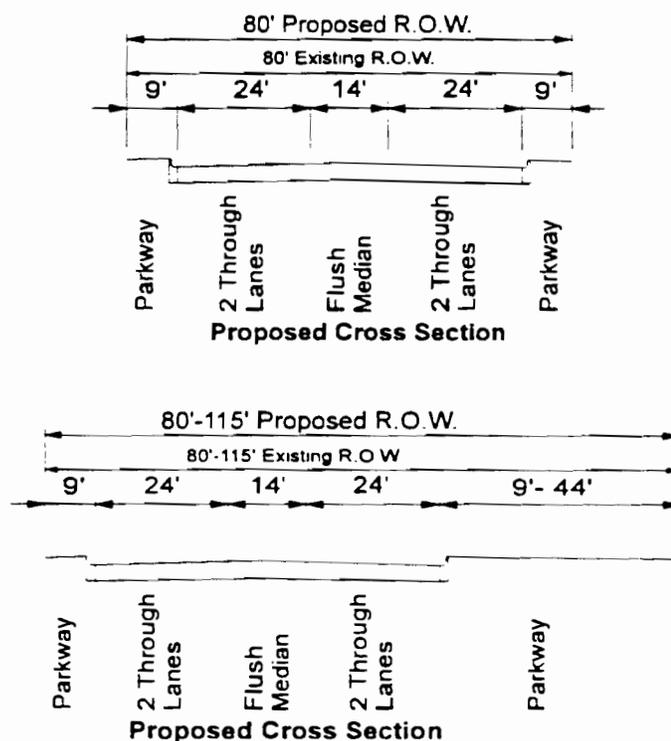
Development Access and Constraints. The intersection of Illinois Route 83 and Illinois Route 173 is constrained by existing commercial development on all approaches. The combination of high traffic volumes and numerous curb cuts adds to the congestion at this intersection.

Future Development. Future development projects, which would impact Illinois Route 173 along this segment, have not been identified by the local communities.

Recommended Improvements

Improvements, which are consistent with SRA policy, have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-17b through 21b and summarized in Table 4.12.4.

Roadway. The recommended 80 ft. to 115 ft. roadway section in this segment provides for two 12 ft. through lanes in each direction with a 14 ft. flush median, and 9 ft. to 44 ft. parkways with curb and gutter and sidewalk. Shadynook Lane and Grimm Road should be realigned to a T-intersection at Illinois Route 173 to improve sight distance.



Traffic Control/Intersection Configuration. Single left turn lanes are recommended at Illinois Route 59 and Illinois Route 83. Single right turn lanes are recommended only at Illinois Route 59. The signals at Illinois Route 59 and Illinois Route 83 should be left turn phase actuated and interconnected because of their proximity. The expected level of service is "A."

Parking and Access. There is no on-street parking warranted within this segment , and no new access should be allowed, except at the east end where there is room for additional development.

Table 4.12.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 80 ft. to 115 ft. right-of-way.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	14 ft. flush median
5. Parkways/Sidewalks/ Drainage ditches	9 ft.- 44 ft. parkways with closed drainage and sidewalks
6. Signalized Intersections - Major - Other	There are two major intersections in this segment. Illinois Route 173 intersects with Illinois Route 59 and Illinois Route 83. Illinois Route 59 is a SRA route. There is also a signalized intersection at Deep Lake Road.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide a center turn lane in developed area. Consolidate access with cul-de-sacs and combined driveways at commercial uses.
9. Transit	Reserve space for future bus stops, turnouts and shelters every mile. Provide directional signs to new Wisconsin Central (WC) Railroad station at Antioch. Reserve space for future park-and-ride at the intersection of Illinois Route 59 or near the proposed WC RR Metra Station.
10. Pedestrian/Bicycle Facility	A recreation trail is proposed for the Chain O'Lakes State Park, a safe pedestrian and bicycle access should be provided across Illinois Route 173 as part of SRA improvements.
11. Loading	N/A
12. Miscellaneous	Provide a grade separation of Wisconsin Central (WC) Railroad (possible depressed roadway). Consider realignments at Grimm Road and Shadynook Lane. Expanding the roadway of Illinois Route 173 will fill wetlands, floodplain encroachment, cause disruption to the habitats of threatened and endangered species, and result in the acquisition of prime farmland.

Structures. The four structures in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.12.5. In addition, a grade separation is recommended at the Wisconsin Central (WC) Railroad.

Table 4.12.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
049-0054	Illinois Route 173 / Fox River	41.0	Widen to accommodate recommended section.
049-0055	Illinois Route 173 / Boat Channel	46.8	Widen to accommodate recommended section.
049-0056	Illinois Route 173 / Boat Channel	50.0	Widen to accommodate recommended section.
049-2001	Illinois Route 173 / Sequoitt Creek	44.0	Widen to accommodate recommended section.
N/A	Illinois Route 173 / Wisconsin Central (WC) Railroad	N/A	Grade Separation

Transit Facilities. Ensure that space is reserved for future bus stops, turnouts, and shelters at one mile intervals throughout Channel Lake and Antioch. Reserve space for a park-and-ride facility, when the station location is determined, at the proposed WC RR Metra Station northeast of Grimm Road. If that station is built north of Illinois Route 173, reserve space for a park-and-ride facility when the station location is determined, at the Illinois Route 59 intersection. A coordinated land use plan should be developed by the local governments to ensure organized future growth patterns. Future developments in Channel Lake and Antioch should be located so that they can be easily served by transit facilities and the SRA system. Install directional signs to the proposed Antioch Station on the Wisconsin Central Line upon beginning of Metra service. Plan to place these signs at the Illinois Route 59, Illinois Route 83, and McMillen Road intersections.

Pedestrian/Bicycle Facilities. This segment passes through the Village of Antioch and pedestrian traffic crosses Illinois Route 173 within this segment. A recreation trail is proposed for the Chain O'Lakes State Park, which borders the north and south face of the SRA. Safe pedestrian and bicycle access should be provided across Illinois Route 173 as part of SRA improvements.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low -Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. Illinois Route 59 and Illinois Route 83/Milwaukee Avenue should be upgraded to SRA standards. This will improve traffic movements at these intersections and will require little right-of-way.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. A proposed grade separation over the WC RR commuter line in Antioch.

Transit Facilities. There are no short term improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements in this segment.

Right-of-Way Requirements

The existing right-of-way of 80 ft. to 115 ft. is maintained in this segment. Therefore, no main line right-of-way takes are needed. Some right-of-way is needed at major intersections.

Potential Environmental Concerns

Although the existing 80 ft. to 115 ft. right-of-way will be retained through this segment, there is the potential for floodplain encroachment at the Fox River, Lake Marie, and Channel Lake floodplain crossing. There is a possibility for the taking of mature trees. A threatened or endangered species is identified within the Chain O'Lakes State Park, Channel Lake, and within several wetlands between Deep Lake Road and Savage Road. Prime farmland abuts the roadway near the Chain O'Lakes State Park

and Savage Road. A conservation area is also located in this vicinity. Further study will be required in Phase I to assess the likelihood of disturbance during construction.

Cost Estimate

The cost estimate for segment 12 is shown in Table 4.12.6.

Table 4.12.6: Cost Estimate

Construction Cost Estimate for Segment 12 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$25,900,000
Intersection Improvement	\$1,000,000
Structure Modification	\$2,897,200
Interchange Improvement	\$0
Transit Improvement	\$5,000,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$34,797,200
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$1,000,000
Structure Modification	\$1,000,000
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$2,000,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.13 Segment 13: Savage Road to Lewis Avenue

Location

Segment 13 extends from Savage Road to Lewis Avenue in the City of Zion (See Figure 4.1.1). This segment is approximately 9.5 miles in length, and is located in Rosecrans, Zion and unincorporated Lake County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-21a through 26a.

Right-of-Way. The existing right-of-way along Illinois Route 173 is 80 ft. for a significant part of the segment. Near Lewis Avenue the existing right-of-way is 120 ft. The section at the Interstate 94 interchange varies from 80 ft. to 220 ft. The section along Illinois Route 173 at Illinois Route 131 varies from 83 ft. to 100 ft.

Roadway Characteristics. The existing roadway section in this segment varies from one lane in each direction with gravel shoulders to two lanes in each direction with curb and gutter. These areas where the roadway widens to four lanes are US Route 45 and the Interstate 94 intersections with Illinois Route 173. The speed limit varies from 50 to 55 mph.

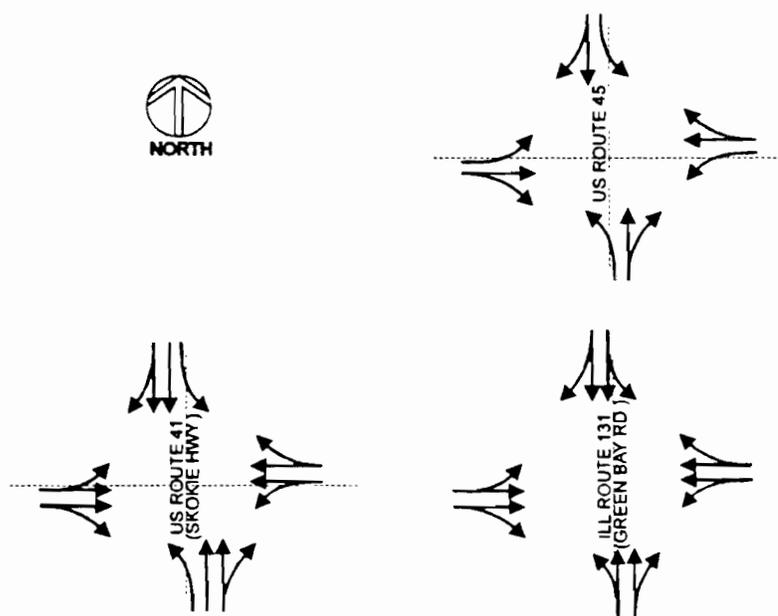
Traffic Control/Intersection Configuration. In this segment of Illinois Route 173 there are 8 signals at the locations listed below, and their respective signal approach characteristics are given:

- US Route 45, (Full signal, one approach lane widened for single lefts, no exclusive right)
- Hunt Club Road, (Flashing Yellow, one approach lane all movements)
- US Route 41 (Skokie Highway), (Full Signal, two approach lanes without exclusive left or right)
- Kilbourne Road, (Flashing Yellow, one approach lane, all movements)
- Delany Road, (Full Signal, one approach lane, all movements)
- Illinois Route 131 (Green Bay Road), (Flashing Red, two approach lanes without exclusive left or right)

- Kenosha Road, (Flashing Red, one approach lane, all movements)
- Lewis Avenue, (Full Signal, one approach lane widened for single lefts, no exclusive right)

In addition to these intersections, there are a number of crossings and intersecting roads controlled by stop signs. Two railroad crossings at grade with signal gates are the WC RR and the CNW RR. Interstate 94 connects with a half-diamond interchange to the south of Illinois Route 173. There is an intersection under construction, approximately 2,400 ft. west of Kenosha Road, to provide access to new development adjacent to Illinois Route 173 on the north side of the corridor. Of the eight signals mentioned above, three are considered major, US Route 45, US Route 41 (Skokie Highway), and Illinois Route 131 (Green Bay Road). These are shown in Figure 4.13.2.

Figure 4.13.2: Existing Intersection Configuration



Structures. There are three existing structures in this segment as indicated in Table 4.13.1.

Table 4.13.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
049-0057	Illinois Route 173 / N. Mill Creek	44.2	30.0	N/A	N/A
049-0058	Illinois Route 173 / Tri-State Tollway	58.9	226.0	N/A	N/A
049-0059	Illinois Route 173 / Des Plaines River	39.0	113.0	N/A	N/A

Transit. Pace Bus Route 571 travels along the corridor in this segment between Kenosha Road and Lewis Avenue in Zion as shown in Table 4.13.2.

Table 4.13.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Pace Bus Routes					
Pace 571	Along ILL 173 - Kenosha Rd. to Lewis Ave.	Weekday: 2 WB; No Saturday, Sunday, or holiday service	594	N/A	N/A
Sources: Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Pace, Individual line/route timetables. (WB=westbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-21a through 26a and include North Mill Creek, Des Plaines River, Advanced Identified (ADID) wetlands, floodplains, prime farmland and Sterling Lake Forest Preserve. Refer to Table 4.13.3 for a summary of environmentally sensitive features.

Table: 4.13.3 Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)	-	None identified.
LUST Site (2)	-	None identified.
Prime Farmland (3)	ILL173-21a, ILL173-22a, ILL173-24a	Between Savage Road and Crawford Road, north and south of the route, and west of Kilbourne Road
Habitat of Threatened or Endangered Species	-	None identified.

(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping.
(2) LUST = Leaking Underground Storage Tank.
(3) Designated by McHenry County.

Streams/Wetlands/Floodplains. The waterways that cross the route are the North Mill Creek, Des Plaines River, and Kellogg Ravine. Numerous wetlands and ADID wetlands abut the existing right-of-way in the following locations: at North Mill Creek, within Van Patton Woods and Sterling Lake Forest Preserve, near Kilbourne Road, east of Delaney Road, west of Kenosha Road, and along the Kellogg Ravine. Floodplains cross the route at the waterways and wetlands adjacent to the roadway.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. Land designated as prime farmland was identified between Savage Road and Crawford Road and a parcel west of Kilbourne Road.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. Agriculture is the primary land use along this segment. Concentrations of commercial development are adjacent to Illinois Route 173 at US Route 45 and US Route 41 (Skokie Highway). The Sterling Lake Forest Preserve is east of the Des Plaines River. Commercial and some multi-family residential land uses exist in Zion, east of Kenosha Road in this segment.

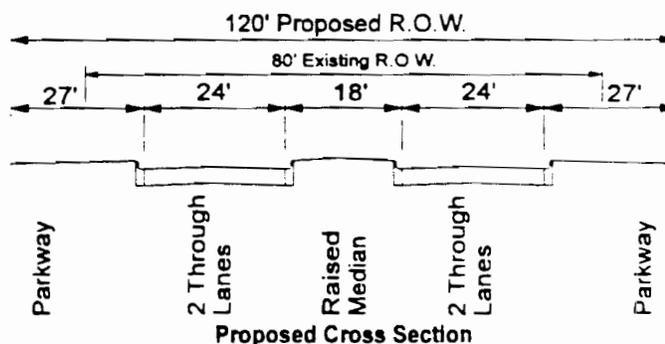
Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. A proposed 1,000 acre development is planned by Abbott Laboratories in the southeast quadrant of the Illinois Route 173/US Route 45 intersections. Also, the East Sub-Area Plan for the Village of Antioch (1990) has recommended several development policies which directly relate to Illinois Route 173. These include a 200 ft. right-of-way along this segment in addition to significant building and parking setbacks off the SRA.

Recommended Improvements

Improvements, which are consistent with SRA policy have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-21b through 26b and summarized in Table 4.13.4.

Roadway. Throughout this segment, the recommended 120 ft. to 220 ft. roadway section provides for two 12 ft. through lanes in each direction, 18 ft. raised median, and 27 ft. to 77 ft. parkways with curb and gutter. From US Route 45 to Interstate 94 (Tri-State Tollway) the recommendations include three 12 ft. through lanes in each direction, 18 ft. raised median, and 15 ft. parkways with curb and gutter. A raised median is proposed within the limits of the Interstate 94 (Tri-State Tollway) interchange. Sidewalks are recommended near commercial areas at US Route 41 (Skokie Highway), US Route 45, and Illinois Route 131.



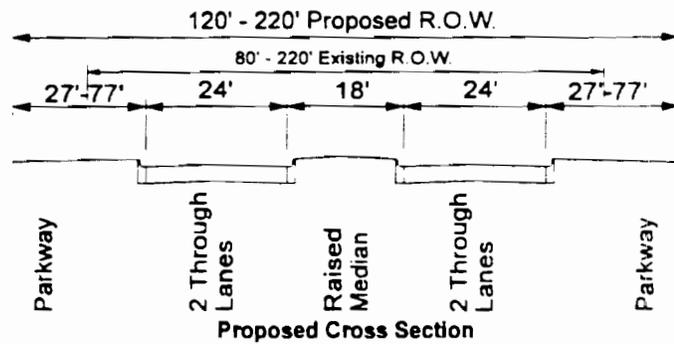
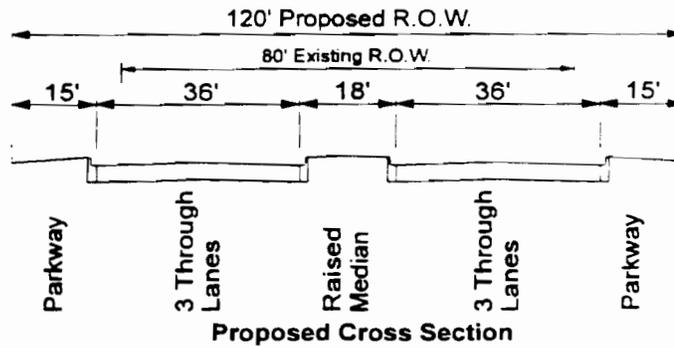


Table 4.13.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended right-of-way width is 120 ft.-220 ft. Transition from rural to suburban SRA Route.
2. Level of Service	LOS A entire segment except LOS D at Interstate 94
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction except from US Route 45 to Interstate 94 where there will be three 12 ft. lanes in each direction.
4. Median Width and Type	18 ft. raised and landscaped median
5. Parkways/Sidewalks/ Drainage ditches	27 ft.-77 ft. parkways with closed drainage except from US Route 45 to Interstate 94 where there will be 15 ft. parkways. Future sidewalks near commercial roads at US Route 45, US Route 41 (Skokie Hwy.), and Illinois Route 131 (Green Bay Road).
6. Signalized Intersections - Major - Other	The major intersections are at US Route 45, US Route 41 (Skokie Hwy.), and Illinois Route 131 (Green Bay Road). US Route 45 is a SRA route. Two signalized intersections are located at Delany Road and Lewis Avenue. There is also an interchange at Interstate 94. Proposed signals at Crawford Road, Hunt Club Road, Kilbourne Road, Illinois Route 131, and Kenosha Road as traffic volumes warrant.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Access restricted to right in/ right out except at signalized intersections. Median breaks at 1/2 mile spacing between Savage Road, US Route 45, Crawford Road, Hunt Club Road, Interstate 94 ramps, 21st Street, Kilbourne Road, Delany Road, Illinois Route 131, and Kenosha Road.
9. Transit	Reserve space for future bus stops, turnouts, shelters and park-and-ride facilities near US Route 45, Interstate 94, and US Route 41 (Skokie Hwy.) Coordinate with municipalities to reserve space for bus stops, turnouts, and shelters east of Kenosha Road. Provide directional signs for future extension of Metra commuter rail service in Wadsworth on CNW RR.
10. Pedestrian/Bicycle Facility	Maintain pedestrian and equestrian crossings at Van Patton Woods/Sterling Lake Forest Preserve.
11. Loading	N/A
12. Miscellaneous	Provide grade separation at CP RR and CNW RR. Possible filling of wetlands south of Savage Road at North Mill Creek, within woods and forest preserve, south of Delany Road, south of Kenosha Road and along the Kellogg Ravine. The purchase of approximately 13 acres of prime farmland and the acquisition of 3 acres of forest preserve is required for the roadway recommendations.

Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. A signal is proposed at Crawford Road, Hunt Club Road, Kilbourne Road, Illinois Route 131, and Kenosha Road. Two left turn lanes and exclusive right turns should be provided on all approaches at US Route 45 and Illinois Route 131, based on the Design Concept Report for the Suburban SRA. It is recommended to provide single left turn lanes on Illinois Route 173 at Kilbourne Road and Delany Road. Also, provide a single left turn lane at the Interstate 94 southbound ramp. Based on the low traffic volumes, stop-sign control is recommended for all other intersecting roads. The expected level of service is "A," except in the vicinity of Interstate 94 where it approaches "D."

Parking and Access. There is no on-street parking warranted in this segment. Full access should remain at the US Route 45 and Illinois Route 131, Crawford Road and Delany Road. Other access should be limited to right in/right out only. To facilitate local access, provisions for median breaks should be located halfway between Savage Road and US Route 45, Crawford Road and Hunt Club Road, 21st Street and Kilbourne Road, Delany Road and Illinois Route 31, and Illinois Route 131 and Kenosha Road.

Structures. Only two structures in this segment will require modification to accommodate the recommended roadway section as shown in Table 4.13.5. In addition, grade separations are recommended at the CP RR and CNW RR crossings.

Table 4.13.5: Structure Modification

IDOT Structure Number	Facility Carried / Feature Crossed	Existing Width (Feet)	Proposed Recommendation
049-0057	Illinois Route 173 / N. Mill Creek	44.2	Replace to accommodate recommended section.
049-0059	Illinois Route 173 / Des Plaines River	39.0	Widen to accommodate recommended section.
N/A	Illinois Route 173 / Canadian Pacific (CP) Railroad.	N/A	Grade Separation
N/A	Illinois Route 173 / Chicago & Northwestern (C&NW) Railroad	N/A	Grade Separation

Transit Facilities. Ensure that space is reserved for future bus stops, turnouts, shelters and park-and-ride facilities near the US Route 45 intersection, the Interstate 94 interchange, and the US Route 41 (Skokie Highway) intersection. As part of its future agenda, Metra has identified the possibility of extending service on the Milwaukee District/North Line from Rondout to Wadsworth to accommodate NIPC's projected 64% growth in the corridor. Prior to implementation of rail service, it is expected that Pace would implement bus services in the area. (*Future Agenda for Suburban Transportation*, Metra Pace, April, 1992). If these services are implemented, facilities and directional signs which support them should be installed in the Illinois Route 173 corridor. Directional signs to the Wadsworth Station on the Milwaukee District/North Line (Wadsworth Extension) at US Route 41 (Skokie Highway) will be placed along the route.

Pedestrian/Bicycle Facilities. The pedestrian and equestrian crossing should be maintained across the SRA at the Van Patton Woods/Sterling Lake Forest Preserve.

Other Recommendations. There are no other unique recommendations in this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. A signal should be provided at the Illinois Route 131 the intersection when it becomes warranted. This recommendation will improve traffic movements at this intersection and not require additional right-of-way.

Parking and Access. Right in/right out intersections should be constructed along Illinois Route 173.

Structures. A proposed grade separation is recommended for the CP RR and CNW RR crossings.

Transit Facilities. Reserve space for future bus stops, turnouts, shelters and park-and-ride facilities near the US Route 45 intersection, the Interstate 94 interchange, and the US Route 41 (Skokie Highway) intersection. Install bus stops, turnouts, and shelters along the corridor east of Kenosha Road at 1/2 mile intervals and at locations which are coordinated with local land use plans.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements in this segment.

Right-of-Way Requirements

The recommended right-of-way is 120 ft. to 220 ft. Right-of-way acquisition for this segment will vary from 0 ft. to 40 ft. (These right-of-way acquisitions will be arranged in the corridor to minimize impacts).

Potential Environmental Concerns

Enlarging the existing right-of-way to 120 ft. in some sections will negatively impact numerous wetlands, floodplains, mature trees, and adjacent residential and commercial development. Approximately 42 acres of adjacent land would need to be converted to highway use for the proposed 120 ft. right-of-way.

Cost Estimate

The cost estimate for segment 13 is shown in Table 4.13.6.

Table 4.13.6: Cost Estimate

Construction Cost Estimate for Segment 13 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$33,250,000
Intersection Improvement	\$1,600,000
Structure Modification	\$3,872,950
Interchange Improvement	\$0
Transit Improvement	\$3,000,000
Right of Way	\$4,160,000
Total Estimated Cost for Recommended Improvements	\$45,882,950
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$200,000
Structure Modification	\$2,000,000
Interchange Improvement	\$0
Transit Improvement	\$3,000,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$5,200,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.14 Segment 14: Lewis Avenue to Gideon Avenue

Location

Segment 14 extends from Lewis Avenue to Gideon Avenue in the City of Zion (See Figure 4.1.1). This segment is approximately 0.9 miles in length, and is located in Zion.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL173-26a and 27a.

Right-of-Way. The existing majority of the right-of-way in this segment varies from 120 ft. to 150 ft. The existing right-of-way tapers from 150 ft. to 80 ft. between Gilead Avenue and Gideon Avenue.

Roadway Characteristics. The existing roadway in this segment consists of one through lane in each direction, with shoulders.

Traffic Control/Intersection Configuration. This segment of Illinois Route 173 is generally considered Urban under the Design Concept Report, but is suburban in this study. There are no signalized intersections, and all intersecting streets are controlled by stop signs.

Structures. There is one structure in this segment as indicated in Table 4.14.1.

Table 4.14.1: Existing Structure List

IDOT Structure Number	Facility Carried / Feature Crossed	Width (feet)	Length (feet)	Horizontal Clearance (feet) on SRA	Vertical Clearance (feet) on SRA
049-3058	N. Shore Path / Illinois Route 173	N/A	137.0	N/A	18.0

Transit. There is no public transit service in this segment.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 173 are shown on Exhibits ILL 173-26a and 27a and include Kellogg Ravine surrounded by its floodplain.

Streams/Wetlands/Floodplains. Kellogg Ravine and the surrounding floodplain crosses the route east of Lewis Avenue.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. There are no sites along this segment, according to the USEPA registries of hazardous waste and LUST sites.

Prime Farmland. There is no prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. A mixture of single-family and multiple-family residential land uses occur in this segment, as shown on Exhibits ILL 173-26a and 27a. Other land uses include the Christian Fellowship Baptist Bible Church and Zion Christian School, which are adjacent to Illinois Route 173, east of Herman Avenue.

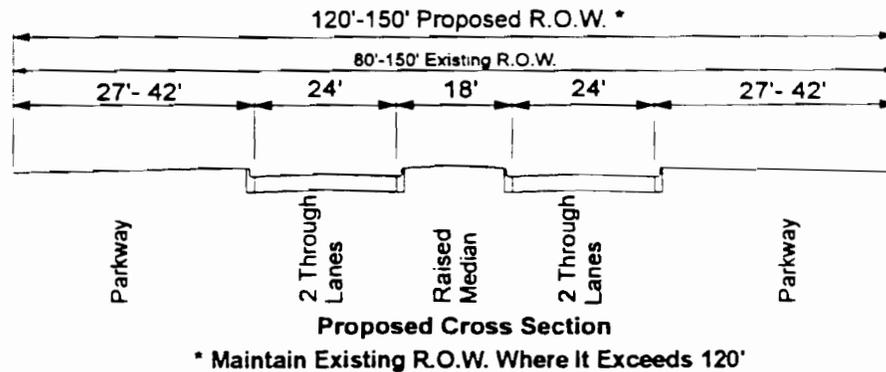
Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. Future development projects, which would impact this SRA along this segment, have not been identified by the City of Zion.

Recommended Improvements

Improvements, which are consistent with SRA policy have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL 173-26b and 27b and summarized in Table 4.14.4.

Roadway. The recommended 120 ft. roadway in this segment provides for two 12 ft. through lanes in each direction with an 18 ft. raised median, 27 ft. parkways with curb and gutter. Sidewalks will be located on the south side of the street. The right-of-way will be maintained where it exceeds 120 ft.



Traffic Control/Intersection Configuration. Single left turn lanes would be provided in the median wherever median breaks occur. Projected traffic volumes are such that no exclusive right turn lane is necessary, and the expected level of service is "A."

Table 4.14.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended suburban right-of-way width is 120 ft. The right-of-way will be maintained where it exceeds 120 ft.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	18 ft. raised and landscaped median
5. Parkways/Sidewalks/ Drainage ditches	27 ft. parkways with closed drainage, 42 ft. parkways where the right-of-way exceeds 120 ft. Sidewalks are recommended on the south side of the street.
6. Signalized Intersections - Major - Other	There are no signalized intersections in this segment. This is a densely developed suburban segment with numerous closely spaced cross streets.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	Provide median breaks at 1/4 mile spacing.
9. Transit	Reserve space for future bus stops, turnouts, shelters at 1/2 mile intervals. Coordinate intersections with municipalities and other SRA's.
10. Pedestrian/Bicycle Facility	Maintain grade separation at North Shore Path.
11. Loading	N/A
12. Miscellaneous	N/A

Parking and Access. There is no on-street parking recommended for this segment. Provide median breaks at 1/4 mile intervals.

Structure. The structure in this segment will not require modifications.

Transit Facilities. Ensure that space is reserved for future bus stops, turnouts, and shelters along the corridor at 1/2 mile intervals. Location of transit facilities should be coordinated with Zion's land use plans and with intersections of other SRA's.

Pedestrian/Bicycle Facilities. Land uses adjacent to Illinois Route 173 which have specific pedestrian needs include the Christian Fellowship Baptist Bible Church and the Zion Christian School, west of Hebron Avenue. The North Shore Path crosses the SRA west of Galilee Avenue. This above-grade trail crossing should be maintained as part of SRA improvements.

Other Recommendations. There are no other unique recommendations for this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Transit Facilities. Reserve space for future bus stops, turnouts, and shelters along the corridor at 1/2 mile intervals. Location of transit facilities should be coordinated with Zion's land use plans and with intersections of other SRA's.

Structures. There are no short term improvements recommended in this segment.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements in this segment.

Right-of-Way Requirements

The existing right-of-way is 120 ft. to 150 ft. throughout most of this segment. Right-of-way acquisition of 40 ft. is required between Gilead Street and Gideon Avenue where the existing right-of-way is 80 ft.

Potential Environmental Concerns

Widening of the roadway will require the taking of mature trees.

Cost Estimate

The cost estimate for segment 14 is shown in Table 4.14.6.

Table 4.14.6: Cost Estimate

Construction Cost Estimate for Segment 14 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$3,150,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$40,000
Total Estimated Cost for Recommended Improvements	\$3,790,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.15 Segment 15: Gideon Avenue to Sheridan Road

Location

Segment 15 extends from Gideon Avenue to Sheridan Road in the City of Zion (See Figure 4.1.1). This segment is approximately 0.8 miles in length, and is located in Zion.

Existing Facility Characteristics

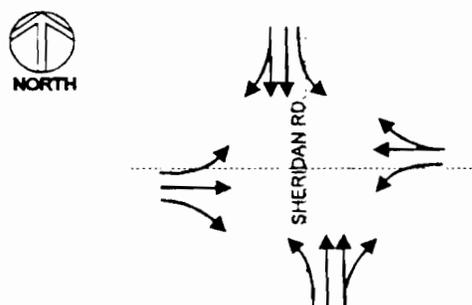
The existing facility characteristics for this segment of Illinois Route 173 are shown on Exhibit ILL173-27a.

Right-of-Way. The existing right-of-way varies from 60 ft. to 80 ft. in this segment.

Roadway Characteristics. The existing roadway in this segment varies from a two lane section with shoulders to a four lane section with curb and gutter.

Traffic Control/Intersection Configuration. This segment of Illinois Route 173 has one major signalized intersection at the east end of the segment at Sheridan Road, and a number of cross streets controlled by stop signs. The major intersection is shown in Figure 4.15.2.

Figure 4.15.2: Existing Intersection Configuration



Structures. There are no structures in this segment.

Transit. The Chicago and Northwestern/North Line travels through Zion. The Zion Station is located at 2501 south Eden. Also, Pace Bus Route 571 travels along the corridor in this segment as shown in Table 4.15.2.

Table 4.15.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
C & NW/ N - Zion Station.	2501 S. Eden	Weekday: 9 IB, 9 OB; Saturday: 5 IB, 7 OB; Sunday: 3 IB, 3 OB;	92	108	55.6%
Pace Bus Routes					
Pace 571	Along the corridor	Weekday: 13 WB; Saturday: 9 WB; No Sunday or holiday service.	594	N/A	N/A
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Pace, "Quarterly Route Review: January - March, 1992" (June 1992). Metra and Pace, Individual line/route timetables. (WB=westbound, IB=inbound, OB=outbound)					

*Pace ridership is reported as average weekday ridership for 1992.

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

There are no environmental features that exist in this segment as displayed on Exhibit ILL 173-27a.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land uses in this segment are single-family residents. There is a heavy concentration of commercial properties at the intersection of Illinois Route 173 and Sheridan Road, as shown on Exhibit ILL 173-27a.

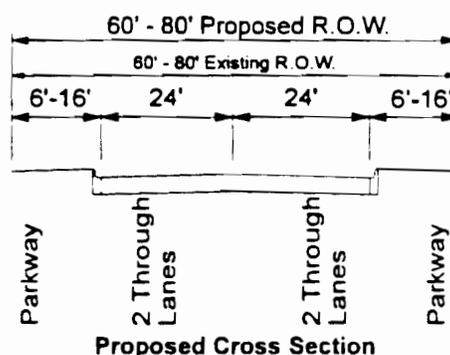
Development Access and Constraints. Expansion of the right-of-way is tightly constrained in this segment, because many of the land uses have direct access onto Illinois Route 173.

Future Development. Along this segment, the City of Zion is fully developed with few available vacant parcels of land. Future development projects, which would impact this SRA along this segment, have not been identified.

Recommended Improvements

Improvements, which are consistent with SRA policy have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibit ILL 173-27b and summarized in Table 4.15.4.

Roadway. Recommendations include maintaining the existing 60 ft. to 80 ft. right-of-way through this segment. Two through lanes in each direction with a double yellow striped median is proposed. The parkways vary from 6 ft. to 16 ft. with curb and gutter. Provide a continuous sidewalk on the southside. The City of Zion is concerned that no median is proposed in this segment. Zion stated that eastbound traffic gets backed up in the p.m. peak hours due to left turning vehicles. A cross-section consisting of two through lanes in each direction with a 14 ft. flush median would severely impact several buildings along the route due to the narrow existing right-of-way. Zion is also concerned that the proposed cross-section increases the pavement width a considerable amount. The recommended two through lanes in each direction with no median is the minimum cross-section for a SRA route.



Traffic Control/Intersection Configuration. Based on the projected traffic volumes of Sheridan Road, dual left turn lanes are recommended at the south approach. Single left turn lanes at the north, west, and east approaches. All other streets will be controlled by stop signs. The expected level of service for this segment is "C."

Table 4.15.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	Maintain existing 60 ft. to 80 ft. right-of-way.
2. Level of Service	LOS A
3. Number and Width of Through Lanes	Two 12 ft. lanes in each direction.
4. Median Width and Type	No median in this segment.
5. Parkways/Sidewalks/ Drainage ditches	Parkways vary from 6 ft. to 16 ft. with closed drainage. Provide continuous sidewalk on south side.
6. Signalized Intersections - Major - Other	One major intersection at Sheridan Road, which is also a SRA route.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	No new access provided.
9. Transit	Install bus stops, turnouts, and shelters along the corridor in coordination with local land use plans. Provide directional signs to Metra station in Zion.
10. Pedestrian/Bicycle Facility	Consider pedestrian activated signal near "At Your Leisure Park".
11. Loading	N/A
12. Miscellaneous	N/A

Parking and Access. There is no on-street parking recommended for this segment. Restrict left turn access at certain side streets during peak hours.

Transit Facilities. Install bus stops, turnouts and shelters along the corridor in coordination with local land use plans. Install directional signs to the Zion Station on the Chicago and Northwestern/North Line. Install a sign at the Sheridan Road intersection and also on Sheridan Road at the Shiloh Boulevard/ 25th Street intersection.

Pedestrian/Bicycle Facilities. A pedestrian actuated signal is proposed near At Your Leisure Park to provide safe access across Illinois Route 173.

Other Recommendations. There are no other unique recommendations for this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Install bus stops, turnouts, shelters along the corridor in coordination with local land use plans. Install directional signs to the Zion Station on the Chicago and Northwestern/North Line. Install a sign at the Sheridan Road intersection and also on Sheridan Road at the Shiloh Boulevard/25th Street intersection.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements in this segment.

Right-of-Way Requirements

Retaining the existing right-of-way is recommended for this segment due to adjacent constraints.

Potential Environmental Concerns

Although the existing right-of-way will be maintained in this segment, reconstruction of the roadway may require the taking of mature trees.

Cost Estimate

The cost estimate for segment 15 is shown in Table 4.15.6.

Table 4.15.6: Cost Estimate

Construction Cost Estimate for Segment 15 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$2,800,000
Intersection Improvement	\$1,000,000
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Recommended Improvements	\$4,400,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$600,000
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$600,000
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

4.16 Segment 16: Illinois Route 131 from Illinois Route 173 to the Wisconsin State Line

Location

Illinois Route 131 is segment 16 from Illinois Route 173 to the Wisconsin State Line (See Figure 4.1.1). This segment is approximately 1.8 miles in length, and is located in the City of Zion and unincorporated Lake County.

Existing Facility Characteristics

The existing facility characteristics for this segment of Illinois Route 131 are shown on Exhibits ILL173-25a and 28a.

Right-of-Way. The existing right-of-way in this segment varies from 82.5 ft. to 100 ft.

Roadway Characteristics. The existing roadway in this segment consists of one through lane in each direction with gravel shoulders. The speed limit is posted at 55 mph.

Traffic Control/Intersection Configuration. There are no major intersections in this segment. There is a signalized intersection at Russell Road, which is currently under construction. The northbound approach from Illinois Route 131 provides one through lane for all movements, and the southbound approach from Wisconsin (under construction) will ultimately be two through lanes and a left turn lane with no exclusive right turn lane. However, the interim striping would have to match the south end providing for one through, a left, and a right turn lane.

Structures. There are no structures in this segment.

Transit. The Chicago and Northwestern/North Line travels parallel to the corridor in this segment. The Winthrop Harbor Station is located at 701 N. Main Street as shown in Table 4.16.2.

Table 4.16.2: Existing Transit Facilities and Operations

Route	Location of Facility	Frequency	Weekday Boardings/ Ridership	Station Parking	
				Spaces	% Use
Metra Lines and Nearest Stations					
C & NW/ N - Winthrop Harbor Station.	701 N. Main St.	Weekday: 6 IB, 5 OB; Saturday: 4 IB, 2 OB; Sunday: 3 IB, 2 OB;	28	18	50.0%
Sources: Metra and Pace, "Future Agenda for Suburban Transportation" (April 1992). Metra, Individual line timetables. (IB=inbound, OB=outbound)					

Other Characteristics. There are no other unique characteristics in this segment.

Existing Environmental Characteristics

The existing environmental characteristics for this segment of Illinois Route 131 are shown on Exhibits ILL 173-25a and 28a and include two small wetlands and two adjacent landfills. Refer to Table 4.16.3 for a summary of environmentally sensitive features.

Table 4.16.3: Summary of Environmentally Sensitive Features

Item	Exhibit	Item Description/Address/Registry
Historic Site	-	None identified.
CERCLIS Site (1)*	ILL173-28a	North Shore Sanitary District Private Landfill west of Illinois Route 131 at 9th Street. BFI Winthrop Harbor Sanitary Landfill east of Illinois Route 131.
LUST Site (2)	-	None identified.
Prime Farmland (3)	-	None identified.
Habitat of Threatened or Endangered Species	-	None identified.
<p>(1) CERCLIS = Comprehensive Environmental Response Compensation and Liability Act Information Systems; sites that reportedly have accepted hazardous substances or possess a record of accidental or illegal dumping. * Site did not appear on the USEPA register of hazardous waste sites. (2) LUST = Leaking Underground Storage Tank. (3) Designated by McHenry County.</p>		

Streams/Wetlands/Floodplains. Several wetlands were identified east and west of Illinois Route 131.

Historical Significance. There are no sites of documented historical significance located in this segment.

Hazardous Waste/LUST Sites. The North Shore Sanitary District landfills are located north and south of the route and the BFI Winthrop Harbor Sanitary Landfill is located east at 9th Street.

Prime Farmland. There is no prime farmland along this segment.

Threatened or Endangered Species. There are no threatened or endangered species known to exist along this segment.

Existing Land Use/Development Characteristics

Type and Intensity of Development. The primary land uses along this segment are the North Shore Sanitary District Landfills, and the BFI Winthrop Harbor Sanitary Landfill as shown on Exhibit ILL 173-28a.

Scattered agricultural parcels and single-family residential properties, are also adjacent to Illinois Route 131.

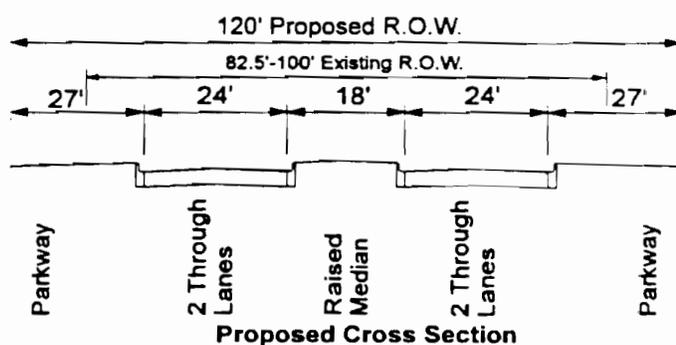
Development Access and Constraints. There are no unusual constraints for development in this segment.

Future Development. Future development projects, which would impact this SRA along this segment, have not been identified.

Recommended Improvements

Improvements, which are consistent with SRA policy have been developed by evaluating numerous factors including the year 2010 projected travel demand, the existing roadway characteristics, and the character of development along the route. Recommended improvements, for the 2010 timeframe, are shown on Exhibits ILL 173-25b and 28b and summarized in Table 4.16.4.

Roadway. The recommended 120 ft. roadway in this segment provides for two 12 ft. through lanes in each direction with an 18 ft. raised median, and 27 ft. parkways with curb and gutter. This segment is recommended as a SRA connector between Illinois Route 173 and Wisconsin State Route 31.



Traffic Control/Intersection Configuration. At the 9th Street intersection, single left turn lanes should be provided on Illinois Route 131 and a right turn lane bay considered for the northbound approach. This intersection will require a signal as traffic volumes warrant.

Parking and Access. There is no parking warranted for this segment. All access points except at 9th Street and Russell Road should be limited to right in/right out and median breaks provided along the route halfway between Illinois Route 173 and 9th Street and Russell Road (State Line Road).

Transit Facilities. Directional signs to the Winthrop Harbor Station on the Chicago and Northwestern/North Line should be installed at 9th street.

Table 4.16.4: Summary of Recommended Improvements

	Recommendations
1. Right-of-Way Width	The recommended suburban right-of-way width is 120 ft.
2. Level of Service	No traffic data was available to analyze.
3. Number and Width of Through Lanes	Two 12 ft. through lanes in each direction.
4. Median Width and Type	18 ft. raised and landscaped median
5. Parkways/Sidewalks/ Drainage ditches	27 ft. parkway with closed drainage, No sidewalks are recommended.
6. Signalized Intersections - Major - Other	One signalized intersection at Russell Road. There is the possibility of a signal at 9th Street as traffic volumes warrant.
7. Parking	Maintain no on street parking.
8. Curb Cut Access	All unsignalized access points right-in/right-out.
9. Transit	Directional signs to Winthrop Harbor train station.
10. Pedestrian/Bicycle Facility	No pedestrian/bicycle facilities are recommended.
11. Loading	Maintain off street loading.
12. Miscellaneous	Recommend to tie Illinois Route 131 into recently improved Wisconsin Route 31 which has four 12 ft. lanes and a 18 ft. raised landscaped median.

Pedestrian/Bicycle Facilities. There are no pedestrian/bicycle facilities recommended along this segment.

Other Recommendations. There are no other unique recommendations for this segment.

Short Term/Low-Cost Improvements

Improvements which are consistent with SRA policy, and are short term (and or low-cost) are recommended for short term (1-5 Years) implementation.

Roadway. There are no short term improvements recommended in this segment.

Traffic Control/Intersection Configuration. There are no short term improvements recommended in this segment.

Parking and Access. There are no short term improvements recommended in this segment.

Structures. There are no short term improvements recommended in this segment.

Transit Facilities. Directional signs to the Winthrop Harbor Station on the Chicago and Northwestern/North Line should be installed at 9th Street.

Pedestrian/Bicycle Facilities. There are no short term improvements recommended in this segment.

Other Improvements. There are no other improvements in this segment.

Right-of-Way Requirements

It is recommended that a 120 ft. right-of-way be used for this segment. Right-of-way needs will vary from 20 ft. at the intersection with Illinois Route 173 to 38 ft. for the remainder of the segment. These right-of-way acquisitions will be arranged in the corridor to minimize impacts.

Potential Environmental Concerns

Of primary concern in this segment is the potential for displacement of approximately three residences and taking of mature trees to achieve the desired 120 ft. right-of-way. The wetland northeast of 9th Street may have to be filled in order to widen the proposed roadway.

Cost Estimate

The cost estimate for segment 16 is shown in Table 4.16.6.

Table 4.16.6: Cost Estimate

Construction Cost Estimate for Segment 16 of Illinois Route 173 (1991 Dollars)	
Improvements	Estimated Cost
Recommended	
Roadway	\$6,300,000
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$930,000
Total Estimated Cost for Recommended Improvements	\$7,230,000
Short Term/Low-Cost	
Roadway	\$0
Intersection Improvement	\$0
Structure Modification	\$0
Interchange Improvement	\$0
Transit Improvement	\$0
Right of Way	\$0
Total Estimated Cost for Short Term/Low-Cost Improvements	\$0
(Short Term/Low-Cost is also included in the Recommended Improvements Cost)	

Ultimate (Post 2010) Improvements

Improvements, which are consistent with SRA policy, but are considered best implemented beyond the 2010 horizon are recommended for ultimate (post 2010) consideration. No ultimate improvements are recommended in this segment.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Process

The public involvement process is a key part of the SRA studies. During the two years for the studies to be conducted, there is ongoing two-way communication between the study team and the public - which includes governmental units, involved agencies, business, institutions, property owners in and near the study area, users of the facility, and the general public. The process is used to help all participants understand the issues and problems along with the opportunities and solutions for the corridor. The process is recognized from the study's initiation so that various opportunities for input and consensus are available and utilized. The range of activities in public involvement include data collections, Advisory Panel meetings, questionnaires, newsletters for the route, meetings with specific communities or interest groups, Public Hearings, and ongoing communication.

Data Collection.

The data collection task occurred in the first six months of the study. Each unit of government was contacted with a comprehensive check list of solicitation to gain data early in the study. During the next twelve months, additional material has been obtained due to updating, staff changes, and other reasons. The data collection letter is shown as Exhibit 5.1.

Advisory Panels

Advisory Panels were established to assist with the study by supplying input and review during all phases. The Advisory Panel for Illinois Route 173 was composed of communities and governmental units along the corridor in Lake and McHenry counties.

- City of Harvard
- Village of Richmond
- Village of Antioch
- Village of Hebron
- Village of Wadsworth
- City of Zion
- McHenry County
- Lake County

Three Advisory Panel meetings were held. The first, on June 25, 1992, reviewed existing conditions and solicited input on issues, problems, and the vision for the route. The second, on May 25, 1993, discussed preliminary concepts for development of the corridor and gained review and comments on how the concepts responded to the issues and problems. The third, on December 1, 1993 reviewed the Draft Report which documents the study and recommendations for the Illinois Route 173 corridor. At each panel meeting, comments received were immediately documented on note cards on a wall display. This collection of cards grew as comments were obtained at each meeting. Also, oral and written comments were received, and many written comments were obtained several weeks after the meeting. The comments were implemented into panel meeting minutes. The panel meeting minutes are Exhibit 5.2.

Questionnaires

A questionnaire was distributed to the panelists, all attendees at Panel 1, and all who contacted the study team after Panel 1. This questionnaire was used successfully to obtain additional input from those who wanted to write vs speak, needed time to document their ideas, or could not attend the panel meeting. The questionnaire is shown in Exhibit 5.3.

Newsletters

Newsletters were supplied to the panel, anyone who had requested one and all who asked to be on the newsletter mailing list. They were published bimonthly, and covered general SRA planning and specific information on the corridor study tasks and status. The newsletters reinforced the two-way communication by listing various study team contacts' addresses and phone numbers and some newsletters contained an input form that could be mailed or faxed to the study team. The newsletters are shown in Exhibit 5.4.

Public Hearings

The public hearings for Illinois Route 173 were held in Richmond for the McHenry County section and in Antioch for the Lake County section. These hearings were held on December 13 and 14 consecutively. Public comments were documented as shown in Exhibit 5.5.

Exhibit 5.1
Data Collection Letter

(Draft: Data Request Letter)

(Date)

(Mayor/President)
(Municipality)
(Address)
(City, State, Zip)

Dear Mayor/President (_____):

The Illinois Department of Transportation (IDOT) and several other regional transportation and planning agencies are working together to plan for the region's Strategic Regional Arterial Roadway System. In order to harmonize with your community's plans, we need information on your community's policies and plans with respect to land use, zoning, transportation and development expectations.

To explain further, the Illinois Department of Transportation, CATS, RTA, NIPC and representatives of local government have joined forces to plan for the future travel needs of the region through the year 2010. It has been recognized that above and beyond the mobility that an improved interstate highway network and transit system can provide, certain main roads need to be protected to serve as supplementary and feeder routes to these existing and planned facilities. After considerable research, analysis and public input, the Year 2010 Transportation System Development Plan was adopted, identifying over 1.3 million miles of roadway in the six county area as Strategic Regional Arterial (SRA) Routes. IDOT has recently awarded the third of five consultant contracts to study the existing roadway and area conditions, potential traffic and other factors to determine the overall scope of improvement needed on each of these SRA routes. These studies will determine the approximate right-of-way requirements and potential environmental, social and other issues that would be encountered in improving these SRA routes.

The consulting firm CRSS of Illinois, Inc. is conducting the study of the third set of routes, including _____ in your community. I am contacting you on CRSS' behalf for data they need, and soon you will be contacted with an invitation to three local officials meetings (SRA Panel Meetings) planned over the next twenty-two months as well as a Public Hearing.

I am contacting you for specific information which will help CRSS address your local concerns and conditions in their study. Please utilize the attached return letter as a checklist and send the associated materials to John Mick, CRSS Project Manager, at the enclosed address. The materials needed are:

1. Current Zoning Map and Ordinance.
2. Comprehensive Plan with Transportation (or Highway and Transit), Land Use and Environmental Resources Elements if possible.

(Date)
Page 2

3. Official Map (if adopted).
4. Brief information on the type and magnitude of major developments along the SRA route which are anticipated (see attached checklist).
5. Land use information, adopted or upcoming, that will impact the character along the SRA route significantly.
6. Name and phone number of appropriate local contact person(s) for land use and transportation issues.

Please attempt to supply these materials within two weeks of receiving this letter. The project schedule calls for data collection to be completed during April. If you have questions please feel free to contact John Mick at CRSS (312) 714-7253 or Eugene Ryan at the Chicago Area Transportation Study (312) 793-3460. This information will be very important in planning for the region's future in a way that is compatible with your community's plans. Thank you for your cooperation.

Very truly yours,

Mayor/President _____
City/Village of _____
Chairman of _____ Regional Council

JMS/ack

(Draft: Data Checklist/Return Letter)

Mr. John P. Mick, II, PE
Project Manager
CRSS of Illinois, Inc.
8700 West Bryn Mawr Avenue
Chicago, Illinois 60631

Subject: SRA-3
Municipal Data Collection

Dear Mr. Mick:

Enclosed is the material you requested for the SRA study of Route (s)
_____ (and _____).

	Enclosed	Not Avilable	
1a.	_____	_____	Zoning Map
b.	_____	_____	Zoning Ordinance
c.	_____	_____	We anticipate a major revision of the zoning ordinance in _____.
2a.	_____	_____	Comprehensive plan
b.	_____	_____	or Land Use Stand alone plans on:
c.	_____	_____	Highways
d.	_____	_____	Transit
e.	_____	_____	Environmental Resources
3.	_____	_____	Official Roadway Map
4.	Regarding major developments affecting SRA Route: _____ in our community, we anticipate the following new residential developments of over 500 units and the following commercial or industrial developments of twenty five or more acres: name: _____ location: _____ estimated start: _____ estimated completion: _____ status: under construction / in rezoning / in discussion (circle one) No. of units residential: _____ units No. of acres commercial: _____ acres No. of acres industrial: _____ acres Current zoning of property: _____ Future zoning expected: _____		

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

name: _____
location: _____
estimated start: _____ estimated completion: _____
status: under construction / in rezoning / in discussion (circle one)
No. of units residential: _____ units
No. of acres commercial: _____ acres
No. of acres industrial: _____ acres
Current zoning of property: _____
Future zoning expected: _____

(Attach copies of this page with more developments as necessary.)

Mr. John Mick
Page 5

If you have questions regarding:

Land use and development in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Transportation and related facilities in our community please contact:

Name: _____
Title: _____
Address: _____

Phone: _____
Fax: _____

Very truly yours,

(Mayor/President) _____
(City or Village of) _____

Exhibit 5.2
Panel Meeting Minutes

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: JUNE 25, 1992 - 7:00 P.M.

