



Strategic Regional Arterial

**ILLINOIS ROUTE 72 /
HIGGINS ROAD /
TOUHY AVENUE**

Illinois Route 25 to Interstate 94

VOLUME II



OPERATION GREENLIGHT

Illinois Department of Transportation

TABLE OF CONTENTS

Volume I

Executive Summary

I. Introduction

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

II. Route Overview

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

III. Route Analysis

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

Volume II

III. Route Analysis

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

IV. Public Involvement

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

LIST OF APPENDICES

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

Appendix B Public Involvement

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

LIST OF FIGURES

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

LIST OF TABLES

<u>Table No.</u>		<u>Page No.</u>
1.1	2020 Desirable Route Characteristics - Suburban Strategic Regional Arterials . . .	I-6
3.1.1	Segment 1 - Existing Structures	III-4
3.1.2	Segment 1 - Structure Modifications	III-7
3.1.3	Segment 1 - Construction Cost Estimate	III-8
3.2.1	Segment 2 - Existing Structures	III-10
3.2.2	Segment 2 - Construction Cost Estimate	III-13
3.3.1	Segment 3 - Existing Structures	III-14
3.3.2	Segment 3 - Structure Modifications	III-16
3.3.3	Segment 3 - Construction Cost Estimate	III-17
3.4.1	Segment 4 - Existing Structures	III-19
3.4.2	Segment 4 - Structure Modifications	III-22
3.4.3	Segment 4 - Construction Cost Estimate	III-23
3.5.1	Segment 5 - Existing Structures	III-26
3.5.2	Segment 5 - Structure Modifications	III-28
3.5.3	Segment 5 - Construction Cost Estimate	III-29
3.6.1	Segment 6 - Existing Structures	III-32
3.6.2	Segment 6 - Structure Modifications	III-34
3.6.3	Segment 6 - Construction Cost Estimate	III-35
3.7.1	Segment 7 - Existing Structures	III-38
3.7.2	Segment 7 - Construction Cost Estimate	III-40

Segment 4
Arlington Heights Road to Interstate 294

3.4 Segment 4: IL Route 72/Higgins Road/Touhy Avenue - Arlington Heights Road to I-294

3.4.1 Location

Segment 4 extends along IL Route 72/Higgins Road from Arlington Heights Road to Elmhurst Road, then along IL Route 72/Touhy Avenue from Elmhurst Road to Lee Street and finally along Touhy Avenue from Lee Street to I-294. This segment is approximately 7.4 miles in length (see Figure 3.1). It is located in Elk Grove Village, Des Plaines, Rosemont, Park Ridge, Niles and Skokie.

3.4.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-15 through A-22.

Right-of-Way - The existing right-of-way in this segment varies from 100 to 155 feet in width.

Roadway Characteristics - Throughout most of this segment the existing cross section consists of two 11 to 12 foot through lanes in each direction although between Elmhurst Road and Wolf Road there are three through lanes in each direction. The median type and width varies throughout. The entire segment has curb and gutter and an enclosed drainage system.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment varies between 20,100 and 57,700 vehicles per day.

Accidents - There are seven high accident locations in this segment: Arlington Heights Road, Busse Road/IL Route 83, Landmeier Road, the Union Pacific Railroad crossing east of Mount Prospect Road, Mount Prospect Road, U.S. Route 12/45 (Mannheim Road), and Des Plaines River Road.

Parking, Sidewalks and Frontage Roads - There are no on-street parking spaces on this segment. There are intermittent sections of sidewalks. Immediately east of Arlington Heights Road, for a distance of about 1,200 feet, there is a frontage road along the south side of IL Route 72/Higgins Road.

Traffic Control/Intersection Configuration - There are fifteen existing signalized intersections along this segment: Arlington Heights Road, Stanley Street/King Street, Lively Boulevard, Higgins Road/Oakton Street (west), Higgins Road/Oakton Street/IL Route 83 (Busse Road), Higgins Road/Oakton Street (east), Landmeier Road, Elmhurst Road, Mount Prospect Road, Wolf Road, Touhy Avenue/IL Route 72, Touhy Avenue/Lee Street, U.S. Route 12/45 (Mannheim Road), Maple Street, and Des Plaines River Road. The existing lane configurations for each of these intersections are shown on Exhibits A-15 through A-22.

Structures - There are three existing structures in this segment as indicated in Table 3.4.1.

**Table 3.4.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0974	IL 72	Willow Creek	116'	32'	50'	NA
016-9874	I-90 (EB)	IL 72	61'	429'	62'	14'11"
016-9980	I-90 (WB)	IL 72	61'	429'	62'	14'11"

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

- Pace 616 - Intersects IL Route 72 at Arlington Heights Road (Service between Itasca METRA Station and CTA River Road Station).
- Pace 757 - IL Route 72 between King Street and Busse Road/IL Route 83 (Service between Des Plaines METRA Station and Northwest Transportation Center.)
- Pace 223 - Higgins Road between Busse Road and Elmhurst Road then Touhy Avenue between Higgins Road and Lee Street (Service between CTA River Road Station and Elk Grove Village Industrial Park.)
- Pace 221 - Touhy Avenue between Wolf Road and Des Plaines River Road (Service between METRA Cumberland Station and CTA River Road Station.)
- Pace 220 - Touhy Avenue between Lee Street and Mannheim Road (Service between Glenview METRA Station, Des Plaines METRA Station and O'Hare International Airport.)
- Pace 230 - Intersects Touhy Avenue at Maple Street (Service between Des Plaines METRA Station and CTA River Road Station.)

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

3.4.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-15 through B-22.

Lakes/Streams/Wetlands/Floodplains - IL Route 72/Higgins Road crosses a creek between Commerce Street and Nicholas Boulevard. There is a wetland north of the intersection with Nicholas Boulevard. A wetland adjoins the north side of the right-of-way between Elmhurst Road and the westernmost Union Pacific Railroad crossing. Higgins Creek and its floodplain pass beneath the roadway at the same Union Pacific Railroad crossing. A wetland surrounds the creek north of IL Route 72. The road also crosses a floodplain between Mount Prospect Road and the easternmost

Union Pacific Railroad crossing. The area bounded by IL Route 72/Touhy Avenue and I-90 includes floodplain. Lake Opeka lies north of the Touhy Avenue between Eastview Drive and Lee Street. There are wetlands northeast and southeast of the intersection of Touhy Avenue and Maple Street.

Structures with Historical Significance - There are no structures of historical significance within Segment 4 according to the Illinois Inventory of Historic Landmarks.

Hazardous Waste/LUST Sites - The Illinois Environmental Protection Agency has identified ten leaking underground storage tank (LUST) sites and one hazardous waste site within Segment 4. One LUST site is located at the southeast corner of IL Route 72/Higgins Road and Arlington Heights Road. Another lies north of the intersection with Crossen Avenue. Two LUST sites are located on the south side of IL Route 72/Higgins Road between Nicholas Boulevard and Landmeier Road. There is a LUST site located in the southwest quadrant of the Higgins Road/Touhy Avenue/Elmhurst Road intersection. A hazardous waste site and a LUST are located on the same property between the easternmost Union Pacific Railroad crossing and Wolf Road. Another LUST site is at the northwest quadrant of the Touhy Avenue intersection with Wolf Road. On the south side of Touhy Avenue there is a LUST site between Lee Street and Barry Avenue. There is also a LUST site on the north side of Touhy Avenue between U.S. Route 45 (Mannheim Road) and Dale Street. The final LUST site for Segment 4 is located on the northeast corner of Touhy Avenue and Hickory Street.

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

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

3.4.4 Existing Land Use Characteristics

The existing land use characteristics for this segment are shown on Exhibits B-15 through B-22.

Type and Intensity of Development - Segment 4 has a variety of land uses between Arlington Heights Road and Lively Boulevard. The uses include residential, commercial, office, industrial and forest preserve. Between Lively Boulevard and I-90 the mix of uses includes commercial, office, industrial, extractive industries and scattered vacant parcels. There is a Chicago Police Canine Training Facility located on the north side of Touhy Avenue west of Mount Prospect Road. From I-90 to I-294 the land use to the south of Touhy Avenue is predominantly residential with a mix of office and commercial. The land use to the north of Touhy Avenue is a similar mix but it is predominantly commercial. Iroquois Trail High School is located on the northeast corner of Touhy Avenue and Maple Street. Immanuel Community Baptist Church is located on the southwest corner of Touhy Avenue and Cedar Street.

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

3.4.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-15 through C-22.

Roadway - The recommended cross section between Arlington Heights Road and Busse Road/Oakton Street consists of three 12-foot through lanes in each direction with an 18-foot barrier median. Curb and gutter, concrete sidewalks and an enclosed drainage system will be provided. The existing frontage road along the south side of Higgins Road will be maintained. The proposed typical sections (Section E-E and F-F) are shown on Exhibits C-15 and C-16.

On Higgins Road from Busse Road to Elmhurst Road and on Touhy Avenue from Elmhurst Road to Wolf Road, the recommended cross section consists of three 12-foot through lanes in each direction with a 16-foot mountable median, curb and gutter and an enclosed drainage system. The same cross section is also proposed between Wolf Road and Lee Street/IL Route 72 except that the median will be an 18-foot barrier median. The proposed typical sections (Sections G-G and H-H) are shown on Exhibits C-17 through C-20.

The recommended cross section on Touhy Avenue between Lee Street/IL Route 72 and I-294 consists of three 11-foot through lanes in each direction with an 18-foot barrier median, curb and gutter, concrete sidewalks and an enclosed drainage system. The third lane in each direction would begin/end at Des Plaines River Road. The proposed typical section (Section I-I) is shown on Exhibit C-21 and Exhibit C-22.

Traffic Control/Intersection Configuration - The seven existing traffic signals listed under existing conditions will be maintained. For the most part, only minor modifications to the existing intersection configuration is recommended, except for the additional through lane in each direction. At the Higgins Road/Busse Road/Oakton Street intersection, a major reconfiguration is recommended. While an at-grade improvement at this location will provide improved traffic operation for the short term, a major improvement is required to address the capacity deficiencies at this location. Appendix A contains a technical memorandum prepared for the conceptual improvement plan. An intersection detail for this improvement has been included as Exhibit D-1. The recommendation provides for a grade separation of Higgins Road over Busse Road north of the existing Higgins Road/Busse Road/Oakton Street intersection. Higgins Road returns to existing grade at a signalized intersection with Oakton Street east of Busse Road.

Access Management - Access to adjacent properties will be maintained for most of this segment. Several cross streets and any existing driveways onto Higgins Road between Arlington Heights Road and Oakton Street will be restricted to right-in, right-out. The driveways for properties located between I-90 and I-294 will be restricted to right-in, right-out as will several of the cross streets. The width of all existing and future driveways should conform to the IDOT Policy on Permits for Access Driveways to State Highways.

Structures - The three existing structures in this segment will require modification as shown in Table 3.4.2.

**Table 3.4.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0974	IL 72	Willow Creek	50'	Widen for additional through lanes.
016-9874	I-90 (EB)	IL 72	62'	Replace/modify opening.
016-9980	I-90 (WB)	IL 72	62'	Replace/modify opening.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Signal preemption should be provided throughout the segment. Restricted use bus lanes should be considered at the Touhy Avenue/Des Plaines River Road intersection. Park-and-pool lots should also be considered at all major traffic generators and at the I-294 interchange.

3.4.6 Right-of-Way Requirements

Between Wildwood Road and Higgins Road/Oakton Street, 5 feet of additional right-of-way will be required from the north side and 15 feet from the south side. Between Busse Road and Wolf Road, 15 feet will be required on the north side and 5 feet on the south. Ten feet of acquisition will be required on each side from Wolf Road to Lee Street/IL Route 72, then east of Lee Street 5 feet will be required from each side.

3.4.7 Environmental Considerations

The LUST site identified on the east side of Arlington Heights Road within Segment 4 would not be impacted since there will not be right-of-way acquisition at this location. Widening will result in the taking of some mature trees on the south side of IL Route 72/Higgins Road between Stanley Street and Lively Boulevard. The stream crossing between Commerce Street and Nicholas Boulevard will be affected by the 10 foot right-of-way acquisition. There is a steep grade for about 1,300 feet along the north side of IL Route 72/Higgins Road east of Nicholas Boulevard which may require a retaining wall to accommodate the proposed road widening. A LUST site on the south side of IL Route 72 approximately 1,300 feet east of Nicholas Boulevard may be affected by the widening. Near the same location there are mature trees that will be within 5 feet of the right-of-way after the proposed acquisition. The LUST site on the southwest corner of IL Route 72 and Landmeier Road may be affected by the proposed road widening. A wetland abutting the north side of IL Route 72/Touhy Avenue east of Elmhurst Road will be impacted by the proposed 5-foot right-of-way acquisition. Proposed widening in the vicinity of Willow Creek will impact wetland and

floodplain. The additional right-of-way proposed for the south side of Touhy Avenue between Lee Street and Barry Avenue may affect a LUST site. The same possibility exists on the northeast corner of Touhy Avenue and U.S. Route 12/45 (Mannheim Road). Road widening on the south side between Maple Street and Scott Street will impact a substantial wetland. There is also a LUST site on the northeast corner of Hickory Street and Touhy Avenue which may be affected by the proposed 5-foot acquisition of right-of-way.

3.4.8 Land Use Considerations

Recommended roadway improvements within Segment 4 would require 5 to 20 feet of right-of-way acquisition on both sides of the roadway along the entire length of this segment. This acquisition will impact a residence that is within the taking area between Martin Drive and Joey Lane on the south side of IL Route 72. However, that residence is within the Busse Farm property which likely will be sold and redeveloped in the future. The acquisition will also reduce parking and take the entire parkway on the north side east of Oakton Street; displace the drainage culvert on the south side east of Commerce Street; impact commercial parking and access to several businesses on the south side in the vicinity of Nicholas Boulevard; and generally reduce the front yards of commercial, office and residential uses from Elmhurst Road east. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.4.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 1 is shown in Table 3.4.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.4.3
Construction Cost Estimate
Segment 4 - Arlington Heights Road to I-294**

Recommended Improvements	Estimated Cost
Roadway	\$8,880,000
Intersection Improvements*	700,000
Structure Modifications*	3,142,000
Transit Improvements	0
Right-of-Way Acquisition	1,723,000
Total - Recommended Improvements	\$14,445,000

* Does not include improvements at the Higgins/Busse/Oakton intersection complex.

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

3.4.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 4, these improvements include consolidating driveways to conform to current IDOT access standards as parcels develop.

3.4.11 Ultimate (Post 2020) Improvements

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

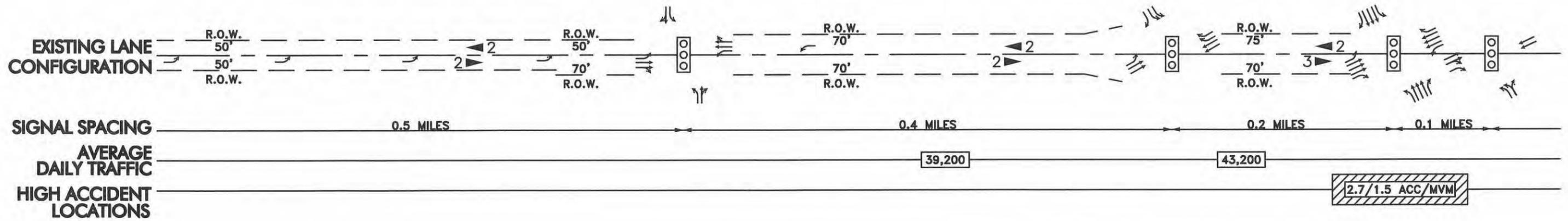
3.4.12 Crossing SRA Routes

The recommended plan for both the IL Route 83 and U.S. Route 12/45 SRA Corridors calls for three through lanes in each direction.

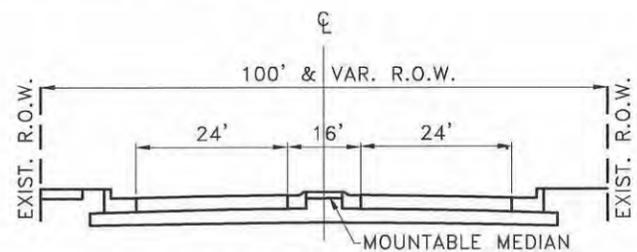
Segment 4
Arlington Heights Road to Interstate 294

EXISTING FACILITY CHARACTERISTICS

Exhibits A-16 through A-22

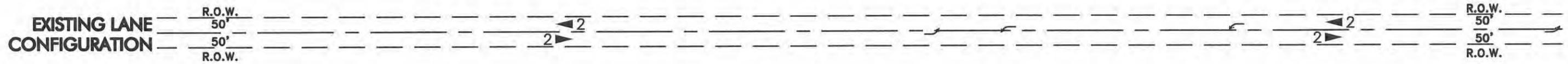


DATE OF PHOTOGRAPHY: APRIL 14, 1995

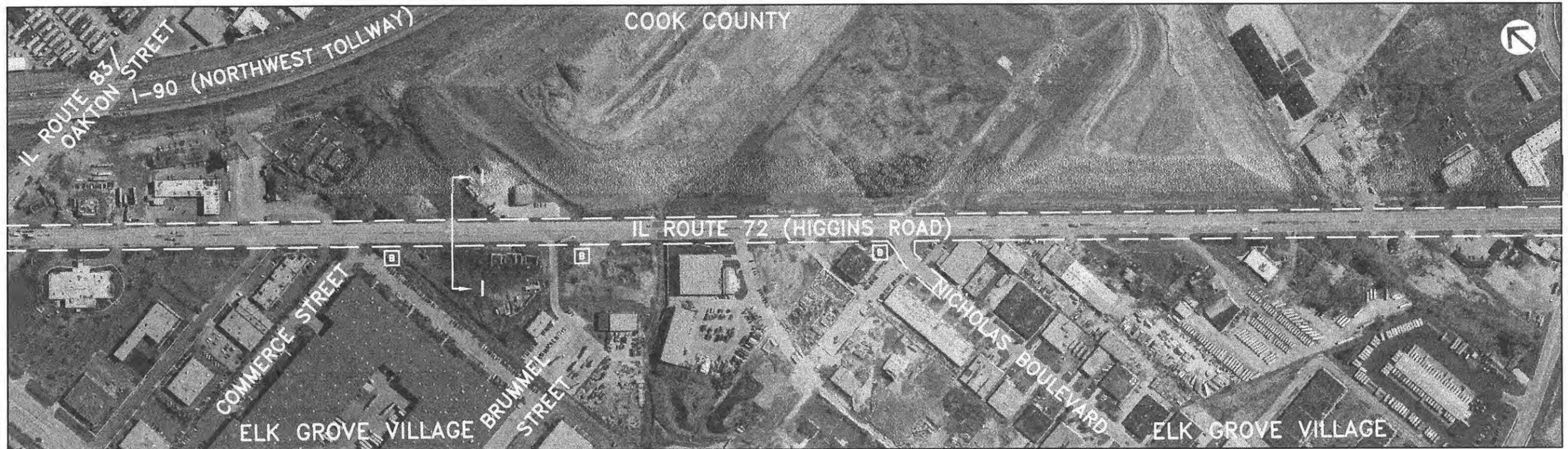


SECTION G-G
WILDWOOD ROAD TO OAKTON STREET

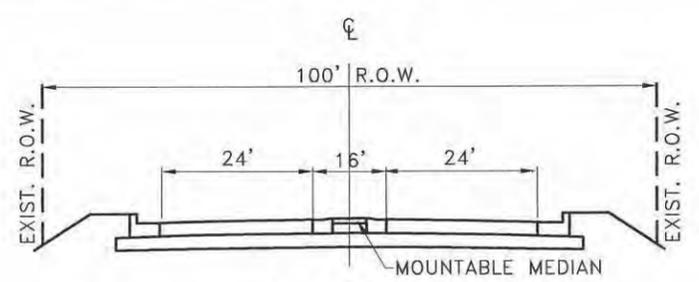
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



SIGNAL SPACING	1.4 MILES	
AVERAGE DAILY TRAFFIC	38,700	32,400
HIGH ACCIDENT LOCATIONS		



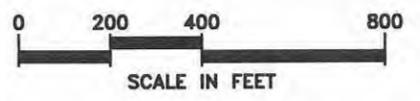
DATE OF PHOTOGRAPHY: APRIL 14, 1995



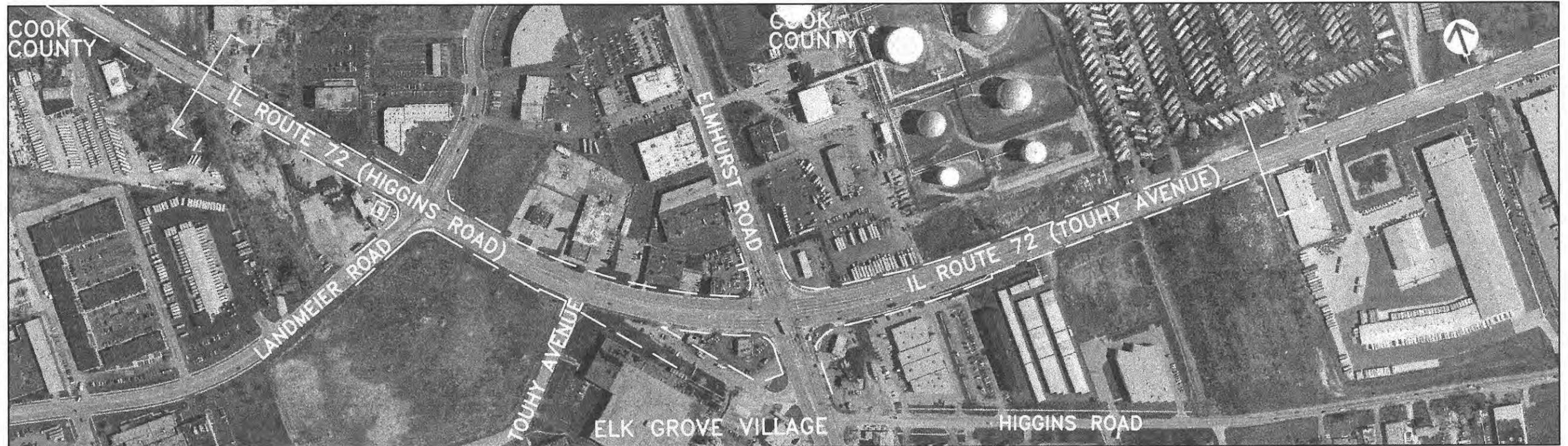
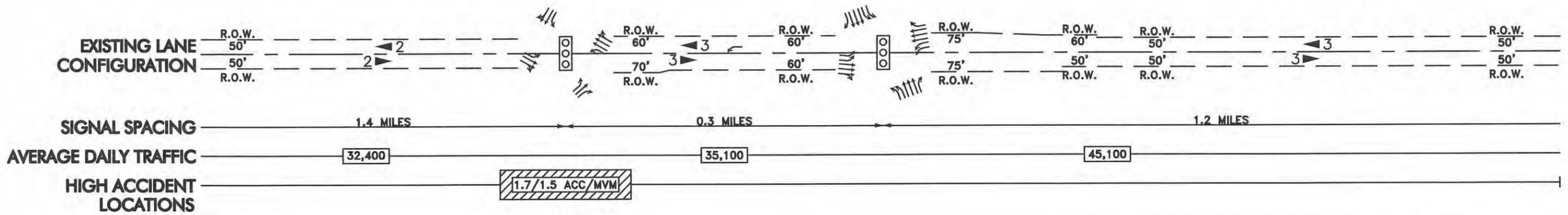
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES

Illinois Department of Transportation

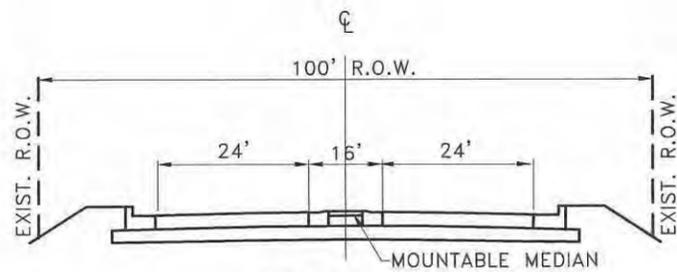
Prepared by: CIVILTECH ENGINEERING, INC.
 In Association with: METRO Transportation Group
 Shah Engineering, Inc. Planning Resources Inc.



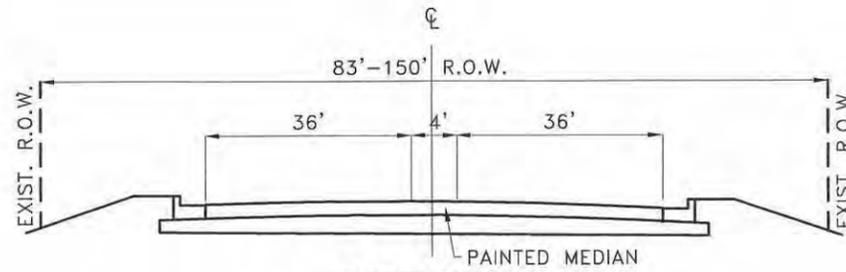
SRA Strategic Regional Arterial Planning Study
 IL ROUTE 72 / HIGGINS / TOUHY
 EXISTING FACILITY CHARACTERISTICS
 EXHIBIT A-17



DATE OF PHOTOGRAPHY: APRIL 14, 1995

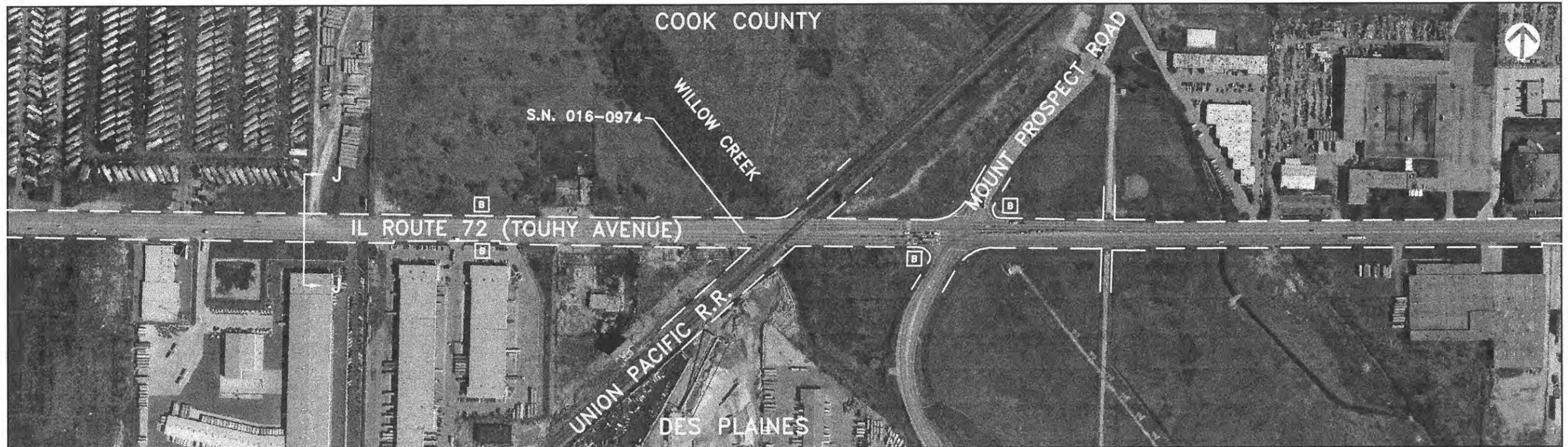
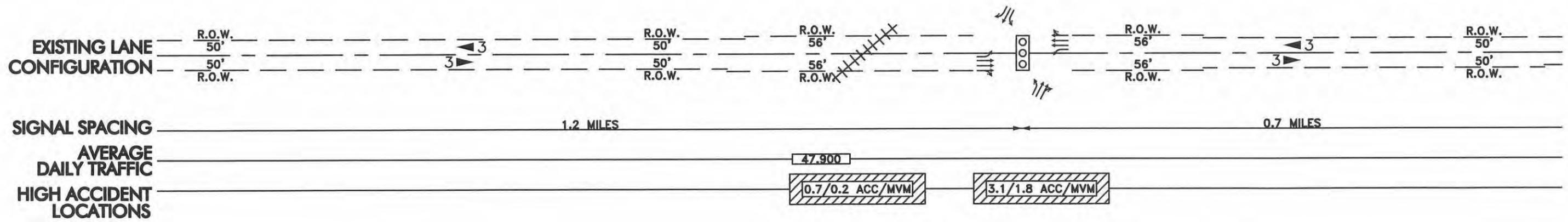


SECTION I-I
OAKTON STREET TO ELMHURST ROAD

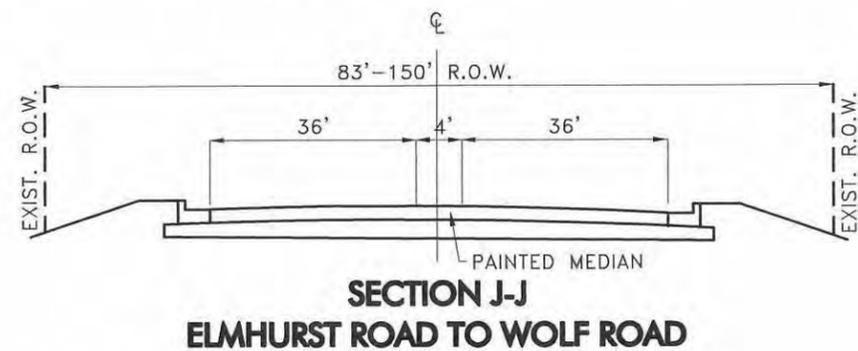


SECTION J-J
ELMHURST ROAD TO WOLF ROAD

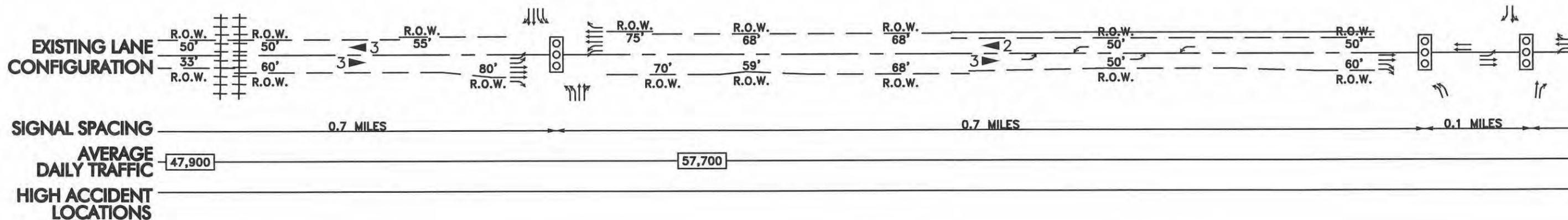
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



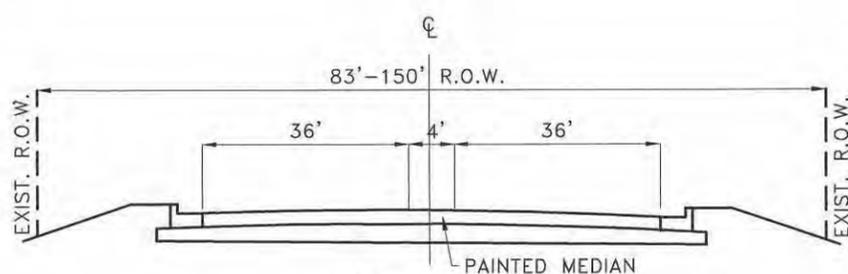
DATE OF PHOTOGRAPHY: APRIL 14, 1995



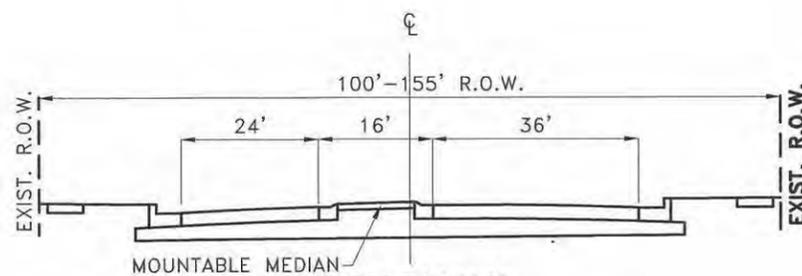
LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING
	PARKING AT SPECIFIED TIMES
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	4-WAY STOP SIGN
	HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
	EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: APRIL 14, 1995



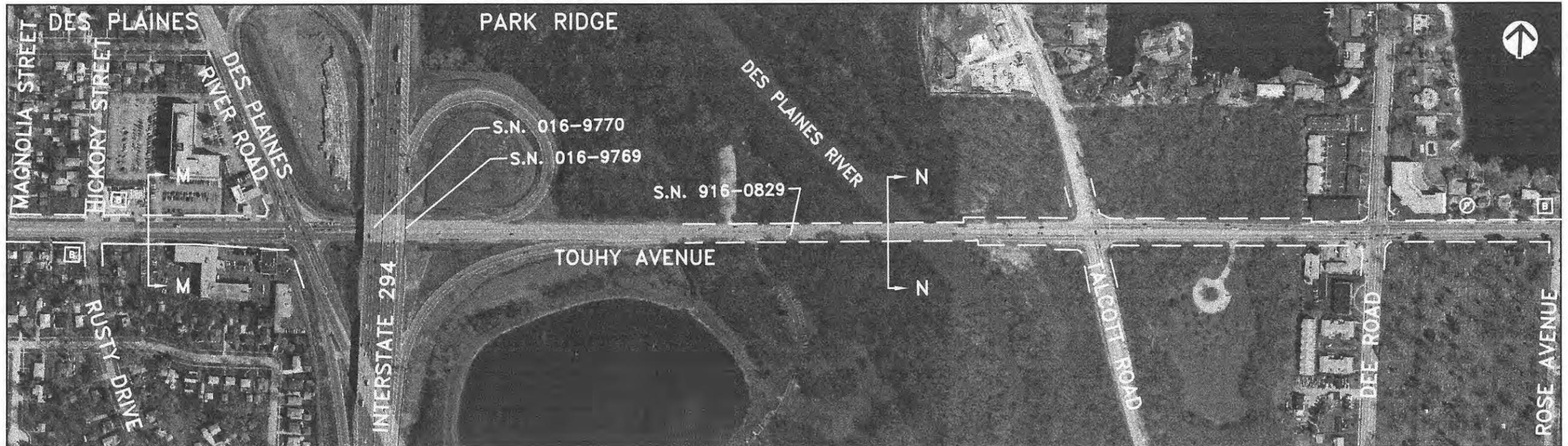
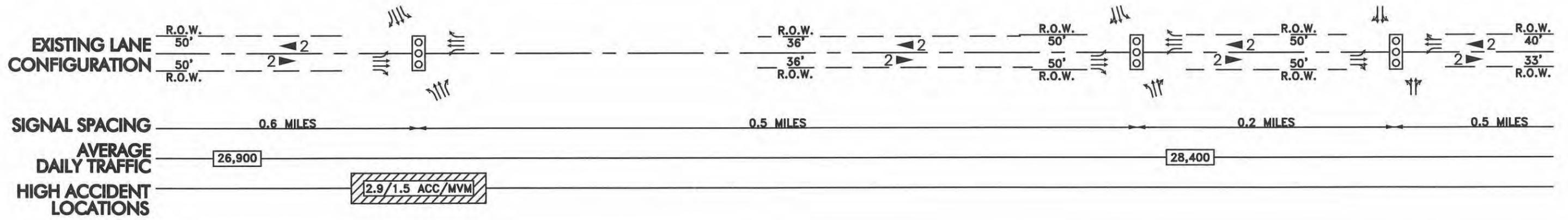
SECTION J-J
ELMHURST ROAD TO WOLF ROAD



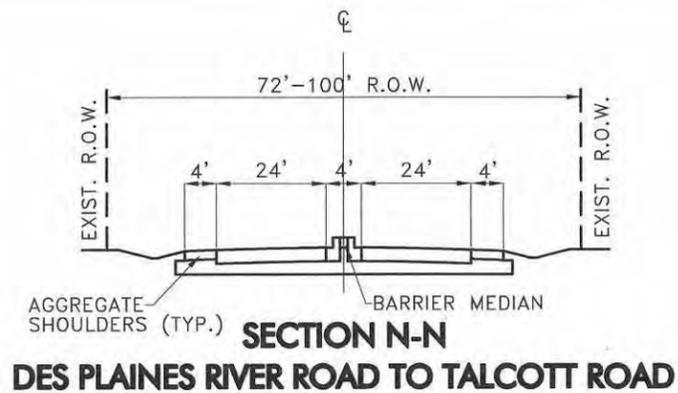
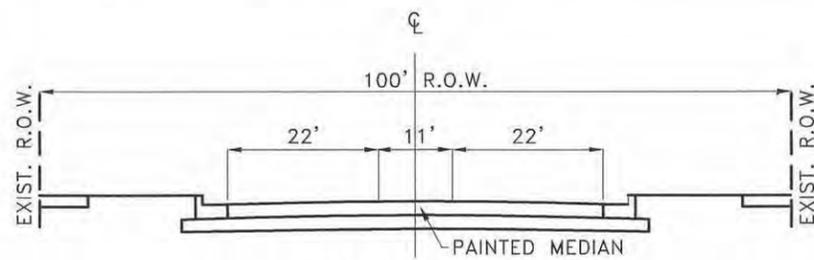
SECTION K-K
WOLF ROAD TO LEE STREET

LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



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

Segment 4
Arlington Heights Road to Interstate 294

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-16 through B-22



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

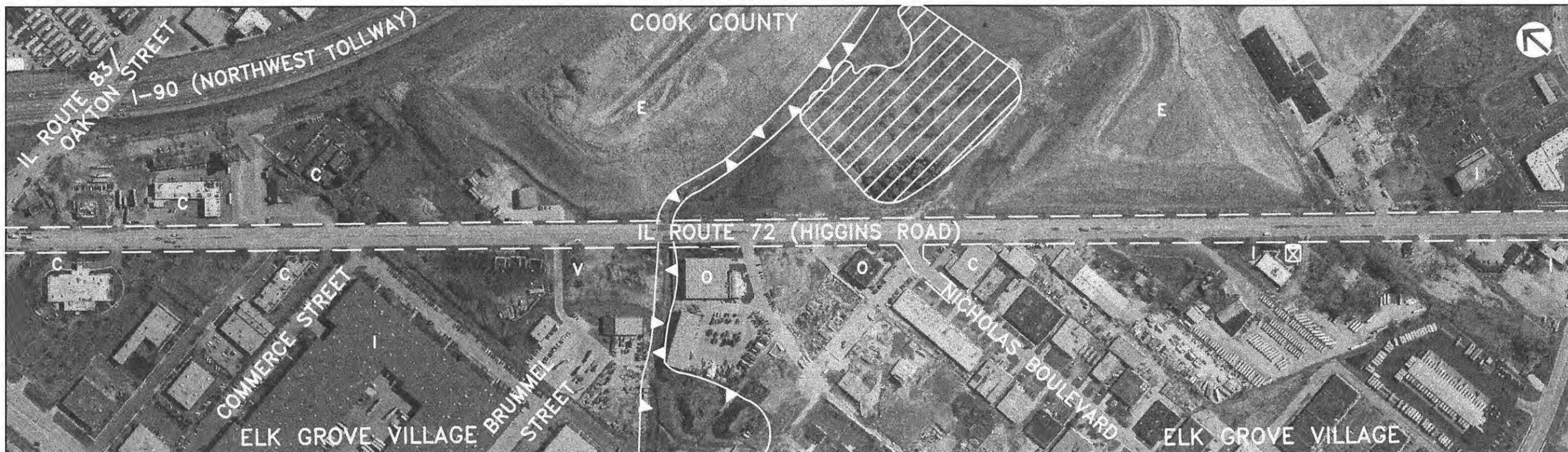
 Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-16



