MEETING AGENDA

Planning and Zoning Commission

Village of Homewood
March 24, 2022
Meeting Start Time: 7:30 PM
Village Hall Board Room
2020 Chestnut Road, Homewood, IL

Commission Meetings will be held as in-person meetings. In addition to in-person public comment during the meeting, members of the public may submit written comments by email to pzc@homewoodil.gov or by placing written comments in the drop box outside Village Hall. Comments submitted before 4:00 p.m. on the meeting date will be distributed to all Commission members prior to the meeting.

Please see last page of agenda for virtual meeting information.

1. Call to Order
2. Roll Call
3. Minutes:
   A. February 10, 2022
4. Public Comments
5. Regular Business:
   A. **PUBLIC HEARING – CASE 22-10 Administrative Variance from Section 22.95 for a 6-foot fence at 1319 Elder Road –** A request by Donnell Johnson for an administrative variance from Section 22.95 of the Homewood Municipal Code and Table 8.1 of the Homewood Zoning Ordinance to allow a 6-foot fence in the front yard at the property at 1319 Elder Road in the R-2 Single Family Residential District.
   B. **PUBLIC HEARING – CASE 22-09 Variance from Section 4.3, Table 4.2 for new single-family construction at 2044 183rd Street–** A request by Anna Lukaszczyk for a variance from Section 4.3, Table 4.2, Minimum Lot Area and Minimum Lot Width, of the Homewood Zoning Ordinance to allow new construction at 2044 183rd Street in the R-2 Single Family Residential District.
   C. **CONTINUATION OF PUBLIC HEARING – CASE 22-03 – Special use permit for a parking deck, site plan approval, and variance from Section 5.3, Table 5.2, Maximum Building Height at 17400 Halsted Street, 920 W. 175th & west side of Halsted Street, South of 1-80/294–** A request by Wind Creek IL, LLC for a special use permit for a parking deck at the property at 17400 Halsted Street located in the B4 Shopping Center zoning district.
6. Old Business:
7. New Business:
8. Adjourn

The public is invited to the meeting using the link below to join Webinar:
https://us06web.zoom.us/j/99184811606?pwd=UkU5TjBQcityOTd0QXkxektpaGRYdz09

To listen to the Meeting via phone: Dial: 1-312-626-6799
Webinar ID: 991 8481 1606 Passcode: 573812

MEETING MINUTES

Village of Homewood
Planning and Zoning Commission
Thursday, February 10, 2022
7:30 p.m.

Village Hall Board Room
2020 Chestnut Road
Homewood, IL 60430

CALL TO ORDER: Chairman Sierzega called the meeting of the Planning and Zoning Commission to order at 7:31 p.m.

ROLL CALL: Members attended: Alfonso, Cap, O'Brien, and Chairman Sierzega. Member Bransky attended via Zoom; Present from the Village was Economic and Community Development Director Angela Mesaros, Building Department Secretary Darlene Leonard. There were seventeen people in the audience and attending via Zoom. The public was able to listen and watch the meeting via zoom webinar.

Chairman Sierzega gave the instructions for the meeting.

APPROVAL OF MINUTES:
Chairman Sierzega asked if there were any corrections or changes to the minutes of January 13, 2022.

Member Bransky stated on Page 3 in his comments in the fourth paragraph, in the second sentence the word "not" should be stricken and his response should be added.

A motion was made by Member O'Brien to approve the minutes of January 13, 2022 as amended; seconded by Member Alfonso.

AYES: Members Alfonso, Bransky, Cap, O'Brien, and Chairman Sierzega.
NAYS: None
ABSTENTIONS: None
ABSENT: Members Johnson and Planera

Case No. 22-03 – Special Use Permit for a parking deck, site plan approval, and variance from Section 5.3, Table 5.2, Maximum Building Height at 17400 Halsted Street, 920 W. 175th Street:
Chairman Sierzega introduced the case and stated that since there are only five commission members at the meeting and a positive recommendation of this case requires four affirmative votes, he is giving the applicant the option to continue discussion tonight or to postpone this case to the next meeting.

Mr. Daly stated they would like to keep this on the agenda for tonight's meeting.

Chairman Sierzega swore in the petitioners, Patrick Daly, Vern Lohman, Claudia Welp, and Richard Sit.

Mr. Lohman presented the proposal for two parking garages on the Homewood side of the property.

Mr. Lohman stated the west garage is the same footprint as previously presented and approved by the Village. The newly proposed east garage would match the footprint and be essentially the same as the west garage.

Mr. Lohman stated the west garage will have three levels above grade and one level below grade and the west garage will have four levels above grade and the rest of the plan is essentially unchanged.

Mr. Lohman stated that access on 175th street is the same as previously approved. The elevation of the west side of the west garage is largely unchanged and will be completely enclosed to the west side to protect the neighborhood from lighting inside and from vehicles.

Mr. Lohman stated the façade is the same with the three colors of the precast concrete.

Ms. Welp stated that nothing has significantly changed; the east side of the property has just been updated to a parking structure from surface parking.

Mr. Sit stated that they followed the Halsted landscape ordinance and guidelines and updated the areas along Halsted Street to comply with the plan.

Mr. Sit stated there will be clustered trees and plant materials, and a Village monument sign in front of the garage by Halsted. Mr. Sit stated the west side section will have a 3-foot tall berm with a 6-foot fence on top and evergreens in front to block the parking structure from the view of the neighbors to the west. There will be a dry bed retention area with a line of trees and a variety of trees planted. Mr. Sit stated that they used the Morton Arboretum list of trees that will work the best.

Chairman Sierzega stated originally there was one garage, and asked why add a second one. Mr. Daly stated originally the second garage was to the north of the casino, but the Illinois gaming law would require security at every entrance to the hotel and casino so the change was made. Mr. Daly added that the engineering anticipated the level of traffic and the secured parking is more attractive to the clientele.

Member Cap stated he is concerned that some of the potential impacts are exclusively bourn by East Hazel Crest and Homewood. Member Cap stated the plan demonstrates the impacts, but the lighting plan has to be provided with the photometrics and the service drive that is to be aligned is not shown.

Mr. Daly stated it will be accommodated with a traffic signal and they area committed to doing it.

Member Cap stated that the environmental standards section of the Homewood Zoning Code stated that the ensuing visual and noise impacts should not be felt off the property and the noise standards are repeated in the Homewood Municipal Code. Member Cap stated that noise that could interfere on adjacent properties is prohibited, and asked what the mitigation plans are and if a noise study had been done.

Mr. Daly stated they have not done a noise study, but if it is requested by the Commission, they would. Mr. Daly added that truck docks at the north end are enclosed and the entire west side is a solid wall.

Member Cap stated the west road is a service road and will have as much traffic as the rest of the site and at odd hours. Without the noise study, the solid façade could reflect the noise back to the residential area.

Member Cap asked how they plan to mitigate the noise on the service road. Member Cap stated that he is skeptical that the 3-foot berm and 6-foot fence will be as effective as it needs to be to block noise. Member Cap stated that a much taller earthen berm would be more effective.

Mr. Daly stated they would identify and restrict truck traffic after certain hours. Mr. Daly stated the fence and berm height would be 9 feet total and the intent is to have a solid line of fast growing conifer trees. Mr. Daly stated that he does not believe they will have late deliveries and they are happy to restrict it.

Member Cap stated that the State Statutes and the Homewood Municipal Code state certain acts are prohibited.

Chairman Sierzega asked if the berm could be increased in size and with a fence on it because the 3-foot berm and the 6-foot fence would not even cover the first floor of the parking garage. Mr. Daly stated the intent is to block the visuals for the three adjacent residences which are single story.

Mr. Lohman stated the site will not allow an increase in the heights of the berm.

Member Cap asked if a 10-12 foot sound wall could be installed. Mr. Daly stated they would be happy to do it, if asked for it.

Member Cap stated that a he fears a solid wall will do more harm than good. Mr. Daly stated that if they do a sound analysis and it suggests differently, they will do it.

Mr. Daly stated that have been in contact with the Gardens of Homewood regularly and can ask their opinion and if the residents want a 12-foot sound wall opposite their homes.

Member Cap stated that they have to look out for both current and future residents and stated that a taller berm or a sound wall would be far more effective.

Member O'Brien stated that he gets the impression that the applicant has an entrenched opinion and that the position would be taken to not make any changes. Member O'Brien stated that he was taken aback by the height of the berm and fence.

Member O'Brien stated that he is unaware of an oil separator for the storm water and that Matt Schumacher said he would verify it, but nothing has been provided, and asked if they had been in contact with Max Massi, Village Engineer.

Ms. Welp stated she did not know the answer and she would research it, and they have been working with Max Massi regarding the stormwater.

Member O'Brien asked if the grading has changed on site and if it still slopes southeast to northwest. Ms. Welp stated the grading patterns have not changed from the original submittal.

Member O'Brien asked when the second garage came to fruition because the future site proposal from 10/2/2019 shows a second garage on the property. Mr. Daly stated about 5-6 weeks ago in this location.

Member O'Brien asked if the water issue has been resolved. Ms. Welp stated the water is still in design.

Member O'Brien asked the status of the traffic signal at 175th Street and if it would be linked to the signal at 175th Street and Halsted Street. Mr. Daly stated the request to link the signals was rejected by IDOT.

Member O'Brien asked if the signal would be an additional expense on the Village. Mr. Daly stated he does not know about that.

Chairman Sierzega asked Staff Liaison Mesaros about the traffic signal and the meeting that took place recently. Staff Liaison Mesaros stated IDOT rejected the new proposal for the signal, so it currently could not be linked to the signal at 175th Street and Halsted Street.

Member Bransky stated, to follow-up on Member Cap's question regarding the berm, how will they mitigate the rain runoff to the west side of the berm, and asked about drainage on the west side of the berm. Ms. Welp stated they do not have any drainage.

Member Bransky asked if trees would be on the berm with the fence on top. Ms. Welp stated correct, and they would make sure there is no water pooling on that side of the berm. They are working on final design.

Member Bransky asked if there is any concern about egress of the parking structures with them facing each other on the central drive in the event of an emergency. Mr. Daly stated the traffic engineer reviewed it and did not have a concern for them.