LOCATION: Richmond Village Hall
10308 Main Street
Richmond, Illinois

ATTENDANCE:

Doug Young	Trustee, Village of Richmond
John Sterling	McHenry County Economic Development Committee
Chuck Gleason	Director of Engineering, Zion
Nancy Baker	McHenry County Highway Department
Ders Anderson	Crystal Lake, Illinois
BJ McCullough	Mayor, City of Zion
Kate Hellmann	Village Clerk, Richmond
Dusty Powell	Lake County Division of Transportation
Rich Starr	Illinois Department of Transportation
Kathleen Rodi	Chicago Area Transportation Study
John Mick	Project Manager, CRSS
Peter Strub	Corridor Manager, CRSS
Robert Giurato	Senior Civil Engineer, CRSS

TOPIC ROUTE: Illinois Route 173 - Panel 1 Meeting

The purpose of this meeting was to introduce the SRA process/team/concept to the Panel and other County, City and Village representatives and interested parties along the topic route. Corridor issues were identified and concepts for alternatives were discussed.

SRA System

Chicago Area Transportation Study (CATS) discussed the 2010 Transportation System Development Plan, and how the 1,300 mile Strategic Regional Arterial (SRA) system is one of seven points in this plan, to address transportation issues in the six county area. The process for choosing SRA routes and the method of implementing the route studies was described.

SRA Studies

The Illinois Department of Transportation (IDOT) discussed the Design Concept Report as being developed by the first year (subnetwork) consultant. The Design Concept Report was developed to help achieve uniformity throughout the system, and to provide a starting point for studying specific corridors. The study was described as a Pre-phase One level and was clearly defined as only a planning study.

Team Overview

CRSS described the project approach for CRSS as the third SRA subnetwork consultant. The concept of a team including CATS, IDOT, CRSS community public officials and interested parties was described as vital to the success of the project, and that continual input will be imperative to the success of the team's study effort.

Regional corridor solutions were described to help focus on the perspective of this study.

The project team includes CRSS along with three subconsultants. EJM Engineering brings additional transit skills, Planning Resources has land use skills and Din & Pangrazzio will provide public relations specialties for the team.

The project planning objectives and work plan, as found in the panel briefing booklets, were discussed about, along with the method and purpose of the CRSS Problem Seeking (snow cards) process.

Corridor Presentation

CRSS discussed the Illinois Route 173 corridor and presented a corridor overview. In addition, CRSS discussed a section of Illinois Route 131, Green Bay Road, which would provide a transition from Illinois Route 173 to roadway improvements being considered in Wisconsin. The design concept was then presented with respect to how the concept fits into the corridor.

The presentation area of the Illinois Route 173 corridor was described as starting at the Boone/McHenry County line and extending easterly a distance of approximately 58 miles to Sheridan Road in Zion. The presentation area for Illinois Route 131 was described as starting from Illinois Route 173 and extending northerly a distance of approximately two miles to the Illinois/Wisconsin State line.

Aerial photography was presented including legend item description, and general information with respect to existing land use, right-of-way, geometrics and adjacent environmental concerns.

Municipal information requests were discussed and response from remaining municipalities was requested.

Specific examples of alternatives development were discussed along the corridor. Issues pertaining to the topic route were discussed by the panel members.

Comments/Issues:

1. The Village of Spring Grove is now annexed and located both north and south of ILL 173. They should be added to the advisory panel membership.
2. What will happen at the ILL 173 and ILL 31 intersection and along ILL 31 in Richmond?
 - a. CRSS will coordinate with other SRA routes such as ILL 31.
 - b. CRSS is also aware of the previous IDOT studies concerning a ILL 31 bypass around Richmond.

3. Will an interchange be required at ILL 173 and ILL 31?
 - a. At this time, it is premature to assume whether or not an interchange may be required. CRSS will analyze forecast traffic volumes at this intersection to determine if an interchange is warranted.
4. There is a bike path along the old Metra right-of-way just west of US 12 in Richmond.
5. CRSS needs to be aware of the recent storm water management legislation and the potential impacts associated with roadway improvements.
6. Within Lake County, there are areas identified as "farmed wetlands". These wetlands have been delineated by the Soil Conservation Service of Lake County. Lake County is the only county with "farmed wetlands" policies.
7. Transit issues associated with the ILL 173 corridor might include a "park-n-ride" facility.
8. Metra is upgrading the Harvard station.
9. The Winthrop Harbor Sanitary Landfill is within the city limits of Zion.
10. Why does ILL 131 stop at ILL 173?
 - a. ILL 131 is not part of the SRA system.
 - b. ILL 131 is being studied as a result of improvements along that route within Wisconsin and to provide a transition to ILL 173.

General

CRSS discussed the project milestone schedule describing the remainder of the project schedule.

CRSS indicated that information on the study would be included in newsletters which will be prepared approximately every two months. The newsletter will be mailed to everyone on the mailing list.

CRSS closed the meeting asking for additional input via the questionnaire in the Panel Briefing Booklet.

Minutes of Meeting
June 25, 1992
Page 4 of 4

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS

Peter Strub

PMS/ack

Attachments

cc: Rich Starr	IDOT
Mark Thomas	CRSS
Joy Schaad	CRSS
John Mick	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUB NETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

ROUTE: ILLINOIS 173/ILLINOIS 47

DATE: Thursday, April 1, 1993 - 10:00 A.M.

LOCATION: McHenry County Highway Department

ATTENDANCE:

Jim Rakow	McHenry County
Nancy Baker	McHenry County
Mike Magnusen	McHenry County
David Zavattero	CRSS, Corridor Manager, Illinois 173
Mark Thomas	CRSS, Corridor Manager, Illinois 47

Illinois 173

1. CRSS is looking at 2010 and post 2010 improvements in the Illinois 173 corridor.
2. The three main issues along Illinois 173 are farmland protection, SRA concept modification in development nodes, and coordinating access points and cross roadways.
3. CRSS has developed a reduced cross-section of 150 feet with four lanes as the design standard for prime agricultural areas as a way to reduce farmland impacts. We initially proposed a 134 foot cross-section but further review indicates that 150 is the minimum acceptable width for safety and drainage requirements.
4. CRSS has identified several alternative alignments at development nodes in order to avoid major disruption to existing land uses required to achieve the design cross-section. We have focused on the existing system before looking at alternate alignments.
5. In segments 1, 2 and 3 a 150 foot ROW is recommended for future (post 2010) widening even though we are proposing a two lane facility in these segments through 2010.
6. In segment 2 an 80 foot ROW with four lanes and 14 foot flush median is recommended through Chemung as a post 2010 Alternate B improvement. This avoids taking additional ROW in the Village which would require relocation of most existing development.

7. The initial alternate alignment proposed in segment 2 was a 168 foot ROW with four lanes and a 46 foot grass median that runs south around Chemung. A reduced 150 foot ROW was developed for agricultural preservation.
8. Nancy Baker noted that the conservation district east of White Oaks is equivalent to forest preserves. This is not to be confused with agricultural areas.
9. Jim Rakow prefers Alternate A in Chemung. He felt that two lanes from west of Harvard (Segments 1, 2 and 3) was adequate through 2010. Illinois 173 is projected as a two-lane facility (on the NHS) in Boone County.
10. Mike Magnusen noted that County Highway 29 is an extension of Flat Iron Road north of Illinois 173.
11. Nancy Baker noted that there is a possible agricultural area southeast of Chemung.
12. Jim Rakow noted that White Oaks continues as Hunter to Rockton to connect with U.S. 51 to Beloit.
13. Jim Rakow indicated that Harvard desires a US 14 bypass and noted the general feeling that the east bypass makes more sense. No US 14 bypass alignment has been selected at this point.
14. It is recognized that the US 14 and Illinois 173 SRA through Harvard is constrained and alternative capacity is needed.
15. IDOT has a Phase I plan to modify Illinois 173/US 14/Ayer Street intersection.
16. There is a mining area west of Altenburg south of Illinois 173.
17. Jim Rakow proposed that we consider double linking the Illinois 173 bypass with a US 14 bypass.
18. Segment 5 has a recommended 150 foot ROW (based on the agricultural preservation option).
19. Jim Rakow noted that a bypass south of Alden may impact the residential area along Alden Road.
20. Initially the preferred alignment in Hebron was the alternate alignment. IDOT felt that Illinois 173 should continue in its existing alignment through Hebron.

21. Jim Rakow felt that if an Illinois 47 bypass can't be justified in Hebron then neither can an Illinois 173 bypass.
22. Jim Rakow indicated that Wisconsin is proposing commuter service from Metra service in Fox Lake to Walworth, Wisconsin along the WICT tracks in Belden.
23. Nancy Baker noted that a bike trail parallels US 12. A conservation district is located there.
24. No bypass is proposed in Richmond due to lack of feasible alignments. Jim Rakow concurred with this finding.
25. Jim Rakow feels the Chemung Bypass and Illinois 173 - Northwest Tollway Interchange are far fetched.
26. An Illinois 47 upgrade and ROW preservation in/near Hebron is supported by Jim Rakow.
27. Mike Magnusen said we should consider realigning Township Road to correct offset access points or cross roads.
28. There is some concern that development will occur in an agricultural area if the road is upgraded. McHenry County would control this with land use policies.
29. Jim Rakow felt that preserving ROW for any bypass would be difficult if it is not funded.

Illinois 47

1. CRSS felt it was important to meet with McHenry County officials to encourage participation in Panel 2. CRSS should make direct contact with officials other than the County Board Chairman for better attendance.
2. The Illinois 47 SRA study is not as far along as Illinois 173. We have developed preliminary concepts but IDOT and CRSS have not yet met to discuss recommendations.
3. Jim Rakow noted that Huntley has annexed the Prime Development property south of Huntley. ISTHA is currently considering completion of the interchange at I-90 as part of the proposed project.
4. The Huntley TIF District has a major discount shopping center as its first development.

5. Prime development (SDI Consultants) south of Huntley has proposed a 120 foot ROW with six lanes for the ILL 47 corridor. Our preliminary concept for the SRA provides 150 foot ROW with a six lane cross-section. CRSS wants the extra 15 ft per side to accommodate roadside appurtenances such as turn bays and bus pull-outs. SDI says these appurtenances will be provided off Illinois Route 47 within the development.
6. A standard suburban cross-section is proposed for the Prime Development area.
7. Jim Rakow proposed prohibiting southbound left turns at the minor diagonal north of Main Street or provide left turn lane/arrow as a key improvement in Huntley.
8. The long range plan shows extension of Algonquin Road to west of Huntley.
9. The preliminary concept would provide a 120 foot ROW through Huntley. No bypass is being considered.
10. The rural cross-section would begin north of Reed Road to US 14. This design would probably be similar to the US 14 cross-section.
11. The proposed 2010 recommendation is a four lane roadway for ILL 47 north of Huntley.
12. The residents of Woodstock have assumed there would be a western bypass for north-south traffic similar to the US 14 bypass for east-west traffic and there is general support for this concept.
13. Jim Rakow doesn't think grade separation at the CNW Railroad in Huntley is feasible.
14. Metra is proposing to extend commuter service to Huntley. Nancy Baker felt the station would probably be at/near the FS plant east of Illinois 47. Jim Rakow thought the SRA should recommend a station location east of Huntley.
15. Two homes may be affected by the proposed Lamb Road connection for the western bypass at Woodstock.
16. It was noted that the Lamb Road / Charles Road alignment should be considered as the bypass alternative (Charles Road is an SRA route to the east).
17. The 2010 recommendation for ILL 47 north of Woodstock is two lanes, with 150 ft. of ROW.

18. Jim Rakow indicated that there may be a problem with the two lane bypass due to the tremendous amount of grain truck traffic from the north going through Woodstock to the grain elevator in Morris.
19. Jim noted it may be desirable to designate the bypass as the through truck route which means four lanes will probably be needed to accommodate the traffic mix.
20. Jim Rakow felt that two lanes to north of the Nippersink creek may be acceptable.
21. It was noted that Woodstock is considering a 1200 unit residential development off of Ware Road on the east side. This development will also include a high school.
22. Mike Magnusen noted that the value of Illinois 47 as a through route to Lake Geneva, Wisconsin is limited since most Lake Geneva traffic uses US 12. But, there is heavy weekend traffic on Illinois 173 and Illinois 47 heading to Lake Geneva.
23. It was noted that the extension of Illinois 47 into Wisconsin is not part of the National Highway System. This makes a two-lane facility for Illinois 47 north of Woodstock more acceptable.
24. It was noted that there is rapid development north of Huntley, Lake in the Hills has annexed areas west to Illinois 47.
25. Jim Rakow agrees with the at-grade intersection at Lamb Road and US 14 and with the idea to tie the Illinois 120/US 14/Illinois 47 bypass together as possibly at an interchange.
26. There may be Woodstock support for ramps at South Street.
27. Jim Rakow suggested there could be skeptics on Illinois 173 as an SRA due to the nature of the route and traffic. But, there is probably solid support for Illinois 47 improvements.

Minutes of Meeting
April 1, 1993
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The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS of Illinois, Inc.

David Zattero
Corridor Manager
mst/emw

cc: Attendees
Jim Rakow
Nancy Baker
Mike Magnusen
David Zattero
Mark Thomas
Meeting Minutes File

MEETING MINUTES

DATE: May 25, 1993 - 7:00 P.M.
TOPIC ROUTE: Illinois Route 173
LOCATION: (Old) Richmond Village Hall

ATTENDANCE:
Mark Schmidt Lake County Division of Transportation
Steven K. Weber Village of Richmond, Trustee
Terry Adams City of Harvard
Jim Carbonetti City of Harvard
Betty Sterling McHenry County Defenders

The relationship between land use control and development that may occur adjacent to the improved Illinois Route 173 SRA was discussed. Future development is most likely to be governed by local government and county policies and may be partly influenced by farmland preservation issues.

Illinois 173 may not be part of the National Highway System (NHS) in Boone County and a reduced pavement width will provide consistency with the connection at County Line Road. Given the low projected traffic and the fact that Illinois 173 may not be an NHS route in Boone County, it may be desirable to drop Segments 1, 2, and 3 from the SRA system and terminate the Illinois Route 173 SRA route at US 14.

Commuter service has been proposed by a Wisconsin citizen group on the Wisconsin and Calumet RR (WICT) tracks in Beldon in segment 9. Should this service be implemented a grade separation should be considered at this location.

It was noted that since the route crosses the Fox River, flood plains and identified wetlands a reduced right-of-way, reduced median, and closed drainage system may be considered in the section at the Fox River and through the Chain-O-Lakes State Park area. This approach would reduce impacts to these environmental features and be consistent with the limited number of access points needed in this area.

A grade separation of the Soo RR (or the Wisconsin Central RR, WC RR) is recommended particularly given the proposed commuter rail service to Antioch. It was noted that the existing visibility at the RR is poor and that the location is a high accident crossing. A park and ride facility is proposed at either the Illinois Route 59 or the WC area depending on the commuter rail service.

It was noted that the Des Plaines River Wetland Demonstration Project is south of the route along the Des Plaines River.

This segment consists of Illinois Route 131 (Green Bay Road) north from its intersection with Illinois Route 173 to connect with Wisconsin 31. Wisconsin 31 has been improved to a 4 lane facility with an 18 foot median. Recommendations in this segment include a 120 foot right-of-way with 4 - 12 foot through lanes and an 18 foot raised median. The adjacent land uses include landfills and industrial facilities. This cross-section is consistent with Wisconsin 31 which is part of the National Highway System and part of the Wisconsin 2020 Long Range Plan.

IDOT landscapes with native plants. Will the proposed SRA have the same? The SRA Project can be compatible with landscaping opportunities but that is a design detail.

MEETING MINUTES

PROJECT: SRA SUB NETWORK 3
IDOT Project No. P-91-137-90
CRSS Project No. SRA3.00

DATE: May 25, 1993 - 7:00 P.M.

LOCATION: (Old) Richmond Village Hall

ATTENDANCE:

Mark Schmidt	Lake County Division of Transportation
Steven K. Weber	Village of Richmond, Trustee
Terry Adams	City of Harvard
Jim Carbonetti	City of Harvard
Ed Flynn	Concerned citizen
Jeffrey M. Reliter	Concerned citizen
Betty Sterling	McHenry County Defenders
Rich Starr	Illinois Department of Transportation (IDOT)
Kathleen Rodi	Chicago Area Transportation Study (CATS)
Nancy Baker	McHenry County Division of Transportation
John Mick	Project Manager, CRSS
Dave Zattero	Corridor Manager, CRSS
Joseph Bement	Civil Engineer, CRSS
Robert Giurato	Senior Engineer, CRSS

TOPIC ROUTE: Illinois Route 173 - Panel 2 Meeting

GENERAL

1. The purpose of this meeting was to present the preliminary recommendations for the Illinois Route 173 SRA to the Panel members and to county, city, and village representatives and interested parties along the route. Corridor issues and opportunities were discussed with the intent of gathering input prior to a draft report submittal.
2. Dave Zattero, the CRSS Corridor Manager, introduced the "Project Team" and began with a discussion of the SRA network. Mr. Zattero spoke of the previous Panel 1 Meeting and what activities have taken place since then. The purpose of the Panel 2 Meeting is to exchange information with the Panel members and interested citizens prior to developing route recommendations. The next step would be a draft report submittal to the Panel which would be discussed at the Panel 3 Meeting. In the fall a Public Hearing would be held to gather additional comments. Then a final report

would be completed. All recommendations would be subject to further review and refinement through the Phase I and II design process.

3. Mr. Zavatiero described the problem "seeking methodology" which utilizes display cards on the wall to summarize panelist comments, issues, recommendations, and findings. As questions and comments were made through the meeting, new cards were prepared and placed on the wall for Panel concurrence. The Panel was asked to clarify any misrepresented comments on the cards. The cards will be used in completing the draft report.
4. CRSS described the approach to the project. Initially, the design concept minimum standards were overlaid on the Illinois Route 173 corridor. A charette was held by the Project Team to discuss impacts along the route if the design standards were implemented and to identify specific modifications. One issue that was apparent through the rural segments was that the majority of existing right-of-way was 80 feet and there was a high proportion of prime farmland adjacent to the route. The design concept for rural SRA's is based on a 168 to 192 foot right-of-way that would require an acquisition of approximately 11 to 14 acres of prime farmland per mile of roadway. To reduce these impacts, CRSS developed a modified right-of-way based on a reduced width of 154 feet. This "agricultural preservation cross-section" could reduce the farmland take by approximately 5 acres per mile. The relationship between land use control and development that may occur adjacent to the improved Illinois Route 173 SRA was discussed. Future development is most likely to be governed by local government and county policies and may be partly influenced by farmland preservation issues.
5. The route is classified as a rural SRA west of US 45 and a suburban SRA east of US 45. The segment of ILL 131 which extends north to the Wisconsin State Line has been included as an SRA connector link to Wisconsin 31 and was described to have suburban characteristics. CRSS divided the segments according to similar adjacent characteristics. For the discussion, some segments with were combined.

SEGMENTS 1 and 3

1. These segments were combined in the Panel discussion as they have similar characteristics. They traverse rural tracts of land with adjacent farmland in between the development nodes and have projected traffic volumes at a relatively low 8000 vehicles per day. For these reasons, it is proposed to reduce the design standard through Segments 1 and 3 to 2 -12 foot through lanes with preservation of 154 foot right-of-way for two additional through lanes and median, if needed, as a Post-2010 improvement.
2. Illinois 173 may not be part of the National Highway System (NHS) in Boone County and a reduced pavement width will provide consistency with the connection at County Line Road. Given the low projected traffic and the fact that Illinois 173 may not be an

NHS route in Boone County, it may be desirable to drop Segments 1, 2, and 3 from the SRA system and terminate the Illinois Route 173 SRA route at US 14.

SEGMENT 2

1. The recommendations in this segment consist of Alternative A (use of the existing 80 foot right-of-way through the Town of Chemung) and Alternative B (a close-in alternate alignment south of the town). If a 154 foot right-of-way were recommended through Chemung it would have very dramatic effects on the existing adjacent development.
2. Alternative A is based on an 80 foot right-of-way with 2 - 12 foot through lanes and a 14 foot flush median through the town. The 80 foot right-of-way can provide an additional two through lanes in Post-2010, if needed.
3. Alternative B involves an alignment around the southern part of the town that has impacts on prime farmland and minimal impact upon identified wetlands. This alternative consists of a 154 foot right-of-way with 4 - 12 foot through lanes and a 42 foot grass median. As with Segments 1 and 3, this segment has relatively low projected traffic volumes of 8000 vehicles per day.
4. CRSS recommends the Alternative A through town as it will provide a facility sufficient enough to handle the low volume of traffic. Alternative B may be appropriate as a post-2010 option.

SEGMENT 4

1. The route traverses the Town of Harvard in this segment. Traffic volumes increase to a projected 30,000 vehicles per day along the coincident Illinois Route 173/US 14 roadway. This volume of traffic constrains the roadway capacity in this area and several alternative alignments were examined. The SRA Subset 2 consultant studied US 14 and proposed three alternative alignments to separate the Illinois Route 173 and US 14 traffic.
2. With respect to the Illinois 173 SRA, CRSS examined two alternatives. Alternative A is based on a southern close-in alternative alignment of Illinois Route 173 south of Harvard along Brink Street. Alternative B would utilize the existing alignment through the Town of Harvard.
3. CRSS recommends Alternative A which would relocate the Illinois Route 173 SRA in an alternative alignment around the southern part of the town proceeding along Brink Street and reconnecting with Illinois Route 173 east of Harvard. This alternative would have some impacts upon prime farmland and minimal impact upon identified wetlands. Alternative A consists of a 154 foot right-of-way with 4 - 12 foot lanes and

a 42 foot grass median. A new grade separated crossing would be required at the CNW RR commuter tracks.

4. Alternative B is based on an 80 foot right-of-way with 4 - 12 foot lanes and a 14 foot median. This alternative impacts 5-6 adjacent structures and may be more feasible if US 14 is realigned off of Illinois Route 173.

SEGMENTS 5, 7, and 9

1. These segments were combined in the Panel discussion as they have similar characteristics. They traverse rural tracts of land with adjacent farmland in between the development nodes. The recommendations for these segments are 154 foot right-of-way with 4 - 12 foot lanes and a 42 foot grass median. Median breaks were proposed at 1/2 mile spacing.
2. Commuter service has been proposed by a Wisconsin citizen group on the Wisconsin and Calumet RR (WICT) tracks in Beldon in segment 9. Should this service be implemented a grade separation should be considered at this location.
3. A number of related issues were discussed which affect these and other (rural) segments. In general, median breaks would be provided at 1/2 mile spacing along the Illinois Route 173 SRA. These breaks would typically be located at existing cross roads. Other access would be right-in, right-out. Realignment of several cross roads which intersect with the route at angles was also proposed to increase safety. Another issue that was addressed was the realignment of wide horizontal curves along the roadway.

SEGMENT 6

1. The route traverses the Town of Alden in this segment with almost all of the town's existing development along the roadway. A 154 foot right-of-way through the town would result in tremendous displacement of both commercial and residential structures. For this reason, two alternatives were considered for this segment.
2. Alternative A consists of a southern close-in alignment of 154 foot right-of-way with 4 - 12 foot lanes and a 42 foot grass median. While this alternative has minimal impact upon structures and environmentally sensitive areas it will require the acquisition of prime farmland.
3. Alternative B is based on maintaining the existing alignment through the Town of Alden and using the existing 80 foot right-of-way to provide 4 - 12 foot lanes, and a 14 foot flush median.

4. CRSS recommended Alternative A but recognizes that Alternative B may be preferable given the relatively low traffic volumes in this segment. If Alternative B were recommended, turn lanes should be considered in the town center.

SEGMENT 8

1. Illinois Route 173 runs through the Town of Hebron in this segment. The route intersects with Illinois Route 47, another SRA route being studied by CRSS. The recommendation for this segment is based on using the existing 80 foot right-of-way to provide 4 - 12 foot lanes, and a 14 foot flush median.
2. An alternative alignment was initially considered as highly desirable in this segment. The Alternative alignment would run along Price Road south of the town. This alignment would separate two high school buildings located across the street from each other and may require the displacement of the southern high school building. But the alternative alignment would create a new intersection of Illinois Route 173 and Illinois Route 47. The new SRA to SRA intersection could eliminate displacement of structures at the existing intersection in the business core of Hebron if that existing intersection were fully improved to SRA standards. It was noted that the alternative alignment will be further studied as part of both the Illinois Route 173 and the Illinois Route 47 SRA.
3. A park and ride facility should be considered at the Illinois Route 173/Illinois Route 47 intersection.

SEGMENT 10

1. The route runs through the Town of Richmond in this segment. The recommendation for Segment 10 is based on maintaining the existing 80 foot right-of-way and providing 4 - 12 foot through lanes and a 14 foot flush median.
2. No alternative alignment was proposed for this segment because of significant environmental features and the lack of any potential close-in alignments. Alternative alignments would also have adverse impacts to the Richmond Hunting Club and adjacent recreational lands.
3. While there appear to be no required displacements of structures along the route, it was noted that the rural character of the town may be changed with the acquisition of parkways and mature trees within the Village.
4. Installation of pedestrian activated signals near adjacent schools in Richmond are included in the proposed improvement. The Moraine Hills State Park Bike Trail parallels US 12 through Richmond and a facility for carrying bicycles and pedestrians across the route is also recommended.

5. A park and ride facility should be considered near the US 12 intersection to provide a link to commuter rail services in Crystal Lake and McHenry.

SEGMENT 11

1. The recommendation for this segment is based on the 154 foot agricultural preservation right-of-way with 4 - 12 foot through lanes and a 42 foot grass median.
2. It was noted that since the route crosses the Fox River, flood plains and identified wetlands a reduced right-of-way, reduced median, and closed drainage system may be considered in the section at the Fox River and through the Chain-O-Lakes State Park area. This approach would reduce impacts to these environmental features and be consistent with the limited number of access points needed in this area.
3. It was noted that signals may be warranted in the future at Wilmont Road. This issue would be addressed in the Phase I study.

SEGMENT 12

1. The route traverses the Towns of Channel Lake and Antioch in this segment. Because of the number of adjacent lakes and other environmental features, an 80 foot right-of-way with 4 - 12 foot through lanes and a 14 foot flush median is recommended. Where the existing right-of-way exceeds 80 feet it would be maintained. It is proposed to realign wide horizontal curves and side street intersections.
2. A grade separation of the Soo RR (or the Wisconsin Central RR, WC RR) is recommended particularly given the proposed commuter rail service to Antioch. It was noted that the existing visibility at the RR is poor and that the location is a high accident crossing. A park and ride facility is proposed at either the Illinois Route 59 or the WC area depending on the commuter rail service.
3. Installation of pedestrian activated signals near adjacent schools in Antioch is also proposed.

SEGMENT 13

1. The right-of-way in this segment transitions from a 154 foot rural cross section west of US 45 to a 120 foot suburban cross section east of US 45. The transition occurs west of the US 45 intersection. A previous SRA study of US 45 recommends 4 to 6 through lanes south of Illinois Route 173 and 4 through lanes north of Illinois Route 173.
2. There is a proposed 1000 acre development planned by Abbott in the southeast quadrant of this intersection. It was noted that the projected traffic volumes used in the SRA analysis did not reflect this development. It may be desirable to improve the

Illinois Route 173/US 45 intersection to full SRA standards including dual left turn lanes and exclusive right turn lanes on all approaches.

3. CRSS recommends a 120 foot right-of-way, 4 - 12 foot lanes, and an 18 foot raised median just west of US 45 to Lewis Avenue. This right-of-way width can eventually provide 6 - 12 foot lanes, if needed.
4. Park and ride facilities should be considered at the US 45 and US 41 intersections.
5. No geometric changes are proposed at the Interstate 94 interchange. A park and ride facility should be considered at this interchange.
6. It was noted that the Des Plaines River Wetland Demonstration Project is south of the route along the Des Plaines River.
7. Grade separations would be considered at the Soo Line and the CNW RR crossings.

SEGMENT 14

1. CRSS's recommendations for this segment are to maintain the existing 120 to 150 foot right-of-way with 4 - 12 foot lanes and an 18 foot raised median.
2. A signalized intersection should be considered at Kenosha Road.
3. The existing grade separated crossing of the North Shore Path (trail and bicycle path) would be maintained.

SEGMENT 15

1. This segment is very constrained with adjacent developments through the City of Zion. The existing right-of-way varies in this segment from 80 feet down to 60 feet in a five block section of the segment. It is proposed to acquire an additional 7 feet of parkway on either side of the route to provide an 80 foot right-of-way with 4 - 12 foot through lanes and a 14 foot flush median. Right-of-way acquisition may impact up to 20 adjacent structures.
2. The Illinois Route 173/Sheridan Road intersection would accommodate east to north movements along the SRA's with dual left turn lanes on the west approach.

SEGMENT 16

1. This segment consists of Illinois Route 131 (Green Bay Road) north from its intersection with Illinois Route 173 to connect with Wisconsin 31. Wisconsin 31 has been improved to a 4 lane facility with an 18 foot median.

2. Recommendations in this segment include a 120 foot right-of-way with 4 - 12 foot through lanes and an 18 foot raised median. The adjacent land uses include landfills and industrial facilities. This cross-section is consistent with Wisconsin 31 which is part of the National Highway System and part of the Wisconsin 2020 Long Range Plan.

COMMENTS/ISSUES

1. What segments are classified as rural and which segments are classified as suburban?
The rural SRA classification starts at the Boone County Line and extends to US 45. Initially it extended further east to the Tollway but was moved westerly because of the proposed Abbott development. The suburban SRA classification is from US 45 to Sheridan Road and along the Illinois Route 131 connector link.
2. Do we have traffic counts?
CRSS has used available traffic data in developing the initial concepts but did not put them in the Panel 2 Books. We have count data and projected traffic data provided by CATS. The SRA recommendations consider traffic but are not solely determined by traffic. Development of a consistent design across the SRA system is also a factor.
3. There is a major sensitive wetland area northeast of the Alden Road/Illinois Route 173 intersection.
CRSS is aware of this environmental feature and for this reason proposed an alternative alignment south of the town.
4. Where are the proposed 4 lanes in Richmond?
The 4 lane cross section is proposed through the entire town with the transition from 80 to 154 feet right-of-way near Nippersink Creek at the east end of town.
5. Thelen Sand & Gravel is a heavy truck traffic generator.
Based on the low projected traffic volumes in this area, CRSS believes that the proposed 4 lane facility can accommodate this traffic. However, the need for auxiliary lanes with acceleration and deceleration lanes could be considered in the Phase I engineering analysis.
6. IDOT landscapes with native plants. Will the proposed SRA have the same?
The SRA Project can be compatible with landscaping opportunities but that is a design detail.
7. Why not recommend an 80 foot right-of-way along the entire route to minimize impacts?
The Rural SRA Design Concept proposes a facility with a design speed of 60 mph. This would require a larger right-of-way than 80 feet for wider medians and shoulders for safety reasons. CRSS has developed a modified rural cross-section to reduce

right-of-way impacts. Where an 80 foot cross-section is considered (i.e. in the developed areas) the design speed and the operating speed would be reduced.

8. Why isn't a full interchange recommended at Interstate 94?
One purpose of the SRA project is to increase access to interstates and tollways and a full interchange was considered at this location. However, given the close proximity to the north of a full interchange at US 41, it was felt that a the partial interchange at Illinois Route 173 met anticipated demand. In addition, the Tollway's 10-year plan does not include a full interchange at this location.
9. Abbott wants 6 lanes east from their proposed development to the Tollway.
CRSS is recommending a 120 foot right-of-way that can eventually accommodate 6 through lanes.
10. Will there be an underground drainage system in the 120 foot right-of-way?
Yes, it will be a closed drainage system.
11. Are you recommending widening through Harvard?
The Alternative A alignment around Harvard is the recommended alternate. Harvard should go on record against widening if that is their opinion.

ACTION ITEMS

1. Change name of Will-n-Dale Farm to Hill-n-Dale Farm on visual aid boards.
2. Send Illinois Route 173 newsletters to all attendees at the Panel 2 Meeting from now on.
3. Correct names of streets to Breezy Road and Zarnstorff Road on visual aid boards.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

CRSS of Illinois, Inc.

David Zattero
Corridor Manager
Minutes submitted 7/21/93

Minutes of Meeting
May 25, 1993
Page 10 of 10

cc: Attendees

Rich Starr	IDOT
John Mick	CRSS
Joy Schaad	CRSS
Kerry Wigginton	CRSS
Dave Zattero	CRSS
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Roger Schatz	Din & Pangrazzio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPD
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Nancy Baker	Panel Coordinator
Mark Schmidt	
Meeting Minutes File	

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MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: JULY 21, 1993 - 8:30 A.M.

LOCATION: IDOT District One Headquarters
201 West Center Court
Schaumburg, Illinois

ATTENDANCE:

Wally Kos	Illinois Department of Transportation
Rich Starr	Illinois Department of Transportation
Carl Kowalski	Illinois Department of Transportation
Les Swieca	Illinois Department of Transportation
Ken Chaloupek	Illinois Department of Transportation
Ron Zenarosa	Illinois Department of Transportation
Dave Zavattero	Meridian, Corridor Manager
Joe Bement	Meridian, Civil Engineer
Eric Widstrand	Meridian, Traffic Engineer

TOPIC ROUTE: Illinois Route 173 (Geometric Submittal)

INTRODUCTION:

The proposed conceptual improvement aeriels and intersection details were described on a segment by segment basis starting with Segment 1 at County Line Road of Boone/McHenry Counties and continuing east.

GENERAL:

1. The suburban route type for the arterial was originally set east of Interstate 94. This boundary was shifted west to US 45 because of the proposed Abbott Lab Development to be located southwest of the US 45 & Illinois 173 intersection. In addition, US 45 is also being studied as an SRA facility.
2. Prior to the geometric submittal the desirable rural cross section from the Design Concept Report was reduced from 210 feet to 154 right-of-way to minimize the acquisition of prime farmland. IDOT questioned the odd number of the right-of-way and recommended that it be increased to 160 foot for a number of reasons. This cross section would provide 4 through lanes, a 42 foot grass median (includes 6 foot shoulders), and 35 foot drainage ditches (includes 10 foot shoulders).

The 2 foot deep ditch originally recommended would need a concrete swale which requires periodic maintenance. With the 160 foot right-of-way the same foreslopes (6:1 minimum) and backslopes (4:1 minimum) would provide a 3 foot deep ditch which does not require a concrete swale.

An increase in right-of-way to 160 feet would provide a drainage ditch that could handle more volume of stormwater runoff. It was indicated that both McHenry and Lake Counties have strict ordinances to improve stormwater drainage.

This change in right-of-way requirements will be for segments 1, 3, 4, 5, 7, 8, 9, and 11.

3. It was recommended at this meeting to end the SRA Route designation of Illinois 173 west of US 14 based on the fact Illinois 173 is not on the National Highway System in Boone County and because of the low projected traffic volumes. For future reference the recommendations for segments 1 through 3 should still appear in the draft report and include the following:

Segments 1 and 3: 160 foot right-of-way, 2 through lanes and 68 foot drainage ditches (includes 10 foot shoulders).

Segment 2: 80 foot right-of-way, 2 through lanes, 14 foot flush median and 21 foot parkways.

4. Meridian is recommending the redesign of sidestreets that intersect with the route along horizontal curves or at acute angles. This is being proposed to improve sight distances.
5. Median breaks are proposed at half mile intervals in rural segments outside of the development nodes. Some driveways will be restricted to right-in/right-out.

CORRIDOR PRESENTATION:

Segments 1 through 3

See the General Section, #3.

Segment 4

1. An alternative alignment for Harvard was recommended south of town along Brink Street. Segment 4 will begin at the US 14 alternative alignment being proposed by another consulting firm. Three alignments for US 14 are under examination with the latest data indicating a far eastern bypass as the preferred. It was noted that the Mayor of Harvard is pursuing an industrial park northwest of the town and may favor the western bypass of US 14.
2. IDOT stated that they will not recommend both a US 14 and Illinois 173 bypass because of the potentially high cost of such facilities. However, if the far eastern US 14 bypass is recommended Brink Street south of Harvard could possibly be improved to 4 through lanes and act as a truck spur to carry Illinois 173 traffic south of town. The Mayor of Harvard may like this upgrading to provide a facility to carry truck traffic from the proposed industrial park northwest of town.
3. If the US 14 bypass is not recommended then the Illinois 173 alternative alignment presented in today's meeting is acceptable. The SRA Route designation would then end at the current US 14 intersection with Illinois 173.

Segment 5

1. Recommendations in this segment include providing a 160 foot right-of-way, 4 through lanes, 42 foot grass median (includes 6 foot shoulders), and 35 foot drainage ditches (includes 10 foot shoulders).

Segment 6

1. Prior to the geometric submittal an alternative alignment was proposed for Alden. However, after further examination of the projected traffic volumes and other features, the recommendations are to maintain the existing 80 foot right-of-way through the town with 4 through lanes, 14 foot flush median, and 9 foot parkways. There is the possibility to reduce the width of the through lanes and median to 11 feet to minimize impacts to the adjacent residences and buildings. While the right-of-way will not be increased, it seems that over time the individual property owners have planted trees and built structures within the existing right-of-way.

Segment 7

1. Recommendations in this segment include providing a 160 foot right-of-way, 4 through lanes, 42 foot grass median (includes 6 foot shoulders), and 35 foot drainage ditches (includes 10 foot shoulders).

Segment 8

1. Prior to the Panel 1 Meeting a southern alternative alignment was proposed along Price Road south of Hebron. Comments were made from a McHenry County Representative indicating that the proposal would split the existing Alden-Hebron Community High School which has buildings on both sides of Price Street. The alternative alignment concept was then abandoned and a through town cross section was developed.

After studying the desirable laneage of the Illinois 173 and Illinois 47 intersection with its potential impacts to adjacent buildings, the southern alternative alignment seemed more justifiable. Recommendations discussed in this meeting include providing an alternative alignment south of Hebron along Price Road with a pedestrian overpass connecting the high school buildings, if needed. This alignment along the existing Price Road alignment will also reduce the cost of right-of-way acquisition. Another alternative to this is to bring Illinois 173 south of Price Road and the high school. Price Road would then be cul de saced at its current intersection with Illinois 173. This option seemed viable if safety issues for the high school cannot be addressed.

2. IDOT recommended that the alternative alignment use as much of the existing right-of-way as possible. This includes its linkage with "old Illinois 173" west of Kemman Road.

Segment 9

1. Recommendations in this segment include providing a 160 foot right-of-way, 4 through lanes, 42 foot grass median (includes 6 foot shoulders), and 35 foot drainage ditches (includes 10 foot shoulders).

Segment 10

1. Recommendations in this segment include providing an 80 foot right-of-way, 4 through lanes, 14 foot flush median, and 9 foot parkways.

Segment 11

1. To reduce impacts to the Chain O'Lake State Park the 154 foot right-of-way cross section will be reduced to 80 foot from the Fox River Bridge east to Lake Avenue in Channel Lake. This change in the report can be done by extending the current western limit of Segment 12 to the bridge. The reduced cross section will minimize right-of-way requirements through

the environmentally sensitive park. Drainage easements or a closed drainage system should be provided to decrease the need for additional right-of-way.

2. Recommendations for the remainder of the Segment 11 include providing a 160 foot right-of-way, 4 through lanes, 42 foot grass median (includes 6 foot shoulders), and 35 foot drainage ditches (includes 10 foot shoulders).

Segment 12

1. Recommendations in this segment through Channel Lakes and Antioch include maintaining the existing 80 foot right-of-way, providing 4 through lanes, 14 foot flush median, and 9 foot parkways and improving the traffic system management of the route.
2. There are opportunities for providing cul de sacs for sidestreets and limiting left turning movements to manage the access of the cross streets. Making sidestreets one-way is another option.
3. The pedestrian overpass initially proposed prior to the geometric submittal at the Antioch Upper Grade School is not justifiable and will not be recommended.
4. With commuter service being proposed for the SOO Railroad in Antioch, Meridian is recommending a grade separation. IDOT had some safety concerns about the proposed structure being too close to the Illinois 83 intersection. Illinois 173 would probably have to be built over the railroad crossing because of adjacent land uses and environmental features.

Segment 13

1. The 154 foot right-of-way cross section initially recommended for Segment 13A is to be reduced due to potential impacts to environmental features. New recommendations include an 80 feet right-of-way east of Deep Lake Road that tapers to 120 feet of right-of-way west of US 45. The reduced cross section is proposed east of Deep Lake Road where an identified ADID (advanced identified) wetland is located. Other provisions such as curb and gutter and/or sheet piling may be necessary near the ADID wetland if mitigation is not possible.
2. Provide dual left turning lanes at all approaches of the US 45 intersection due to the proposed Abbott Lab Development. Recommend taking the right-of-way on the south side of Illinois 173 near US 45 to avoid new developments along the roadway.
3. IDOT is currently working on an in-house Phase I study of Illinois 173 FAP 330 (Interstate 94 to Illinois 131). Recommendations include intersection improvements at US 41 (left and right turning lanes at the north and south approaches), Kilbourne Road (left turning lanes on Illinois 173), and Delany Road (left turning lanes on Illinois 173). A striped equestrian crossing is proposed on Illinois 173 just west of the Des Plaines River Bridge. These recommendations will be incorporated into the draft report.

Segment 14

1. Recommendations in this segment include providing a 120 foot right-of-way (maintaining the existing right-of-way where it exceeds this), 4 through lanes, 18 foot raised median, and 27 foot parkways.

Segment 15

1. The initially recommended cross section has been reduced to "maintain the existing" in this segment because of impacts to adjacent residences and buildings. Four through lanes with double striped yellow median is recommended with left turning movement restrictions during peak hours. Traffic System Management (TSM) improvements are proposed in this segment

Segment 16

1. The State of Wisconsin has designated Wisconsin 31 (Illinois 131) as a major facility and is currently upgrading it to 6 lanes. In coordination with this, IDOT would like to recommend that Illinois 131 be added to the SRA Route System. Recommendations are to include 120 feet of right-of-way, 4 through lanes, and an 18 foot raised median.
2. IDOT stated that an identified hazardous waste site with an estimated \$1 million clean up cost has been identified at the southwest corner of State Line Road and Illinois 131. Any right-of-way acquisition should be avoided in that area.
3. Dual left turning lanes on the Illinois 173 leg of the Illinois 131 intersection should be provided to serve the traffic from the Wisconsin industrial parks north of State Line Road.

Action Items

1. Show median breaks at half mile intervals in the next submittal for this route.
2. After the Panel 3 Meeting sit down with the Mayor of Harvard and discuss the recommended US 14 bypass (POST 2010) and its coordination with Illinois 173. An issue to be discussed with the US 14 subconsultant would be to take the improved US 14 SRA Route to Brink Street. Take the route designation east and carry both Illinois 173 and US 14 traffic on a widened facility east of town. The US 14/Illinois 173 bypass would then turn north between identified wetlands. Illinois 173 traffic would connect with its existing alignment and US 14 would rejoin its existing alignment north of Harvard.
3. In the draft report mention that the projected traffic volumes from CATS took into account the proposed Illinois 53 extension to Illinois 120 but did not consider the Richmond-Waukegan Expressway (FAP 420). It should be noted that if the projected traffic volumes change when studied in a Phase I report, channelization recommendations may have to be changed.
4. On geometric cross sections change the title from "Rural" to "Typical" on through town segments.
5. Get Chain O'Lake State Park and Conservation Area Bikeway/Trail Map.
6. Show the SOO Railroad crossing on the 50 scale drawings of the Illinois 83 intersection (Exhibit ID 12-2).
7. For the exhibits, Illinois 59 loses its state designation at the Illinois 173 intersection.
8. Coordinate the DPT (Metra Project) with Meridian's recommendations for the SOO Railroad crossing east of Illinois 83. This should be done prior to a Panel 3 Meeting.

9. Make note of ADID (advanced identified) wetland east of Deep Lake Road in draft report. Write paragraph in Environmental section of report about what mitigation methods may be required to minimize impacts if the roadway is widened. It may be necessary to ensure the continuation of flow of the wetland on both sides of the roadway.
- 10 IDOT will provide Meridian with study of Richmond-Waukegan Project (FAP 420).
- 11 IDOT will provide Meridian with a copy of Lake County Stormwater Management Ordinance.
12. Prioritize recommended grade separations at railroad tracks based on traffic volumes, train volumes, types of train, delays to waiting vehicles, and geometric and intersection impacts. Some crossings may be POST 2010 improvements.
- 13 Change the state designation of Sheridan Road to Illinois 137 north of Illinois 173.
14. IDOT will get back to Meridian about the recommended 40 foot right-of-way acquisition through Van Patton Woods, a Lake County Forest Preserve.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

John Mick

Corridor Manager

cc: Attendees

Rich Starr	IDOT
John Mick	Meridian
Joe Bement	Meridian
Eric Widstrand	Meridian
Elizabeth McLean	EJM Engineering
Pete Pointner	Planning Resources
Norman Din	Din & Pangrazio
John Paige	NIPC
Neil Ferrari	IDOT - DPT
Mike Williamsen	IDOT - OPP
Pete Franz	IDOT - BLE
Eugene Ryan	CATS
Meeting Minutes File	

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

ROUTE: Illinois Route 173 - Panel 3 Meeting

DATE: December 1, 1993-7:00 P.M.

LOCATION: Richmond Village Hall
Richmond, Illinois

ATTENDANCE:

Nancy Baker	McHenry County Highway Department
Mark Schmidt	Lake County Division of Transportation
Sue Klouda	Village of Richmond
Charlotte Hollubub	Village of Richmond
Chuck Gleason	City of Zion
Rich Starr	Illinois Department of Transportation
John Mick	Corridor Manager, Meridian Engineers & Planners, Inc.
Douglas Knuth	Principal, Meridian Engineers & Planners, Inc.
Sherl White	Corridor Engineer, Meridian Engineers & Planners, Inc.
Victoria Jennings	Engineering Aide, Meridian Engineers & Planners, Inc.

TOPIC ROUTE: Illinois Route 173— Panel 3 Meeting

The purpose of the meeting was to conduct Panel 3 for this corridor. After introductions were made, John Mick gave a general overview to remind the attendees of the Strategic Regional Arterial process and briefly discussed the schedule for Illinois Route 173. Because of the small number of attendees and the length of the route, specific areas were discussed according to the Panel's interests. Discussions followed the outline and contents of the Illinois Route 173 Draft Report which was mailed to Panel members in November.

Segments 1, 2, and 3, the three western most segments, are recommended to be de-designated as Strategic Regional Arterials because of low forecast traffic volumes and the lack of a compatible connection in Boone County. Recommendations have been made for these segments however. For long term improvements, 160 ft. of right-of-way should be reserved, except through the town of Chemung, where the 80 ft. right-of-way should be maintained. One through lane in each direction should be maintained in these three segments. Access management should be considered with left turn lanes and median breaks at key intersections.

It was asked what portion of Illinois 173 is on the National Highway System (NHS). Although it has not yet been approved, the route east of US 14 would be part of the NHS, which was another consideration for de-designating Segments 1, 2, and 3.

Meridian then discussed the alternative alignment around Harvard. The new alignment would follow Brink Street, then turn north approximately one mile east of Harvard and reconnect with the existing Illinois Route 173 alignment. The existing 80 ft. right-of-way would be maintained to the Chicago & Northwestern crossing. The cross-section would include two through lanes in

each direction, a 14 ft. flush median and 9 ft. parkways. The recommended 160 ft. right-of-way east of the Chicago & Northwestern Railroad crossing would include two through lanes in each direction, a 42 ft. grass median, 10 ft. shoulders, and open drainage.

In the US Route 14 SRA study, an alternative alignment was also developed for that route. This was considered in the placement of the recommended Illinois 173 alternative alignment. IDOT explained that both of these alternative alignments will require much further study as SRA recommendations move towards Phase I studies.

At this point, the agricultural preservation cross section was reviewed. The Strategic Regional Arterial Design Concept Report calls for a rural cross section of 188 to 212 ft. To reduce prime farmland right-of-way acquisition by approximately 4 to 5 acres per mile, the agriculture preservation alternative was developed. The 160 ft. right-of-way includes two through lanes in each direction, a 42 ft. grass median, 10 ft. shoulders and open drainage. This cross section is recommended in Segment 9, from Kemman Road to Broadway Road, through the town of Belden. In this segment, as throughout the route, access management is recommended. Median breaks and left turn lanes are suggested for four important intersections—Lange Road, Greenwood Road, Keystone Road, and Broadway Road. Long term recommendations include the realignment of Lange and Greenwood Roads and grade separating the Wisconsin Southern Railroad crossing if commuter service is implemented.

At this point in the SRA process, recommendations for left and right turn lanes apply only to the Illinois Route 173 roadway. Later, Phase I studies will determine if turn lanes will be needed on the cross streets. For current recommendations, space for left turn lanes would be taken from the median. It was explained that a 160 ft. right-of-way is ideal because it will provide enough space for future improvements. However, the right-of-way is not going to be immediately purchased. In the future, if opportunities arise and funds are available, it would be desirable to acquire up to 160 ft.

Segment 10 runs from Broadway Road to Twin Lakes Road through the Village of Richmond. The right-of-way should be maintained at 80 ft. because of existing constraints through town. The cross section would include two through lanes in each direction, a 14 ft. flush median, parkways, curbs and gutters. It was asked if US Route 12 is an SRA through Richmond. Nancy Baker explained that it was studied in the US Route 31/ Randall Road SRA. A park and ride is recommended for the intersection of Illinois 173 and US 12.

The issue of impacts to existing sidewalks, parkways, and trees in Richmond was raised. IDOT and Meridian explained that all improvements for Richmond are recommended within the existing 80 ft. right-of-way. By widening the roadway, some green space may be lost. Phase I studies, coordinated with the municipalities, will address these impacts more fully. Meridian will investigate how many mature trees may be affected before the Public Hearing.

Moving into Lake County, the eastern end of the route has more suburban characteristics. The Design Concept Report calls for a suburban right-of-way of 120 to 150 ft., with three through lanes in each direction, a 18-48 ft. median and varying width parkways. Again because of existing constraints, such as wetlands, a modified cross section was developed. The recommended cross section has two through lanes in each direction, a 0 to 18 ft. median, and varying width parkways with curb and gutter within an 80 to 130 ft. right-of-way (or greater where existing).

This modified section with a 120 ft. right-of-way is recommended in segment 13 which runs from Savage Road to Lewis Avenue in Zion. Park and rides are recommended at US Routes 45 and 41, and a new signal with left and right turn lanes is recommended at the Illinois Route 131 intersection. Grade separations are recommended at the Wisconsin Central, and Chicago & Northwestern railroad crossings.

It was clarified that stop signs will not be allowed on SRAs because of safety concerns. The four-way stop at Wilmot Road in Segment 11 is recommended for signalization.

Segments 14 and 15 on Illinois 173 run through the city of Zion. Two versions of the modified suburban cross section are recommended mainly within the existing right-of-way. In Segment 14, an 18 ft. raised median and 27 to 54 ft. parkways are recommended whereas in Segment 15 no median and 6 to 16 ft. parkways are recommended within the existing 60 to 80 ft. right-of-way. The representative from Zion expressed the need for left turn lanes throughout the town. During peak hours, traffic gets severely backed up as left turning vehicles accessing residential streets block one lane of traffic. A flush median which can be a continuous turn lane is desirable in Segment 14. In Segment 15, there is no median recommended and additional right-of-way will be difficult to acquire. The Zion representative suggested one through lane in each direction with a continuous left turn lane. Meridian explained that one through lane in each direction is not feasible for an SRA. Zion, which currently has open drainage, likes the curb and gutter recommendation. It was indicated that the Illinois 173/ Illinois 131 intersection is difficult as it handles the growth in both Lake County and Kenosha.

In the Zion area between Green Bay Road (Illinois 131) and Kenosha Road, there are four new or future residential developments that will be utilizing the route. A 300 unit apartment complex now exists north of Illinois 173 and south of the Commonwealth Edison right-of-way. North of this there will be 25 single family homes with a through street planned from Illinois 173 north to 9th Street. Just to the west, 60 single family homes are under construction which will tie into an existing 220 home development north of 9th Street that also has a through street leading to Illinois 173. To the south of the 60 home development, a 230 unit complex is planned. These new residential areas may significantly impact traffic in the area.

IDOT recognized the many constraints in this area and indicated the need to specifically meet with Zion, after they've reviewed the Draft Report, to develop acceptable solutions for the city.