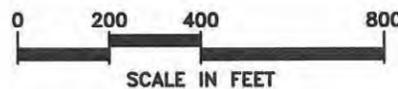
DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

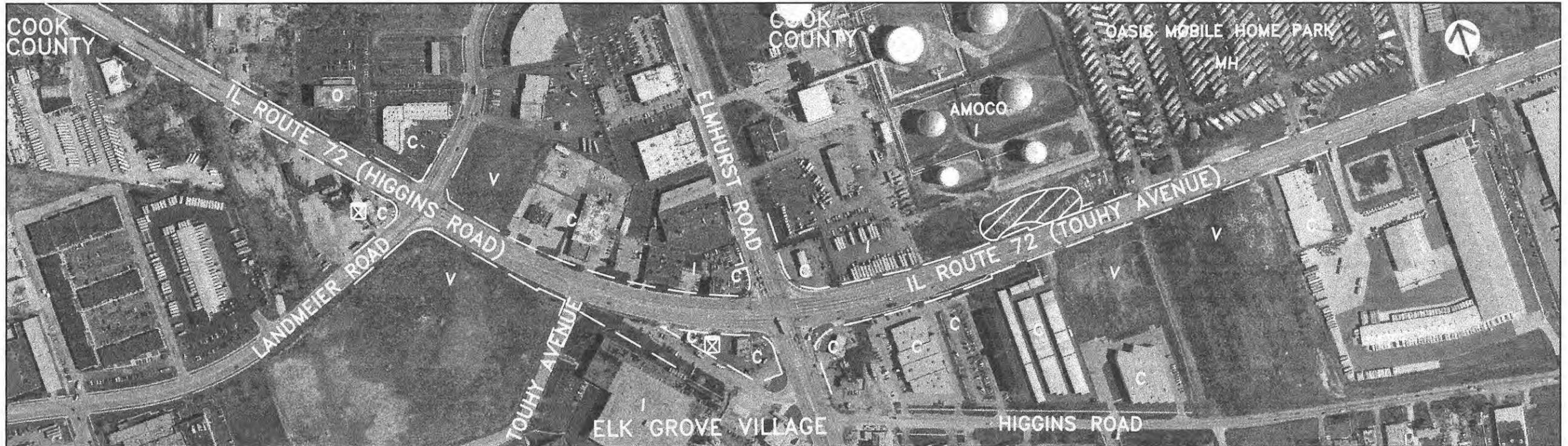
LAND USE LEGEND	
R	SINGLE-FAMILY RESIDENTIAL
RM	MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
RH	HIGH RISE RESIDENTIAL (>3 FLOORS)
MH	MOBILE HOME PARK
O	OFFICE (UP TO 3 FLOORS)
OH	OFFICE HIGH RISE (>3 FLOORS)
C	COMMERCIAL RETAIL/SERVICE
CA	COMMERCIAL AGRICULTURE (NURSERY, ETC.)
CR	COMMERCIAL RECREATION (GOLF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

Illinois Department of Transportation

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



SRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-17



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

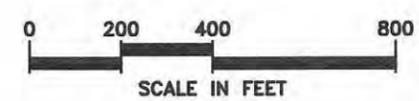
LAND USE LEGEND

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

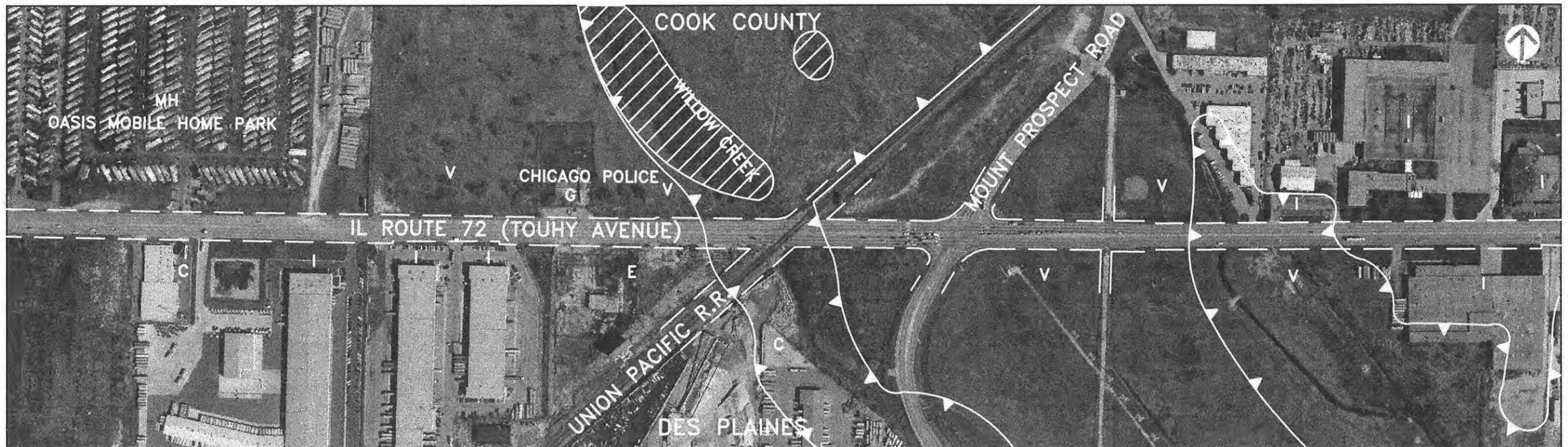
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study
IL ROUTE 72 \ HIGGINS \ TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-18



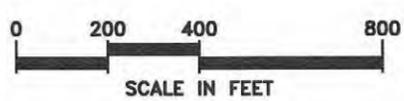
DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND	
	HAZARDOUS WASTE SITE
	LEAKING UNDERGROUND STORAGE TANK
	HISTORIC BUILDING/DISTRICT
	WETLAND
	THREATENED AND ENDANGERED SPECIES HABITAT
	PRIME AGRICULTURAL LAND
	FLOODPLAIN/FLOODWAY

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

Illinois Department of Transportation

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



STRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-19



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

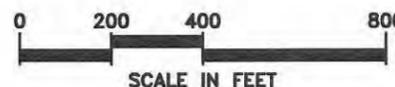
LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-20



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

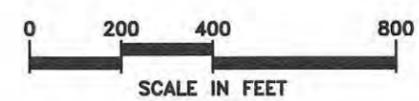
LAND USE LEGEND

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

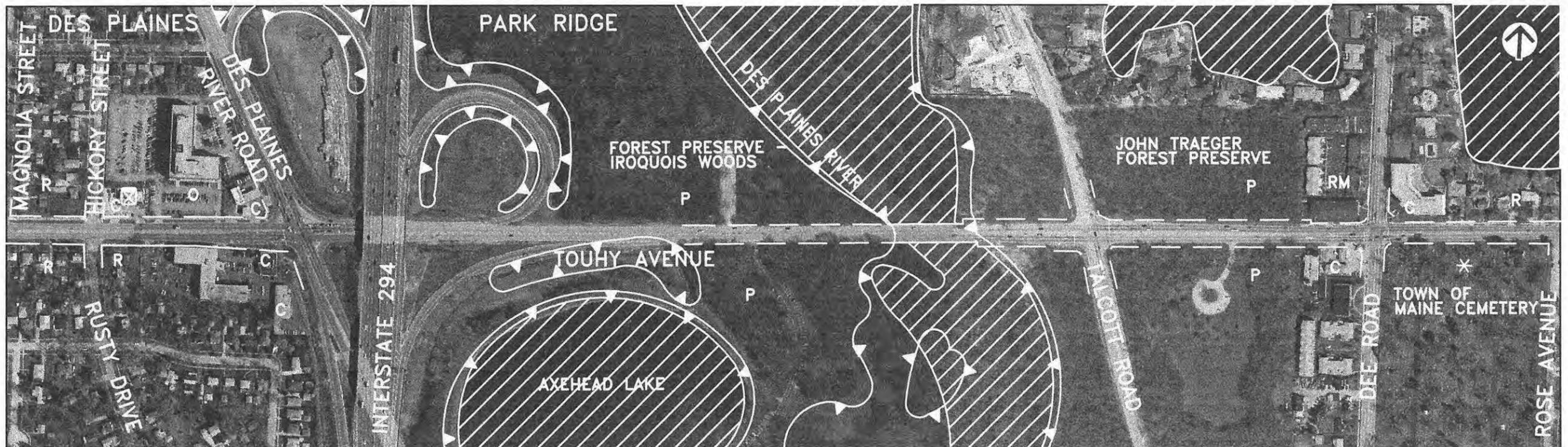
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



STRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-21



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

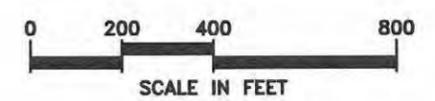
LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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

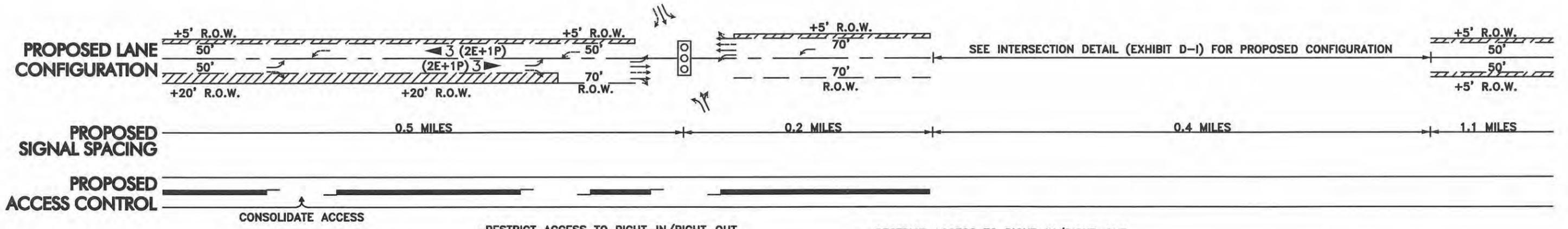


STRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-22

Segment 4
Arlington Heights Road to Interstate 294

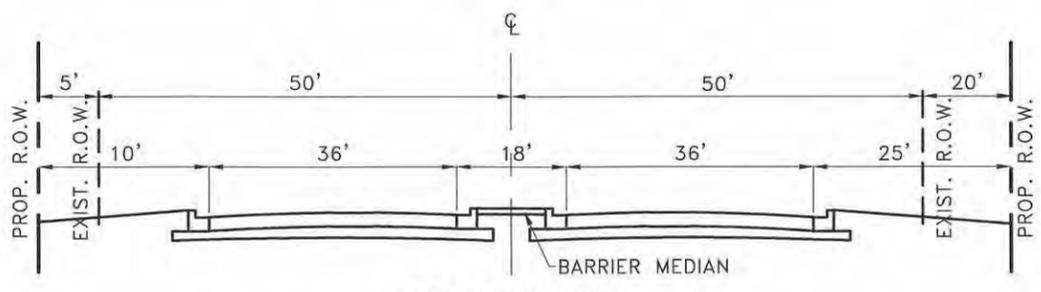
RECOMMENDED PLAN

Exhibits C-16 through C-22

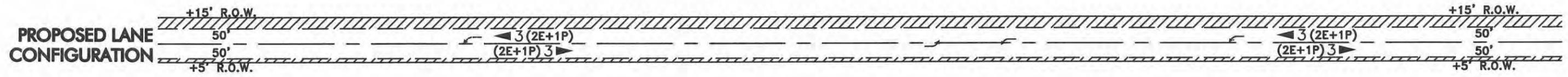


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4

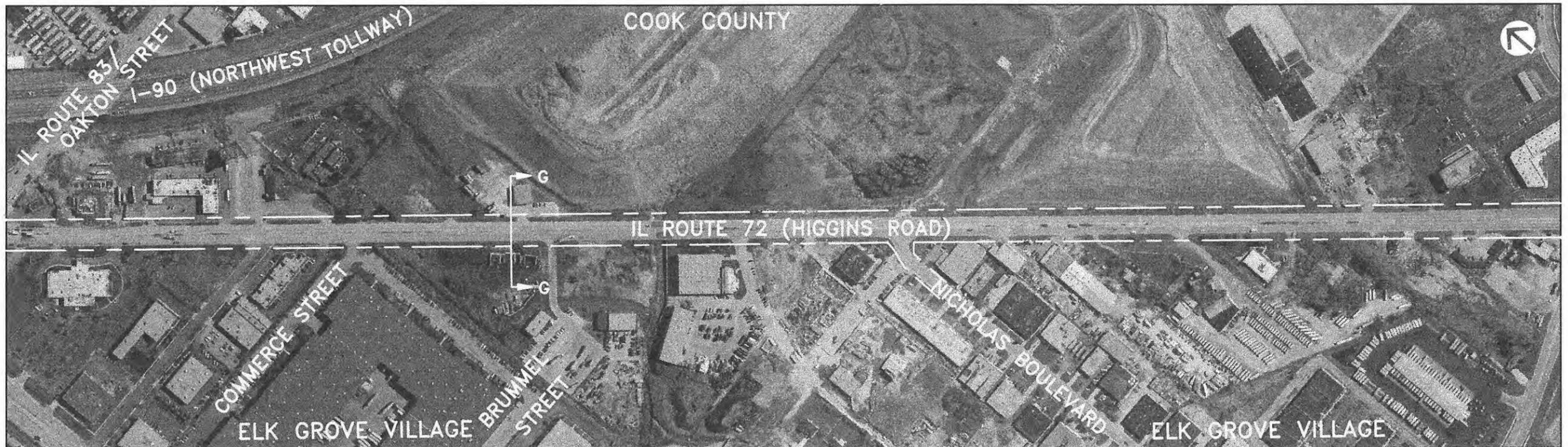


LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN



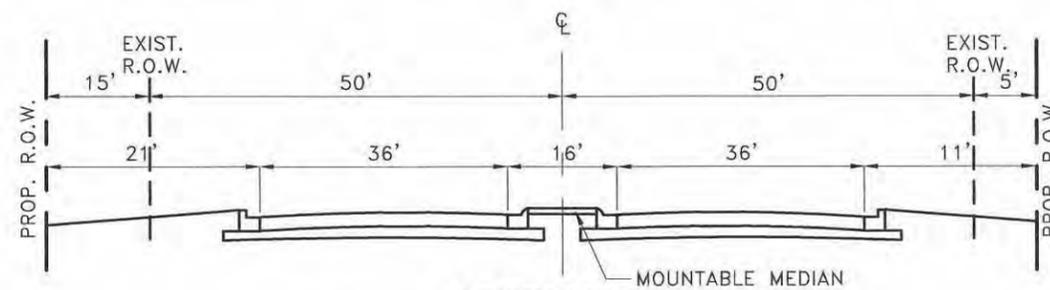
PROPOSED SIGNAL SPACING: 1.1 MILES

PROPOSED ACCESS CONTROL: MAINTAIN EXISTING ACCESS



DATE OF PHOTOGRAPHY: APRIL 14, 1995

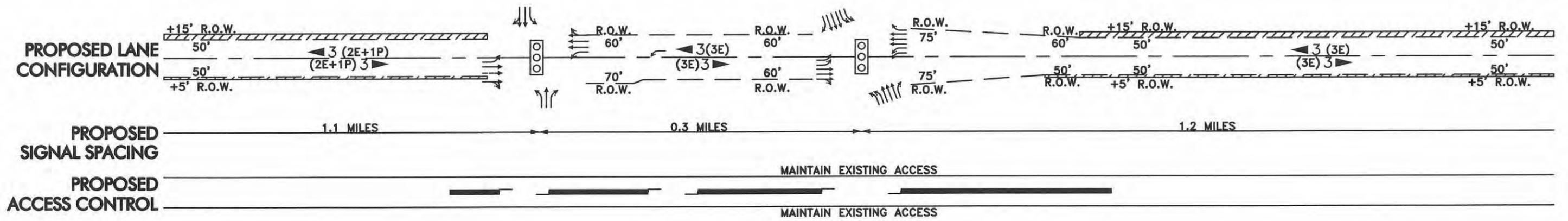
SEGMENT 4



SECTION G-G
OAKTON STREET TO WOLF ROAD
 RECOMMENDED CROSS SECTION

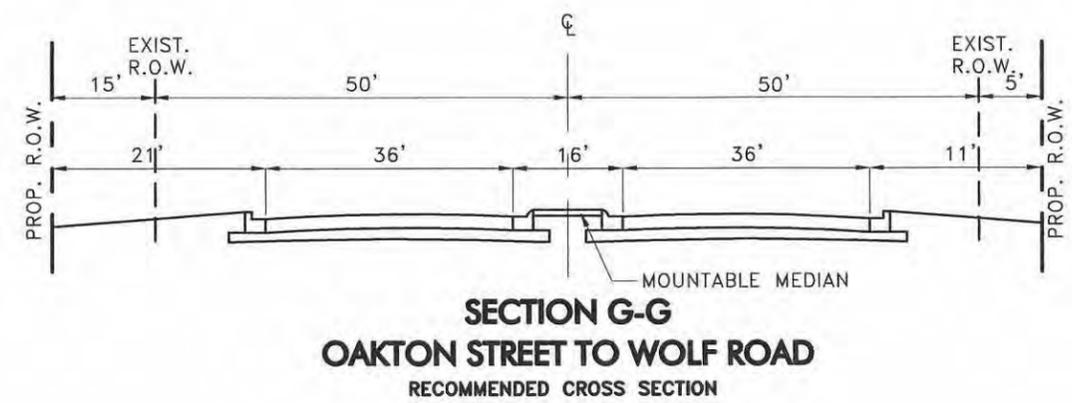
LEGEND

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



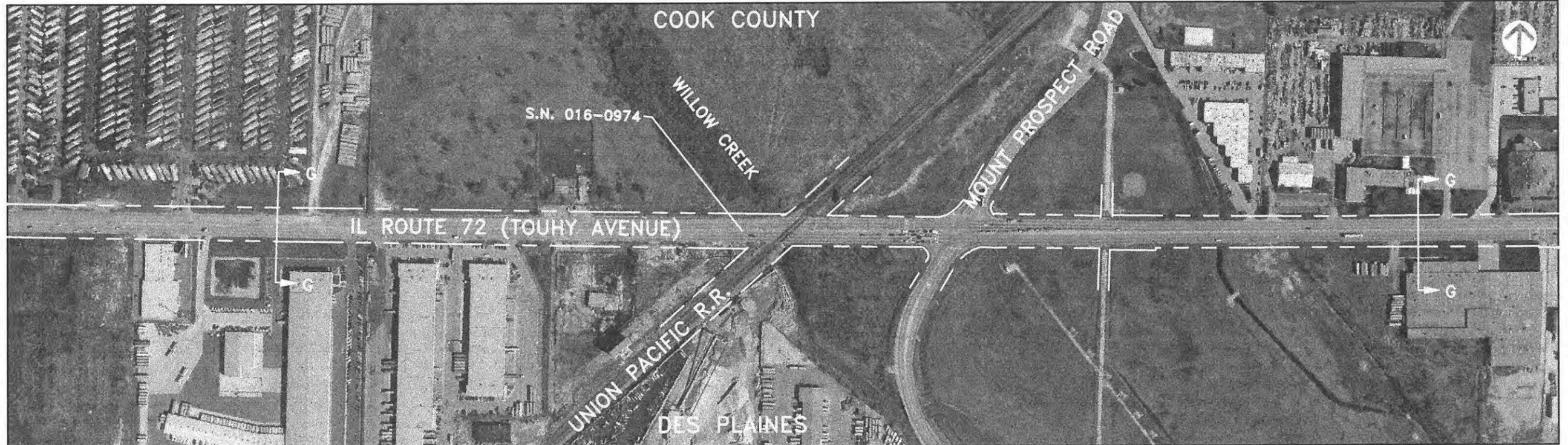
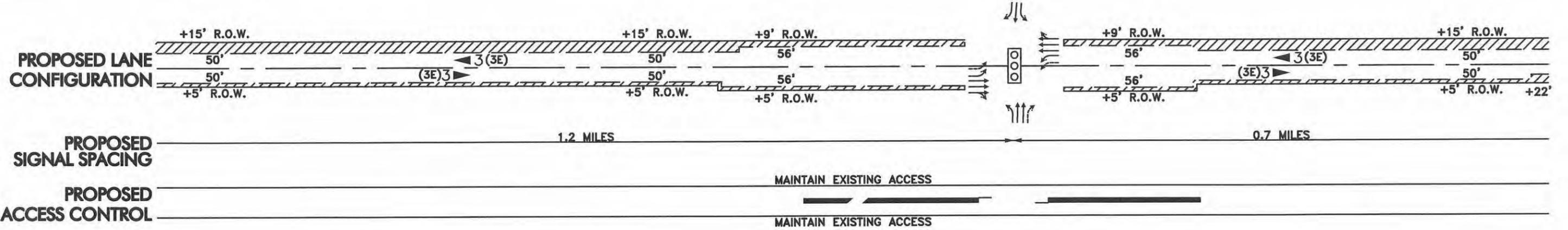
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



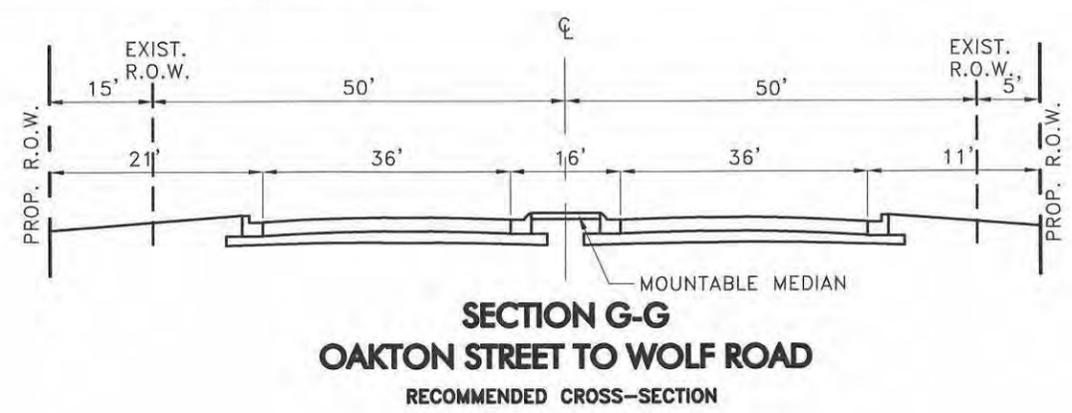
LEGEND

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



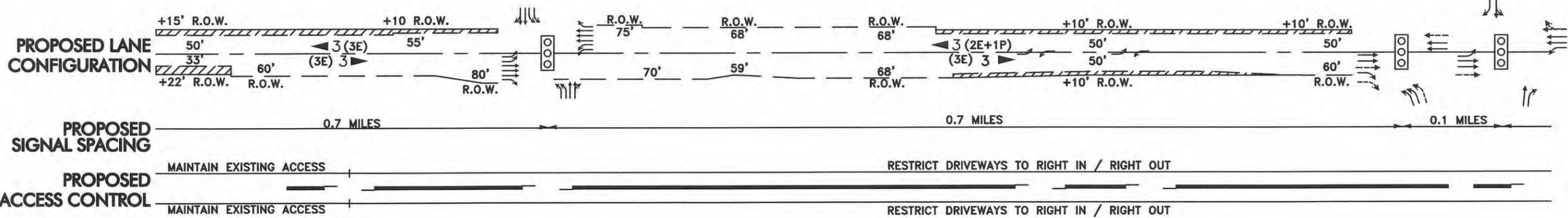
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 4



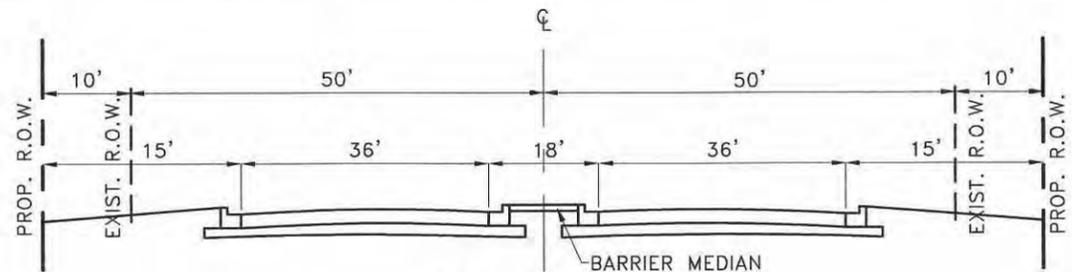
LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995
FOR SECTION G-G, SEE EXHIBIT C-19

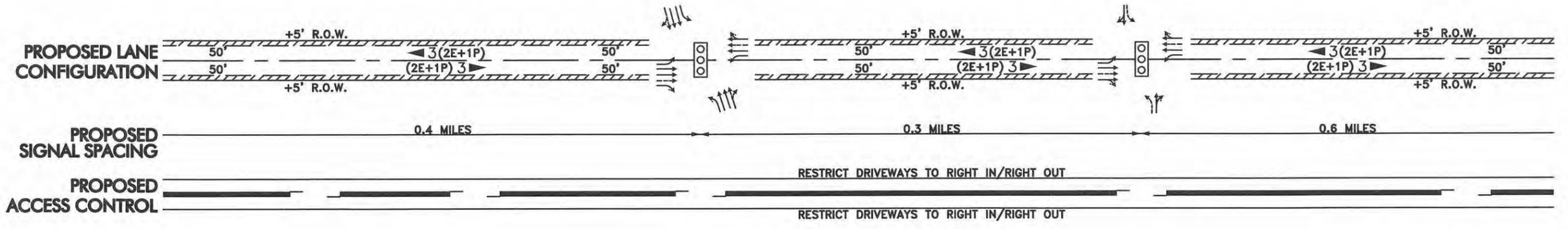
SEGMENT 4



SECTION H-H
WOLF ROAD TO LEE STREET
RECOMMENDED CROSS SECTION

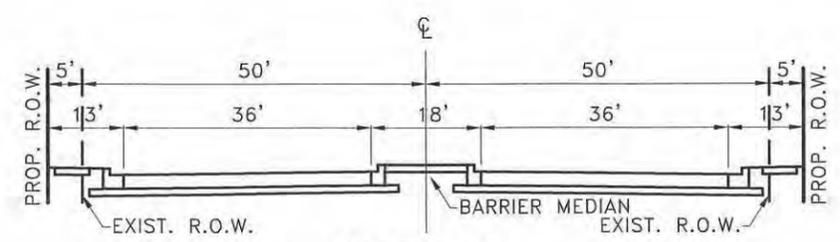
LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995

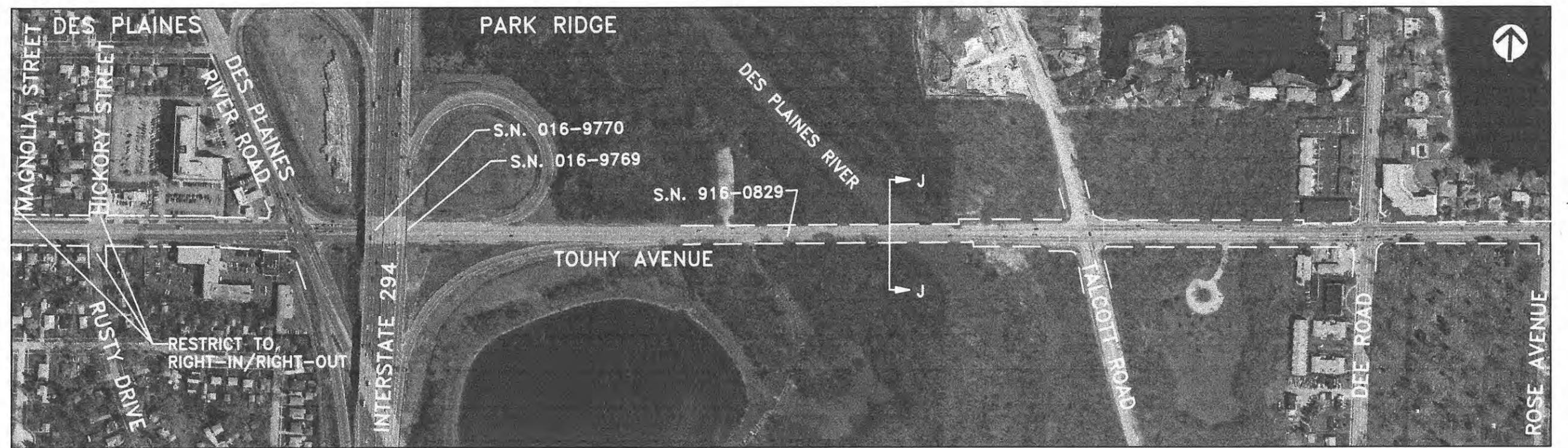
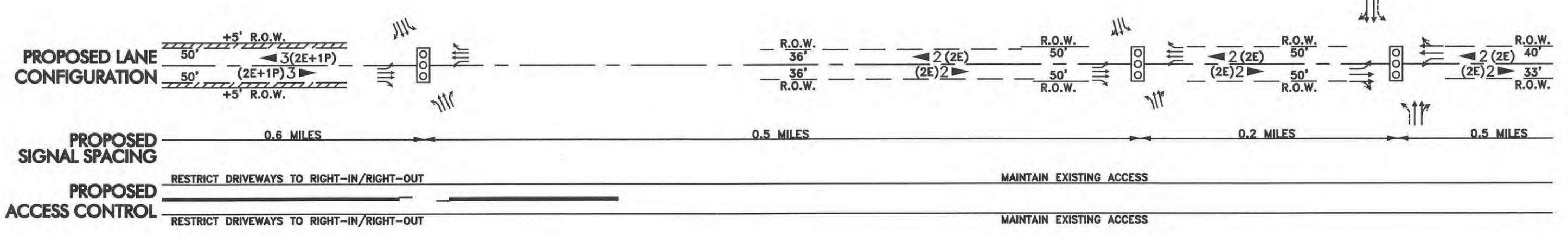
SEGMENT 4



SECTION I-I
LEE STREET TO I-294
 RECOMMENDED CROSS SECTION

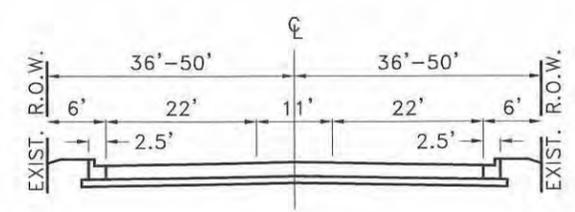
LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995
SEGMENT 4

SEGMENT 5



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

Segment 4
Arlington Heights Road to Interstate 294

INTERSECTION IMPROVEMENT PLAN

Exhibits D-1



———— PROPERTY LINES
 - - - - EXISTING R.O.W.
 - - - - FUTURE R.O.W.
 TRAFFIC SIGNAL
 0 100 200 400
 SCALE IN FEET
STRA Strategic Regional Arterial Planning Study

**INTERSECTION
 DETAIL**
 IL ROUTE 72 (HIGGINS ROAD)/
 OAKTON STREET/BUSSE ROAD
 EXHIBIT D-1

**Segment 5
Interstate 294 to Harlem Avenue**

3.5 Segment 5: Touhy Avenue - I-294 to Harlem Avenue

3.5.1 Location

Segment 5 extends along Touhy Avenue from I-294 to Harlem Avenue (see Figure 3.1). The segment is approximately 3.2 miles in length and is located in Park Ridge.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-22 through A-25.

Right-of-Way - The right-of-way in this segment varies from 66 to 100 feet in width.

Roadway Characteristics - The existing pavement width between I-294 and Talcott Road consists of two 12-foot lanes in each direction separated by a 4-foot barrier median. Between Talcott Road and Harlem Avenue, the pavement consists of two 10-foot lanes in each direction. There is curb and gutter and an enclosed drainage system throughout this segment.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment varies between 22,600 and 28,800 vehicles per day.

Accidents - The only high accident location is at the Touhy Avenue/Northwest Highway intersection.

Parking, Sidewalks and Frontage Roads - There are existing on-street parking spaces throughout most of this segment with peak hour parking prohibitions. There also is existing sidewalk throughout most of the segment. There are no frontage roads.

Traffic Control/Intersection Configuration - There are ten signalized intersections in this segment. These are located at the intersections of Touhy Avenue with Talcott Road, Dee Road, Western Avenue, Greenwood Avenue, Cumberland Avenue, Busse Highway, Northwest Highway, Washington Avenue, Overhill Avenue, and Osceola Avenue. The existing lane configuration for each of these intersections are shown on Exhibits A-22 through A-25.

Structures - There are three existing structures in this segment as indicated in Table 3.5.1.

**Table 3.5.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-9770	I-294 (SB)	Touhy Avenue	61'	61'	48.5'	16'05"
016-9769	I-294 (NB)	Touhy Avenue	84'	100'	55.4'	16'05"
016-0829	Touhy Avenue	Des Plaines River	64'	270'	62'	NA
016-0830	Union Pacific RR	Touhy Avenue	45'	100'	46'	14'02"

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

- Pace 240 - Intersects Touhy Avenue at Dee Road (Service between CTA Cumberland Station and Dee Road METRA Station).
- Pace 209 - Intersects Touhy Avenue at Busse Highway (Service between CTA Harlem Station, Park Ridge and Des Plaines METRA Stations and Woodfield Mall).
- Pace 241 - Touhy Avenue between Dee Road and Prospect Avenue (Service between CTA Cumberland Station, Park Ridge METRA Station and Golf Mill Shopping Center).
- CTA 68 - Intersects Touhy Avenue at Northwest Highway (Service between Touhy/Northwest Highway intersection and Jefferson Park).
- Pace 290 - Touhy Avenue between Busse Highway and Kostner Avenue (Service between CTA Cumberland Station and CTA Howard Station).

The METRA North Central Line crosses Touhy Avenue with a station in close proximity to Touhy Avenue at O'Hare International Airport. The METRA Union Pacific/Northwest Line also crosses Touhy Avenue with a station located in Park Ridge at the Touhy Avenue/Busse Highway intersection.

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-22 through B-25.

Lakes/Streams/Wetlands/Floodplains - There are substantial wetland and floodplain areas within the Iroquois Woods Forest Preserve north and south of Touhy Avenue between Des Plaines River Road and Rose Avenue. Touhy Avenue crosses the Des Plaines River between I-294 and Talcott Road. There is also a wetland south of Touhy Avenue between Odell Avenue and IL Route 43 (Harlem Avenue).

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

Hazardous Waste/LUST Sites - Six LUST sites are documented by the Illinois Environmental Protection Agency along Segment 5. One site is located south of Touhy Avenue between Seminary Avenue and Western Avenue. Another is located on the northeast corner of Touhy Avenue and Delphia Avenue. The northeast corner of Touhy Avenue and Grace Avenue has a LUST site. There is also a LUST site within the area bounded by Touhy Avenue, Cumberland Avenue and Busse Highway. Another is located within the area bounded by Touhy Avenue, Cumberland Avenue and Third Street. There is a LUST site on the northeast corner of Touhy Avenue and Ottawa Avenue. The Illinois Environmental Protection Agency has not documented any hazardous waste sites within Segment 5.

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

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

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-22 through B-25.

Type and Intensity of Development - The land uses along Segment 5 comprise four distinct sections. Between I-294 and Dee Road is forest preserve (Iroquois Woods and John Traeger Forest Preserve) with residential development on the eastern fringe. From Dee Road to Main Street is primarily residential. The Town of Maine Cemetery is located on the southeast corner of Touhy Avenue and Dee Road. Centennial Park is located on the south side of Touhy Avenue between Seminary Avenue and Western Avenue. From Main Street to Wisner Street, Touhy Avenue passes through downtown Park Ridge and commercial uses are prevalent. United Methodist Church and First Church of Christ are located on the north side of Touhy Avenue between Prospect Avenue and Washington Avenue. Residential uses dominate from Wisner Street to Illinois Route 43 (Harlem Avenue), with commercial and office uses near the Harlem Avenue intersection. St. Juliana Convent, School and Church are located on the north side of Touhy Avenue between Olcott Avenue and Odell Avenue.

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

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown in Exhibits C-22 through C-25.

Roadway - The recommended roadway cross section between I-294 and Talcott Road provides two 11-foot through lanes in each direction separated by an 11-foot painted median. Curb and gutter and an enclosed drainage system will be provided. Between Talcott Road and Harlem Avenue, the recommended cross section provides two 11-foot through lanes in each direction with 10-foot painted left turn lanes at select intersections. The proposed typical sections (Section J-J and K-K) for this area are shown on Exhibits C-22 through C-25.

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

Access Management - Access at minor side streets will either be closed through construction of cul-de-sacs or restricted to right-in/right-out. The width of all existing and future driveways should also conform to the IDOT Policy on Permits for Access Driveways to State Highways.

Structures - Only the existing structure over the Des Plaines River in this segment will require modification as follows:

**Table 3.5.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0829	Touhy Avenue	Des Plaines River	64'	Widen to accommodate recommended cross section.
016-0830	Union Pacific RR	Touhy Avenue	45'	Provide wider opening in future if RR reconstructs bridge.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. A pedestrian tunnel should be provided at the Park Ridge Station. Signal preemption should be provided throughout the segment. Park-and-pool lots should be considered at major traffic generators.

3.5.6 Right-of-Way Requirements

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

3.5.7 Environmental Considerations

No impacts will result to wetland systems, threatened and endangered species, historic structures, or prime farmland located within Segment 5 since right-of-way acquisition is not recommended.