Member Bransky stated that it seems likely a clustering of cars due to the addition of the garage coming from 175th Street adding to capacity at the south end. Member Bransky asked how the entry and exit at 175th street would be changed with the cross traffic from Panera & Chick-fil-a. Mr. Daly stated the traffic study shows 10% of the traffic would come from 175th Street, 70% southbound on Halsted Street, and 20% from northbound on Halsted Street.

Mr. Daly stated it is an additional 300 spaces, but he could be incorrect on the number, but it is the same as what was proposed with the parking on the north side and the traffic study has not changed.

Member Bransky stated he thinks the new garage would put additional traffic onto 175th Street and added that it is worth another look with the traffic study.

Member O'Brien stated at the September 24, 2021 meeting it was stated the Village would be paying for the signal and asked if that was still the case. Mr. Daly stated it is not the case, the developer would be paying for the signal.

Member O'Brien asked what the considerations and plan is for snow piling and removal .Both Mr. Daly and Ms. Welp stated is has not been addressed. Member O'Brien asked when that information could be provided to Staff Liaison Mesaros. Mr. Daly asked Ms. Welp if it could be done in the next few days.

Member O'Brien stated he had questions about the parking. The original parking count was 725 in the garage, now it is 608 & 623 in the garages for a total of 1,231 spaces in the garages, and asked

when the total number of spaces in the garage and surface lots can be made available to Staff Liaison Mesaros.

Member O'Brien asked if there would be tour bus parking and what the construction times will be because previously it was 20 months for the casino and then an additional 12-18 months for the garages.

Mr. Daly asked Ms. Welp for the total number of spaces. Mr. Daly stated no parking for tour buses on-site is planned, but they are looking for property offsite for busses to wait after dropping people at the casino.

Mr. Daly stated they anticipate ground breaking to be April 1, 2022 with the casino opening approximately 18 months later. The two garages will be built simultaneously and the hotel within 12 months. Mr. Daly stated they are trying to open everything by the end of 2023.

Mr. Lohman stated he can provide clear itemized drawings that account for every parking space. Mr. Lohman stated previously the number was 1,571 spaces with the garage and surface spaces, then it was changed to 725 in the garage and 846 surface spaces. Ms. Welp stated 735 surface spaces and 1,164 spaces in the garage.

Staff Liaison Mesaros stated on the plans the garages show 608 and 623 spaces for a total of 1,966 spaces. Ms. Welp admitted she may have the wrong numbers.

Member Bransky stated the height of the west garage has not been discussed.

Member O'Brien asked how they can restrict deliveries because the casino management would be in charge of that. Mr. Daly stated they can put up signage and if the vendor does not accommodate they would not continue to be a vendor; it is a risk the vendor would have to take.

Member Cap asked how it would be enforceable and what recourse would the residents and the Village have if it was ignored. Mr. Daly stated he does not know the answer to that question. Mr. Daly stated the casino would have contracts with the vendors, signage, and security on site and if they violate it, they would no longer be a contractor.

Chairman Sierzega asked about provisions for electric charging station infrastructure. Mr. Daly stated that it is part of the plan. Chairman Sierzega asked if there was any idea how many per garage. Mr. Daly stated not that this time.

Member O'Brien asked if it would be an accommodation or if there would be a fee. Mr. Daly stated he thinks it would be an accommodation.

Chairman Sierzega asked about storm water retention. Ms. Welp stated underground vaults on the north end of the property, along with a retention basin on the north side and on the west side, and one at the southwest and all would drain to the north, in addition, they propose permeable pavers.

Chairman Sierzega stated that the Village Staff requested security cameras and a license plate reader, and asked if they will be utilized. Mr. Daly stated yes.

Chairman Sierzega asked if the water main would be rerouted around the garages. Ms. Welp stated that is the plan.

Member Cap asked how they plan to mitigate sound in situations like this. Mr. Daly stated he does not have anything because he has never had a situation like this.

Member Cap stated he is looking for more specificity on what can/will be done on the west property line, and that he cannot speak for what would have to be done in East Hazel Crest. Mr. Daly stated they can come back with a proposal.

Chairman Sierzega asked how long it would take to come back with a proposal and asked Staff Liaison Mesaros when the next meeting would be. Mr. Daly asked Ms. Welp if it can be done in a week.

Staff Liaison Mesaros stated on February 24. Ms. Welp yes that date would be enough time for the proposal.

Member Bransky asked if they are making changes would it have to go back for another site plan review. Staff Liaison Mesaros stated she would bring it back to the Site Plan Committee.

Member Bransky asked if it could change the time frame. Staff Liaison Mesaros stated it would not change the time frame.

Staff Liaison Mesaros asked if there were any comments from the public or on Zoom.

Laura stated, regarding the berm, she has seen the one at 211th & Kedzie and it looks like a tall wall, that it is ugly, and she would not want to see it, but understood that if it was needed for noise control

A motion was made by Member O'Brien to continue Case 22-03 Special Use Permit for a parking deck, site plan approval, and variance from Section 5.3, Table 5.2 Maximum Building Height at 17400 Halsted Street, 920 W. 175th Street to the meeting on February 24, 2022; seconded by Member Cap.

AYES: Members Alfonso, Bransky, Cap, O'Brien, and Chairman Sierzega
NAYES: None
ABSTENTIONS: None
ABSENT: Members Johnson and Planera

Case No. 22-02 – Lot Consolidation at 18225 Dixie Highway:

Staff Liaison Mesaros stated the Village is the petitioner for this case. The property currently has five separate lots in an "L" shape and the plat of consolidation would combine the lots into one zoning lot. Currently, individual lots are nonconforming, but combined they conform to the minimum lot size requirements in the zoning code.

Chairman Sierzega read the case information.

A motion was made by Member O'Brien to approve Case 22-02 Lot Consolidation of five lots into one lot at 18225 Dixie Highway in the B-1 Central Business/Downtown Overlay zoning district and incorporating the findings of fact into the record; seconded by Member Alfonso.

AYES: Members Alfonso, Bransky, Cap, O'Brien, and Chairman Sierzega.

NAYES: None
ABSTENTIONS: None
ABSENT: Members Johnson and Planera

Case 22-05 Special Use Permit for Craft Brewery, site plan approval, and variance from Section 12.5 Parking Lot landscaping at 18225 Dixie Highway:

Chairman Sierzega introduced the case and swore in the petitioner, Mike Matthys from Linden Group Architects.

Mr. Matthys stated the site is bordered by Dixie Highway, Mama & Me, a lot that connects to a day care, and residential. Mr. Matthys stated the storm sewer connections are to the north to Olive Road and there is a shared access easement with 10 feet on each side for a total width of 20 feet with the property to the north

Mr. Matthys stated the project is an 11,000 square foot building footprint with full dining and a brewery, a small basement, upper floor with private dining and an outdoor terrace. Mr. Matthys stated there will be a landscape buffer in front of the patio. The main entrance will be on Miller Court. The loading dock is off the rear with screening to block the view for the residential areas. The parking entrance will be one-way from Miller Court and wrap around and exit back to Miller Court.

Mr. Matthys stated there will be 38 parking spaces with 10 spots in the middle for loading vehicles that will be used after deliveries for additional parking.

Mr. Matthys stated there will be trees along Dixie and plantings along the south fence. The preliminary seating number is 126, with private dining on the second level and an upper terrace on the mezzanine level for private use.

M. Matthys stated that it is a unique image, but that it fits well with Homewood. The canopy sign will be similar to what is on La Banque Hotel (on Ridge Road). The masonry wall will frame the patio and have a fence to feel open and plantings.

Member O'Brien asked about the number of parking spaces and the grayed out spaces on the plan. Mr. Matthys stated that it is an area that will be used in off-hours for delivery with larger vehicles.

Member O'Brien said 48 spaces.

Member Bransky stated they did well with capturing Homewood with the façade, but he asked for a better explanation of the screening for the residents to the south end.

Mr. Matthys stated the building wall will screen and there will be a sliver of landscaping about 15 feet wide. There will be space for a tree by the garbage enclosure and the parking island will have two trees.

Mr. Matthys stated there will be no screening at Miller Court because of the access to the lot and there will be a 6-foot solid fence to the east, like Trex, and plantings.

Member Bransky asked if the service trucks will go in the north side between Mama & Me and Homewood Brewing Company. Mr. Matthys stated that is the plan.

Member Bransky stated that it seems that they need every bit of the pavement on the south and east end. Mr. Matthys stated yes.

Member Bransky asked if it would be on the property owners to maintain. Staff Liaison Mesaros stated yes.

Member Branksy asked if residents could come in and petition for a fence and asked if it would be on them to maintain. Mr. Matthys and Staff Liaison Mesaros both stated yes.

Member Alfonso stated that it is a beautiful plan and she thinks it would be a nice addition. Member Alfonso asked what the capacity would be for the upstairs outdoor area. Mr. Matthys stated 32 seats inside and 20 outside, but the occupancy might allow more.

Member Alfonso asked if there would be music or speakers outside. Mr. Matthys stated it is not in the plan, but it may be added. Currently the plans allow for them for the inside dining.

Member Alfonso asked what the hours of operation would be. Mr. Matthys stated he is unsure if they have been established yet.

Greg Berman stated hours allow music outside until 10:30-11pm and he believes that is what is allowed for Mama & Me for their events, but they are willing to discuss it with neighbors and the Village.

Member Alfonso asked if there was a pathway for people to walk. Mr. Matthys stated currently yes. But from the backside of the parking lot people would have to walk through the parking lot to get to the path.

Member Cap asked if there is any kind of delineation for parking and Mama & Me. Mr. Matthys stated he expects there to be signage.

Member Cap stated that it seems tight to have a semi-truck with trailer fit through the loading area. Mr. Matthys stated they have run auto turn software that can be shared with Staff.

Member Cap asked if the trucks would come in on the easement to the North, back in, and then exit to Miller Court. Mr. Matthys stated yes.

Member Cap asked if the variance is for the landscaping. Mr. Matthys stated the variance is for the parking lot islands and the landscaping. Staff Liaison Mesaros stated the variance is for the south end of the lot along the east fence.

Member Cap asked if it will be a production facility as well. Mr. Matthys stated yes.

Member Cap asked if they have someone to speak to the production numbers and the water consumption. Mr. Matthys stated there will be a new watermain installed to the site from Dixie.

Member Cap stated a permit will be needed from IDOT. Mr. Matthys stated they have already started the process and they are working with Thorn Creek for what is required for them for a 10 barrel system.