Lake County would like the North Shore Path to remain an overpass over Illinois 173. Zion agrees that the path should be an overpass but feels it is unfortunate that the Illinois 173 roadway has to dip down because it causes drainage problems.

Illinois Route 131 from Illinois 173 to the Wisconsin state line is not a SRA but is being studied because of the large amount of traffic it carries as a link with Wisconsin. The landfills along Illinois 131 generate significant truck traffic and the BFI Winthrop Harbor Sanitary Landfill is hoping to expand. Recommendations include two through lanes in each direction, an 18 ft. raised median and 27 ft. parkways with curb and gutter. A new golf course at the state line is possible.

IDOT explained that the public hearings, which will take place Monday, December 13, at the new Richmond Village Hall and Tuesday, December 14, at Antioch High School, will convey the same information as the Draft Report. Panel members may take more time to review and make comments on the Draft Report. After the Public Hearings, all comments and input will be incorporated and the Final Report will be developed.

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers & Planners, Inc.

John Mick

cc: Attendees

Elizabeth McLean
Pete Pointner
Norman Din
John Paige
Neil Ferrari
Mike Williamsen
Pete Franz
Eugene Ryan
Meeting Minutes File

EJM Engineering
Planning Resources
Din & Pangrazio
NIPC
IDOT - DPT
IDOT - OPP
IDOT - BLE
CATS

MEETING MINUTES

PROJECT: SRA SUBNETWORK 3
IDOT Project No. P-91-137-90
Meridian Project No. SRA3

DATE: January 19, 1994

LOCATION: Zion City Hall
2828 Sheridan Road
Zion, Illinois

ATTENDANCE:

Chuck Gleason	City of Zion, Director of Engineering
Peter Cioni	City of Zion, City Planner
Rich Starr	IDOT
Douglas Knuth	Meridian, Project Manager
Sherl White	Meridian, Civil Engineer
Eric Widstrand	Meridian, Traffic Engineer

TOPIC ROUTE: Illinois Route 173 (Recommendations in Zion)

The purpose of this meeting was to discuss the City of Zion's concerns with Meridian's recommendations along Illinois Route 173.

Mr. Gleason expressed concern over the close proximity of houses along Illinois Route 173 to the proposed roadway cross-section (two through lanes in each direction with a raised median). Mr. Gleason felt a cross-section consisting of one through lane in each direction with a flush median would be a more favorable recommendation because the flush median would allow for unrestricted left turn access along Illinois Route 173. He explained that currently the eastbound lane backs up during the p.m. peak hour due to the excessive amount of vehicles turning left.

Mr. Starr explained that the minimum number of through lanes a SRA can have is two in each direction. If Zion only wants one through lane in each direction, those segments of Illinois Route 173 would need to be removed from the SRA system. If segments 14 and 15 are removed from the SRA system, they could be designated an SRA connector between the Sheridan Road SRA and the Illinois Route 173 SRA.

Mr. Gleason felt most commuter traffic would use Sheridan Road as opposed to Illinois Route 173 decreasing the need for two through lanes in each direction.

Meridian will add language in the report stating Zion's concern about left turn protection and their request for a flush median. Zion's concern about restricted right-of-way will also be included in the report. Meridian will provide Zion with portions of the final report text which show that their concerns have been documented.

When a Phase 1 Study is conducted traffic patterns will be analyzed in detail to determine possible solutions to the problem of eastbound delay caused by left turning vehicles in the p.m. peak hour.

Minutes of Meeting
January 19, 1994
Page 2 of 2

The above is an accurate history to the best of our knowledge. Anyone who takes exception to the information contained in this document should forward comments to the writer within one week.

Meridian Engineers and Planners, Inc.

Douglas C. Knuth, P.E., S.E.
Project Manager

cc: Attendees

Rich Starr

John Mick

Elizabeth McLean

Pete Pointner

Norman Din

John Paige

Neil Ferrari

Mike Williamsen

Pete Franz

Eugene Ryan

Meeting Minutes File

IDOT

Meridian

EJM Engineering

Planning Resources

Din & Pangrazio

NIPC

IDOT - DPT

IDOT - OPP

IDOT - BLE

CATS

Exhibit 5.3
Questionnaire

STRATEGIC REGIONAL ARTERIAL STUDY Questionnaire/Comment Form

Please take a few minutes to fill out this questionnaire. Your suggestions and comments will help us provide you with the best service possible. (Use the back if you need more space.)

1. Do you feel congestion is a problem on this route? Which portions?

2. Do you agree there is a need for a long term plan for arterial roadways?

3. What city, county or community area are you most familiar and concerned with?

4. For the first panel meeting we present information about the existing conditions, collected to date. Do you know of any misinformation recorded or have additional information that can help the team develop the best recommendations.

- a. General:

- b. Right-of-Way:

- c. Existing Roads:

- d. Transit:

- e. Public Facilities:

Exhibit 5.4
Newsletters

SRA SPOTLIGHT

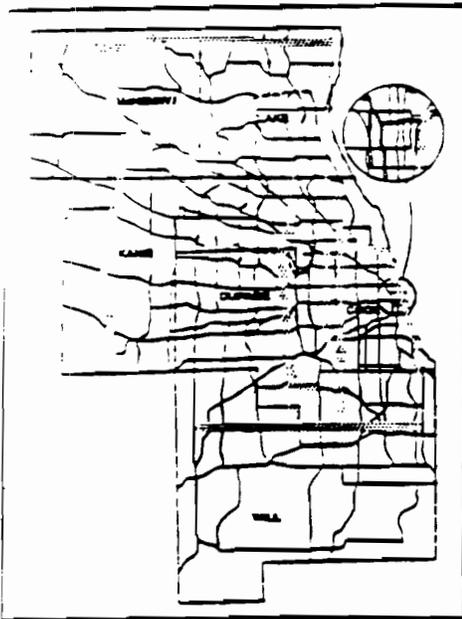
Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 1
July/August 1992

Illinois Route 173

SRA System Overview



When the 21st Century is 10 years old, road travel in Northeastern Illinois will be 20 percent heavier than 1980 levels. That estimate, from the Chicago Area Transportation Study (CATS), is significant for the Illinois Department of Transportation (IDOT) planning now underway to meet transportation requirements in the year 2010.

The planning is encompassed in Operation GreenLight, an IDOT program to deal with urban congestion and ensure excellent regional mobility. Operation GreenLight was developed by IDOT in cooperation with CATS, the Illinois State Toll Highway Authority (ISTHA), the Northeastern Illinois Planning Commission (NIPC), and the Regional Transportation Authority (RTA).

Strategic Regional Arterials (SRA) play a vital role in Operation GreenLight. SRAs are defined as the second tier of roads to the existing and proposed expressway network. The 146 routes totalling 1,340 miles in the SRA system were identified because they now sustain or will carry great numbers of cars, trucks and public transportation vehicles, often over long distances. SRAs serve traffic which overflows the expressway system or can't use the expressways at all.

The SRA subnetwork study headed by CRSS of Illinois, Inc., covers 290 miles of roadway over ten routes, running through six counties and 87 communities. SRAs are categorized as urban, suburban and rural. SRAs in the CRSS study are:

- Illinois Route 43/Harlem Avenue/Waukegan Road from Lake Cook Rd to US 30 (44 miles)
- Cumberland Avenue/First Avenue from I-90 to I-55 (13 miles)

continued on page 3

Illinois Route 173 Overview

Illinois Route 173 is 48 miles in length, running east from the Boone-McHenry County Line to Sheridan Road in Zion. Illinois Route 131 is in the corridor and is a two mile section running north to the Illinois/Wisconsin State Line from Illinois Route 173 near Zion.

Illinois Route 173 has several names along the corridor. Brink Street, Diggins Street, Maple Street, Kenosha Avenue, Felters Street, Rosecrans Street and 21st Street are names of this route within the SRA corridor limits. Illinois Route 131 which will serve as a short transition route from Illinois Route 173 to improved roads planned nearby in Wisconsin, is also called Green Bay Road.

The corridor runs through two counties and 10 communities. It intersects with several main roadways including US 14, Ill. 47, Ill.

59, Ill. 31/US 12, Ill. 83, US 41/Skokie Hwy, US 45/Millburn Rd. and I-94.

Supplemental to more common highway issues such as access, traffic signals, and geometrics, the Illinois Route 173 SRA study must also consider farm equipment access, livestock crossing and other particularly rural questions.

CRSS has provided briefing booklets to the Illinois Route 173 advisory panel. These publications explain the corridor with aerial photographs, maps, work plans, milestone schedules, details of rural and suburban cross-section design concepts, factors for the alternatives development and questionnaires. Issues and ideas voiced by those on the advisory panel are categorized into a special information card system and integrated into the planning process.

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Illinois Route 173	
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Illinois 173 Panel Meeting Summary

June 25, 1992
Richmond Village Hall

The purpose of the meeting was to acquaint the Panel and other municipal officials with the SRA team. The SRA team is made up of CRSS, IDOT, and CATS staff augmented by local municipal officials and interested parties.

The Chicago Area Transportation Study (CATS) discussed the 2010 Transportation Plan and how the SRA system is one of eight points in the Operation GreenLight.

The Illinois Department of Transportation discussed the Design Concept Report and how it was developed to achieve uniformity throughout the SRA system.

The Illinois Route 173 corridor begins at the Boone/McHenry County Line and runs east to Sheridan Road in Zion. Included in this corridor is a section of Illinois route 131 which runs north from Illinois Route 173 to the Illinois/Wisconsin State Line.

It was brought to CRSS's attention that they need to be aware of the recent storm water management legislation and the potential impacts associated with roadway improvements.

Terms to know...

Actuation:

The sensing or detection of a vehicle as it passes over a detector in the roadway pavement for the purpose of communicating information about traffic flow to a master traffic signal controller.

Class II Truck Route:

Any highway, other than an interstate highway or controlled access highway with four or more lanes, which is designated as such and capable of handling size and weight limits for trucks.

Delineators:

A light-reflecting device mounted at the side of a roadway, in series with others, to indicate the alignment of the roadway.

Demand Management:

Techniques such as carpooling, staggered work hours and controlled development which are employed to reduce the number of vehicles utilizing a roadway.

Areas within Lake County were identified as "farmed wetlands." These wetlands have been delineated by the Soil Conservation Service of Lake County. Lake County is the only county with "farmed wetlands" policies.

It was noted that Metra is upgrading the Harvard station. Other transit issues associated with the Illinois Route 173 corridor might include a "park-n-ride" facility.

It was questioned why it was that Illinois Route 131 stops at Illinois Route 173. CRSS noted that Illinois Route 131 is not part of the SRA system. It is being studied as a result of improvements along the route within Wisconsin and to provide a transition to Illinois Route 173.

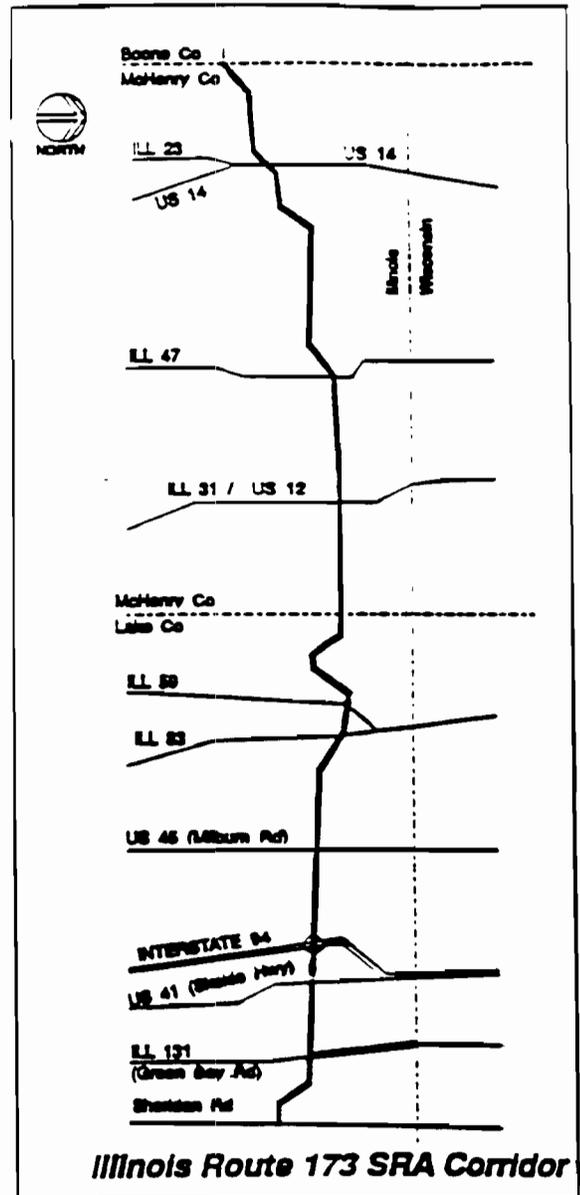
An issue was discussed concerning the intersection of Illinois Route 173 and Illinois Route 31. This route is another SRA corridor and CRSS will coordinate the Illinois Route 173 concept with those of other SRA routes. The possibility of an interchange at this location was questioned. At this time, it is premature to assume whether or not an interchange may be required. CRSS will analyze forecasted traffic volumes at this intersection to determine if an interchange is warranted.

A concern was raised about what will happen to Illinois Route 31 in Richmond. CRSS is aware of the previous IDOT studies concerning an Illinois Route 31 bypass around Richmond.

It was stated that the Village of Spring Grove is now annexed and located both north and south of Illinois Route 173. They should be added to the advisory panel membership.

There is a bike path along the old Metra right-of-way just west of US Route 12 in Richmond. All railroad crossings on the corridor are at grade crossings. Both of these issues will be considered in the SRA concept development.

The Winthrop Harbor Sanitary Landfill within the Zion city limits will be involved



in the environmental assessment of the corridor. The various parcels found along the corridor will also be considered.

Much of the corridor has adjacent farmland and the impacts on this land will be considered. Other concerns caused by surrounding farmland are farm equipment access and potential livestock crossings.

Access along the corridor is an important issue. The Hebron Rescue Squad and the Aiden Fire Department both have accesses on the route. Heavy truck access is an issue at Thelen Materials. Schools, churches and other types of developments have important accesses to the corridor as well.

Q & A

Q Do CATS traffic projections take into account the Clean Air Act Amendments of 1990 (CAAA) and the Employee Trip Reduction Program (ETRP)?

A The traffic projections used as one aspect of this study were performed in 1990 as part of the 2010 Transportation Plan. They do not reflect the CAAA or the ETRP. IDOT and CATS are considering now to incorporate these programs into the traffic considerations in this study.

Q Does the SRA study qualify for an Environmental Impact Statement? How much environmental review is involved in this study?

A The SRA study itself does not qualify as an EIS (Environmental Impact Statement) because it does not define specific improvements or define a specific project. The emphasis and direction of an SRA study is as a planning tool. Once a specific project has been well defined in the study (Phase 1) portion of a project's implementation, an EIS may be required to meet Federal funding requirements.

The environmental effort on an SRA is twofold. The team is identifying potential environmental concerns and opportunities - ranging from specific buildings/land uses that could be sensitive noise receptors to forest preserve property that could accommodate a bikeway to supplement the arterial street system. The team, as improvement concepts are developed, will be considering potential impacts due to the SRA and generalized mitigation to allow the environment and the SRA to coexist.

SRA Overview (continued)

- US Route 41/Lake Shore Drive from Hollywood Avenue to Cornell Drive and 57th Street; Cornell Drive, Stony Island Avenue from Lake Shore Drive to I-94; and Coast Guard Drive from 57th St to 67th St (25 miles).
- Illinois Route 83 from Lake Cook Rd to US 45 (39 miles)
- Bell Road from Illinois Route 83 to Illinois Route 7 (6 miles)
- US Route 14/Hollywood Avenue from Illinois Route 43/Waukegan Road to Lake Shore Drive (9 miles)
- Illinois Route 47 from McHenry County/Wisconsin State Line to Kane/Kendall County Line (50 miles)
- Illinois Route 173 from Sheridan Rd. to McHenry-Boone County Line (48 miles)
- Renwick Road/Illinois Route 7/US 6/159th Street from Ill 59 to Torrence Ave (34 miles)
- Caton Farm Road/Bruce Road/Cedar Road from Ill 59 to US 45 (22 miles)
- Determine the types of roadway improvements needed for each route including additional lanes, signals and interchanges.
- Examine ways to enhance public transportation.
- Identify and protect needed right-of-way.
- Manage access to SRA routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the SRA route corridors.
- Identify potential environmental concerns.

The guidelines to achieve the objectives have been created in a Design Concept Report produced by a consultant and endorsed by CATS. The guidelines are for direction only and are not policy.

The CRSS of Illinois study and four other similar studies are required to fulfill the planning objectives established by CATS in its 2010 Transportation Plan, a key element of Operation GreenLight. Those objectives are:

The unique characteristics of urban, suburban and rural SRAs determine the design guidelines for road access, median requirements, right-of-way, intersections, bus service, parking and other imperatives.

Note from the Editor . . .

Hello and welcome to the SRA Spotlight! My name is Kerry and I'm the newsletter editor for CRSS. It is my intent that this newsletter serve two key purposes. First, it will inform readers about the SRA project and maintain your interest by keeping you abreast of current project issues. Second, it will serve as a line of communication.

Newsletters will be published every two months throughout the life of the SRA project. In each issue there will be a 'Terms To Know' section and a 'Q&A' column.

Beginning with the second issue, a guest column and an article discussing a particular discipline under consideration by the project team will provide views of different aspects of the project.

If you are not on our mailing list, please contact the panel coordinator listed on page 4. Likewise, if you have a term/question you would like to be discussed, or if you have any comments about the newsletter, please send them to the contact person and to: Ann Kerry Wigginton.

We're here to help...

Please contact us with your comments, concerns, or questions

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 Produced by
CRSS of Illinois, Inc.
for the
 Illinois Department of Transportation

Illinois Route 173 SRA Study Schedule

Task	Summer 1992	Autumn 1992	Winter 1992/93	Spring 1993	Summer 1993	Autumn 1993
First Panel Meeting	▲					
Second Panel Meeting				▲		
Draft Final Report					▲	
Third Panel Meeting					▲	
Public Hearing						▲
Final Report						▲

Chicago Area Transportation Study

Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA Strategic Regional Arterial

SPOTLIGHT

Project update for panel members and interested citizens

Issue 2
October/November 1992

Illinois Route 173

Illinois Route 173 Initial Concept Thoughts

The Illinois Route 173 SRA corridor, is 50.6 miles long and provides east-west mobility in Northern McHenry and Lake Counties. The Illinois 173 corridor extends from County Line Road at the McHenry/Boone County border to Sheridan Road. Illinois 131, which is also being studied as a part of this corridor, runs north from Illinois 173 to the Wisconsin State Line. There it connects with Wisconsin State Route 31, which provides access to Kenosha and has recently been improved to a four lane highway.

Most of the corridor is classified as a rural SRA route, however, the easternmost portion of Illinois 173 is a suburban SRA route. Desirable rural route characteristics include a 60 mph design speed, "C" level of service (see "Terms to know" page 2), a minimum 168 ft. right of way, and two through lanes in each direction. The desirable suburban route characteristics include a 45 mph design speed, "C/D" level of service, a minimum 120 ft. right of way, and three through lanes in each direction.

An 80 ft. right of way exists throughout most of the corridor. The corridor has been divided into sixteen segments with Illinois 173 consisting of segments 1 - 15 and Illinois route 131 being segment 16. This article will identify and examine each segment and will present important issues being considered in the concepting process as described in "SRA Concept Development Process" on page 2.

Segment 1 starts at County Line Road and extends 1.8 miles to White Oaks

Road. Segment 2 proceeds 1.0 mile through the Village of Chemung to North Road Extension. Segment 3 runs 1.8 miles to Ayer Street, the western limit of the developed areas in Harvard. Agricultural, residential, and commercial access will be considered.

Segment 4, which traverses some of the most densely developed areas in the route, runs 1.7 miles to Hanson Road. This segment has an existing right of way that varies from 66 to 100 ft. The St. Joseph and Central Elementary Schools, two churches, and the Metra terminal station are located near the segment.

Segment 5, whose existing right of way varies from 80 to 110 ft., extends a distance of 4.9 miles to Oak Grove Road. Segment 6 runs 1.3 miles to the Shagbark Entrance roadway. Segment 7 continues for 3.4 miles to Price Road in the Village of Hebron. Roadway and intersection geometry, and access to the Fire Department and residential and business developments are issues in these segments.

Segment 8 proceeds through Hebron to Kemman Road, a distance of 1.6 miles. The existing right of way in this segment varies from 66 to 80 ft. Coordination with the Illinois 47 SRA route, which intersects this segment, must be considered by the CRSS team.

Segment 9 runs 4.8 miles to Richmond Road. Farm buildings are closely spaced, along this segment, with setbacks ranging from 10 to 100 ft. The segment includes an at-grade crossing of the Wisconsin Central Railroad in Belden.

Segment 10 continues 2.3 miles to North Solon Road. Segment 11, whose right of way varies from 80 to 108 ft., runs 6.4 miles to Lake Avenue. The Richmond Hunting and Country Club, Fox River, and Chain-O-Lakes State Park and Conservation Area are adjacent to these segments.

Segment 12 proceeds 5.3 miles to Deep Lake Road and has an existing right of way that varies from 80 to 115 ft. Channel Lake, Lake Marie, Antioch Upper Grade School, Antioch Community High School, and Antioch Township Hall are located near the segment.

Segment 13, whose existing right of way varies from 80 to 220 ft., extends 10.5 miles to Lewis Avenue. Illinois 173 intersects the Illinois 131 and US 41 SRA routes in this segment. In addition, a partial interchange with the I-94 Tri-State Tollway is located immediately west of the Village of Rosecrans.

continued

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SRA Concept Development Process

The SRA team is developing initial concepts for the SRA routes in the CRSS subset. The process, by which an initial concept is developed, balances both the project's objectives and physical constraints and the issues specific to the route. A balance must be maintained between the most desirable solution from a traffic mobility viewpoint and the feasible solution that encompasses all issues.

The Strategic Regional Arterial (SRA) System is a key part of the regional transportation network that was identified in the Year 2010 Transportation Development Plan for Northern Illinois.

In order to be thoroughly familiar with the route, the conceptor studies significant data describing the route, constraints, and important issues. This information is assembled from field visits, involved agencies, and comments at the first panel meeting.

Terms to know...

Design Speed - A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are favorable.

Grade Separation - A bridge for a crossing of a highway, railroad, pedestrian or bike path over another highway.

Level of Service - A qualitative measure used to describe the operating conditions of a roadway. Ranges from A (best) to F (worst).

Median Control - The use of a raised median curb to direct left turning movements to desired locations and to reduce conflicts between oncoming vehicles.

Signal Network (System) - a group of traffic signals along an arterial roadway or in a grid pattern which are able to communicate to a master traffic controller and operate in coordination.

All route types have specific desirable design guidelines and roadway cross sections. A cross section requires a certain right of way width and describes the roadway configuration.

In most cases, the cross section and its associated right of way requirements, become the key issues in the concept development process. Of the 290 miles in the CRSS portion of the SRA system, approximately 35% is of the rural type (168 ft. minimum right of way width, 210 ft. desirable width), 50% is suburban (120 ft. minimum, 150 ft. desirable), and 15% is urban (96 ft. minimum, 110 ft. desirable). It should be noted that the right-of-way dimensions listed above may not be achievable in many instances.

An initial aspect of the concepting process is the identification of segments. These segments are created based on similar characteristics and needs and the preliminary feasibility of a given cross section for the specific length of the corridor. The conceptor first tries to fit, along the route's alignment, the cross section that provides the best long term SRA solution in terms of the route's mobility needs. However, if this cross section imposes excessive impacts on adjacent properties, the segment's concept is modified. Once the conceptor has determined a concept or alternative concepts for each segment, he has completed the first portion of the concepting process.

The second portion of the concepting process involves professional staff, specializing in several disciplines, who take a closer look at specific issues within their discipline. The disciplines that are involved in the process are: civil/geometrics, environmental, land use, traffic, transit, and municipal/regional planning. They will either agree with the conceptor, or supply input why the segment's concept requires adjustment.

The third step is a 'charette', where the conceptor, the professionals from each discipline, and the CRSS corridor manager discuss the pros and

cons of the concept alternatives. A charette is a forum at which differing views are heard and a preliminary concept, that best meets the overlapping objectives of all involved disciplines and responds to issues and constraints along the route, is first developed.

These initial solution(s) are then discussed with the Illinois Department of Transportation and Chicago Area Transportation Study professionals. These key agencies will help the CRSS team concur on concepts and alternatives to be presented and discussed at the second Panel Meeting. Discussion at the second Panel Meeting will bring about significant revisions to the concept. After this input is addressed, the recommendations will be fine tuned for the third Panel Meeting and public hearing.

It is important to realize that teamwork, including your participation, is what will make the SRA program a success. It is important that all views are heard so that a balance among many needs and issues is attained. The panel meetings and public hearing provide several opportunities for you to become involved in these decisions. Another way to have an input into this concepting process is by contacting the panel coordinator (as listed on page 4) with your comments or questions.

Initial Concept (cont.)

Segment 14 continues for 0.9 miles to Gideon Avenue and has an existing 150 ft. right of way. Segment 15, whose right of way varies from 60 to 80 ft., extends 0.8 miles to Sheridan Road. These are the only suburban segments in this corridor. Located near these segments are several schools and churches.

Segment 16, the Illinois 131 portion of the corridor, runs 2.1 miles from the intersection with Illinois 173 to the Wisconsin State Line. The existing right of way varies from 83 to 100 ft. Adjacent to this segment are the North Shore Sanitary District Private Landfill and the BFI/Winthrop Harbor Sanitary Landfill.

and Use Concerns

The Chicago metropolitan area has grown to be one of the nation's largest. Employment opportunities have expanded throughout the entire region, but are not always balanced with an adequate supply and mixture of housing in reasonable proximity to them. Due to the trend of increased distance between housing and jobs, a high percentage of peak hour trips are by private automobile with only one person per vehicle. Individuals spend an increasing amount of time traveling to and from work. The areas through which they pass may experience congestion, air pollution and noise associated with rush hour conditions.

There are three major areas of concern which are the focus of the land use portion of the SRA studies.

Buildings Close to Edge of Pavement - This occurs frequently in older commercial areas. Adding lanes of pavement in these areas can adversely affect parking and loading activities that are essential to local businesses. Where residential buildings are close to the pavement, the noise, pollution and congestion can detract from both the residential and the pedestrian environment.

Concentration of Pedestrian and Bicycle Activity - These may include schools, community centers and recreational areas. Special precautions will be taken to ensure the safety of pedestrians and bicyclists who will be crossing the SRA.

Frequent Driveways and Access Points Along SRA - High volumes of through traffic on SRA routes make it difficult for people to enter and leave the adjacent private properties. Turning movements frequently conflict with free movement along the SRA. Free access combined with high through volumes can present both safety and operational problems.

Some solutions to the region's congestion problems include: the construction of park-and-ride lots serving public transit facilities; programs to improve public transportation sys-

Q & A

Q What is the timing for SRA route decisions?

A The SRA routes were selected by the Illinois Department of Transportation (IDOT) and the Chicago Area Transportation Study (CATS) in 1989. The CRSS subset (Subset 3), which includes over 290 miles of Strategic Regional Arterials, will involve extensive study, deliberation, and consensus building over the next 18 months. The specific recommendations for Subset 3 routes, including alignment changes/bypasses, cross-section and a series of public involvement activities will be completed by December 1993.

Q How is the CRSS work on Subset 3 of SRA routes coordinated with the other SRA subsets and other consultants?

A IDOT has the responsibility of overall coordination of the different professional consultants efforts and the coordination of studies and recommendations where SRAs intersect. IDOT's District One office in Schaumburg has specific staff assigned to manage the overall effort and perform these coordination activities. The first three consultants are also communicating with each other on a continual basis to coordinate study efforts and recommendations. A fourth consultant will be selected this winter.

tems; reduction in the need for travel through better land use planning; staggering work hours to spread traffic over a longer period of time. The overall plan for Strategic Regional Arterials is to respond directly to the need for an overall system of roadways which provide a consistent and reliable quality of movement that connects all parts of the region.

A major benefit of implementing the SRA system would be to improve the ability of people to travel with less time, effort, energy consumption, generation of pollution and conflicts with local land uses and access. It would create a network of roadways that have consistent traffic handling capabilities, with improvements such as the addition of turning lanes, traffic signal modernization, and additional lanes where necessary to create consistent standard roadway.

The study team has requested information from the 126 governmental

units represented along the SRA 3 system. The study team is reviewing development proposals, comprehensive plans, zoning ordinances and conducting field reviews along each of the corridors. Land uses have been identified for a distance of up to approximately one quarter mile on either side of each SRA. An ongoing interdisciplinary review is conducted with land use planners, environmental specialists, transit specialists and traffic and civil engineers to evaluate alternatives to minimize impacts to adjacent properties, communities and systems. These alternative concepts are being taken to representatives of local units of government through the panel meeting process. The study team is seeking the active involvement of all local government units to help to assure that the recommended SRA transportation improvements help to serve land uses and reinforce local development plans as well as provide for the necessary regional travel demand.

We're here to help...

Please contact us with your comments, concerns, or questions

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Illinois Route 173 SRA Study Schedule

Task	Aug. 92	Sep. 92	Oct. 92	Nov. 92	Dec. 92	Jan. 93	Feb. 93
Initial Concept	▲						
Charette				△			
IDOT Review					△		
Revise Alternatives						△	
Panel No. 2							△

▲ Completed △ Target dates

Chicago Area Transportation Study

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SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 3
December 1992/January 1993

Illinois Route 173

PUBLIC INPUT OPENS THE DOOR FOR SRA SUCCESS

SRA Panel meetings are a vehicle for consensus building. CRSS, CATS and IDOT are providing public participation that addresses local and regional needs by obtaining and incorporating input. Consensus building promotes trust between agencies.

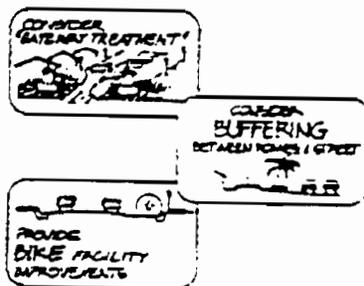
CRSS is using several techniques that will help the study team (including the public) obtain input and gain agreement from interested parties. One of these techniques is initiated in the first panel meeting and will continue to be developed in the 1993 panel meetings and public hearings. This procedure, developed by CRSS, is known as "Programming", and assists the public to understand how their comments fit into a major planning process, effectively demonstrating a listening, hearing, and responsiveness to public concerns and encourages public input through the use of informal graphic displays. This technique has been used on a number of controversial projects to successfully achieve overall consensus or informed consent.

The key elements of Programming are:

- Establishing goals for a facility
- Collecting and organizing relevant facts
- Discovering and testing concepts
- Determining facility needs
- Identifying and tracking issues

Programming occurs in an open meeting setting and often transforms an open public hearing into an energetic, interactive work session where participants are encouraged to become more involved because their input is actively sought and added to a wall display. The process includes graphic analysis of issues, documentation and presentation to allow the most accurate feedback. The

process works particularly well during public meetings, because it provides tangible evidence that the public has been heard. All major study issues are addressed in these sessions. The analysis card technique is a method of recording information graphically. The information is intended to be displayed, discussed, and often edited during the informal meetings. The cards contain abstract diagrams and symbols along with written comments. The cards are sorted and assembled into a wall display for an ever-growing record of the project as it proceeds. The participants are encouraged to either correct the cards if they don't accurately represent their input or to draw their own card and add it to the display.



(Sample Analysis Cards)

The analysis card wall display is used as a vehicle to demonstrate responsiveness to issues that are of concern to the public. Issues are tracked through the project, and analysis cards are prepared with the results of research that has been done to respond to a particular issue. The "issues response" cards are then displayed at subsequent meetings or work sessions so that participants can see how their issues have been incorporated into the project. The wall card display becomes an ever growing record of the project as it evolves. The wall card display can also be transcribed and reproduced and distributed as handout material to provide a supplemental record of the issues discussed.

The CRSS Programming process offers three primary advantages when compared to typical public involvement programs:

1. The organization of the analysis cards demonstrates a logical thought process from left to right to show how information builds from goals to development and analysis of concepts.
2. The use of the analysis cards to show responsiveness to issues at subsequent meetings assures the public that their comments have been heard.
3. The informal nature of the analysis cards encourages input; the message that is given the public is that there is still room for input or compromise-the plan is not "set in concrete".

At the next panel meeting, there will be an opportunity to review the analysis card display which already includes established goals for the facility, collection and organization of goals and facts (discussed in the first panel meeting) and uncovering and testing concepts (to be presented in the second panel meeting).

Additional information on the Programming procedure can be obtained using the request form on page three of this newsletter.

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Preparing for the National Highway System

By Eugene Ryan, CATS

In December 1991, the President signed into law the Intermodal Surface Transportation Efficiency Act providing authorizations for highways, highway safety and mass transportation for the next six years. The purpose of the Act is to "develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner."

One of the provisions of the Act was to establish the concept of a National Highway System (NHS). This NHS will consist of all existing interstate routes and a portion of the principal arterial system. The purpose of the system is to use federal resources on roads that are most important to the nation. The NHS will consist of approximately 155,000 miles of roads across the country. The roads will be chosen and designated into law by Congress by September 30, 1995. For northeastern Illinois, the Illinois Department of Transportation in cooperation with the Chicago Area Transportation Study will choose the routes to be submitted to the U.S. Department of Transportation for inclusion in the system.

The concept of designating an arterial system to supplement the expressway system was first discussed in northeast-

ern Illinois in the late 1970s. As it becomes obvious in the 1980s that few new expressways would be built, but highway congestion was continuing to increase, the concept gained acceptance. Starting in 1987, before the concept received much national attention, planning for designating such a system for northeastern Illinois began. The result was the Strategic Regional Arterial (SRA) System which was part of the 2010 Transportation System Development Plan adopted in 1989. The intention is to make the SRA system the basis for selecting the NHS in northeastern Illinois.

The 2010 Plan also proposes an ambitious plan to improve public transportation. Over the period of the plan (1989-2010) over \$12.3 billion is planned for capital investment in public transportation. At this level of investment public transit is expected to maintain an approximately ten percent share of all trips regionwide. The public transportation system is vital to the area but public transit improvements alone will not eliminate excessive congestion. The plan proposes a \$13.1 billion investment in their highway system. The Strategic Regional Arterial System is the heart of the highway plan.

Not all intercommunity highway travel can be handled by the existing expressway system and expansion possibilities

are limited. The SRA system will supplement the expressway system in handling this type of traffic. Improvements to the system will be needed for it to perform this role. The SRA studies, including the one on this route constitute the first step in planning for these improvements. The intention is to develop a long range plan for each route in the SRA system.

Included as a product of each SRA study is a cost estimate for the planned improvements. Finding financial resources to implement the improvements is a major issue. Much funding is needed just to maintain the existing highway system as the 2010 Plan estimates \$10.1 billion will be needed over the plan period for this purpose. The federal NHS funding will be an important source of funding maintenance and improvement of the SRA system but alone will not be sufficient unless substantially increased.

It is not possible to always predict federal or other funding levels for the future. However, the SRA route studies provide overall plans on how to improve the routes. As funding becomes available through the NHS or otherwise, we will be prepared to use the money to efficiently make coordinated improvements. The SRA system puts us ahead of much of the country in being able to take full advantage of the new NHS concept.

Terms to know...

Easement - A right acquired by public authority to use or control property for a designated highway purpose.

Frontage Street or Frontage Road - A local street or road auxiliary to and located on the side of an arterial highway or service to abutting property and adjacent areas.

Highest and Best Use - The most productive use, reasonable but not speculative or conjectural, to which property may be put in the near future.

Interchange - A grade separated intersection with one or more turning roadways for travel between intersection legs.

Civil Engineering Discipline Review

By Bob Giurato, CRSS

Why have a civil engineering review of any corridor? After all, with enough money, anything can be built. So it may seem like the review is a waste of time. Perhaps we should start by explaining why civil engineers are working on a planning study.

The main thrust of each route is having a concept come through and recommend a road template and right-of-way width throughout the corridor. The civil engineer is called in to look at the technical reality of building the project the way it is conceived. The civil engineer takes the concept and determines its effect on four issues: Utilities, Drainage, Geometrics, and Right-of-Way.

Utilities. The proposed concept may entail wider pavements and larger right-of-ways. This will require wholesale relocation of utilities in the corridor. However, these costs are not considered big enough to revise a concept. The major concern is where power plants or whatever treatment facilities are adversely impacted.

Drainage. The proposed concept may also add pavement which adds runoff during rainstorms which contributes to flooding. There are also numerous drainage structures crossing the corridors. The reality of improving and maintaining the system may affect the concept.

continued

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Please contact us with your comments, concerns, or questions

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Illinois Route 173 SRA Study Schedule

Task	Nov. 92	Dec. 92	Jan. 93	Feb. 93	Mar. 93
Charette	▲				
IDOT Review			△		
Revise Alternatives				△	
Panel No. 2					△

▲ Completed △ Target dates

Chicago Area Transportation Study

Mr. Eugene Ryan
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Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 4
May/June 1993

Illinois Route 173

Panel Meeting No. 2 to Discuss Route Alternatives

The SRA study team is interested in public input and believes the characteristics of successful public participation are early involvement, inclusiveness, and clear, accurate information. Early participation by representatives of all users along the corridor allows panel members to have a hand in planning for the future of the corridor while the decisions are being evaluated. The appropriateness of panel participation is often measured by how inclusive the process is; whether it involves the relevant participants and reflects the communities and corridor for which the plans in question are developed. Panelists are to bring their constituents' ideas and concerns to the panel meeting.

The Federal Highway Administration guidance on participation in transportation planning, written in 1978, remains valid today:

"If too much time elapses between the beginning of the [planning] process and the beginning of public involvement, several problems may develop: it may be difficult to still be flexible, rumors may have spread, misinformation, local leaders may feel ignored and become distrustful. Early involvement saves time and agony for the planner."

Even when the final outcome is controversial, corridor wide participation helps prevent dissatisfaction, legal challenge, and stalemate.

The SRA public involvement procedures are intended to afford opportunity for effective participation. The three panel meetings and public hearing held along the corridor, help to insure participation and input from public agencies and private organizations, as well as individuals.

Panel Meeting No. 2 is an informational meeting which will discuss alternatives developed since the first meeting. It will include an informal discussion, a formalized presentation, a group question and answer period, and, if questions still remain, additional informal discussion. The Department of Transportation encourages panelists to put their comments in writing, if possible. However, study team representatives present at the Panel Meeting will properly note all non-written comments and document them on a "wall of cards". These are then recorded in the Meeting Minutes and entered on the project file.

- discuss the conceptual improvement alternatives under consideration,
- reach consensus on conceptual improvement ideas.

This process attempts to assure that possible economic, social, and environmental effects of recommended improvements will be fully considered in the development of corridor proposals. Decisions which are in the best overall public interest providing for safe, economic, and efficient transportation with minimal adverse effects will result from a process that is open and receives input from involved panelists.

Panel Meeting No. 1 was held at the beginning of the Illinois Route 173 corridor study. At that time, general issues affecting the corridor and desirable designs for the rural SRA system were presented and discussed. Since that meeting, CRSS has collected additional information, conducted field reviews, developed and evaluated several alternatives to prepare a preliminary concept for the corridor. Panel Meeting No. 2 represents an important opportunity to discuss these findings and the preliminary concept for Illinois Route 173.

Panel Meeting No. 2

Time: 7:00 P.M.

Date: Tuesday, May 25, 1993

Location: Memorial Hall
(former Richmond Village Hall)
10308 Main Street
Richmond, Illinois

Panel Meetings provide an opportunity to assemble a group of key individuals, familiar with a particular SRA route. The meeting will allow panel members and the study team to:

- confirm the existing issues or problems along the arterial corridor,
- understand some of the factors involved in planning arterial improvements,
- review work to date and understand future tasks to complete,
- listen to additional ideas for the future vision of the arterial corridor,

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Illinois Route 173/Illinois Route 131 SRA: Preliminary Recommendations

Illinois Route 173 is a primary east-west arterial traversing northern McHenry County and northern Lake County. Illinois Route 131 connects northern Lake County to Wisconsin Route 31 which is principal arterial in southeastern Wisconsin. Illinois Route 173 extends from the Boone County Line Road to Sheridan Road while Illinois Route 131 extends from Illinois Route 173 to Russell Road.

The Strategic Regional Arterial (SRA) Design Concept Report has identified objectives for the SRA system and desirable design features for three classes of SRA facilities. Illinois Route 173 is classified as a rural SRA west of US 45 and a suburban SRA east of US 45 and includes Illinois Route 131 as a suburban class facility to link with the Wisconsin arterial system. These classifications recognize the route's setting and function as a facility serving both rural and suburban density land uses. The projected development density for the year 2010 was used as a criterion for defining the desirable design concept of the route. Illinois Route 173 provides important links to several other SRA routes and to Interstate 94 in central Lake County.

A key objective of the SRA concept for Illinois Route 173 is to enhance its utility as a high quality arterial by identifying and protecting future right-of-way needs, protecting agricultural land and wetlands, providing consistent design features and capacity throughout the corridor, coordinating and rationalizing access, and generally increasing the efficiency of traffic flow.

The type of facility currently serving the corridor and the type of facility required to accommodate future needs varies along the route. The Summary of Preliminary Concept Exhibits in this newsletter illustrates the right-of-way, lane, and median characteristics of the preliminary concept for each of the sixteen segments in this corridor. The preliminary SRA recommendations have been tailored to balance the SRA design standards with the existing conditions and the projected future needs. The major issues to be addressed in the Illinois Route 173/Illinois Route 131 SRA concept are: 1) environmental features including a high proportion of prime agricultural land, 2) several development

nodes along the route which constrain the ability to implement the desirable cross section, and 3) the dense development in the easternmost segments.

RURAL SEGMENTS

The desirable cross section for rural segments is based on four through lanes with a 46 to 70 foot grass median in a 168 to 210 foot right-of-way depending on whether frontage roads are provided. Based on the existing and projected conditions along Illinois Route 173 this desirable cross section has been modified. West of Harvard, the low traffic volumes do not require four lanes so the preliminary recommendation is to provide two through lanes within a 154 foot right-of-way which would permit future additional lanes. Throughout the remainder of the rural segments the preliminary recommendation provides a four lane concept either within an expanded right-of-way, in an alternate alignment, or within the existing right-of-way at the development nodes.

An agricultural preservation cross section was created as the typical concept for the rural segments. This concept proposes four through lanes with a 42 feet grass median within a 154 foot right-of-way not including frontage roads. This cross section balances the design, safety and projected traffic objectives for the rural SRA routes while minimizing impacts to the predominantly agricultural land uses adjacent to the corridor. Local and county policy must determine the type and level of development permitted along the SRA route and clearly influence the extent to which agricultural land is converted to other uses. In locations where development is deemed desirable, provision of additional right-of-way for frontage roads and other amenities should be considered as conditions for development.

Alternative alignments are under consideration around the developed areas of Chemung, Harvard and Alden. These alternative alignments provide the desirable cross section without the displacement of adjacent residences and businesses. In addition, the design speed of the route is increased, efficiency of traffic flow is improved, and the safety of pedestrians in the developed areas is enhanced. The alternative alignment provides SRA route consistency with the design concept proposed for the lower

density areas.

Where alternative alignments were not considered desirable, four lanes and a fourteen foot flush median are proposed within the existing 80 foot right-of-way. This concept is proposed in Hebron, Richmond, Channel Lake, and Antioch as a less costly option to the alternative alignment. It includes flush medians for turning movements, turn lanes at intersections, and pedestrian signals and realignment of intersections to increase the safety of pedestrians and vehicles. The concept has been designed to minimize displacement of businesses and residences, though parkways may be affected by the proposed widening.

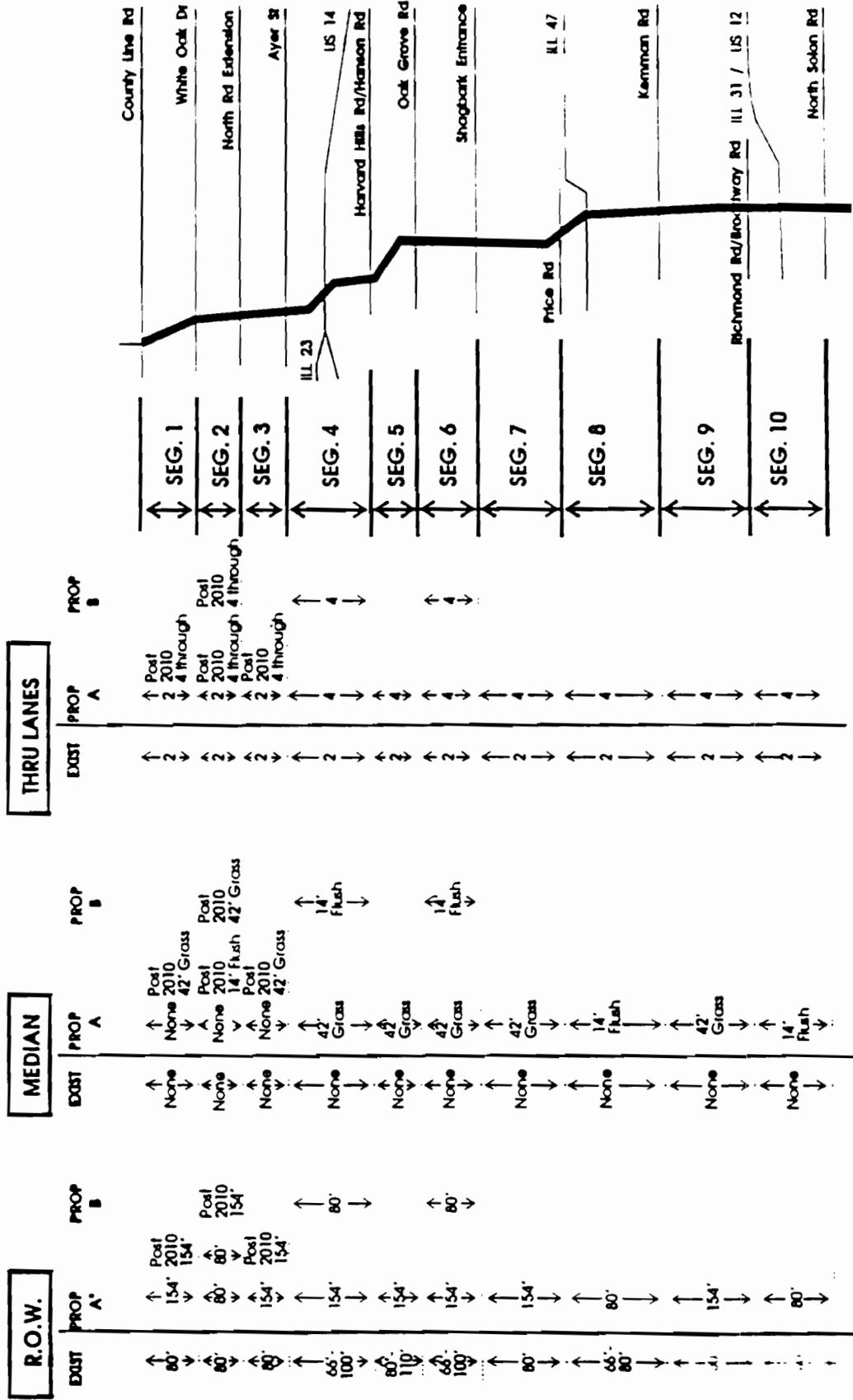
SUBURBAN SEGMENTS

Illinois Route 173 (east of US 45) and Illinois Route 131 have been classified as suburban. The concepted cross section provides four through lanes with an 18 foot raised median and accommodates the development needs of the year 2010 with capacity-increasing measures such as signal synchronization, transit and pedestrian coordination, access consolidation, use of right in/right out, and parking modifications. Another important objective is to identify and protect future right-of-way needed for the ultimate roadway in the undeveloped areas along Illinois Route 173 between US 45 and the City of Zion, and along the entire length of Illinois Route 131. The existing density of development and the lack of feasible alternative alignments in the City of Zion resulted in the preliminary recommendation to provide four through lanes with a fourteen foot flush median between Gideon Avenue and Sheridan Road.

Taken together, the recommended concepts in each segment would upgrade the level of service offered in the Illinois Route 173/Illinois Route 131 SRA corridor. These improvements would integrate the corridor into the SRA network and provide design consistency throughout the route.

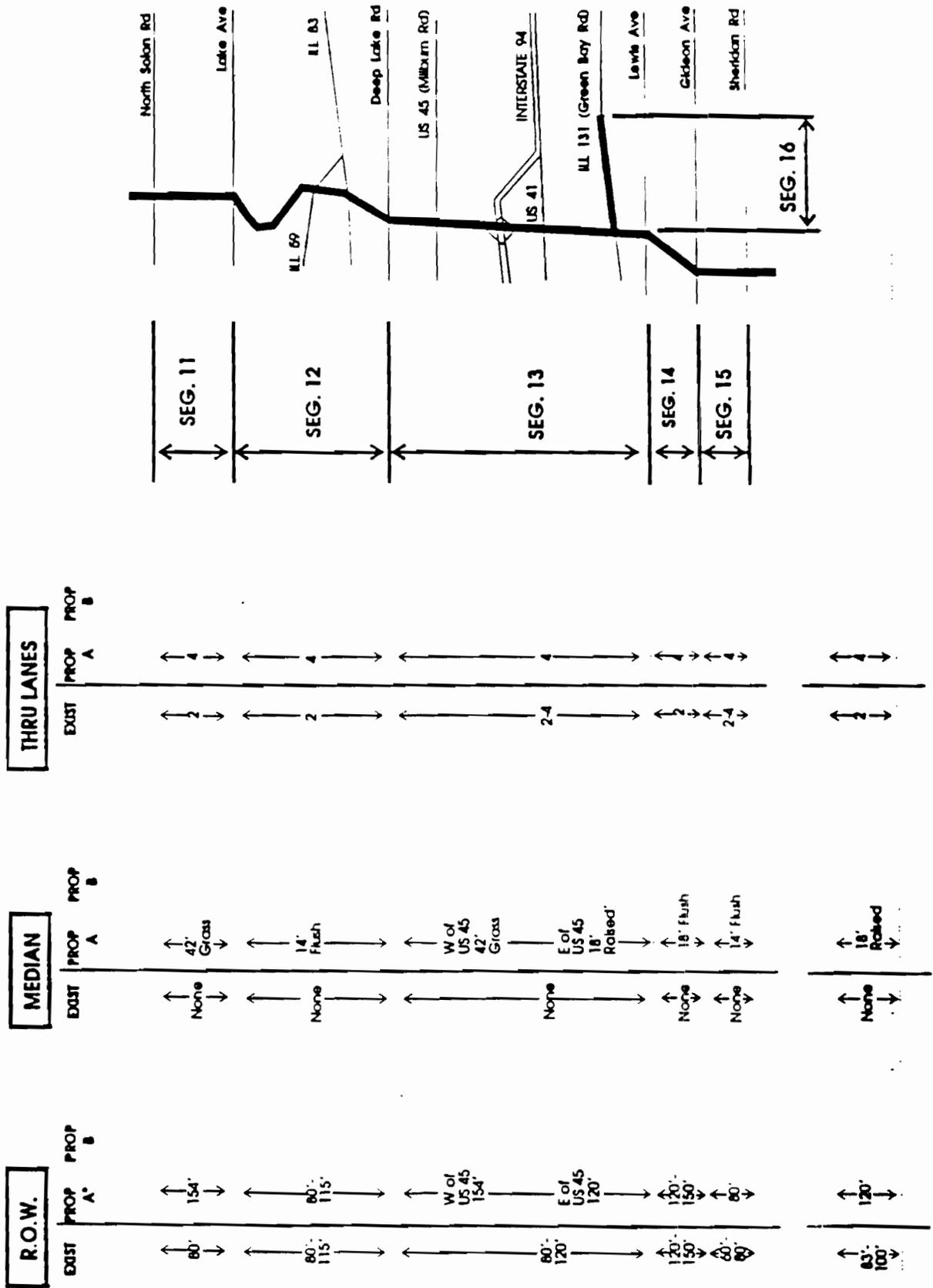
The preliminary concept for the corridor will be discussed at the Panel 2 meeting where local input will aid in the further development of the concept. Please note the time and location of the Panel 2 meeting listed on the front page of the newsletter.

Illinois Route 173 / Illinois Route 131 SUMMARY OF PRELIMINARY CONCEPT



*Alternate A is the recommended concept.