3.5.8 Land Use Considerations

No additional right-of-way is required for roadway improvements in Segment 5 but land acquisition will be necessary to construct the proposed cul-de-sacs along Touhy Avenue within the City of Park Ridge. The recommendations call for the elimination of on-street parking, the closure or restriction of minor side streets, and the consolidation of driveways. These changes will have a dramatic impact on local traffic patterns and will restrict local access to downtown Park Ridge. These proposed changes should be coordinated with the City of Park Ridge.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.5.3
Construction Cost Estimate
Segment 5 - I-294 to Harlem Avenue**

Recommended Improvements	Estimated Cost
Roadway	\$1,255,000
Intersection Improvements	2,100,000
Structure Modifications	540,000
Transit Improvements	300,000
Right-of-Way Acquisition	0
Total - Recommended Improvements	\$4,195,000

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

3.5.10 Short Term/Low Cost Improvements

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

3.5.11 Ultimate (Post 2020) Improvements

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

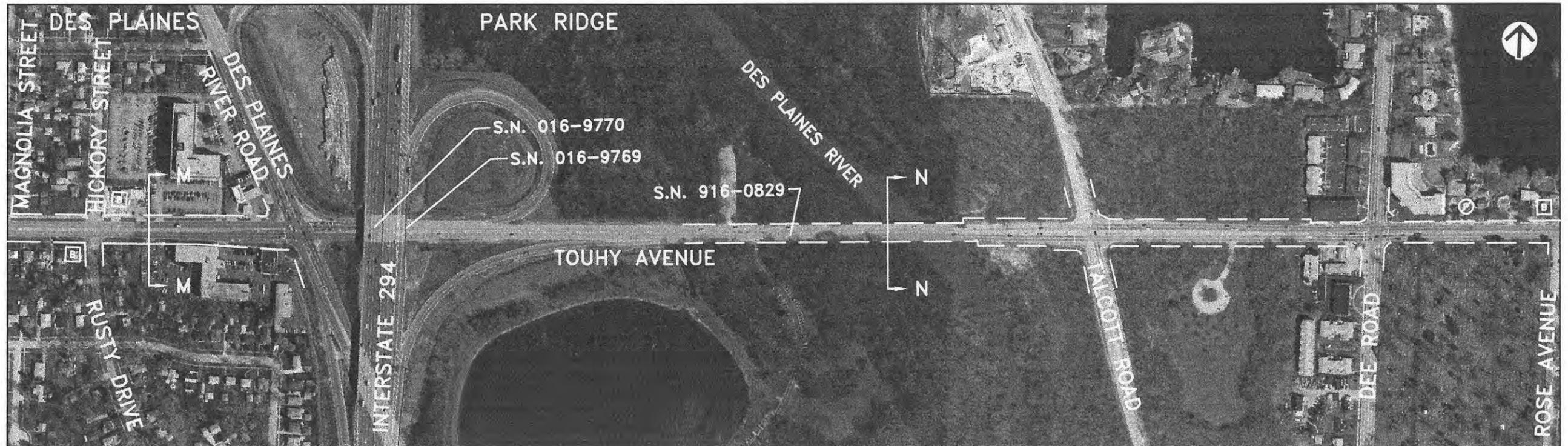
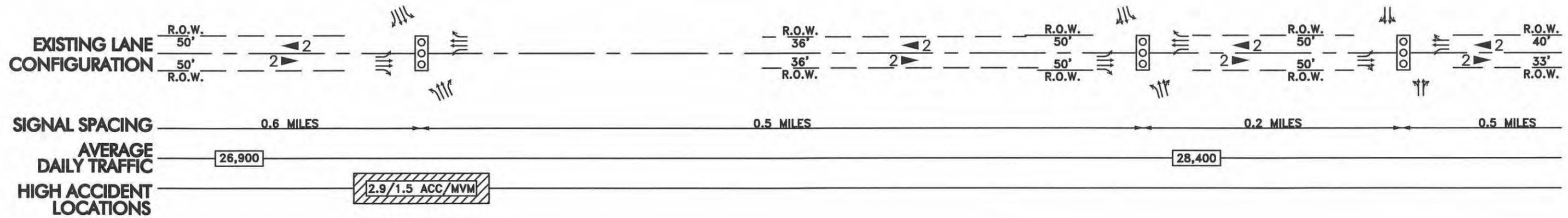
3.5.12 Crossing SRA Routes

The only crossing SRA route for this segment is IL Route 43 (Harlem Avenue). The recommended plan for calls for two through lanes in each direction.

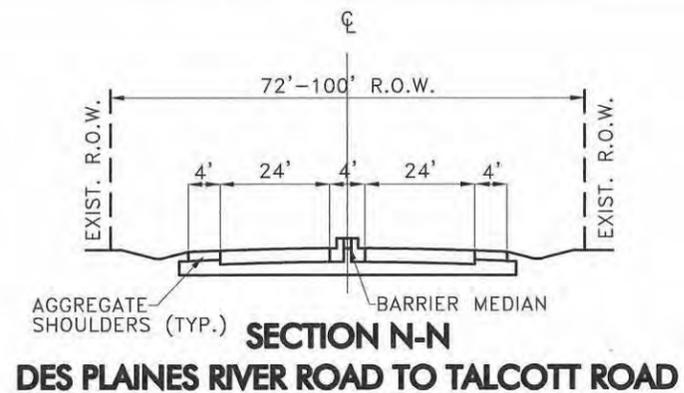
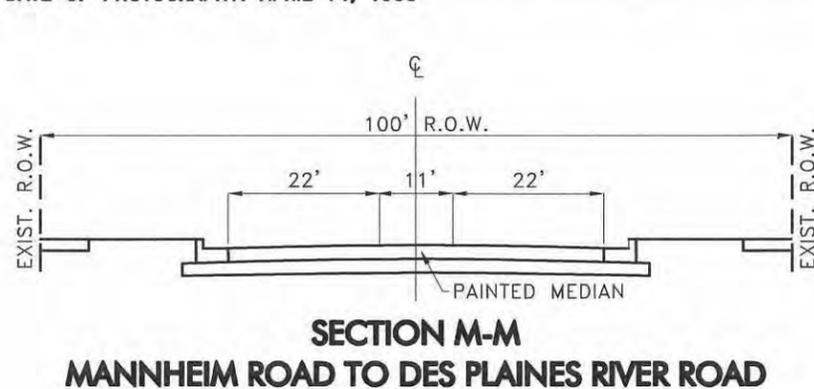
**Segment 5
Interstate 294 to Harlem Avenue**

EXISTING FACILITY CHARACTERISTICS

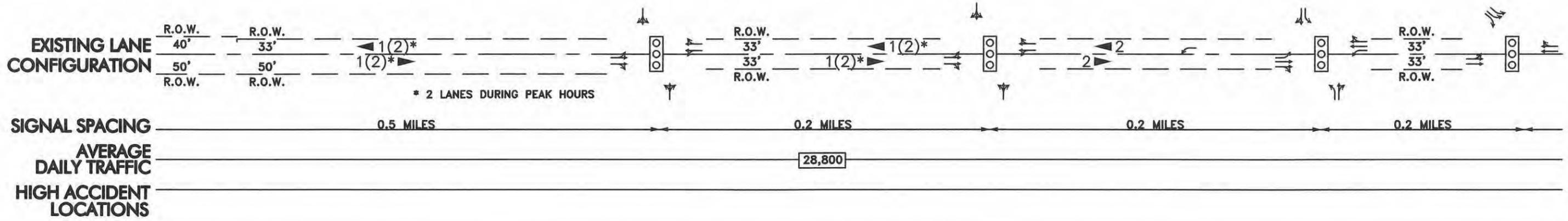
Exhibits A-22 through A-25



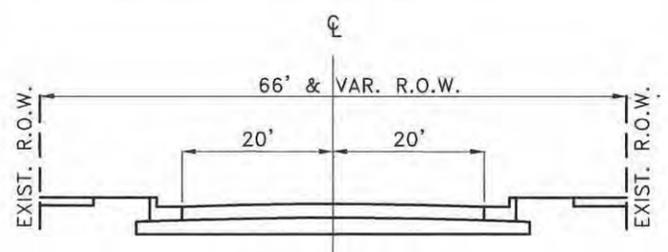
DATE OF PHOTOGRAPHY: APRIL 14, 1995



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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



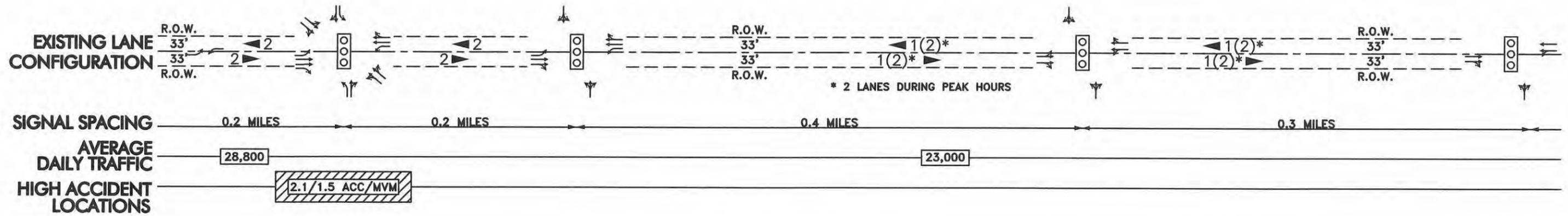
**SECTION O-O
TALCOTT ROAD TO HARLEM AVENUE**

PARKING DESIGNATIONS

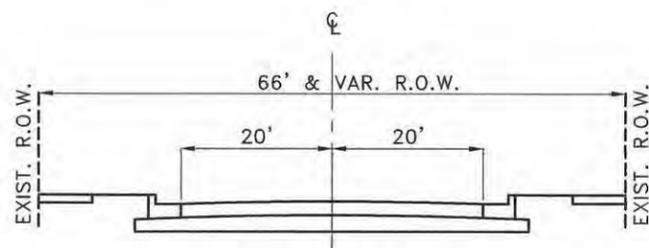
(S) NO PARKING
7AM - 9AM
4PM - 6:30PM
MON - FRI

LEGEND

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



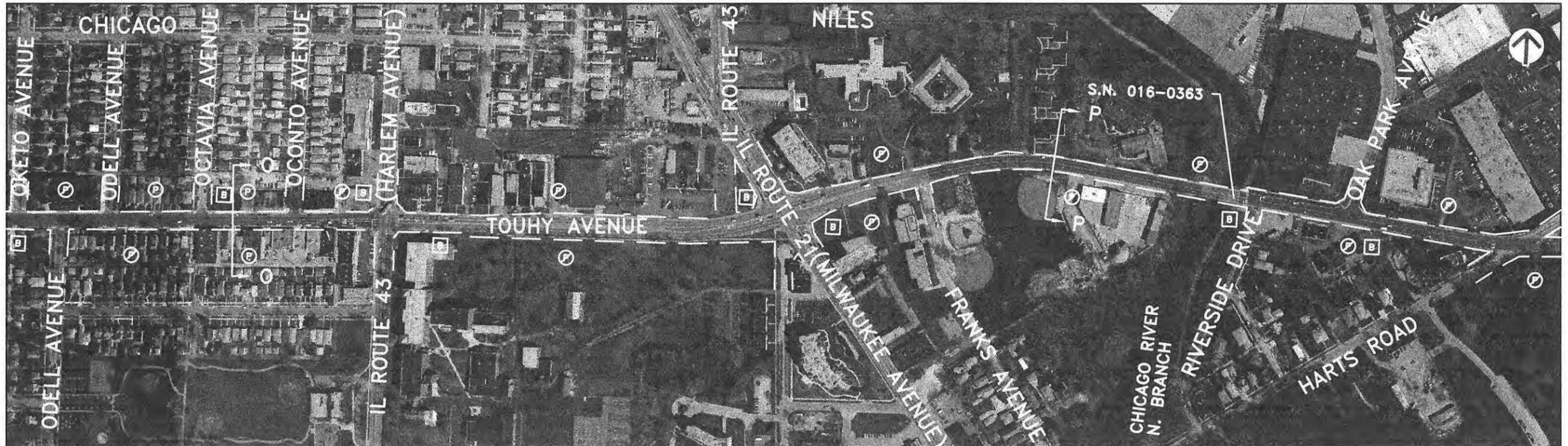
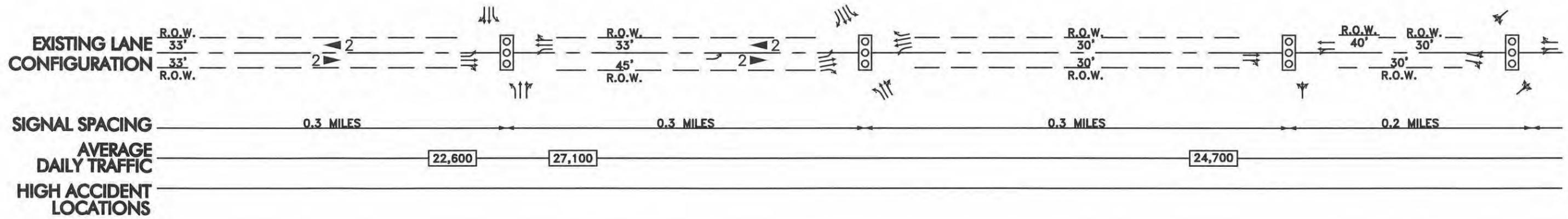
SECTION O-O
TALCOTT ROAD TO HARLEM AVENUE

PARKING DESIGNATIONS

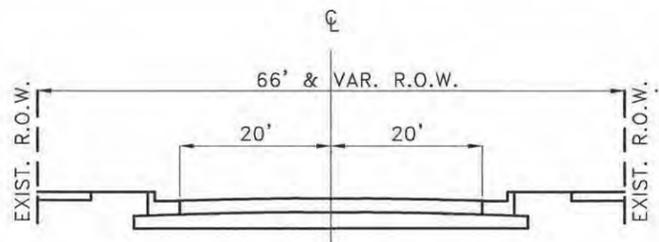
- Ⓜ 2 HOUR PARKING
- Ⓝ NO PARKING
7AM - 9AM
4PM - 6PM
MON - FRI

LEGEND

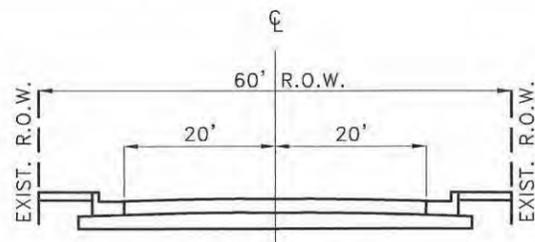
- Ⓜ SIGNALIZED INTERSECTION
- Y LANE ARRANGEMENTS AT KEY INTERSECTIONS
- P PARKING ALLOWED
- Ⓝ NO PARKING
- Ⓜ PARKING AT SPECIFIED TIMES
- B DESIGNATED BUS STOP
- CTA RAPID TRANSIT STATION
- METRA METRA STATION
- STOP 4-WAY STOP SIGN
- ▨ HIGH ACCIDENT LOCATION (ACTUAL/CRITICAL)
- ◀ # EXISTING NUMBER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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION O-O
TALCOTT ROAD TO HARLEM AVENUE



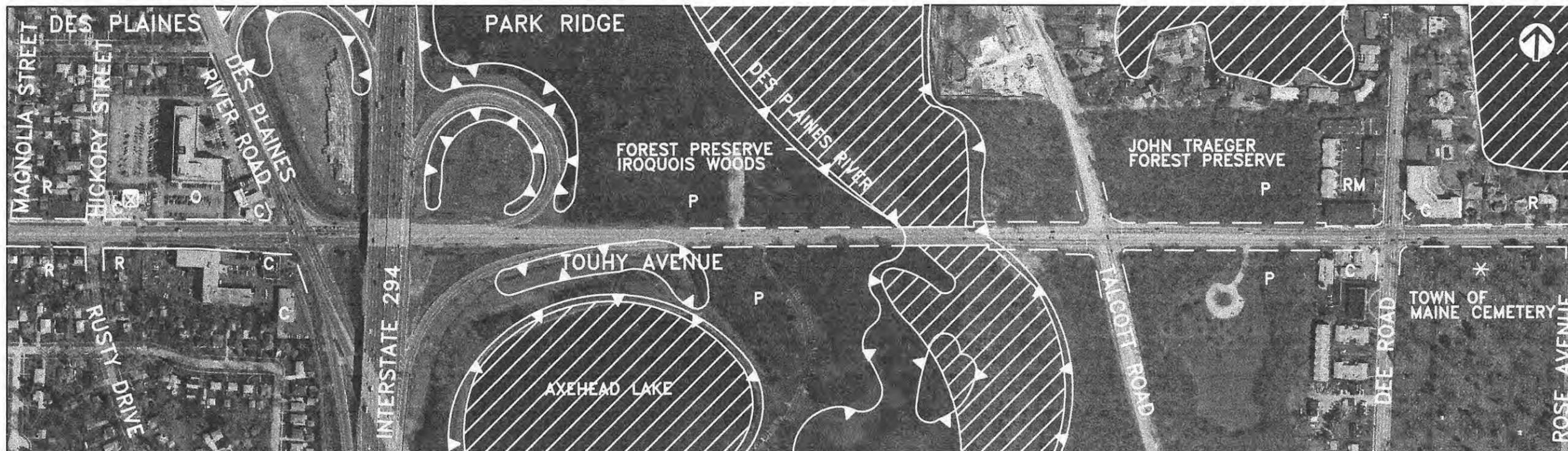
SECTION P-P
HARLEM AVENUE TO CALDWELL AVENUE

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

**Segment 5
Interstate 294 to Harlem Avenue**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-22 through B-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

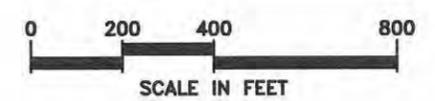
LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



STRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-22



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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



SRA Strategic Regional Arterial Planning Study

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-23



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

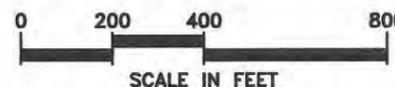
-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

LAND USE LEGEND

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

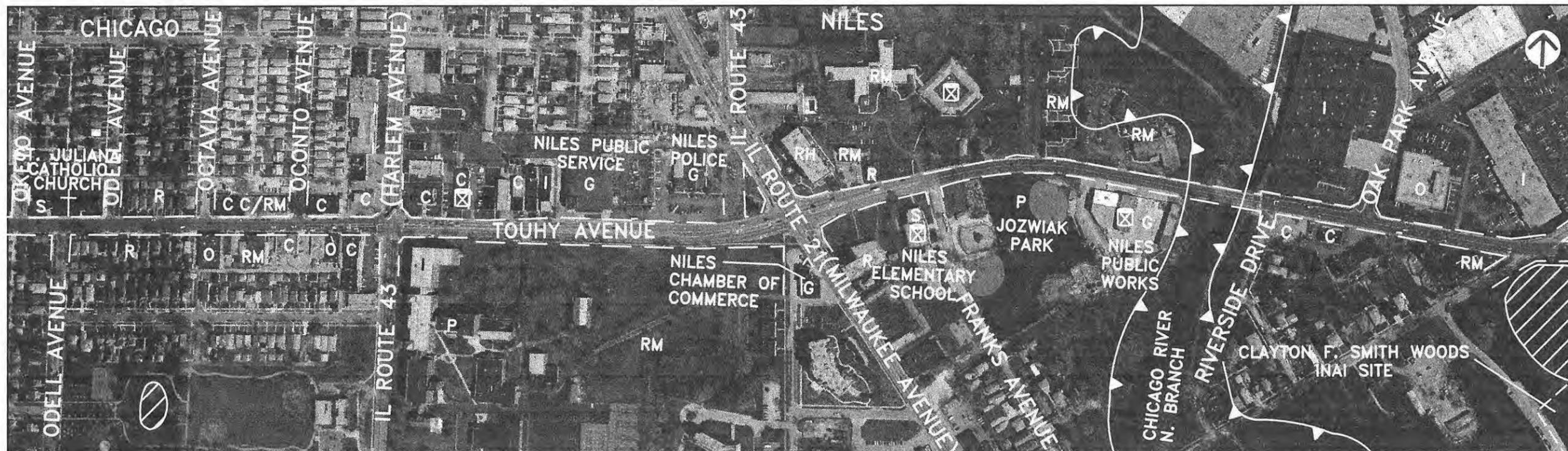
 Illinois Department of Transportation

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



STRA Strategic Regional Arterial Planning Study

IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-24



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

 Illinois Department of Transportation

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

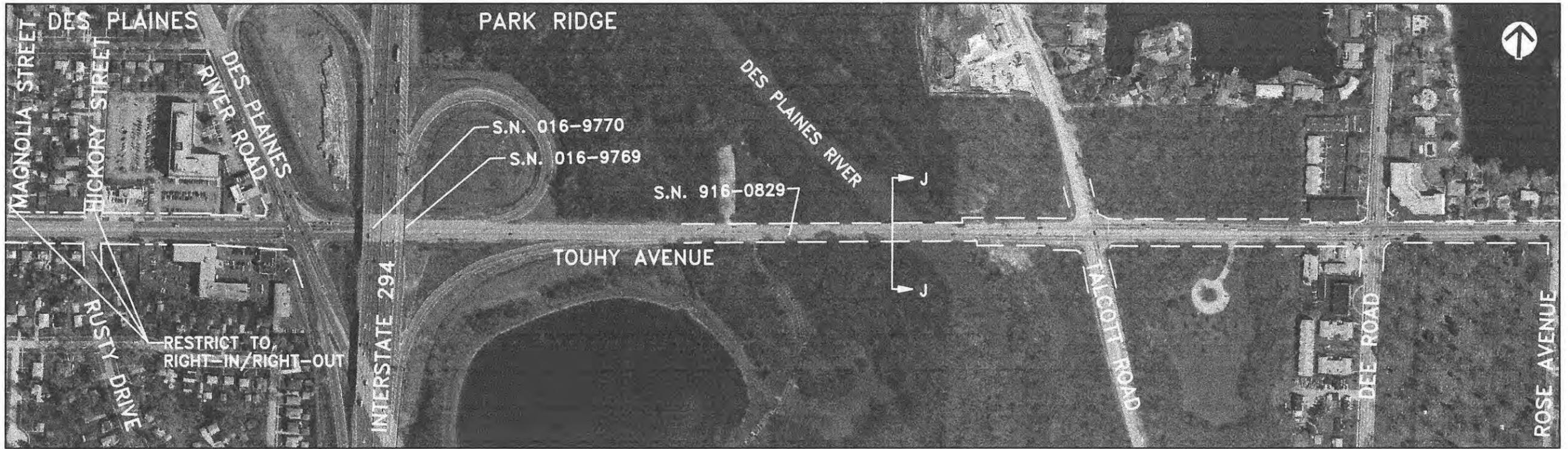
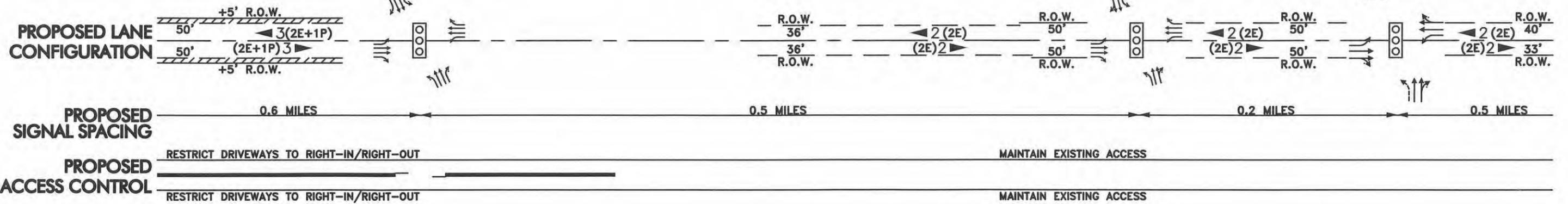


SRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-25

**Segment 5
Interstate 294 to Harlem Avenue**

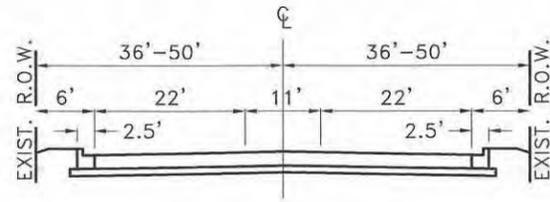
RECOMMENDED PLAN

Exhibits C-22 through C-25



DATE OF PHOTOGRAPHY: APRIL 14, 1995
SEGMENT 4

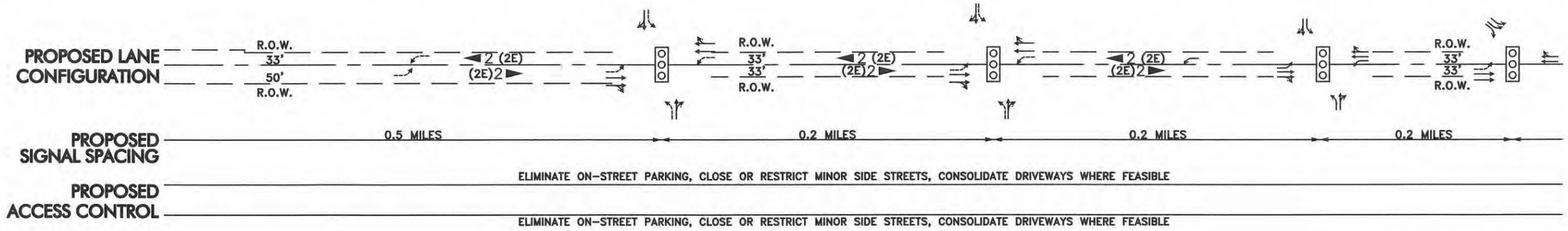
SEGMENT 5



SECTION J-J
I-294 TO TALCOTT ROAD
RECOMMENDED CROSS SECTION

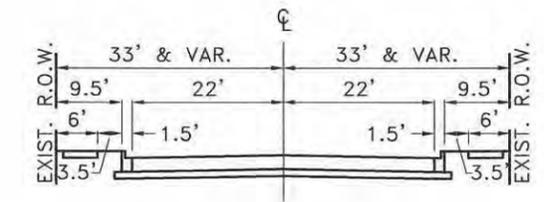
LEGEND

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



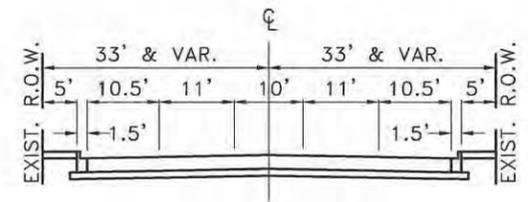
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION K-K
TALCOTT ROAD TO HARLEM AVENUE

* CROSS STREET ACCESS RESTRICTIONS NEEDED
RECOMMENDED CROSS SECTION
MID-BLOCK

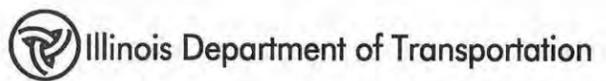


SECTION K-K
TALCOTT ROAD TO HARLEM AVENUE

RECOMMENDED CROSS SECTION
AT INTERSECTIONS

LEGEND

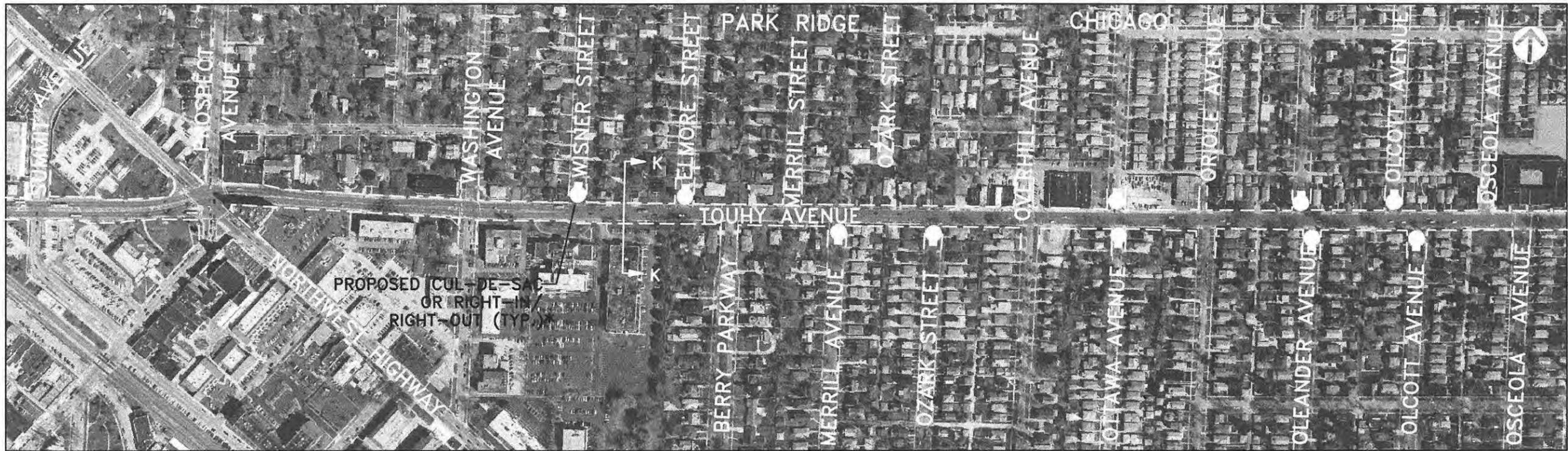
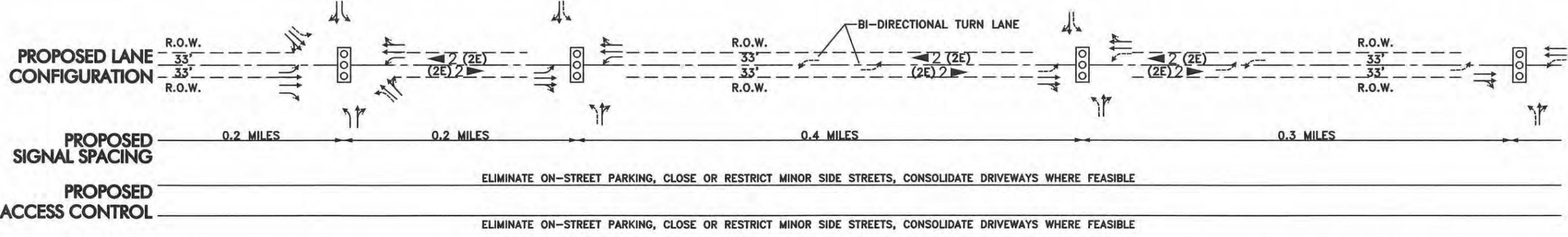
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/GRASS MEDIAN



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

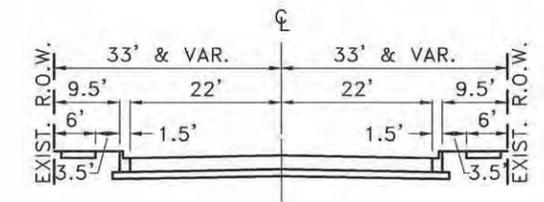


IL ROUTE 72 / HIGGINS / TOUHY
RECOMMENDED PLAN
EXHIBIT C-23



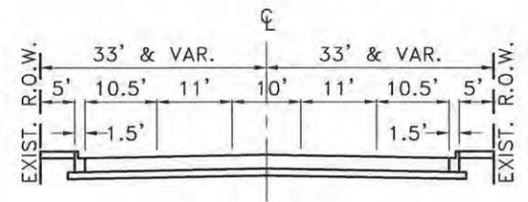
DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 5



SECTION K-K
 TALCOTT ROAD TO HARLEM AVENUE

* CROSS STREET ACCESS RESTRICTIONS NEEDED
 RECOMMENDED CROSS SECTION
 MID-BLOCK

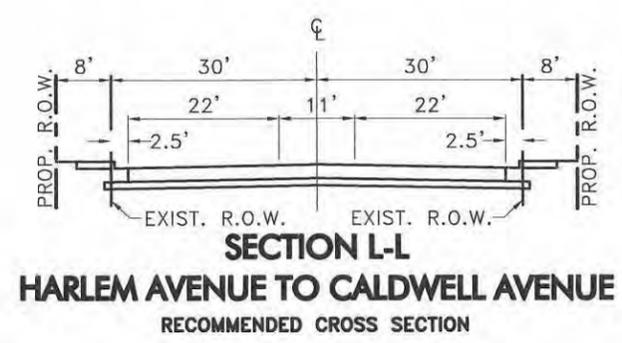
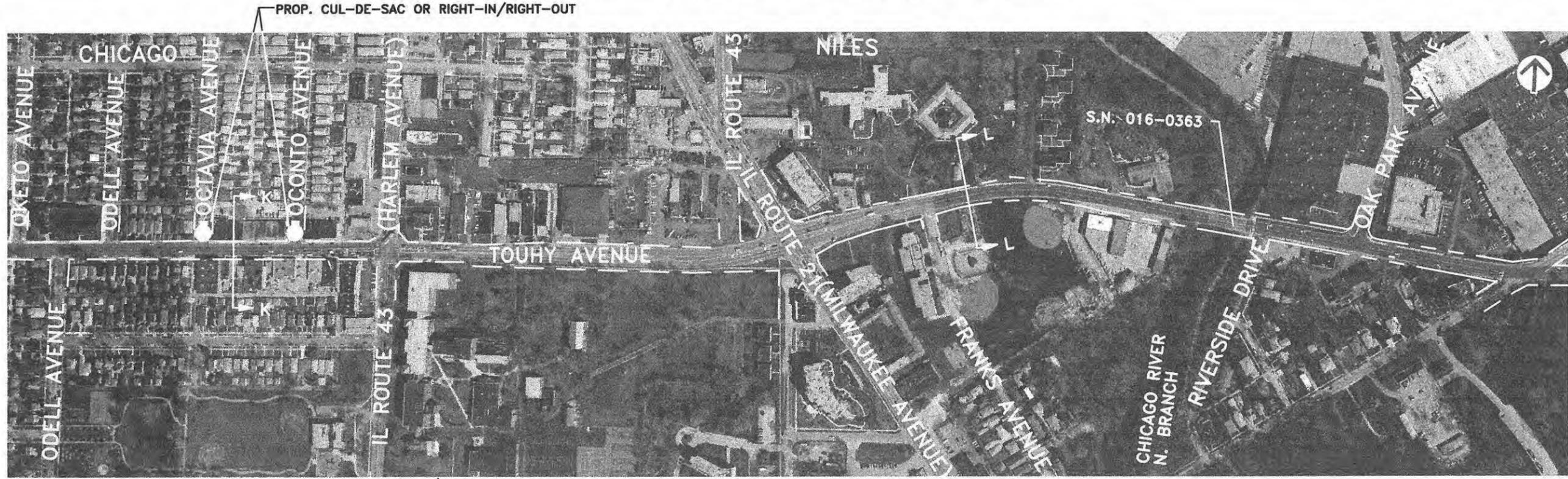
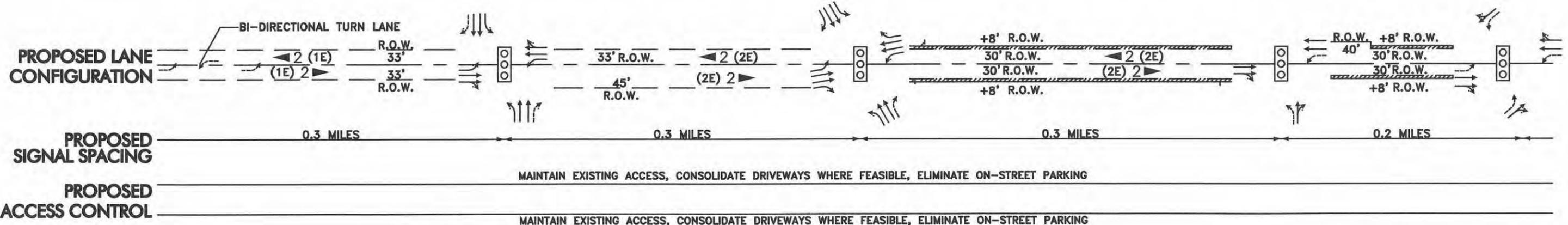


SECTION K-K
 TALCOTT ROAD TO HARLEM AVENUE

RECOMMENDED CROSS SECTION
 AT INTERSECTIONS

LEGEND

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



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

**Segment 6
Harlem Avenue to Lehigh Avenue**

3.6 Segment 6: Touhy Avenue - Harlem Avenue to Lehigh Avenue

3.6.1 Location

Segment 6 extends along Touhy Avenue from Harlem Avenue to Lehigh Avenue (see Figure 3.1). The segment is approximately 1.6 miles in length and is located in Niles.

3.6.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-25 and A-26.

Right-of-Way - The existing right-of-way in this segment varies between 60 and 100 feet in width.

Roadway Characteristics - The existing cross section in this segment varies. There are two 10-foot through lanes in each direction between Harlem Avenue and Caldwell Avenue. From Caldwell Avenue to Lehigh Avenue, the cross section consists of two 11-foot through lanes in each direction with an 11-foot painted center median/left turn lane. Curb and gutter, concrete sidewalks and an enclosed drainage system exist throughout this segment. Existing typical sections for this segment are included on Exhibits A-25 and A-26.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment varies from 24,700 to 31,200 vehicles per day.

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

Parking, Sidewalks and Frontage Roads - There are no on-street parking spaces or frontage roads on this segment. There are existing sidewalks along both sides of the street.

Traffic Control/Intersection Configuration - There are eight signalized intersections in this segment. They are located at Harlem Avenue, Milwaukee Avenue (IL Route 21), Riverside Drive, Harts Road, Caldwell Avenue (U.S. Route 14), Mobile Avenue, Melvina Avenue and Meade Avenue. Existing lane configurations for these intersections are shown on Exhibits A-25 and A-26.

Structures - There is one existing structures in this segment as indicated in Table 3.6.1.

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

- Pace 290 - Touhy Avenue between Busse Highway and Kostner Avenue (Service between CTA Cumberland Station and CTA Howard Station).
- CTA 90N - Intersects Touhy Avenue at Harlem Avenue (Service between Touhy/Harlem intersection to CTA Harlem Station).
- Pace 228 - Intersects Touhy Avenue at Harlem Avenue (Service between CTA Harlem Station and Glenview METRA Station).

- Pace 270 - Intersects Touhy Avenue at Milwaukee Avenue (Service between Jefferson Park CTA/METRA Station and Willow Road).
- CTA 85A - Touhy Avenue between Caldwell Avenue and Lehigh Avenue (Serves area northwest of Jefferson Park CTA/METRA Station).
- Pace 411 - Touhy Avenue between Harlem Avenue and Caldwell Avenue (Serves Village of Niles).

The METRA Milwaukee District - North Line crosses Touhy Avenue with a station located at the Lehigh Avenue/Caldwell Avenue intersection.

**Table 3.6.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0363	Touhy Ave.	Chicago River	53'	66'	50'	NA

3.6.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-25 and B-26.

Lakes/Streams/Wetlands/Floodplains - Touhy Avenue crosses the North Branch of the Chicago River and its floodplain west of the Riverside Drive intersection. Several wetlands are located within the Clayton F. Woods Illinois Natural Area Inventory Site south of Harts Road/Gross Point Road and U.S. Route 14 (Caldwell Avenue).

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

Hazardous Waste/LUST Sites - The Illinois Environmental Protection Agency has documented four LUST sites within Segment 6. One site lies north of Touhy Avenue and east of IL Route 43 (Harlem Avenue). There are sites northeast and southwest of the intersection of Touhy Avenue and Franks Avenue. There is also a LUST site south of Touhy Avenue and west of the North Branch of the Chicago River.