Mr. Berman stated the consumption estimates are for 3 days a week and there is potential for 4 days a week after one year of being open. And they are getting a new main to handle the consumption.

Member Cap asked if the truck dock is for incoming materials or outgoing product. Mr. Matthys stated is it for incoming materials and they are planning for the largest trailer possible which is a 50-foot trailer. Mr. Matthys stated he is not sure that size truck would be needed, and restaurant deliveries would be in smaller trucks.

Member Cap stated it may end be 1-2 years down the road when a 50-foot trailer is needed.

Member O'Brien stated 90% of local cartage is in a 53-foot trailer with a 12-foot cab making it 65-feet.

Member Cap asked about the site triangle in the proposed code with 25-feet in both directions and asked if the patio or landscaping will be an impediment to the site lines. Mr. Matthys stated they can run the site drawings and see if they need to adjust.

Member Cap stated that ideally it is 25 feet, but would allow 20 feet under these conditions. Member Cap asked if the alley on the north is one-way or dual traffic.

Mr. Matthys stated the building is one-foot off the easement and he is not sure if it is 22 or 24 feet wide, but it can accommodate it. Staff Liaison Mesaros stated it is shown as two-way. Mr. Matthys stated that two-way is the intent with Mama & Me.

Member Cap asked if they have discussed with the engineer any enhancements for storm water storage. Mr. Matthys stated they are doing storm retention in the parking area and think there will be an oversized pipe that they thought was under the threshold, but was clarified by Max.

Chairman Sierzega asked if deliveries will be at certain times and how they plan to keep people from parking in these spaces. Mr. Matthys stated the deliveries will be scheduled around the hours of operation, but he is unsure if the spaces will be needed when they are smaller delivery vehicles. Mr. Matthys stated it's possible that signage will be used to restrict parking during certain times.

Mr. Berman stated that restaurant deliveries are in the morning before 10 am and the brewery deliveries could be the same time, and no deliveries would be permitted during dining hours after 11AM. Mr. Berman added that any trucks there after 11AM would most likely made to stay until the spaces are free or possibly even until the next morning.

Chairman Sierzega asked what the hours of operation would be. Mr. Matthys stated they would be similar to other restaurants and breweries in town.

Chairman Sierzega asked if it is possible to add access on the north side of the building. Mr. Matthys stated that they did look into it, but because of the kitchen they won't.

Chairman Sierzega stated they should be prepared because some people would complain.

Member Cap asked what the timeline is for construction. Mr. Matthys stated Carmela's vision is a fast one, and that they are trying to get the engineering and drawings done, but they are hoping for a spring

start and have a slow open. Carmela Wallace stated they are looking to break ground in spring 2022 and be operating by summer or fall of 2023.

Staff Liaison Mesaros asked if there were any comments from the audience in person or anyone on Zoom:

Marty Will, 1947 Miller, was sworn in as stated that he is interested in listening to a parking remedy because he has 4 kids and he wants a guardrail at the property line and added that he is willing to give up part of his easement to have it installed.

Ronald Banks, owner of 1939 Miller, was sworn in and stated that he uses the property as an office and that Miller Court is not that wide. Mr. Banks stated the road isn't that wide and in the past trucks would hit the fence because they had issues with the turn and added that he is concerned that it's a lot of traffic on the small street. Mr. Banks added that he will probably be selling because he is going to be retiring soon.

Mr. Matthys stated Miller is getting extended and the bell at the end of the road may not be needed, but they have started talking with the Village about the street.

Mr. Banks asked how they will be able to access their properties with the road torn up. Mr. Matthys stated it would be handled like any other residential street improvement and he thinks they would have to accommodate them and provide access.

Mr. Banks asked if there could be a protective barrier on the south side of Miller to keep people from hitting the fence.

Chairman Sierzega asked if they would be willing to put up a barrier. Mr. Matthys stated absolutely.

Mr. Will reiterated he is willing to give up part of his easement for a guardrail. Mr. Banks added or install poles down the line and the site line is poor because of the cleaners.

Mr. Matthys stated they might be able to take a couple of feet of the patio to help with the site lines and the cleaners building is at the property line whereas this building is 12 feet back from the property line.

Member Bransky stated they are good concerns from the residents that don't have to be in the mothing, but be in the minutes so they can be addressed. Member Bransky stated, regarding the parking lot, most people will walk a distance for a good beer.

Mr. Banks stated that he wants to commend the commission because they do a wonderful her and keeping the community going.

Member Cap asked if they can add the site plan for the site lines. Staff Liaison Mesaros stated yes and the barrier.

A motion was made by Member Cap to approve Case 22-05 to recommend approve of the site plan for construction or a restaurant and craft brewery with the recommendation that the site triangles at the north aisle and south entrance at Miller Court be mitigated and the residential properties on the

southside of Miller Court be protected by a vehicular barrier at the petitioner's expense; seconded by Member O'Brien.

A motion was made by Member Cap to approve the variance from Section 12.5 Parking Lot Landscaping; seconded by Member O'Brien.

A motion was made by Member Cap to approve the special use permit for a craft brewery on the application by Gregg Berman, Cross Town Design LLC in the B-1 Central Business/DO Downtown Overlay zoning district; seconded by Member O'Brien.

Member O'Brien asked if it should be referred to as Homewood Brewing Company in the Findings of Fact. Staff Liaison Mesaros stated the code defines it as a craft brewery so not it does not.

AYES: Members Alfonso, Bransky, Cap, O'Brien, and Chairman Sierzega.
NAYES: None
ABSTENTIONS: None
ABSENT: Members Johnson and Planera

Chairman Sierzega asked if there was anything else. Staff Liaison Mesaros stated no, as requested by the applicant, Ronald Roby, Emerald City Services, the third case for event space at 18250 Hardwood Avenue will be continued to the next meeting, February 24, 2022, at 7:30 PM.

NEW BUSINESS: None

OLD BUSINESS: None.

ADJOURNMENT: Chairman Sierzega asked for a motion to adjourn the meeting. Member O'Brien moved to adjourn the meeting at 10:32 p.m., seconded by Member Cap.

AYES: Members Alfonso, Bransky, Cap, Johnson, O'Brien, Planera, and Chairman Sierzega.
NAYS: None
ABSTENTIONS: None
ABSENT: None

Respectfully submitted,

Angela M. Mesaros
Staff Liaison

MEMORANDUM

THE VILLAGE OF
HOMEWOOD
1893

Date: March 24, 2022

To: Members of the Planning and Zoning Commission

From: Angela M. Mesaros, Director of Economic and Community Development

Re: Case 22-10 – Administrative Variance, 1319 Elder, Fence Height

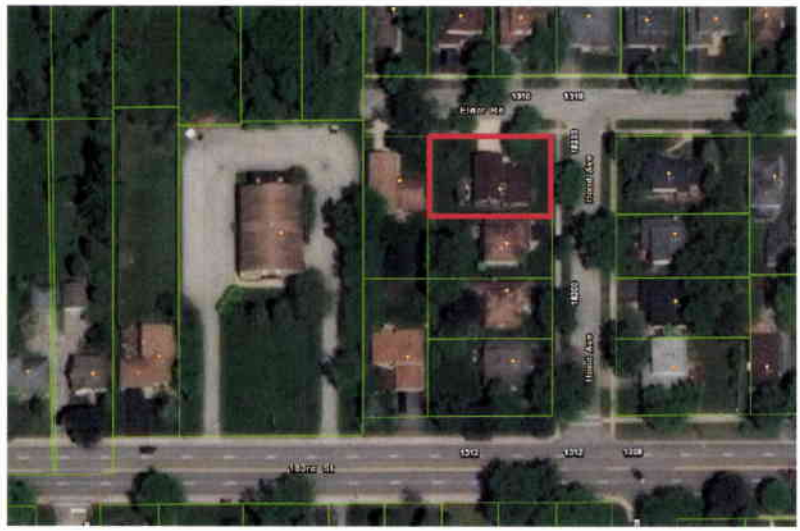
Cc:

APPLICANT INFORMATION:

APPLICANT:	Donnell Johnson
REQUESTED ACTION:	Variance from Municipal Code Section 22-95(e)
LOCATION:	1319 Elder Road
CURRENT ZONING/LAND USE:	R-2, Single-family Residential
SURROUNDING ZONING/USE:	**N/S/E/W:** R-2, SF Residential
LEGAL NOTICE:	Legal notice published in *Daily Southtown* on 03/06/2022; letters sent to property occupants within 250'
DOCUMENTS FOR REVIEW:	Petitioner's application dated 2/22/22; plat of survey, dated 12/17/2021.

BACKGROUND:

Section 22-95(e) of the Homewood Municipal Code regulating fences states, "*in single and multiple family residential zones no fence may exceed 4' in height above ground level in front of the front line of the residential structure.*" The Municipal Code states that the Planning and Zoning Commission may grant a variance from fence height restrictions. The property owner, Donnell Johnson, has applied for a zoning variance from height to construct a new six-foot-tall fence along the corner front yard of the house, facing Elder Road.



DISCUSSION:

The subject property is a corner lot with two front yards on Elder Road and Hood Avenue, both local residential neighborhood streets. The petitioner wishes to construct a new six (6) feet tall white vinyl fence along the corner lot. The proposed fence extends in front of the front line of the house along the rear property line on Elder Road. Therefore, an administrative variance is required.

The requested fence is around the backyard, between the rear yard facing Elder Road, and therefore, will not obstruct the corner view on Hood Avenue.

VARIANCE STANDARDS:

No zoning variance shall be granted unless findings based upon the evidence presented in each specific case establish that the following standards have been met. Standards 1-3 must all be met; the remaining standards are provided for further consideration:

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located. *The proposed fence is located in the corner side yard and extends into the required front yard along Hood Road which is a local street, not a major traffic route through Homewood.*
2. That the plight of the owner is due to unique circumstances. *The house is situated on a corner lot and therefore has two front yards.*
3. That the variation, if granted, will not alter essential character of the locality. *The six-foot-tall fence is new. The property currently has no fence.*

The following Standards are provided for your consideration in making a decision regarding the requested variance.