Illinois Route 173 / Illinois Route 131 SUMMARY OF PRELIMINARY CONCEPT



* Alternate A is the recommended concept.

Q & A

Q. What are the planning requirements in "ISTEA"?

A. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) places a great deal of importance on planning and public participation at both the metropolitan and state levels. Several sections of the new law direct federal and state Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs), in this case, C.A.T.S., to "provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment" at several junctures in the transportation planning process. In addition, Governors

are directed to ensure that citizens are involved in developing the state TIP. At both the metropolitan and state levels, planning must be coordinated with the development of plans for attainment of national air quality standards.

Q. What is a TIP?

A. The Transportation Improvement Program (TIP) is a workplan which must be developed at both the metropolitan and state levels. The metropolitan planning organization designated for a metropolitan area, in cooperation with the State and affected local governments, highway implementors, transit opera-

tors, and others, shall develop a transportation improvement program for the area for which such organization is designated. The metropolitan areas will be asked to update the program at least once every two years and is approved by the MPO and the Governor. At the state level, the TIP is to be reviewed and approved biennially. The TIP must cover a minimum of three years for a metropolitan area and two years for a state. Projects listed in the TIP must reflect the factors considered in the long-range process. Citizens must be given ample opportunity to comment on the program. Additionally, legislation states that the program shall be updated once every two years. C.A.T.S. is responsible for this area's TIP.

Environmental Impacts Assessed

by Joseph Bement, CRSS

Within this Pre-phase I study it is important to research and identify environmental features along each of the SRA corridors which may potentially be affected by improvements to the routes. Identification of environmentally sensitive characteristics was imperative in order to determine potential negative impacts. This list of environmental features will be used in a Phase I study where they will be verified and examined with respect to a given roadway design. It is in this phase that Environmental Assessments and Environmental Impact Statements will be performed, if they are required.

While each route varies in terms of overall environmental characteristics, each corridor was examined using several resources, including:

- Floodplain information was obtained from the Federal Emergency Management Agency (FEMA) in the form of Flood Boundary and Floodway Maps and Flood Insurance Rate Maps.
- Local land use plans, United States Geological Survey Maps, National Wetland Inventory Maps, and the Lake County Advanced Identification of Wetland Study were used in the identification of wetlands and bodies of water.
- The Illinois Department of Conservation (IDOC), the Division of Natural

Heritage, and the Illinois Department of Transportation (IDOT) provided lists of Illinois threatened or endangered species and natural areas along each SRA corridor.

- Prime farmland maps were obtained from the Department of Conservation of each county.
- Historic structures, landmarks, districts, and bridges were located from the National Register of Historic Places, Illinois Register of Historic Places, Illinois Inventory of Historic Structures, Illinois Inventory of Historic Landmarks, Historic Bridges of Illinois List, IDOT, county historical societies, field inspections, and local agency input.
- The Illinois Comprehensive Environmental Response Compensation and Liability Act Information System (CERCLIS) list provided information about sites along the corridors that have reportedly accepted hazardous waste or possess a record of accidental or illegal spills or disposal. Leaking Underground Storage Tank (LUST) Sites were identified with LUST Inventory Reports.
- The analysis of environmentally sensitive land uses included residential housing, schools, churches, cemeteries, parks, forest preserves, industrial developments, commercial buildings, hospitals, and recreational facilities. The

impacts of SRA improvements on these land uses with regard to air and noise quality may require further examination in the Phase I study.

After the initial concept was developed for each route by the SRA corridor manager, the environmental staff of planners and engineers reviewed the proposed improvements with regard to its potential impact upon the surrounding environmental features. While it is difficult to eliminate all potential effects of increased pavement widths, grade crossings, and intersection modifications, the information gathered was used to determine ways to modify the concept to minimize its impacts. For example, in an area with adjacent wetlands along the route, required land acquisition may be proposed for the other side of the roadway. In other environmentally sensitive areas, reduced median widths or landscaped medians with native prairie plants and seeding can be proposed. Mitigation of wetlands or other features may be required in roadway segments with constraints on both sides of the route.

Overall, the list of adjacent environmental features enabled the SRA corridor manager and environmental staff to develop a proposed concept that will improve the SRA network, identify important resources, and maintain the surrounding environmental characteristics.

We're here to help...

Please contact us with your comments, concerns, or questions

Panel Coordinator
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Fax: (815) 338-3630

 Produced by
CRSS of Illinois, Inc.
for the
 **Illinois Department of Transportation**

Illinois Route 173 SRA Study Schedule

Task	April	May/ June	July	August	Sept.	Oct.
Panel No. 2	△					
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

▲ Completed

△ Target Dates

Chicago Area Transportation Study

Mr. Eugene Ryan
Deputy Director
300 West Adams Street
Chicago, IL 60606

Addressee

SRA SPOTLIGHT

Strategic
Regional
Arterial

Project update for
panel members and
interested citizens

Issue 5
September 1993

Illinois Route 173



Panel Meeting No. 2 Provides Direction for Further Study and Concept Development

The Panel 2 Meeting for the Illinois Route 173 corridor was held on Tuesday, May 25, 1993. The consultant team, led by Meridian Engineers and Planners, presented the preliminary recommendations for this Strategic Regional Arterial (see May/June Spotlight) to the Panel members and to county, city, and village representatives as well as interested parties along the route. Corridor issues and opportunities were discussed amongst the Panel with the intent of gathering input prior to developing route recommendations and developing a draft report. During and after a segment by segment explanation of the route and preliminary recommendations, several major issues and questions were discussed.

Illinois Route 173 may not be part of the National Highway System (NHS) in Boone County and a reduced pavement width will provide consistency with the connection at County Line Road. Given this fact and the low projected traffic, it may be desirable to drop Segments 1, 2, and 3 from the Strategic Regional Arterial (SRA) system on the west end and

terminate the Illinois Route 173 SRA route at US 14 in Harvard.

The question of which segments are classified as rural and which as suburban was raised. The rural SRA classification starts at the Boone/McHenry County Line (County Line Road) and extends east to US 45 (Milburn Road). Initially it extended further east to Interstate 94, but was moved westerly because of the proposed Abbott Laboratories development. The suburban SRA classification runs from US 45 east to Sheridan Road and along the Illinois Route 131 connector link.

An apparent concern throughout the rural segments was that the majority of existing right-of-way is 80 ft. and there is a high proportion of prime farmland adjacent to the route. The design concept for a rural SRA is based on a 168 to 192 ft. right-of-way that would require acquisition of approximately 11 to 14 acres of prime farmland per mile of roadway. The "agricultural preservation cross section" was developed to lessen these impacts. This modified proposal for right-of-way, based on a smaller width of 160 ft., could reduce prime farmland takes by approximately four acres per mile.

To minimize impacts overall, the issue of an 80 ft. right-of-way along the entire route was discussed. However, the rural SRA design concept proposes a facility with a design speed of 60 mph.

Safety needs require wider medians and shoulders and therefore a right-of-way larger than 80 ft. The modified rural cross section described with the panelists has been developed to reduce right-of-way impacts. Where an 80 ft. cross section is considered, typically in developed areas, the operating speed would be reduced to 30 to 45 mph.

A question concerning traffic counts was raised. Traffic engineers and transportation analysts have used available traffic count data and projected traffic data provided by the Chicago Area Transportation Study in developing initial concepts. However, the SRA recommendations consider traffic as one of many

Panel 2, cont., pg. 2

* * * *

Panel 2 meeting attendees included representatives of the Village of Richmond, City of Harvard, and McHenry County. If you or your agency have comments or wish to supply more information to the study team, please contact the Illinois Route 173 panel coordinator named on the back of this newsletter.

* * * *

In this issue...

Panel Meeting No. 2 Provides Direction.....	1
Municipal Data Requested.....	2
SRA Public Transit Considerations.....	3
Terms to Know.....	3



Panel Meeting No. 2..., cont. from pg. 1

factors in the development of long-range plans for the corridor.

Concern over widening in Harvard was discussed. The recommended Alternative A proposes an alignment around the community. In this alternative, the roadway diverges south from the existing Illinois Route 173 east of Harvard Hills Road/Hanson Road. The alignment then curves around the town and meets with Illinois Route 173 (Brink Street) east of US Route 14 (Division Street), thus bypassing Diggins Street through Harvard.

Concern was also expressed about a major wetland area northeast of the intersection of Alden Road and Illinois Route 173 in Alden. Because of this sensitive environmental feature, an al-

ternative alignment south of Alden, which was discussed favorably with the Panel, was proposed.

Commuter service has been proposed by a Wisconsin citizen group for the Wisconsin and Calumet Railroad (WICT) tracks in Beldon. If this service is implemented, a grade separation will be considered at this location.

A question arose over the proposed roadway cross section in Richmond. A four lane, 80 ft. cross section is recommended through the entire town. The right-of-way transition from 80 ft. to 160 ft. would occur near Nippersink Creek at the west end of Richmond.

Thelen Sand and Gravel Company near the Fox River is a heavy truck traffic generator. Based on the projected traffic volumes in this area, approximately 16,000 vehicles per day, the proposed four lane facility will accommodate this traffic. However, the need for auxiliary lanes providing acceleration and deceleration lanes for truck traffic would be considered in Phase I engineering analysis.

It was noted that since the route crosses the Fox River, flood plains, and identified wetlands a reduced right-of-way, reduced median, and closed drainage system may be considered in the section at the Fox River and through the Chain-O-Lakes State Park area. This approach would reduce impacts to these environmental features and be consistent with the limited number of access points needed in this area.

A grade separation of the Soo Railroad (or the Wisconsin Central Railroad, WC RR) is recommended particularly given the proposed commuter rail service to Antioch. It was noted that the existing visibility at the railroad is poor and that the location is a high accident crossing. A park and ride facility is proposed at either the Illinois Route 59 or the WC RR area depending on the commuter rail service.

Abbott Laboratories has requested a six lane roadway east from their proposed development to the Tollway (I-94). The

recommended 120 ft. right-of-way with four lanes can accommodate a future six lane roadway. This right-of-way would have a closed drainage system.

One purpose of the SRA project is to improve access to existing interstates and tollways. Initially, a full interchange was considered at Interstate 94, however, given the close proximity to the full interchange of US 41 to the north, the study team has determined that the partial interchange at Illinois Route 173 will meet anticipated demand. The Illinois State Toll Highway Authority's 10-year plan does not include a full interchange at this location.

The relationship between land use control and development that may occur adjacent to the improved Illinois Route 173 SRA was discussed. Future development is most likely to follow local government and county policies and may be partly influenced by farmland preservation issues.

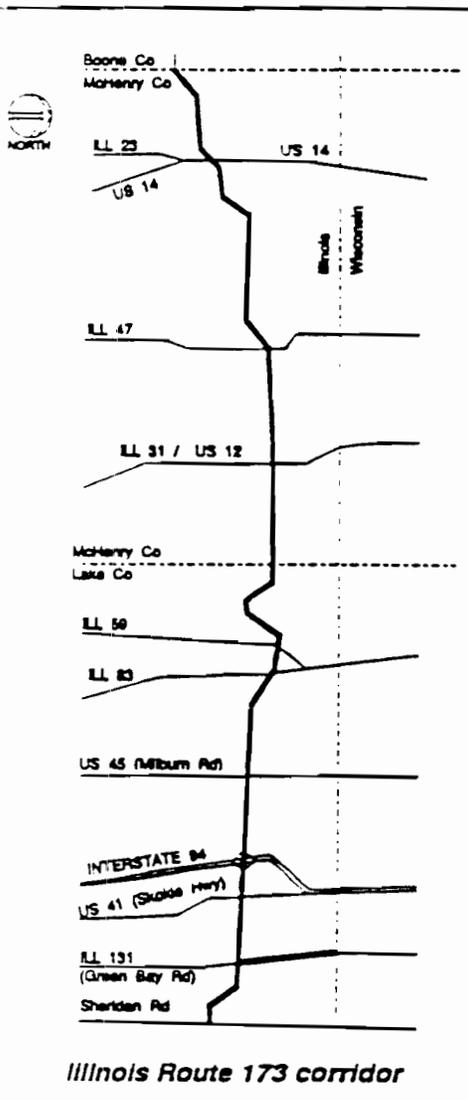
Meridian staff, IDOT, and CATS thanked all those who attended. The input was described as very valuable in further developing concepts for the corridor. Knowing the thoughts, suggestions, and especially concerns of those most affected along this route will help shape locally based recommendations for the Illinois Route 173 SRA.

Municipal Data Requested

We have not yet recieved municipal data request responses from the following communities:

Chemung	Harvard
Alden	Hebron
Belden	Richmond
Twin Lakes	Channel Lake
Antioch	Zion

Materials needed include comprehensive plans, transportation studies, and related reports prepared by local and regional agencies. Information is still being collected, so please contact the Panel Coordinator to contribute your community's data to the study. Thanks!



Illinois Route 173 corridor

SRA Public Transit Considerations

by Paul Byrne, EJM Engineering, P.C. and Joanne Schroeder, Vleicides-Schroeder Associates, Inc.

The success of today's transportation network and the viability of its future depend on a "balanced system", one that provides a mixture of modes and optimizes mobility in terms of convenience, comfort, safety, and economy. In addition, public transit adds to the passenger carrying capacity of the arterial system. The balance of providing a well planned and integrated public transit system will help ensure mobility in future years. Public transit improvements can be accomplished through several transit considerations including signing, passenger facilities, bus-related improvements, pedestrian grade separations, actuated traffic signals, HOV lanes, and parking facilities. Following is a detailed description of each consideration:

Signing— Transit facilities should be easy to find for the potential transit user. All rail stations should be clearly marked with signs to aid potential transit users and directional signs to the station should be installed on the SRA.

Passenger Facilities— These are waiting areas equipped with shelters, heat, light, and seating where a multitude of transit operations intersect. Passengers use these waiting areas for transfers between buses or other modes of travel. Walkways should be constructed to connect these facilities to local businesses,

shopping areas, residences, and bus stops.

Bus-Related Improvements— Different types of facilities may be appropriate for bus stops between urban, suburban, and rural bus service. Turnouts are recommended only in suburban and rural areas. Frequency of bus stops should be approximately one stop per block in urban areas, one stop per half mile (preferably at intersecting bus routes and at significant development) in suburban areas, and one stop per two to five miles (as public-private cooperative ventures at activity centers) in rural areas. The shoulder can be used as a turnout in rural areas. Near-side and far-side bus stops should be coordinated to minimize distance between intersecting services. Bus stops should be removed when conflicting with designated turning lanes. Parking restrictions provide additional space for buses and help facilitate bus movement. In addition, signal preemption should be installed for buses to provide higher volumes of bus service, quickly and conveniently.

Pedestrian Grade Separations— These crosswalk bridges and tunnels should be considered where transit stations are located across major streets from parking facilities, commercial areas, or public buildings. These facilities should be designed with a clear, unobstructed passage as well as light. This

would improve safety and convenience for the pedestrians.

Actuated Traffic Signals— Incorporating traffic signals with phasing and timings that are responsive to the varying levels of traffic during the day will make transit stations more accessible and reduce delays. Left turn signals and lanes will help increase access to transit stations.

HOV Lanes— These are designated lanes for high occupancy vehicles which include vanpools, carpools, buses, and other vehicles with multiple passengers. In urban and suburban areas, if the roadway occupies at least three lane in each direction, then one lane can be designated as an HOV lane, or parking eliminations can be established to designate a curbside HOV lane.

Parking Facilities— Parking facilities at rail stations are under investigation for expansion where parking demand is at capacity. Preferential treatment for HOV users at transit stations and corporate campuses can be implemented. Provisions should be made to establish secure bicycle parking facilities, preferably with covered shelters, at rail stations and park-and-ride facilities. Also, locations for park-and-ride facilities are being identified at major express bus stops and at intersecting SRA's.

Terms to Know

Shuttle - Usually a service provided with a 20-or-less passenger vehicle connecting major trip destinations and origins on a fixed- or route-deviation basis. Shuttles can provide feeder service to main transit routes, or operate in a point-to-point or circular fashion.

Paratransit - Alternatively known as special transportation when applied to social service systems. Applies to a variety of smaller, often flexibly-scheduled and routed non-profit oriented transportation services using low capacity vehicles,

such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty, or not at all. Common patrons are the elderly and persons with disabilities.

Fixed-Route - Term applied to transit service which is regularly scheduled, operating over a set route. Usually refers to bus service.

Dial-a-Ride - Term for demand-responsive systems usually delivering door-to-door service to clients who make requests by telephone on

an as-needed reservation, or subscription basis.

Bikeway - A facility intended to accommodate bicycle travel for recreation or commuter purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Transit Dependent - Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to personal vehicles.

We're here to help...

Please contact us with your comments, concerns, or questions

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 McHenry County Highway Department
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Produced by **Meridian Engineers and Planners, Inc.**, formerly **CRSS of Illinois, Inc.** for the **Illinois Department of Transportation**

The change from CRSS to Meridian is a corporation change which maintains the Chicago office, original staff, their IDOT experience, and previous team and management practices.

Illinois Route 173 SRA Study Schedule

Task	May/ June	July/ August	Sept.	Oct.	Nov.	Dec./ Jan.
Panel No. 2	▲					
Concept Refinement	▲	▲				
Draft Report			△			
Panel No. 3					△	
Public Hearing						△

▲ Completed

△ Target dates

Chicago Area Transportation Study

Mr. Eugene Ryan
 Associate Executive Director
 300 West Adams Street
 Chicago, IL 60606

Addressee

Exhibit 5.5
Public Hearings

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 173)
FROM BOONE/McHENRY COUNTY)
LINE TO SHERIDAN ROAD)
)
ILLINOIS ROUTE 131)
FROM ILLINOIS ROUTE 173)
TO WISCONSIN STATE LINE)

McHENRY COUNTY PUBLIC HEARING

REPORT of comments made at the public hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C.S.R., a Notary Public in and for the County of DuPage, State of Illinois, at the Richmond Village Hall, 5600 Hunter, Richmond, Illinois, on Monday, the 13th day of December, A. D. 1993, between the hours of 3:00 and 8:00 P. M.

MR. RUDY JANDA: Rudy Janda, 3916 May, M-a-y, Lane. That is in Spring Grove.

I looked at their proposed highway improvements. I don't have any specific objections.

I would like the state to consider the possibility of allowing for complete bypasses of the western villages.

And I guess I would just like to add that I appreciate the chance to have the public hearings and to get comments on it.

Oh, also, I think the park and rides are a good idea. That is about it.

* * * * *

FREDERICK A. STRESEN-REUTER II
PRESIDENT

I & A METAL WORKS, INC.

1617 GOULD STREET, RACINE, WISCONSIN 53404
TELEPHONE (414) 637-4294 FAX (414) 637-4297

MR. FREDERICK A. STRESEN-REUTER II: My name is Fred Stresen-Reuter. I own Tryon, T-r-y-o-n, Grove Farm, which is the first landmarked farm in McHenry County -- landmarked by the county.

My comment is that I would like to be

reassured that IDOT and McHenry County planners; vis-a-vis, the McHenry County 2010 Plan, are in concert and that this -- and that the environmental population and development impacts of such a road, as contemplated here, are in concert with the McHenry County 2010 Plan.

End of statement.

(WHICH were all of the comments made at the above-captioned public hearing.)

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
ILLINOIS ROUTE 173)
FROM BOONE/MCHENRY COUNTY)
LINE TO SHERIDAN ROAD)
)
ILLINOIS ROUTE 131)
FROM ILLINOIS ROUTE 173)
TO WISCONSIN STATE LINE)

LAKE COUNTY PUBLIC HEARING

REPORT of comments made at the public hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C.S.R., a Notary Public in and for the County of DuPage, State of Illinois, at the Antioch High School, 1133 Main Street, Antioch, Illinois, on Tuesday, the 14th day of December, A. D. 1993, between the hours of 3:00 and 8:00 P. M.

MS. LYNN DOOLITTLE: Lynn Doolittle, 20142 Highway 173, Antioch.

We have a farmstead on both sides of 173, located approximately 3/8th of a mile west of Highway 45.

We are concerned with median breaks, because we have a raised median at the moment on the plans.

We also have a lane that is west of the farmstead -- I don't know how many miles -- maybe 2/10th of a mile, which would also need a break and needs to be addressed.

* * * * *

MR. JOHN PLOSS: John Ploss. I want to represent the company that I work for, D. R. Church Landscape Company.

The address of our facility is 17950 West Highway 173. It is considered Wadsworth.

Our shop driveway, or our shop facility, is right on 173. And I was interested in how the roadway studies would impact our driveway and our facility there, with specific interest in the median

break that was going to be provided for our truck access in and out of our facility.

And I noticed that they have preliminarily designed a median break right at our driveway, which is very important to us to have.

So I like it.

* * * * *

MR. ROBERT P. NEAL: I am Robert Neal, and I live at 38933 Delany Road in Wadsworth.

I have lived in the Newport area for forty-nine years, and served on the Newport Township Volunteer Fire Department for twenty years; and I am currently completing twelve years on the Lake County Board.

I notice that the plans shows signal lights at Delany and 173, but the people from Meridian were not aware that they are temporary lights. And I think they should build in the plan for making them permanent lights.

When I get to Kilbourne Road, as shown on the plan, there is the current flashing yellow on 173 and the flashing red for Kilbourne Road; and they

absolutely must plan on installing signals at that intersection to protect the life and safety of the people in that area.

When we go on and get to Sterling Lake and Van Patton Woods, that area there, it shows an equestrian crossing at Route 173 and the bike path. And they are not planning on having a structure to give protective passage over 173 or under 173 at that location. And I think it should be fully investigated.

There was discussion with IDOT by myself that during this SRA plan it would be looked at and probably built into an equestrian trail from Mill Creek Road east to Route 41 on the north side of Route 173.

There is no discussion of that on the plan, as I see it.

Finally, at Hunt Club Road the plan shows flashing signals; and that is flashing yellow on Route 173 and red on Hunt Club Road.

It does not indicate any plans for signals at this intersection. To widen Route 173 and plan for the future traffic that is planned on Route 173 without putting stop and go signals at this

intersection would be absolutely incorrect and an injustice to the traffic in that area.

And that concludes my remarks. Overall, I think it is a very good plan and I appreciate the opportunity to comment.

Thank you.

(WHICH were all of the comments made at the above-captioned public hearing.)

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-8 P.M.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 RICHARD BUCHANAN	204 Rt 45 VERNON HILLS Zip 60061	Self _____ Other J & L Oil, Inc.
L	2 ANSTANCE GRADT	1111 MAIN ST RICHMOND IL Zip 60071	Self _____ Other Richmond Public Works
E	3 Sandra Korkman	10502 Walnut Hill Spring Cr. Ill Zip 60081	Self _____ Other Curves-400
A	4 Mark Korkman	10502 Walnut Hill Spring Cr. Ill Zip 60081	Self _____ Other Curves-400
S	5 Marie Anschutz	5210 N. W. 11th Richmond Zip 60071	Self <input checked="" type="checkbox"/> Other _____
E	6 Maria Milandess	4005 Keweenaw Mchenry Zip	Self _____ Other Northwest World,
P	7 Joseph Gutanski	26533 W. EDGEMOND ANTROCH Zip 60002	Self _____ ANTRUCH Other MOOSE LODGE
R	8 Connie Dominus	1609 Doris Rd. Spring Grove Zip 60081	Self <input checked="" type="checkbox"/> Other _____
A	9 Dean Cuna +	3200 W. TUSTEN MCHENRY Zip 60050	Self _____ Transp Comm. Other MCEDC
I	10 ED Wilson	201 W. Center Ct Schmober Zip IL	Self _____ Other IDOT
N	11 RUDY JANDA	3916 MAY LAKE SPRING GROVE IL Zip 60081	Self <input checked="" type="checkbox"/> Other _____
T	12 John G. Ford	4201 Old Lake Ave Antioch IL Zip 60002	Self <input checked="" type="checkbox"/> Other _____

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-8 P.M.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 Mike Daniels	SULZ 2173 Richmond IL Zip 60071	Self <input checked="" type="checkbox"/> Other
L	2 Albert Schmitt	4500 Pine Ridge McHenry Zip 60050	Self ___ Other Smith Eng
E	3 MARK E SCHMIDT	3002 Montross Spring Grove Zip 60081	Self ___ Other
R	4 Kary Dardeman	5702 George Richmond Zip 60071	Self ___ Other Richmond Village Clerk
S	5 Don Young	3502 Sherwood Spring Grove Zip 60081	Self <input checked="" type="checkbox"/> Other
E	6 Walter R. Ruckey Baker	6919 RV 173 Richmond Zip 60071	Self <input checked="" type="checkbox"/> Other
P	7 Fred Stresen-Reuter	TRAYN GROVE FARMS " " RD Zip 60072	Self ___ Other
R	8 Margaret A. Spird	42011 Old Lakes Ave Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
A	9 Sue Klonda	5426 Kenosha Richmond Zip 60071	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> Richmond Township
I	10 Frederick Ruyard	5406 Kenosha Richmond Zip 60071	Self <input checked="" type="checkbox"/> Other
N	11 JACH THELIER	ANTIOCH Zip 60002	Self ___ Other
T	12 MARK CUNNINGHAM	10013 GOLF LN. RICHMOND Zip 60071	Self <input checked="" type="checkbox"/> Other VILLAGE OF RICH.

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-8 P.M.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 STEVEN WEBER	5612 SOUTH Richmond IL Zip 60071	Self <input checked="" type="checkbox"/> Other Village / Richmond
L	2 John LaMotte	The Lakota Group 333 W. Erie St. Chicago Zip 60610	Self _____ Other Village of Crystal Lake
E	3 Tom Johnston	9617 HIDEAWAY RICHMOND Zip 60071	Self _____ Other RICHMOND PLANNING COMMISSION
A	4 Ed Flynn	10321 Main Richmond Zip	Self _____ Other
S	5 Jeff Thibault	4804 Hill Richmond Zip 60071	Self _____ Other
E	6 Sherl White	_____ Zip	Self _____ Other
	7 John Mick	_____ Zip	Self _____ Other
P	8 John Courtis	_____ Zip	Self _____ Other
A	9 Rich Starr	_____ Zip	Self _____ Other
I	10 Ray Krupp	_____ Zip	Self _____ Other
N	11 Eric Widstrom	_____ Zip	Self _____ Other
T	12 Ed Wilson	_____ Zip	Self _____ Other

Lisa ~~~~~

IDOT

Page 3 of _____

Dore Anderson

2712 SPRINGBROOK
CRYSTAL LAKE 60012

VILLAGE PLANNER
RICHMOND

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: ~~RICHMOND VILLAGE HALL~~

Date: 12/14/93

Time: 3-5 P.M.

ANTIOCH H.S.

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 Joseph Hunley	43230 N. Hwy 45 Antioch, IL Zip 60002	Self <input checked="" type="checkbox"/> Other
L	2 Tim Osmond	976 Hillside Ave Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
E	3 JoAnn Osmond	26133 W Grasslake Antioch Zip 60002	Self _____ Other
R	4 Joseph P. Badame	25023 W RT 173 Antioch IL Zip 60002	Self <input checked="" type="checkbox"/> Other
S	5 Anthony & Rose Santucci	42137 N. 3rd Ave Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
E	6 Dave Thiele	425-D Lake St Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other <input checked="" type="checkbox"/> Perry Appraisal
P	7 Chuck Gleason	_____	Self _____ Other _____ City of Zion
R	8 Peter Cron	City of Zion 2828 Sheridan Zip 60099	Self <input checked="" type="checkbox"/> City of Zion Other
I	9 Lynn Doolittle	20142 Hwy 173 Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
N	10 [Name illegible]	24776 W-173 _____ Zip 60002	Self <input checked="" type="checkbox"/> Other
T	11 Mark Schmidt	600 W. Winifred L. Wright, IL Zip 60099	Self _____ Other _____ Lake County
	12	344 HADDEN Michael Hill WILDER ANTIOCH	Self <input checked="" type="checkbox"/> Other _____ Antioch

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12, 12 93

Time: 3-8 P.M.

ANTIOCH

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A S E P R I N T	1	Dorothy Wery <u>24350 W 173</u> Antioch Zip 60002	Self <input type="checkbox"/> Other
	2	Edmund Piotrowski <u>25111 W Catherine</u> Antioch Zip 60002	Self <input type="checkbox"/> Other
	3	Edmund Piotrowski <u>41979 W Antioch Ave</u> Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
	4	Ralph + Ruth Jussarsen <u>25023 W Petta</u> Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other PCT-2
	5	James S. Redfern <u>26175 W. RT 173</u> ANTIOCH Zip 60002	Self <input checked="" type="checkbox"/> Other
	6	Frank Morici <u>25837 W RT 173</u> Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
	7	Robert Jemke <u>26206 W. 173</u> Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
	8	Frederick Lenke <u>26206 W RT 173</u> Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
	9	Bin Floss <u>7950 S. Highway 173</u> Antioch Zip 60002	Self <input type="checkbox"/> Other <small>Dr. Church Landscape Co 1248 W. 173</small>
	10	Alfred P. Pederson <u>19588 RT 173</u> Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
	11	William A. Achen <u>17823 W. Twin Lakes</u> Lisle Zip 60530	Self <input type="checkbox"/> Other ACHS
	12	Joe + Marie <u>Lake Villa Dr</u> 35850 RT 45 Zip 60041	Self <input checked="" type="checkbox"/> Other

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-8 P.M.

HN 1000

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1	Bill Ross 1301 N 120 Mchenry Zip 60050	Self <input checked="" type="checkbox"/> Other
L	2	Ray Belter 38565 W Hwy 45 OLD MILL CREEK Zip 60083	Self <input type="checkbox"/> Other <input type="checkbox"/> Village of ...
E	3	M. J. MORTENSEN 465 Hwy 173 Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
A	4	Haisman's 25307 W Rt 173 Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
S	5	Fettinger Dorothy 19015 W Texas Lake Dr Lake Villa Zip 60046	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/> MCA Inc
E	6	J. Zip ...	Self <input type="checkbox"/> Other
	7	... Zip ...	Self <input type="checkbox"/> Other
P	8	... Zip ...	Self <input checked="" type="checkbox"/> Other
R	9	William T. Louley 1031 LONGVIEW DR Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
I	10	EARL BEHRNS Hebron Zip 60134	Self <input type="checkbox"/> Other Hebron
N	11	Stephen DeRak 60 Western Ave Lake Villa IL Zip 60046	Self <input type="checkbox"/> Other Antioch 45 Ten 10m
T	12	Doug Merrill 3705471 Zip 60087	Self <input checked="" type="checkbox"/> Other

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-8 P.M.

ANTIOCH

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P	1 Pam Pierson	41277 Bayside Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
L	2 Janet + Brian Melin	16330 Rt. 173 Zion Zip 60099	Self <input checked="" type="checkbox"/> Other
E	3 ROBERT P. NEAL	38933 DELANY RD WADSWORTH Zip 60083	Self _____ Other CNTY BOARD
R	4 JEFF REUTER	_____ Zip _____	Self _____ Other
S	5 Marvin Oldenburg	126 Oakwood Antioch Zip 49423	Self _____ Other Village Board
E	6 MARILYN SHNEFLIN	374 MAIN ST. ANTIOCH, ILL. Zip 60002	Self _____ Other Village
	7 E. RULP 27790 W. GRASS LAKE RD	ANTIOCH IL 60007 Zip	Self _____ Other
P	8 Bill + Lechner	46457 E. Fairview Antioch Zip 60002	Self <input checked="" type="checkbox"/> Other
R	9 Seane Wadley	42762 Redemant Antioch Zip 60002	Self _____ Other
I	10 Jim Hieronimus	Box 856 Antioch Zip 60002	Self _____ Other
N	11 Wayne Foresta	1761 Blackman Ter Antioch Zip 60002	Self _____ Other Village of Antioch
T	12 P-2166 RUGUA	32486 Rt. 173 ANTIOCH Zip 60002	Self <input checked="" type="checkbox"/> Other

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/12/93

Time: 3-8 P.M.

ANNUCH

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A S E P R I N T	1	<i>21556 W. Rt. 173</i> <i>Ed H Sprenger</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	2	<i>...</i> <i>...</i>	Self <input type="checkbox"/> Other <input type="checkbox"/>
	3	<i>...</i> <i>...</i>	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/>
	4	<i>...</i> <i>...</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	5	<i>...</i> <i>...</i>	Self <input type="checkbox"/> Other <input type="checkbox"/>
	6	<i>...</i> <i>...</i>	Self <input type="checkbox"/> Other <input checked="" type="checkbox"/>
	7	<i>...</i> <i>...</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	8	<i>...</i> <i>...</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	9	<i>...</i> <i>...</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	10	<i>41835 W Lotus</i> <i>Paul Wilson</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	11	<i>41555 S ...</i> <i>Wallerstad</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>
	12	<i>...</i> <i>...</i>	Self <input checked="" type="checkbox"/> Other <input type="checkbox"/>

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-8 P.M.

ANTIOCH

To be added to the mailing list for this project, please provide your complete address below

P
L
E
A
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P
R
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N
T

Name	Address	Representing
1 MR & MRS G. ERPEF	P.O. Box 5675 ANTIOCH, ILL Zip 60002	Self <input checked="" type="checkbox"/> Other
2 PAT & MAHL BRANDON	41132 N PRUDENCE ANTIOCH IL Zip 60009	Self _____ Other
3	_____ Zip	Self _____ Other
4	_____ Zip	Self _____ Other
5	_____ Zip	Self _____ Other
6	_____ Zip	Self _____ Other
7	_____ Zip	Self _____ Other
8	_____ Zip	Self _____ Other
9	_____ Zip	Self _____ Other
10	_____ Zip	Self _____ Other
11	_____ Zip	Self _____ Other
12	_____ Zip	Self _____ Other

PUBLIC HEARING REGISTER

Project: IL-173 IN LAKE AND MCHENRY COUNTIES (SRA)

Location: RICHMOND VILLAGE HALL

Date: 12/13/93

Time: 3-6 P.M.

ANTIOCH

To be added to the mailing list for this project, please provide your complete address below

	Name	Address	Representing
P L E A S E P R I N T	1	<i>C.FACU + DFM ROHR</i>	Self _____ Other _____
	2	_____	Self _____ Other _____
	3	_____	Self _____ Other _____
	4	_____	Self _____ Other _____
	5	_____	Self _____ Other _____
	6	_____	Self _____ Other _____
	7	_____	Self _____ Other _____
	8	_____	Self _____ Other _____
	9	_____	Self _____ Other _____
	10	_____	Self _____ Other _____
	11	_____	Self _____ Other _____
	12	_____	Self _____ Other _____

PUBLIC COMMENT

PROJECT: SRA Illinois State 3

DATE: 12-14-1993

I suggest that the route
Route 173 in Lake County Illinois
that Club Grass on the East side of the
road be removed to the West side of the
road by the Forest. This would be a
great improvement in the area.
The road is very narrow for many
miles and the grass is a hazard.
If the grass is removed from the
East side of the road it would
be a great improvement.



Illinois Department of Transportation

NAME: Jeffery J. Smith

ADDRESS: 1000 N. Main St. Joliet, IL 60431

PUBLIC COMMENT

PROJECT: SR 173 I A-
DATE: 17 Dec 93

Thank you for the information
It will be helpful for me
as a businessman in the
future

Respectfully
Joe Bodame



Illinois Department of Transportation

NAME: JOE BODAME

ADDRESS: 25033 W RT 173 ANDOVER IL

LIST OF DRAWINGS

Existing Conditions/Land Use/Environmental

- Exhibit ILL - 173 01a: Segment 1
02a: Segments 2, 3
03a: Segments 3, 4
04a-1: Segments 4, 5
04a-2: Segments 4, 5
05a: Segment 5
06a: Segment 5
07a: Segment 5
08a: Segments 6, 7
09a: Segment 7
10a: Segments 7, 8
11a-1: Segments 8, 9
11a-2: Segments 8, 9
12a: Segment 9
13a: Segment 9
14a: Segment 10
15a: Segments 10, 11
16a: Segment 11
17a: Segments 11, 12
18a: Segment 12
19a: Segment 12
20a: Segment 12
21a: Segments 12, 13
22a: Segment 13
23a: Segment 13
24a: Segment 13
25a: Segments 13, 16 (Illinois Route 131)
26a: Segments 13, 14
27a: Segments 14, 15
28a: Segments 16 (Illinois Route 131)

Proposed Improvements

- Exhibit ILL - 173 01b: Segment 1
02b: Segments 2, 3
03b: Segments 3, 4
04b-1: Segments 4, 5
04b-2: Segments 4, 5
05b: Segment 5
06b: Segment 5

Proposed Improvements (Cont.)

- Exhibit ILL 173 - 07b: Segment 5
- 08b: Segments 6, 7
- 09b: Segment 7
- 10b: Segments 7, 8
- 11b: Segments 8, 9
- 12b: Segment 9
- 13b: Segment 9
- 14b: Segment 10
- 15b: Segments 10, 11
- 16b: Segment 11
- 17b: Segments 11, 12
- 18b: Segment 12
- 19b: Segment 12
- 20b: Segment 12
- 21b: Segments 12, 13
- 22b: Segment 13
- 23b: Segment 13
- 24b: Segment 13
- 25b: Segments 13, 16 (Illinois Route 131)
- 26b: Segments 13, 14
- 27b: Segments 14, 15
- 28b: Segments 16 (Illinois Route 131)

Geometric Detail of Proposed Intersection Improvements

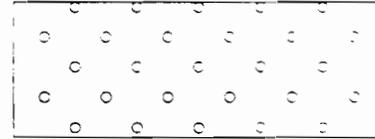
- Exhibit ID - 4 - 1: Illinois Route 173/Brink Street at US 14/Division Street
- 10 - 1: Illinois Route 173/Kenosha Avenue at US Route 12
- 12 - 1: Illinois Route 173 at Illinois Route 59
- 12 - 2: Illinois Route 173 at Illinois Route 83/Milwaukee Avenue
- 13 - 1: Illinois Route 173 at US Route 45
- 13 - 2: Illinois Route 173 at US Route 41/Skokie Highway
- 13 - 3: Illinois Route 173 at Illinois Route 131/Green Bay Road
- 15 - 1: Illinois Route 173 at Sheridan Road

Legend

Environmental Characteristics



Wetland



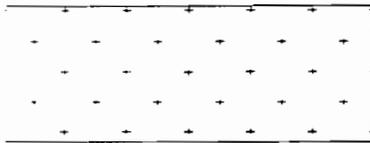
Historic District

ADID

Advanced Identified Wetland



Floodplain Boundary (100 Year)



Prime Farmland



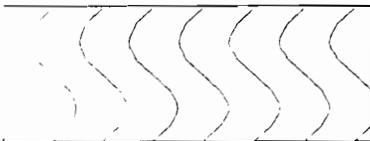
Threatened or Endangered Species



Hazardous Waste Site



Leaking Underground Storage Tank



Forest Preserve



Historic Site/Structure/Bridge

Land Use Characteristics

R Single Family
RM Multiple Family
RH High Rise - up to 3 floors
O Office
OH Office High Rise
C Commercial
CA Commercial Agricultural
CR Commercial Recreation
I Industry/Warehouse
+ Church/Temple
S School

***** Cemetery
G Institution/Government
P Park/Forest Preserve
U Utility
M Gravel/Mining
A Agricultural
V Vacant Land
W Woodland
OS Open Space
() Planned Development

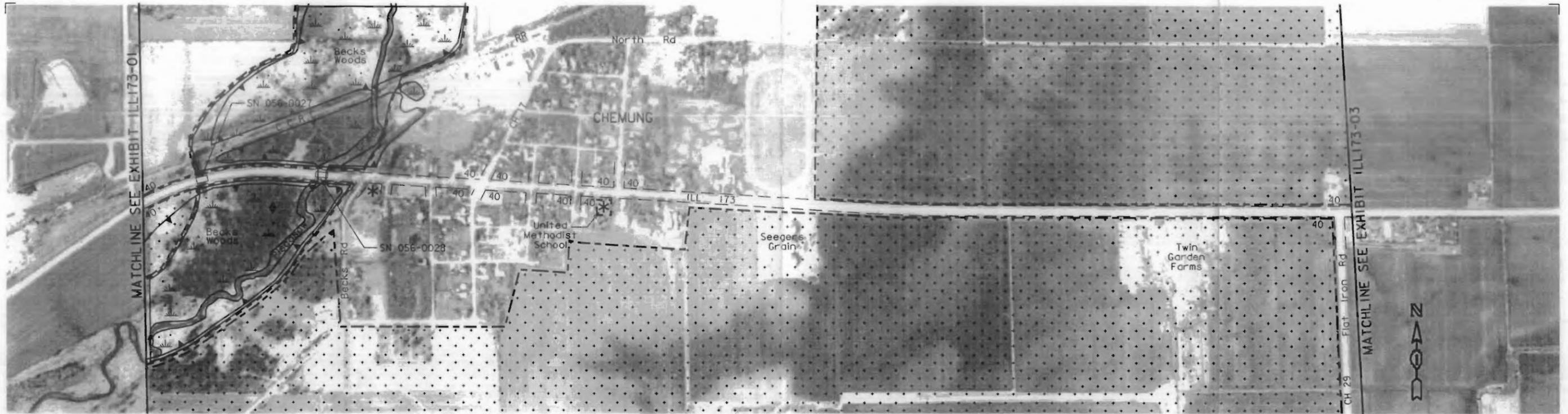


Exhibit ILL173-02a
Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



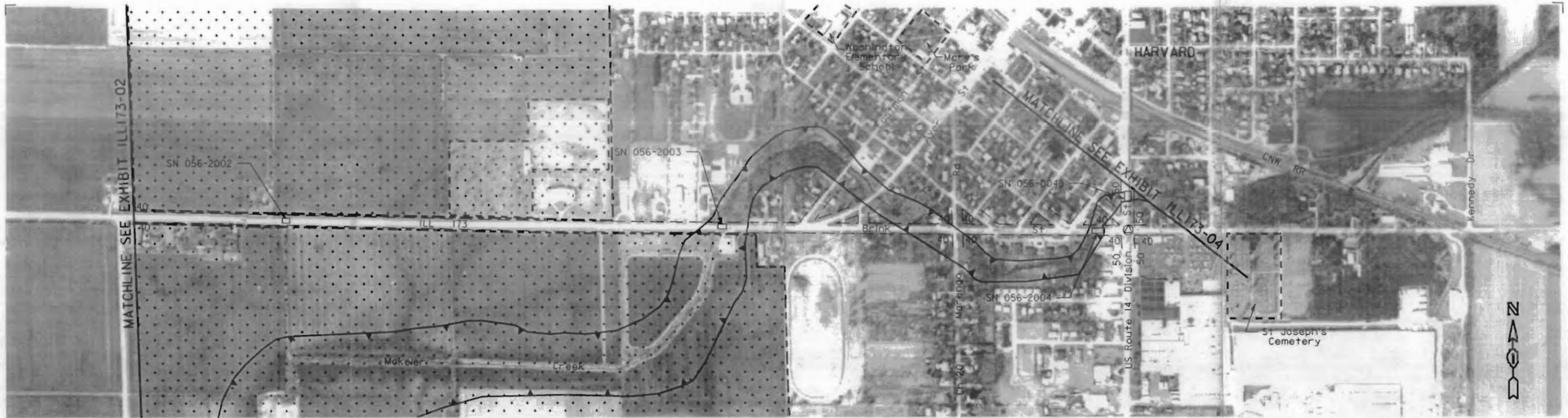
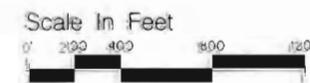


Exhibit ILL173-03a
 Illinois Route 173 (Brink Street/US Route 14 Division Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



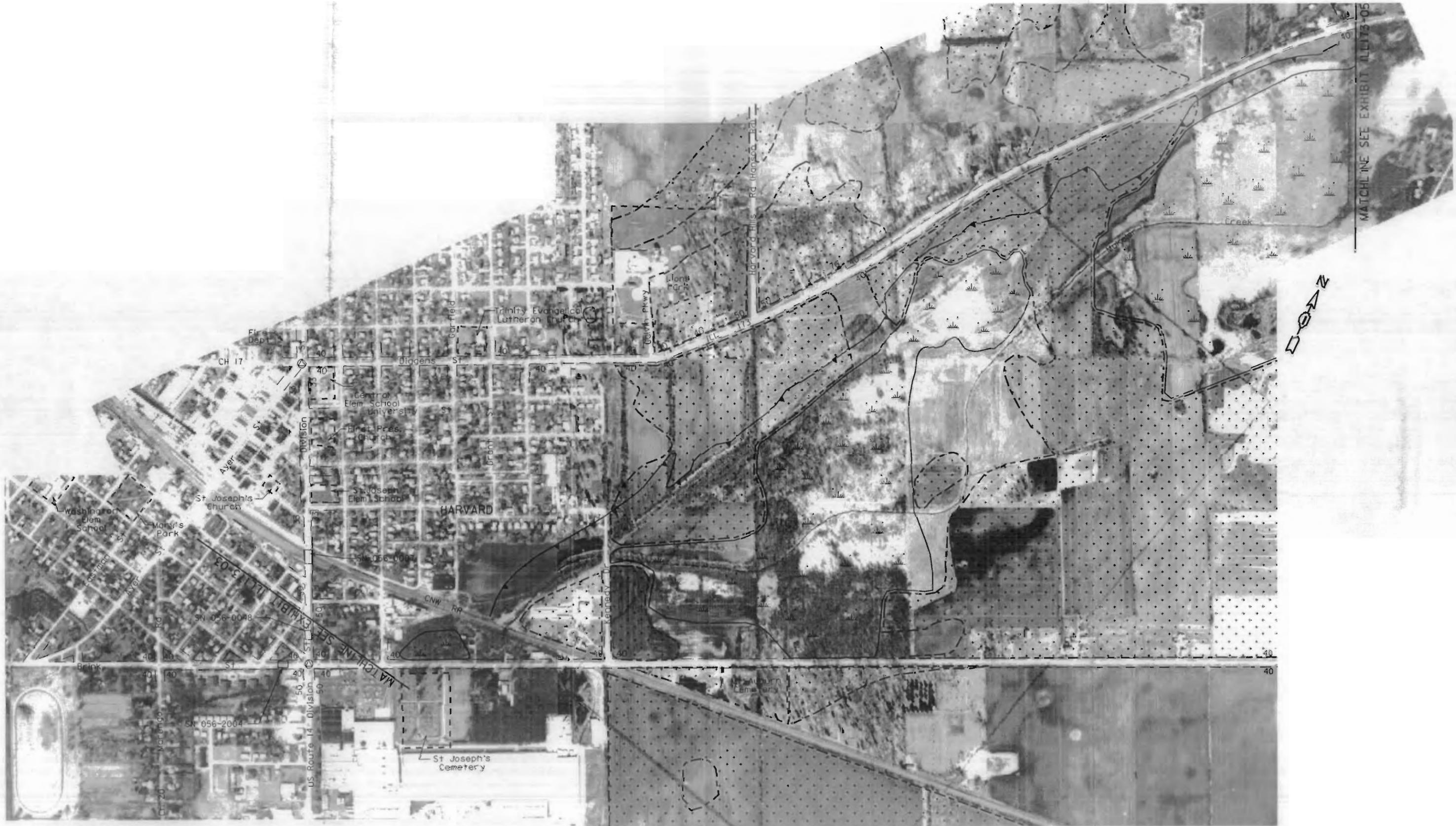
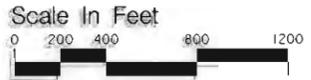


Exhibit ILL173-04a-1
 Illinois Route 173 (Brink Street)

EXISTING CONDITIONS / ENVIRONMENTAL



SRA Strategic Regional Artistic Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.