Threatened or Endangered Species - The Illinois Department of Natural Resources has identified Clayton F. Woods Illinois Natural Area Inventory Site south of Harts Road/Gross Point Road and U.S. Route 14 (Caldwell Avenue) as habitat for the threatened plant species *viola conspersa* (Dog Violet).

Prime Farmland - There is no designated prime farmland along this segment according to the

Natural Resources Conservation Services.

3.6.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-25 and B-26.

Type and Intensity of Development - North of Touhy Avenue between IL Route 43 (Harlem Avenue) and IL Route 21 (Milwaukee Avenue) the land uses are commercial and governmental. The land south of Touhy Avenue between IL Route 43 and IL Route 21 is currently under development as park and residential area. The Niles Public Service facility and Niles Police Station are across the street. Between Milwaukee Avenue and U.S. Route 14 (Caldwell Avenue) the uses are primarily residential on the north side of Touhy Avenue and a mixture of park, forest preserve, institutional, commercial and residential on the south side. Niles Elementary School is located on the southwest corner of Franks Avenue and Touhy Avenue. Jozwiak Park and Niles Public Works are on the south side of Franks Avenue. The Clayton F. Smith Woods Illinois Natural Area Inventory Site is located south of the intersection of Touhy Avenue and Harts Road. From east of Caldwell Avenue to Lehigh Avenue the south side of Touhy Avenue is residential with a few scattered commercial uses. The north side of Touhy Avenue is dominated by commercial and office development. The Edgebrook Church is located on the southeast corner of Touhy Avenue and Melvina Avenue.

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

3.6.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-25 and C-26.

Roadway - There are two recommended cross sections for this segment. Both provide two 11-foot through lanes in each direction separated by an 11-foot painted median. Curb and gutter, concrete sidewalks and an enclosed drainage system would be provided. Between Harlem Avenue and Caldwell Avenue, an additional eight feet of right-of-way will be required on each side. Typical sections (Section L-L and Section M-M) are shown on Exhibits C-25 and C-26.

Traffic Control/Intersection Configuration - It is proposed to maintain the eight existing traffic signals and the existing lane configurations at those signalized intersections.

Access Management - Access to adjacent properties will be maintained for most of this segment. The width of all existing and future driveways should also conform to the IDOT Policy on Permits for Access Driveways to State Highways.

Structures - The one existing structure in this segment will require modification as shown in Table 3.6.2.

**Table 3.6.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
016-0363	Touhy Ave.	Chicago River	53'	Widen as required for roadway improvement.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Signal preemption should be provided throughout this segment. A future bus garage is planned in Niles.

3.6.6 Right-of-Way Requirements

Eight feet of right-of-way acquisition will be required along both sides of Touhy Avenue between Harlem Avenue and Caldwell Avenue.

3.6.7 Environmental Considerations

The acquisition of 8 feet of right-of-way on the south side of Touhy Avenue will affect Jozwiak Park on the southeast corner of Touhy Avenue and Franks Avenue. Trees adjacent to the North Branch of the Chicago River may also be impacted by right-of-way acquisition as will the Clayton F. Smith Woods Illinois Natural Area Inventory Site which abuts Touhy Avenue west of U.S. Route 14 (Caldwell Avenue). This natural area is home to the threatened plant species *viola conspersa* (Dog Violet). Impacts to Jozwiak Park and the Clayton F. Smith Woods Illinois Natural Area Inventory Site may be regulated as 4(f) or 6(f) by the U.S. Department of Transportation Act and the Land and Water Conservation Fund Act (LAWCON), respectively.

3.6.8 Land Use Considerations

Recommended roadway improvements within Segment 6 would require 5 to 8 feet of right-of-way acquisition on both sides of Touhy Avenue between IL Route 21 (Milwaukee Avenue) and U.S. Route 14 (Caldwell Avenue). Such acquisition would reduce the parkway and parking for the commercial and residential uses in the area. This would directly impact the George J. Goldman Nursing home located on the south side at Harts Road and Touhy Avenue. The driveway and access lane to the home's parking lot are already within 8 feet of the right-of-way.

The proposed improvements west of Franks Avenue on the south side of Touhy Avenue would require 8 feet of additional right-of-way from Jozwiak Park and 5 feet of right-of-way from the Clayton F. Smith Woods Illinois Natural Area Inventory Site (see Exhibit B-25). This acquisition may affect lands designated as 4(f) or 6(f) by the U.S. Department of Transportation Act and the Land and Water Conservation Fund Act (LAWCON), respectively.

3.6.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.6.3. This construction cost estimate is based on 1991 unit prices.

**Table 3.6.3
Construction Cost Estimate
Segment 6 - Harlem Avenue to Lehigh Avenue**

Recommended Improvements	Estimated Cost
Roadway	\$675,000
Intersection Improvements	1,000,000
Structure Modifications	281,000
Transit Improvements	0
Right-of-Way Acquisition	179,000
Total - Recommended Improvements	\$2,135,000

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

3.6.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 6, these improvements include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

3.6.11 Ultimate (Post 2020) Improvements

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

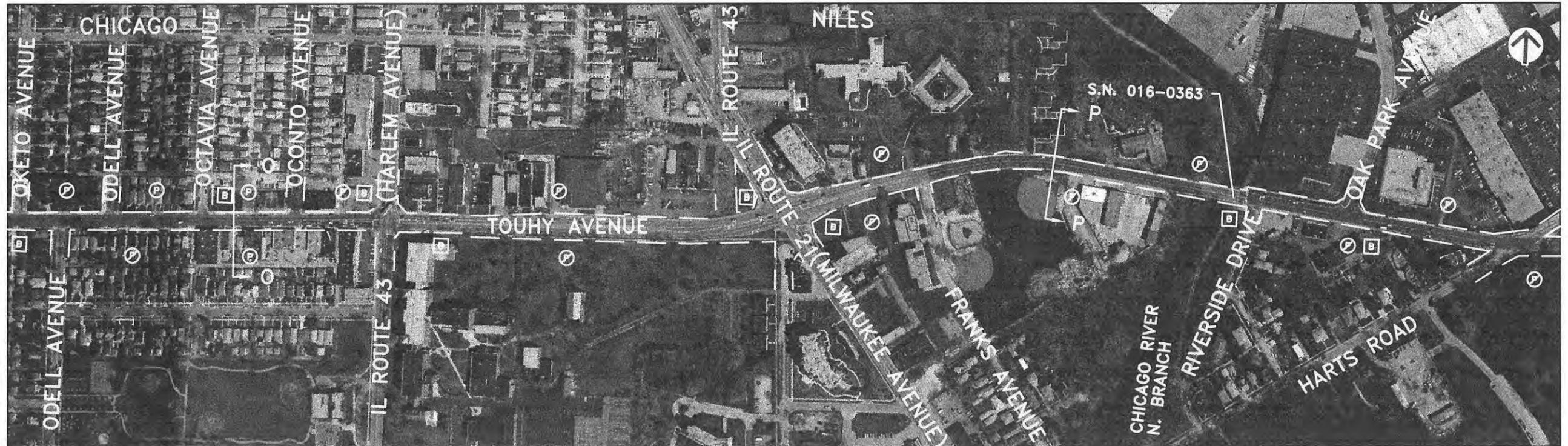
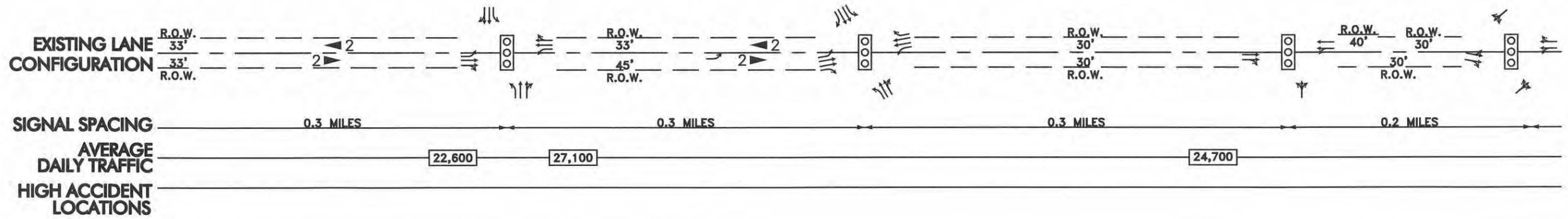
3.6.12 Crossing SRA Routes

The recommended cross section for U.S. Route 14 (Caldwell Avenue) provides for two through lanes in each direction in the vicinity of Touhy Avenue.

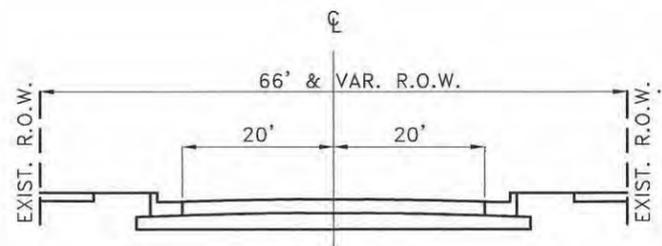
**Segment 6
Harlem Avenue to Lehigh Avenue**

EXISTING FACILITY CHARACTERISTICS

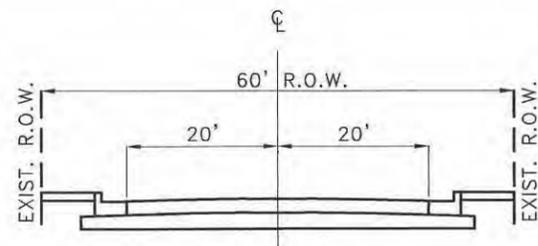
Exhibits A-25 and A-26



DATE OF PHOTOGRAPHY: APRIL 14, 1995

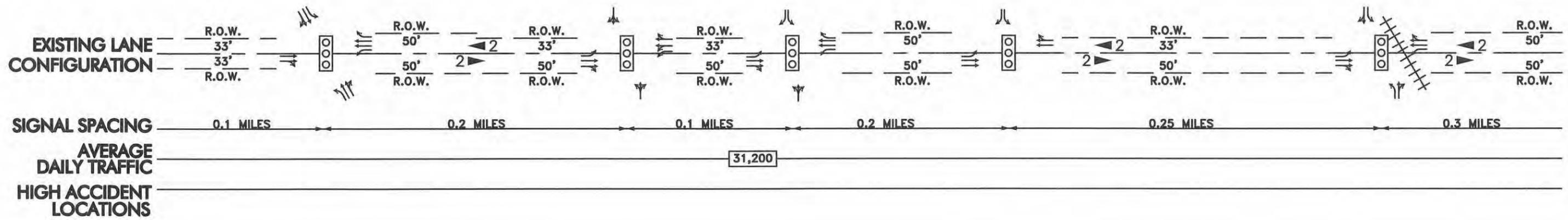


SECTION O-O
TALCOTT ROAD TO HARLEM AVENUE

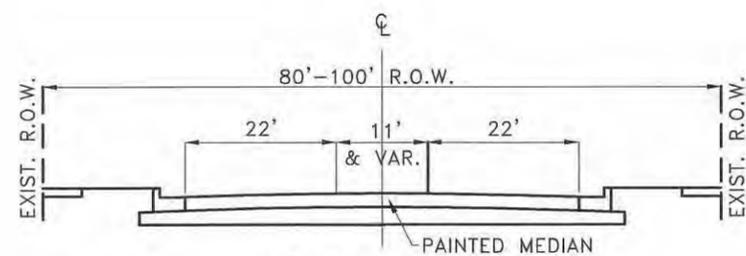


SECTION P-P
HARLEM AVENUE TO CALDWELL AVENUE

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



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION Q-Q
CALDWELL AVENUE TO KOSTNER AVENUE

PARKING DESIGNATIONS

- Ⓢ PARALLEL PARKING
- Ⓢ 1 HOUR PARKING 8AM - 6PM PARALLEL PARKING

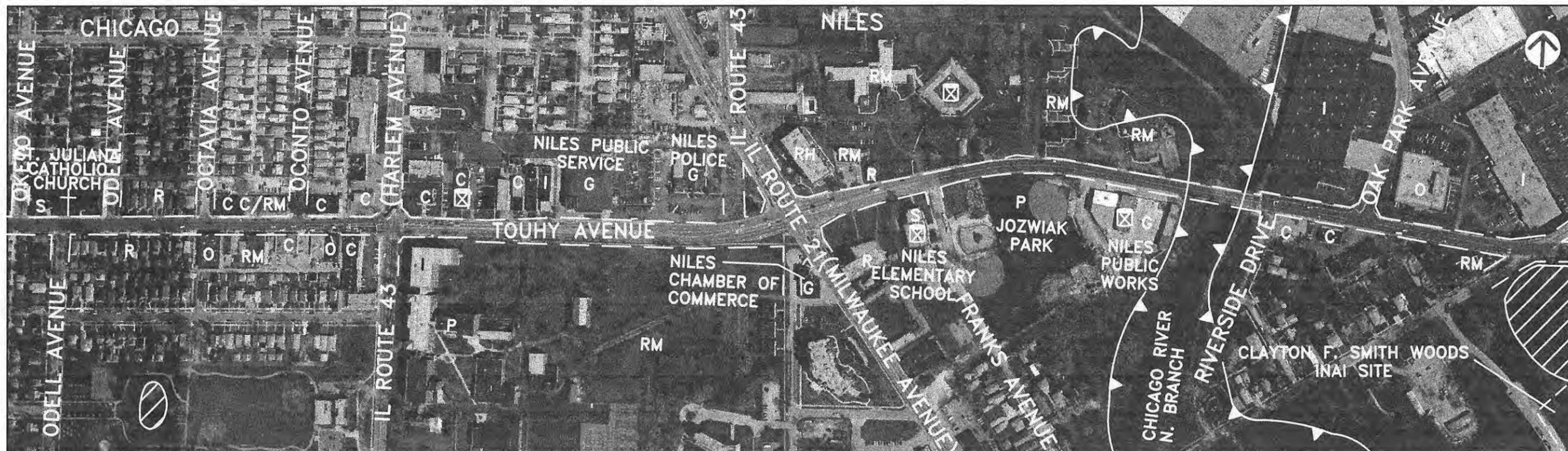
LEGEND

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

**Segment 6
Harlem Avenue to Lehigh Avenue**

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-25 and B-26



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

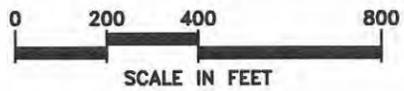
LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE

Illinois Department of Transportation

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

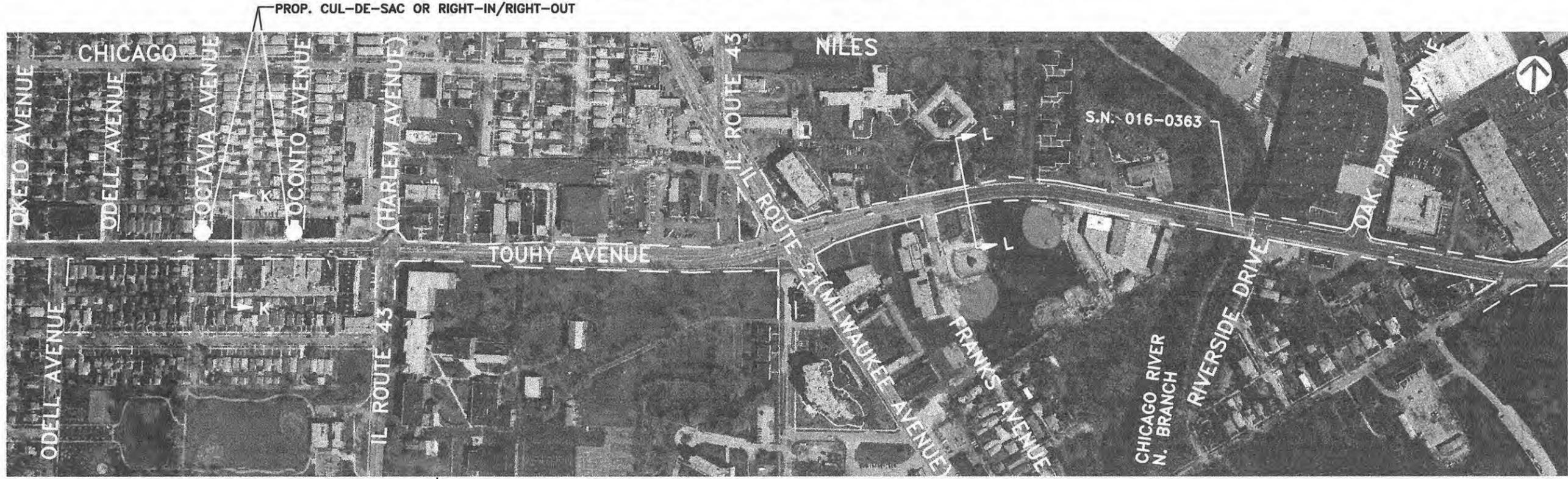
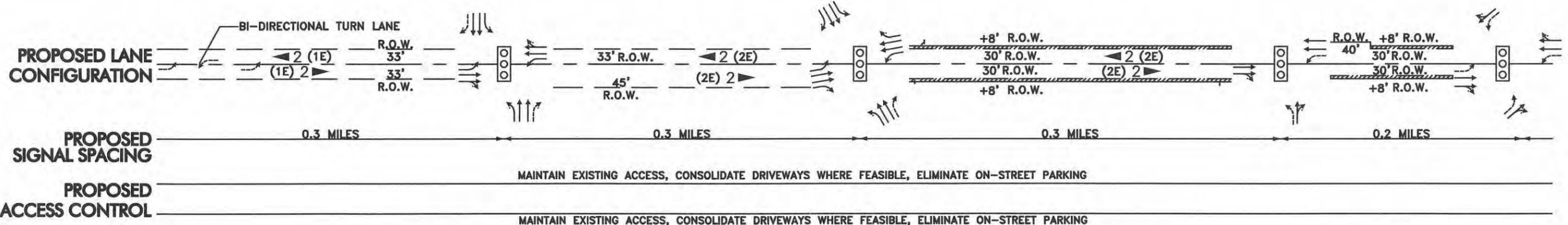


STRA *Strategic Regional Arterial Planning Study*
IL ROUTE 72 / HIGGINS / TOUHY
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-26

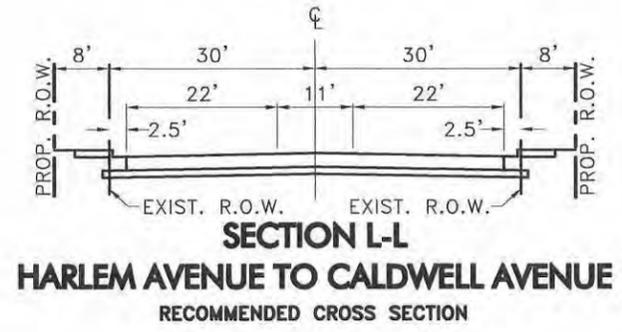
**Segment 6
Harlem Avenue to Lehigh Avenue**

RECOMMENDED PLAN

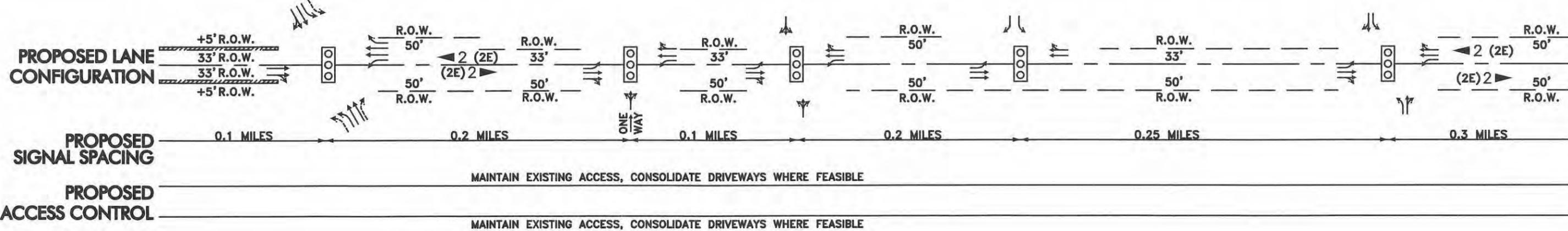
Exhibits C-25 and C-26



DATE OF PHOTOGRAPHY: APRIL 14, 1995
 FOR SECTION K-K, SEE EXHIBIT C-24
 SEGMENT 5 | SEGMENT 6



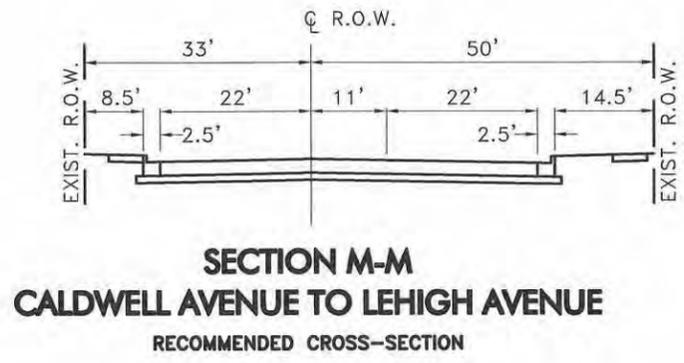
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/GRASS MEDIAN



DATE OF PHOTOGRAPHY: APRIL 14, 1995
FOR SECTION L-L, SEE EXHIBIT C-25

SEGMENT 6

SEGMENT 7



LEGEND

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

Segment 7
Lehigh Avenue to Interstate 94

3.7 Segment 7: Touhy Avenue - Lehigh Avenue to I-94

3.7.1 Location

Segment 7 extends along Touhy Avenue from Lehigh Avenue to I-94(see Figure 3.1). The segment is approximately 1.3 miles in length and is located within Skokie.

3.7.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-26 and A-27.

Right-of-Way - The existing right-of-way in this segment varies between 80 and 100 feet in width.

Roadway Characteristics - The existing cross section in this segment consists of two 11-foot through lanes in each direction separated by an 11-foot painted median. Curb and gutter, an enclosed drainage system and concrete sidewalks exist for the entire segment. An existing typical section for this segment is included on Exhibits A-27.

Traffic Volumes - Based on various sources, including the Illinois Department of Transportation Traffic Maps, the existing average annual daily traffic for this segment varies from 31,200 to 32,500 vehicles per day.

Accidents - There are two high accident locations in this segment: Touhy Avenue at Carpenter Road/Niles Center Road and between Laramie Avenue and Laverne Avenue.

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

Traffic Control/Intersection Configuration - There are six signalized intersections in this segment. They are located at Lehigh Avenue, Central Avenue, Niles Center Shopping Center, Carpenter Road/Niles Center Road, Laramie Avenue and LeClaire Avenue. Existing lane configurations for these intersections are shown on Exhibits A-26 and A-27.

Structures - There is one existing structure in this segment as indicated in Table 3.7.1.

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

- Pace 225 - Intersects Touhy Avenue at Carpenter Road (Service between Jefferson Park CTA/METRA Station and Howard Street Industrial Area).
- Pace 226 - Intersects Touhy Avenue at Niles Center Road (Service between Jefferson Park CTA/METRA Station, Edgebrook METRA Station and Dee Road METRA Station.)

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

**Table 3.7.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
016-0713	Touhy Ave.	I-94	97'	283'	97'	NA

3.7.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-26 and B-27.

Lakes/Streams/Wetlands/Floodplains - There are no lakes, streams, wetlands or floodplains documented within Segment 7 .

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

Hazardous Waste/LUST Sites - The Illinois Environmental Protection Agency has documented a hazardous waste site east of Lehigh Avenue on the north side of Touhy Avenue. There is also a LUST site east of Lehigh Avenue on the south side Touhy Avenue. Another site is southeast of the intersection of Touhy Avenue and Carpenter Road/Niles Center Road. There are two LUST sites on the south side of Touhy Avenue between Laramie Avenue and LeClaire Avenue.

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

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

3.7.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-26 and B-27.

Type and Intensity of Development - The land uses along Segment 7 between Lehigh Avenue and Laramie Avenue are primarily commercial and industrial. The Hebrew Theological College and Fairview South School are located south of Touhy Avenue between Carpenter Road and Laramie Avenue. The land between Laramie Avenue and I-94 is devoted to residential use. Congregation Koi Emeth is located on the north side of Touhy Avenue between Laramie Avenue and LeClaire Avenue. From I-94 to U.S. Route 41 (Lincoln Avenue) the dominant use is commercial.

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

3.7.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-26 and C-27.

Roadway - The recommended cross sections for this segment provides two 12-foot through lanes in each direction separated by an 18-foot barrier median. Curb and gutter and sidewalk are provided along each side.

Traffic Control/Intersection Configuration - It is proposed to maintain the existing traffic signals and lane configuration at all intersections except the one at Village Crossing Shopping Center. It is proposed to relocate that signal to the Linder Avenue intersection. This will require reconfiguration of the shopping center parking lot.

Access Management - Access to adjacent properties will be maintained for most of this segment. Any existing or future driveways which do not align with median openings should conform to right-in, right-out access standards in the IDOT Policy on Permits for Access Driveways to State Highways. The width of all existing and future driveways should also conform to this policy.

Structures - The one existing structure in this segment will not require modification.

Transit - It is recommended that future bus stop locations with turnouts be considered at the far side of all intersecting arterials and at major traffic generators such as schools, shopping centers and major employment centers. Bus preemption should also be considered for this segment. At the I-94 interchange, restricted use bus lanes and a park-and-ride lot should be considered.

3.7.6 Right-of-Way Requirements

Four feet of right-of-way acquisition will be required along the south side of Touhy Avenue between Laramie Avenue and Lavergne Avenue.

3.7.7 Environmental Considerations

Road widening and right-of-way acquisition proposed for the south side of Touhy Avenue between Laramie and LeClaire Avenues may affect the two LUST sites located there. This widening may also impact several mature trees.

3.7.8 Land Use Considerations

Additional right-of-way on the south side of Touhy Avenue between Laramie Avenue and Lavergne Avenue is required for the proposed roadway improvements within Segment 7. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.7.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 7 is shown in Table 3.7.2. This construction cost estimate is based on 1991 unit prices.

**Table 3.7.2
Construction Cost Estimate
Segment 7 - Lehigh Avenue to I-94**

Recommended Improvements	Estimated Cost
Roadway	\$780,000
Intersection Improvements	200,000
Structure Modifications	0
Transit Improvements	0
Right-of-Way Acquisition	27,000
Total - Recommended Improvements	\$1,007,000

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

3.7.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy and are either low cost or should be implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. Within Segment 7, these improvements include consolidating driveways to conform to current IDOT access standards as parcels redevelop.

3.7.11 Ultimate (Post 2020) Improvements

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

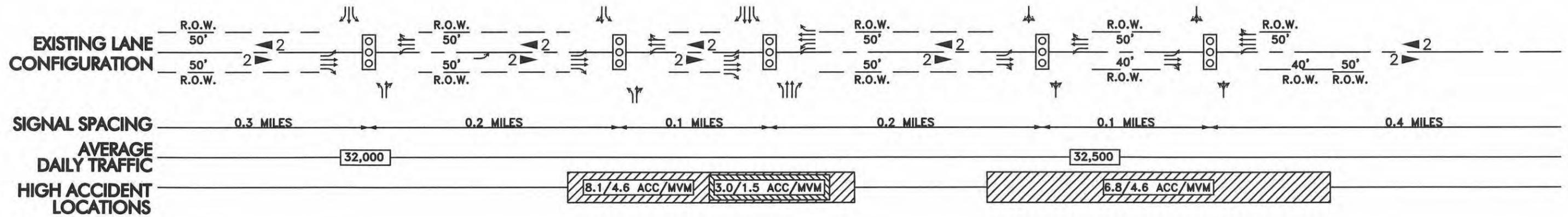
3.7.12 Crossing SRA Routes

There are no crossing SRA routes.

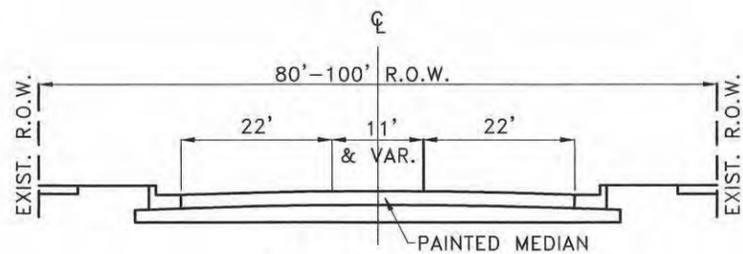
Segment 7
Lehigh Avenue to Interstate 94

EXISTING FACILITY CHARACTERISTICS

Exhibit A-27



DATE OF PHOTOGRAPHY: APRIL 14, 1995



SECTION Q-Q
CALDWELL AVENUE TO KOSTNER AVENUE

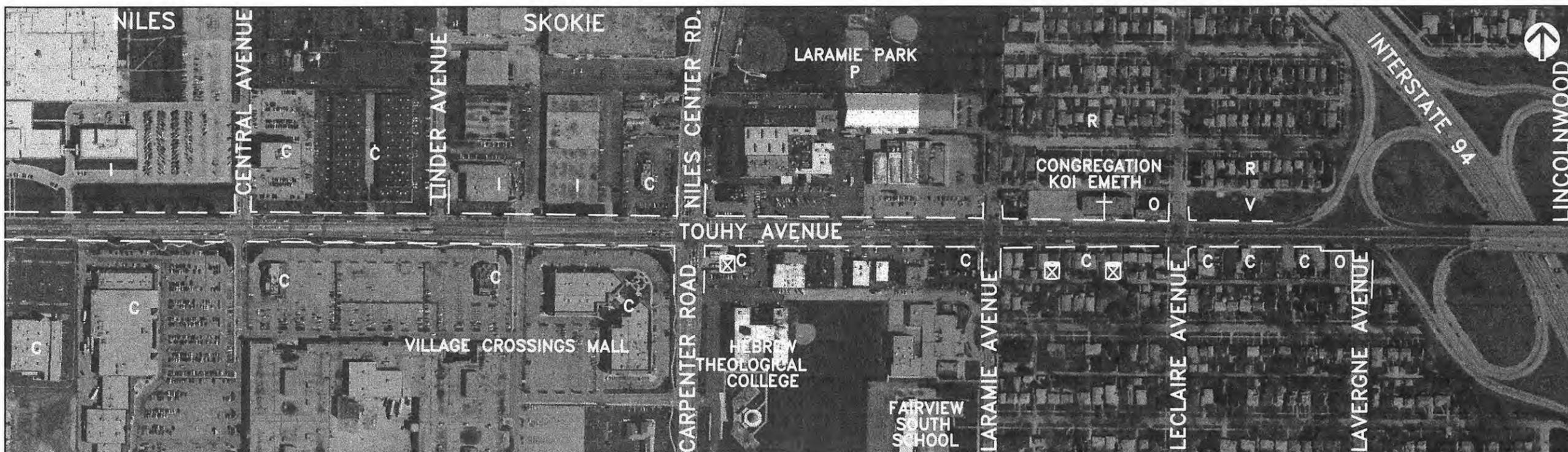
LEGEND

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

Segment 7
Lehigh Avenue to Interstate 94

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibit B-27



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

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

LAND USE LEGEND

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

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE



Segment 7
Lehigh Avenue to Interstate 94

RECOMMENDED PLAN

Exhibit C-27

IV. Public Involvement

4.1 The Public Involvement Process

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdiction agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These will be presented at a second Advisory Panel meeting as well as at a public hearing which will be open to the general public.

Individual Community Interviews were conducted mostly during August, September and October of 1996. The first Advisory Panel meeting was held on October 19, 1998. The second Advisory Panel meeting was held June 25, 1999 followed by the public hearings on June 30 and July 1, 1999.

Copies of the meeting minutes, public hearing minutes and comments are included in Appendix B.

4.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICI's) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes is as follows:

- East Dundee
 - Village stated that there is sufficient R.O.W. for a six lane cross-section except at the cemetery at the northeast corner of IL Route 25 and IL Route 72.
 - Village noted that the existing lane configuration between IL Route 25 and IL Route 72 is a problem area. Village concerned that any improvements to the east of here might meet backups due to the narrow cross-section to the west.
 - Village stated that the land south of IL Route 72 could be developed into a light industrial area.
 - The Village of East Dundee's comprehensive plan shows access points along IL Route 72 at Rock Road Drive and at a future intersection approx. ½ mile west of IL Route 25.

- Hoffman Estates
 - A signal has been proposed at the Greenspoint Development.
 - The Golf Road/Higgins Road intersection will be improved to provide 6 lanes on each leg of the intersection.
 - Current plans are to restrict access at non-signalized intersection along Higgins Road between Plum Grove Road and Roselle Road.

- Forest Preserve District of Cook County
 - FPD stated that its long range plan includes realignment of the entrance into the dog training fields to align with Beverly Road. Also, Magnum Chateau will be demolished and the parking lot for Lake Beverly will be improved. A bike trail is proposed under IL Route 72 near the E. J. & R. Railroad.
 - ISTEAFunds have been allocated to extend a bike trail along IL Route 72 from Poplar Creek to Barrington Road.
 - FPD concerned with operational problems at the Busse Woods entrance east of the I-290 ramp/IL Route 72 intersection. Traffic entering the forest preserve can back up on IL Route 72 to the exit ramp from northbound I-290.
 - FPD has received requests for a bike path overpass immediately east of I-290, but the FPD lacks funds for this proposal.
 - FPD prefers the minimization of land acquisition through provision of a narrower median and overall cross section width.
 - FPD concerned with the difficulty in exiting Iroquois Woods from the south drive.

- South Barrington
 - Village stated that expansion plans for IL Route 72 would have to include noise buffering before gaining its support.
 - Village was concerned with cut-through traffic which uses Mundhank Road during peak travel times. Village would support congestion reduction measures in the vicinity of IL Route 72/Barrington Road/I-90.
 - Village noted the existence of undeveloped property on the north side of IL Route 72 at the Northwest Tollway that will need access to IL Route 72. Developers have considered a roadway to connect IL Route 72 to the Midlands property. It was uncertain if the

- Village would support this.
- Village is interested in improving Bartlett Road.
 - Schaumburg
 - The Village views Higgins Road as a thoroughfare to get into and out of the village and its workplaces and would support restricted access along IL Route 72.
 - The Village would like any barrier medians to be landscaped and would likely agree to be responsible for the maintenance.
 - The unincorporated area at the northwest corner of National Parkway and IL Route 72 might be developed with offices with possible access via Woodfield Road.
 - A traffic signal may be constructed at Grand Canyon Parkway to provide access to Damen Bank. This was discussed in 1995 but the bank did not want to participate in the funding.
 - The Village stated that there are no plans for development at IL Route 72 and I-290. This is a very congested area.
 - The Village has several bicycle trails that cross IL Route 72 and would like these to be maintained. The Village is in favor of a grade separation for the Busse Woods trail which crosses Higgins Road immediately east of I-290.
 - A number of issues are sensitive to the Village including the maintenance of pedestrian crossings, the maintenance of the Village's Emergency Vehicle Preemption System, and the inclusion of street lighting at intersections.
 - Elk Grove Village
 - Village has favorable attitude towards widening to six lanes and providing limited local access. However, Village would require sound barrier along IL Route 72 if widened.
 - Des Plaines
 - City stated that additional R.O.W. would be required for a six-lane cross section and that the City would not support restricting access to adjacent properties or side streets.
 - The high volume of traffic at the intersections of Lee Street and Wolf Road causes significant delay during rush hours.
 - The North Central commuter train line operates on the existing train tracks located parallel to Mannheim Road.
 - Rosemont
 - Village stated that a hotel will be constructed on vacant land southwest of the intersection of Mannheim Road and Touhy Avenue.
 - Park Ridge
 - City feels that the Prospect/Northwest Highway/Touhy intersection operates poorly.
 - City stated that parking is allowed on Touhy Avenue east of Park Ridge where Touhy operates as a two lane street.
 - A City Council resolution bans any type of improvement along Touhy Avenue. A 1992 IDOT proposal for a 5 lane cross-section from Dee Road to Grace Street was shot down by public opposition.

- Sensitive issues to the City include high traffic volumes, vehicle speed, new railroad crossing proposals, tree removal, cut-through traffic through residential neighborhoods, and pedestrian safety.
- Niles
 - Village plans on constructing a new Public Services Building at the southeast corner of IL Route 43 (Harlem Avenue) and Touhy Avenue. Village noted that it would provide land for a northbound right turn lane on Harlem Avenue.
 - Village agrees with the concept of improving mobility along SRA routes, but would not support the execution of SRA concepts that would harm businesses. Parking and access are very sensitive issues with the Village.
 - Village sensitive to issues including location of existing utilities, removal of mature trees, street lighting, drainage, and pedestrian access.
 - Village feels the Harts Road intersection could be improved with additional turn lanes or realignment. The Harts Road intersection with Touhy Avenue could be eliminated.
 - Village stated the Circuit Court building will be demolished and a decorative fountain will be located at Milwaukee Avenue and Touhy Avenue.
- Skokie
 - Village stated there is no room for roadway expansion neither within nor adjacent to the existing R.O.W.
 - Village supports the interconnection of traffic signals.
 - Village noted that a nursing home will be built at the northwest corner of the I-94 interchange.
- Lincolnwood
 - Village noted that the Dominicks at the northeast corner of Lincoln Avenue and Touhy Avenue will be redeveloped and an ice skating rink will be constructed on Cicero Avenue north of Touhy Avenue.
 - Village stated that vehicles leaving the condominium Cicero Avenue and Touhy Avenue are restricted by the right turn traffic from northbound Cicero.
 - Village stated that pedestrians have a difficult time crossing Touhy Avenue due to the volume and speed of traffic.
 - Village noted that there are three condominiums along Touhy Avenue whose residents are primarily senior citizens.

Copies of the ICI meeting minutes are included in Appendix B.

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on October 19, 1998. At the first Panel Meeting, presentations were made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative

improvement concepts considered for IL Route 72/Higgins Road/Touhy Avenue were presented. A second panel meeting was held on June 25, 1999. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At each of the Panel Meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix B.

4.4 Public Hearing

Public hearings were held on June 30 and July 1, 1999 to present recommended improvements to IL Route 72/Higgins Road/Touhy Avenue as part of the SRA system and to obtain public input. The public hearing were held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation included the scope and objectives of the SRA system, the relation of IL Route 72/Higgins Road/Touhy Avenue to the overall system and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was also present during the hearing to take oral comments and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes, recorded comments and statements are included in Appendix B.

APPENDIX A

Higgins Road/Oakton Street/Busse Road Conceptual Improvement Plan

CONCEPTUAL IMPROVEMENT PLAN Higgins Road/Oakton Street/Busse Road

The segment of Illinois Route 72 (Higgins Road) between the two Oakton Street intersections has been a historic traffic bottleneck due to the confluence of the three roadways (Higgins Road, Oakton Street and Busse Road) combined with the physical constraints created by the Northwest Tollway both immediately north and east of this segment. The Higgins Road/Oakton Street/Busse Road intersection was identified in the recently completed Elk Grove Village Industrial/Commercial Revitalization Plan as a key intersection for maintaining the viability of the existing Elk Grove Industrial Park. The study proposed an interim at-grade improvement of the Higgins Road/Busse Road intersection which would provide dual left turn lanes on all legs. However, this would provide only temporary relief to the congestion at this location. To achieve the SRA mobility objectives and the long-term objectives of the Industrial/Commercial Revitalization Plan, an improvement which removes some of the traffic from the Higgins/Oakton/Busse intersection is necessary.