4. Existing conditions pose a particular hardship. *The property is located within a residential neighborhood. It abuts two streets.*
5. Conditions of petition not generally applicable. *The property is a corner lot with two front yards. The property is located within a block of 183rd Street, a major arterial street and the second house in from the street end and a religious institution.*
6. Hardship not created by property owner. *The property has two front yards.*
7. Variation is not detrimental or injurious to the neighborhood. *A variety of fencing and screening types exist on lots in this neighborhood. The requested fence is for the backyard which is facing Elder Road. The requested 6 ft. fence would not obstruct the corner view on Hood Avenue.*
8. Impairment of light and air supply, increased risk of fire or endangerment to public safety or diminished property values. *The fence would not obstruct sightlines.*

FINDINGS OF FACT:

Staff has prepared the following *Draft* Findings of Fact' in accordance with the standards set forth in Section 2.17E for Board consideration. After consideration of public testimony, the following standards (as proposed or amended) will be entered into the record.

1. The subject property is located at 1319 Elder Road and is owned by the petitioner, Donnell Johnson;
2. The subject property is located in the R-2 Single-family Residential District;
3. The subject property is a corner lot with two front yards;
4. The Homewood Municipal Code prohibits fences that exceed 4 feet in height in front of the front line of the house in residential districts; and
5. The petitioner seeks a variance from the Homewood Municipal Code Section 22-95(e) to permit a fence six feet in height to extend into the corner front yard facing Elder Road.

STAFF RECOMMENDATION:

The Planning and Zoning Commission may wish to consider the following motion, written in the affirmative:

Approval of Case 22-10 for a variance from Table 8.1 of the Homewood Municipal Code Section 22-95 (e) to allow a fence 6 feet in height in the front yard at the property located at 1319 Elder Road and incorporating the Findings of Fact into the record with a minimum 3-foot setback on the Elder Road side with landscaping to be approved by the Village's arborist.

VILLAGE OF HOMEWOOD
2020 Chestnut Road,
Homewood, IL 60430
(708) 206-3385

APPLICATION FOR ZONING ACTION

SUBJECT PROPERTY ADDRESS: 1319 Elder Road

APPLICANT INFORMATION:	Email: [redacted]
Name: Donnell Johnson	Phone [redacted]
Address: 1319 Elder Road	Fax:

PROPERTY OWNER INFORMATION (if different than applicant):	Email:
Name:	Phone (daytime):
Address:	Fax:

Requested zoning action; please be specific: We need a 6-foot fence because we have 3 small children and a English Mastiff that can easily jump over a 4-foot fence.

Has the present owner applied for zoning action for this property within the last 12 months: ☐ Yes ☒ No

REQUIRED SUBMISSIONS:

- ☒ Completed application
- ☒ Site plan drawn to scale indicating the proposed improvement to the subject property – Plat of survey
- ☐ Statement which addresses Conditions for Variances (see attached instruction sheet)
- ☐ Proof of ownership or interest of ownership
- ☒ Plat of survey with legal description

*** IMPORTANT ***

A plat of survey is required to accurately evaluate your request. The measurements shown on the plat will be used during the hearing. If you intend to present evidence other than what is shown on your plat, you will need to provide a current plat of survey.

SUPPLEMENTAL EVIDENCE (OPTIONAL):

- ☐ Photographs of the property seeking a variation
- ☐ Petition of neighboring property owners stating that they do not object to the proposed variation

Office Use Only

Zoning of Property: ☐ R1 ☒ R2 ☐ R3 ☐ R4 ☐ B1 ☐ B2 ☐ B3 ☐ B4 ☐ DO ☐ M ☐ PL

Requested Action: ☐ Zoning Variance ☒ Administrative Variance ☐ Minor Variance

Current Use: ☒ Conforming ☐ Nonconforming ☐ PUD

Variance Request - HZO Section No.: 22-95

Date Application Received: 2-22-22

Case No.: 22-10

Application Fee Paid:	Zoning Variance	Administrative Variance	Minor Variance
Residential	☐ $150.00	☒ $150.00	☐ $100.00
Commercial	☐ $250.00	☐ $250.00	☐ $100.00

I hereby certify that the statements and facts given on this application are true and complete to the best of my knowledge. I agree that if granted the variation requested, the resultant land use will at all times comply with applicable resolutions, ordinances and standards of the Village of Homewood.

Donnell Johnson
Signature of Applicant

2-22-2022
Date

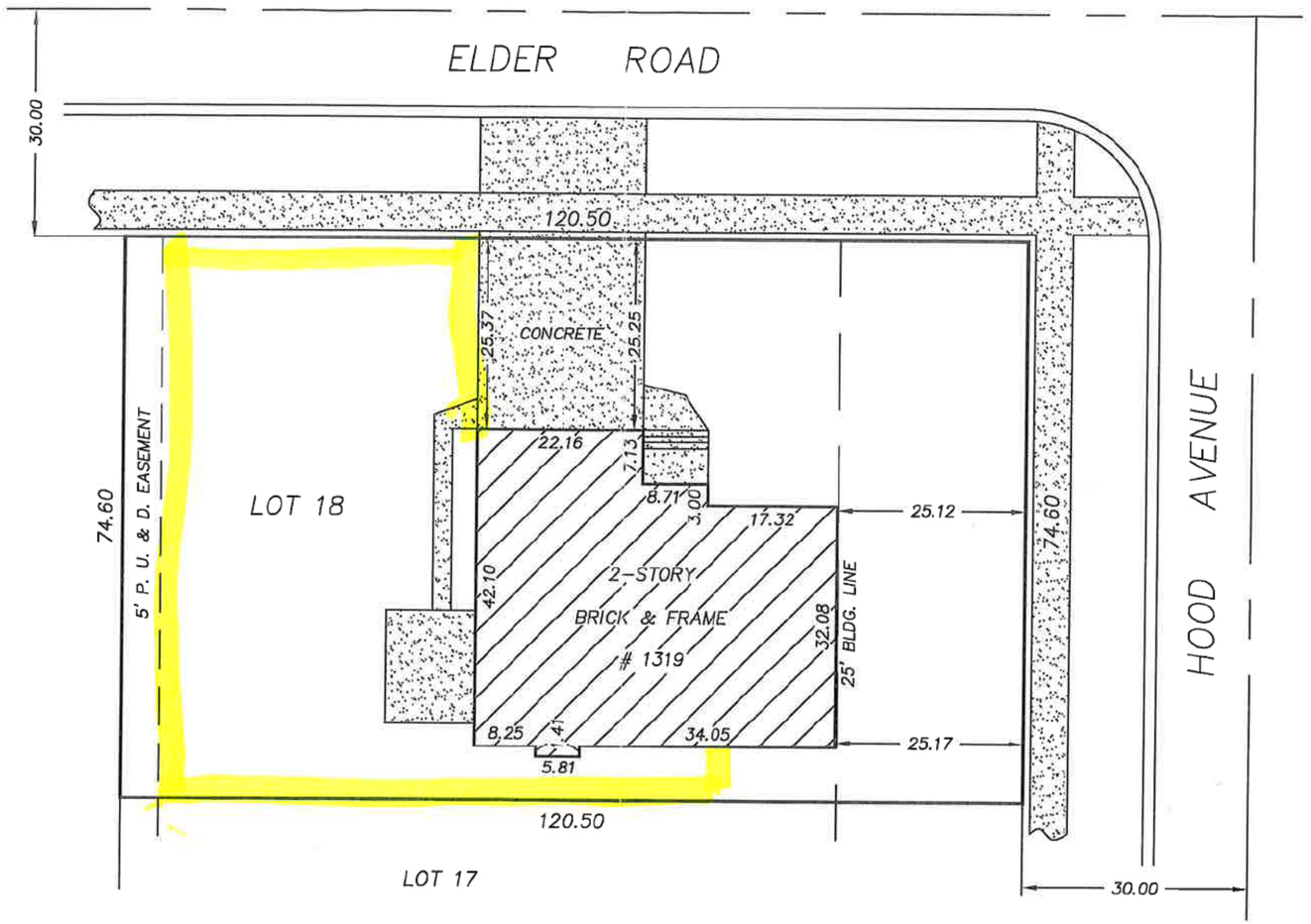
R.H. GRANATH
SURVEYING SERVICE, P.C.
PH: (708) 371-4478
FAX (708) 371-3922

PLAT OF SURVEY
of

LOT 18 IN 1ST ADDITION TO GUARANTEE CONSTRUCTION COMPANY'S OLIVE ROAD SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 32, TOWNSHIP 36 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

R.H. GRANATH
SURVEYING SERVICE,P.C.
6006 W. 159th STREET
BUILDING B UNIT 1-SOUTH
OAK FOREST, ILL. 60452

SCALE 1"= 20'



STATE OF ILLINOIS
STEVEN R. GRANATH
No.035-003169
OAK FOREST, IL.
EXP 11/30/2022
PROFESSIONAL LAND SURVEYOR

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT R.H. GRANATH SURVEYING SERVICE, P.C. HAS ISSUED THIS PLAT FROM FIELD SURVEY DATA OBTAINED AT THE PROPERTY INDICATED IN THE CAPTION LEGAL DESCRIPTION AND PUBLIC RECORDS, AND THAT THE FOREGOING IS A TRUE AND CORRECT REPRESENTATION OF THE SAME. THIS PLAT OF SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE FOR A BOUNDARY SURVEY PER TITLE 68 CHAPTER VII, SUBCHAPTER b: SECTION 1270.56 IN THE RULES FOR THE ILLINOIS PROFESSIONAL LAND SURVEYOR ACT. NO BOUNDARY CORNERS WERE SET DURING THIS FIELD SURVEY OF THE SUBJECT PROPERTY BY CLIENT AGREEMENT (ITEM 3D OF SAID RULES). ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

STEVEN R. GRANATH I.P.L.S. No. 3169
VALID ONLY IF EMBOSSED SEAL IS AFFIXED

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE, REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

DATE: DECEMBER 17, 2021

CLIENT: LAW OFFICE OF DAVID R. MACK

R.H.G. ORDER NO. MS 2021-12-053

MEMORANDUM

THE VILLAGE OF HOMEWOOD 1893

Date: March 24, 2022

To: Members of the Planning and Zoning Commission

From: Angela M. Mesaros, Director of Economic and Community Development

Re: Case 22-09, Variance, Lot Width and Lot Area at 2044 183rd Street – West Lot

Cc:

APPLICANT INFORMATION:

APPLICANT:	Anna Lukaszczyk, on behalf of 183rd Street Trust #2044
REQUESTED ACTION:	Variance from Zoning Ordinance Section 4.3 Yard and Bulk Regulations, reference Table 4.2 and Section 36-87 of the Homewood Municipal Code
LOCATION:	2044 183rd Street
CURRENT ZONING/LAND USE:	R-2, Two-flat building
SURROUNDING ZONING/USE:	**N/S/E/W:** R-2 SF Residential
LEGAL NOTICE:	Legal notice published in *Daily Southtown* on 03/05/22; letters sent to property occupants within 250'
DOCUMENTS FOR REVIEW:	Petitioner's application and conditions for variance dated 2/28/22; plat of survey, dated 01/15/2020.