MATCHLINE SEE EXHIBIT ILL173-05

MATCHLINE SEE EXHIBIT ILL173-03

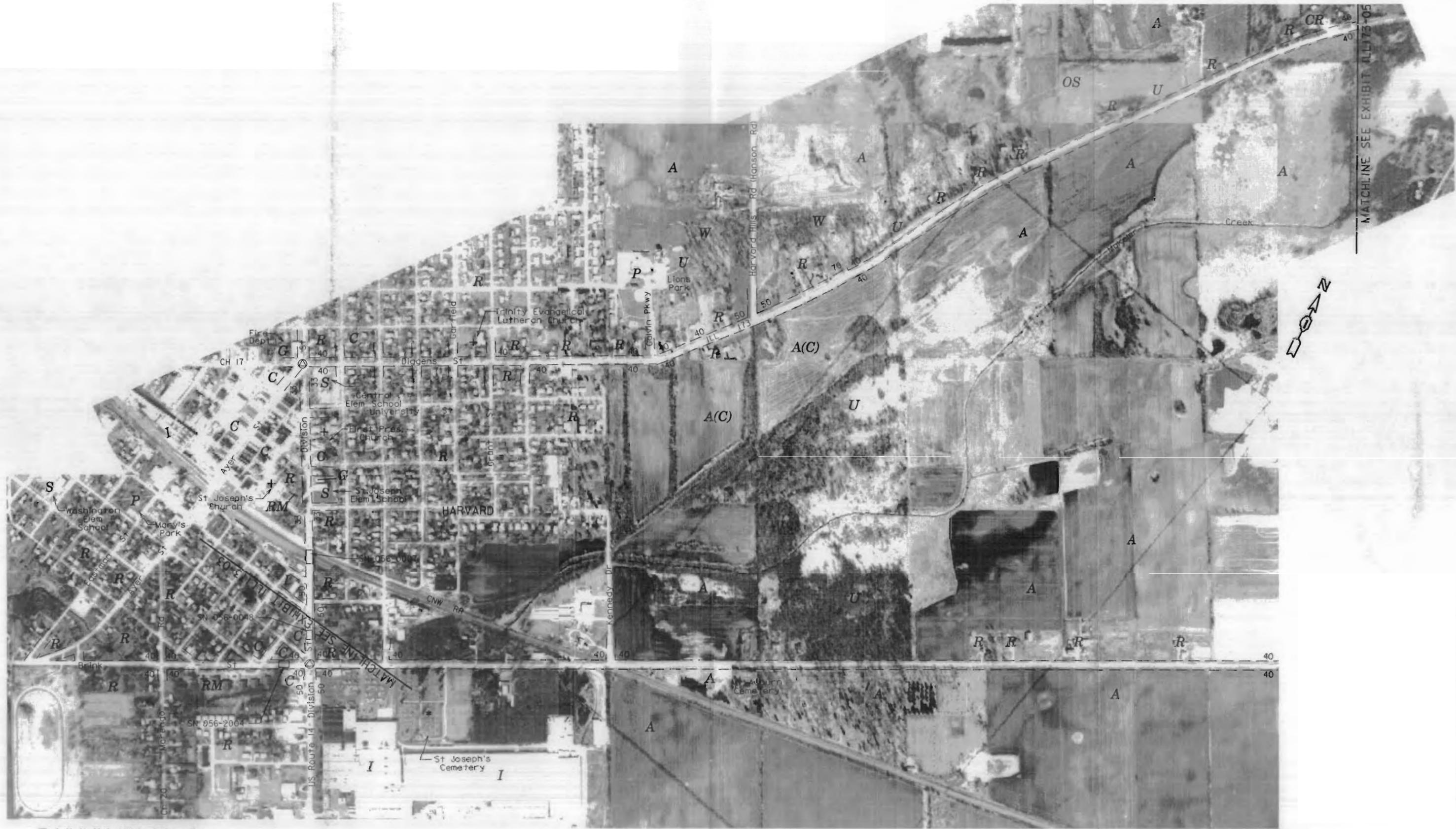
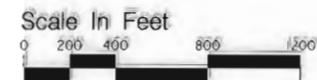


Exhibit ILL173-04a-2
 Illinois Route 173 (Brink Street)

EXISTING CONDITIONS / LAND USE



MATCHLINE SEE EXHIBIT ILL173-05

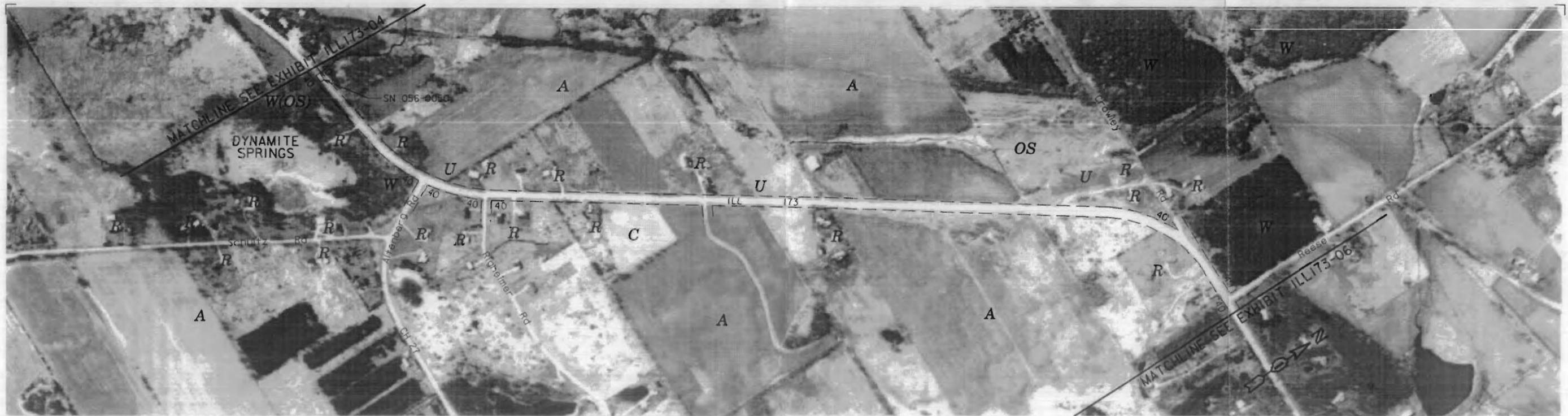


Exhibit ILL173-05a
Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL

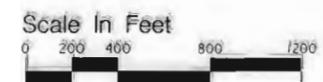
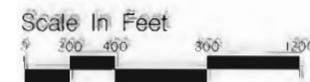




Exhibit ILL173-06a
 Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



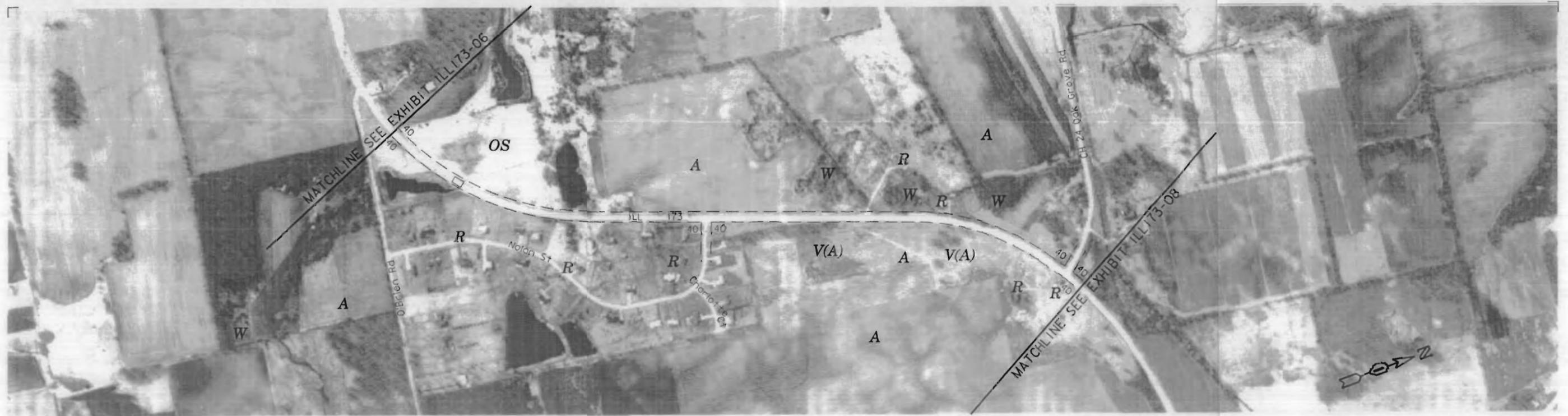
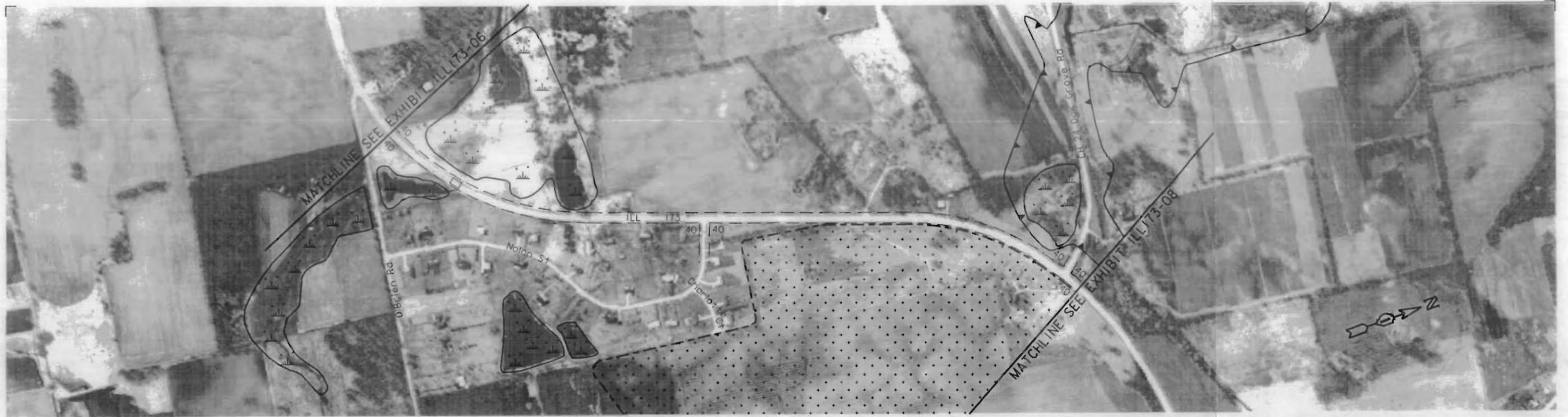
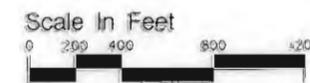


Exhibit ILL173-07a
 Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



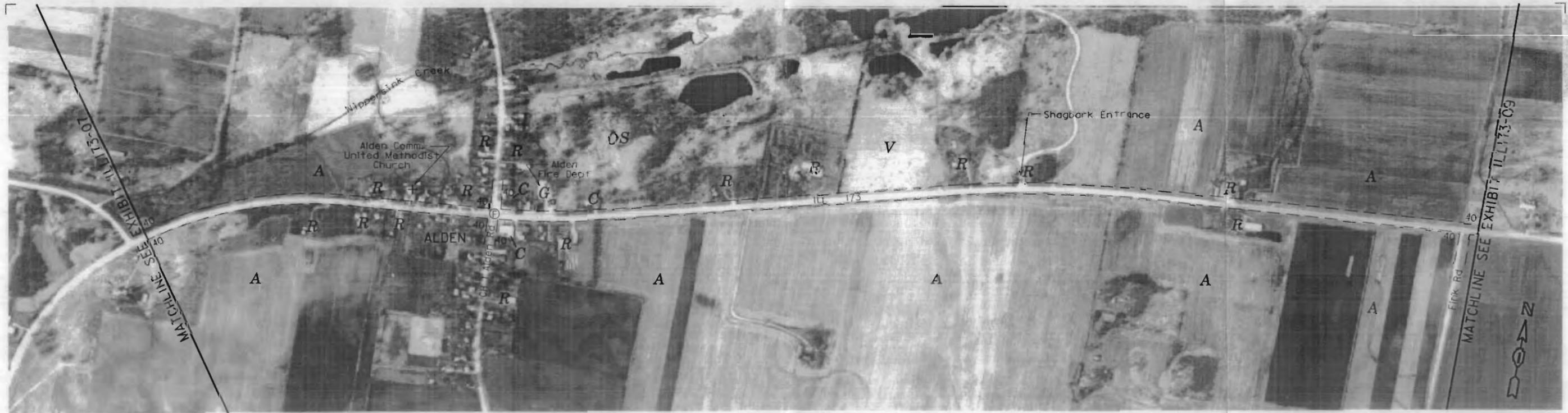
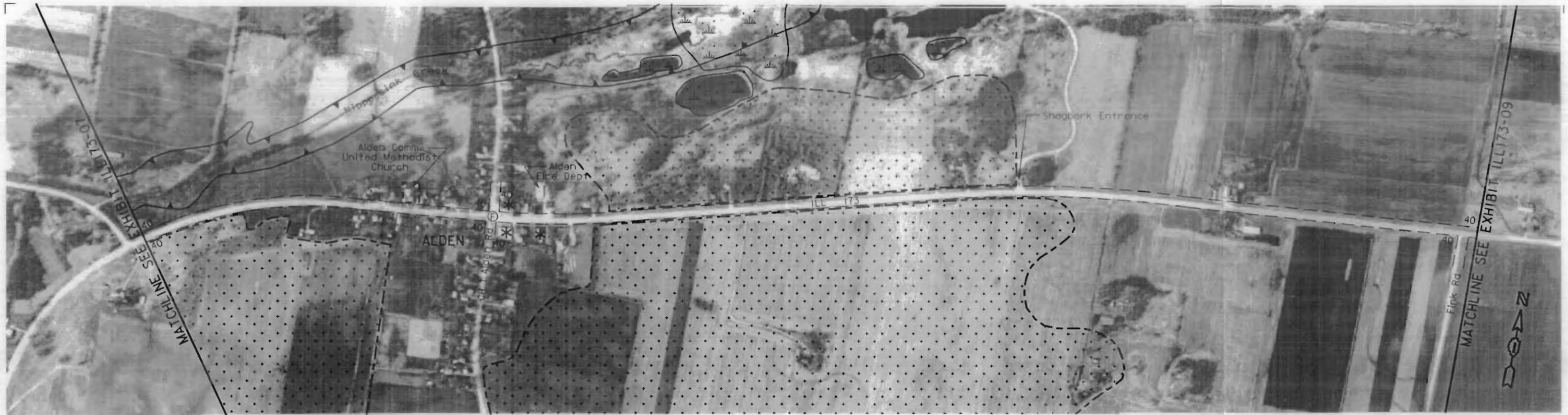


Exhibit ILL173-08a
 Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



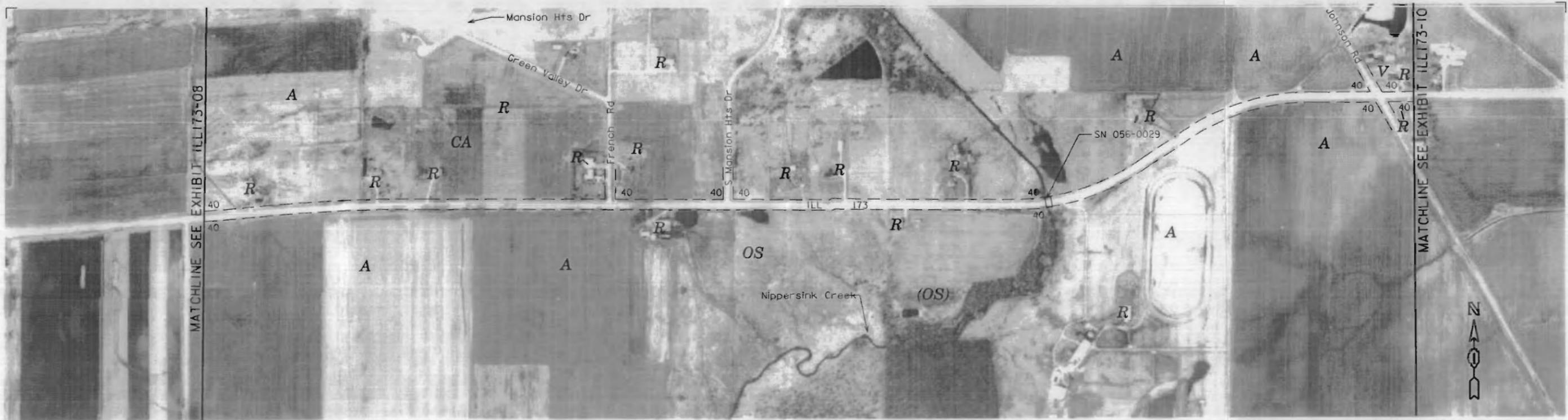
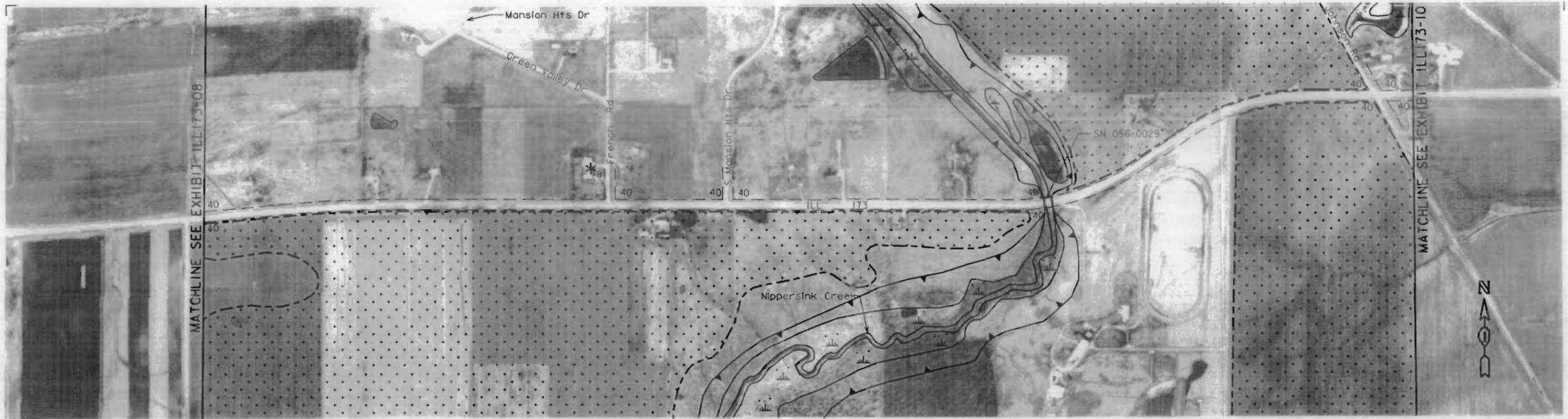
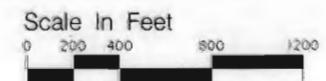


Exhibit ILL173-09a
Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



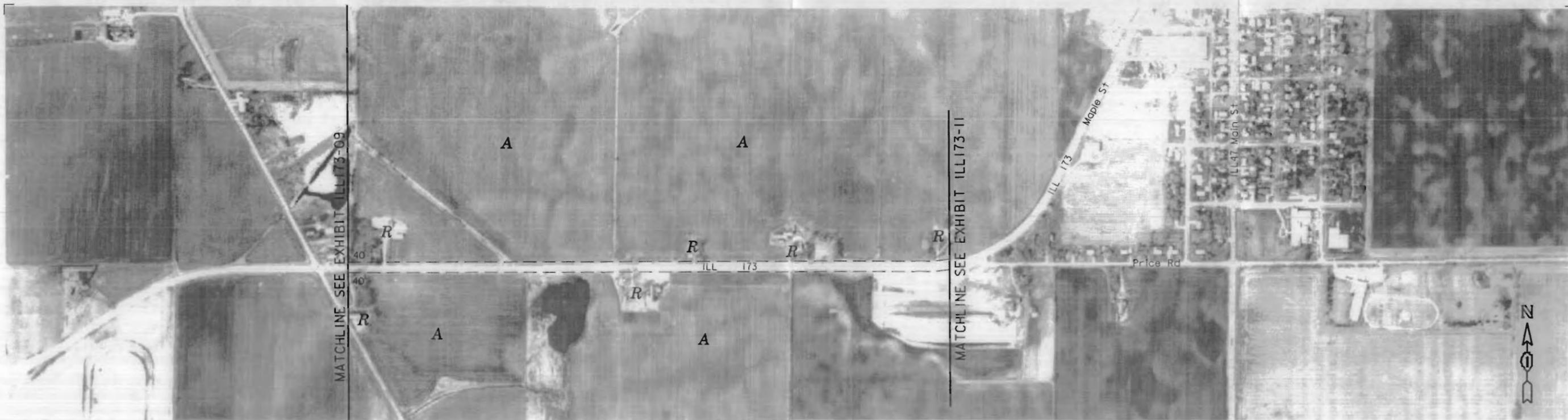
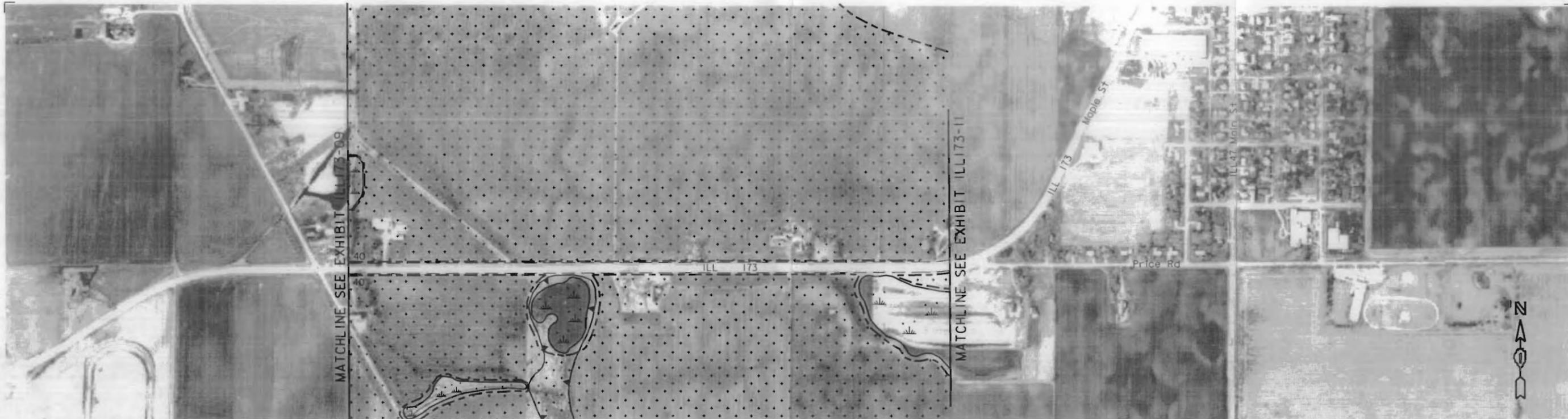


Exhibit ILL173-10a
 Illinois Route 173 (Maple Street)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



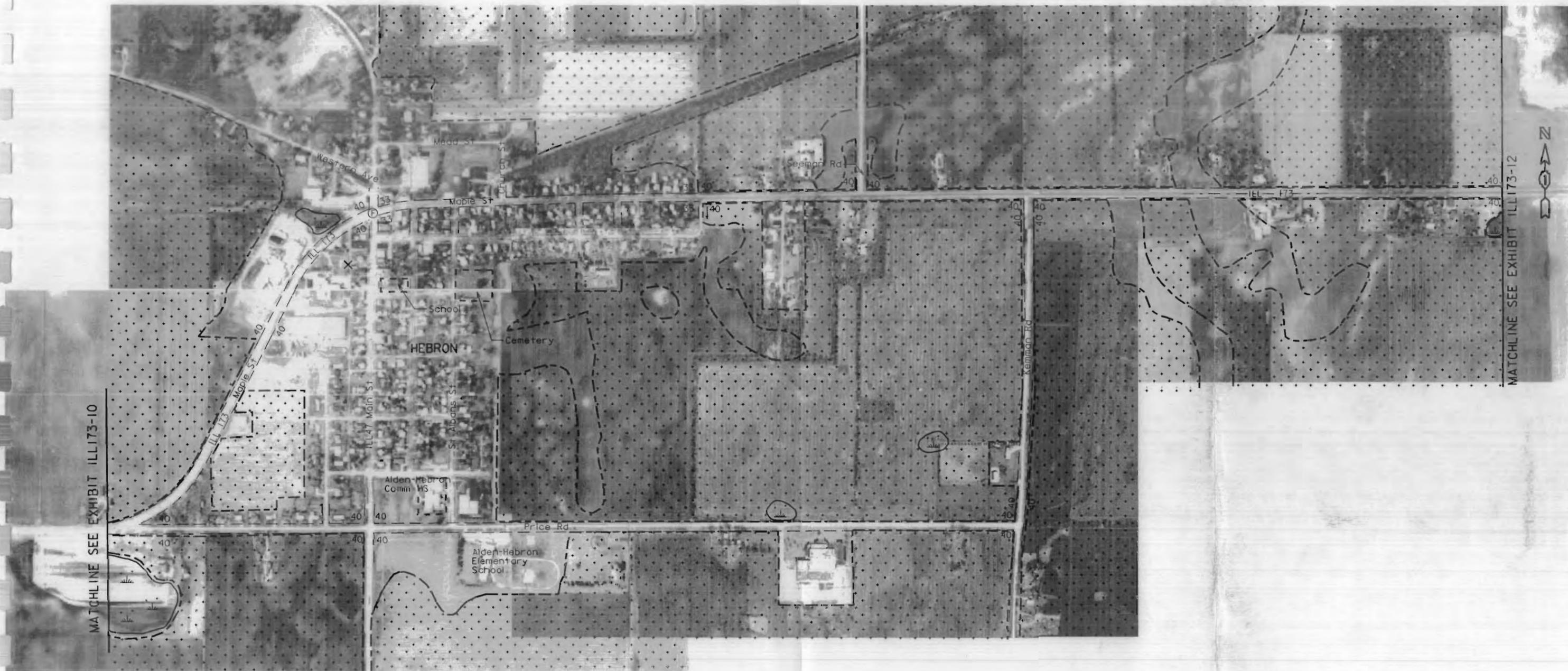


Exhibit ILL173-11a-1
 Illinois Route 173 (Price Road / Kemman Road)

EXISTING CONDITIONS / ENVIRONMENTAL

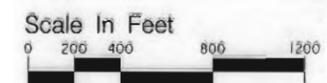
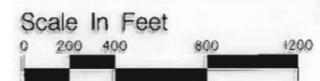




Exhibit ILL173-11a-2
 Illinois Route 173 (Price Road / Kemman Road)

EXISTING CONDITIONS / LAND USE



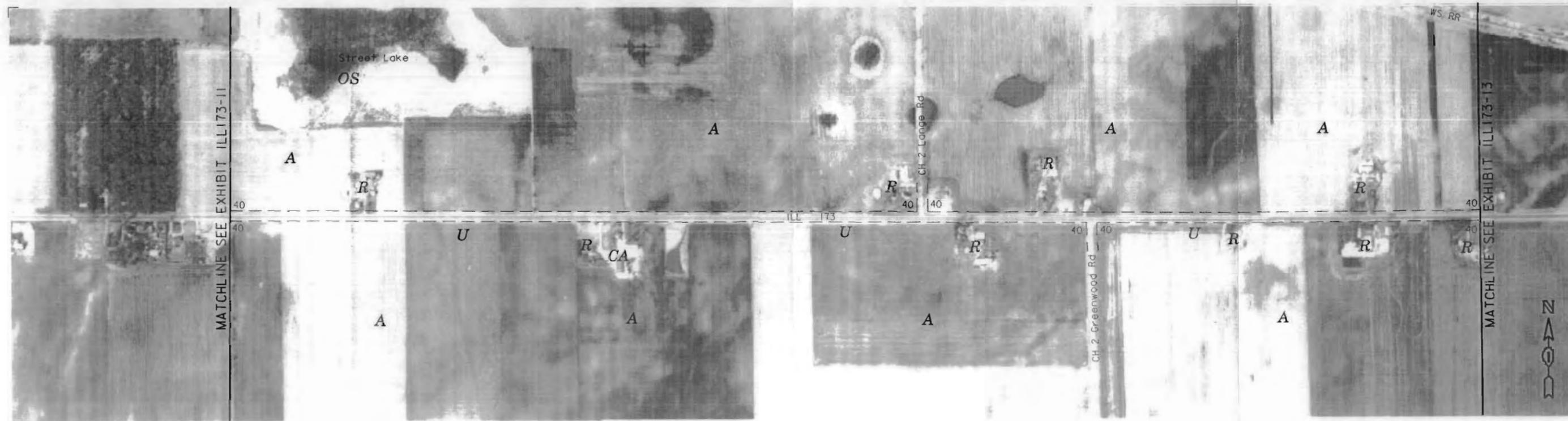
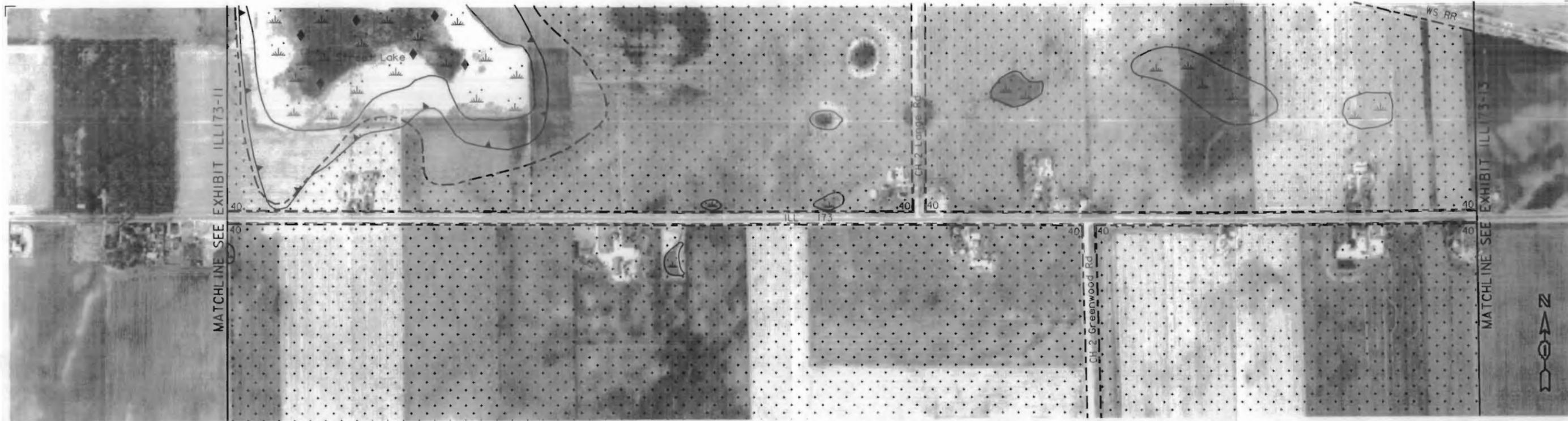


Exhibit ILL173-12a
Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



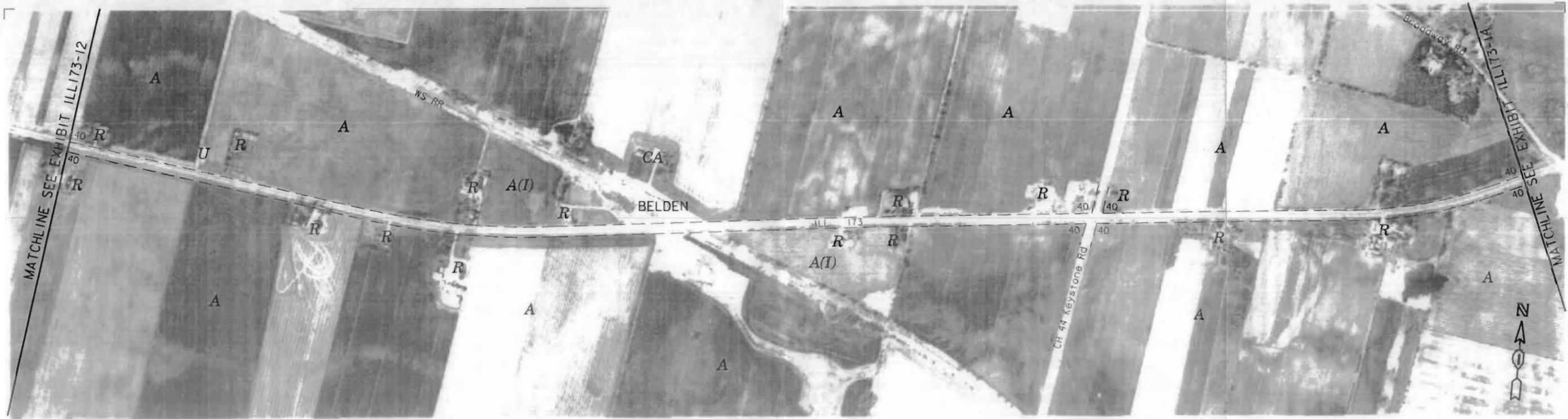
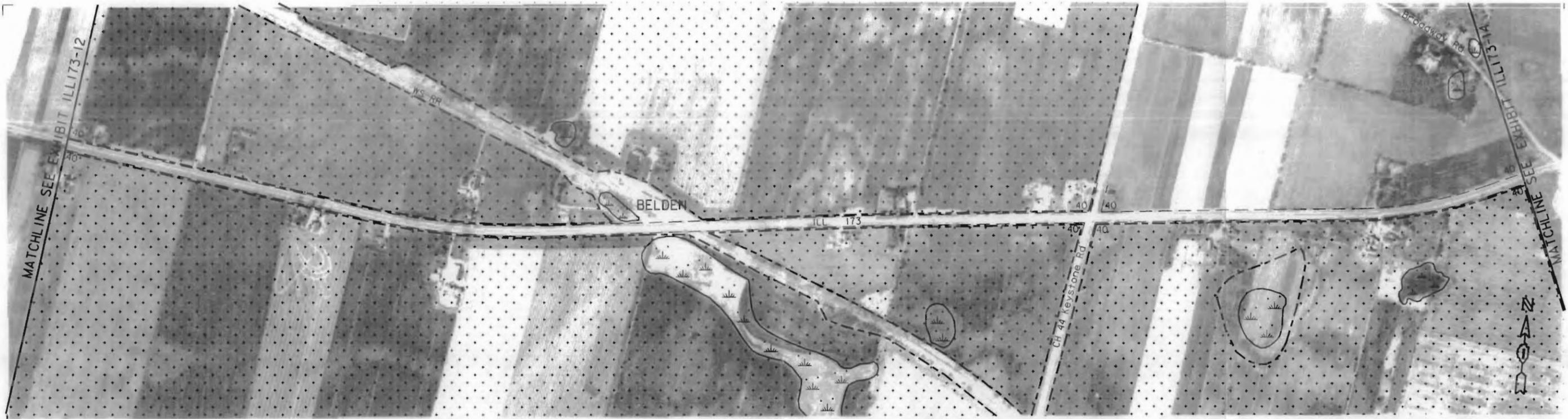


Exhibit ILL173-13a
 Illinois Route 173

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



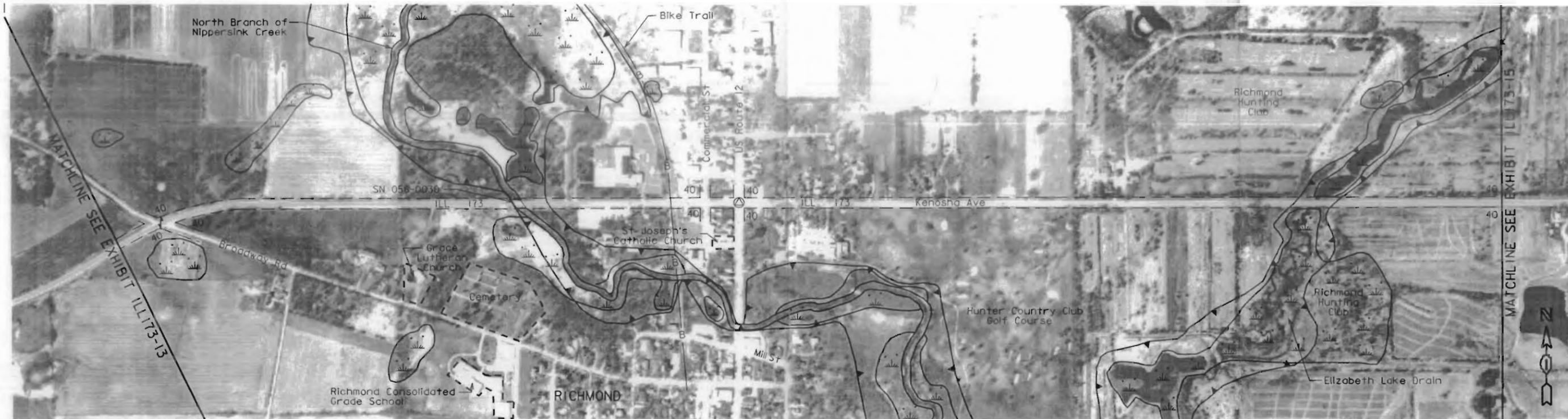
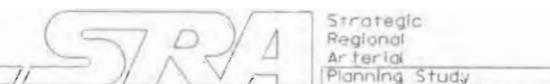


Exhibit ILL173-14a
 Illinois Route 173 (Kenosha Avenue)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC

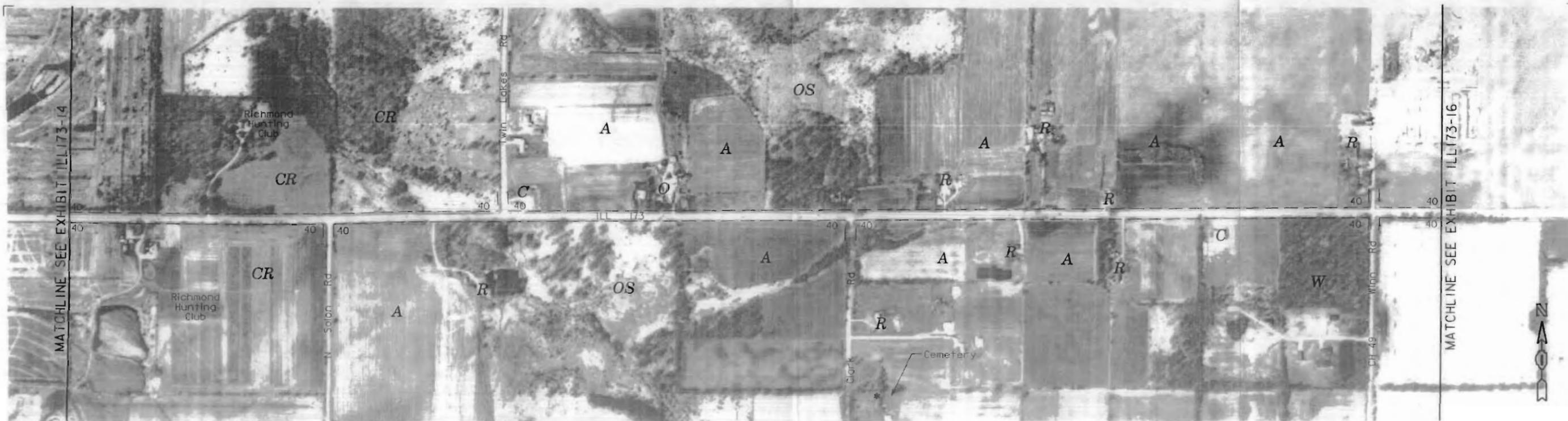


Exhibit ILL173-15a
 Illinois Route 173 (Kenosha Avenue)

EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL



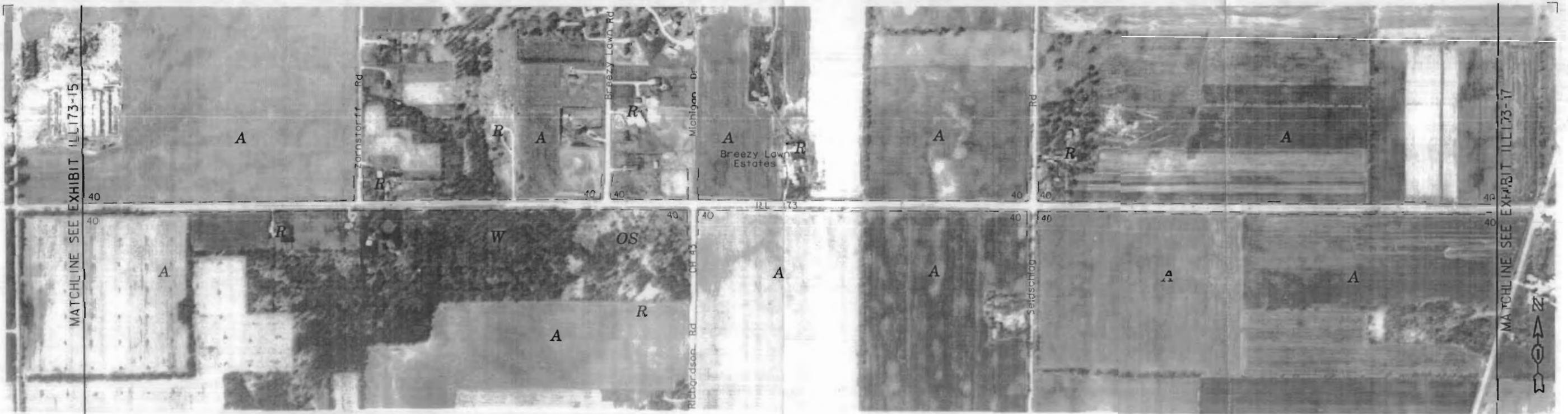
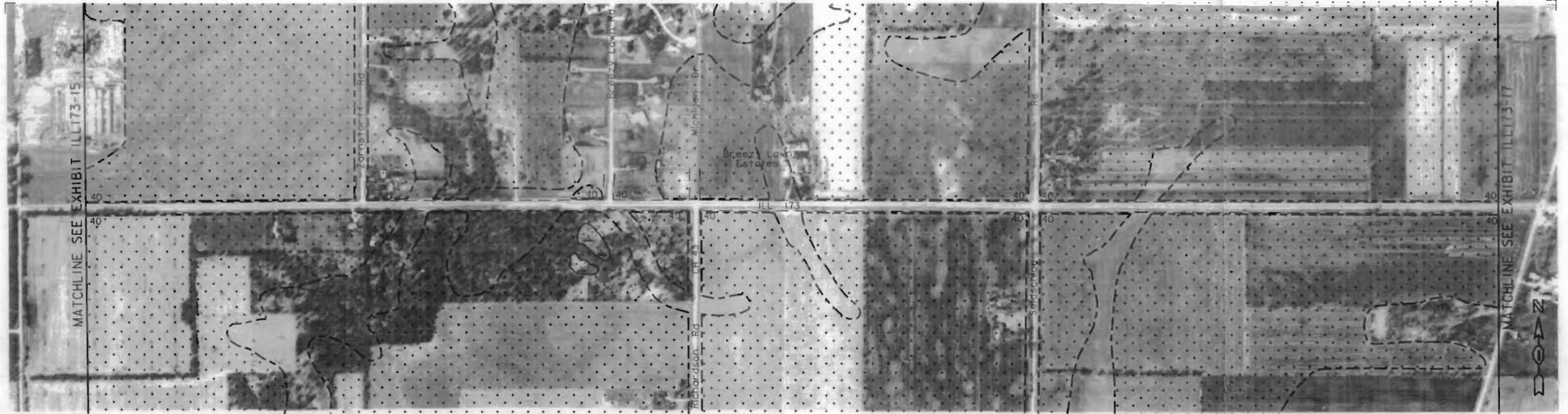


Exhibit ILL173-16a
Illinois Route 173

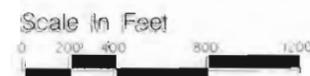
EXISTING CONDITIONS / LAND USE / ENVIRONMENTAL





Exhibit ILL173-17a
Illinois Route 173

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



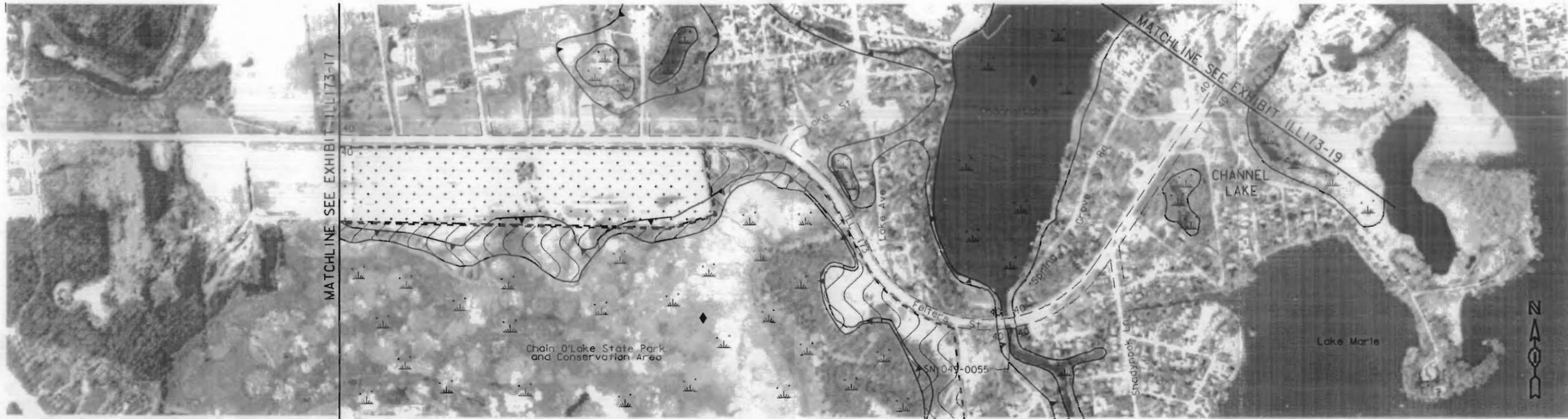


Exhibit ILL173-18a
 Illinois Route 173 (Felters Street)

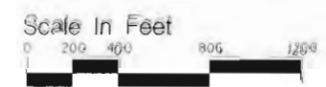
EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE





Exhibit ILL173-19a
 Illinois Route 173

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.

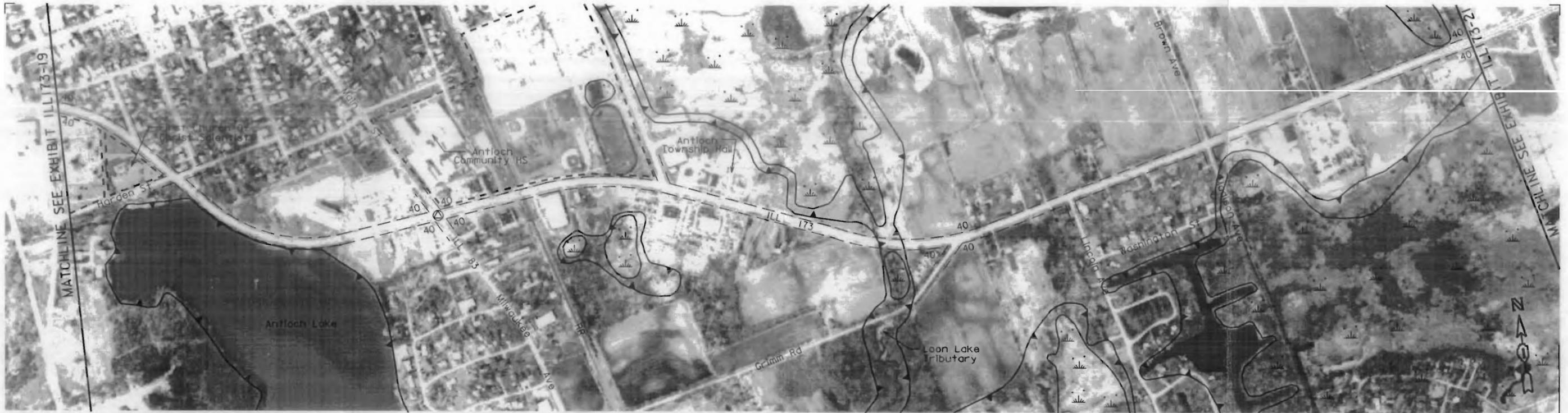
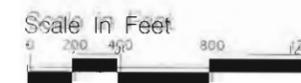


Exhibit ILL173-20a
 Illinois Route 173

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



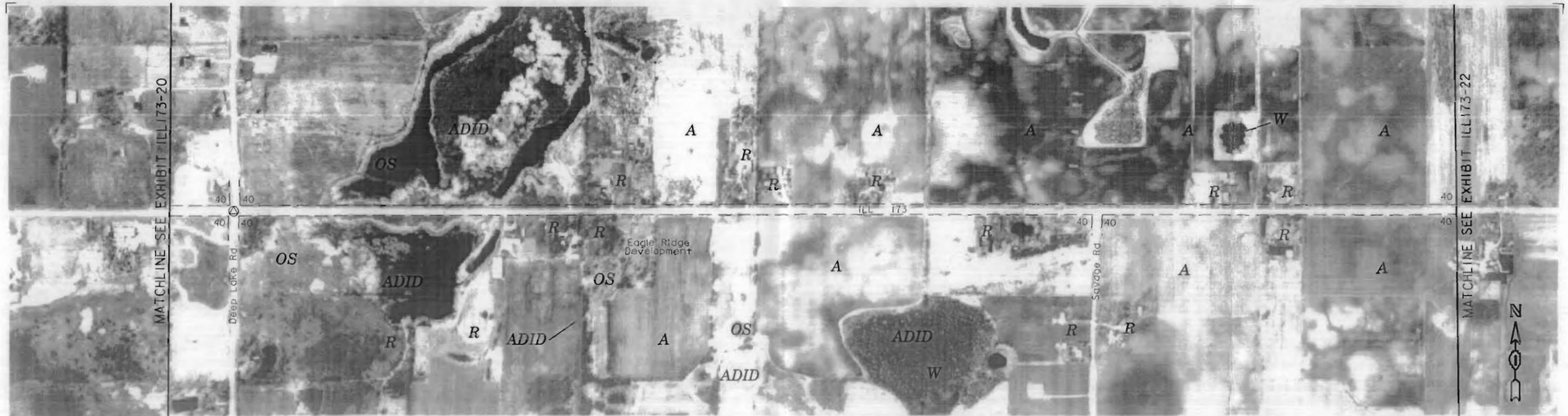
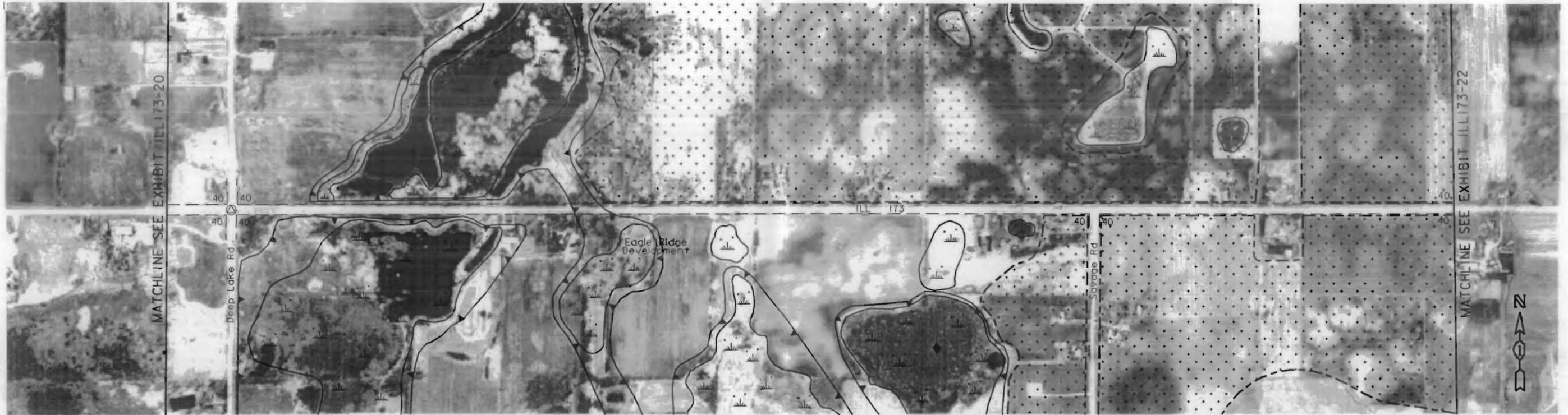
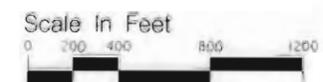


Exhibit ILL173-21a
Illinois Route 173

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



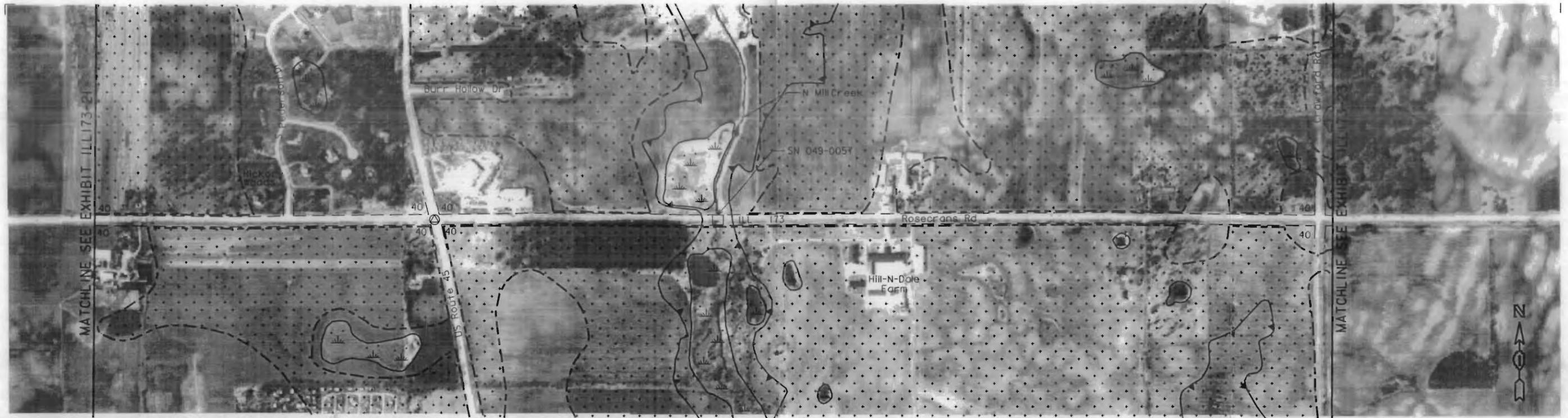
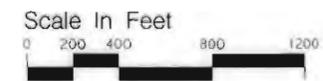


Exhibit ILL173-22a
Illinois Route 173

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



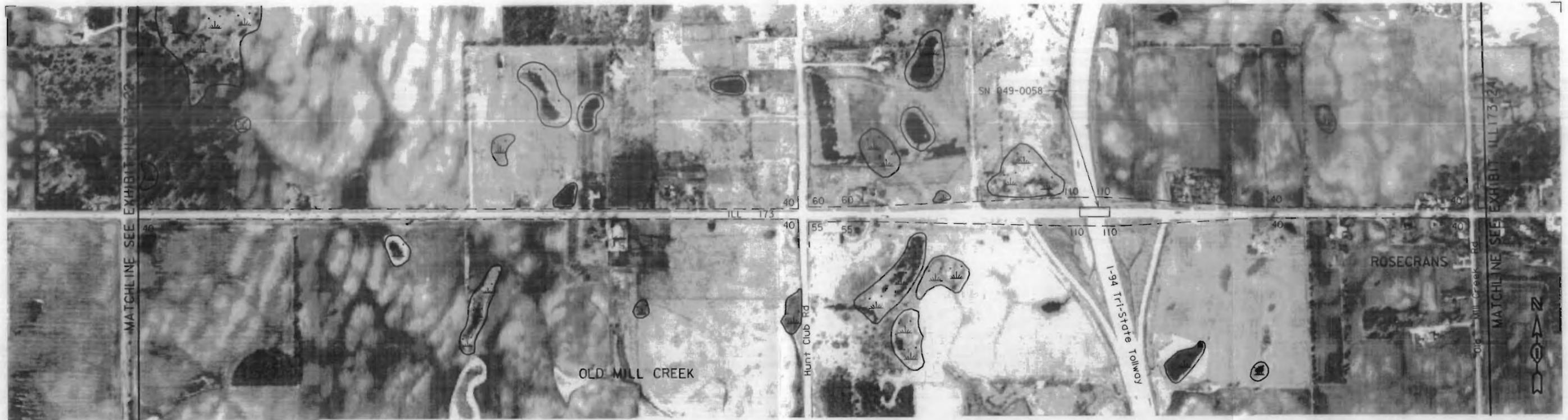


Exhibit ILL173-23a
 Illinois Route 173 (Rosecrans Road)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

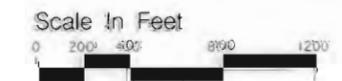




Exhibit ILL173-24a
 Illinois Route 173 (Rosecrans Road)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