Existing Conditions

- Higgins Road east and west of this location has 2 lanes in each direction. Between the two Oakton Street intersections there are 3 lanes in each direction.
- Busse Road presently has 3 lanes in each direction through the Higgins/Oakton intersection.
- Oakton Street both east and west of its intersections with Higgins Road has 2 lanes in each direction.
- Existing lane configurations at each of the three signalized intersections are shown on Exhibit A-16.
- The origin/destination of traffic on Higgins Road west of the Oakton Street (west) intersection is fairly evenly divided between Oakton Street and Higgins Road to the east (i.e. Higgins Road traffic does not stay on Higgins Road but rather is split evenly between Oakton Street east and Higgins Road southeast of the intersection complex.)

SRA Study - Subset No. 5
IL Route 72/Higgins Road/Touhy Avenue
IL Route 25 to I-94

- The levels of service for the three signalized intersections in this segment based on existing volumes (Figure 1), geometry and signal phasing are as follows:

<u>Intersection</u>	<u>Level of Service - AM</u>	<u>Level of Service - PM</u>
Higgins/Oakton (west)	C (16.2 sec)	B (14.4 sec)
Higgins/Oakton/Busse	*	E (54.2 sec)
Higgins/Oakton (east)	*	*

- * “Oversaturated” - calculation of delay is infeasible

Copies of the existing capacity analyses are attached as Appendix A.

Improvement Needs

- The segment of Higgins Road between the west Oakton Street intersection and Busse Road carries an ADT of 43,200 vpd based on the 1994 IDOT traffic map for Cook County. East and west of this segment it carries 38,700 vpd and 39,200 vpd respectively. A volume of this magnitude would warrant a continuous 6-lane cross section on this roadway segment. Oakton Street east of this location carries almost 27,000 vpd.
- There is a need to reduce the level of congestion at the Higgins/Oakton/Busse intersection complex either through expansion of the intersection or diversion of traffic through a grade separation.
- There is a need to accommodate left turns from westbound Oakton Street onto southeast bound Higgins Road. These are presently allowed but there is no existing left turn lane. In addition, traffic cuts through the McDonald’s parking lot immediately east of the intersection to avoid delays in making this movement at the intersection.
- There is a need to accommodate traffic from future development in the study area without further increasing congestion levels or diminishing the SRA mobility function.

Analysis of Alternatives

In order develop feasible improvement alternatives and to analyze the proposed operation of the those alternatives, base 2020 volumes have first been estimated based on the assumption that existing traffic

**SRA Study - Subset No. 5
IL Route 72/Higgins Road/Touhy Avenue
IL Route 25 to I-94**

patterns at the three intersections would remain the same but that traffic would grow by 39% in the next 23 years (1.7% per year). These volumes are shown in Figure 2.

Upon reviewing those volumes, it is apparent that an at-grade improvement of the Higgins Road/Oakton Street/Busse Road intersection would not be able to accommodate the projected traffic. With a 2-way design hourly volume of 5,300 to 5,800 vehicles between the east Oakton Street/Higgins Road intersection and Busse Road coupled with the high turning volumes at Busse Road, an at-grade improvement could not provide the solution.

In order to develop design hourly volumes for a grade-separation alternative, assumptions were first made as to the distribution of the traffic from Higgins Road and from Oakton Street which enters this segment both from the east and west. These volumes are shown in Figure 3. A review of these shows a large percentage of Higgins Road traffic either originates from or is destined to Oakton Street east of this segment. Based on this, a grade separation of Higgins Road with Busse Road will improve operation, however provision of an at-grade intersection with Oakton Street to the east is necessary in order to accommodate the existing travel patterns. With this in mind, the traffic was redistributed to develop the design hourly volumes given in Figure 4. These volumes were then used for detailed analyses to develop the proposed geometry for this alternative.

□ **SRA Improvement Concept**

Figure 5 depicts the conceptual geometry developed based on the volumes given in Figure 4. This concept would provide a 6-lane cross section on Higgins Road with a grade separation over Busse Road. This would require depressing Busse Road about 2 feet in order to maintain a minimum 16'0" vertical clearance and still be able to return to existing grade at Oakton Street. The segment between the structure over Busse Road and Oakton Street will have a maximum grade of about 3%.

Oakton Street would require 6 lanes between Old IL Route 72 and the new Higgins Road intersection. The horizontal clearance beneath the existing I-90 bridge over Oakton Street is not wide enough to accommodate the 6-lane section. Therefore, the geometry shown maintained the westbound travel lanes within the existing opening but would require modification of the south abutment to allow the eastbound lanes to be located south of the existing pier.

Even with providing the grade-separation of Higgins Road traffic, it is necessary to add dual left turn lanes on all four legs in addition to a dual eastbound to southbound right turn lane at the Higgins/Oakton/Busse intersection. This will provide Level of Service "D" in both peak hours of the design year. Copies of each of the capacity analyses are attached as Appendix B.

SRA Study - Subset No. 5
IL Route 72/Higgins Road/Touhy Avenue
IL Route 25 to I-94

The intersection of Higgins Road with Oakton Street would require dual left turn lanes on Higgins Road, a single left turn lane for westbound Oakton to southeastbound Higgins and separate right turn lanes on the east, west and south legs. Southbound to westbound right turns and eastbound to northwestbound left turns would be prohibited. This intersection would operate at Level of Service "C" in both peak hours.

The signal at Oakton Street with Old IL Route 72 would be maintained with little modification to the existing geometry. That intersection would operate at Level of Service "B" in both peak hours. At the intersection of Higgins Road with Old IL Route 72, a traffic signal will also be required. Vehicles traveling between Busse Road and Higgins Road to the west would continue to use Oakton and Old IL Route 72 for access. This intersection would operate at Level of Service "B" in both peak hours.

□ Conclusions and Recommendations

Based on the analyses contained in this attachment, it appears that the recommended improvement would address the capacity and operational needs of the roadways in this segment. The improvement shown would require substantial right-of-way acquisition including two restaurants, a hotel and a small business. It would also require modification of the I-90 bridge over Oakton Street. However, based on the analyses completed here, it appears that this alternate would provide an acceptable level of operation to address traffic growth in the next 20+ years.

It should be noted that this analysis is based on preliminary information which should be substantiated through further studies. The development of 2020 volumes for this alternate were based on general assumptions made concerning traffic growth and patterns in the region. CATS should be contacted to develop more accurate 2020 projections. In addition, a license plate study which identifies the patterns of vehicles traveling through the corridor should be performed in order to accurately reassign traffic to the grade separation. Finally, the vertical design is just as critical as the horizontal design. The preliminary analyses were based on the assumption that the general topography of the area is flat. At a minimum, centerline profiles for each of the existing roadways should be obtained to more accurately determine approach grades.

In summary, it is recommended that further studies be completed to assure the feasibility of the alternate and to identify and quantify impacts associated with it.

SRA Study - Subset No. 5
IL Route 72/Higgins Road/Touhy Avenue
IL Route 25 to I-94

FIGURES

ATTACHMENT A

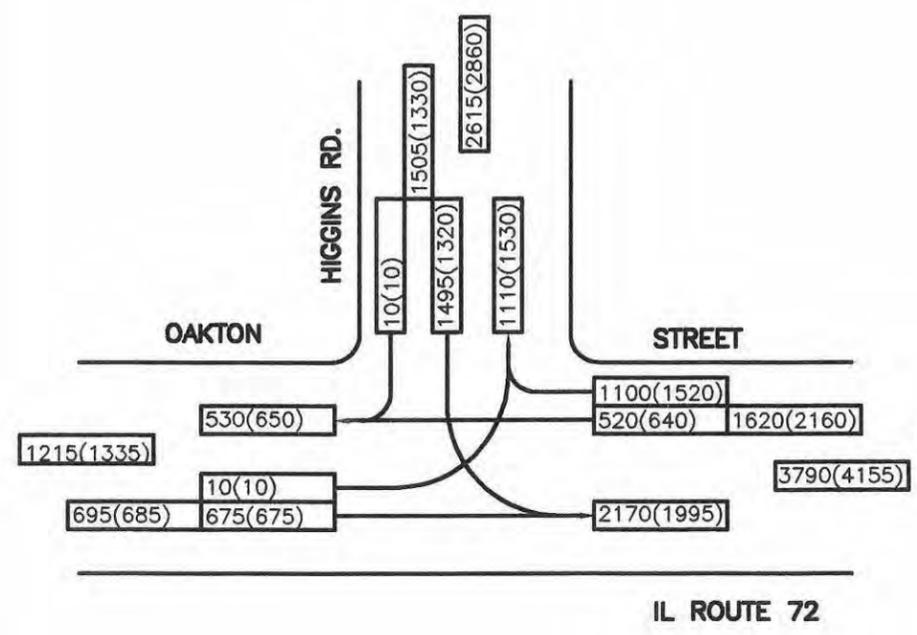
SRA Study - Subset No. 5
IL Route 72/Higgins Road/Touhy Avenue
IL Route 25 to I-94

APPENDIX A
EXISTING INTERSECTION CAPACITY ANALYSES

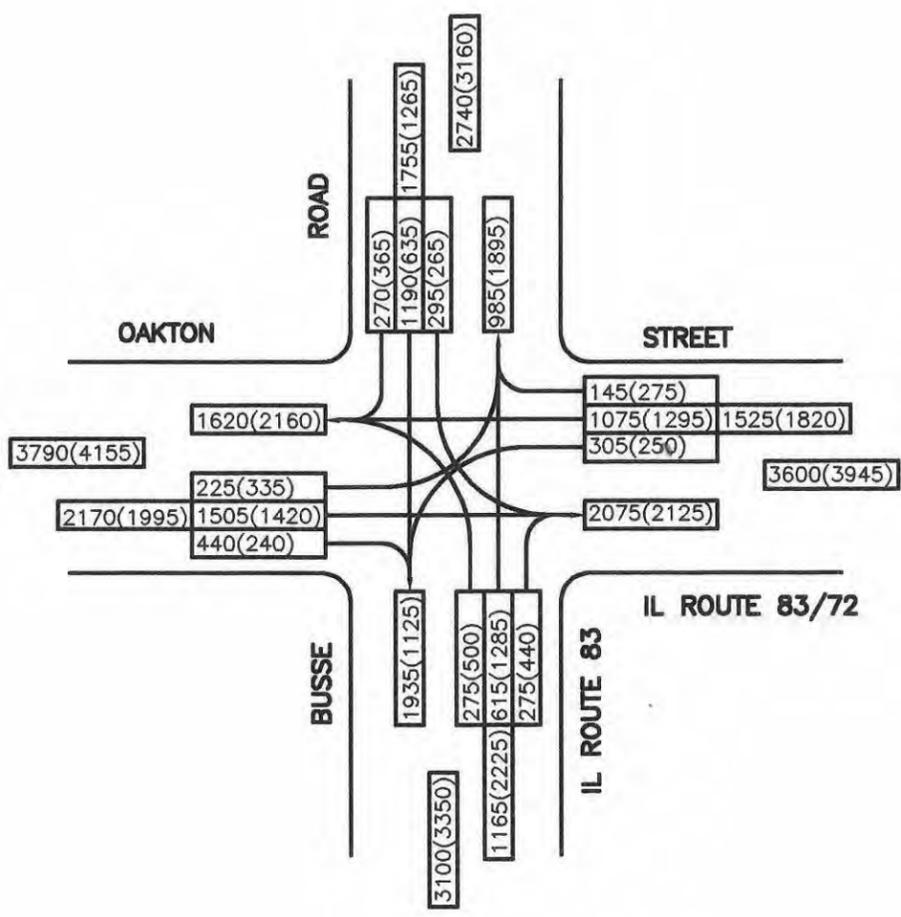
ATTACHMENT A



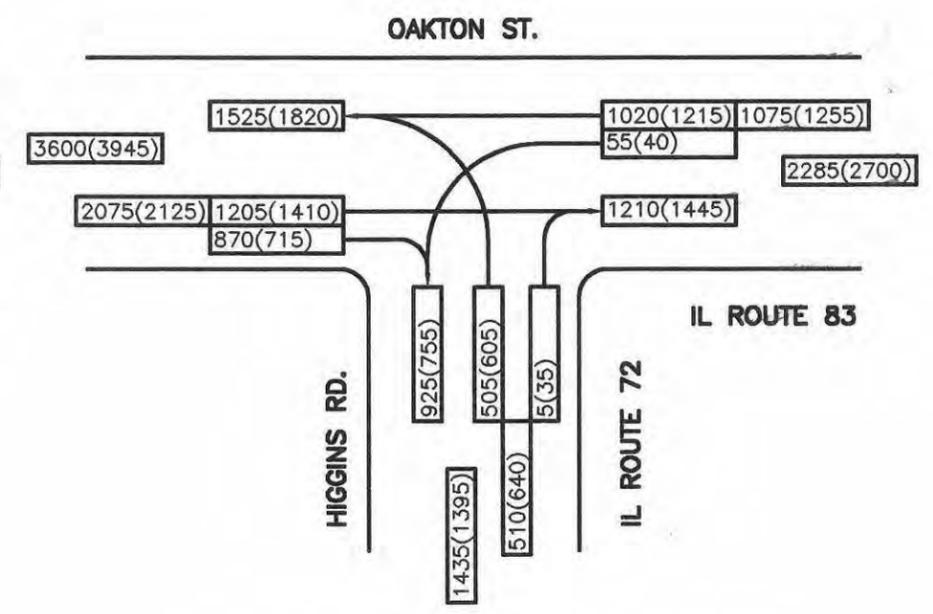
A.M.(P.M.)



Metro Count (Adjusted/Balanced)



10/97 CEI Count

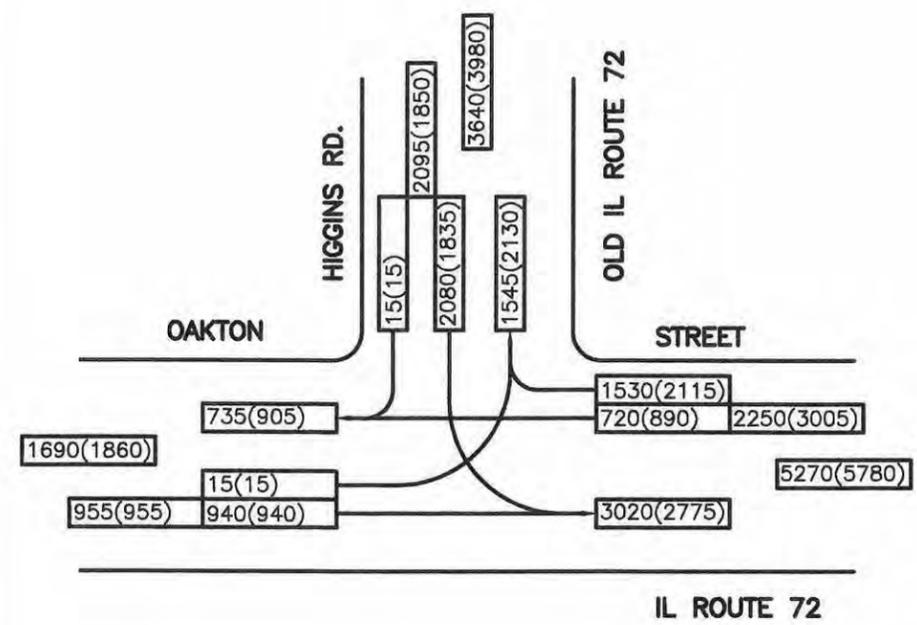


Metro Count (Adjusted/Balanced)

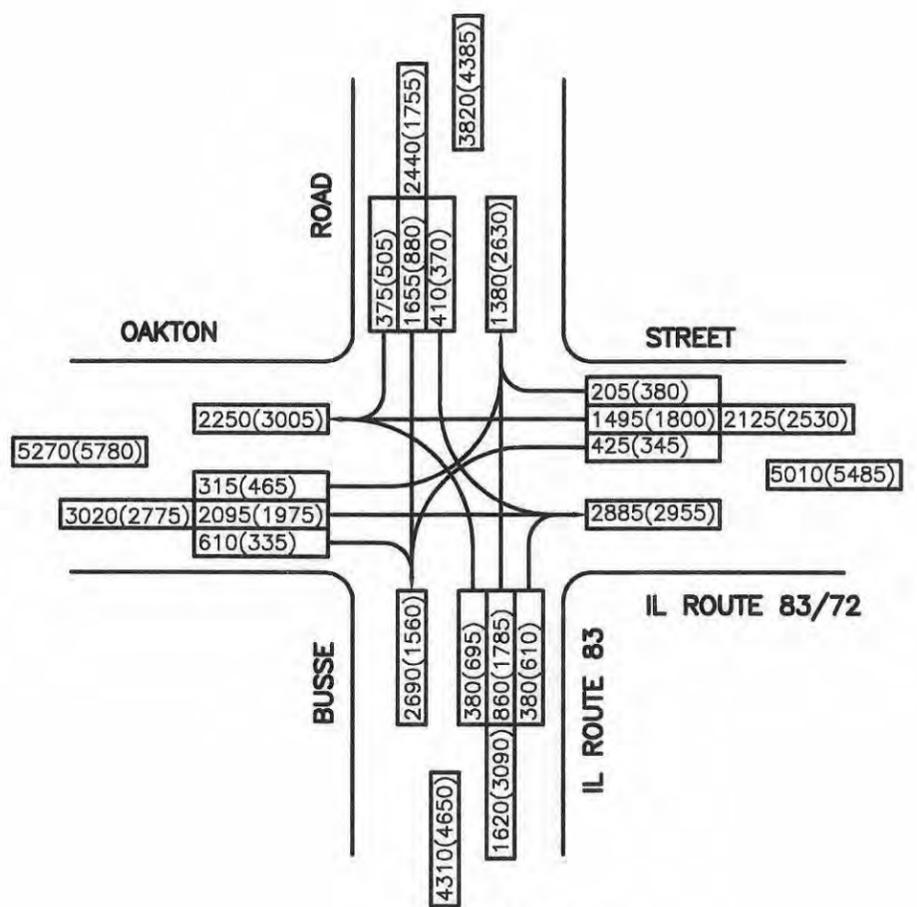
IL ROUTE 72/OAKTON ST./BUSSE RD.
1997 EXISTING
A.M./P.M. PEAK HOUR
Figure 1



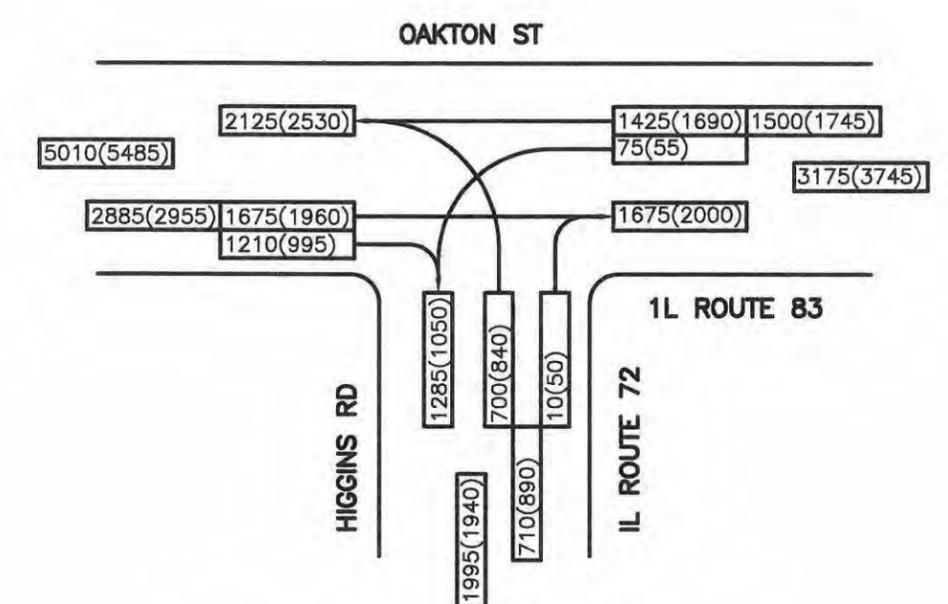
A.M.(P.M.)



Metro Count (Adjusted/Balanced)



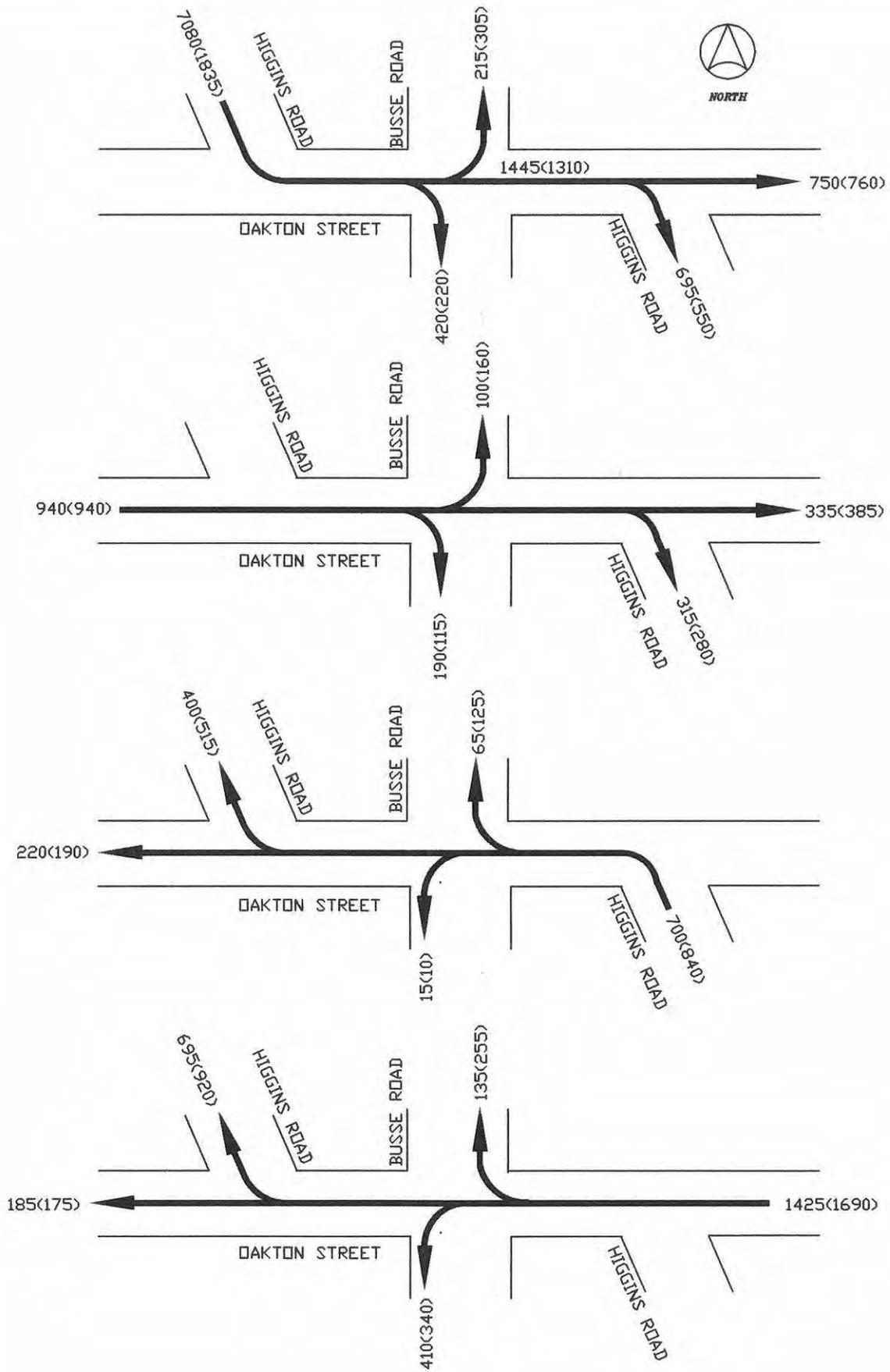
10/97 CEI Count



Metro Count (Adjusted/Balanced)

*Existing Volumes x 1.39
(1.7%/yr. growth x 23 yrs.)

IL ROUTE 72/OAKTON ST./BUSSE RD.
2020 FORECAST
A.M./P.M. PEAK HOUR
Figure 2



IL ROUTE 72/DAKTON ST./BUSSE RD.
 EXISTING TRIP DISTRIBUTION
 A.M./P.M. PEAK HOUR TRAFFIC
 Figure 3



———— PROPERTY LINES
 - - - - EXISTING R.O.W.
 - - - - FUTURE R.O.W.

0 100 200 400
 SCALE IN FEET

STRA Strategic
 Regional
 Arterial
 Planning Study

**INTERSECTION
 DETAIL**
 IL ROUTE 72 (HIGGINS ROAD)/
 OAKTON STREET/BUSSE ROAD
 FIGURE 5

Streets: (E-W) OAKTON STREET/IL 72 (N-S) HIGGINS ROAD (WEST)
 Analyst: KMM File Name: AMEXOABW.HC9
 Area Type: Other 7-28-98 AM EX
 Comment: EXISTING TRAFFIC AND CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	2	0	0	0	2	0	1
Volumes	10	675			520	1100				1495		10
PHF or PK15	0.95	0.95			0.95	0.95				0.95		0.95
Lane W (ft)	12.0	12.0			12.0	12.0				12.0		12.0
Grade			0			0						0
% Heavy Veh	6	6			6	6				6		6
Parking	N	N		N	N					N	N	
Bus Stops			0			0						0
Con. Peds			0			0		0				0
Ped Button	(Y/N)	N		(Y/N)	N					(Y/N)	N	
Arr Type	3	3			3	3				3		3
RTOR Vols			0			0						0
Lost Time	3.00	5.00			5.00	5.00				5.00		5.00
Prop. Share												
Prop. Prot.												

		Signal Operations							
Phase Combination		1	2	3	4	5	6	7	8
EB	Left	*				NB	Left		
	Thru	*	*				Thru		
	Right						Right		
	Peds						Peds		
WB	Left					SB	Left	*	
	Thru		*				Thru		
	Right		*				Right	*	
	Peds						Peds		
NB	Right					EB	Right		
SB	Right					WB	Right	*	
Green		7.0A	45.0A			Green	85.0A		
Yellow/AR		3.0	5.0			Yellow/AR	5.0		
Cycle Length: 150 secs Phase combination order: #1 #2 #5									

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	79	1703	0.138	0.047	44.4	E	25.3	D
	T	1314	3585	0.568	0.367	25.0	C		
WB	T	1075	3585	0.534	0.300	28.7	D	9.4	B
	R	2742	3047	0.477	0.900	1.0	A		
SB	L	1930	3406	0.840	0.567	19.9	C	19.8	C
	R	965	1524	0.011	0.633	6.6	B		
Intersection Delay = 16.2 sec/veh Intersection LOS = C									
Lost Time/Cycle, L = 10.0 sec Critical v/c(x) = 0.733									

Streets: (E-W) OAKTON STREET/IL 72 (N-S) HIGGINS ROAD (WEST)
 Analyst: KMM File Name: PMEXOABW.HC9
 Area Type: Other 7-28-98 PM EX
 Comment: EXISTING TRAFFIC AND CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	2	0	0	0	2	0	1
Volumes	10	675			640	1520				1320		10
PHF or PK15	0.95	0.95			0.95	0.95				0.95		0.95
Lane W (ft)	12.0	12.0			12.0	12.0				12.0		12.0
Grade		0			0						0	
% Heavy Veh	6	6			6	6				6		6
Parking	N	N		N	N					N	N	
Bus Stops			0			0						0
Con. Peds			0			0		0				0
Ped Button	(Y/N)	N		(Y/N)	N					(Y/N)	N	
Arr Type	3	3			3	3				3		3
RTOR Vols			0			0						0
Lost Time	3.00	5.00			5.00	5.00				5.00		5.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left			
EB Thru	*	*			EB Thru			
EB Right					EB Right			
EB Peds					EB Peds			
WB Left					SB Left	*		
WB Thru		*			SB Thru			
WB Right		*			SB Right	*		
WB Peds					SB Peds			
NB Right					EB Right			
SB Right		*			WB Right	*		
Green	7.0A	45.0A			Green	85.0A		
Yellow/AR	3.0	5.0			Yellow/AR	5.0		

Cycle Length: 150 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		79	1703	0.138	0.047	44.4	E	25.3	D
	T		1314	3585	0.568	0.367	25.0	C		
WB	T		1075	3585	0.658	0.300	30.6	D	9.8	B
	R		2742	3047	0.659	0.900	1.6	A		
SB	L		1930	3406	0.741	0.567	16.8	C	16.7	C
	R		965	1524	0.011	0.633	6.6	B		

Intersection Delay = 14.4 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 10.0 sec Critical v/c(x) = 0.673

Streets: (E-W) OAKTON STREET (N-S) BUSSE ROAD
 Analyst: KMM File Name: AMEXOABU.HC9
 Area Type: Other 7-27-98 AM EX
 Comment: EXISTING TRAFFIC AND CONFIGURATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	3	1	1	3	1
Volumes	225	1505	440	305	1075	145	275	615	275	295	1190	270
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	7	5	6	7	7	21	11	7	9	7	3	6
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			0			0			0			0
Lost Time	3.00	5.00	5.00	3.00	5.00	5.00	3.00	5.00	5.00	3.00	5.00	5.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
EB Thru		*			EB Thru		*	
EB Right		*			EB Right		*	
EB Peds					EB Peds			
WB Left		*			SB Left	*	*	
WB Thru		*			SB Thru		*	*
WB Right		*			SB Right		*	*
WB Peds					SB Peds			
NB Right	*				EB Right	*		
SB Right	*				WB Right	*	*	
Green	30.0A	41.0A			Green	26.0A	10.0A	27.0A
Yellow/AR	3.0	5.0			Yellow/AR	3.0	0.0	5.0

Cycle Length: 150 secs Phase combination order: #1 #2 #5 #6 #7

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
								Mvmnts	Cap
EB	L		337	1687	0.702	0.200	40.5	E	* *
	T		1484	5429	1.174	0.273	*	*	
	R		711	1524	0.651	0.467	21.3	C	
WB	L		337	1687	0.951	0.200	64.8	F	40.0 D
	T		1456	5327	0.855	0.273	37.1	D	
	R		712	1335	0.215	0.533	11.9	B	
NB	L		282	1626	1.025	0.173	88.8	F	46.8 E
	T		959	5327	0.743	0.180	39.8	D	
	R		593	1482	0.488	0.400	22.2	C	
SB	L		405	1687	0.768	0.240	40.2	E	48.9 E
	T		1365	5534	1.009	0.247	57.4	E	
	R		711	1524	0.399	0.467	17.1	C	

Intersection Delay = * (sec/veh) Intersection LOS = *
 (g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Streets: (E-W) OAKTON STREET (N-S) BUSSE ROAD
 Analyst: KMM File Name: PMEXOABU.HC9
 Area Type: Other 7-27-98 PM EX
 Comment: EXISTING TRAFFIC AND CONFIGURATION

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	3	1	1	3	1
Volumes	335	1420	240	250	1295	275	500	1285	440	265	635	365
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	5	4	12	6	4	8	3	2	3	6	4	3
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3	3	3	3	3
RTOR Vols			0			0			0			0
Lost Time	3.00	5.00	5.00	3.00	5.00	5.00	3.00	5.00	5.00	3.00	5.00	5.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*	*	
Thru		*	*		Thru		*	*
Right		*	*		Right		*	*
Peds					Peds			
WB Left		*			SB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds			
NB Right	*				EB Right	*	*	
SB Right	*	*			WB Right	*		
Green	24.0A	6.0A	39.0A		Green	24.0A	20.0A	21.0A
Yellow/AR	3.0	0.0	5.0		Yellow/AR	3.0	0.0	5.0

Cycle Length: 150 secs Phase combination order: #1 #2 #3 #5 #6 #7

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
								Delay	LOS
EB	L	344	1719	1.027	0.200	83.8	F	51.5	E
	T	1644	5481	1.000	0.300	51.1	E		
	R	884	1442	0.286	0.613	8.8	B		
WB	L	272	1703	0.965	0.160	73.6	F	62.5	F
	T	1425	5481	1.052	0.260	68.9	F		
	R	658	1495	0.439	0.440	19.1	C		
NB	L	514	1752	1.023	0.293	71.1	F	47.9	E
	T	1527	5588	0.974	0.273	47.7	E		
	R	711	1568	0.651	0.453	22.0	C		
SB	L	272	1703	1.024	0.160	89.8	F	57.6	E
	T	767	5481	0.958	0.140	58.1	E		
	R	512	1568	0.750	0.327	33.3	D		

Intersection Delay = 54.2 sec/veh Intersection LOS = E
 Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 1.022

Streets: (E-W) OAKTON STREET (N-S) HIGGINS (EAST)
 Analyst: KMM File Name: AMEXOHEL.HC9
 Area Type: Other 7-28-98 AM EX
 Comment: EXISTING TRAFFIC AND CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 1	0	> 2	0	1	> 1	< 0	0	0	0
Volumes		1205	870	55	1020		505	1	5			
PHF or PK15		0.95	0.95	0.95	0.95		0.95	0.95	0.95			
Lane W (ft)		12.0	12.0		12.0		12.0	12.0				
Grade		0			0			0				
% Heavy Veh		6	6	6	6		6	6	6			
Parking	N	N		N	N		N	N				
Bus Stops			0			0			0			
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N				
Arr Type		3	3		3		3	3				
RTOR Vols			0			0			0			
Lost Time		5.00	5.00	5.00	5.00		5.00	5.00	5.00			
Prop. Share			25				50		0			
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	80.0A				Green	60.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 150 secs Phase combination order: #1 #5								

Intersection Performance Summary

	Lane	Group:	Adj Sat				Delay	LOS	Approach:	
			Cap	Flow	v/c	g/C			Delay	LOS
EB	TR		1868	3503	0.842	0.533	21.8	C	22.7	C
	R		813	1524	0.845	0.533	25.0	C		
WB	DfL		48	90	1.208	0.533	*	*	*	*
	T		956	1792	1.123	0.533	*	*		
NB	L		681	1703	0.391	0.400	20.9	C	20.9	C
	LTR		682	1704	0.399	0.400	21.0	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
 (g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

Streets: (E-W) OAKTON STREET (N-S) HIGGINS (EAST)
 Analyst: KMM File Name: PMEXOHEL.HC9
 Area Type: Other 7-28-98 PM EX
 Comment: EXISTING TRAFFIC AND CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	< 1	0	> 2	0	1	> 1	< 0	0	0	0
Volumes		1410	715	40	1215		605	1	35			
PHF or PK15		0.95	0.95	0.95	0.95		0.95	0.95	0.95			
Lane W (ft)		12.0	12.0		12.0		12.0	12.0				
Grade		0			0			0				
% Heavy Veh		6	6	6	6		6	6	6			
Parking	N	N		N	N		N	N				
Bus Stops			0			0			0			
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N				
Arr Type		3	3		3		3	3				
RTOR Vols			0			0			0			
Lost Time		5.00	5.00	5.00	5.00		5.00	5.00	5.00			
Prop. Share			25				50		0			
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	*		
Thru	*				Thru	*		
Right	*				Right	*		
Peds					Peds			
WB Left	*				SB Left			
Thru	*				Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	81.0A				Green	59.0A		
Yellow/AR	5.0				Yellow/AR	5.0		
Cycle Length: 150 secs Phase combination order: #1 #5								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	TR	1903	3524	0.923	0.540	26.3	D	24.3	C
	R	823	1524	0.687	0.540	18.0	C		
WB	DfL	48	89	0.875	0.540	76.3	F	*	*
	T	968	1792	1.321	0.540	*	*		
NB	L	670	1703	0.475	0.393	22.3	C	22.8	C
	LTR	664	1689	0.537	0.393	23.3	C		

Intersection Delay = * (sec/veh) Intersection LOS = *
 (g/C)*(V/c) is greater than one. Calculation of D1 is infeasible.