BACKGROUND:

The petitioner, Anna Lukaszczyk, represents the owner of the property at 2044 183rd Street. The property consists of two parcels, Lot 21 and Lot 22. The two-story apartment building is constructed on Lot 22, and Lot 21 is vacant. Both lots are legally nonconforming. The petitioner has approached the Village in order to sell the property for development as a new single-family home.

- Section 4.3, reference Table 4.2, of the *Homewood Zoning Ordinance* and Section 36-87 of the *Homewood Municipal Code* establish a minimum lot width of 60 feet and a minimum lot area of 8,100 square feet in the R-2 Single-family residential district. Both lots are 50' wide x 150' deep (7,500 square feet in area) and thus do not meet the minimum lot requirements in the R-2 Single-family Residential district.

- Section 13.5 of the *Homewood Zoning Ordinance* regulates nonconforming lots of record that were in existence on the date of adoption of the zoning ordinance on April 9, 2002:

  - Section 13.5-B, Lots of Record Held in Common Ownership states that if "*two (2) or more lots of record with continuous frontage in single ownership do not meet the requirements for lot width or lot area, the land shall be considered to be a single undivided parcel for the purposes of the ordinance. No portion of said parcel shall be used, transferred, or conveyed which does not meet the lot width and lot area requirements established by the ordinance. No division of the parcel shall be made which leaves remaining lot(s) with lot width or area below the requirements as stated in the ordinance"* unless a variance has been obtained in accordance with Section 2.17 of the zoning ordinance.

  - Section 13.5-C establishes additional standards beyond those outlined in Section 2.17 that must be in compliance in order to obtain a variance. These standards are outlined in the Variance Standards section below.

DISCUSSION:

The applicant is contemplating selling the vacant lot to the west of the existing two-unit building. The vacant lot (Lot 21) remains a separate property according to Cook County records. However, because the applicant is the owner of two continuous nonconforming lots of record, according to the *Homewood Zoning Ordinance*, they cannot transfer or convey the nonconforming vacant lot without receiving a variance.

VARIANCE STANDARDS:

No zoning variance shall be granted unless findings based upon the evidence presented in each specific case establish that the following standards have been met. Standards 1-3 must all be met; the remaining standards are provided for further consideration:

1. That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located. *Per the zoning ordinance, the property cannot be used, transferred, or conveyed as a separate lot unless a variance is granted.*

2. That the plight of the owner is due to unique circumstances. *This was part of an approved subdivision created as Thornton Station in 1923 for residential development. The majority of lots in the area are nonconforming. This property is located on a major arterial street, 183rd Street, and in close proximity to downtown Homewood.*
3. That the variation, if granted, will not alter the essential character of the locality. *None of the properties on the immediate block conform to the currently adopted minimum width and/or area requirements of the zoning ordinance.*

   The Village is in the process of a comprehensive update to the Zoning Ordinance. As part of that process, the zoning consultant has recommended that the B-1 district boundaries be adjusted to reflect the Downtown Core as identified in the Village's Downtown Plan. To reflect this change, it is recommended that the area outside of the Downtown Core that is currently zoned B-1 as well as the residentially zoned parcels within the area be rezoned to a new B-2 Downtown Transition District. The new B-2 District is meant to better accommodate the variety of land uses and development patterns that currently exist in the area and support the vibrancy of the Downtown. The subject property would be within the new B-2 District. The new B-2 district would not have a minimum lot area and lot width.

   In addition, based on a nonconformity analysis (see attached map), the proposed zoning code update recommends the reduction of the minimum lot area and lot width standards in the current R-2 zoning district to 7,500 square feet in area and 50 feet wide. This is consistent with the lot size requested for the subject property.

The following Standards are provided for your consideration in making a decision regarding the requested variance.

4. Existing conditions pose a particular hardship. *All of the properties in the immediate block are nonconforming and the majority of lots in the area are nonconforming.*
5. Conditions of the petition are not generally applicable. *The nonconforming lots in the area have been developed with single-family and two-family residences.*
6. Hardship not created by the property owner. *The lots were legally subdivided when the subdivision was developed in 1923.*
7. Variation is not detrimental or injurious to the neighborhood. *A nonconforming lot with a single-family house constructed on it is standard in this area. Village Engineer, Max Massi is in process of evaluating potential impacts on storm water detention in the area due to the lower elevation of the property.*
8. Impairment of light and air supply, increased risk of fire or endangerment to public safety or diminished property values. *This property would not be any denser than is typical in this area.*

The following additional Standards are provided in Section 13.5-C for compliance to obtain a variance, as follows:

9. Both lots met the lot area and lot width requirements in effect at the time the applicant purchased the lots. *The lots were legally subdivided as part of Thornton Station in 1923and sold as single lots for the construction of single-family homes. All of the lots in the area are 50 feet wide (see attached Sidwell map) with a few exceptions that were more recently re-subdivided.*
10. Over half of the lots within five hundred feet of the subject lots have been developed as individual building sites and do not comply with either the lot width or lot area requirement for the district in which they are located. *Approximately 84% of the single-family zoning lots within*

five hundred feet of the subject property are nonconforming and have been developed as individual building sites with single-family houses.

11. The owners of the abutting lots refuse to sell or convey, at a fair market price, portions of their lots that could be added to the subject lots to render them conforming without rendering said abutting lots or structures located on such lots nonconforming. *All lots adjacent to the subject property are also nonconforming.*

FINDINGS OF FACT:

Staff has prepared the following *draft* 'Findings of Fact' in accordance with the standards set forth in Section 2.17E for Board consideration. After consideration of public testimony, the following standards (as proposed or amended) will be entered into the record.

1. The subject property is located on the west half of the property commonly known as 2044 183rd Street, and is identified as Lot 21, Property Index Number 21-31-316-019-0000;
2. The subject property is owned by 183rd Street Trust #2044;
3. The subject property is zoned R-2, Single-family Residential;
4. The house on Lot 22 is 6 feet from the subject property's east lot line;
5. The Homewood Zoning Code and Municipal Code require minimum lot widths of 60' and minimum lot areas of 8,100 square feet in R-2 zoning districts;
6. The majority of the lots in the immediate area are nonconforming in width and area;
7. The applicant is seeking variances from the minimum lot width and minimum lot area requirements of Section 4.3, reference Table 4.2 of the Homewood Zoning Ordinance, and from Section 36-87of the Homewood Municipal Code to allow a lot that is 50' in width and 7,500 square feet in area.

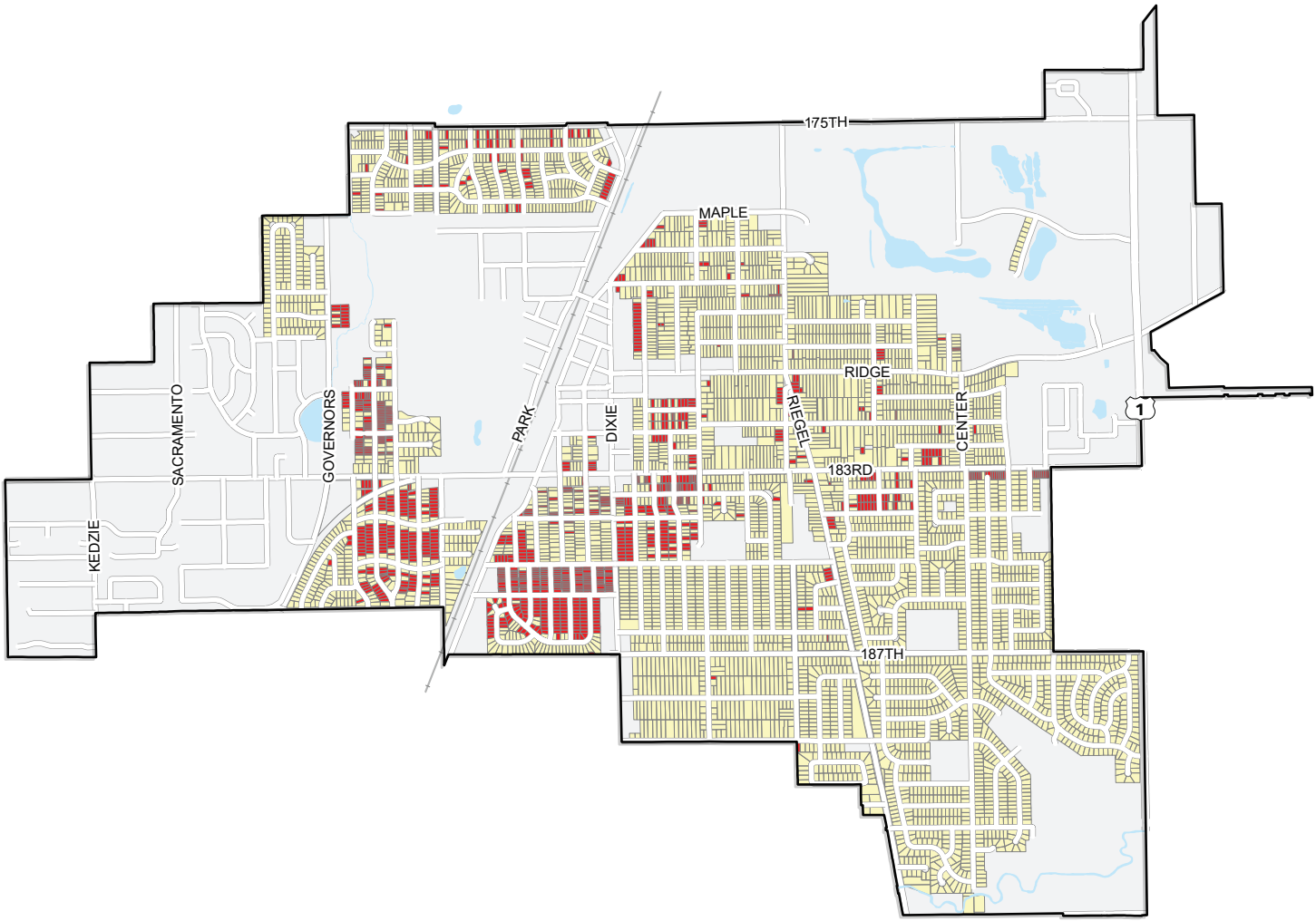
STAFF RECOMMENDATION:

The Planning and Zoning Commission may wish to consider the following motion, written in the affirmative:

Approval of Case 22-10 for a variance from the minimum lot width and minimum lot area requirements of Section 4.3 of the Homewood Zoning Ordinance and Section 36-87 of the Homewood Municipal Code to allow a lot that is 50 feet in width and 7,500 square feet in area located on the west half of 2044 183rd Street, Lot 21, Property Index Number 29-31-316 -019-0000, and incorporating the Findings of Fact into the record.