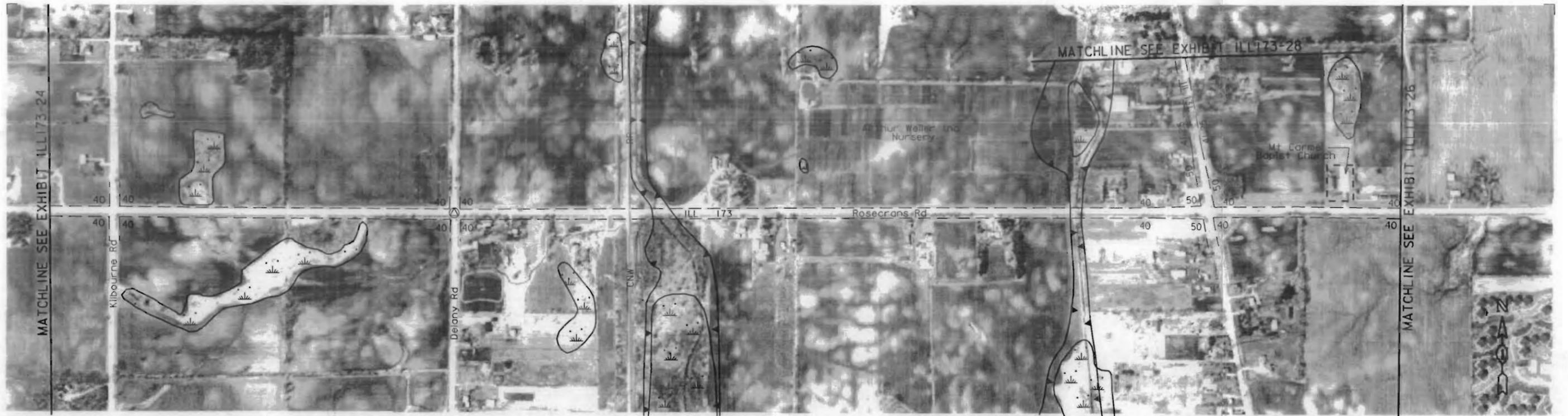


Exhibit ILL173-25a
 Illinois Route 173 (Rosecrans Road)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

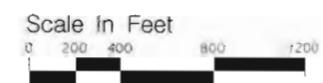




Exhibit ILL173-26a
 Illinois Route 173 (Rosecrans Road)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE

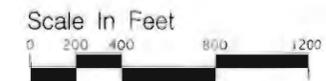
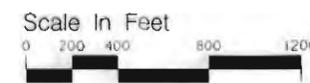




Exhibit ILL173-27a
 Illinois Route 173 (21st Street)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE



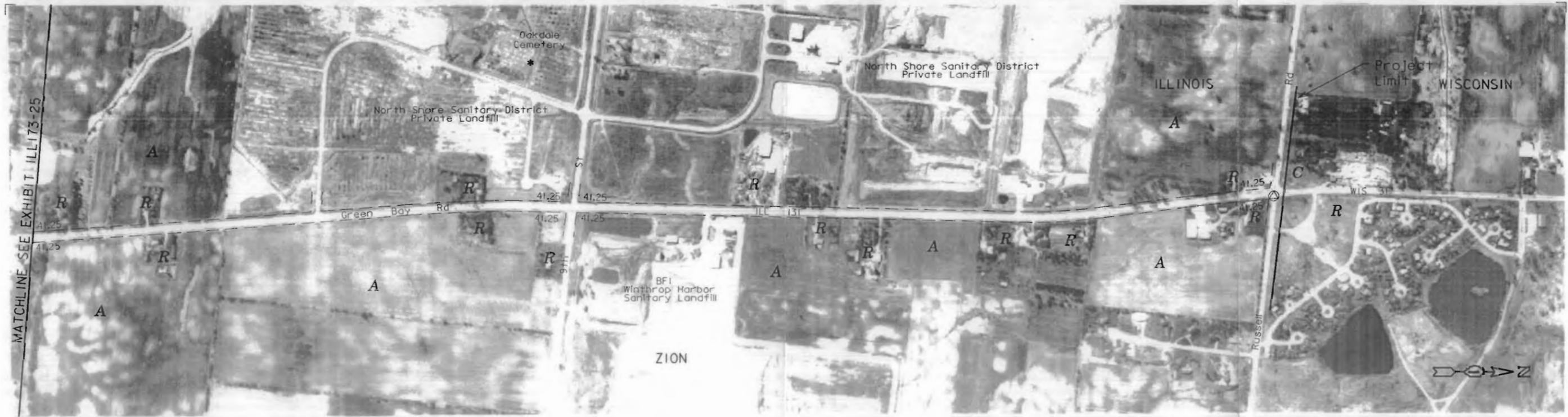
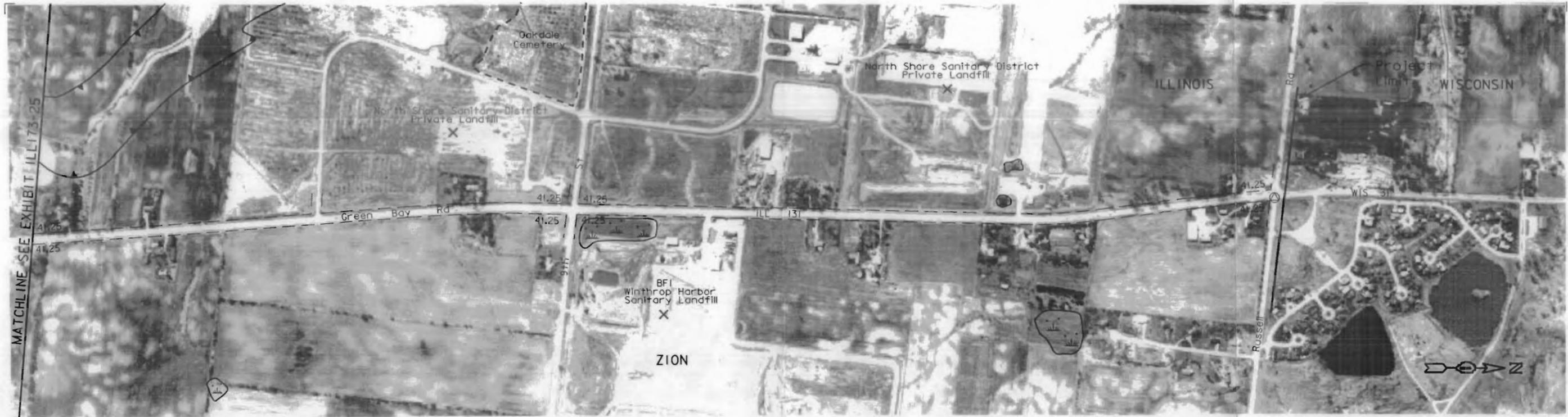
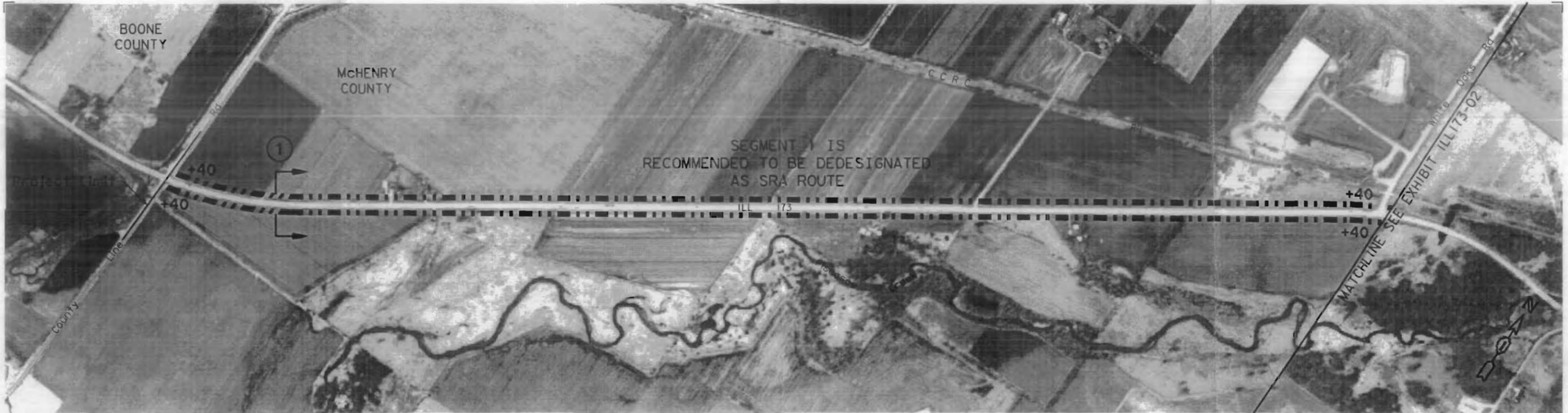


Exhibit ILL173-28a
 Illinois Route 173 (Illinois Route 131)

EXISTING CONDITIONS / ENVIRONMENTAL / LAND USE





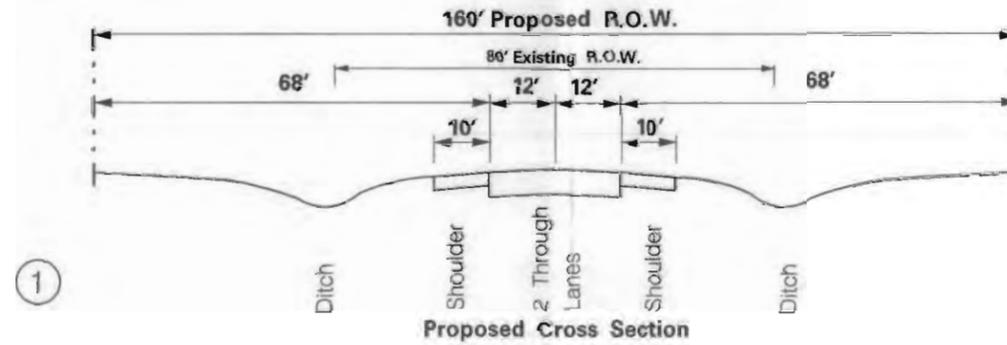
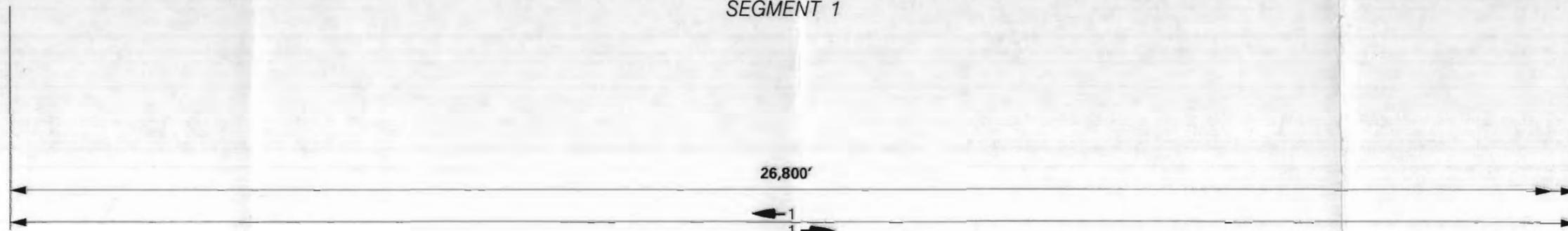
SEGMENT 1

INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION

CROSS
SECTIONS



NOTES

-PROVIDE STOP CONTROL ON CROSS STREETS

-SEGMENT 1 IS RECOMMENDED TO BE DEDESIGNATED AS SRA ROUTE

Exhibit ILL173-01b
Illinois Route 173

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cui-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



New Signal
Existing Signal



Flashing Signal
Remove Signal

Scale in Feet





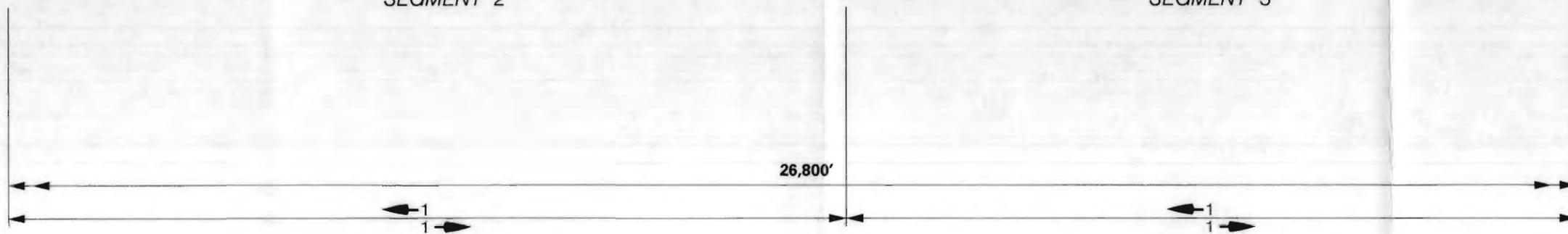
SEGMENT 2

SEGMENT 3

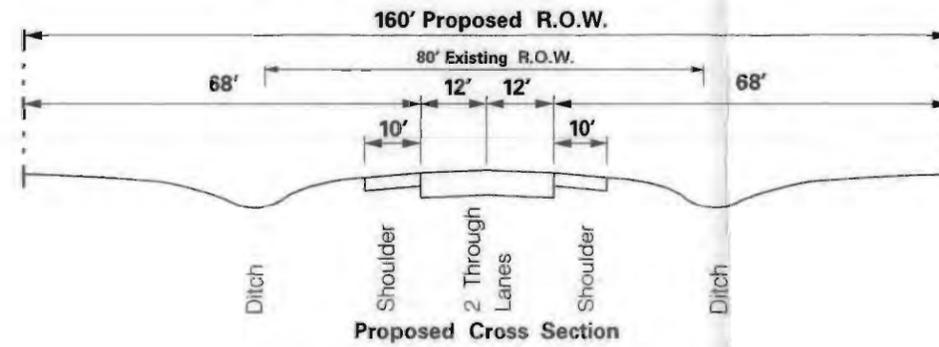
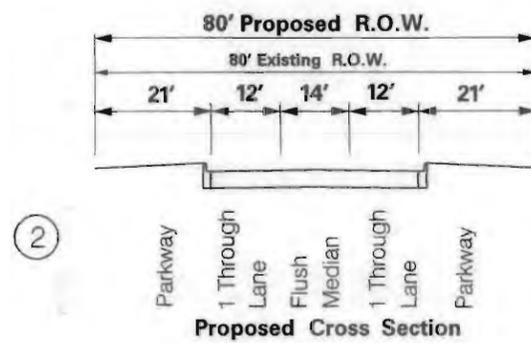
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

-PROVIDE STOP CONTROL ON CROSS STREETS

-SEGMENT 2 AND 3 ARE RECOMMENDED TO BE DEDESIGNATED AS SRA ROUTE

Exhibit ILL173-02b
Illinois Route 173

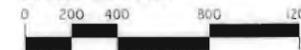
PROPOSED IMPROVEMENTS

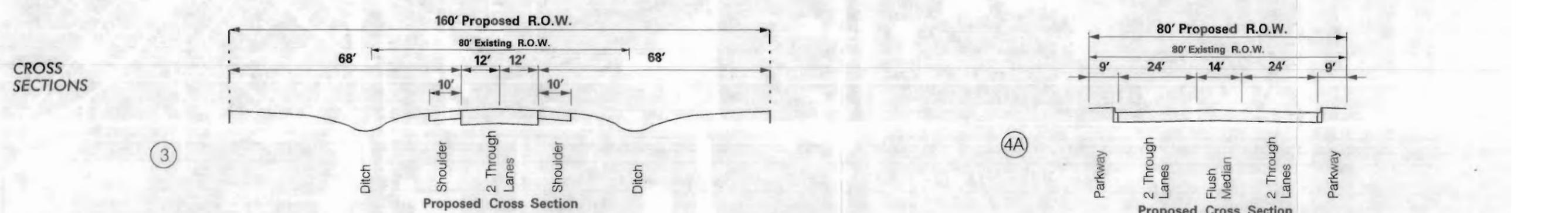
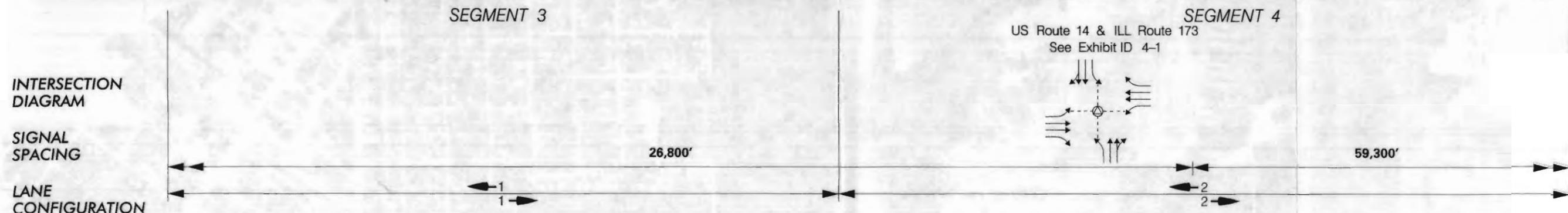
Legend

- SN Structure Number
- Existing Structure
- Median Break
- Cul-De-Sac
- +20 Additional Right-Of-Way
- Proposed Right-Of-Way

- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal

Scale In Feet





- NOTES**
- COORDINATE WITH US ROUTE 14 SRA BYPASS
 - PROVIDE STOP CONTROL ON CROSS STREETS
 - PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS AT INTERSECTING SRA ROUTES
 - SEGMENT 3 IS RECOMMENDED TO BE DEDESIGNATED AS SRA ROUTE
- INSTALL DIRECTIONAL SIGNS TO METRA STATION AT AYER STREET AND DIVISION STREET
 - DEVELOP CONSOLIDATED LAND PLAN
 - CUL-DE-SAC EASTMAN STREET
 - REALIGN AYER STREET INTERSECTION

Exhibit ILL173-03b
Illinois Route 173 (Brink Street/US Route 14 Division Street)

PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	+	Cut-De-Sac	▲	New Signal
↓	Existing Structure	+20	Additional Right-Of-Way	●	Existing Signal
	Median Break	---	Proposed Right-Of-Way	⊘	Flashing Signal
					Remove Signal



SRA Strategic Regional Arterial Planning Study

ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

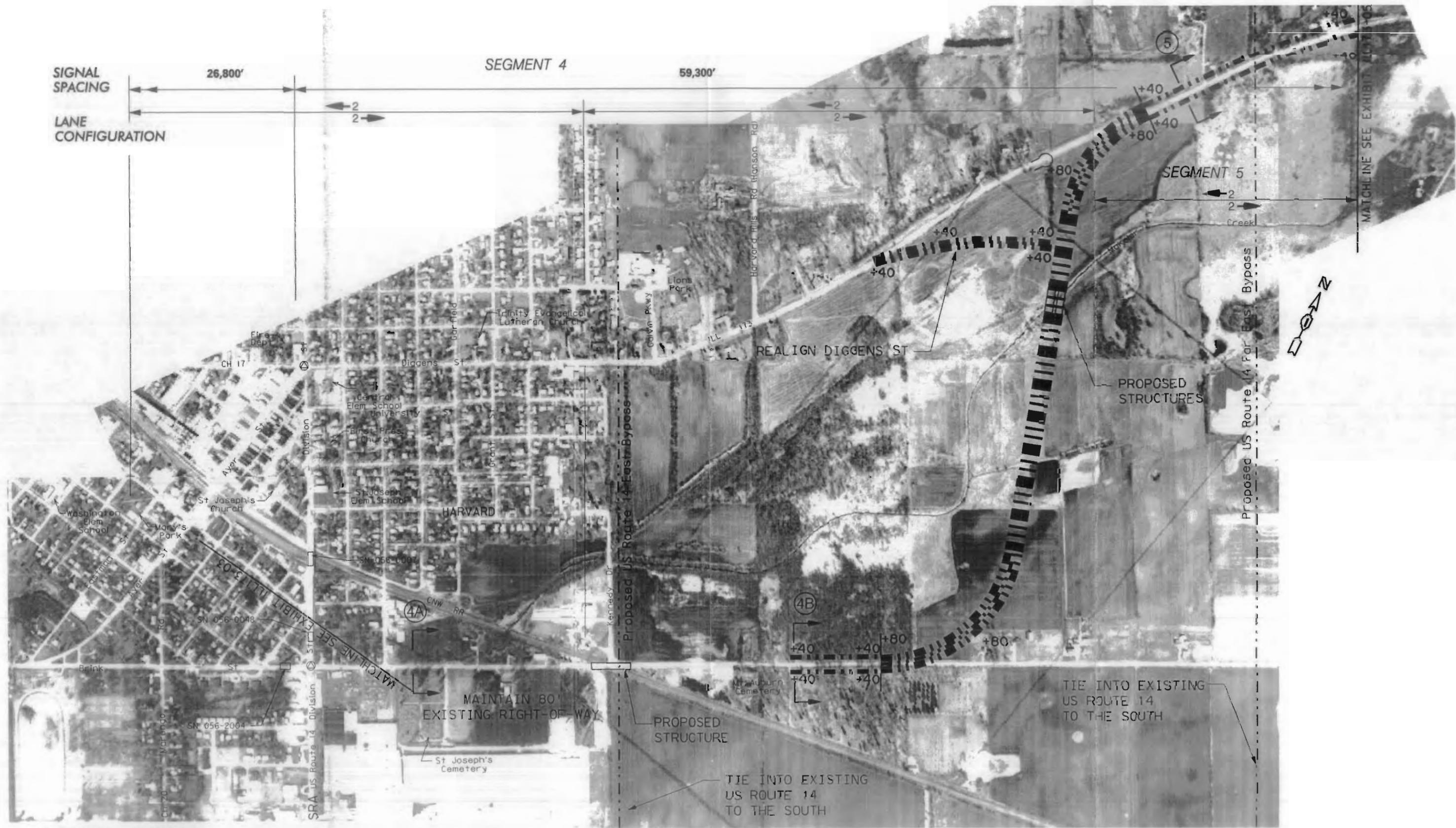


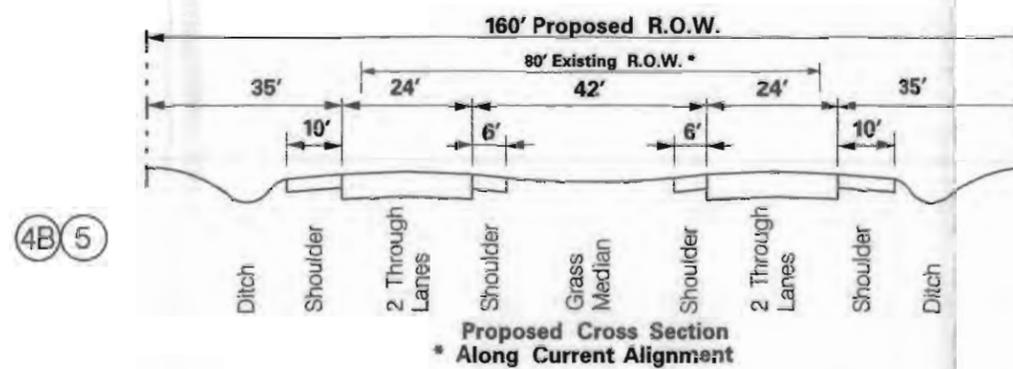
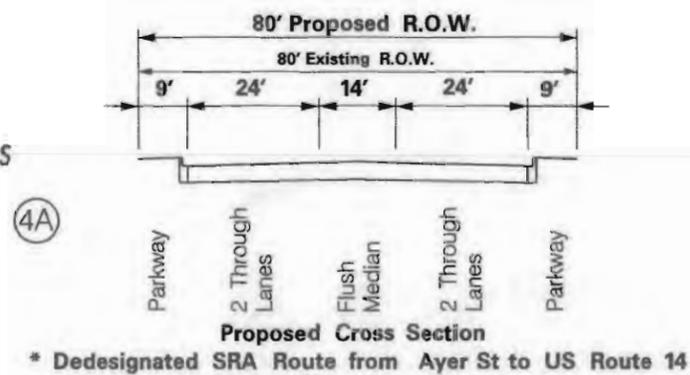
Exhibit ILL173-04b-1
 Illinois Route 173 (Brink Street)

PROPOSED IMPROVEMENTS

- Legend
- SN Structure Number
 - Existing Structure
 - Meridian Break
 - +20 CUL-DE-SAC
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal



CROSS SECTIONS



NOTES

- COORDINATE WITH US ROUTE 14 SRA PARK-AND-RIDE
- COORDINATE WITH US ROUTE 14 SRA BYPASS
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS
- REALIGN DIGGENS ST (OLD ILL 173) INTERSECTION
- INSTALL DIRECTIONAL SIGNS TO TRANSIT STATION

- PROVIDE STOP CONTROL ON CROSS STREETS
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- GRADE SEPARATION AT C & NW RR
- PROVIDE NEW STRUCTURES AT MOKELER CREEK

Exhibit ILL173-04b-2
Illinois Route 173 (Brink Street)

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



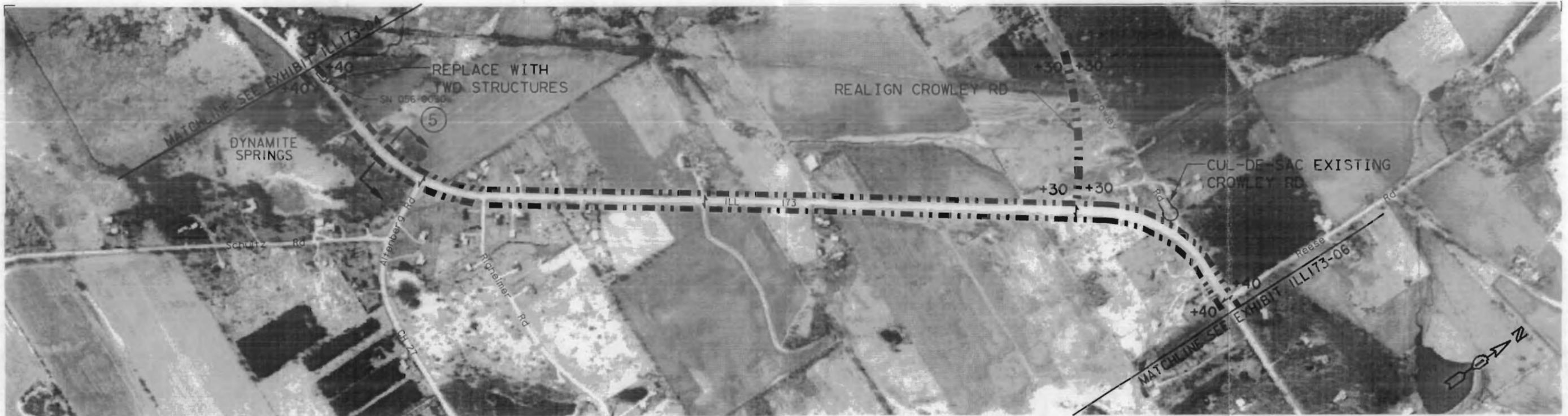
New Signal
Existing Signal



Flashing Signal
Remove Signal

Scale In Feet



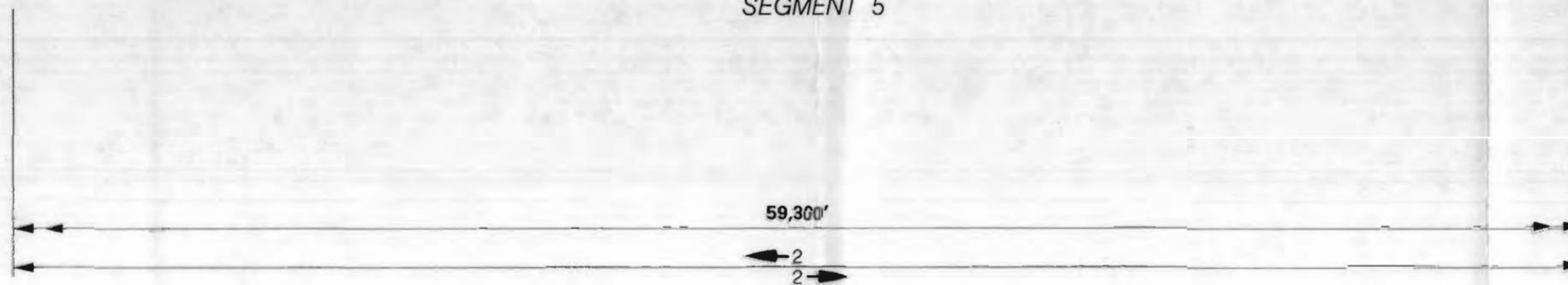


SEGMENT 5

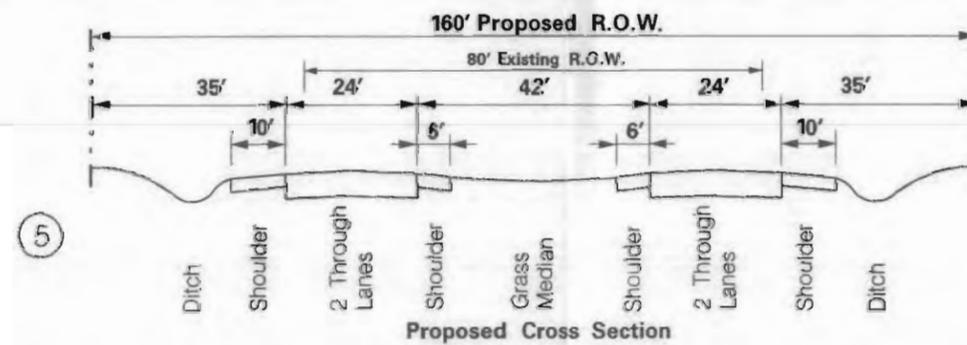
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- REPLACE BRIDGE OVER MOKELER CREEK WITH TWO NEW STRUCTURES

- PROVIDE STOP CONTROL ON CROSS STREETS
- REALIGN CROWLEY RD
- CUL-DE-SAC EXISTING CROWLEY RD

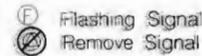
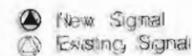
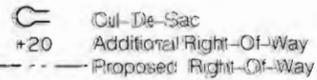
Exhibit ILL173-05b
Illinois Route 173

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Scale In Feet



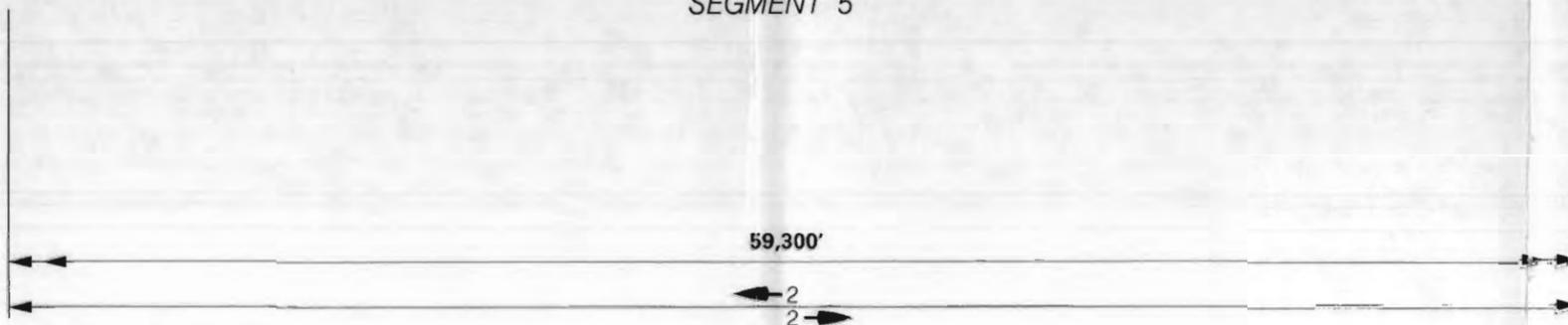


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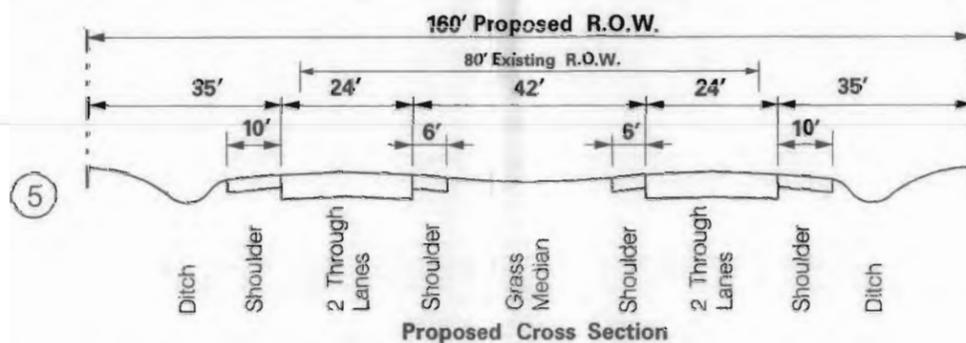
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

-PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
-OTHER ACCESS RIGHT IN / RIGHT OUT

-PROVIDE STOP CONTROL ON CROSS STREETS

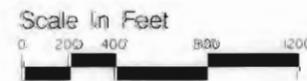
Exhibit ILL173-06b
Illinois Route 173

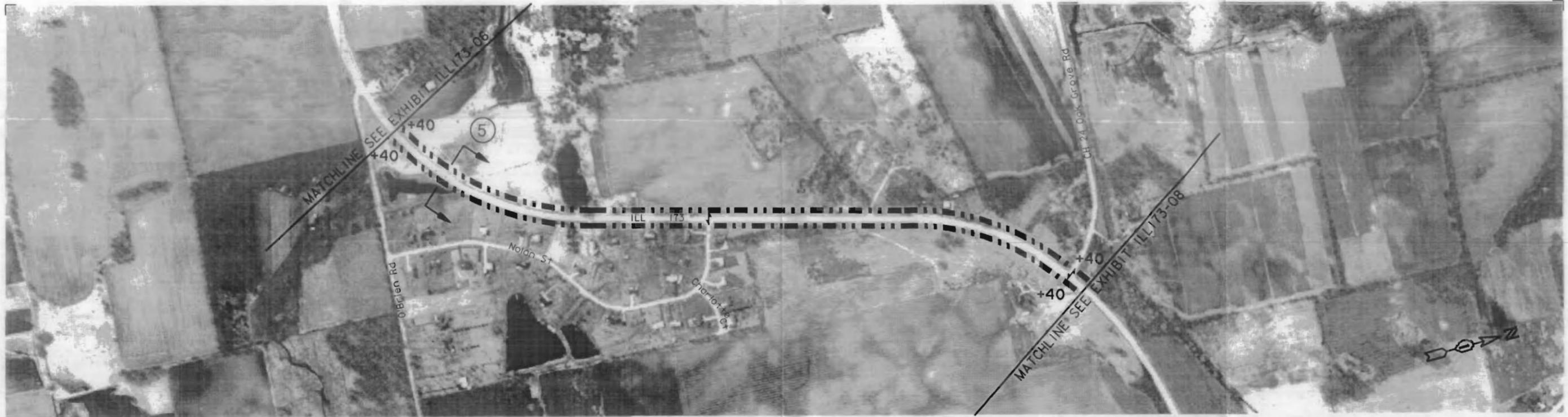
PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way

- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



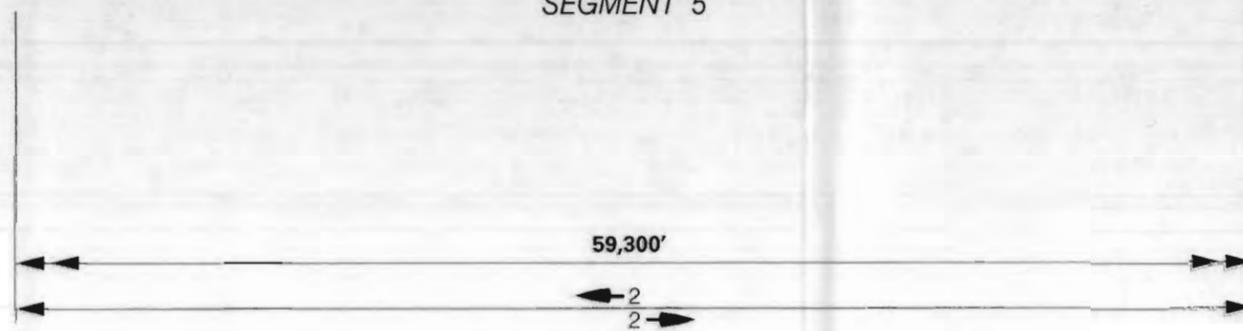


SEGMENT 5

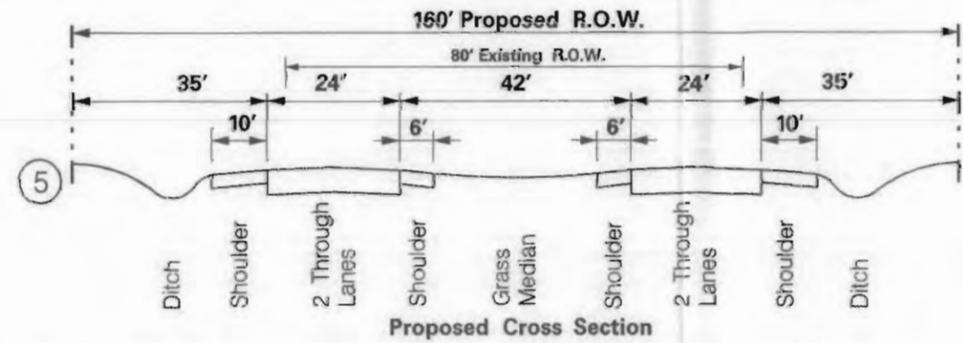
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

-PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS

-OTHER ACCESS RIGHT IN / RIGHT OUT

-PROVIDE STOP CONTROL ON CROSS STREETS

Exhibit ILL173-07b
Illinois Route 173

PROPOSED IMPROVEMENTS

- Legend
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cul-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal





SEGMENT 6

SEGMENT 7

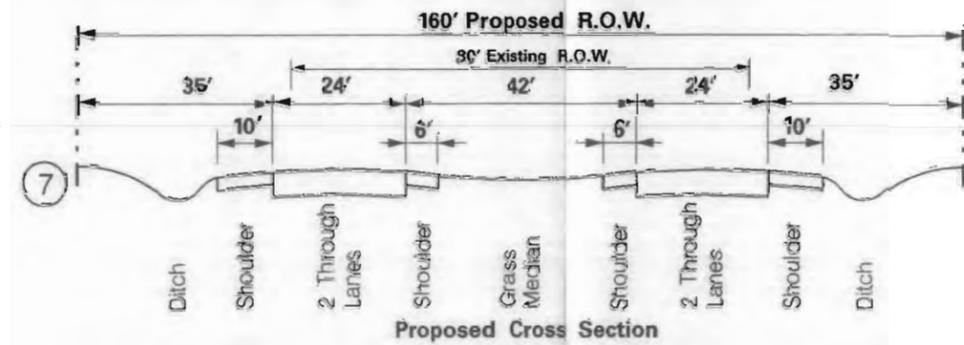
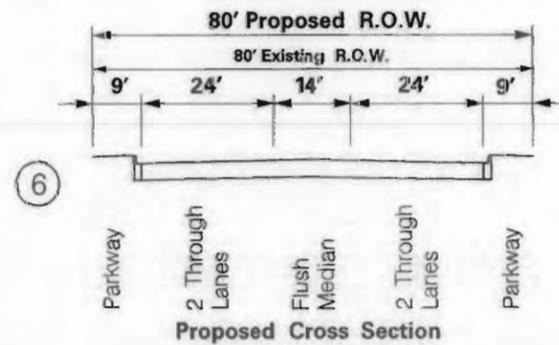
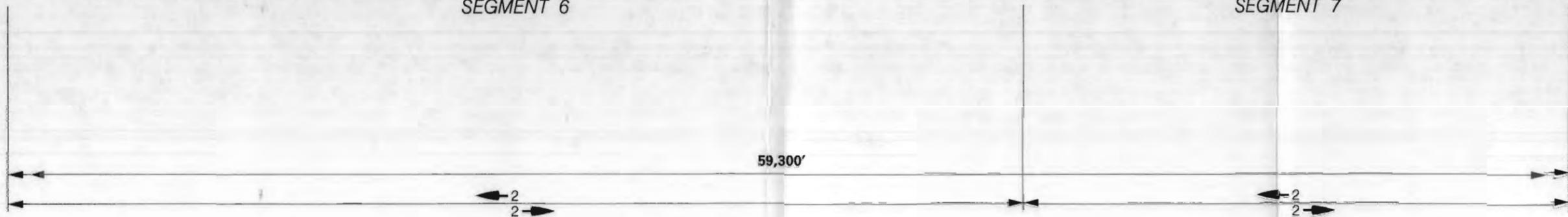
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS

NOTES



- PROPOSED LANE AND MEDIAN WIDTHS MAY BE REDUCED TO MINIMIZE IMPACTS TO ADJACENT RESIDENCES AND COMMERCIAL BUILDINGS
- PROVIDE SPACE FOR BUS STOPS, TURNOUTS AND SHELTERS IN ALDEN
- PROVIDE PEDESTRIAN CROSSWALK AT ALDEN ROAD

- PROVIDE STOP CONTROL ON CROSS STREETS
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT

Exhibit ILL173-08b
Illinois Route 173

PROPOSED IMPROVEMENTS

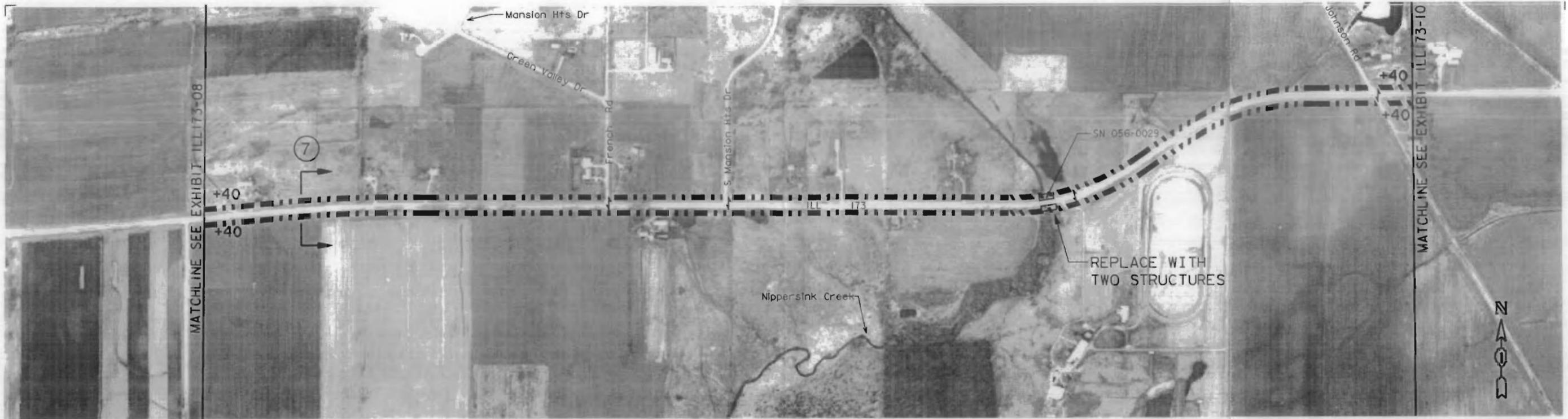
Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way

- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal

Scale In Feet



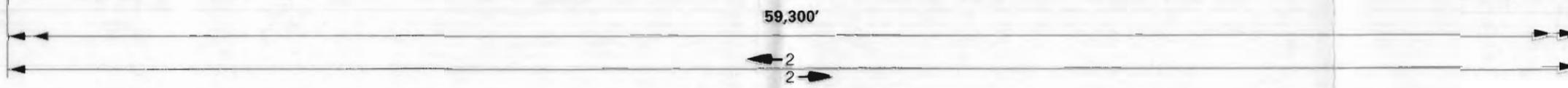


SEGMENT 7

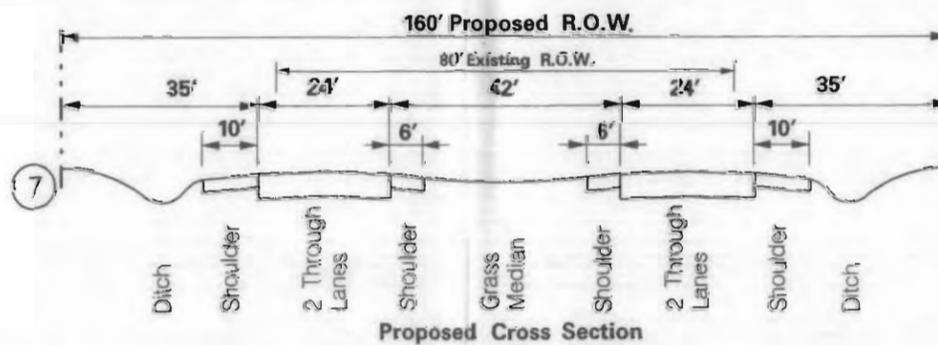
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

-PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
-OTHER ACCESS RIGHT IN / RIGHT OUT

-PROVIDE STOP CONTROL ON CROSS STREETS
-REPLACE BRIDGE OVER NIPPERSINK CREEK WITH TWO NEW STRUCTURES

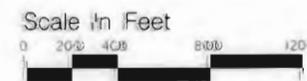
Exhibit ILL173-09b
Illinois Route 173

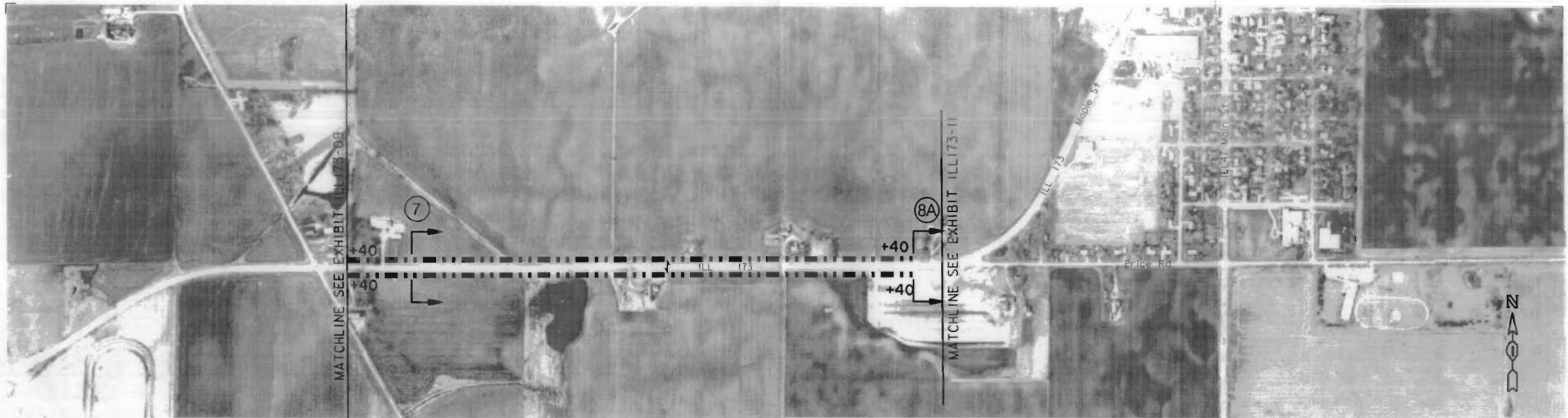
PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way

- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal





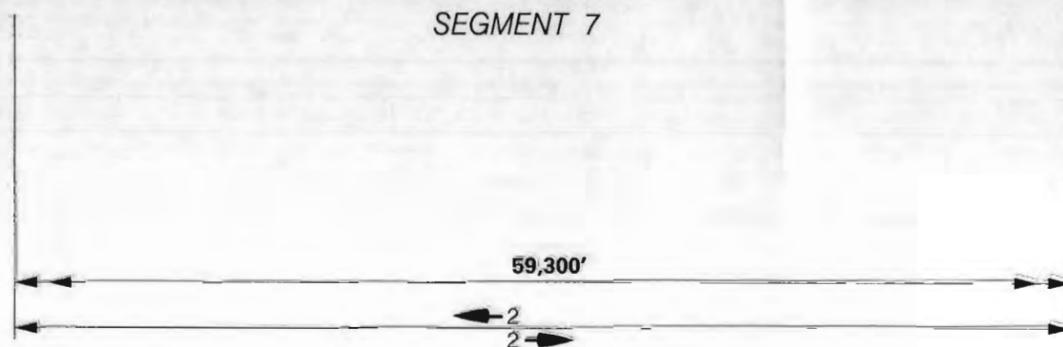
SEGMENT 7

SEGMENT 8

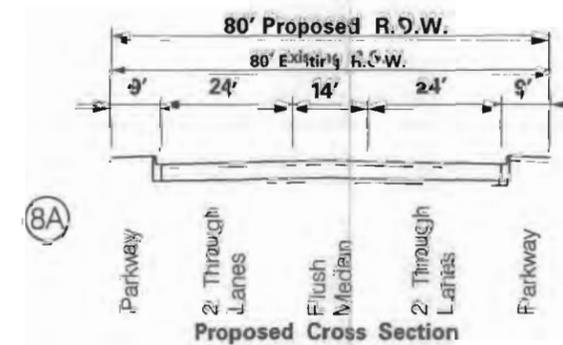
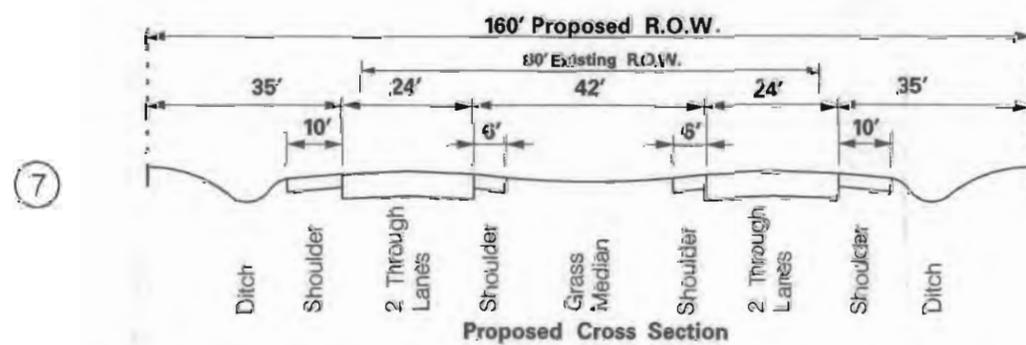
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- PROVIDE STOP CONTROL ON CROSS STREETS

- RESERVE SPACE FOR FUTURE BUS STOPS, SHELTERS AND TURNOUTS IN HEBRON
- DEVELOP CONSOLIDATED LAND PLAN

Exhibit ILL173-10b
Illinois Route 173 (Price Road)

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



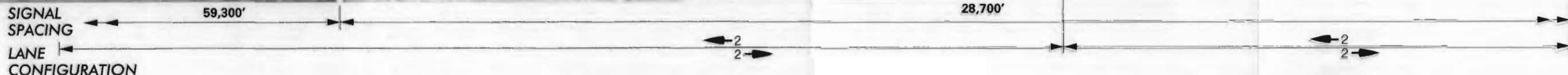
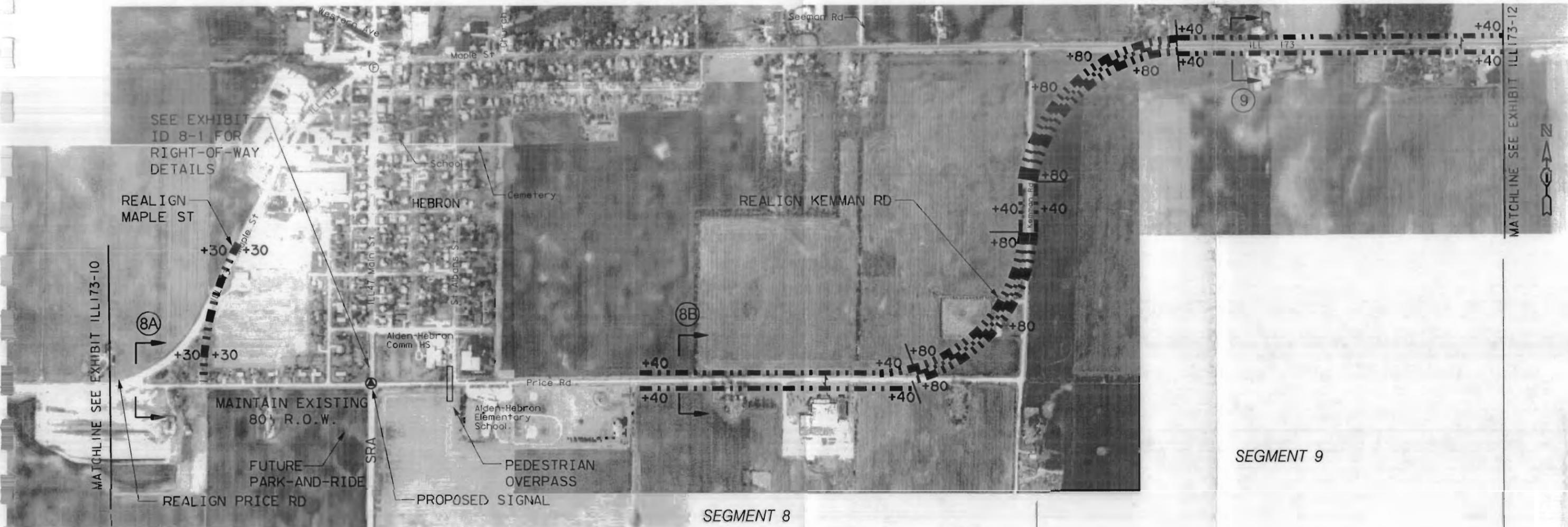
New Signal
Existing Signal



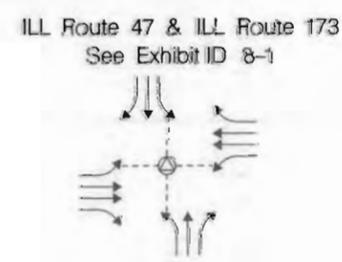
Flashing Signal
Remove Signal

Scale In Feet:

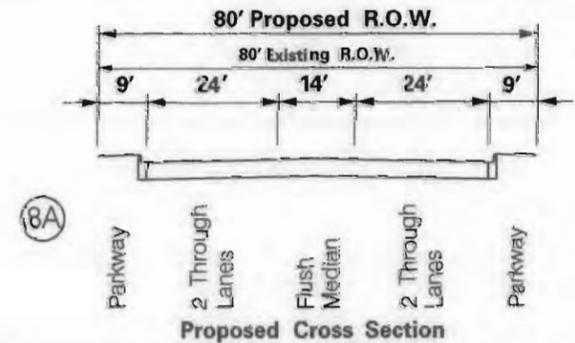




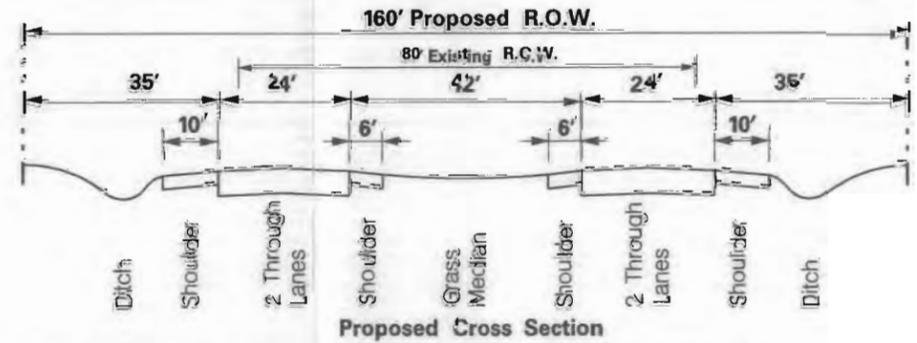
INTERSECTION DIAGRAM



CROSS SECTIONS



(8B) (9)



NOTES

- RESERVE SPACE FOR FUTURE BUS STOPS, SHELTERS AND TURNOUTS
- DEVELOP CONSOLIDATED LAND PLAN
- MAINTAIN ILL ROUTE 47 AS PRIMARY COMMERCIAL ROUTE IN HEBRON
- PROVIDE SIGNAL AT NEW ILL ROUTE 173 / ILL ROUTE 47 INTERSECTION AS WARRANTED
- MANAGE ACCESS WITH RIGHT-IN / RIGHT-OUT ONLY, MEDIAN BREAKS AT, AND HALF-WAY BETWEEN THE IMPORTANT INTERSECTIONS EAST OF KEMMAN RD

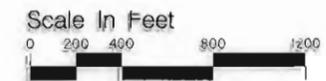
- PROVIDE ILL ROUTE 173 ALTERNATIVE ALIGNMENT ALONG PRICE RD
- PROVIDE PEDESTRIAN OVERPASS AT THE ALDEN-HEBRON ELEM. SCHOOL
- RESERVE SPACE FOR PARK-AND-RIDE AT ILL ROUTE 173 / ILL ROUTE 47 INTERSECTION
- PROVIDE STOP CONTROL ON CROSS STREETS
- REALIGN KEMMAN RD TO MATCH ALTERNATIVE ALIGNMENT
- REALIGN MAPLE ST

Exhibit ILL173-11b
 Illinois Route 173 (Price Road / Kemman Road)

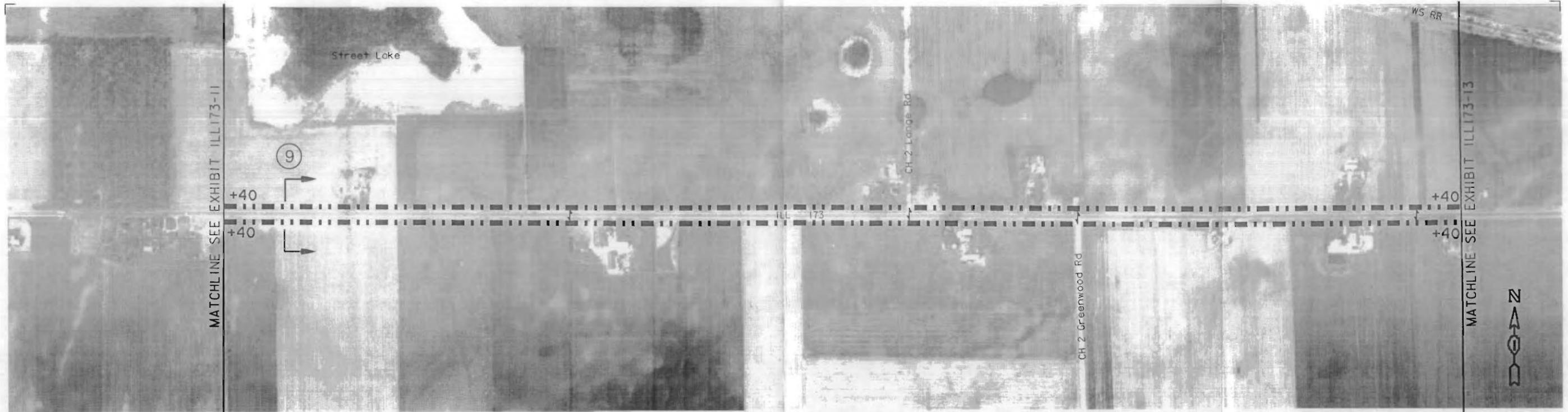
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cui-De-Sac	New Signal	Flashing Signal
Existing Structure	+20 Additional Right-Of-Way	Proposed Right-Of-Way	Existing Signal	Remove Signal
Median Break				



SRA Strategic Regional Arterial Planning Study
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 MERIDIAN ENGINEERS & PLANNERS, INC.