SRA Study - Subset No. 5
IL Route 72/Higgins Road/Touhy Avenue
IL Route 25 to I-94

APPENDIX B

2020 INTERSECTION CAPACITY ANALYSES

ATTACHMENT A

Streets: (E-W) Oakton Street

(N-S) Busse Road

Analyst: JRW

File Name: INT1_AM.HC9

Area Type: Other

10-1-97 AM Peak

Comment: Proposed 2020, Int #1, 90 sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	2	2	3	1	2	3	1	2	3	1
Volumes	315	650	610	425	400	205	380	860	380	410	1655	375
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	7	5	6	7	7	21	11	7	9	7	3	6
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	4	4	4	3	3	3	3	3	3
RTOR Vols			0			0			0			0
Lost Time	4.00	6.00	6.00	4.00	6.00	6.00	4.00	6.00	6.00	4.00	6.00	6.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
EB Thru		*			EB Thru		*	
EB Right		*			EB Right		*	
EB Peds					EB Peds			
WB Left		*			SB Left	*		
WB Thru			*		SB Thru		*	
WB Right			*		SB Right		*	
WB Peds					SB Peds			
NB Right	*				EB Right	*		
SB Right		*			WB Right	*		
Green	14.0A	12.0A			Green	12.0A	32.0A	
Yellow/AR	4.0	6.0			Yellow/AR	4.0	6.0	
Cycle Length:	90 secs Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		525	3374	0.652	0.156	25.1	D	38.5	D
	T		724	5429	1.039	0.133	61.7	F		
	R		948	3047	0.765	0.311	20.7	C		
WB	L		525	3374	0.876	0.156	32.6	D	26.6	D
	T		710	5327	0.652	0.133	25.1	D		
	R		415	1335	0.520	0.311	17.2	C		
NB	L		434	3252	0.950	0.133	47.5	E	20.9	C
	T		1894	5327	0.526	0.356	15.1	C		
	R		823	1482	0.486	0.556	8.2	B		
SB	L		450	3374	0.989	0.133	55.1	E	30.5	D
	T		1968	5534	0.974	0.356	29.4	D		
	R		846	1524	0.467	0.556	8.1	B		

Intersection Delay = 29.5 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 20.0 sec Critical v/c(x) = 0.968

Streets: (E-W) Oakton Street (N-S) Busse Road
 Analyst: JRW File Name: INT1_PM.HC9
 Area Type: Other 10-1-97 PM Peak
 Comment: Proposed 2020, Int #1, 90 sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	2	2	3	1	2	3	1	2	3	1
Volumes	465	665	335	345	370	380	695	1785	610	370	880	505
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	5	4	12	6	4	8	3	2	3	6	4	3
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	4	4	4	3	3	3	3	3	3
RTOR Vols			0			0			0			0
Lost Time	4.00	6.00	6.00	4.00	6.00	6.00	4.00	6.00	6.00	4.00	6.00	6.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*	*	
Thru		*	*		Thru	*	*	
Right		*	*		Right	*	*	
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru			*		Thru		*	
Right			*		Right		*	
Peds					Peds			
NB Right	*				EB Right	*	*	
SB Right	*	*			WB Right	*		
Green	12.0A	2.0A	12.0P		Green	11.0A	10.0A	23.0A
Yellow/AR	4.0	0.0	6.0		Yellow/AR	4.0	0.0	6.0
Cycle Length:	90 secs				Phase combination order:	#1 #2 #3 #5 #6 #7		

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmnts	Cap	Flow
EB	L		535	3438	0.942	0.156	47.0	E	34.5	D
	T		853	5481	0.903	0.156	37.6	D		
	R		1250	2884	0.319	0.433	12.8	B		
WB	L		534	3406	0.700	0.156	28.1	D	30.1	D
	T		731	5481	0.586	0.133	28.5	D		
	R		449	1495	0.892	0.300	33.6	D		
NB	L		818	3505	0.922	0.233	37.0	D	34.0	D
	T		2049	5588	1.009	0.367	38.9	D		
	R		854	1568	0.752	0.544	14.7	B		
SB	L		416	3406	0.963	0.122	55.4	E	32.0	D
	T		1401	5481	0.728	0.256	24.6	C		
	R		610	1568	0.872	0.389	28.6	D		

Intersection Delay = 33.1 sec/veh Intersection LOS = D
 Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.953

Streets: (E-W) Oakton Street (N-S) IL Route 72 (prop)
 Analyst: JRW File Name: INT3_AM.HC9
 Area Type: Other 10-1-97 AM Peak
 Comment: Proposed 2020, Int #3, 90 sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	1	1	3	1	2	3	1	2	3	0
Volumes		925	515	75	730	690	300	400	10	750	695	
PHF or PK15		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh		6	6	6	6	6	6	6	6	6	6	
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		4	4	3	3	3	3	3	3	4	4	
RTOR Vols			0			0			0			0
Lost Time		6.00	6.00	4.00	6.00	6.00	4.00	6.00	6.00	4.00	6.00	
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					*			
EB Thru		*					*	
EB Right		*					*	
EB Peds								
WB Left	*				*	*		
WB Thru	*	*				*	*	
WB Right	*	*						
WB Peds								
NB Right	*				*			
SB Right					*	*		
Green	10.0A	20.0A			14.0A	11.0A	15.0A	
Yellow/AR	4.0	6.0			4.0	0.0	6.0	
Cycle Length:	90 secs							
Phase combination order:	#1	#2	#5	#6	#7			

Intersection Performance Summary

	Lane	Group:	Adj Sat			g/C	Delay	LOS	Approach:		
			Mvmnts	Cap	Flow				v/c	Ratio	Ratio
EB	T		1195		5377	0.896	0.222	27.1	D	24.8	C
	R		643		1524	0.843	0.422	20.4	C		
WB	L		189		1703	0.418	0.111	25.0	C	10.8	B
	T		2031		5377	0.416	0.378	13.4	B		
NB	R		1067		1524	0.681	0.700	6.2	B		
	L		530		3406	0.613	0.156	24.4	C	23.2	C
SB	T		896		5377	0.517	0.167	22.5	C		
	R		491		1524	0.022	0.322	13.5	B		
SB	L		946		3406	0.859	0.278	24.3	C	20.9	C
	T		1553		5377	0.518	0.289	17.5	C		

Intersection Delay = 19.4 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 20.0 sec Critical v/c(x) = 0.733

Streets: (E-W) Oakton Street (N-S) IL Route 72 (prop)
 Analyst: JRW File Name: INT3_PM.HC9
 Area Type: Other 10-1-97 PM Peak
 Comment: Proposed 2020, Int #3, 90 sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	1	1	3	1	2	3	1	2	3	0
Volumes		1190	455	55	770	920	325	515	50	810	540	
PHF or PK15		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Lane W (ft)		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh		6	6	6	6	6	6	6	6	6	6	
Parking	N	N		N	N		N	N		N	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		4	4	3	3	3	3	3	3	4	4	
RTOR Vols			0			0			0			0
Lost Time		6.00	6.00	4.00	6.00	6.00	4.00	6.00	6.00	4.00	6.00	
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left *			
EB Thru		*			EB Thru *			
EB Right		*			EB Right *			
EB Peds					EB Peds *			
WB Left	*				WB Left *			
WB Thru	*	*			WB Thru *			
WB Right	*	*			WB Right *			
WB Peds					WB Peds *			
NB Right					NB Right *			
SB Right					SB Right *			
Green	6.0A	25.0A			Green 25.0A	14.0A		
Yellow/AR	4.0	6.0			Yellow/AR 4.0	6.0		
Cycle Length:	90 secs Phase combination order: #1 #2 #5 #6							

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
								Delay	LOS
EB	T	1494	5377	0.923	0.278	26.0	D	21.2	C
	R	914	1524	0.524	0.600	7.1	B		
WB	L	114	1703	0.511	0.067	29.3	D	13.8	B
	T	2091	5377	0.427	0.389	13.1	B		
NB	R	1083	1524	0.893	0.711	13.6	B		
	L	946	3406	0.372	0.278	17.0	C	22.2	C
SB	T	836	5377	0.713	0.156	25.3	D		
	R	237	1524	0.224	0.156	21.6	C		
	L	946	3406	0.929	0.278	29.2	D	27.6	D
	T	836	5377	0.747	0.156	25.4	D		

Intersection Delay = 20.6 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.867

Streets: (E-W) Oakton Street (N-S) ^{OLD} MIL Route 72 (exist)
 Analyst: JRW File Name: INT2_AM.HC9
 Area Type: Other 10-1-97 AM Peak
 Comment: Proposed 2020, Int #2, 90 sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	2	0	0	0	2	0	1
Volumes	15	940			720	435				635		15
PHF or PK15	0.95	0.95			0.95	0.95				0.95		0.95
Lane W (ft)	12.0	12.0			12.0	12.0				12.0		12.0
Grade		0			0						0	
% Heavy Veh	6	6			6	6				6		6
Parking	N	N		N	N					N	N	
Bus Stops			0			0						0
Con. Peds			0			0		0				0
Ped Button	(Y/N)	N		(Y/N)	N					(Y/N)	N	
Arr Type	3	3			3	3				3		3
RTOR Vols			0			0						0
Lost Time	4.00	6.00			6.00	6.00				6.00		6.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	*		
Thru		*			Thru			
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	*		
Green	8.0A	38.0A			Green	28.0A		
Yellow/AR	4.0	6.0			Yellow/AR	6.0		
Cycle Length:	90 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:		
								Mvmts	Cap	Flow
EB	L		151	1703	0.106	0.089	24.4	C	8.5	B
	T		1992	3585	0.521	0.556	8.3	B		
WB	T		1514	3585	0.526	0.422	12.8	B	8.3	B
	R		2438	3047	0.212	0.800	1.4	A		
SB	L		1060	3406	0.649	0.311	18.3	C	18.2	C
	R		474	1524	0.034	0.311	13.9	B		

Intersection Delay = 10.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.567

=====
 Streets: (E-W) Oakton Street (N-S) ^{OLD} Hill Route 72 (exist)
 Analyst: JRW File Name: INT2_PM.HC9
 Area Type: Other 10-1-97 PM Peak
 Comment: Proposed 2020, Int #2, 90 sec
 =====

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	2	0	0	0	2	0	1
Volumes	15	940			895	675				525		15
PHF or PK15	0.95	0.95			0.95	0.95				0.95		0.95
Lane W (ft)	12.0	12.0			12.0	12.0				12.0		12.0
Grade		0			0						0	
% Heavy Veh	6	6			6	6				6		6
Parking	N	N		N	N					N	N	
Bus Stops			0			0						0
Con. Peds			0			0		0				0
Ped Button	(Y/N)	N		(Y/N)	N					(Y/N)	N	
Arr Type	3	3			3	3				3		3
RTOR Vols			0			0						0
Lost Time	4.00	6.00			6.00	6.00				6.00		6.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	*		
Thru		*			Thru			
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	*		
Green	8.0A	46.0A			Green	20.0A		
Yellow/AR	4.0	6.0			Yellow/AR	6.0		

Cycle Length: 90 secs Phase combination order: #1 #2 #5

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach:	
								Delay	LOS
EB	L	151	1703	0.106	0.089	24.4	C	5.6	B
	T	2310	3585	0.449	0.644	5.3	B		
WB	T	1832	3585	0.540	0.511	9.9	B	6.2	B
	R	2438	3047	0.329	0.800	1.6	A		
SB	L	757	3406	0.753	0.222	24.1	C	23.9	C
	R	339	1524	0.047	0.222	17.8	C		

Intersection Delay = 9.0 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.527

Streets: (E-W) IL Route 72 (prop) (N-S) IL Route 72 (old)
 Analyst: JRW File Name: INT4_AM.HC9
 Area Type: Other 10-1-97 AM Peak
 Comment: Proposed 2020, Int #4, 90 Sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	1	1	3	0	2	0	1	0	0	0
Volumes		1460	635	10	1145		400		50			
PHF or PK15		0.95	0.95	0.95	0.95		0.95		0.95			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
Grade		0			0			0				
% Heavy Veh		6	6	6	6		6		6			
Parking	N	N		N	N		N	N				
Bus Stops			0			0			0			
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N				
Arr Type		3	3	4	4		3		3			
RTOR Vols			0			0			0			
Lost Time		6.00	6.00	4.00	6.00		6.00		6.00			
Prop. Share												
Prop. Prot.												

		Signal Operations							
Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left *			
	Thru		*			NB Thru			
	Right		*			NB Right *			
	Peds					NB Peds			
WB	Left	*				SB Left			
	Thru	*	*			SB Thru			
	Right					SB Right			
	Peds					SB Peds			
NB	Right					EB Right *			
SB	Right					WB Right			
Green		5.0A	42.0A			Green	27.0A		
Yellow/AR		4.0	6.0			Yellow/AR	6.0		
Cycle Length:		90 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary									
Lane Group:		Adj Sat	v/c	g/C	Delay	LOS	Approach:		
Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS	
EB	T	2509	5377	0.674	0.467	12.6	B	9.5	B
	R	1270	1524	0.526	0.833	1.8	A		
WB	L	95	1703	0.116	0.056	26.1	D	7.4	B
	T	3047	5377	0.435	0.567	7.3	B		
NB	L	1022	3406	0.425	0.300	16.5	C	16.3	C
	R	457	1524	0.116	0.300	14.8	B		
Intersection Delay =					9.6 sec/veh Intersection LOS = B				
Lost Time/Cycle, L = 16.0 sec					Critical v/c(x) = 0.545				

Streets: (E-W) IL Route 72 (prop) (N-S) IL Route 72 (old)
 Analyst: JRW File Name: INT4_PM.HC9
 Area Type: Other 10-1-97 PM Peak
 Comment: Proposed 2020, Int #4, 90 sec

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	1	1	3	0	2	0	1	0	0	0
Volumes		1360	490	50	1450		680		10			
PHF or PK15		0.95	0.95	0.95	0.95		0.95		0.95			
Lane W (ft)		12.0	12.0	12.0	12.0		12.0		12.0			
Grade		0			0			0				
% Heavy Veh		6	6	6	6		6		6			
Parking	N	N		N	N		N		N			
Bus Stops			0			0			0			
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N				
Arr Type		3	3	4	4		3		3			
RTOR Vols			0			0			0			
Lost Time		6.00	6.00	4.00	6.00		6.00		6.00			
Prop. Share												
Prop. Prot.												

		Signal Operations							
Phase Combination		1	2	3	4	5	6	7	8
EB	Left					NB Left *			
	Thru		*			NB Thru			
	Right		*			NB Right *			
	Peds					NB Peds			
WB	Left		*			SB Left			
	Thru		*	*		SB Thru			
	Right					SB Right			
	Peds					SB Peds			
NB	Right					EB Right *			
SB	Right					WB Right			
Green		13.0A	33.0A			Green 28.0A			
Yellow/AR		4.0	6.0			Yellow/AR 6.0			
Cycle Length:		90 secs Phase combination order: #1 #2 #5							

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	T	1972	5377	0.799	0.367	18.2	C	14.5	B
	R	1134	1524	0.455	0.744	3.1	A		
WB	L	246	1703	0.215	0.144	22.0	C	8.9	B
	T	2987	5377	0.562	0.556	8.5	B		
NB	L	1060	3406	0.696	0.311	19.0	C	18.9	C
	R	474	1524	0.023	0.311	13.9	B		

Intersection Delay = 13.1 sec/veh Intersection LOS = B
 Lost Time/Cycle, L = 16.0 sec Critical v/c(x) = 0.657

APPENDIX B

Public Involvement

Individual Community Interview Meeting Minutes



CIVILTECH ENGINEERING, INC.

1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
(708) 773-3900 • FAX (708) 773-3975

Village of South Barrington Individual Community Interview Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 5 - IL 59

Date: January 10, 1996

Time: 10:30 a.m.

Place: Village of South Barrington
Village Hall

In Attendance: Mr. Bruce Trego, Village Administrator
Ms. Sheila Fortney, Village Clerk
Mr. Timothy Longeran, Police Chief
Mr. Robert Andres, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of South Barrington has had previous experience with SRA studies on Barrington Road and Algonquin Road. Mr. Andres noted that two SRA routes contained in Subset No. 5 of the overall SRA study pass through the Village of South Barrington. The routes under study by Civiltech are Illinois Route 59 (from IL Route 72 to IL Route 173) and Illinois Route 72 (from IL Route 25 to I-94).

The two route studies will take approximately two years to complete. Civiltech is currently in the very early stage of this project - the data collection phase. Ms. Young explained that Illinois Route 59 is being looked at as part of the SRA network to study ways to increase mobility along the route. Though adding additional travel lanes is an obvious method of enhancing mobility, there are other ways to increase mobility as well, which include access control and proper signal spacing. Ms. Young also explained that although IDOT has created an ideal cross section for a suburban SRA route, which would include six travel lanes, that does not necessarily mean that the cross section is feasible or even necessary in a particular area.

Mr. Andres explained that the SRA study hoped to identify a future roadway cross section, an ultimate right-of-way width and a proposed access control plan that, together, would serve as a guide for IDOT and adjacent communities when considering future development and/or redevelopment in each corridor.

Mr. Trego noted that a large portion of the land on the east side of Illinois Route 59 adjacent to South Barrington belongs to the Klehm Property and is currently unincorporated. At this time it is unknown which community will annex this piece of property, though South Barrington and Barrington Hills have a boundary agreement which identifies IL Route 59 as the future corporate limit between each community. It was agreed that the SRA study along Illinois Route 59 in this area would be a valuable tool in defining the type of access provided to this parcel.

Mr. Andres stated that the future development should be compatible with the arterial highway use or plans should be developed with provisions for adequate buffering. Since the Klehm property is zoned for residential development, he noted that provisions for future noise barriers should be included. The best barrier design for this area would be a landscaped berm. Berms, however, must be relatively wide to provide the needed barrier height. The recommended SRA right-of-way probably would not be wide enough to incorporate room for a berm within the right-of-way. Therefore, Mr. Andres recommended that planning for development of the Klehm property incorporate construction of a berm within the property along the Illinois Route 59 frontage.

Mr. Trego pointed out that the land to the west of Illinois Route 59 is land locked by the E, J & E Railroad and any development in that area should act as a noise buffer to shield development to the east from railroad noise.

Mr. Trego stated that noise buffering was also an important concern of the Village along IL Route 72. The Ponds of South Barrington, which is a single family residential subdivision, backs up to Route 72 for a short distance. Residents in that subdivision have complained in the past about the increasing levels of highway noise. He stated that any expansion plan for IL 72 would have to include noise buffering in this area if it was to gain the support of the Village. He also noted that The Ponds homeowner's association would want to attend the Advisory Panel meetings.

Ms. Fortney said that IDOT is in the design stage of an improvement at the intersection of Illinois Route 59/Illinois Route 62 but she believed it had been put on hold.

Mr. Trego stated that another important concern of the Village was the increasing amount of cut-through traffic which uses Mundhank Road. He said he believed these drivers are using Mundhank to travel between IL Route 72 and Barrington Road to avoid traffic congestion at the IL 72/Barrington Road/I-90 intersection and interchange area. He said the Village would support any measures to reduce congestion in that area.

ICI Meeting
Village of South Barrington
Page 3

Mr. Trego also noted that there is an undeveloped property on the north side of IL 72 at the Northwest Tollway that will need access to IL Route 72. He said developers have talked of a concept to create a new roadway to serve this property that would connect IL 72 with the Midlands property which is located in the northwest quadrant of Barrington Road and I-90. He was not sure whether the Village would support that connection. Mr. Andres suggested that such a connection may help to relieve cut-through traffic on Mundhank Road, especially if significant capacity improvements are not feasible at IL 72/Barrington Road.

Mr. Trego stated the Village is also interested in improving Bartlett Road.

Chief Longeran stated the Police Department has several safety concerns regarding these routes. High vehicle speeds are a significant concern, especially for trucks. Vehicles routinely exceed posted speed limits on these roadways. He also said that drunk driving is a significant concern of the Village. The Penny Road Pub is a tavern located in unincorporated Cook County west of the Village that has a 4:00 A.M. liquor license. The Village has experienced a number of serious drunk driving accidents including some fatalities which involved tavern patrons heading east on Penny Road and Dundee Road after closing. The Village is even considering attempting to close Penny Road east of IL Route 59.

Mr. Andres stated the next step in the study process would be to develop a conceptual improvement plan for each corridor and present them to adjacent communities at an Advisory Panel meeting.

The meeting was adjourned at 11:30 A.M.

By: Robert J. Andres

Date: 8/19/96



Village of Hoffman Estates Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - Higgins Road Illinois 72

Date: March 12, 1996

Time: 10:30 p.m.

Place: Village of Hoffman Estates
Village Hall

In Attendance: Mr. Michael F. Hankey, P.E., Village of Hoffman Estates
Mr. Ron Widmar, AICP, Village of Hoffman Estates
Mr. Robert Andres, P.E., Civiltech Engineering, Inc.
Mr. Mike Spolar, P.E., Civiltech Engineering, Inc.
Ms. Mary Young, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of Hoffman Estates has had previous experience with SRAs on IL 68.

Mr. Spolar informed the Village that the limits of the SRA on Higgins Road is from Beverly Road to Plum Grove Road.

The Village informed Civiltech that JBM is preparing plans for the Cook County Highway Department for Higgins Road from Plum Grove Road to Roselle Road. The Village has a preliminary copy of the plans. The plans showed restricted access (right in-right out) at the non signalized intersections along Higgins Road.

The undeveloped Klhem property has no definite plans for improvements.

The Midlands property development will probably be a combination of residential and commercial. The access to the Midland property will depend on the location of the future Toll Plaza. Accessing Higgins Road would help alleviate traffic on Mudhank Road.

The Greenspoint Development has applied to IDOT for a signal. IDOT wants to apply the 1/4 mile SRA requirement for spacing.

The south east corner of Barrington-Higgins is being developed with restaurants. There is the potential for a ring road connecting Higgins to Barrington. There is a full median break across to the Barrington Square Mall north of Higgins. This median access break is far enough from Barrington Road to satisfy the SRA spacing requirement.

The Hoffman Estates High School / Gannon intersection is being studied to improve the geometrics and the signal timings.

The Golf-Higgins intersection will be an at grade 6 lane intersection.

The traffic at Higgins / IL Route 59 could be affected by the extension of Prairie Stone Road through Poplar Creek.

The meeting was adjourned at 11:30 a.m.

By: Michael Apolar/kmm

Date: 3/26/96

Elk Grove Village Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - IL Route 72/Higgins Road

Date: August 7, 1996

Time: 9:00 a.m.

Place: Elk Grove Village
Municipal Center

In Attendance: Mr. Alan Boffice, P.E., Elk Grove Village
Mr. Bob Andres, P.E., Civiltech Engineering, Inc.
Mr. Mike Spolar, P.E., Civiltech Engineering, Inc.
Ms. Dawn Marincic, P.E., Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. Elk Grove Village has had previous experience with SRA studies on Route 83.

Mr. Spolar began discussion with the SRA limits of Route 72 in Elk Grove Village which extends from Arlington Heights Road to Elmhurst Road. The current roadway is four lanes from Arlington Heights Road to Landmeier Road and six lanes from Landmeier Road to Elmhurst Road. The intersection of Arlington Heights is currently being reconstructed to a six lane cross section with dual left turn lanes. Route 72 was recently reconstructed to the same cross section from Landmeier Road through the Elmhurst Road intersection.

The current improvement to Arlington Heights Road will extend along Route 72 past the shopping center entrance. The improvement will provide a westbound left turn into the shopping center but will not provide a left turn from the shopping center. The frontage road along Route 72 will remain. It could possibly be extended to Stanley Street in the future.

The land use along the ROW of Route 72 is primarily industrial. There is a shopping center at the southeast corner of Arlington Heights Road and Route 72. There is single family residential development located to the east and south of the shopping center. The Village is concerned that

access be maintained at the shopping center.

The ideal cross section along Route 72 from Arlington Heights Road is six lanes with limited access.

Mr. Boffice said the Village would not be opposed to six lanes or the limited access. However, if Route 72 was widened to six lanes, the residents along Route 72 would ask for a sound barrier.

The SRA study of Route 83 performed by Meridian was discussed. Elk Grove Village supported Meridian's alternative of an Route 72 overpass. Mr. Boffice supplied Civiltech with two letters. The first letter is from the mayor to IDOT supporting the overpass and the second letter is from IDOT explaining that the intersection of Route 83 - Route 72 will be re-studied during the Route 72 SRA.

There are three undeveloped parcels along Route 72:

- 1) At Landmeier Road an industrial development is proposed with right in / right out access to Route 72.
- 2) Near Lively Boulevard an industrial development with right in / right out access
- 3) At Wildwood Road a multi-family development with right in / right out has been proposed, but IDOT Permits does not want to allow access to Route 72.

Mr. Boffice provided Civiltech with a Village Zoning Map.

Mr. Boffice was not aware of any operational problems through the forest preserve caused by the long uninterrupted stretches of barrier curb.

The meeting was adjourned at 10:00 A.M.

By: Michael Spolar
Michael Spolar

Date: _____



City of Des Plaines Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - IL Route 72 Higgins Road / Touhy Avenue

Date: August 8, 1996

Time: 9:00 a.m.

Place: City of Des Plaines
Civic Center

In Attendance: Mr. Timothy Oakley, City of Des Plaines
Mr. Mike Spolar, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. Des Plaines has had previous experience with SRA studies on US Route 12 - US Route 45 and IL Route 68.

Mr. Oakley informed Civiltech of the land use along the SRA limits of IL Route 72 in the City of Des Plaines. The land use from Elmhurst Road to Wolf Road is industrial. The land use from Wolf Road to Des Plaines River Road is mainly single family. There are scattered retail sites from Wolf Road to Des Plaines River Road. The Iroquois Junior High School is located on the corner of Maple Street and IL Route 72 and the Des Plaines Park District Lake Opeka is located at Lee Street and IL Route 72.

Mr. Oakley asked if the proposed SRA cross section would have six lanes. Ms. Marincic informed Mr. Oakley that a six lane cross section with 120'-150' right-of-way is the ideal suburban cross section for this area.

Mr. Oakley informed Civiltech that additional ROW would be required for a six lane cross section and that the City of Des Plaines would not support restricting access to adjacent properties or side streets.

The current roadway is six lanes wide from Mt. Prospect Road to Wolf Road, five lanes from Wolf Road to Lee Street, and four lanes from Lee Street to Interstate 294.

Mr. Oakley said the area from Mannheim Road to Scott Street could be redeveloped from single family to industrial use. Additionally, the trailer park located behind the Amoco Tank Farm at the northeast corner of Higgins Road - Elmhurst Road could be annexed into the City if the area was redeveloped.

Mr. Oakley informed Civiltech of the following situations:

- 1) The high volume of traffic at the intersections of Lee Street and Wolf Road causes delay during the rush hours.
- 2) The North Central will be a new commuter train line operating on the existing train tracks located parallel to Mannheim Road.
- 3) The traffic generated from the Rosemont Convention Area, located south of Touhy Avenue on Mannheim Road, requires police assisted traffic control.

Mr. Oakley supplied Civiltech with a zoning and street map.

Civiltech supplied Mr. Oakley with aerial exhibits of the existing conditions of Higgins Road - Touhy Avenue from Elmhurst Road to Interstate 294.

The meeting was adjourned at 10:00 A.M.

By: Michael Spolar

Date: 8-30-96



Village of Niles Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - Touhy Avenue

Date: August 9, 1996

Time: 10:30 a.m.

Place: Village of Niles
Village Hall

In Attendance: Mr. Teofilo L. Noriega, Jr., P.E. Village of Niles
Mr. Abe Selman, Village of Niles
Ms. Ghida S. Martorano, Village of Niles
Mr. Chris Bethel, Village of Niles
Mr. Robert Andres, Civiltech Engineering, Inc.
Mr. Mike Spolar, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of Niles has had previous experience with SRA studies on IL Route 43, IL Route 68 and Milwaukee Avenue.

Mr. Spolar began the discussion of the existing conditions along Touhy Avenue. The limits of the Touhy Avenue SRA in the Village of Niles are from Harlem Avenue to Central Avenue. The existing cross section along Touhy is four lanes. The lanes widths vary from 10 feet to 12 feet wide. There are left turn lanes at Milwaukee Avenue and Caldwell Avenue.

Mr. Noriega informed Civiltech that a new Public Service's Building would be constructed at the southeast corner of IL Route 43 (Harlem Avenue)/Touhy Avenue. The Village of Niles will provide land for a northbound right turn lane on Harlem Avenue.

Mr. Selman notified Civiltech the Village of Niles agrees with the concept of improving mobility along SRA routes but the Village does not agree with the execution of the concepts. SRA routes through the Village are also the principal business districts. Parking and access are vital to these businesses and the Village would not support any improvement measures which will harm businesses.

Mr. Noriega stated the following issues are sensitive to the Village of Niles:

- 1) Location of existing utilities
- 2) Removal of mature trees
- 3) Street Lighting
- 4) Drainage
- 5) Pedestrian Access

Mr. Andres informed Mr. Noriega the above issues probably would not be answered with this report. The SRA is a pre-planning guideline the Village could use for future redevelopment in the area.

Mr. Spolar informed the Village that a possible typical section for this area could be a five lane cross section with restricted access. Mr. Noriega said that the Village would not support any improvement in which access or parking was reduced. Mr. Noriega said that the SRA system discourages vehicles from stopping at local businesses.

Ms. Martorano informed Civiltech that Pontarelli is currently building a townhouse development at Milwaukee and Touhy.

Ms. Martorano asked if IDOT will rank the SRA routes in order of importance after the reports are finished. Mr. Andres believed IDOT is doing some type of ranking to determine which improvements are feasible.

Mr. Noriega said the area east of Lehigh could be redeveloped. He thought the Hart Road intersection could be improved with either adding turn lanes or realignment. The Hart Road intersection with Touhy could also be eliminated.

Mr. Noriega said the Circuit Court building will be demolished and there will be a new fountain located at Milwaukee and Touhy.

The following roads are state highways: Caldwell, Lehigh, and Hart (Gross Point Road)

Mr. Andres asked for development plans for the Harlem/Touhy intersection.

Civiltech supplied Mr. Noriega with aerial exhibits of the existing conditions of Touhy Avenue from Harlem Avenue to Central Avenue.

The meeting was adjourned at 11:30 A.M.

By: Michael Spolar

Date: 9/19/96



Village of Lincolnwood Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - Touhy Avenue

Date: August 13, 1996

Time: 2:00 p.m.

Place: Village of Lincolnwood
Village Hall

In Attendance: Ms. Madeleine Grant, Village of Lincolnwood
Mr. Robert Bocwinski, Village of Lincolnwood
Mr. Mike Spolar, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of Lincolnwood has had previous experience with SRAs on IL 68 and McCormick Road.

Mr. Spolar informed the Village that the limits of the SRA on Touhy Avenue terminates at Interstate 94. The Village of Lincolnwood on Touhy begins at Interstate 94. Mr. Spolar ask the Village if there are any developments in the vicinity that would affect Touhy Avenue.

Ms. Grant said the Dominics at the northeast corner of Lincoln Avenue and Touhy Avenue will be redeveloped. There will also be an ice skating ring on Cicero Avenue north of Touhy Avenue.

Ms. Grant said the following are problems associated with traffic on Touhy Avenue:

- 1) Vehicles leaving the condominium at Cicero and Touhy are restricted by the right turn traffic from northbound Cicero. There is an off ramp from Interstate 94 to Cicero Avenue just south of the Touhy Cicero intersection.
- 2) Pedestrians have a difficult time crossing Touhy Avenue because of the volume and speed of the traffic.

Ms. Grant said the Colby ITW property at Mc Cormick Avenue may be redeveloped into retail.

**ICI Meeting
Village of Lincolnwood
Page 2**

The existing land use along Touhy is a mixture of retail and residential. There are three condominiums along Touhy Avenue whose residents are primarily senior citizens.

The meeting was adjourned at 3:30 P.M.

By: Michael Spolar/ksm

Date: 8/30/96



Village of Schaumburg Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - IL Route 72 Higgins Road

Date: August 15, 1996

Time: 10:00 a.m.

Place: Village of Schaumburg
Village Hall

In Attendance: Ms. June J. Druckman, Village of Schaumburg, Transportation Engineer
Ms. Jill M. Johnston, Village of Schaumburg, Long Range Planner
Mr. Robert Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Mike Spolar, Civiltech Engineering, Inc.

Mr. Andres began the meeting by introducing the Consultant's project staff. The Village of Schaumburg has had previous experience with SRAs on IL Route 68 (Golf Road) and Roselle Road.

Mr. Spolar informed the Village that the limits of the SRA through Schaumburg on IL Route 72 begin at the east property line of the Hoffman Estates High School and extend to Evanston Street. The village limits begin again along IL Route 72 west of Plum Grove Road and continue to Interstate 290.

Mr. Spolar explained the following existing conditions:

The existing lane configuration along IL Route 72 is four (4) lanes with a ditch median west of Plum Grove Road and six (6) lanes with a barrier median east of Plum Grove Road to Interstate 290.

There is full access at all traffic signals along IL Route 72. Most side streets west of Plum Grove Road have full access with median openings to IL Route 72. There is a barrier median that restricts access to IL Route 72 from Plum Grove Road to Interstate 290.

The existing traffic volumes along IL Route 72 range from 29,000 to 60,800.

The Cook County Highway Department has prepared plans for the reconstruction of Roselle Road from Higgins Road to Commerce Drive which will include the improvement of IL Route 72 from Roselle Road to Plum Grove Road. The proposed cross section will be six (6) lanes with a barrier median. The access at most non-signalized intersection will be right-in right out.

A separate IDOT improvement project will improve the intersection of IL Route 72 and IL Route 68. The plans call for an at grade intersection with six (6) through lanes for both routes.

Ms. Druckman presented the following information to Civiltech:

The Village of Schaumburg would support restricted access along IL Route 72. The village views Higgins Road as a thoroughfare to get into and out of the village and its workplaces.

The Village would like any barrier medians to be landscaped. The Village would likely agree to be responsible for the maintenance.

The unincorporated area at the northwest corner of National Parkway and IL Route 72 could be developed with offices. This development would probably have access via Woodfield Road.

The smaller parcels located east of the IL Route 72 and IL Route 68 intersection could be redeveloped and re-subdivided into larger lots.

A traffic signal may be constructed at Grand Canyon Parkway to provide access to Damen Bank. This was discussed about a year ago but the bank did not want to participate in funding.

The Jeep car dealership west of the IL Route 72 / IL Route 68 intersection would like to move their driveway west to align with a driveway to IL Route 72 from the north. Mike Hankey from the Village of Hoffman Estates would have additional information.

Mr. Andrés asked the Village about future development at IL Route 72 and Interstate 290. Ms. Druckman said there are no definite plans for this area. This has always been an area of congestion.

Ms. Druckman asked if median access at Churchhill Road would be changed. Mr. Andres said the access at Churchhill should not change.

Ms. Johnston said the Village has several bicycle routes that cross IL Route 72. The Village would like these to be maintained. The Village is also in favor of a grade separation for the Busse Woods bicycle trail which crosses Higgins Road at I-290.

Cross access between commercial properties has been provided near Hillcrest to decrease access points to Higgins Avenue. This has caused some conflicts with having vehicles using the cross-access as a cut-through between Higgins and Golf.

Ms. Druckman said the following issues are sensitive to the Village of Schaumburg.:

Maintaining pedestrian crossings.

Providing street lighting at intersections.

Maintaining the Village's Emergency Vehicle Preemption System.

The Village supplied Civiltech with the following material:

1996 Street Map

Schaumburg Bikeways Map

Woodfield Regional Concept Plan

Triangle Sector Concept Plan

Schaumburg Bikeways Plan

The meeting was adjourned at 11:00 a.m.

By: Michael Spolar

Date: 9/19/96



Village of East Dundee Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - IL Route 72 Higgins Road / Touhy Avenue

Date: August 24, 1996

Time: 10:00 a.m.

Place: Village of East Dundee
Village Hall

In Attendance: Mr. David Smith, Village of East Dundee
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. East Dundee has had previous experience with SRA studies on IL Route 62 and IL Route 25.

Mr. Spolar stated the corporate limits of East Dundee along the SRA study area are from IL Route 25 to Healy Road. There are four (4) through lanes with left turn lanes at IL Route 25.

Mr. Smith said that there is sufficient right-of-way for a six lane cross section except at the cemetery located at the northwest corner of IL Route 25 and IL Route 72.

Mr. Smith informed Civiltech that IL Route 72 from of IL Route 25 to IL Route 68 is a problem area because of the existing lane configuration. Any improvement east of here might eventually meet backups because the narrow cross section west of here. Mr. Smith also said that there has been discussion about improving this area but it is not on the five (5) year IDOT construction plan.

Mr. Smith informed Civiltech that the 135 acre parcel of land south of IL Route 72 could be developed into a light industrial center.

The East Dundee comprehensive plan shows access points along IL Route 72 at Rock Road Drive and at a future intersection approximately one half mile west of IL Route 25 that connects with Golf View Lane from the north.

ICI Meeting
Village of East Dundee
Page 2

A gate blocks all traffic except a homeowner from using Healy Road. The road goes to Barrington Hills.

The meeting was adjourned at 10:30 A.M.

By: Michael Spolan

Date: 10-21-96



City of Park Ridge Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - Touhy Avenue

Date: August 29, 1996

Time: 3:00 p.m.

Place: City of Park Ridge
City Hall

In Attendance: Mr. Joseph A. Saccomanno, P.E., City of Park Ridge
Mr. Timothy W. Schuenke, City of Park Ridge
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff. The City of Park Ridge has had previous experience with IDOT on Touhy Avenue. Mr. Schuenke, while working for La Grange Park, has dealt with IDOT during the La Grange Road SRA.

Mr. Spolar informed the Village that the limits of the SRA through the City of Park Ridge on Touhy Avenue begin west of Dee Road and extend to Ozark Street.

Mr. Spolar explained the following existing conditions:

The existing lane configuration on Touhy Avenue at Dee Road is five lanes. There are four lanes from Rose Avenue to Prospect Avenue. There are left turn lanes at Cumberland Avenue and Prospect Avenue. There are four lanes from Prospect Avenue to Ozark Street.

There is a railroad crossing located three blocks north of the Greenwood / Touhy intersection. There is a park district facility located at the Western / Touhy intersection. There are movie theaters and a retail shopping center located at Prospect / Touhy.

Mr. Saccomanno presented the following information to Civiltech:

In 1991, Metro Engineering prepared a traffic study for the City of Park Ridge for Touhy Avenue. The report proposed a three lane cross section with left and right turn lanes at the signalized intersections.

The Prospect Avenue - Northwest Highway - Touhy Avenue intersection, locally known as Six-Corners, operates poorly. It is not known what can be done to clear the congestion at this intersection.

There is currently parking allowed on Touhy Avenue east of Park Ridge. Touhy Avenue functions as a two lane street through that area.

In 1992, IDOT proposed a five lane cross section improvement on Touhy Avenue from Dee Road to Grace Street. The City was opposed to the five lane cross section. The City Council passed a resolution banning any type of improvements along Touhy Avenue. The public opposition against the five lane cross section included the following: an improved Touhy Avenue would bring more traffic and higher speeds, a new railroad crossing at Western Avenue, fourteen mature trees would be cut down, more cut through traffic through residential neighborhoods, and a loss to pedestrian safety.

The City of Park Ridge currently maintains the traffic signals along Touhy Avenue. The existing equipment is in need of replacement. The City would be receptive to IDOT upgrading the traffic signal equipment and possibly interconnecting the signals. But any improvement would have to be presented to and accepted by the City Council.

The Johnson's grocery store near Cumberland Avenue has gone out of business and has been abandoned for the last few months. The property has the potential to be redeveloped or possibly subdivided.

Mr. Schuenke informed Civiltech that any improvement in the residential areas that increase the number of lanes or reduce access would be met with public opposition. The public perceives any improvement as a cause to increased traffic.

Mr. Schuenke said the purpose of the SRA system is long range planning for future development.

The meeting was adjourned at 3:45 p.m.

By: Michael Spolar / cmm
Michael Spolar

Date: 9/5/96



**CIVILTECH
ENGINEERING, INC.**

1250 ARLINGTON HEIGHTS ROAD • SUITE 250 • ITASCA, ILLINOIS 60143
(630) 773-3900 • FAX (630) 773-3975

Village Rosemont Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - Touhy Avenue

Date: September 26, 1996

Time: 1:00 p.m.

Place: Christopher B. Burke Engineering, LTD Office

In Attendance: Mr. Christopher Burke, Christopher B. Burke Engineering, LTD.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. Mr. Burke is the Village Engineer for the Village of Rosemont. The Village has had previous experience with SRA studies on US Route 12-45.

Mr. Spolar stated the limits of the Village along the SRA route are from Lee Street to Mannheim Road.

Mr. Burke informed Civiltech that Marriott will build a Hotel on a vacant parcel of land southwest of the intersection of Mannheim / Touhy.

Mr. Burke said the Rosemont Horizon generates large volumes of traffic. Any modifications that reduce access to Touhy would cause gridlock in the area and would not be supported by the Village.

The meeting was adjourned at 1:30 P.M.

By: Michael Spolar

Date: 10-21-96



Forest Preserve District of Cook County, Illinois
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Various Corridors

Date: October 8, 1996

Time: 9:00 a.m.

Place: Forest Preserve District of Cook County, Illinois
536 North Harlem Avenue

In Attendance: Mr. David H. Kircher, Landscape Architect, FPDCC
Mr. Paul N. Pearson Jr., Chief Construction Engineer, FPDCC
Mr. Daniel E. Weber, Real Estate and License Engineer, FPDCC
Mr. Robert Andres, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.

Mr. Andres began the meeting by giving a brief history and description of the SRA planning study process. The Forest Preserve District has had previous experience with SRA studies on various routes.