VILLAGE OF HOMEWOOD

Lot Area and Width Appropriateness Analysis



R-2 Single-Family Residence District - Lot Area Analysis

Less than 7,000 sq.ft. (Non-Conforming)

Greater than or equal to 7,000 sq.ft. (Conforming)

Minimum lot size: 7,000 sq.ft. (Alternative Minimum)
Total Non-conforming lots: 1,064
Total lots: 5,505
Percentage non-conforming: 19.33%

N 0 0.25 0.5 Miles

Cook County, Illinois
E½ SW¼ Section 31 - 36 - 14
THORNTON

2018 Tax Map

Page 2931F

36-14-31F

"A"

VILLAGE OF HARTFORD in the N.E. 1/4 of the S.W. 1/4 of Sec. 31-36-14.

Rec. Doc. 9999999999

"B"

SEVERSON'S SUB. of Lots 7, 8, 9, 15, & 16 in Blk. C in the Village of Hartford (see A).

Rec. 07/24/1924 Doc. 8524091

"C"

VILLAGE OF THORNTON STATION, a sub. of the S.E. 1/4 of the S.W. 1/4 of Sec. 31 -36-14.

Rec. Doc. 9999999999

"D"

ERIKSON'S RESUB. of parts of Lots 6, 7, and 8 in Block D in Village of Hartford (See A).

Rec. 01/18/1965 Doc. T2191225

"E"

SCHMIDT'S RESUB of Lots 13 and 14, in Blk A in the Village of Hartford (See "A").

Rec. 04/19/1968 Doc. 20464811

"F"

HOMEWOOD IMPROVEMENT CORPORATION RESUB. of Lots 1, 2 and 3 in Blk. A in the Village of Hartford (see A).

Rec. 07/07/1970 Doc. 21202473

"G"

BONNELL SUB., a Resub. of Lots 5 and 6 in Blk. 3 in Thornton Station Sub. (see C).

Rec. 09/17/1974 Doc. 22849910

"H"

CHERRY LANE RESUB., of part of Lots 1 and 2 in Blk. 1 in Thornton Station Sub. (See C).

Rec. 07/25/1975 Doc. 23163995

"J"

RESUB. PLAT AURELIO'S LOT 1, a Sub. of part of Lots 4 thru 10 in Block 6 in Thornton Station (See C).

Rec. 02/03/1977 Doc. 23808814

"K"

PLAT of CONSOLIDATION of Lots 4 thru 7 inclusive in Block 1 of the Village of Thornton Station (See C).

Rec. 10/28/1981 Doc. 26040728

"L"

PLAT OF CONSOLIDATION of Lots 11, 12, 15, 16 & 19 in Blk. 1 in Village of Thornton Station (see C).

Rec. 11/03/1982 Doc. 26399133

"M"

PLAT OF CONSOLIDATION, Lots 1 thru 4 inclusive in Block 2 of the Village of Thornton Station (See C).

Rec. 12/30/1982 Doc. T3288419

"N"

PLAT OF CONSOLIDATION of Aurelio's Lot 1 (See J) and also Lot 10 (except the N. 59.52 ft. thereof) and Lots 11 & 12 (except the S. 158 ft. of the E. 114 ft. thereof) in Blk. 6 of Thornton Station (See C).

Rec. 07/20/1984 Doc. 27180320

"O"

KERWIN'S RESUB of the W 100ft of Lots 1,2 & 3 in Blk H of Village of Hartford (See "A")

Rec. 12/29/1987 Doc. 87678658

"P"

Ravisloe Sub of pt of Section 31-36-14 & Sec 36-36-14

Rec. 08/23/2001 Doc. 0010779394

"Q"

Plat of Consolidation Lots 1and 2 in Kerwin' s Resub (See "O"

Rec. 06/17/2002 Doc. 0020073350

"R"

VILLAGE OF HOMEWOOD CONSOLIDATION of Lots 1 through 6, inclusive, in Blk C in Village of Hartford (Now Called Homewood) (See "A").

Rec. 10/18/2006 Doc. 0629131084

"S"

ARRIVO'S RESUBDIVISION of Lot 1 in

VILLAGE OF HOMEWOOD
2020 Chestnut Road,
Homewood, IL 60430
(708) 206-3385

APPLICATION FOR ZONING ACTION

SUBJECT PROPERTY ADDRESS: 2044 183RD Street

APPLICANT INFORMATION:	Email: [redacted]
Name: Anna Lukaszczyk	Phone [redacted]
Address: 8642 S. Menard, Burbank, 60459	Fax:

PROPERTY OWNER INFORMATION (if different than applicant):	Email: [redacted]
Name: 183rd Street Trust # 2044	Phone (d [redacted]
Address: 9S611 Lorraine Dr, Willowbrook 60527	Fax:

Requested zoning action; please be specific:

Request to reduce lot area from the minimum required 8,100 sf to existing 7,500 sf and to reduce the lot area width from the minimum required 60 feet to existing 50 feet.

Has the present owner applied for zoning action for this property within the last 12 months: ☐ Yes ☑ No

REQUIRED SUBMISSIONS:

- ☑ Completed application
- ☑ Site plan drawn to scale indicating the proposed improvement to the subject property
- ☑ Statement which addresses Conditions for Variances (see attached instruction sheet)
- ☑ Proof of ownership or interest of ownership
- ☑ Plat of survey with legal description

*** IMPORTANT ***

A plat of survey is required to accurately evaluate your request. The measurements shown on the plat will be used during the hearing. If you intend to present evidence other than what is shown on your plat, you will need to provide a current plat of survey.

SUPPLEMENTAL EVIDENCE (OPTIONAL):

- ☐ Photographs of the property seeking a variation
- ☐ Petition of neighboring property owners stating that they do not object to the proposed variation

Office Use Only

Zoning of Property: ☐ R1 ☒ R2 ☐ R3 ☐ R4 ☐ B1 ☐ B2 ☐ B3 ☐ B4 ☐ DO ☐ M ☐ PL

Requested Action: ☒ Zoning Variance ☐ Administrative Variance ☐ Minor Variance

Current Use: ☐ Conforming ☒ Nonconforming ☐ PUD **Variance Request - HZO Section No.:** 4.3, Table 4.2

Date Application Received: 3-1-2022 **Case No.:** 22-09

Application Fee Paid:	Zoning Variance	Administrative Variance	Minor Variance
Residential	☒ $150.00	☐ $150.00	☐ $100.00
Commercial	☐ $250.00	☐ $250.00	☐ $100.00

I hereby certify that the statements and facts given on this application are true and complete to the best of my knowledge. I agree that if granted the variation requested, the resultant land use will at all times comply with applicable resolutions, ordinances and standards of the Village of Homewood.

Anna Lukaszczyk
Signature of Applicant

2-28-22
Date

Conditions for Variance
2044 183rd St
Homewood, IL

The property located at 2044 83rd St in non-conforming.
The area is 7,500 square feet instead of minimum required 8,100 feet and the width is 50 feet instead of minimum required 60 feet.
The conditions of the lot are existing, not caused by the petitioner.
Zoning relief would not be detrimental to the public welfare, impair adequate light and air, endanger the public safety, or weaken property values in the area.

Village of Homewood
Building & Zoning Department
2020 Chestnut Rd.
Homewood, IL 60430

RE: 2044 183rd St., Homewood

Dear Sir/Madam,

I authorize my agent/expediter Anna Lukaszczyk, to apply for variance on my behalf.

Thank you

Sincerely

Marcin Mietus / 183rd Street Trust# 2044

TELEPHONE
(708) 799-9542
FAX
(708) 799-0797

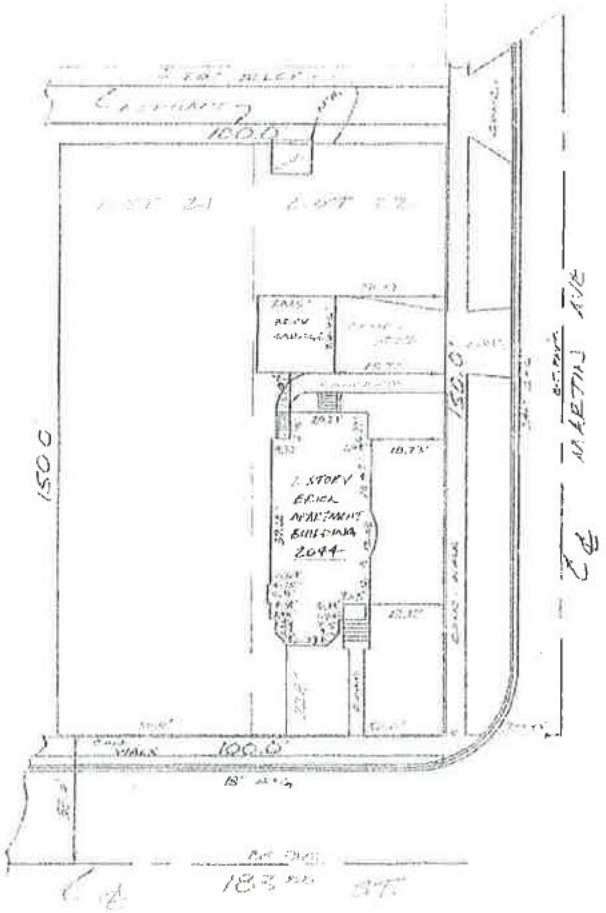
DAVID A. RING & ASSOCIATES

REGISTERED LAND SURVEYORS

18120 1/2 MARTIN AVENUE
HOMEWOOD, ILLINOIS
60430

PLAT OF SURVEY

LOTS 21 AND 22 IN BLOCK 3 IN THORNTON STATION, A SUBDIVISION OF THE SOUTHEAST QUARTER (¼) OF THE SOUTHWEST QUARTER (¼) OF SECTION 31, TOWNSHIP 36 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



FOR CHARLES RYAN, ATTY.