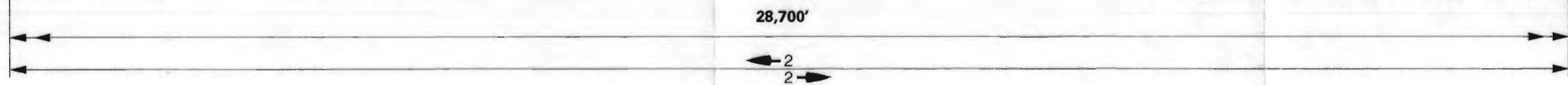


SEGMENT 9

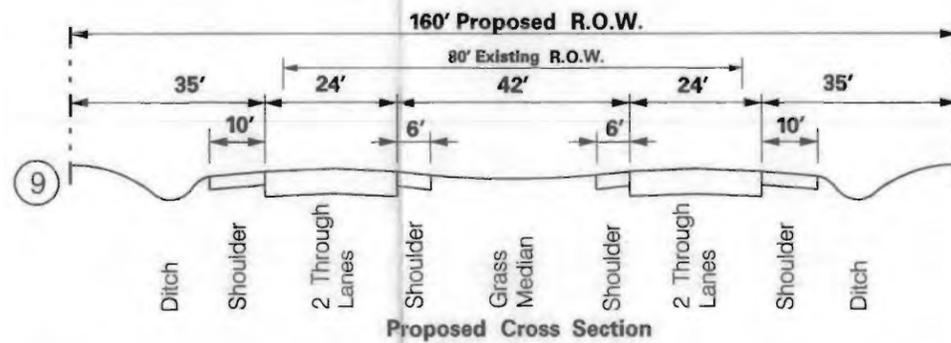
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

-PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS

-OTHER ACCESS RIGHT IN / RIGHT OUT

-PROVIDE STOP CONTROL ON CROSS STREETS

Exhibit ILL173-12b
Illinois Route 173

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



New Signal
Existing Signal

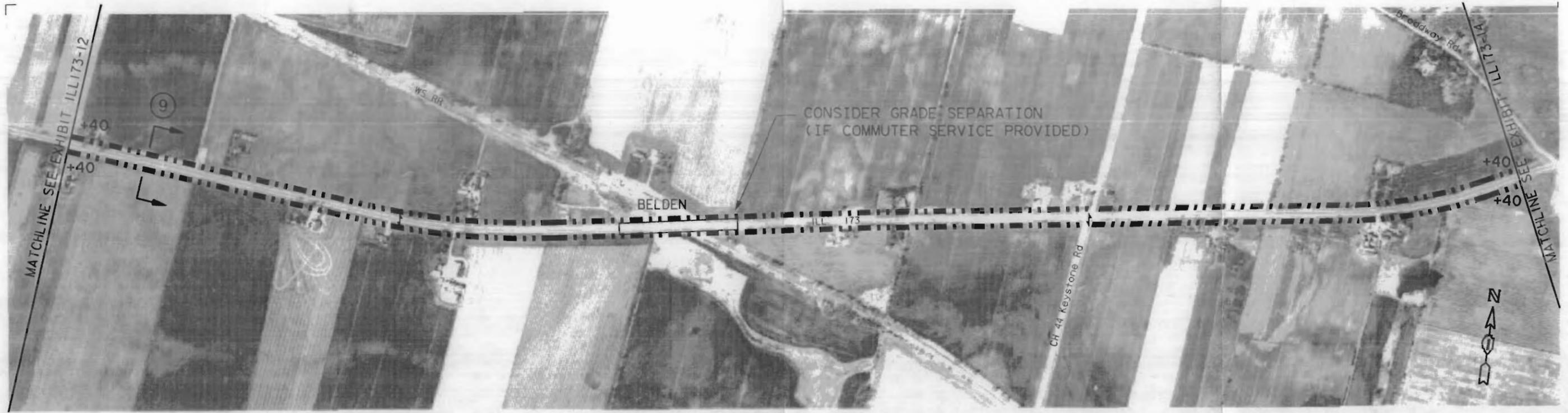


Flashing Signal
Remove Signal

Scale In Feet



ILLINOIS DEPARTMENT OF TRANSPORTATION
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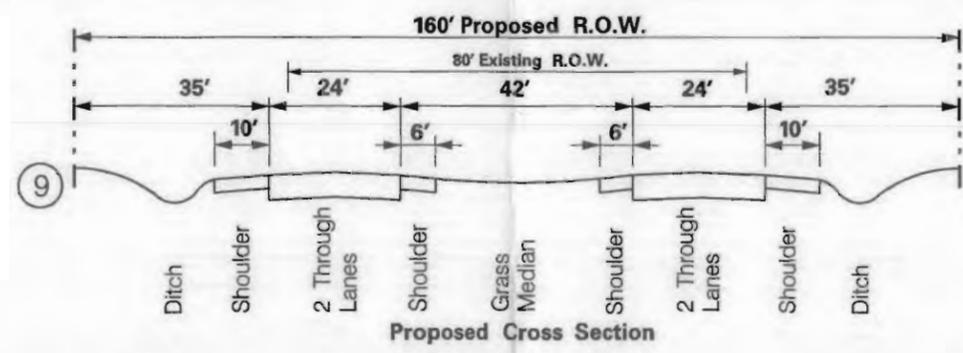
SEGMENT 9

INTERSECTION DIAGRAM

SIGNAL SPACING
LANE CONFIGURATION

28,700'

CROSS SECTIONS



NOTES

-PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
 -OTHER ACCESS RIGHT IN / RIGHT OUT
 -PROVIDE SPACE FOR BUS PULL-OUTS, COORDINATE WITH INDUSTRIAL GROWTH

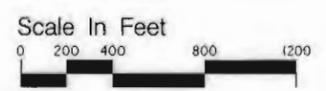
-PROVIDE STOP CONTROL ON CROSS STREETS
 -POSSIBLE EXTENSION OF COMMUTER SERVICE ON WISCONSIN SOUTHERN RR (FORMER WISCONSIN & CALUMET RR)
 -CONSIDER GRADE SEPARATION AT WISCONSIN SOUTHERN RR (IF COMMUTER SERVICE PROVIDED)

Exhibit ILL173-13b
 Illinois Route 173

PROPOSED IMPROVEMENTS

Legend

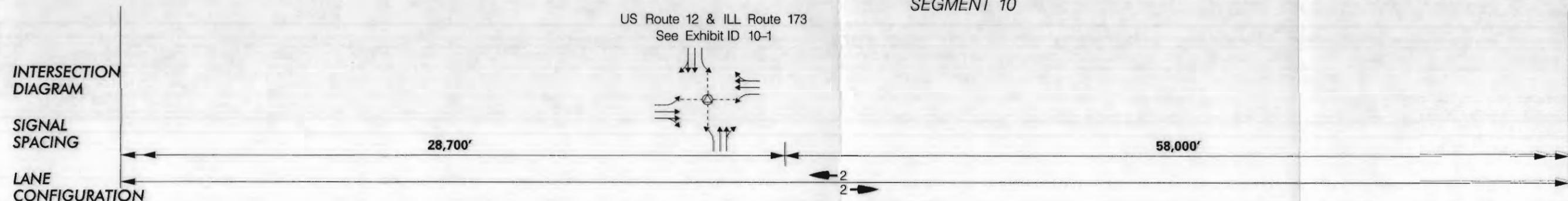
- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-of-Way
- Proposed Right-of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



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 MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 10



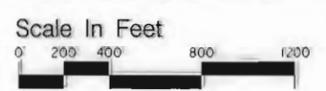
- NOTES**
- PROVIDE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS IN RICHMOND
 - NO ON-STREET PARKING THROUGHOUT SEGMENT 10. MITIGATE TO SIDESTREETS OR LOTS
 - TRANSIT POTENTIAL IN RICHMOND. CONSIDER BUS SERVICE TO MCHENRY & CRYSTAL LAKE
 - RESERVE SPACE FOR BUS ARRIVAL CENTER
 - PROVIDE STOP CONTROL ON CROSS STREETS
 - BIKE TRAIL PARALLELS US ROUTE 12
 - ADJOINING DEVELOPMENT CONSTRAINTS AT US ROUTE 12 & ILL ROUTE 173 INTERSECTION
 - INSTALL DIRECTIONAL SIGNS TO FUTURE METRA STATION AT COMMERCIAL ST OR US ROUTE 12
 - DEVELOP CONSOLIDATED LAND PLAN
 - PROVIDE PARK-AND-RIDE NEAR US ROUTE 12

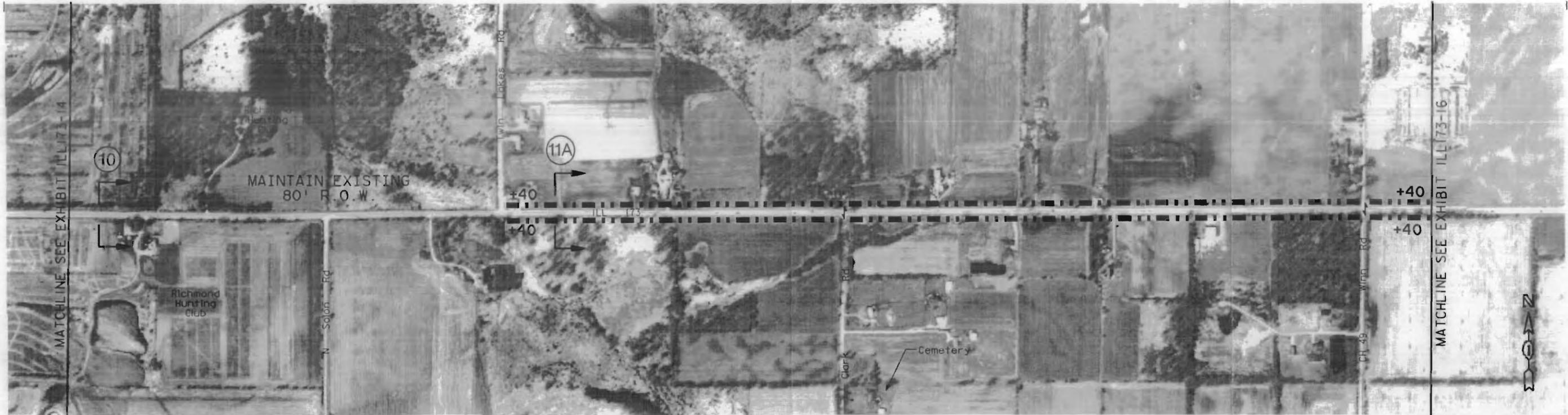
Exhibit ILL173-14b
Illinois Route 173 (Kenosha Avenue)

PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
↓	Existing Structure	+20	Existing Signal	Remove Signal
↓	Median Break	--- Proposed Right-Of-Way		





SEGMENT 10

SEGMENT 11

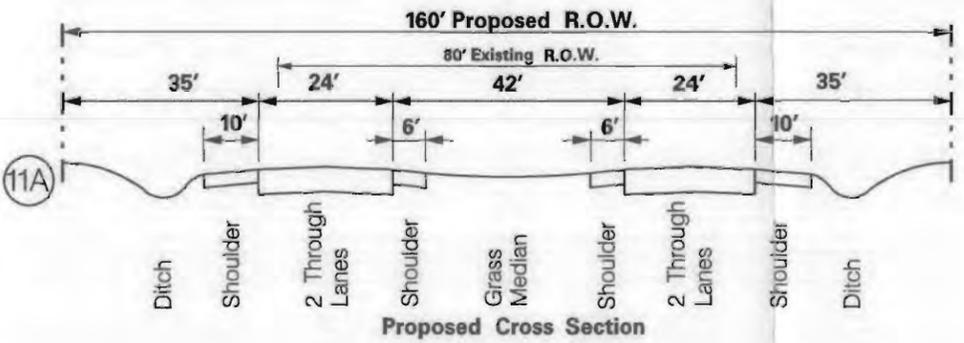
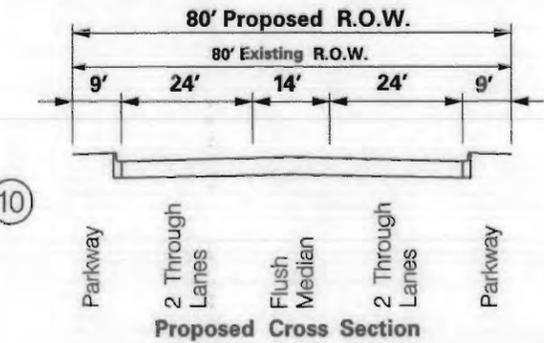
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS

NOTES



-RESERVE SPACE FOR FUTURE BUS STOPS, SHELTERS AND TURNOUTS AT WINN RD

-PROVIDE STOP CONTROL ON CROSS STREETS
 -PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
 -OTHER ACCESS RIGHT IN / RIGHT OUT

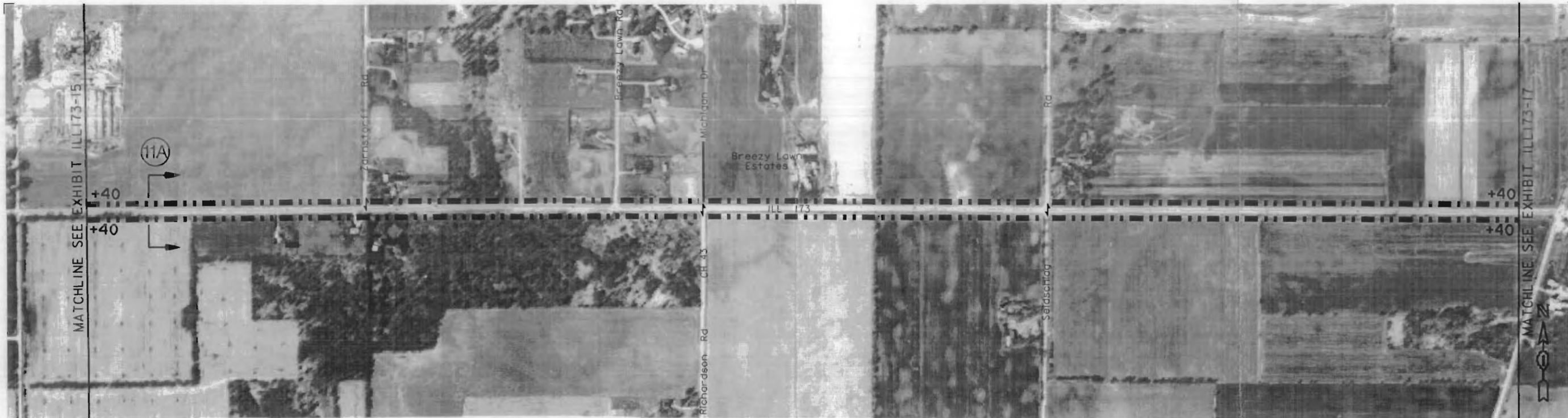
Exhibit ILL173-15b
 Illinois Route 173

PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal





SEGMENT 11

INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION

CROSS
SECTIONS

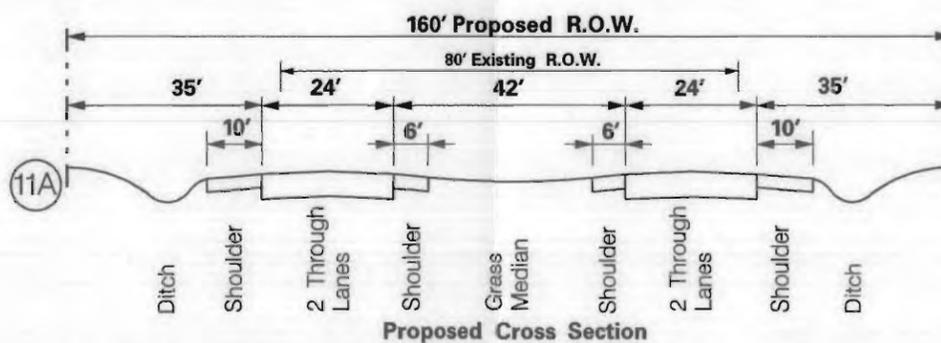
NOTES

58,000'

2
2

160' Proposed R.O.W.

80' Existing R.O.W.



- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- RESERVE SPACE FOR FUTURE BUS STOPS, SHELTERS AND TURNOUTS AT RICHARDSON RD

-PROVIDE STOP CONTROL ON CROSS STREETS

Exhibit ILL173-16b
Illinois Route 173

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure
Median Break



Cul-De-Sac
Additional Right-Of-Way
Proposed Right-Of-Way



New Signal
Existing Signal



Flashing Signal
Remove Signal

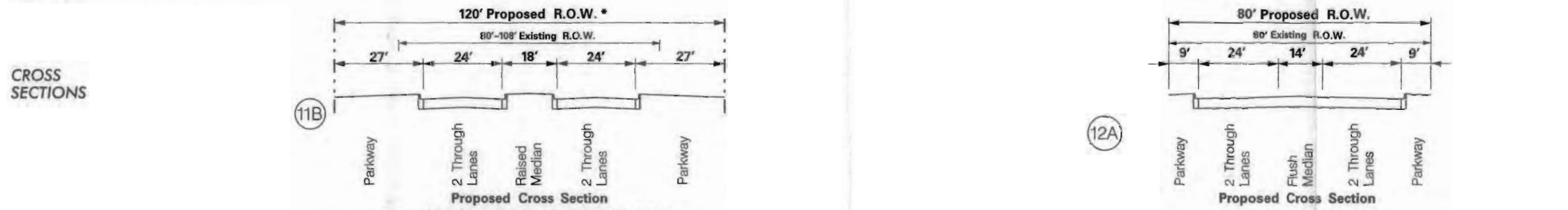
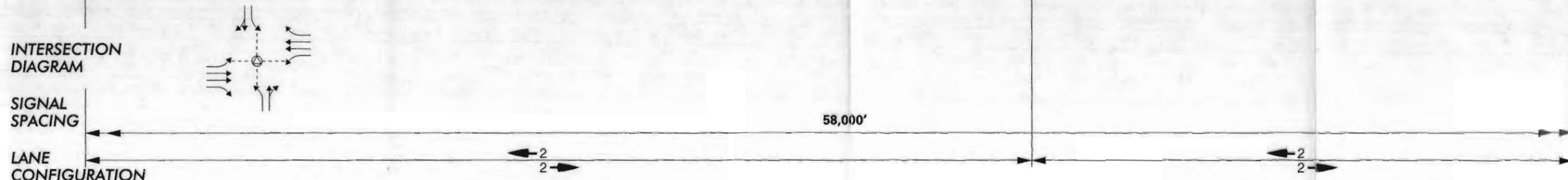
Scale In Feet



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MERIDIAN ENGINEERS & PLANNERS, INC.



Wilmot Rd & ILL Route 173 SEGMENT 11 SEGMENT 12



- NOTES**
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
 - OTHER ACCESS RIGHT IN / RIGHT OUT
 - RESERVE SPACE FOR BUS STOPS, SHELTERS, AND TURNOUTS AT 1 MILE INTERVALS THROUGHOUT CHANNEL LAKE
 - PROVIDE STOP CONTROL ON CROSS STREETS
- CONSOLIDATE ACCESS AT THELEN MATERIALS
 - CONSIDER ACCELERATION/DECELERATION LANES FOR TRUCKS AT THELEN MATERIALS ENTRANCE
 - REMOVE FLASHING RED SIGNAL AT WILMOT ROAD AND UPGRADE TO FULLY SIGNALIZED INTERSECTION AS WARRANTED

Exhibit ILL173-17b
Illinois Route 173

PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	⊕	Cul-De-Sac	⊙	New Signal	⊖	Flashing Signal
⊕	Existing Structure	+20	Additional Right-Of-Way	⊙	Existing Signal	⊖	Remove Signal
⊕	Median Break	---	Proposed Right-Of-Way				



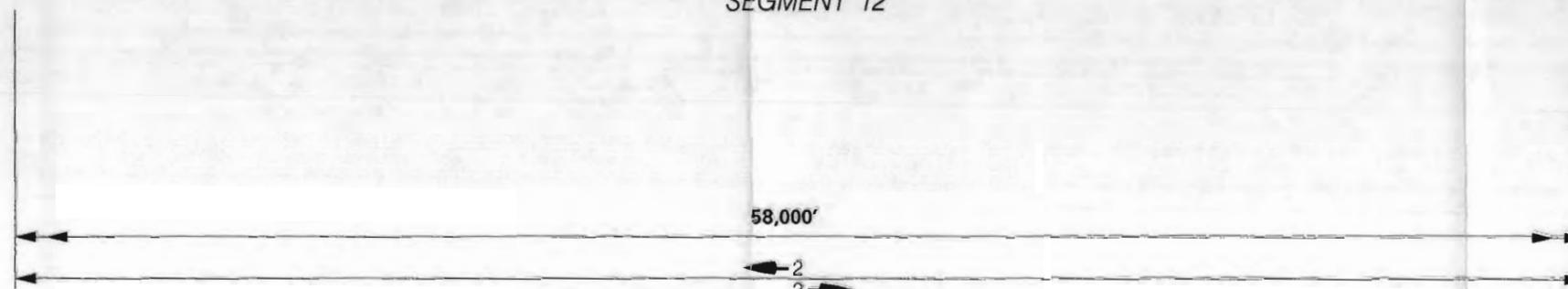


SEGMENT 12

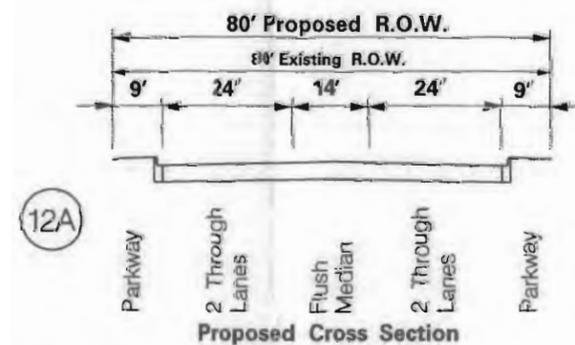
INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION



CROSS
SECTIONS



NOTES

-RESERVE SPACE FOR FUTURE BUS STOPS, SHELTERS AND
TURNOUTS AT 1 MILE INTERVALS THROUGHOUT CHANNEL LAKE
-REALIGN SHADYBROOK LN INTERSECTION TO 90 DEGREES

-PROVIDE STOP CONTROL ON CROSS STREETS
-DEVELOP CONSOLIDATED LAND PLAN

Exhibit ILL173-18b
Illinois Route 173 (Felters Street)

PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- Cul-De-Sac
- +20 Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal





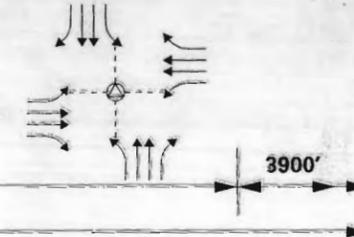
SEGMENT 12

INTERSECTION
DIAGRAM

SIGNAL
SPACING

LANE
CONFIGURATION

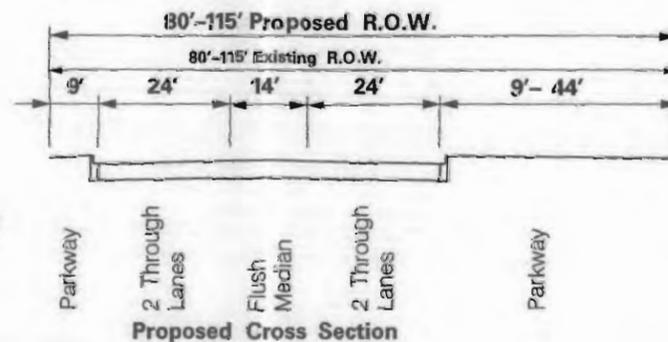
ILL Route 59 & ILL Route 173
See Exhibit ID 12-1



58,000'

← 2
2 →

CROSS
SECTIONS



NOTES

- RESERVE SPACE FOR FUTURE BUS STOPS, SHELTERS AND TURNOUTS AT 1 MILE INTERVALS THROUGHOUT CHANNEL LAKE AND ANTIOCH
- CONSOLIDATE ACCESS 1ST AVE TO 7TH AVE
- DEVELOP CONSOLIDATED LAND PLAN

- PROVIDE STOP CONTROL ON CROSS STREETS
- RESERVE SPACE FOR FUTURE PARK-AND-RIDE AT ILL ROUTE 59 OR AT PROPOSED STATION IF LOCATED SOUTH OF ILL ROUTE 173 AT GRIMM RD

Exhibit ILL173-19b
Illinois Route 173

PROPOSED IMPROVEMENTS

Legend



Structure Number
Existing Structure



Cul-De-Sac
Additional Right-Of-Way



New Signal
Existing Signal



Flashing Signal
Remove Signal

Scale In Feet



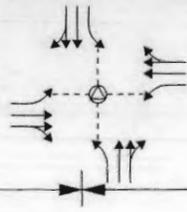
ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



SEGMENT 12

INTERSECTION DIAGRAM

ILL Route 83 & ILL Route 173
See Exhibit ID 12-2

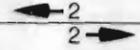


SIGNAL SPACING

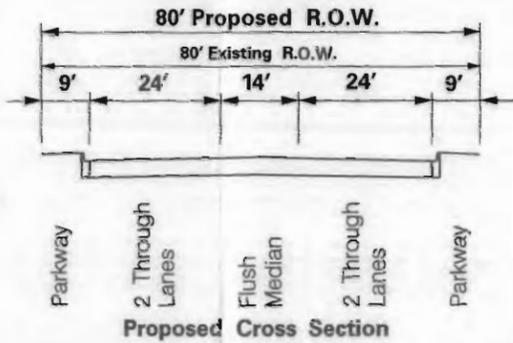
3900'

9000'

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE GRADE SEPARATION FOR WC RR
- REALIGN GRIMM RD INTERSECTION TO 90 DEGREES
- CONSIDER REALIGNING HARDEN ST INTERSECTION
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS AT 1 MILE INTERVALS THROUGHOUT ANTIOCH
- DEVELOP CONSOLIDATED LAND PLAN

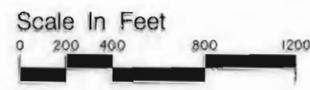
- PROVIDE STOP CONTROL ON CROSS STREETS
- PROPOSED COMMUTER SERVICE ON WC RR TO ANTIOCH
- INSTALL DIRECTIONAL SIGNS TO PROPOSED METRA STATION AT ILL ROUTE 83 (AND AT McMILLEN ROAD - NORTH ALTERNATIVE)
- RESERVE SPACE FOR FUTURE PARK-AND-RIDE AT ILL ROUTE 59 OR AT PROPOSED STATION IF LOCATED SOUTH OF ILL ROUTE 173 AT GRIMM RD

Exhibit ILL173-20b
Illinois Route 173

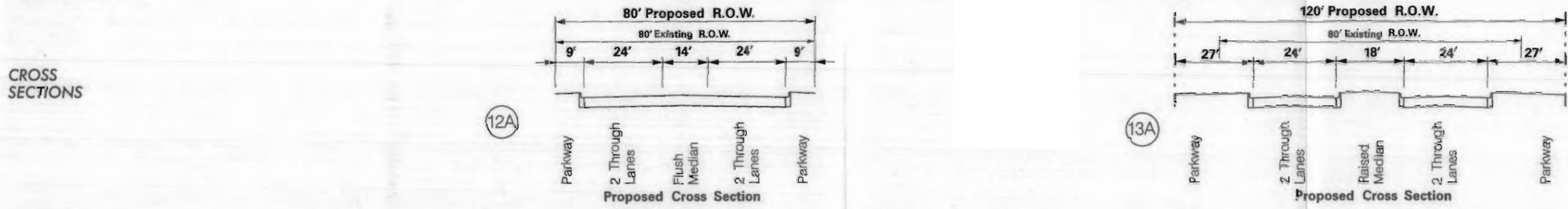
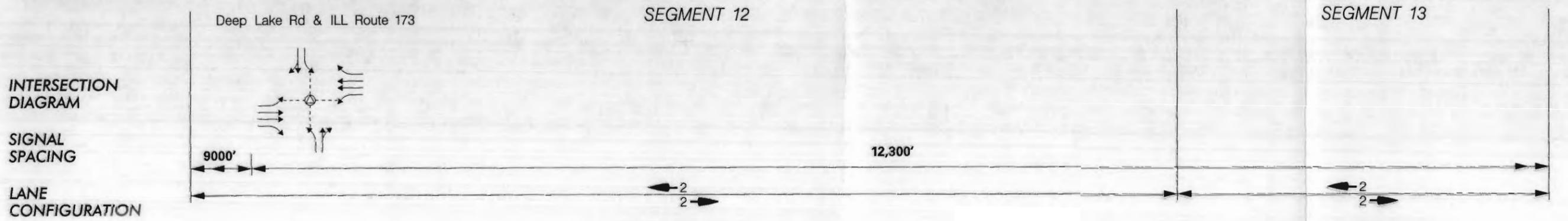
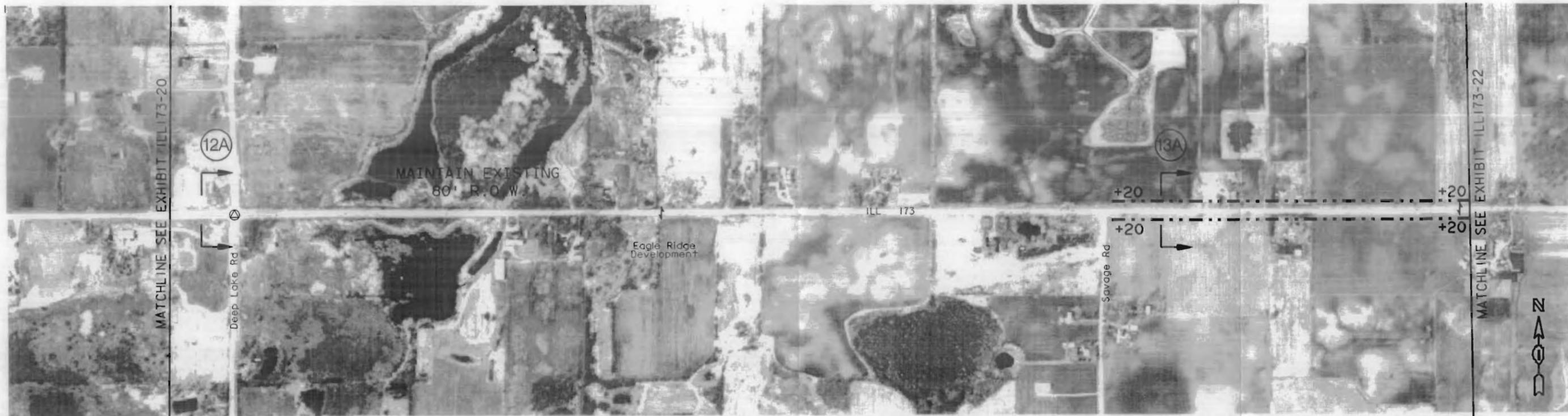
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal	Flashing Signal
	Existing Structure	+20	Existing Signal	Remove Signal
	Median Break			



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MERIDIAN ENGINEERS & PLANNERS, INC.



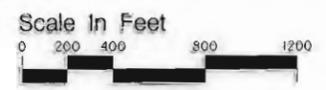
NOTES

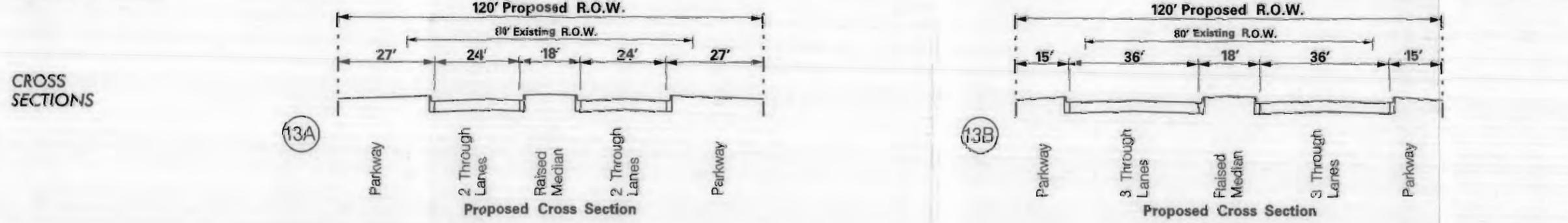
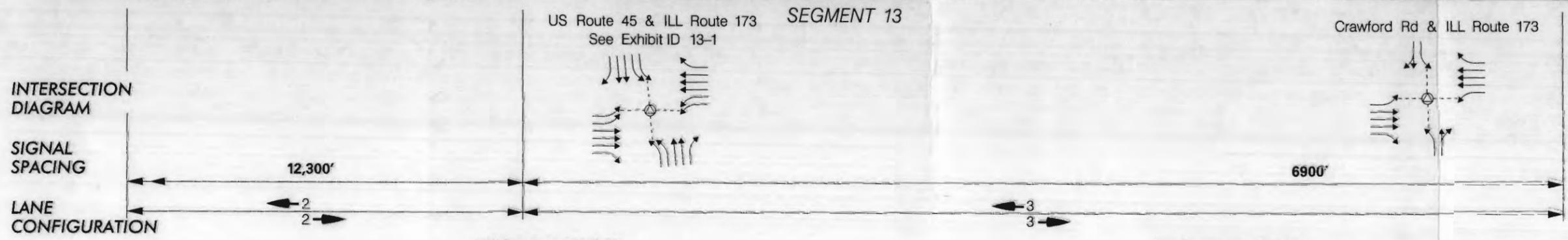
-PROVIDE STOP CONTROL ON CROSS STREETS

Exhibit ILL173-21b
Illinois Route 173

PROPOSED IMPROVEMENTS

- Legend**
- SN Structure Number
 - Existing Structure
 - Median Break
 - +20 Cui-De-Sac
 - Additional Right-Of-Way
 - Proposed Right-Of-Way
 - New Signal
 - Existing Signal
 - Flashing Signal
 - Remove Signal





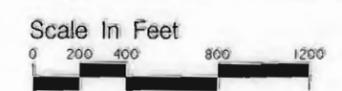
- NOTES**
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
 - OTHER ACCESS RIGHT IN / RIGHT OUT
 - RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS NEAR US ROUTE 45
 - PROVIDE STOP CONTROL ON CROSS STREETS
 - RESERVE SPACE FOR FUTURE PARK-AND-RIDE AT US ROUTE 45
 - PROVIDE SIGNAL AT CRAWFORD RD AS WARRANTED

Exhibit ILL173-22b
Illinois Route 173 (Rosecrans Road)

PROPOSED IMPROVEMENTS

Legend

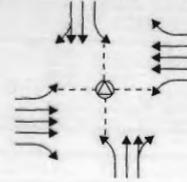
SN	Structure Number	Cul-De-Sac	New Signal
+	Existing Structure	+20 Additional Right-Of-Way	Existing Signal
—	Median Break	- - - Proposed Right-Of-Way	Flashing Signal
			Remove Signal





SEGMENT 13

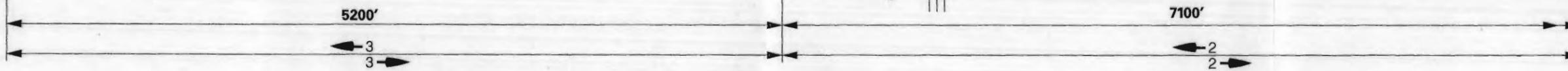
Hunt Club Rd & ILL Route 173



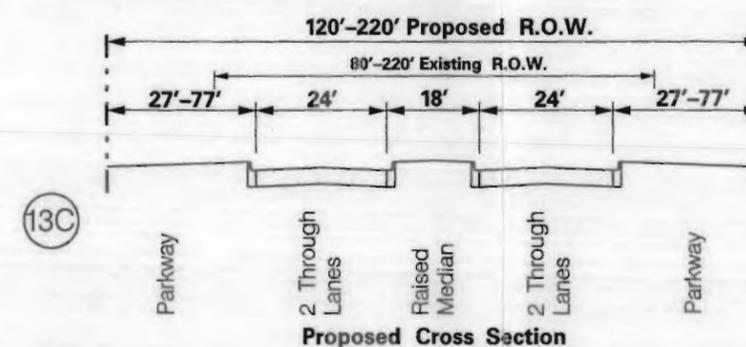
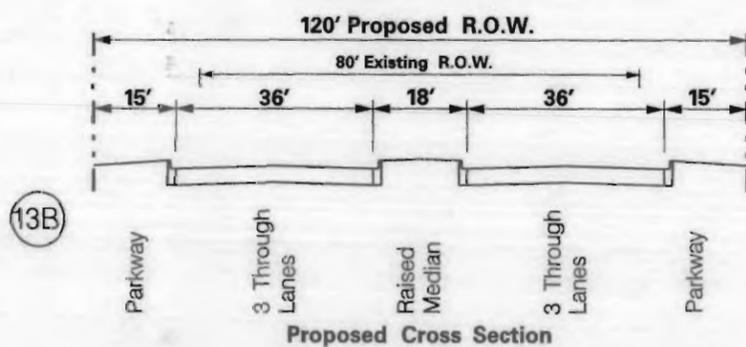
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS NEAR INTERSTATE 94

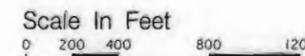
- PROVIDE STOP CONTROL ON CROSS STREETS
- RESERVE SPACE FOR FUTURE PARK-AND-RIDE AT INTERSTATE 94
- REDUCE MEDIAN WIDTH AT INTERSTATE 94
- PROVIDE SIGNAL AT HUNT CLUB RD AS WARRANTED

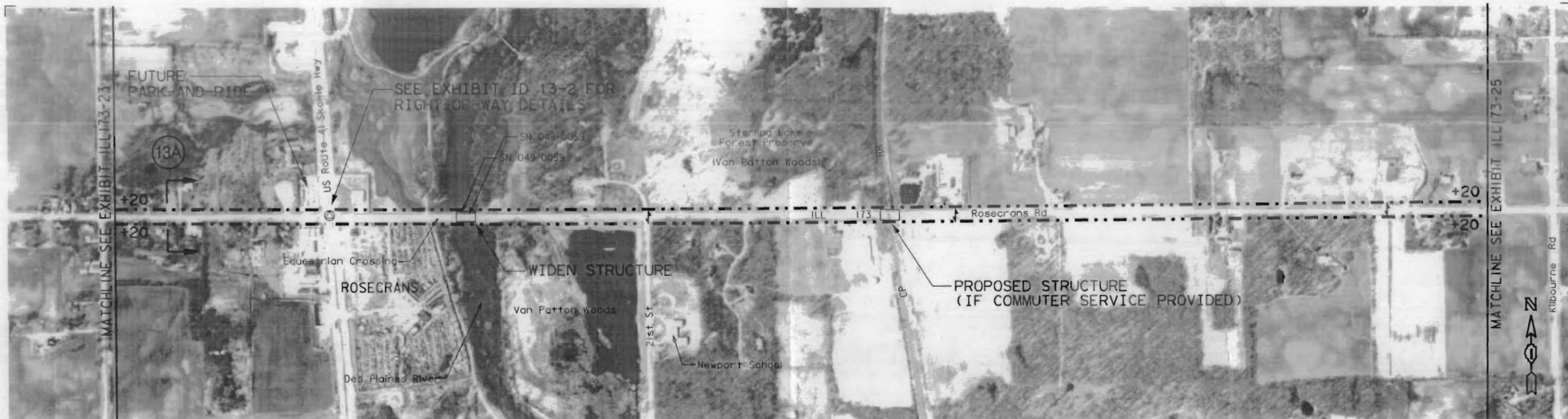
Exhibit ILL173-23b
Illinois Route 173 (Rosecrans Road)

PROPOSED IMPROVEMENTS

Legend

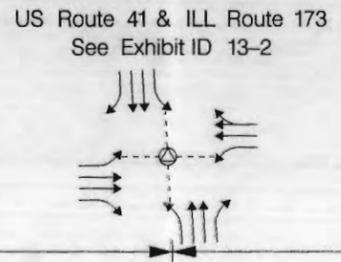
- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



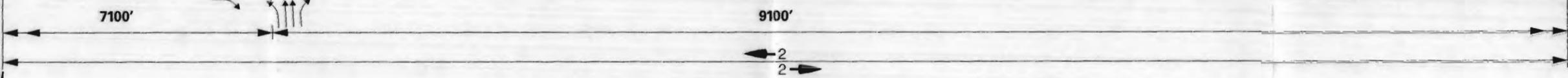


SEGMENT 13

INTERSECTION DIAGRAM

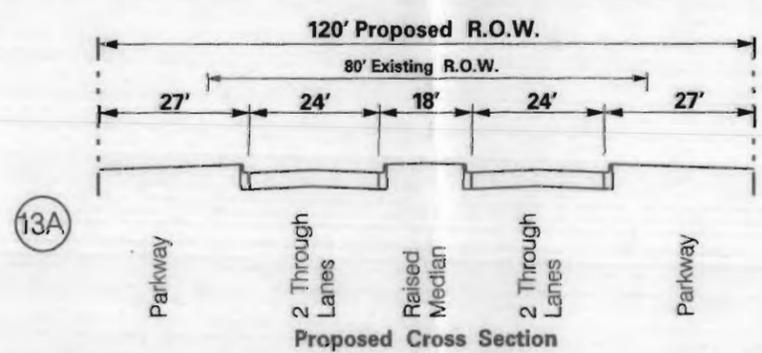


SIGNAL SPACING



LANE CONFIGURATION

CROSS SECTIONS



NOTES

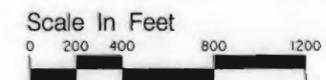
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- FUTURE SIDEWALKS NEAR COMMERCIAL USES AT US ROUTE 41
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS NEAR US ROUTE 41
- PROVIDE STOP CONTROL ON CROSS STREETS
- RESERVE SPACE FOR FUTURE PARK-AND-RIDE NEAR US ROUTE 41
- PROVIDE GRADE SEPARATION AT CP RR IF COMMUTER SERVICE PROVIDED
- PROVIDE DIRECTIONAL SIGNS TO FUTURE METRA EXTENSION TO WADSWORTH NEAR US ROUTE 41

Exhibit ILL173-24b
Illinois Route 173 (Rosecrans Road)

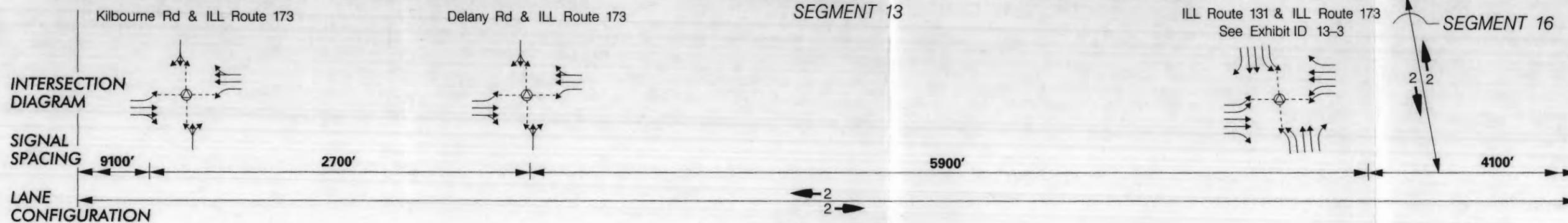
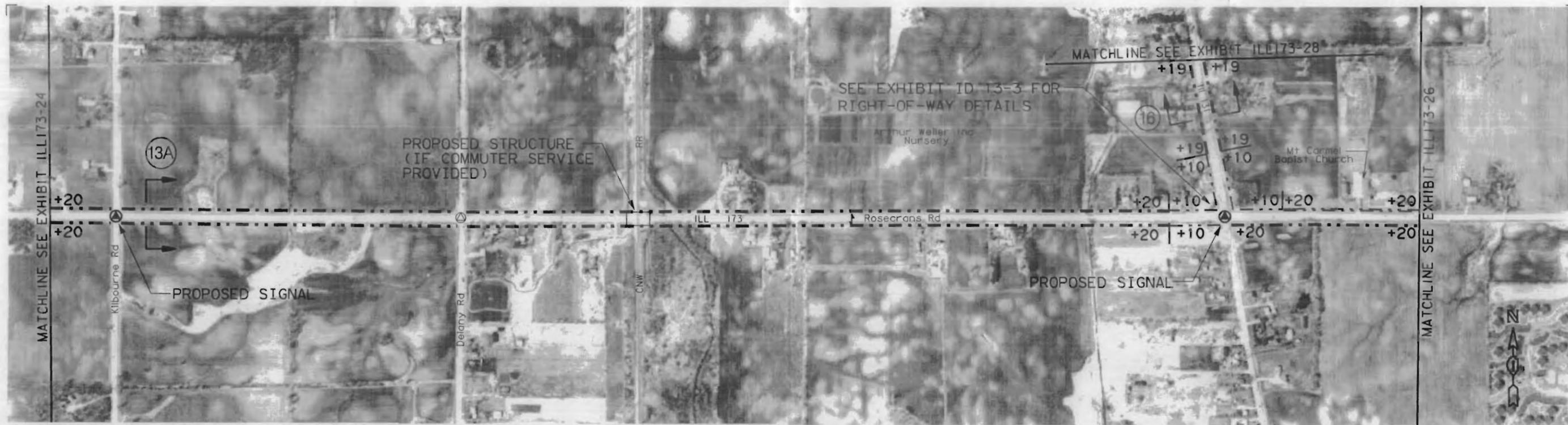
PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	C	Cul-De-Sac	⊙	New Signal
+	Existing Structure	+20	Additional Right-Of-Way	⊖	Existing Signal
↓	Median Break	- - -	Proposed Right-Of-Way	⊗	Flashing Signal
					Remove Signal



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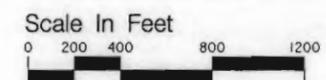
- NOTES**
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
 - PROVIDE FUTURE SIDEWALKS NEAR COMMERCIAL USES AT ILL ROUTE 131
 - PROVIDE GRADE SEPARATION AT CNW RR IF COMMUTER SERVICE PROVIDED
 - PROVIDE STOP CONTROL ON CROSS STREETS
 - OTHER ACCESS RIGHT IN / RIGHT OUT
 - PROVIDE SIGNALS AT KILBOURNE RD AND ILL ROUTE 131 INTERSECTIONS AS WARRANTED

Exhibit ILL173-25b
 Illinois Route 173 (Rosecrans Road)

PROPOSED IMPROVEMENTS

Legend

SN	Structure Number	Cul-De-Sac	New Signal
+	Existing Structure	+20 Additional Right-Of-Way	Existing Signal
—	Median Break	Proposed Right-Of-Way	Flashing Signal
			Remove Signal

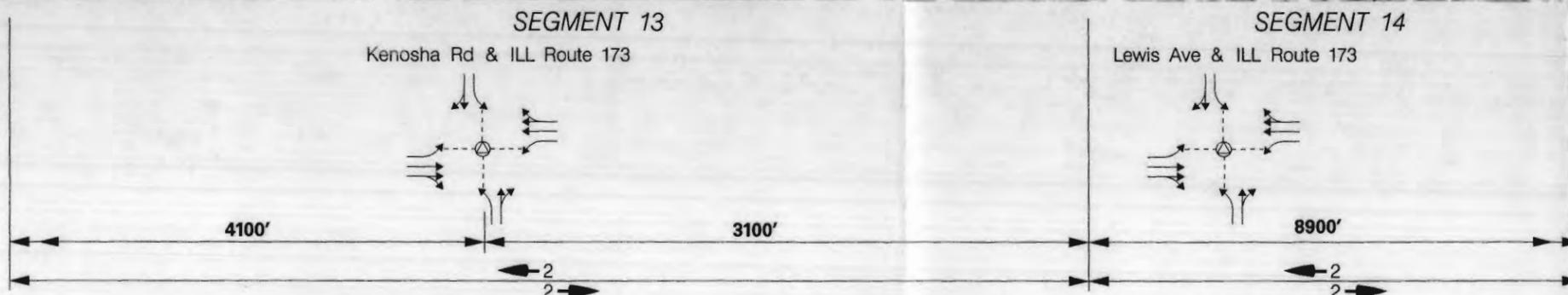




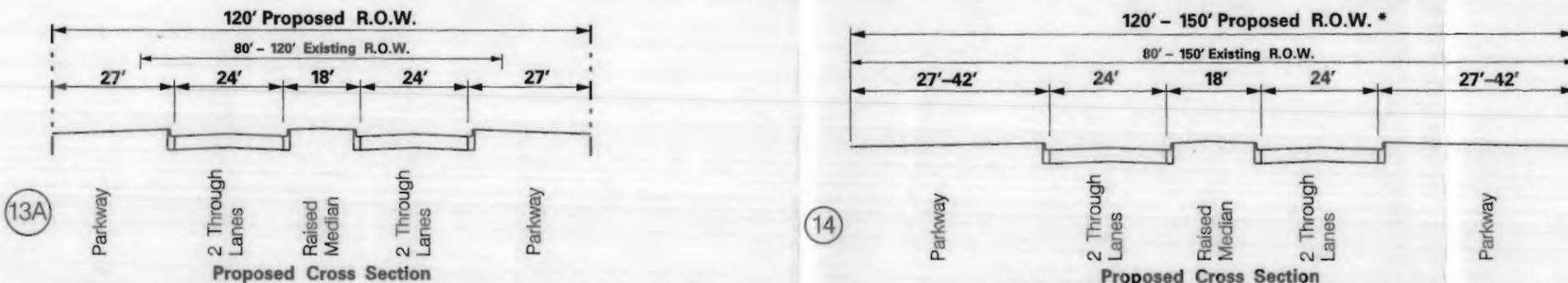
INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION



CROSS SECTIONS



NOTES

- PROVIDE MEDIAN BREAKS AT 1/4 MILE INTERVALS EAST OF LEWIS AVE AND AT 1/2 MILE INTERVALS ELSEWHERE FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- COORDINATE BUS STOPS WITH MUNICIPALITIES EAST OF KENOSHA RD

- PROVIDE STOP CONTROL ON CROSS STREETS
- RESERVE SPACE FOR BUS STOPS, SHELTERS AND TURNOUTS AT 1/2 MILE INTERVALS
- REMOVE FLASHING RED SIGNAL AT KENOSHA RD AND UPGRADE TO FULLY SIGNALIZED INTERSECTION AS WARRANTED

Exhibit ILL173-26b
Illinois Route 173 (Rosecrans Road)

PROPOSED IMPROVEMENTS

Legend

- SN Structure Number
- Existing Structure
- Median Break
- +20 Cul-De-Sac
- Additional Right-Of-Way
- Proposed Right-Of-Way
- New Signal
- Existing Signal
- Flashing Signal
- Remove Signal



ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.