Mr. Kircher asked if any of the previous SRA's are being implemented. There has been no funding approved for implementation of the SRA's.

Corridor No. 3 - IL 72 (Higgins Avenue) & Touhy Avenue

Mr. Spolar stated the following Forest Preserve property is adjacent to this route:

Spring Creek - Healy to IL 59
Poplar Creek - Northwest Highway to Barrington Road
Busse / Ned Brown - Interstate 290 to Arlington Heights Road
Iroquois Woods - Interstate 294 to Dee Road

Mr. Pearson said that there are two (2) drives from IL Route 72 for Spring Creek. One drive with a median opening is to a gravel parking lot used for Lake Beverly and the second drive is restricted to right-in-right-out movements for the dog training area.

Mr. Kircher informed Civiltech of the Forest Preserve District's long range plan at Spring Creek to realign the dog training drive with Beverly Road. Magnum Chateau will be demolished and the parking lot for Lake Beverly will be improved. A bike trail is proposed under Higgins near the EJ&E Rail Line.

Meeting Minutes
Forest Preserve District of Cook County
Page 2

Mr. Pearson informed Civiltech that an access drive has been constructed 290 feet from the intersection of Higgins / Shoe Factory. The drive follows the alignment of Old Higgins to a parking lot for Poplar Creek.

Mr. Pearson informed Civiltech that ISTEPA funds have been allocated to extend a bike trail along Higgins from Poplar Creek to Barrington Road.

Mr. Weber informed Civiltech of the operational problems at the drive of Busse Woods east of the IL Route 53 / Higgins intersection. There are existing signs restricting left turns from the drive on holidays and weekends. At times, traffic entering the preserve area can back up on Higgins Road to the ramp from northbound IL Route 53.

At the intersection of IL Route 53 and Higgins, the Busse Woods' bike path crosses Higgins. The Busse Woods' bike paths are the most used path in the Forest Preserve system. Mr. Kircher said the Forest Preserve District has received requests for an overpass at IL Route 53 / Higgins. The Forest Preserve District has no funds to add an overpass at this location. Mr. Pearson said the new pedestrian bridge over Higgins west of Arlington Heights cost over one million dollars. However, there is still an at-grade pedestrian crossing on the south leg of Arlington Heights Road.

Mr. Weber said the Forest Preserve District prefers to minimize land acquisition by requesting small median widths and minimizing roadway cross sections.

Mr. Pearson informed Civiltech the Forest Preserve District considered closing the south drive on Higgins just west of Arlington Heights Road and constructing a new drive to align with the Oakton Street intersection on Arlington Heights Road. This relocation was not done, however, due to opposition from Elk Grove residents.

Mr. Pearson said there is one drive on both sides of Touhy for Iroquois Woods and it is difficult to exit from the south drive. The existing roadway has two through lanes in each direction with a 4' barrier median with rumble strips at the drives.

Corridor 5 - IL Route 59

Mr. Andres stated there should be limited additional right-of-way required for this route. The recommended improvement will have four (4) through lanes primarily with enclosed drainage.

Mr. Kircher said there are no improvements planned at this time for Crabtree Forest Preserve. However, there is a bike route in the planning process to connect Spring Creek to Crabtree.

Mr. Andres informed Mr. Kircher that the Khlemm property will be developed and will be annexed by South Barrington. Mr. Kircher said this property has been considered and is a good location for a bike path.

Corridor 11 - IL Route 19 (Irving Park Road)

Mr. Kircher said the Indian Boundary Division is a heavily used preserve. The "Fountain of Youth" water well is a popular destination. There is also a multi-use path proposed to connect paths in Lake County to paths in Maywood. The crossing at Irving Park would be beneath the existing bridge over

the Des Plaines River. However, there may be some problems with the floodway.

Mr. Andres asked if there are any operational problems at the entrances to these groves and if turn bays are necessary. Mr. Kircher said turn lanes would be desirable, however, the District has no money to construct them.

Mr. Andres asked if the Forest Preserve District would support consolidating drives and if the Forest Preserve District would approve the recommended changes. Mr. Kircher would not be opposed to consolidating drives but would only go as far to say the Forest Preserve District would look at the recommended SRA improvement and inform the consultant of their opinion.

Corridor 2 - IL 1 (Halsted Avenue)

Mr. Kircher said there is a long range plan for a bike trail through Halsted - Wilson Woods. Chicago Heights would connect to this trail with another 2 mile trail. The county is also looking at some abandoned railroad tracks to continue this path.

The Forest Preserve District of Cook County supplied Civiltech with the following maps:

- Recreational Facilities Map
- Thorn Creek Division Picnic Areas and Trail Map
- Indian Boundary Division Picnic Areas and Trail Map
- Ned Brown Preserve / Busse Lake

The meeting was adjourned at 10:00 a.m.

By: Dawn R Mounce

Date: 12-5-96



Village of Skokie Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 3 - Touhy Avenue

Date: October 30, 1996

Time: 2:00 p.m.

Place: Village of Skokie
Village Hall

In Attendance: Mr. Eddy H. Nakai, P.E., Village of Skokie, Municipal Engineer
Mr. Dennis York, Village of Skokie, Director of Public Works
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Michael Spolar, Civiltech Engineering, Inc.

Ms. Marincic began the meeting by introducing the Consultant's project staff and giving a brief history and description of the SRA planning study process. The Village of Skokie has had previous experience with SRAs on IL 68 and McCormick Road.

Mr. Nakai said there is no room to expand the existing roadway either within or adjacent to the existing R.O.W. The land use along Touhy Avenue is both retail and residential. The land adjacent to the R.O.W. is pretty well developed.

Mr. Spolar said the limit of Touhy Avenue in the Village is from Central Avenue to the I-94 interchange. The existing lanes are 11 feet wide. There are left turn lanes at all signalized intersections and right turn lanes at Central, Shopping Center, and Carpenter.

Mr. Spolar said the goal of the SRA study is to improve the mobility of traffic. There are five (5) signalized intersections on Touhy Avenue from Central Avenue to La Claire Avenue. Interconnecting the traffic signals could improve mobility.

Mr. Nakai said the Village would be in favor of the interconnection of the traffic signals.

Mr. Nakai said there will be a nursing home built at the north west corner of the I-94 interchange.

The meeting was adjourned at 2:45 P.M.

By: Dawn R Marincic
Date: 11-14-96

First Advisory Panel Meeting Minutes



MINUTES OF MEETING

Subject: Strategic Regional Arterial
IL Route 72 (Higgins Road/Touhy Avenue)
Advisory Panel Meeting

Date: October 19, 1998

Time: 9:00 A.M.

Place: Prairie Center for Performing Arts
Schaumburg, Illinois

In Attendance: See attached list

The purpose of this meeting was to discuss the proposed recommendations for the IL Route 72 corridor which extends from IL Route 25 on the west to I-94 on the east. This meeting concentrated on the first three segments (IL Route 25 to Arlington Heights Road). The general scope of the SRA study and specific recommendations included in the concept plan were presented. Following is a summary of comments made at the meeting:

• **Segment 1 - IL Route 25 to Barrington Road**

- Exhibit C-2 - It was noted that a future access was shown opposite Rock Road Drive for the parcel of land south of IL Route 72.
- Exhibit C-6 - Mr. Andres explained that there currently is a lot of cut-through traffic on Mundhank Road which, based on input from the ICI meeting, the Village of South Barrington would like to discourage. The recommendation to discourage this cut-through traffic would be to provide an extension of Midlands Drive which presently connects to Barrington Road but then dead ends. Mr. Trego noted that the Village would not want a direct link between Barrington Road and Higgins Road. The Village would not support a connection unless there was a benefit to the connection. The Michalotti (sp?) property would likely be annexed to the Village but there are no concepts yet as to how it will be developed. It was noted that Midlands Drive is now named Studio Drive and that it is a private roadway.
- Exhibit C-7 - The proposed lane configuration at Barrington Road/IL Route 72 should be checked for conformance with what is being recommended in the Project Development Report for the improvement of that intersection. It was also noted that the signal at Greenspoint Parkway is presently under construction.

• **Segment 2 - Barrington Road to I-290**

- Exhibits C-7 through C-13 - It was noted that Schaumburg has requested that IDOT provide a landscaped median throughout their Village limits and that they have agreed to maintain the median.
- Exhibit C-10 - It was questioned whether we address the necessary rerouting of traffic required when a street is changed from full access to right-in/right-out. Mr. Andres responded that this is addressed during the Phase I study.
- Exhibit C-12 - The Village of Schaumburg noted that there is a proposed right-in/right-out driveway between Plum Grove Road and National Parkway. It was also noted that the Martingale Road intersection will be under construction next year. An eastbound to southbound right turn lane and a dual northbound left turn lane will be added to the intersection.

• **Segment 3 - I-290 to Arlington Heights Road**

- Exhibit C-13 - It was noted that the Cook County Forest Preserve District is pursuing funding for a pedestrian/bikeway overpass crossing I-290. This may put a much lower priority on the potential overpass shown crossing IL Route 72 east of I-290. Since the SRA is a 2020 planning document, it was agreed to leave the one across IL Route 72. The concept plans will also be sent to the Forest Preserve District for their review.

It was requested that communities submit any major comments in writing within three weeks. Minor comments can be given directly to Civiltech. The meeting was adjourned at 10:00 a.m.

By: Kathy Meyerhood
Date: 10/29/98

ATTENDANCE ROSTER

Project Description: SRA Subset #5 - IL Route 72 (Higgins/Touhy)

Meeting Location : Prairie Center for Performing Arts - Schaumburg

Date : 10/19/98 **Time:** 9:00 AM PM

NAME :(Please Print)	REPRESENTING:	PHONE :
Kathy Meyerkord	Civiltech	630/773-3900
Jim Woods	CIVILTECH	"
Bob Andres	"	"
LISA HEAVEN-BAUM	IDOT	847-705-4567
Ed Wilson	IDOT PD	847-705-4082
June Druckman	Schaumburg	847-895-0007 (445)
Michael Hawkey	Hoffman Estates	781-2635
KEVIN BISCHEL	HOFFMAN ESTATES	882-9100
Jay Burnett	KANE COUNTY	888-2444
CARL SCHOEDEL	KANE COUNTY COUNCIL OF MAYORS	630 584 1170
Joyce Stenzel	Village of Schaumburg	(847) 895-0007 (427)
STEVE LESAK	Village of South Barr	(847) 870-9742
Bruce Trago	Village of South Barr.	847-381-7510
RICH STARR	IDOT	847-705-4095



MINUTES OF MEETING

Subject: Strategic Regional Arterial
IL Route 72 (Higgins Road/Touhy Avenue)
Advisory Panel Meeting

Date: October 19, 1998

Time: 2:00 P.M.

Place: Niles Village Hall

In Attendance: See attached list

The purpose of this meeting was to discuss the proposed recommendations for the IL Route 72 corridor which extends from IL Route 25 on the west to I-94 on the east. This meeting concentrated on Segments 3 through 7 (Arlington Heights Road to I-94). The general scope of the SRA study and specific recommendations included in the concept plan were presented. Following is a summary of comments made at the meeting:

- **Segment 4 - Arlington Heights Road to I-294**

- Ms. Pye questioned whether constructing a full-access interchange at Elmhurst Road would help the Oakton/Busse/Touhy intersection. Mr. Andres replied that our studies did not go into enough detail to address that issue. The traffic reassignments completed to develop the grade-separation alternate presented were based on general knowledge of patterns in the area. More detailed origin-destination studies would need to be performed to verify the assumptions made. Ms. Pye noted that the Village would give feedback on the alternate proposed for the Oakton/Busse/Touhy improvement.
- Mr. Kaszuba questioned whose jurisdiction Mt. Prospect Road was south of Touhy. No answer was available.

- **Segment 5 - I-294 to Harlem Avenue**

- Exhibit C-25 and C-26 - A concern was raised about where the on-street parking which is proposed to be removed would be replaced. It was noted that this would have to be studied as part a the Phase I study. It was also noted that throughout much of this segment, the utilities are at the back of curb because of restricted right-of-way. Again, this would be addressed in further detail in a Phase I study.

- **Segment 6 - Harlem Avenue to Lehigh Avenue**
 - Exhibit C-25 - It was questioned whether the right-of-way was shown correctly at the southwest corner of IL Route 21 and Touhy Avenue. Mr. Pilat will verify.
 - Exhibit C-26 - Mr. Ziegler noted that there is an existing traffic signal at the Meade/Touhy intersection.

- **Segment 7 - Lehigh Avenue to I-94**
 - Mr. Bocwinski questioned whether the barrier medians could be landscaped. Mr. Starr noted that they could if the village agrees to maintain them.
 - Exhibit C-27 - It was noted that the A.B. Dick property is being redeveloped. The Village of Niles will send a site plan when it is completed.
 - Mr. Bocwinski questioned why the SRA does not continue to McCormick Road. Mr. Starr replied that the limits were determined during the early studies and he could not recall the exact reason. Mr. Bocwinski then noted that the Village of Lincolnwood would most likely not want it extended.

It was requested that communities submit any major comments in writing to IDOT by November 9, 1998. Minor comments can be given directly to Civiltech.

By:

Kathy Meyers

Date:

10/29/98

ATTENDANCE ROSTER

Project Description: SRA Subset #5 - Corridor 3 IL Route 72 (Higgins/Tracy)

Meeting Location : Niles Village Hall

Date : 10/19/98 **Time:** 2 AM PM

NAME :(Please Print)	REPRESENTING:	PHONE :
Kathy Meyerkord	CivilTech	630/773-3900
Jim Woods	CIVILTECH	"
Bob Andres	Civiltech Engineering	"
Fred Schattner	Village of Stokie	847-933-8232
Mary Jo Pye	Elk Grove Village	847-357-4230
LISA HEAVEN-BAUM	IDOT	847-705-4507
David C Seglin	NUMC	847-296-9200
RICH STARR	IDOT	847-705-4095
ROBERT PILAT	NILES	847-588-7926
AND SELMAI	NILES	847-383-8002
JUAN L. HORIEGA	NILES	847-588-7901
MIKE ZIEGLER	CBBEL/ROSEMONT	847- 823 -0500
LARRY KASZUBA	DES PLAINES	847 391 5390
Bob Bocwinski	Lincolnwood	847-673-1540

Second Advisory Panel Meeting Minutes



MINUTES OF MEETING

Subject: Strategic Regional Arterial
IL Route 72 (Higgins Road/Touhy Avenue)
2nd Advisory Panel Meeting

Date: June 25, 1999

Time: 9:00 A.M.

Place: Prairie Center for the Arts
Schaumburg, Illinois

In Attendance: See attached list

The purpose of this meeting was to discuss the draft SRA report which had been sent to each of the panel members for review prior to the meeting. Following is a summary of comments made by the Village of Schaumburg at the meeting. None of the other attendees had comments.

- The Village is concerned with the median closure shown at Lexington Drive on Exhibit C-12. Lexington Drive is used by residents of the subdivision on the south side for access to and from Higgins Road. The median opening is also used to access Patrick Cadillac which is located on the north side of Higgins Road. There are no existing left turn lanes in the center median for either Lexington Drive or the Cadillac dealer. The Village would like to see those left turn lanes installed as part of a median rehabilitation project scheduled in about 2 years but is concerned that the median opening may be completely closed if closure is recommended in the SRA report. Two Village trustees live in the subdivision and the Village anticipates that they will attend the Public Hearing to express their concern over the closure.

The need for dual left turn lanes at Mall Drive was also discussed. Ms. Druckman stated that the Village had investigated this when they reconstructed Mall Drive recently and determined that, in order to provide adequate receptor width, the right-of-way impacts along Mall Drive would be extensive. Civiltech will look at the existing median width and see if left turn lanes could be provided and will also look at the future median configuration. If a decision has been made before the Public Hearing, the Village will be notified. It was noted that Schaumburg has existing topo in CAD if we require more detailed information than the aeriels.

- It was noted that the improvement at Martingale was let in June and construction will start shortly.

Minutes of 2nd Advisory Panel Meeting
Corridor 3 - IL Route 72
Page 2 of 2

- On Exhibit C-9, the Village questioned that only a left turn lane for eastbound Higgins Road had been shown for the median opening west of Churchill Road. Ms. Druckman noted that the car dealership located on the south side was constructing a new building adjacent to Higgins Road at this location.
- The Village's policy is to construct sidewalks within the right-of-way along Higgins Road as properties redevelop. They would like sidewalks shown in the proposed typical cross section for Segment 2.

The meeting was adjourned at 9:30 a.m.

By: Kathy Meyers
Date: 6/29/99



MINUTES OF MEETING

Subject: Strategic Regional Arterial
IL Route 72 (Higgins Road/Touhy Avenue)
2nd Advisory Panel Meeting

Date: June 25, 1999

Time: 2:00 P.M.

Place: Niles Village Hall

In Attendance: See attached list

The purpose of this meeting was to discuss the draft SRA report which had been sent to each of the panel members for review prior to the meeting. Following is a summary of comments made at the meeting.

City of Park Ridge

- The City is reviewing the concept shown in the draft report. They had passed an ordinance in 1992 opposing any widening along Touhy Avenue but, since there are new people on the Council now, they will review the ordinance. Comments will be submitted within the 30-day comment period after the Public Hearings.
- Mr. Ellstrand questioned whether the recommendations shown in the report would be constructed as a single project. It was noted that none of the recommendations are currently funded and that they would likely be broken into projects with about the same limits as the segments shown in the report. Since the process from beginning of Phase I studies to start of construction can take 6 to 7 years, these improvements will not be constructed in the near future.

Village of Niles

- The Village is concerned over the location of their utilities if these improvements are constructed. They have no room to relocate. They have been requiring the dedication of additional right-of-way as properties are redeveloped.
- The Village wants any roadway improvements to include construction of a separate storm sewer system rather than using the Village's existing combined sewer system. With the combined sewers in much of the Village, there are flooding problems during heavy rains.

Minutes of 2nd Advisory Panel Meeting
Corridor 3 - IL Route 72
Page 2 of 2

- In some areas, the right-of-way acquisition shown will result in the loss of parking since the properties have parking in front of their buildings. The Village would like to see replacement parking included with any roadway improvements that affect off-street parking.
- The Village would like to see bus turnouts shown along Touhy Avenue. They would like exact locations depicted on the recommended plan rather than the blanket statement included in the report.
- The Village noted that the sidewalk on the north side of the bridge over the North Branch of the Chicago River is narrow and that it is used by bicyclists on the Forest Preserve District bike trail. They would like to see a wider sidewalk provided. Construction of a separate structure was also suggested as possibly a lower cost alternate.
- The Harts Road/Gross Point/Touhy intersection should be studied. An improved angle of intersection with Touhy Avenue and construction of left turn lanes are needed.
- The Village would like streetscape improvements, including possible burying of overhead utilities, to be considered in conjunction with the recommended improvements.

The meeting adjourned at 2:50 p.m.

By: Kathy Meynord
Date: 6/28/99

Public Hearing Record

**Illinois Department of Transportation
PUBLIC HEARING**

You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning Illinois Route 72 (Higgins Road) and Touhy Avenue from Illinois 25 to Interstate Route 94

Thursday, July 1, 1999
2:00 p.m. to 7:00 p.m.
Niles Family Fitness Center
987 Civic Center Drive
Niles, Illinois

Wednesday, July 7, 1999
2:00 p.m. to 7:00 p.m.
Hoffman Estates Village Hall
1900 Hassell Road
Hoffman Estates, Illinois

Purpose of the Hearing:

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System.
- To obtain public input.

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096
Attn: Rich Starr

PUBLIC HEARING REGISTER

Project: IL ROUTE 72 & TOUHY AVE. FROM IL 25 TO I-94

Location: Niles Family Fitness Center **Date:** 7/1/99

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

P
L
E
A
S
E
P
R
I
N
T

	Name	Address	Representing
1	Tim Oakley	1420 Miner St. Des Plaines, IL Zip 60016	Self _____ Other City of Des Plaines
2	Fred Schattner	Village of Shore 5127 Oakton St Shore, IL Zip 60077	Self _____ Other
3	Dennis York	Village of Skokie 9050 Gross Pt Rd Skokie, IL Zip 60077	Self _____ Other Village -
4	Dan Kasten	Foran & Schultz 30 N LaSalle St Chicago, IL Zip 60602	Self _____ Other <input checked="" type="checkbox"/>
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

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
ILLINOIS ROUTE 72 (HIGGINS ROAD) AND)
TOUHY AVENUE FROM ILLINOIS ROUTE 25)
TO INTERSTATE ROUTE 94 IN EASTERN KANE)
AND COOK COUNTY)

NILES, ILLINOIS, 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 Niles Family Fitness Center, 987 Civic
Center Drive, Niles, Illinois, on Thursday, the 1st day of
July, A. D. 1999, between the hours of 2:00 P. M. and
7:00 P. M.

STATE OF ILLINOIS)
) SS
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary
Public in and for the County of DuPage, State of Illinois,
do hereby certify that between the hours of 2:00 P. M. and
7:00 P. M., on Thursday, the 1st day of July, A. D. 1999, at
the Niles Family Fitness Center, 987 Civic Center Drive,
Niles, Illinois, no comments were requested to be reported
at the public hearing of the above-captioned SRA
segment.

IN TESTIMONY WHEREOF I have hereunto set
my hand and affix my notarial seal this 15th day of July,
A. D. 1999.

Joan M. Kenny

Notary Public



PUBLIC HEARING REGISTER

Project: IL ROUTE 72 & TOUHY AVENUE FROM IL 25 TO I-94

Location: HOFFMAN EST. VILLAGE HALL

Date: 7/7/99

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

P
L
E
A
S
E
P
R
I
N
T

	Name	Address	Representing
1	HOWARD STONE	55 F. MONROE CHICAGO, ILL. Zip 60608	Self _____ Other _____
2	MARTY STILWELL	526 WALL DRIVE SCHAUMBURG IL Zip 60173	Self _____ Other <u>Patrol Dealer Group</u>
3	MICHAEL HANKEY	1900 HASSELL ROAD VILLAGE OF HOFFMAN ESTATE Zip 60195	Self _____ Other <u>VHE</u>
4	ROY ERIKSON	417 S. HOVEY ST BARRINGTON Zip 60010	Self <input checked="" type="checkbox"/> Other _____
5	Ron Widman	1900 HASSELL RD VIL Hoffman Estate Zip _____	Self _____ Other <u>VHE</u>
6	Pete Gugliotta	1900 Hassell Rd. VOHE Zip _____	Self _____ Other <u>VOHE</u>
7	Jane Drackman	101 Schaumburg Ct Schaumburg #91 Zip 60194	Self _____ Other <u>Village of Schaumburg</u>
8	Steve Kulin	1700 Fayette Walk HOFFMAN ESTATES Zip 60195	Self _____ Other <u>PDOT</u>
9	George Dunham	212 W. WILSON ST Schaumburg Zip 60173	Self <u>X</u> Other _____
10	Lorraine Gruninger	506 Columbus Cir Schaumburg 60173 Zip	Self _____ Other _____
11	Robert Gruninger	506 Columbus Cir #7 Schaumburg IL Zip 60173	Self _____ Other _____
12	KEVIN BISCHEL	1900 HASSELL HOFFMAN ESTATES IL Zip 60195	Self _____ Other <u>VOHE</u>

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
ILLINOIS ROUTE 72 (HIGGINS ROAD) AND)
TOUHY AVENUE FROM ILLINOIS ROUTE 25)
TO INTERSTATE ROUTE 94 IN EASTERN KANE)
AND COOK COUNTY)

HOFFMAN ESTATES, ILLINOIS, 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 Hoffman Estates Village Hall, 1900 Hassell
Road, Hoffman Estates, Illinois, on Wednesday, the 7th day
of July, A. D. 1999, between the hours at 2:00 P.M. and
7:00 P.M.

MARTIN STILWELL: My name is Martin Stilwell.

I am Vice-President of the Patrick Dealer Group. I am here representing the Patrick Dealer Group, 526 Mall Drive, Schaumburg 60173.

We want to object very strenuously. The entrance that we have to our business is actually just west of the Mall Drive intersection with Higgins Road and it goes into our property to the south. And, basically, that has been accessible from either direction.

That driveway has been accessible from either direction for the last thirty years and it is key to our business. That is our only entrance on Higgins Road.

Furthermore, we have a Volvo dealership that is under construction there. And that is the only entrance to the Volvo dealership and we believe that it will have a very negative effect on our business to limit the entrance to our dealership from one direction only.

I would guess that we would probably lose 30 percent of our business as a result of it, which basically in a very low margin business, that the dealership business is, and would be devastating to our business.

I think we should cover the fact that the left turn on Mall Drive won't accommodate the entrance to that

business because that is the Cadillac dealership and our customers would have to go through our Service parking in order to get to the Volvo dealership.

So this really -- that entrance really will be the exclusive entrance of the Volvo dealership and we need to keep it accessible from both directions. It is key to our business.

GEORGE DUNHAM: George Dunham, D-u-n-h-a-m.
My address is 212 Woburn, W-o-b-u-r-n, Lane, Schaumburg
60173.

My phone number is 847 330-0022 during the day.
I am self-employed. I am also a Village Trustee in
Schaumburg, but I am here today as a resident of a
subdivision called Lexington Fields South that adjoins
Lexington Fields Estates, which is contiguous to Route 72.

And I am here to ask that IDOT not close the
median on Route 72 at Lexington Drive. This is a major point
of ingress and egress for, not only residents of Lexington
Fields Estates, but also Lexington Fields South.

And even though the access is very narrow and
there is presently no storage for cars turning from westbound

72 into southbound Lexington Drive, most of the people, who use that frequently, have learned how to do it, learned how to get across that intersection safely.

And it would be a -- I believe it would seriously impede getting in and getting out without providing a corresponding benefit to traffic flow on Route 72.

I believe that there are three options that are being considered. One of the options, Option 3, is the one that I would like to see IDOT provide, which would be a small amount of storage for cars traveling west on 72 to turn south on Lexington and cars traveling east on 72 to turn left into the Patrick Motors facility.

We have learned to live with it as it is. I have lived in that neighborhood for over twenty years and I feel that it would be detrimental to those living in these two neighborhood to close the median. Therefore, I ask IDOT not to do that.

That is all I have to say.

ROBERT CUMMINGS: My name is Robert Cummings. I live at 506 Columbine Circle in Schaumburg, Illinois, at the corner of Higgins and Meacham.

We have lived there for thirty-two years and seen the growth of the area and the highway system. Our suggestion on Higgins Road, especially east of Illinois 53/290, would be to put in some turn-offs in the Busse Woods area because cars stalled in there or accidents or breakdowns bottleneck and tie up the traffic. And with a high barrier curb there is no place to pull off in those situations.

It should not cost much to do that without disturbing the traffic or setting up a system of safety, which would be for the public good. That would be my suggestion.

Where we live at the corner of Higgins and Meacham we also think that IDOT should clean out the ditch along Higgins on the south side and east of Meacham with a backhoe shovel, which is clogging up and backing up water into the properties immediately along Higgins because of the bullrushes and the sludge and the dirt that is collecting there. And the water drains from Higgins Road through a tunnel system and out into the ditch but doesn't flow east in heavy rains like it should.

And if that was cleaned out -- it was done once about five years ago. It should be done periodically, so that the flow of water eastward to the Busse Woods impoundment

would be much better and help everything.

We have lakes that form in our backyards now because of the sludge and backup in that ditch.

End of suggestion.

(WHICH were all of the comments made at the above-captioned public hearing.)

Project Correspondence



Village Hall
P.O. Box 309
5127 Oakton Street
Skokie, Illinois 60077

Phone (847) 673-0500
Fax (847) 673-0525
www.skokie.org

Council-Manager Government
Mayor George Van Dusen
Clerk Marlene Williams
Trustees Manly R. Croft
Robert S. Fritzhall
Michael A. Gelder
Frank G. McCabe
Donald P. Perille
Harry C. Piper
Counsel Barbara M Meyer
Manager Albert J. Rigoni

Awards and Distinctions
Commission on Accreditation for
Law Enforcement Agencies (CALEA)
Fitch ICBA Aaa Financial Bond Rating
Government Finance Officers
Association Budget Award
Government Finance Officers
Association Certificate of Achievement
for Excellence in Financial Reporting
Insurance Services Office (ISO)
Class One Fire Department
State of Illinois Certified
Health Department

Village of Skokie

Engineering Division

May 7, 1999

Mr. John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Mr. Rich Starr
Highway Systems Engineer

Re: **Strategic Regional Arterial Study**
Illinois Route 72 (Higgins Road/Touhy Avenue)
Segment 7 (Village of Skokie)

Gentlemen:

I received your response of 3-1-99 (copy attached) to the Village of Skokie concerns regarding the subject SRA Study and appreciated the comments. I wish to finalize the exchange of information regarding this review, and following is this information.

The points to make are identified per Comment:

Comment 1 - We do request the SRA exhibits be revised to reflect this relocated traffic signal and driveway but understand that in doing so no way implies that the State has agreed to participate financially in the cost for design and construction of the work on private property. For informational purposes, we developed a plan redesigning the shopping center's internal parking lot and the net loss of parking spaces is 34 and the shopping centers total of 3758 parking spaces has a surplus over the requirement.

Comment 2 - I appreciate the response that an opportunity at a later date will be presented to address the concerns of the property owners.

Again, thank you for your response to the Village of Skokie's issues.

Very truly yours,

Frederick G. Schattner
Traffic Engineer

FGS/rme

CC: D. S. York
E. H. Nakai
Mrs. Kathy Meyerkord, Civiltech Engineering, Inc.

RECEIVED

MAY 13 1999

Civiltech Engineering, Inc.



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

March 1, 1999

Mr. Frederick Schattner
Traffic Engineer
Village of Skokie
P.O. Box 309
Skokie, IL 60077

Dear Mr. Schattner:

This letter responds to comments made in your letter dated November 6, 1998 regarding the Illinois Route 72 Strategic Regional Arterial (SRA) Study. Following is our response to your comments:

Comment 1- We have reviewed your recommendation on relocating the traffic signal from the Village Crossings Shopping Center driveway to Linder Avenue. We concur that the relocation would benefit the businesses located in the Southwest Industrial District along Linder Avenue. However, providing an adequate driveway into the shopping center would result in the loss of 60 to 70 parking spaces and would require extensive work within the parking lot to revise circulation. The SRA exhibits can be revised to reflect this relocated traffic signal and driveway but including this in the SRA plan in no way implies that the State has agreed to participate financially in the cost for design or construction of this modification.

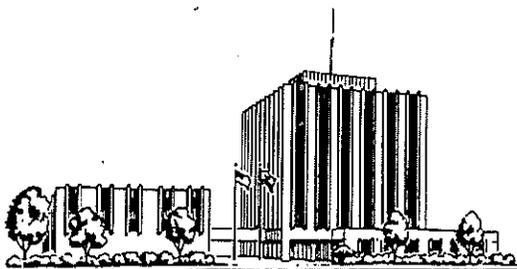
Comment 2 - The SRA Study is a pre-Phase I study which develops conceptual improvement recommendations. A complete Phase I study would be required before an improvement could be constructed in the area. That study would further evaluate the impact of the recommended cross section on the adjacent residents and businesses and would involve public meetings/hearings at which the concerns of the property owners can be addressed.

If you have any questions or need additional information, please contact me or Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

John P. Kos, P.E.
District Engineer

By: 
Patrick J. Pechnick, P.E.
Bureau Chief of Programming



RECEIVED

NOV 02 1998

LAND ACQUISITION

CITY OF DES PLAINES

1420 MINER/NORTHWEST HIGHWAY ■ DES PLAINES, ILLINOIS 60016-4498 ■ (847)391-5300

October 27, 1998

Ref # 98441

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Bureau of Programming
Mr. Richard Starr

Reference: **Comments re: Design Presentation**
Illinois Route 72/Higgins/Touhy
City of Des Plaines

The City of Des Plaines attended the Advisory Panel Meeting for the above captioned project held October 19, 1998 at the Village of Niles. Thanks to all concerned for a straightforward presentation.

Pursuant to the request for comments, we offer the following:

We concur with the width recommendations given in the Recommended Plans, but we do not agree with limiting access with a barrier median at any area, driveways or local streets, between Mount Prospect Road and I-294. We would prefer mountable medians be provided at all areas in the City of Des Plaines.

Significant delays occur at the signalized intersection of Touhy with US 12/45 during peak periods. We recommend that this intersection be analyzed and alternatives be recommended to alleviate the congestion.

These comments are consistent with those made by the City on August 8, 1996 and included in the Design Concept presentation..

Very truly yours,

Larry Kaszuba
Sr. Civil Engineer

LK/lk

cc: David Seglin, NWMC



Council-Manager Government

Mayor Jacqueline Gorell
Clerk Marlene Williams
Trustees Robert S. Fritzshall
Michael A. Gelder
Frank G. McCabe
Donald P. Perille
Harry C. Piper
George Van Dusen
Counsel Barbara M. Meyer
Manager Albert J. Rigoni

Village of Skokie

P.O. Box 309 • 5127 Oakton St. • Skokie, Ill. 60077 • (847) 673-0500
FAX 673-0525



Engineering Division

RECEIVED

NOV 20 1998

Civiltech Engineering, Inc.

November 6, 1998

Mrs. Kathy Meyerkord
Civiltech Engineering, Inc.
500 Park Boulevard, Suite 250
Itasca, Illinois 60143-1297

Re: **Strategic Regional Arterial
Illinois Route 72 (Higgins Road/Touhy Avenue)
Segment 7 (Village of Skokie)
Comments on 10-19-98 Alternatives/Design
Concept Presented at Advisory Panel Meeting**

Dear Mrs. Meyerkord,

Per your request, I have reviewed the materials distributed and discussed at the 10-19-98 Advisory Panel Meeting on the subject matter. The Village of Skokie has two (2) major comments to present to you regarding the proposed Strategic Regional Arterial (SRA) for Touhy Avenue and the Section of Segment 7 within the Village of Skokie. Following is this information.

The comments pertaining to a traffic signal location west of Niles Center Road and the proposed 4' widening between Laramie Avenue and Lavergne Avenue.

**Comment 1 Proposed Traffic Signal Relocation from
Private Driveway West 300' to Linder Avenue**

An existing traffic signal is located on Touhy Avenue 0.1 miles west of Niles Center Road which serves two (2) private driveways (north and south). It is requested that this SRA study and comment on the request to relocate this traffic signal 300' west to a public street, Linder Avenue.

Attached is an aerial drawing of this area depicting this proposed traffic signal relocation. Reasons include:

Mrs. Kathy Meyerkord
November 6, 1998
Page Two

1. Linder Avenue functions as a collector street in this Southwest Industrial District. Its ADT is 2,750 and it is currently unsignalized at its intersection with Touhy Avenue and complaints are received. Attached are collision diagrams of the Touhy Avenue/Linder Avenue intersection and the signalized Touhy Avenue/private driveway intersection.
2. The private driveway to the north has been partially fenced off and its benefit to a number of private businesses is minimal and negatively impacted.
3. The numerous businesses which feed into Linder Avenue and Fargo Avenue experience conflicts and delays at the Linder Avenue/Touhy Avenue unsignalized intersection. There are a significant number of more businesses who would benefit from the use of a traffic signal at Linder Avenue than its present location. The internal driveway system inside Village Crossing would have to be modified to align up opposite Linder Avenue if so desired. However, there are no building conflicts with this. Also, businesses utilizing the existing traffic signal can have access to Linder Avenue via rear shared driveways.

Benefits include:

1. Improved Access Management with the many businesses who feed into Linder Avenue now can enter Touhy Avenue via a traffic signal.
2. Improved safety with the Touhy Avenue/Linder Avenue being signalized.
3. Due to the heavy eastbound left turn movement at Touhy Avenue/Niles Center Road, there will be available increased left turn storage room due to the relocation of the traffic signal 300' west.
4. If Touhy Avenue becomes an SRA, the Linder Avenue intersection will experience additional conflicts, delays, etc., if not signalized. This proposed relocation will benefit the operation of Linder Avenue and the Southwest Industrial District which feeds into it.
5. Touhy Avenue (SRA route) will benefit with improved thru traffic flow and reduced conflict. The barrier median can be extended west to Linder Avenue between Lincoln Avenue and Niles Center road.

Please incorporate this proposed traffic signal relocation into the study of this section of Touhy Avenue.

Mrs. Kathy Meyerkord
November 6, 1998
Page Three

Comment 2 Proposed 4' widening on the south side between
Laramie Avenue and Lavergne Avenue

The section of Touhy Avenue between Laramie Avenue and LeClaire Avenue is zoned Single Family Residential, has front yards and has some driveways serving the residents. The section of Touhy Avenue between LeClaire Avenue and Lavergne Avenue is zoned Business and has 3 gas stations with pump islands. A 4' grass parkway does not exist in this area. Prior to the Village of Skokie concurring with this 4' proposed widening, actual impact to the residents and the businesses and needed changes to on site of these properties must be presented and shown to be in a not an adverse impact category for the Village to concur.

I appreciate the opportunity to comment on the proposed Alternatives/Design concept for the subject SRA. Please review the Village of Skokie's two (2) comments and proceed as requested. Please contact me if there are any questions or if further information/data is needed.