SCALE 1" = 30'

ORDERED BY

PLEASE VERIFY TO LOCATE THE BUILDING

ADDRESS

DATE

ORDERED BY

CONTRACTOR, BUILDERS OR OWNERS SHOULD VERIFY AND OBSERVE ALL POINTS BEFORE BEGINNING ANY CONSTRUCTION AND AT ONCE REPORT ANY DISCREPANCIES. CONSULT DEED OR PLAT FOR BUILDING LINE AND RESTRICTIONS. CONSULT DEED OR ABSTRACT OF TITLE FOR EASEMENTS.
THIS PLAT WAS PREPARED FOR THE ABOVE NAMED PARTY ONLY AND IS NOT VALID IF THE SURVEYORS EMBOSSED SEAL IS PRESENT.

STATE OF ILLINOIS } ss
COUNTY OF COOK }

I DO HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY DESCRIBED IN THE ABOVE CAPTION TO THE HEREON DRAWN PLAT, AND SAID PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. ALL DIMENSIONS ARE FIELD AND RECORD, PLATS HEREOF AND CORRECTED TO A TEMPERATURE OF 62 DEGREES FAHRENHEIT. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

ROBERT G. ESTEPES

DATE: JANUARY 15, 2020 CERT NO. 2921

PROFESSIONAL DESIGN FIRM 184.004814

NEW RESIDENCE
83rd STREET

ILLINOIS

SITE AREA:	7500 SQFT.
1ST FLOOR:	1350 SQFT.
TOTAL LIVING AREA:	1350 SQFT.
FINISHED BASEMENT:	1350 SQFT.
2 CAR GARAGE:	400 SQFT.

20' FT. ALLEY

50.00'

23'-6" | 30'-0" | 6'-6"

NEW FRAME GARAGE

26'-6"

150.00'

CONDENSING UNIT CU-1

39'-8"

PROPOSED NEW RESIDENCE

CONC. WALK

150.00'

18'-6" | 28'-0" | 6'-6"

4'-0"

12'-10"

28'-2"

12'-7"

50.00'

CONC. WALK

CONC. CURB

183rd STREET

SITE PLAN

SCALE: 1"=10'-0"

N

ABD & ASSOCIATES, LTD
ARCHITECTS ■ BUILDERS ■ DESIGNERS
PROFESSIONAL DESIGN FIRM - NO. 184.005725
12940 S. 82ND COURT, PALOS PARK
paweljanik@ymail.com

I hereby verify that I have plans were prepared under my supervision and to the best of my knowledge complies with the requirements of the and regulations of the State of ILLINOIS ZENON WOZNY 001.010655 REGISTERED ARCHITECT

PROPOSED NEW RESIDENCE
2044 W. 183rd STREET
HOMEWOOD
ILLINOIS

INFORMATION:

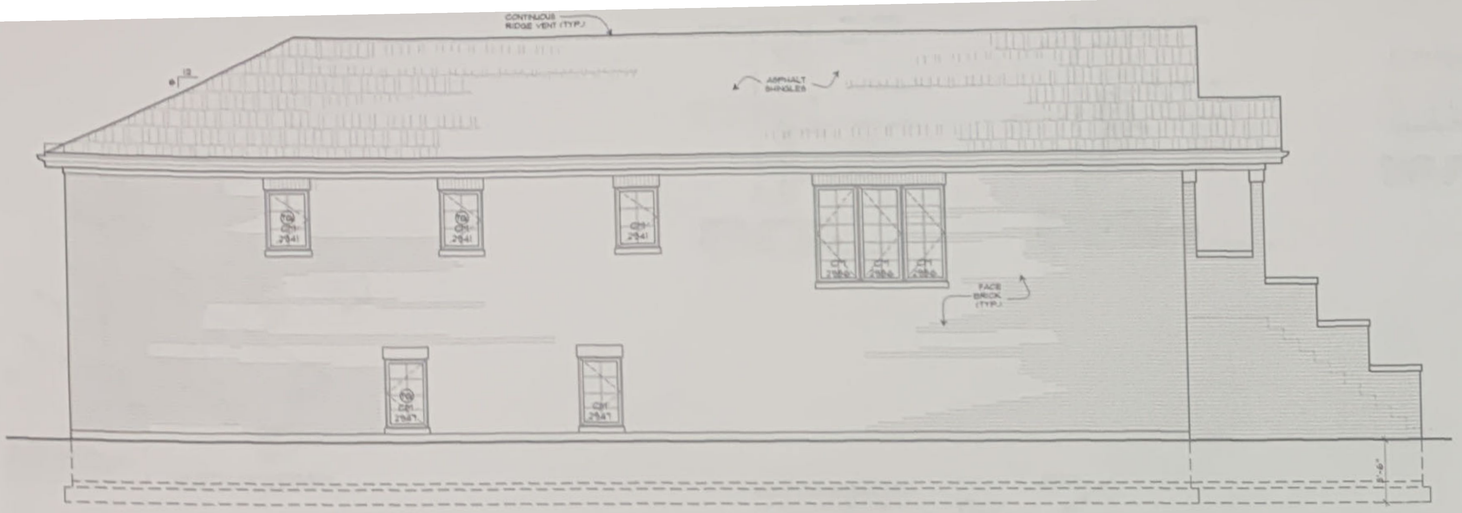
DATE: 02/16/2022

JOB NO.

DRAWN: PAWEL JANIK

CHK'D: ZENON WOZNY

SHEET NO. A-1



LEFT ELEVATION

SCALE: 1/4"=1'-0"

FRONT ELEVATION

SCALE: 1/4"=1'-0"

ELEVATION GENERAL NOTES:

- PELLA PRO LINE SERIES OR EQUAL
  UNIT NUMBERS (NOT GLASS SIZES) SHOWN ON ELEVATIONS
- ALL ROOF VENTS AND THROUGH ROOF MECHANICAL TO BE LOCATED @ REAR OF HOME AND PAINTED TO MATCH ROOF.
- SHEET METAL FLASHING OVER ALL WINDOWS, DOORS AND WOOD TRIM
- SHEET METAL FLASHING AT ALL ROOF AND WALL INTERSECTIONS

NOTE:
EVERY SLEEPING ROOM SHALL HAVE AT LEAST ONE OPERABLE WINDOW OR EXTERIOR DOOR APPROVED FOR EMERGENCY EGRESS OR RESCUE. THE UNITS MUST BE OPERABLE FROM THE INSIDE TO A FULL CLEAR OPENING WITHOUT THE USE OF SEPARATE TOOLS. WHERE WINDOWS ARE PROVIDED AS A MEANS OF EGRESS OR RESCUE THEY SHALL HAVE A SILL HEIGHT OF NOT MORE THAN 44 INCHES ABOVE THE FLOOR.

ALL EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS MUST HAVE MINIMUM NET CLEAR OPENING OF 5.7 SQ. FT. THE MINIMUM NET CLEAR OPENING HEIGHT DIMENSION SHALL BE 24". THE MINIMUM NET CLEAR OPENING WIDTH DIMENSION SHALL BE 20".

(T) TEMPERED GLASS

(E) EGRESS WINDOW

STEEL LINTEL SCHEDULE

OPENING SIZE	REQUIRED LINTEL	BEARING
4'-0"	L 3 1/2"x3 1/2"x5/16"	4"
5'-0"	L 4"x3 1/2"x5/16"	4"
6'-0"	L 5"x3 1/2"x5/16"	4"
7'-0"	L 6"x3 1/2"x5/16"	4"
8'-0"	L 7"x4"x5/8"	6"
9'-0"	L 7"x4"x5/8"	6"
10'-0"	L 8"x4"x1/2"	6"
12'-0"	L 8"x4"x1/2"	6"

TYP. HEADER SCHEDULE

SIZE OF WOOD HEADER	SUPPORTING ROOF ONLY	SUPPORTING ONE STORY ABOVE	SUPPORTING TWO STORIES ABOVE	NOT SUPPRTING FLOORS OR ROOFS
2-2x6	4'	-	-	6'
2-2x8	4 TO 8'	-	-	6 TO 8'
2-2x10	6 TO 8	4 TO 6	-	8 TO 10'
2-2x12	8 TO 10'	6 TO 8'	4 TO 6	10 TO 12'
2-1 7/8"X11 7/8"LVL	10 TO 12	8 TO 10'	6 TO 8'	12 TO 14'

ALL OTHER SIZES SEE FLOOR PLANS

STUD SCHEDULE

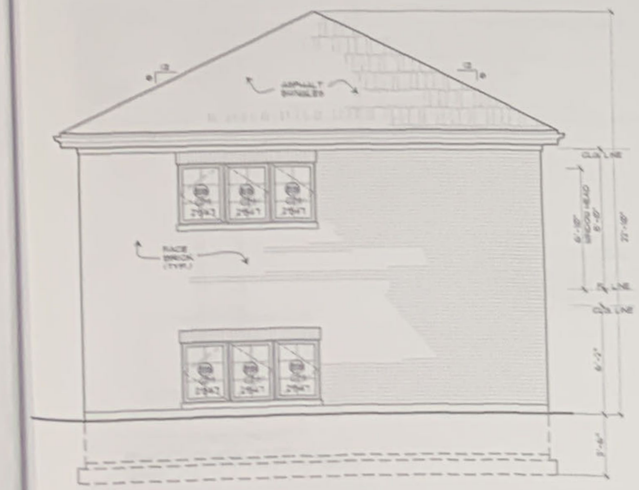
STUD SIZE	SPACING	MAXIMUM STUD HEIGHT	MAXIMUM STORIES SUPPORTED
2x4	16"	14'	ONE STORY PLUS ROOF
	24"	14'	ROOF ONLY
2x6	16"	20'	TWO FLOORS PLUS ROOF
	24"	20'	ONE STORY PLUS ROOF