MATCHLINE SEE EXHIBIT ILL173-26
 MAINTAIN EXISTING 150' R.O.W.

SEE EXHIBIT ID 15-1 FOR RIGHT-OF-WAY DETAILS

SEGMENT 14

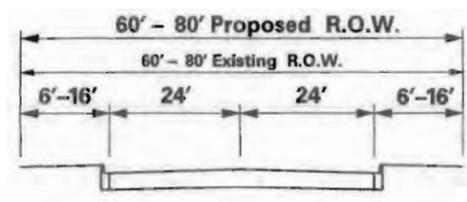
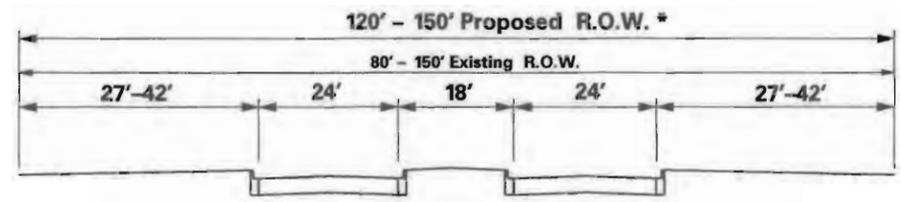
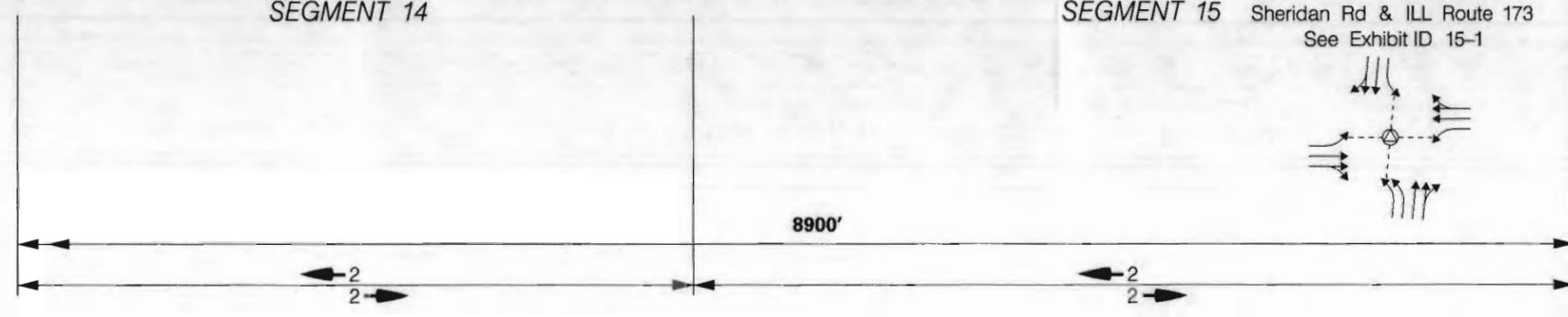
SEGMENT 15 Sheridan Rd & ILL Route 173
 See Exhibit ID 15-1

INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION

CROSS SECTIONS



14

15

Proposed Cross Section
 * Maintain Existing R.O.W. Where It Exceeds 120'

NOTES

- PROVIDE MEDIAN BREAKS AT 1/4 MILE INTERVALS FOR ACCESS
- NO ON-STREET PARKING
- INSTALL BUS STOPS, SHELTERS AND TURNOUTS AT 1/2 MILE INTERVALS
- PROVIDE DIRECTIONAL SIGNS TO METRA STATIONS IN ZION

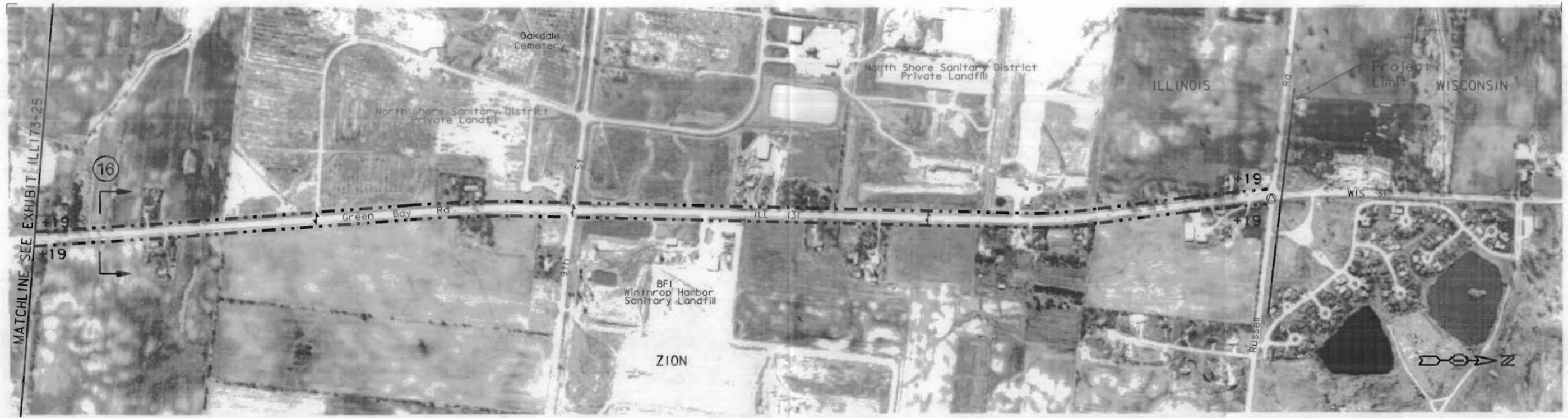
- PROVIDE STOP CONTROL ON CROSS STREETS
- PROVIDE CONTINUOUS SIDEWALK SOUTH SIDE OF ILL ROUTE 173
- PROVIDE PEDESTRIAN ACTUATED SIGNAL AT AT-YOUR-LEISURE PARK
- MAINTAIN PEDESTRIAN OVERPASS FOR NORTH SHORE PATH

Exhibit ILL173-27b
 Illinois Route 173 (21st Street)

PROPOSED IMPROVEMENTS

Legend





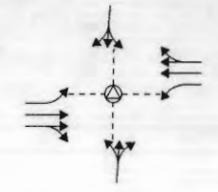
SEGMENT 16

INTERSECTION DIAGRAM

SIGNAL SPACING

LANE CONFIGURATION

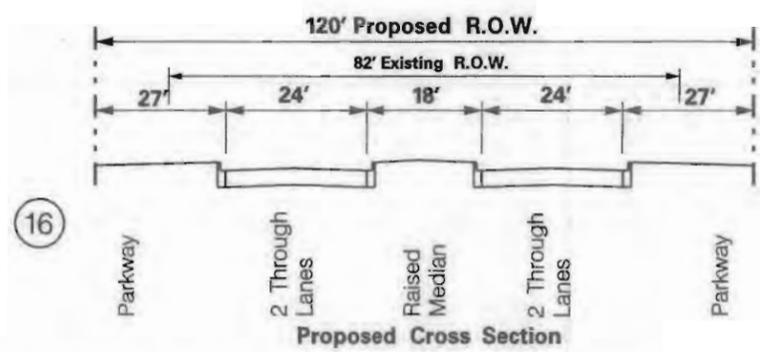
Russell Rd & ILL Route 131



11,200'

2
2

CROSS SECTIONS



NOTES

- COORDINATE IMPROVEMENTS WITH WISCONSIN D.O.T.
- PROVIDE MEDIAN BREAKS AT 1/2 MILE INTERVALS FOR ACCESS
- OTHER ACCESS RIGHT IN / RIGHT OUT
- CROSS SECTIONS TO MATCH RECENTLY IMPROVED WIS ROUTE 31

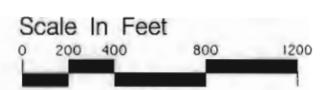
- PROVIDE STOP CONTROL ON CROSS STREETS
- CONSIDER SIGNAL FOR SECONDARY ACCESS AT 9th ST
- NO PARKING, NO SIDEWALKS
- PROVIDE DIRECTIONAL SIGNS TO WINTHROP HARBOR METRA STATION AT 9th ST

Exhibit ILL173-28b
Illinois Route 173 (Illinois Route 131)

PROPOSED IMPROVEMENTS

Legend

- SN [Symbol] Structure Number
- [Symbol] Existing Structure
- [Symbol] Median Break
- +20 [Symbol] Cul-De-Sac
- [Symbol] Additional Right-Of-Way
- [Symbol] Proposed Right-Of-Way
- [Symbol] New Signal
- [Symbol] Existing Signal
- [Symbol] Flashing Signal
- [Symbol] Remove Signal



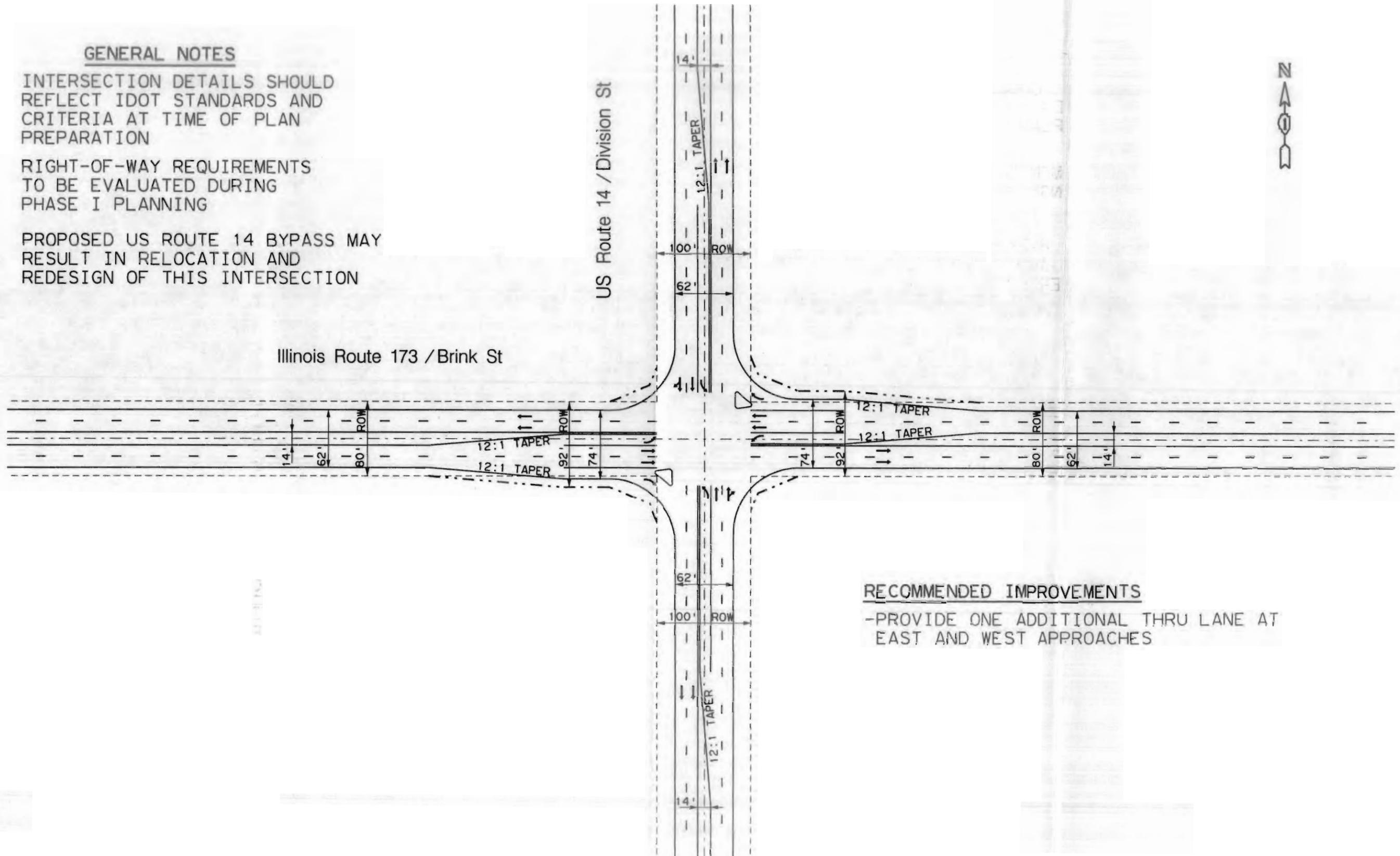
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ILLINOIS DEPARTMENT OF TRANSPORTATION
MERIDIAN ENGINEERS & PLANNERS, INC.

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

PROPOSED US ROUTE 14 BYPASS MAY RESULT IN RELOCATION AND REDESIGN OF THIS INTERSECTION



RECOMMENDED IMPROVEMENTS

-PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES

Exhibit ID 4-1
Illinois Route 173 / Brink St at US Route 14 / Division St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

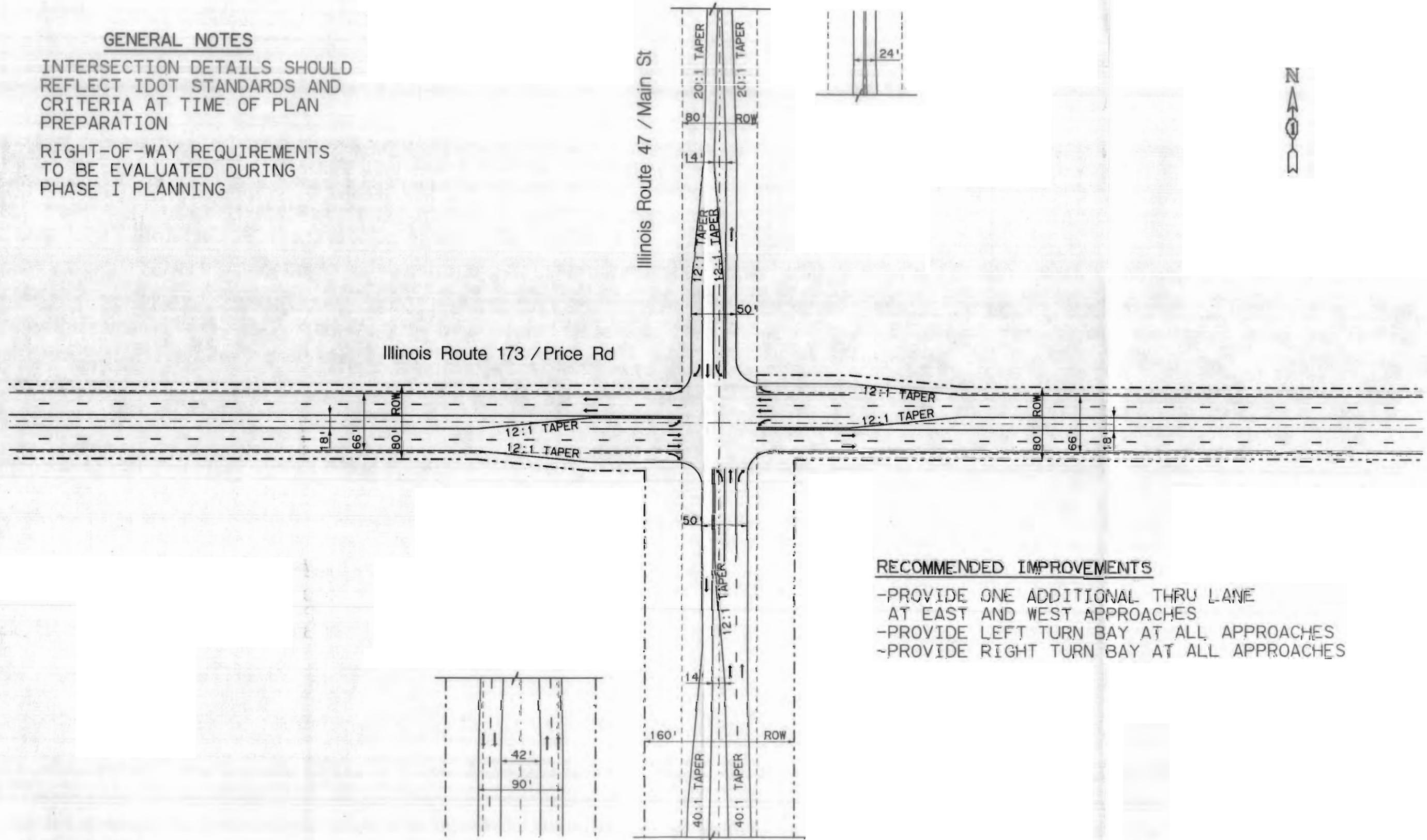
Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way

Scale in Feet
 0 50 100 200

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES
- PROVIDE LEFT TURN BAY AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 8-1

Illinois Route 173 / Price Rd at Illinois Route 47 / Main St

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

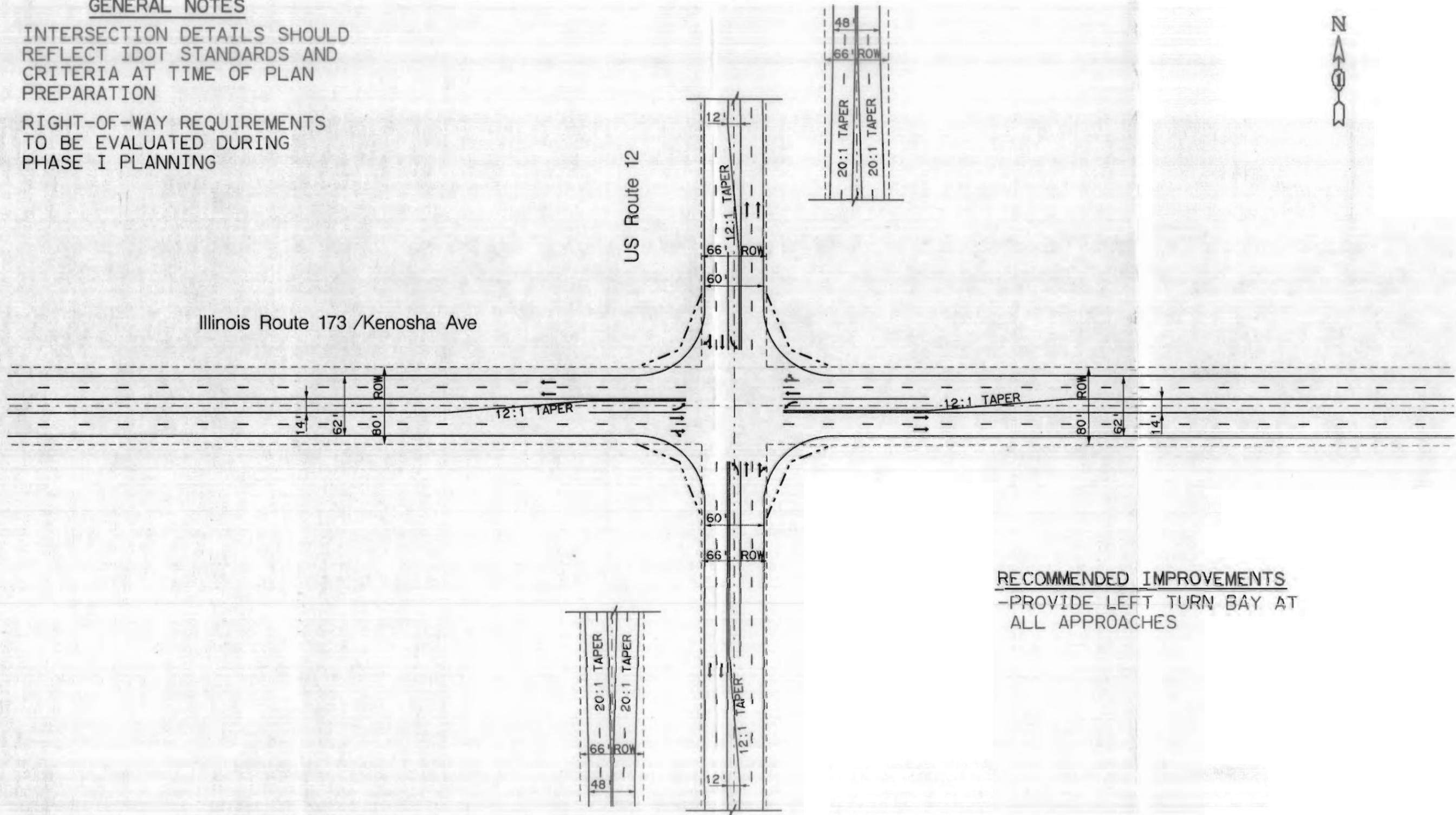
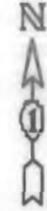
Scale in Feet
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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

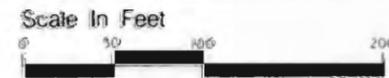


RECOMMENDED IMPROVEMENTS
 -PROVIDE LEFT TURN BAY AT ALL APPROACHES

Exhibit ID 10-1
 Illinois Route 173 /Kenosha Ave at US Route 12

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

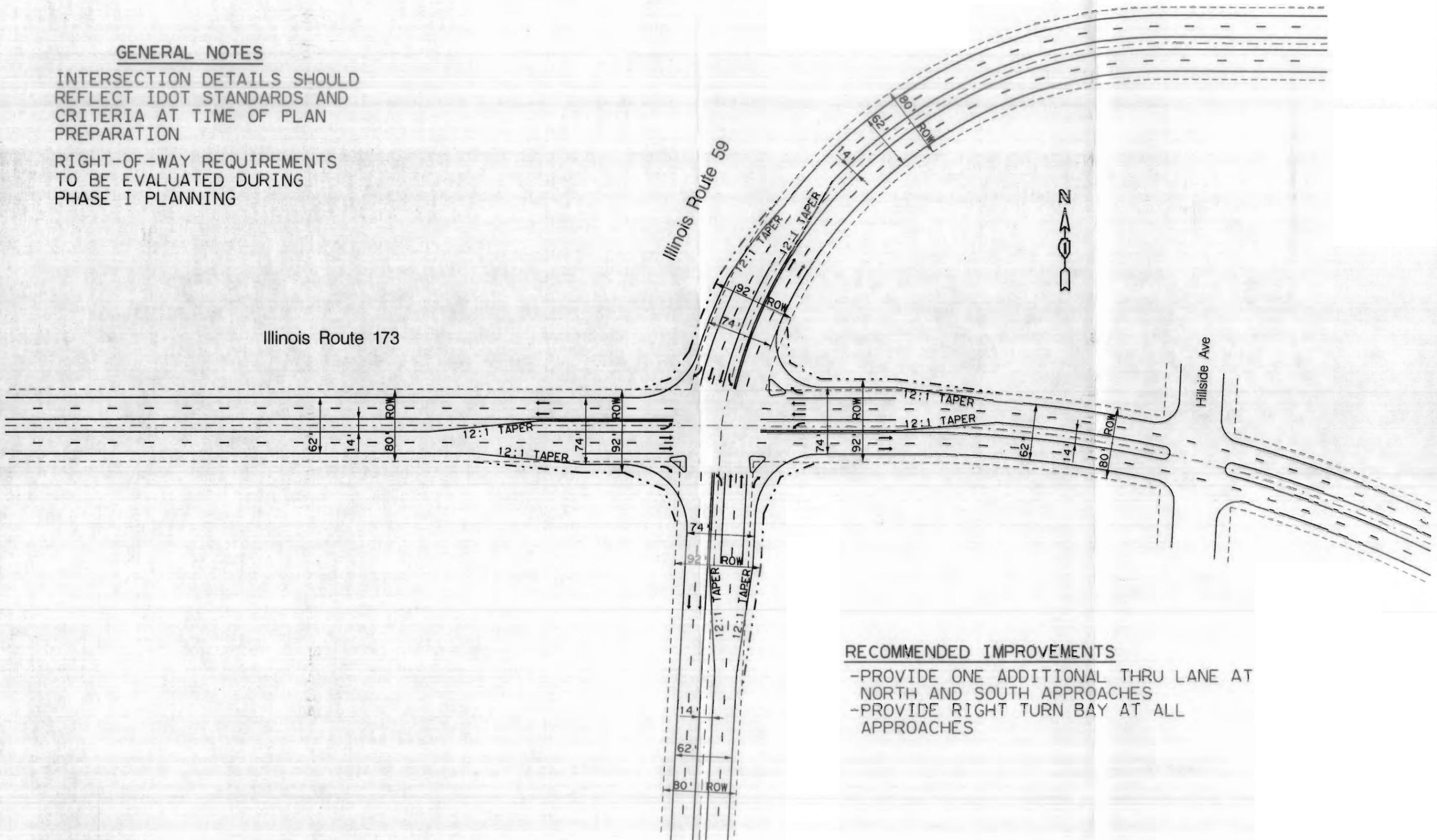


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 Draw JTS Date 3/94 Chkd SAW Date 3/94

GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



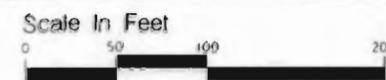
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 12-1
 Illinois Route 173 at Illinois Route 59

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

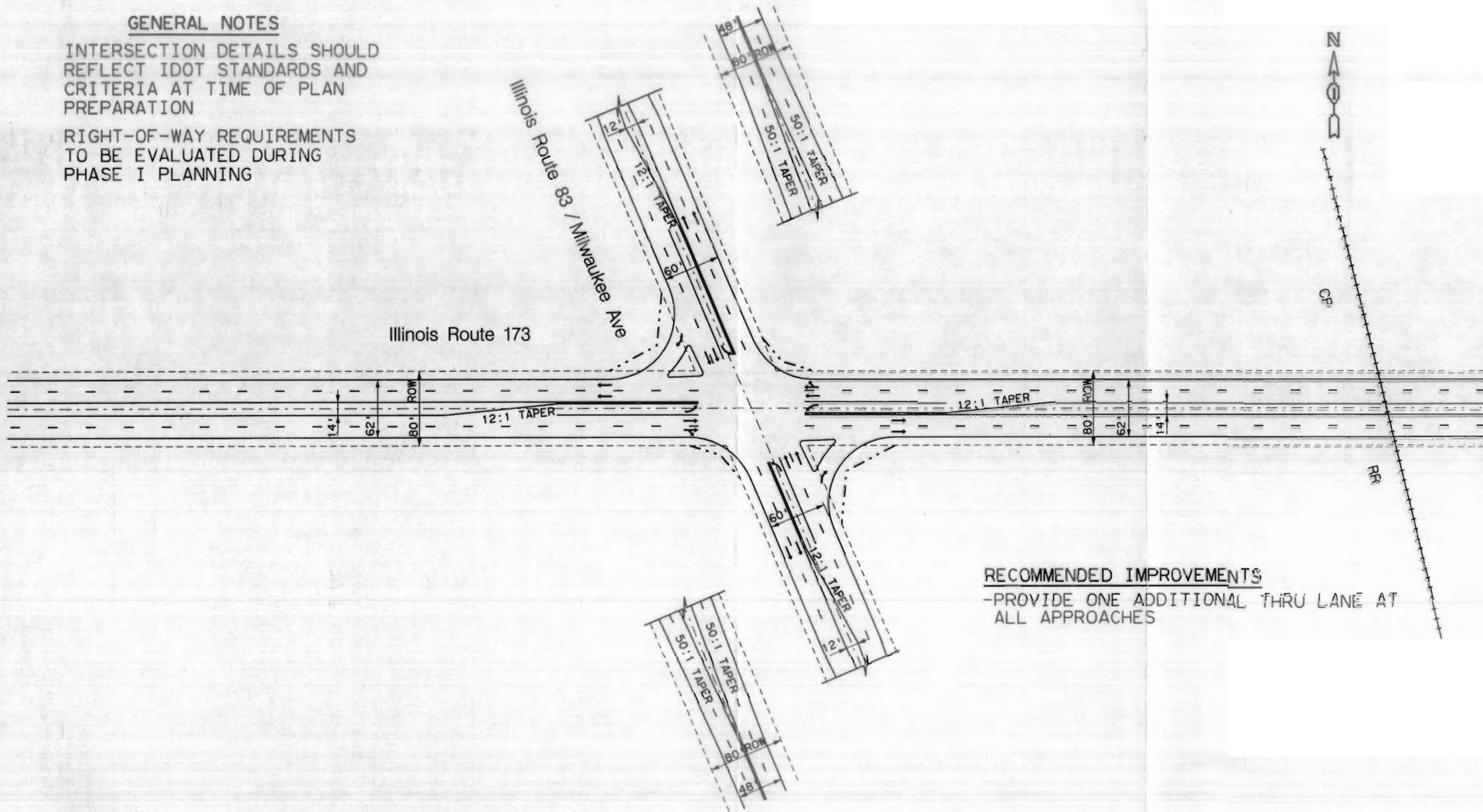
Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING

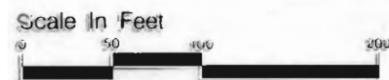


RECOMMENDED IMPROVEMENTS
 -PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES

Exhibit ID 12-2
 Illinois Route 173 at Illinois Route 83 / Milwaukee Ave

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

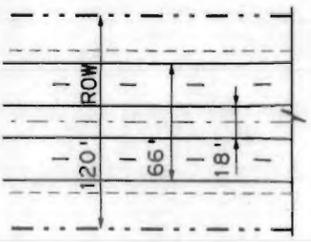
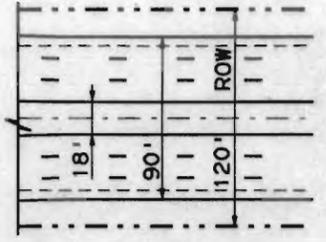
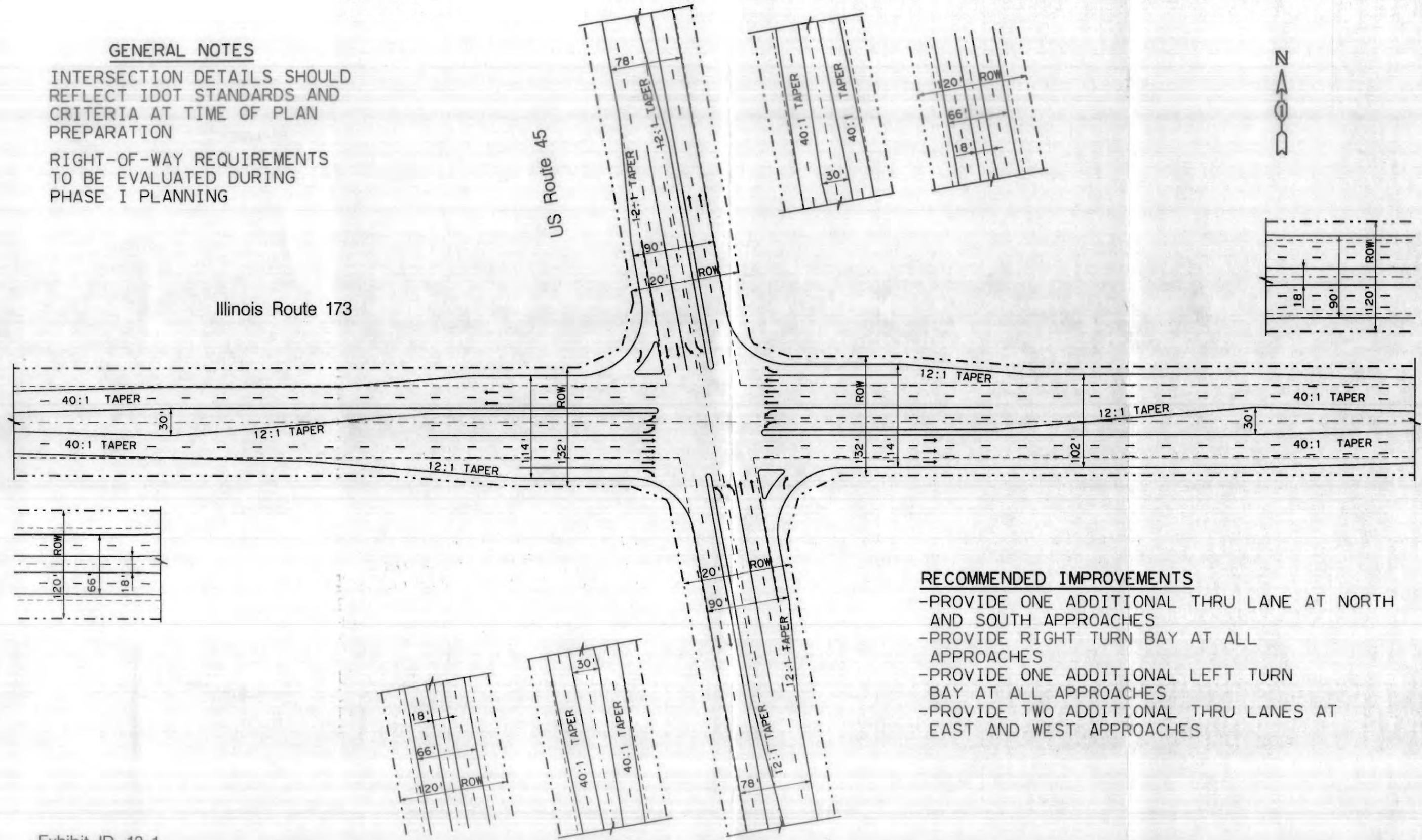
Legend
 --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



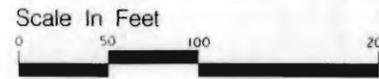
RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL THRU LANE AT NORTH AND SOUTH APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES
- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT ALL APPROACHES
- PROVIDE TWO ADDITIONAL THRU LANES AT EAST AND WEST APPROACHES

Exhibit ID 13-1
Illinois Route 173 at US Route 45

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 ROW = Right-Of-Way

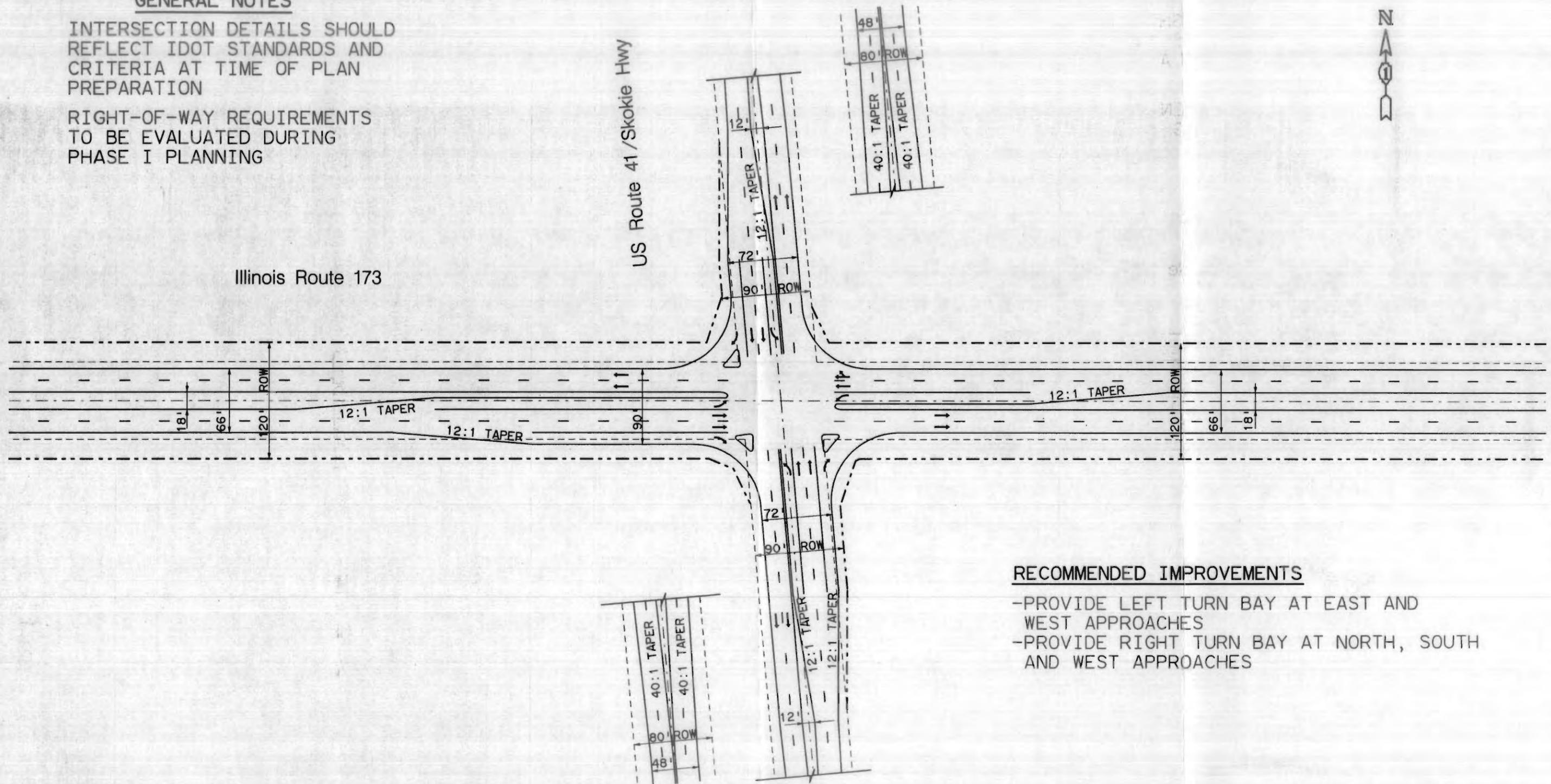


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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



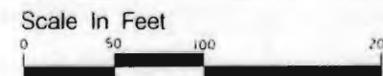
RECOMMENDED IMPROVEMENTS

- PROVIDE LEFT TURN BAY AT EAST AND WEST APPROACHES
- PROVIDE RIGHT TURN BAY AT NORTH, SOUTH AND WEST APPROACHES

Exhibit ID 13-2
 Illinois Route 173 at US Route 41/Skokie Hwy

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

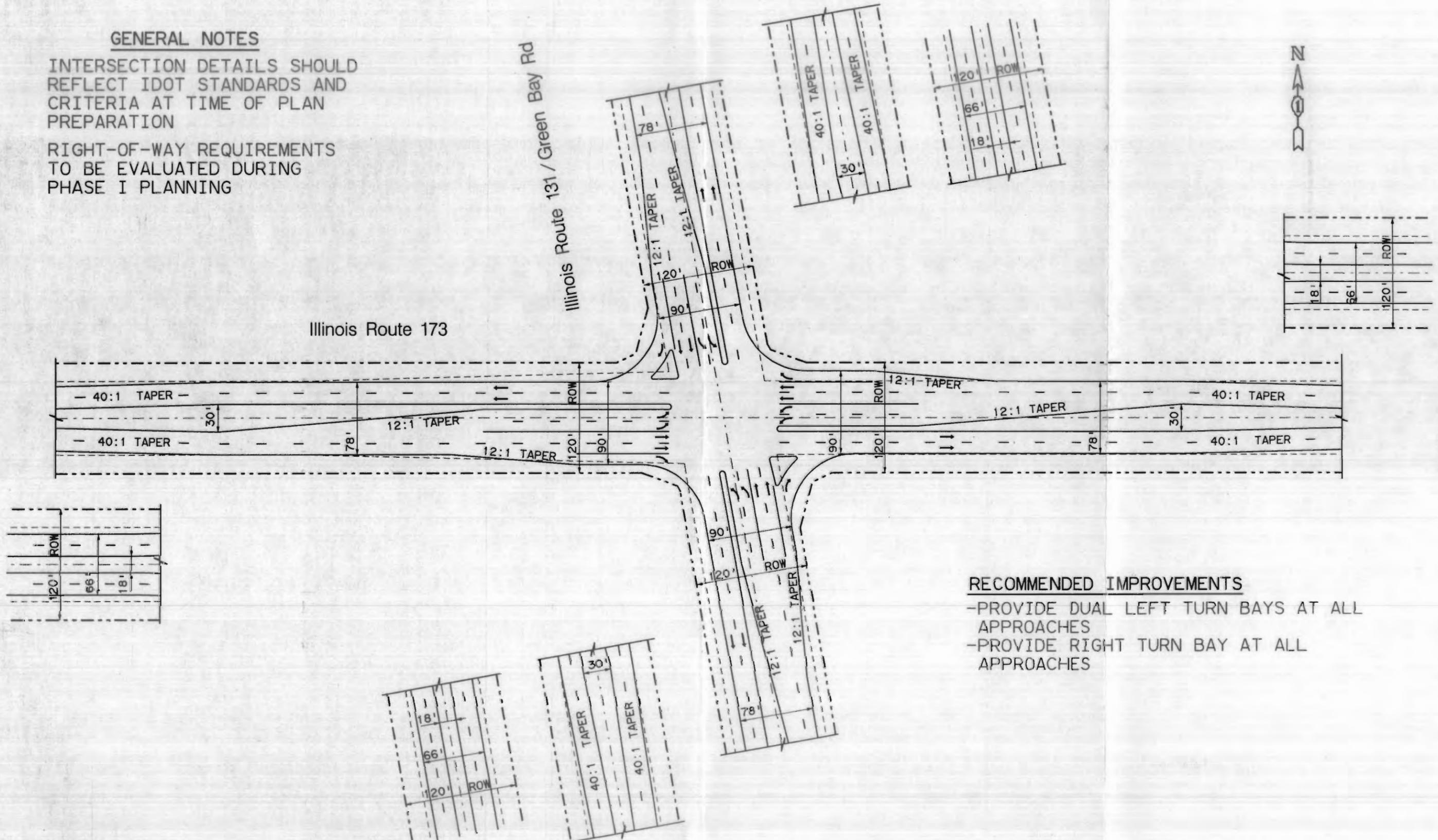
Legend
 - - - Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way



GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE DUAL LEFT TURN BAYS AT ALL APPROACHES
- PROVIDE RIGHT TURN BAY AT ALL APPROACHES

Exhibit ID 13-3
 Illinois Route 173 at Illinois Route 131 / Green Bay Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

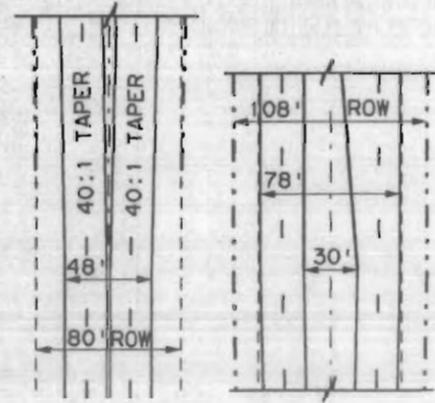
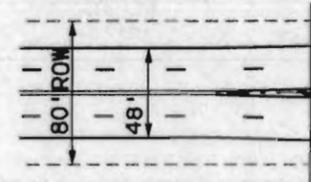
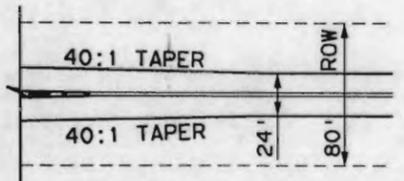
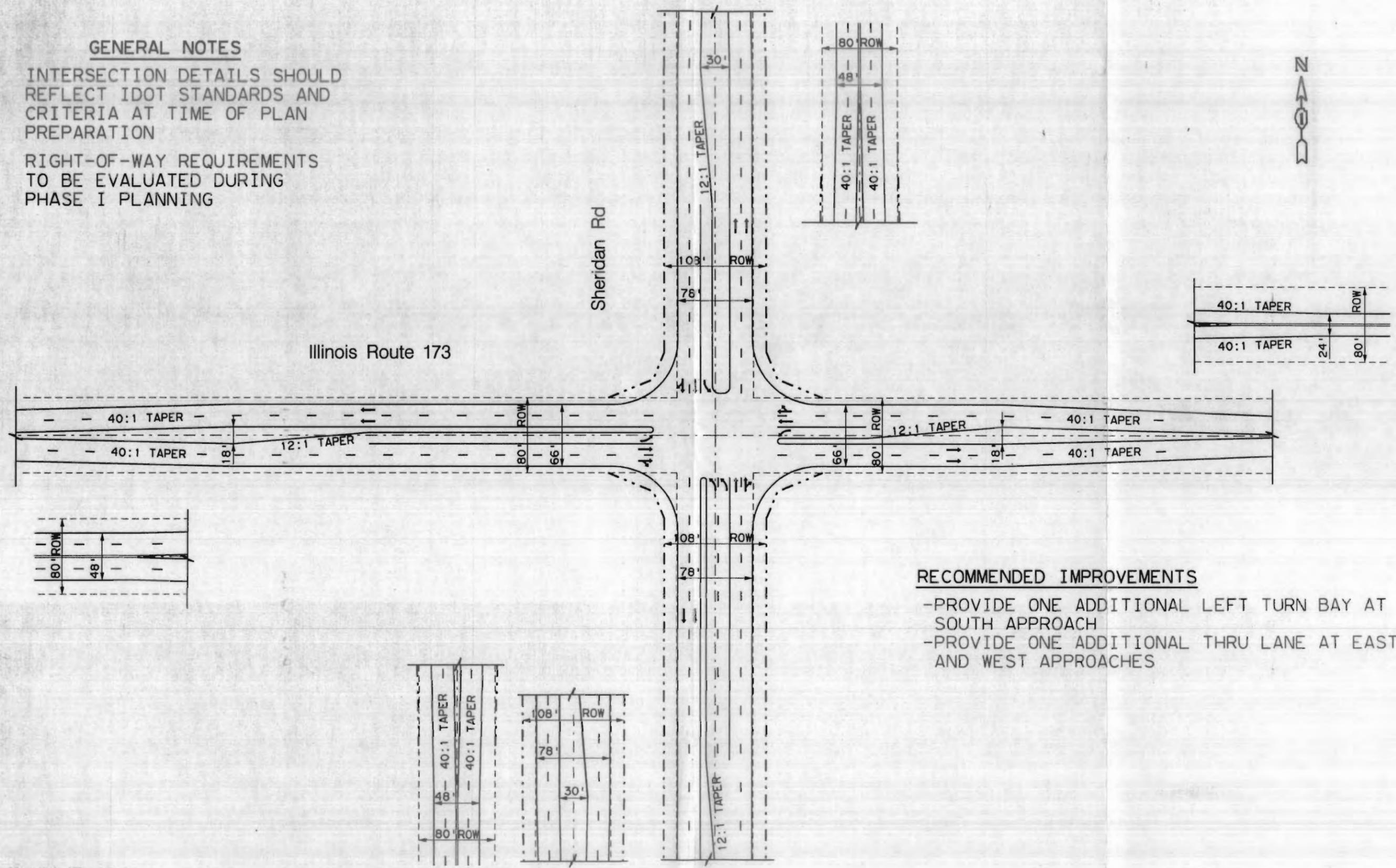
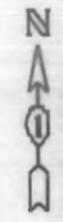
Scale In Feet
 0 50 100 200

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GENERAL NOTES

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING



RECOMMENDED IMPROVEMENTS

- PROVIDE ONE ADDITIONAL LEFT TURN BAY AT SOUTH APPROACH
- PROVIDE ONE ADDITIONAL THRU LANE AT EAST AND WEST APPROACHES

Exhibit ID 15-1
Illinois Route 173 at Sheridan Rd

GEOMETRIC DETAILS OF PROPOSED INTERSECTION IMPROVEMENTS

Legend --- Existing Right-Of-Way
 - - - Proposed Right-Of-Way
 = Right-Of-Way