Very truly yours,



Frederick G. Schattner
Traffic Engineer

FGS/rme

Enclosures

CC: P. W. Peyer
W. C. Hanson
D. S. York
E. H. Nakai
Mr. Rich Starr, IDOT

NORTH

INDUSTRIAL DISTRICT

LINDER AVENUE

PROPOSED TRAFFIC SIGNAL RELOCATION

NEW TRAFFIC SIGNAL

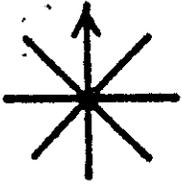
REMOVE TRAFFIC SIGNAL

TOUHY AVENUE

PROPOSED TRAFFIC SIGNAL RELOCATION

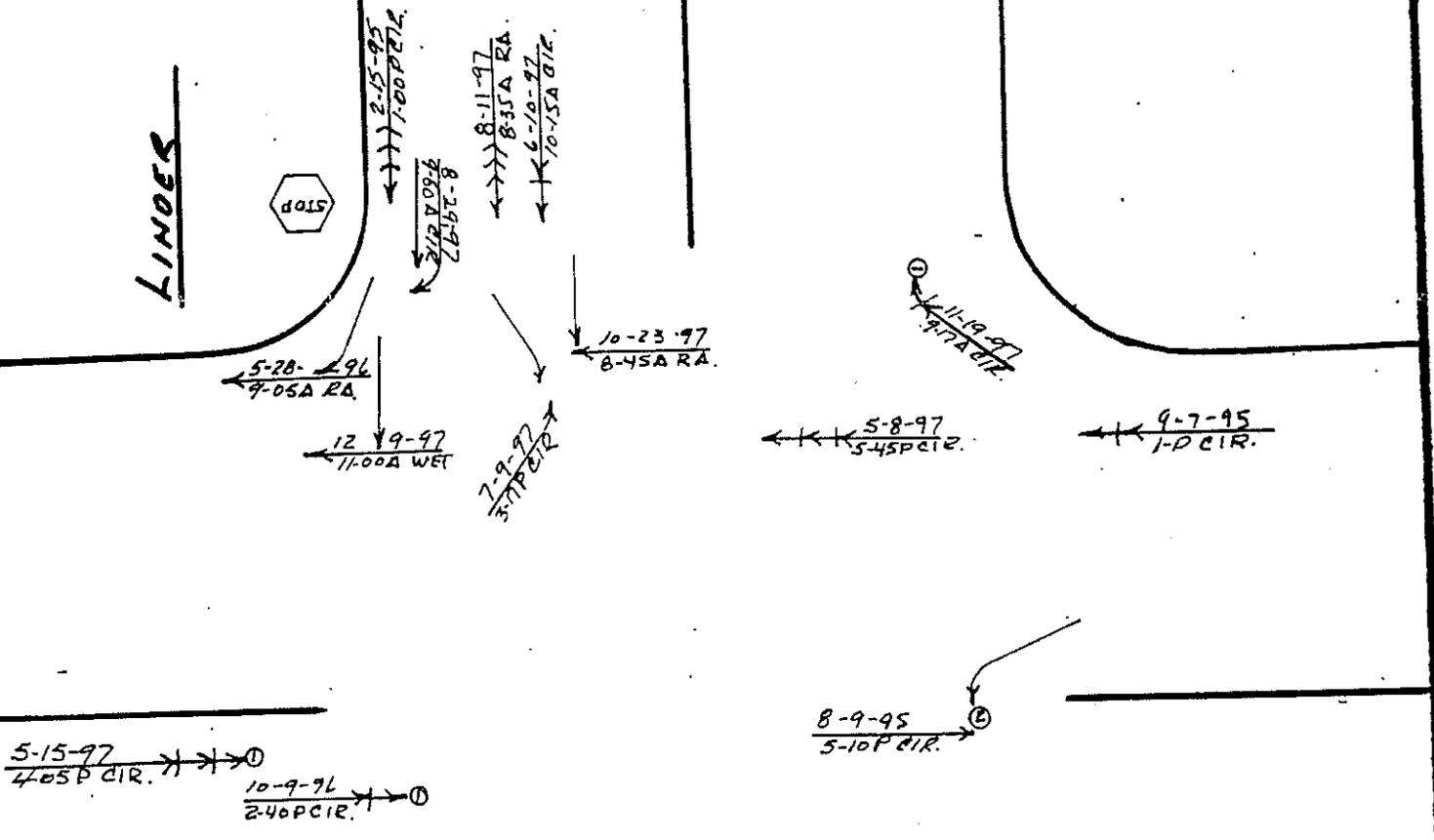
VILLAGE OF SKOKIE

COLLISION DIAGRAM



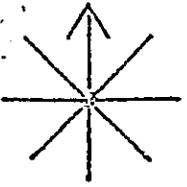
INDICATE NORTH BY ARROW

LINDER



SYMBOLS	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
MOVING VEHICLE	REAR END	1. DAY, DATE AND TIME. 2. WEATHER AND ROAD SURFACE - IF UNUSUAL CONDITION EXISTED. 3. NITE - IF BETWEEN DUSK AND DAWN
BACKING VEHICLE	HEAD ON	
NON-INVOLVED VEHICLE	SIDE SWIPE	
PEDESTRIAN	OUT OF CONTROL	
PARKED VEHICLE	LEFT TURN	
FIXED OBJECT	RIGHT ANGLE	
FATAL ACCIDENT		
INJURY ACCIDENT		

INTERSECTION LINDER AND TOUHY AV.
 PERIOD 3 YEARS : FROM JAN 1ST 1995 TO DEC. 31ST 1997 CD-10



INDICATE NORTH
BY ARROW



COLLISION DIAGRAM



3-5-97
11:20 A.M. CTR

4-22-95
4:22 P.M. CTR

10-21-95
3:40 P.M. CTR
1-12-96
4:15 P.M. CTR

11-29-96
2:25 P.M.

TOUHY AVE.
(NAME)

Village Crossing
(NAME) DRIVEWAY

ONLY

SYMBOLS

- MOVING VEHICLE
- BACKING VEHICLE
- NON-INVOLVED VEHICLE
- PEDESTRIAN
- PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

TYPES OF COLLISIONS

- REAR END
- HEAD ON
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

SHOW FOR EACH ACCIDENT

1. DAY, DATE AND TIME.
2. WEATHER AND ROAD SURFACE - IF UNUSUAL CONDITION EXISTED.
3. NITE - IF BETWEEN DUSK AND DAWN

INTERSECTION TOUHY AVE (5420 W) AND Village Crossing Driveway

11-29-96 - 11-29-96

ANTHONY IATAROLA, Esq.
ATTORNEY AND COUNSELOR AT LAW
22 EAST DUNDEE ROAD, SUITE 23
BARRINGTON, ILLINOIS 60010-7410

ALSO ADMITTED TO PRACTICE LAW
IN ARIZONA AND CALIFORNIA

TELEPHONE (847) 304-0008
FAX (847) 304-0040
aiata@starmetinc.com

November 10, 1998

Patrick Pechnick
Bureau Chief Programming
Richard Starr
SRA Manager
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

**CERTIFIED MAIL RETURN
RECEIPT REQUESTED**

Re: Illinois Route 72 - Strategic Regional Arterial Study Concept Improvement, Illinois Route 59 Illinois Route 72 Single Point Diamond Interchange, and Illinois Route 59 - Strategic Regional Arterial Study Concept Improvement ("Concept Drawings/Recommended Plans")

Dear Sirs:

We are in receipt of the Concept Drawings/Recommended Plans prepared by Civiltech Engineering, Inc., in association with METRO Transportation Group, Shah Engineering, Inc., and Planning Resources, Inc.

On behalf of the Owners of the real properties located generally at the northwest and southwest corners of the intersection of Illinois State Routes 59 and-72 in unincorporated Cook County, Illinois, we vigorously object to the Concept Drawings/Recommended Plans. Any actual roadway construction at the subject intersection substantially in conformity with the Concept Drawings/Recommended Plans would violate the Agreed Final Judgment Order filed in the Circuit Court of Cook County, Illinois County Department - Law Division on December 12, 1997, Case No. 90 L 51100 Cons With 90 L 51101 Parcel Nos.OA B0004 & OAB0004TE-A&B, OAB0009 & OAB0009TE. Furthermore, the Concept Drawings/Recommended Plans substantially impair and in all likelihood would severely curtail the land use and development plans for no less than two of the four corners at the subject intersection.

We respectfully request the Illinois Department of Transportation to terminate consideration of the Concept Drawings/Recommended Plans. In view of the above Agreed Final Judgment Order, any further review of the Concept Drawings/Recommended Plans would be an inappropriate allocation of the State's resources.

Please contact my office with any questions or comments.

Sincerely,



Anthony Iatarola

AI:kb

- cc: Patricia Graft, Mayor (South Barrington)
- Bruce Trego, Director of Development (South Barrington)
- Michael J. O'Malley, Mayor (Hoffman Estates)
- James Norris, Village Manager (Hoffman Estates)
- Richard C. Unwin (Director Department of Community Development)

...\\1998\goose\objection\civiltech.idot



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Mr. Anthony Iatarola
Attorney and Counselor at Law
22 East Dundee Road, Suite 23
Barrington, Illinois 60010-7410

RECEIVED

DEC 08 1998

Civiltech Engineering, Inc.

Dear Mr. Iatarola:

We are in receipt of your letter of November 10, 1998 regarding preliminary Strategic Regional Arterial (SRA) recommendations at Illinois 59 and Illinois 72. Any future right-of-way acquisition or temporary easements that go beyond the Agreed Final Judgment Order referenced in your letter would require additional compensation by the Department.

It should be noted that SRA studies are planning recommendations and indicate ultimate improvements that are unfunded at this time. The preliminary SRA concept at this location was first presented at the October 19, 1998 Illinois 72 panel meeting. Local acceptance of proposals is critical in the development of the final SRA plan for this corridor. At this time, Barrington Hills, Hoffman Estates, and South Barrington are still reviewing this preliminary information.

The SRA planning process will continue with another panel meeting in early 1999, a public hearing and comment period following the panel meeting, and lastly the release of the final SRA plan for Illinois 72.

We appreciate your input on this matter. If you have any questions or need additional information, please contact me or Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

John P. Kos, P.E.
District Engineer

By: 
Patrick J. Pechnick, P.E.
Bureau Chief of Programming

bcc: D. Starr (Land Acq.)
K. Meyerkord (Civiltech)

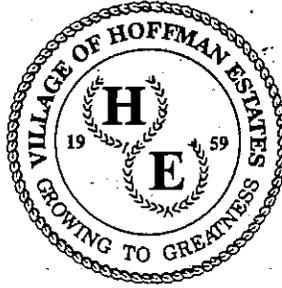
s:\wp\progdev\vb81010a.doc

Mayor
MICHAEL J. O'MALLEY

Village Clerk
VIRGINIA MARY HAYTER

Village Manager
JAMES H. NORRIS

December 18, 1998



Board of Trustees
WILLIAM D. McLEOD
SUSAN H. KENLEY
GAIL GIACALONE
EDWIN L. FRANK
KAREN MILLS
LLOYD H. BOESTER

BUREAU OF PROGRAMMING
RECEIVED

DEC 28 1998

DISTRICT #1

TO
Mr. Richard Starr
SRA Manager
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

**SUBJECT: ROUTE 72 SRA STUDY
ROUTE 59 AND ROUTE 72 SINGLE POINT DIAMOND
INTERCHANGE CONCEPT**

Dear Mr. Starr:

The concept for a post-2020 single point interchange at Route 59 and 72 has been reviewed by the Village's Public Works Committee and Village Board. The Village Board emphatically requests that the interchange concept not be included in the SRA report. The concept design would have significant detrimental effects on visibility, access, and development potential for the adjacent properties.

The Village appreciates the early opportunity to review this concept and provide input. We had solicited feedback from the property owners adjacent to the intersection and are aware that representatives of the Iatarola family and the Jeffries Companies submitted information directly to IDOT outlining their objections to the grade separation. In addition, the John Buck Company in the Prairie Stone Property, expressed concerns regarding the relocation of Old Sutton Road which could impose limits on development proposed for this area of the property.

While the Village cannot support the post-2020 interchange concept, we do appreciate the opportunity to provide input in such planning studies and look forward to continuing an association on addressing transportation needs of the region. If you have any questions, please feel free to contact me at (847) 781-2635.

Sincerely,

Michael F. Hankey, P.E.
Director of Transportation

MH/md
SRASStudy.MH

CC: James Norris
Richard Unwin
Mark Koplin
Bruce Trego, South Barrington
William Conopeotis, John Buck Company
Dan Plote
Greg Andre, Bell, Boyd & Lloyd
Anthony Iatarola

DEC 24 1998



Village President
CRAIG B. JOHNSON

Village Clerk
PATRICIA S. SMITH

Village Manager
GARY E. PARRIN

Village Trustees
NANCY J. CZARNIK
BART K. DILL
PATTON L. FEICHTER
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

December 18, 1998

Mr. John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

SUBJECT: STRATEGIC REGIONAL ARTERIAL (SRA)
ILLINOIS ROUTE 72 (HIGGINS ROAD)

Dear Mr. Kos:

The Village appreciates having had the opportunity to review and comment on the proposed improvements identified in the Alternatives/Design Concepts dated October 19, 1998.

The recommended plan outlined in the report calls for the widening of Illinois Route 72 (Higgins Road) to provide a six-lane cross section with a 16 to 18 foot median. The route within the Villages of Elk Grove, Schaumburg, and Des Plaines (approximately 9.5 miles) services primarily industrial and commercial land uses. The Village offers the following comments on segments of the route within our municipal boundaries.

The area of key concern to the Village is the section of Higgins Road from east of Arlington Heights Road to Wildwood Road (approximately 0.25 miles) which abuts residential properties. Single-family residences exist along the frontage road (Little Higgins) located on the south side of the route. The separation between Higgins Road and the frontage road would be reduced from 19 feet to 6 feet under improvement Alternative B. The Village opposes the widening of the roadway within this segment due to impacts on the residents. The State should evaluate installation of noise



Mr. John P. Kos, P.E.
December 18, 1998
Page 2

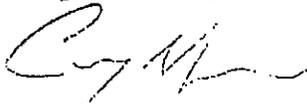
barrier walls within this residential section of Higgins Road. The noise wall studies should be coordinated with area residents for public input.

The Village has no objection to the recommended plan for Higgins Road from Wildwood Road to Oakton Street, and from south of Oakton Street to Elmhurst Road. These segments fall within our business park where the Village is currently initiating a revitalization program.

The Higgins Road/Oakton Street/Busse Road intersection experiences heavy levels of delay and congestion, and the Village concurs with the need for improvements at this location. The Village does not concur with the elimination of the businesses as outlined in the recommended plan. The Village requests the State explore further alternatives which would limit the impacts on existing businesses. In addition, the Village would like to pursue interim improvement alternatives for this heavily traveled intersection.

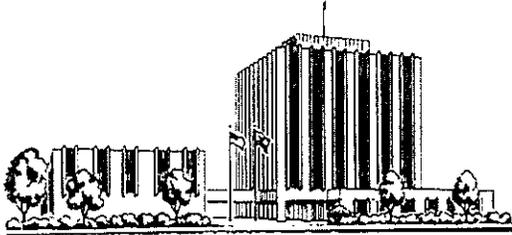
Thank you for the opportunity to review and comment on the SRA Design Concepts for Illinois Route 72 (Higgins Road). We trust that we can work closely with the State in improving the transportation system within the Village.

Very truly yours,



Craig B. Johnson
Village President

bc: Board of Trustees
Village Manager
Director of Engineering/Com. Dev.



CITY OF DES PLAINES

1420 MINER/NORTHWEST HIGHWAY III DES PLAINES, ILLINOIS 60016-4498 III (847)391-5300

June 28, 1999

Ref. # 99242

Mr. Patrick J. Pechnick, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Illinois Route 72 / Touhy Avenue SRA
Illinois Route 25 to Interstate 94

Dear Mr. Pechnick:

We have reviewed the Strategic Regional Arterial report for the Illinois Route 72 / Touhy Avenue SRA. Be advised that we are opposed to the proposed pavement cross section due to the right-of-way acquisition required and the restricted access to various properties along the route in the City of Des Plaines.

The right-of-way acquisition will negatively affect existing parking lots, front yard setbacks, and the Lake Park Golf Course. Along the commercial frontage, parking spaces will be lost. Some of the lots would need to be reconfigured from perpendicular parking to angled, one-way parking as a result of the proposed right-of-way. In addition, front yard setbacks for the buildings along Touhy Avenue will be reduced to an unacceptable distance.

Barrier median along the route, especially between Lee-Mannheim Road and Des Plaines River Road, will adversely affect the businesses in the area. With openings only at Maple Street and Scott Street, commercial properties will lose customers and manufacturing entities will have difficulties with deliveries.

If you should have any questions regarding the above information, please feel free to call me at (847) 391-5390.

Sincerely,

Timothy P. Oakley, P.E.
City Engineer

TPO/tpo

cc: Mayor and City Council
City Manager F. Wallace Douthwaite





Village President
CRAIG B. JOHNSON

Village Clerk
PATRICIA S. SMITH

Village Manager
GARY E. PARRIN

Village Trustees
NANCY J. CZARNIK
BART K. DILL
PATTON L. FEICHTER
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

July 1, 1999

RECEIVED

JUL 06 1999

Mr. John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Civiltech Engineering, Inc.

SUBJECT: STRATEGIC REGIONAL ARTERIAL (SRA)
ILLINOIS ROUTE 72 (HIGGINS ROAD)

Dear Mr. Kos:

The Village appreciates having had the opportunity to review and comment on the proposed improvements identified in the Draft Strategic Regional Arterial Study for the subject project.

The Village's comments and concerns as stated in our December 18, 1999 letter have not changed. We have attached a copy of the letter for your reference.

Thank you for the opportunity to review and comment on the SRA Study for Illinois Route 72 (Higgins Road). If you have any questions please call.

Very truly yours,

Vito P. Sammarco, P.E.
Ass't Director of Community Revitalization

✓ cc: Ms. Kathy Meyerkord, CivilTech Engineering





Village President
CRAIG B. JOHNSON

Village Clerk
PATRICIA S. SMITH

Village Manager
GARY E. PARRIN

Village Trustees
NANCY J. CZARNIK
BART K. DILL
PATTON L. FEICHTER
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

December 18, 1998

Mr. John P. Kos, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

SUBJECT: STRATEGIC REGIONAL ARTERIAL (SRA)
ILLINOIS ROUTE 72 (HIGGINS ROAD)

Dear Mr. Kos:

The Village appreciates having had the opportunity to review and comment on the proposed improvements identified in the Alternatives/Design Concepts dated October 19, 1998.

The recommended plan outlined in the report calls for the widening of Illinois Route 72 (Higgins Road) to provide a six-lane cross section with a 16 to 18 foot median. The route within the Villages of Elk Grove, Schaumburg, and Des Plaines (approximately 9.5 miles) services primarily industrial and commercial land uses. The Village offers the following comments on segments of the route within our municipal boundaries.

The area of key concern to the Village is the section of Higgins Road from east of Arlington Heights Road to Wildwood Road (approximately 0.25 miles) which abuts residential properties. Single-family residences exist along the frontage road (Little Higgins) located on the south side of the route. The separation between Higgins Road and the frontage road would be reduced from 19 feet to 6 feet under improvement Alternative B. The Village opposes the widening of the roadway within this segment due to impacts on the residents. The State should evaluate installation of noise



Mr. John P. Kos, P.E.
December 18, 1998
Page 2

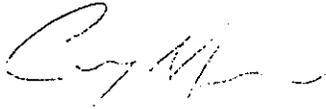
barrier walls within this residential section of Higgins Road. The noise wall studies should be coordinated with area residents for public input.

The Village has no objection to the recommended plan for Higgins Road from Wildwood Road to Oakton Street, and from south of Oakton Street to Elmhurst Road. These segments fall within our business park where the Village is currently initiating a revitalization program.

The Higgins Road/Oakton Street/Busse Road intersection experiences heavy levels of delay and congestion, and the Village concurs with the need for improvements at this location. The Village does not concur with the elimination of the businesses as outlined in the recommended plan. The Village requests the State explore further alternatives which would limit the impacts on existing businesses. In addition, the Village would like to pursue interim improvement alternatives for this heavily traveled intersection.

Thank you for the opportunity to review and comment on the SRA Design Concepts for Illinois Route 72 (Higgins Road). We trust that we can work closely with the State in improving the transportation system within the Village.

Very truly yours,



Craig B. Johnson
Village President



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

Program Development

SRA: Illinois Route 72

Limits: Illinois Route 25 to Interstate 94

County: Kane and Cook

IDOT Division Of Highways		
District One	Init.	*
Dist. Engineer		
ENG. Proj. Imp.		
Construction		
Local Roads		
Materials		
EEO		
ENG. Prog. Dev.		
Design		
Land Acq.		
→ Programming		
Public Info.		
ENG. Oper.		
Elect. Oper.		
Maintenance		
Traffic		
Administration		
To:		
To:		
* I = Information A = Action		

BUREAU OF PROGRAMMING

	Init.	Inf.	Act.
Bur. Chief			✓
Proj. Studies			
Prog. Dev.			✓
SPARR			✓
Hydraulics			
Bank			

November 16, 1999

Mr. Vito Sammarco, P.E.
Assistant Director of Community Revitalization
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007-3499

Dear Mr. Sammarco:

This letter is in response to your letter dated July 1, 1999, regarding the Strategic Regional Arterial (SRA) plan for Illinois Route 72. Your letter provided several comments regarding the draft report.

The principal area of concern to the Village is the short segment between Arlington Heights Road and Wildwood Road. Any impacts related to roadway widening would be evaluated in the Phase I process. It should be emphasized that SRA studies are pre-Phase I long-range planning studies, and no funding currently exists to implement SRA recommendations.

The analysis of the Higgins/Oakton/Busse intersection is conceptual. A much more detailed review than can be done in an SRA study would be necessary to properly evaluate this location.

If you have any questions or need additional information, please contact me or Mr. Rich Starr, Highway Systems Engineer, at (847) 705-4095.

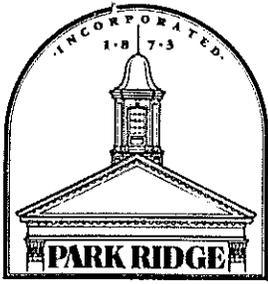
Very truly yours,

John P. Kos, P.E.
District Engineer

By:
Patrick J. Pechnick, P.E.
Bureau Chief of Programming

Prepared By: Mr. Rich Starr (Extension 4095)
Bureau of Programming

HEAVEN *kl*



RECEIVED

JUL 22 1999

Civiltech Engineering, Inc.

CITY OF PARKRIDGE

505 BUTLER PLACE
PARK RIDGE, IL 60068
TEL: 847 / 318-5200
FAX: 847 / 318-5300
TDD: 847 / 318-5252

July 20, 1999

Mr. Rich Starr
Highway Systems Engineer
Illinois Department of Transportation—District 1
201 West Center Court
Schaumburg, Illinois 60196—1096

CC: Ms. Kathy Meyerkord
Civil Tech Eng., Inc.
500 Park Blvd.
Suite #250
Itasca, IL 60143-1297

Re: SRA Subset #5
IL Route 72 (Higgins/Touhy)
Job# 570-CO3

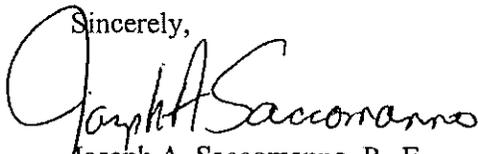
Dear Mr. Starr:

The City of Park Ridge has received the above referenced plan for future improvements on Touhy Avenue.

The Council of the City of Park Ridge has a Resolution in effect stating the desire for no improvements except resurfacing on Touhy Avenue within the City limits. No comment regarding your prepared plan can be made at this time.

However, the City is interested in receiving more information regarding the improvements and requests that IDOT or representatives thereof provide a project presentation to the City's Public Works Committee. Please contact Mr. Dave Ellstrand at (847) 318-5246 regarding arrangements for this presentation.

Sincerely,


Joseph A. Saccomanno, P. E.
Director of Public Works

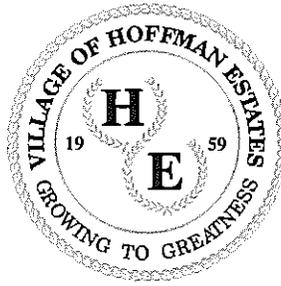
JAS/am

CC: Civil Tech
Tim Schuenke
John Morell
David Ellstrand

Mayor
MICHAEL J. O'MALLEY

Village Clerk
VIRGINIA MARY HAYTER

Village Manager
JAMES H. NORRIS



Board of Trustees
WILLIAM D. McLEOD
SUSAN H. KENLEY
GAIL GIACALONE
EDWIN L. FRANK
KAREN MILLS
LLOYD H. BOESTER

RECEIVED
AUG 04 1999
Civiltech Engineering, Inc.

August 3, 1999

Kathy Meyerkord
Civiltech Engineering, Inc.
500 Park Boulevard
Suite 250
Itasca, IL 60143-1297

Subject: Comments for Higgins Road SRA Study

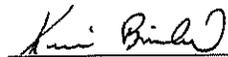
Dear Ms. Meyerkord:

The Village of Hoffman Estates has reviewed the draft Higgins Road SRA study and offers the following comments:

1. Closing access to streets between Huntington Blvd. and Gannon Dr. will result in a significant redistribution of traffic. While we understand the concept of using a proposed signal at Kingsdale to provide access, we would like this area to be noted for continued discussion when phase I plans develop. Some residents adjacent to Kingsdale between Golf and Higgins expressed concerns in the past that a signal would funnel outside traffic through the neighborhood and past Armstrong School. The phase I study should thoroughly address safety, neighborhood traffic flow, emergency vehicle access, and other issues related to closing median access.
2. Due to the fact that the Golf / Higgins/ Roselle Reconstruction project will be completed this year, the existing conditions should reflect the changes made as a result of that project. This will affect the existing condition for the lane configuration shown for the Roselle intersection as well as the right in right out access restrictions for Apple, Clarendon, Arizona, and Almond.
3. The Audubon Street intersection is shown with a proposed barrier median though the intersection, but is not labeled as restricted to right in right out. The Village would oppose restricting Audubon Street to right in right out access.
4. Please update the existing conditions at the Shoe Factory Road / Greenspoint Parkway intersection to show right turn lanes on the South and Eastern legs. These were constructed when the traffic signal was installed in 1998.

5. Is it possible to add a note that the barrier medians within the Village of Hoffman Estates will be landscaped. Landscaping was done in the Higgins Road medians in Hoffman Estates during the Golf / Higgins / Roselle project.
6. The recommended plan for the Barrington Road intersection does not coincide with the phase I engineering plan prepared by a consultant for the Village.
7. The recommended plan for the Golf Road intersection does not coincide with the phase I engineering plan completed for the second stage of the Golf/ Higgins/ Roselle improvement.
8. The existing conditions shown for Barrington Road in exhibits A and C do not match.

Sincerely,



Kevin Bischel
Traffic Engineer

c: Rich Starr, IDOT
Rich Unwin, VHE



Illinois Department of Trans

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois 60196-1096

IDOT Division Of Highways		
District One	Init.	*
Dist. Engineer		
ENG. Proj. Imp.		
Construction		
Local Roads		
Materials		
EEO		
ENG. Prog. Dev.		
Design		
Land Acq.		
→ Programming		✓
Public Info.		
ENG. Oper.		
Elect. Oper.		
Maintenance		
Traffic		
Administration		
To:		
To:		
* I = Information A = Action		

BUREAU OF PROGRAMMING		
	Init.	Inf.
Bur. Chief	✓	
Proj. Studies		
Prog. Dev.	✓	✓
Hydraulics		
Bank		

Program Development
SRA: Illinois Route 72
Limits: Illinois Route 25 to Interstate 94
County: Kane and Cook

November 15, 1999

Mr. Kevin Bischel
Traffic Engineer
Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60195-2302

HEAVEN *W*

Dear Mr. Bischel:

This letter is in response to your letter dated June 28, 1999, regarding the Strategic Regional Arterial plan for Illinois Route 72. Your letter provided several comments regarding the draft report. Following is our disposition of those comments:

1. The recommendation for street access restrictions between Huntington Boulevard and Gannon Drive as shown in the draft SRA study will remain. However, as was requested, these access restrictions will be further evaluated during the Phase I study in order to address the issues noted in your letter.
2. We concur. The existing conditions and recommended plan exhibits have been revised.
3. The existing left-turn lane at Audubon Street will be maintained. The barrier median was incorrectly shown on sheet C-11. Exhibits have been revised.
4. The existing conditions at Shoe Factory Road/Greenspoint Parkway will be revised.
5. The landscaping of barrier medians is a detail that will be determined during the Phase I process.
6. We concur. The recommended improvement exhibit has been revised.
7. The Golf Road intersection has been revised to reflect the second stage of the Golf/Higgins/Roselle improvement.
8. We concur. Exhibits have been revised.

Mr. Kevin Bischel
November 15, 1999
Page two

If you have any additional questions, or require further information, please contact Mr. Rich Starr, Highway Systems Engineer, at (847) 705-4095.

Very truly yours,

John P. Kos, P.E.
District Engineer

By: 
Patrick J. Pechnick, P.E.
Bureau Chief of Programming

Enclosures

Prepared By: Mr. Rich Starr (Extension 4095)
Bureau of Programming

S:\WP\PROGDEV\ep91112d.doc



Village of Skokie

Engineering Division

July 6, 1999

RECEIVED

JUL 08 1999

Mrs. Kathy Meyerkord
Civiltech Engineering, Inc.
500 Park Boulevard, Suite 250
Itasca, Illinois 60143-1297

Civiltech Engineering, Inc.

Re: **Strategic Regional Arterial
Illinois Route 72 (Higgins Road/Touhy Avenue)
Segment 7 (Village of Skokie)
Comments on the Draft Report
Presented at Second Advisory Panel Meeting**

Dear Mrs. Meyerkord,

Per your request, I have reviewed the materials distributed and discussed at the Second Advisory Panel Meeting on the subject SRA Study. Following is this information.

The Village of Skokie has no further comment on the section of Segment 7 of the subject SRA which is within the Village of Skokie. Our previous comments made have been addressed.

However, I do wish to note that in reviewing the Draft Report, in the Village of Nilus, the significant Walmart Development currently under construction in the northwest corner of Touhy Avenue/Central Avenue is not included. Specifically, this intersection is being improved with additional lanes and the Report does not include this. For your use, attached is a copy of pertinent sections of the roadway improvement plan which depicts the referred to intersection improvements.

I appreciate the opportunity to comment on the Draft Report for the subject SRA. Please contact me if there are any questions of if further information/data is needed and continue to keep us updated.

Very truly yours,

Frederick G. Schattner
Traffic Engineer

FGS/rme
Attachment

CC: P. W. Peyer
W. C. Hanson
D. S. York
E. H. Nakai
Mr. Rich Starr, IDOT

Village Hall
P.O. Box 309
5127 Oakton Street
Skokie, Illinois 60077

Phone (847) 673-0500
Fax (847) 673-0525
www.skokie.org

Council-Manager Government

Mayor George Van Dusen
Clerk Marlene Williams
Trustees Manly R. Croft
Robert S. Fritzhall
Michael A. Gelder
Frank G. McCabe
Donald P. Perille
Harry C. Piper
Counsel Barbara M Meyer
Manager Albert J. Rigoni

Awards and Distinctions

Commission on Accreditation for
Law Enforcement Agencies (CALEA)

Fitch ICBA Aaa Financial Bond Rating

Government Finance Officers
Association Budget Award

Government Finance Officers
Association Certificate of Achievement
for Excellence in Financial Reporting

Insurance Services Office (ISO)
Class One Fire Department

State of Illinois Certified
Health Department

GEWALT HAMILTON

ASSOCIATES, INC.

MESSAGE TELEFAXED



DATE: 4-22-99

PAGES TO FOLLOW: 2

TO: Fred Schattner

PHONE NUMBER: 673-0525

AT: Village of Skokie

FROM: Bill Gruene

SUBJECT: Wal Mart - Niles

ADDITIONAL COMMENTS: Feel free to call Bob Hamilton if you have any questions.

DATE SENT: _____

TIME SENT: _____

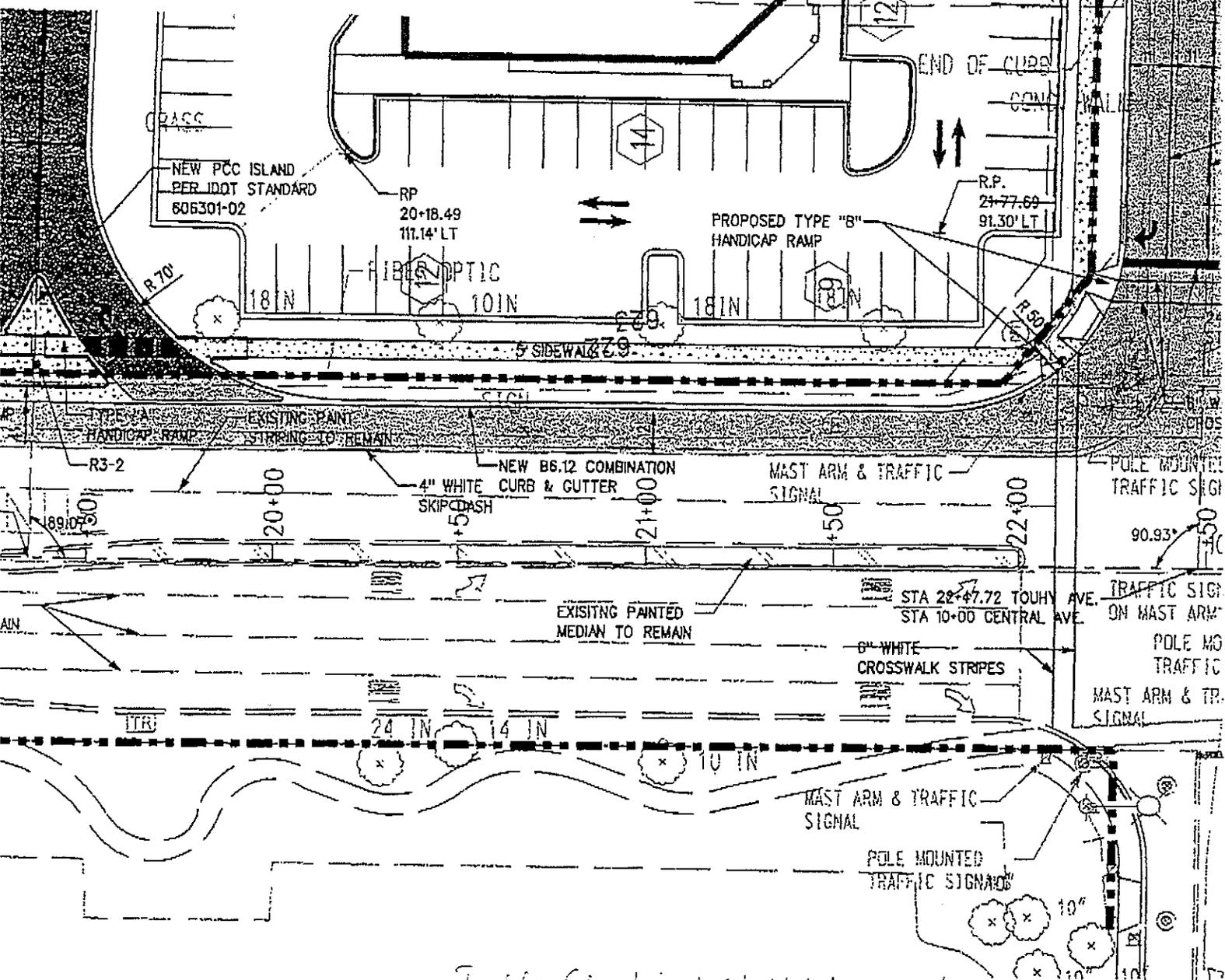
SENT BY: _____

This transmittal will will not be mailed also.

If you had any problems, call (847) 478-9700 Telefax (847) 478-9701

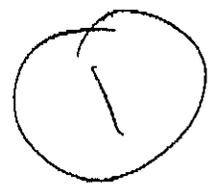
CONSULTING ENGINEERS & SURVEYORS
CIVIL • MUNICIPAL • TRAFFIC

PLAZA ENTRANCE



Traffic Signal is not improved

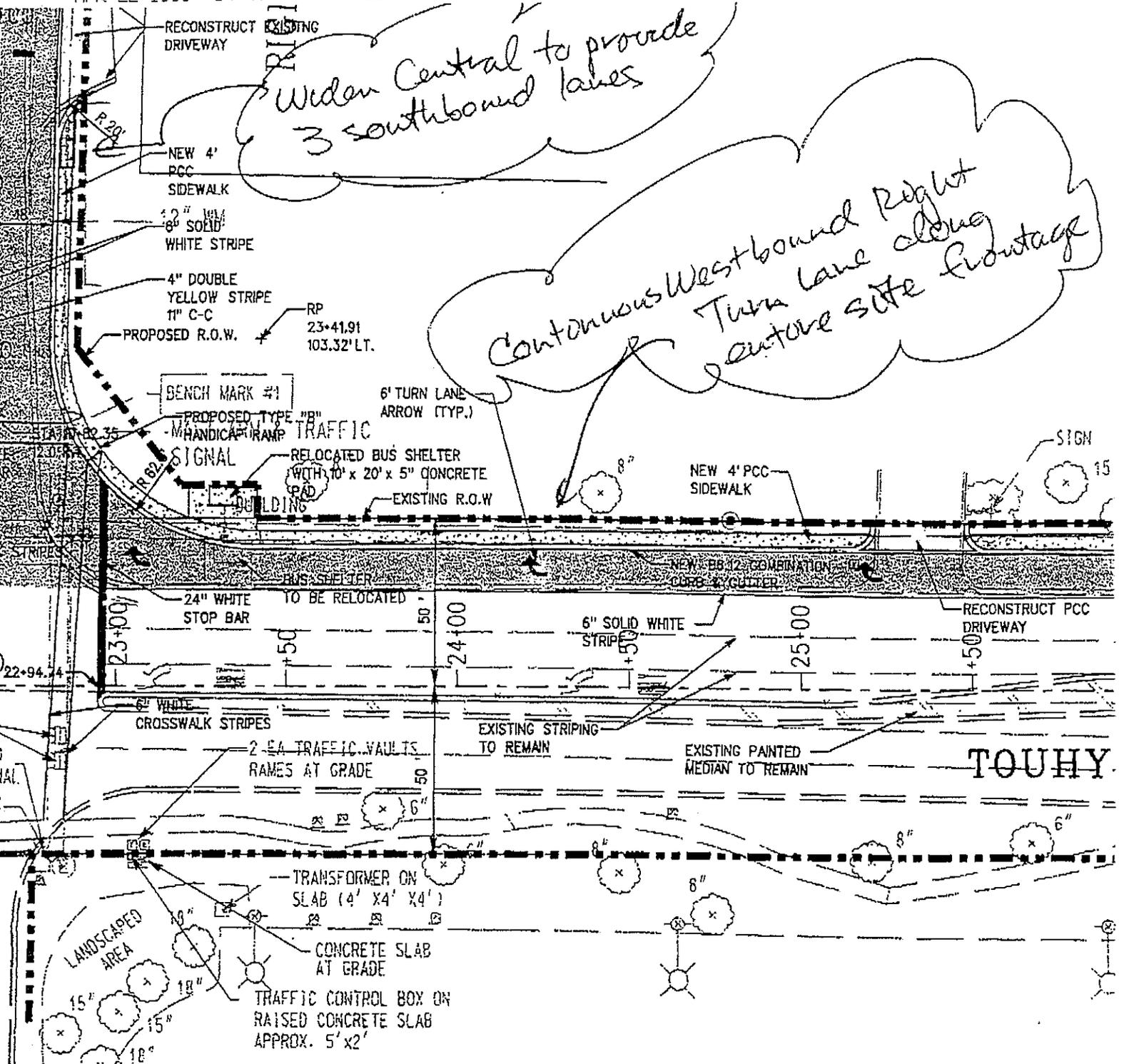
VILLAGE CROS



PAVING LEGEND

RIGHT-OF-WAY PAVING

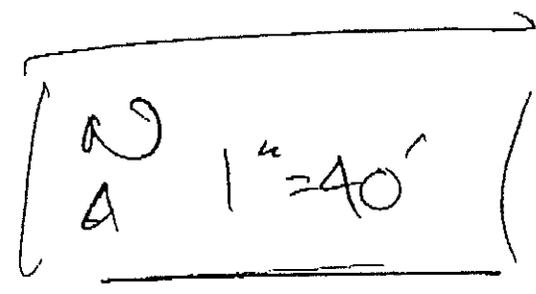




Widen Central to provide 3 southbound lanes

Continuous Westbound Right Turn lane along entire site frontage

IG ENTRANCE



2