REFRIGERATION SCHEDULE

ITEM NO.	MANUF.	TYPE/AMOUNT OF FREON	H.P.	TON	NO. OF UNITS & AMOUNT OF COPP. BACK (SEE DETAIL ON SHT. 1 FOR LEGEND)	S/C	REMOTE	DIA. OF LL	DIA. OF SL	UNIT SERVING	WATER COOLED/ 30% GLYCOL	UNIT LOCATION
CU-1	RHEEM	R-22, 8.2#	3.5	3.5			X	3/8"	7/8"	1ST FLOOR	AIR	AT GRADE

LIGHT & VENT SCHEDULE

	ROOM	AREA	LIGHT REQ'D	LIGHT ACT	VENT REQ'D	VENT ACT	BTUH LOSS	SUPPLY REQ'D	SUPPLY ACT	EXHAUST REQ'D	EXHAUST ACT	REMARKS
1ST FLR.	KITCHEN / LIVING RM./DINING RM.	540.0	43.2	72.7	21.6	82.2	21600		500		500	FU-1 SUPPLY
	MASTER BEDROOM	207.0	20.7	26.4	10.4	30.0	8280		200		200	FU-1 SUPPLY
	BEDROOM #2	117.0	11.7	13.2	5.9	15.0	4680		100		100	FU-1 SUPPLY
	BEDROOM #3	117.0	11.7	13.2	5.9	15.0	4680		100		100	FU-1 SUPPLY
	MASTER BATH	63.0	N.R.	6.6	94.5	94 CFM	2520		100	94 CFM	100	EF-2 EXHAUST
	BATH #2	60.0	N.R.	6.6	90.0	90 CFM	2400		90	90CFM	90	EF-2 EXHAUST
BASEMENT	BEDROOM	265.0	10.6	14.1	5.3	15.3	10600		200		200	FU-1 SUPPLY
	RECREATION RM.	559.0	22.4	24.5	11.2	31.5	22360		400		400	FU-1 SUPPLY
	EXERCISE RM.	140.0	5.6	N.R.	5.6	5.8	5600		100		100	FU-1 SUPPLY
	BATH	60.0	N.R.	6.6	90.0	90 CFM	2400		90	90CFM	90	EF-2 EXHAUST
	TOTAL:						85120		1880		1880	



REAR ELEVATION

SCALE: 1/4"=1'-0"

RIGHT ELEVATION

SCALE: 1/4"=1'-0"

ABD & ASSOCIATES, LTD
ARCHITECTS ■ BUILDERS ■ DESIGNERS
PROFESSIONAL DESIGN FIRM - NO. 184-006725
1990 S. BIND COURT, PALOS PARK
paweljanik@ymail.com

I hereby certify that these plans were prepared under my supervision and to the best of my knowledge comply with the Illinois Residential Code and Local Ordinances.

ILLINOIS ZENON WOZNY 001060 ARCHITECT

PROPOSED NEW RESIDENCE
2044 W. 183rd STREET
HOMEWOOD
ILLINOIS

INFORMATION:

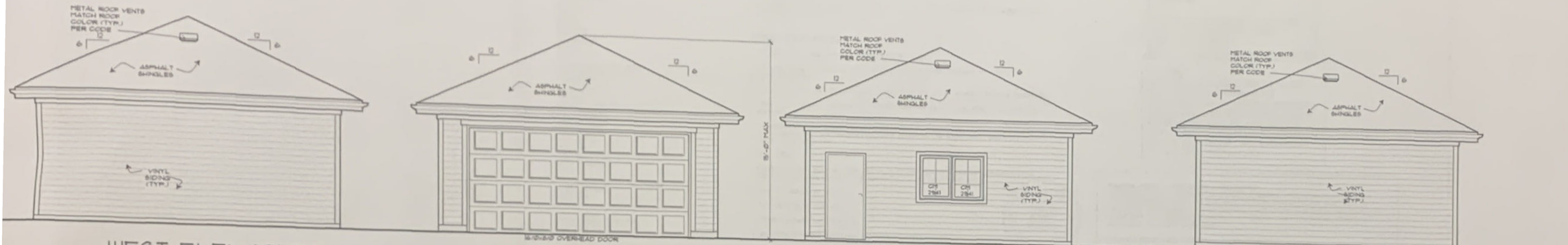
DATE: 02/16/2022

JOB NO.:

DRAWN: PAWEL JANIK

CHK'D: ZENON WOZNY

SHEET NO.: A-3

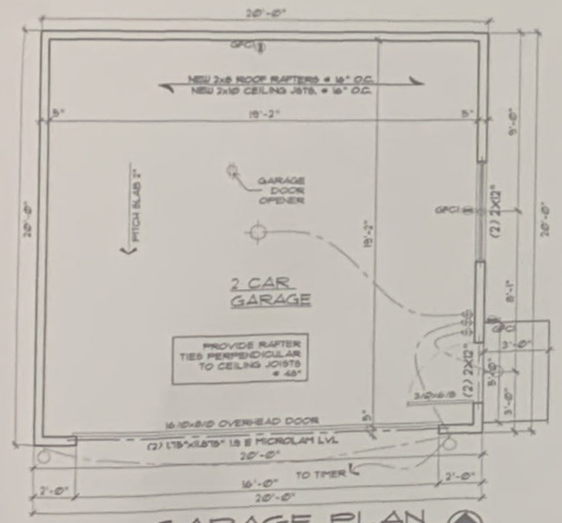


WEST ELEVATION
SCALE: 1/4"=1'-0"

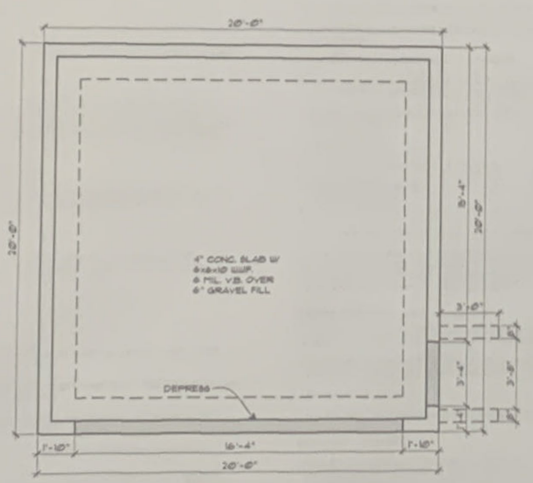
SOUTH ELEVATION
SCALE: 1/4"=1'-0"

EAST ELEVATION
SCALE: 1/4"=1'-0"

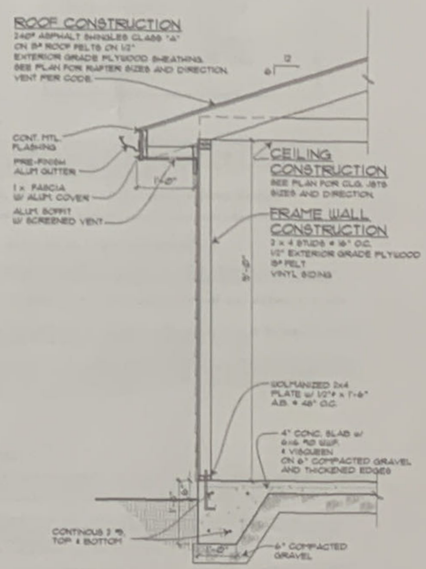
NORTHT ELEVATION
SCALE: 1/4"=1'-0"



GARAGE PLAN
SCALE: 1/4"=1'-0"



GARAGE PLAN
SCALE: 1/4"=1'-0"



GARAGE SECTION
SCALE: 1/2"=1'-0"

ABD & ASSOCIATES, LTD
ARCHITECTS ■ BUILDERS ■ DESIGNERS
PROFESSIONAL DESIGN FIRM - NO. 184.005725
10940 S. BEND COURT PALOS PARK
pawel.janik@ymail.com

I hereby certify that I have prepared these plans to the best of my knowledge comply with applicable codes, ordinances and regulations.
ILLINOIS ZENON WOZNY 0010655 ARCHITECT

PROPOSED NEW RESIDENCE
2044 W. 183rd STREET
HOMEWOOD ILLINOIS

INFORMATION:	
DATE:	02/16/2022
JOB NO.	
DRAWN:	PAWEL JANIK
CHK'D:	ZENON WOZNY
SHEET NO.	A-5

MEMORANDUM

THE VILLAGE OF HOMEWOOD
1893

Date: March 24, 2022

To: Members of the Planning and Zoning Commission

From: Angela M. Mesaros, AICP, Director of Economic and Community Development

Re: CONTINUATION: Case 22-04– (1) site plan approval, (2) special use permit, and (3) height variance for parking garage, 174th & Halsted, Wind Creek IL, LLC.

Cc:

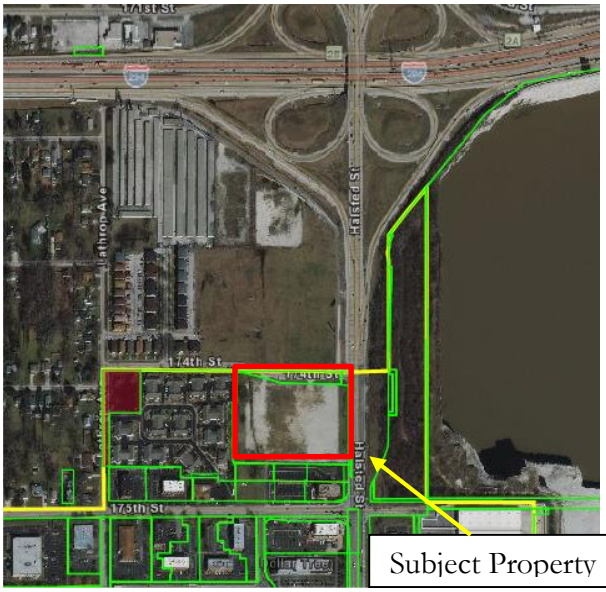
APPLICANT INFORMATION:

APPLICANT:	Wind Creek IL, LLC.
REQUESTED ACTION:	Site Plan Approval and Special Use Permit, Variation, Wind Creek Casino Parking Garage
LOCATION:	174th & Halsted Street
CURRENT ZONING/LAND USE:	B4 Shopping Center District/vacant land
SURROUNDING ZONING/USE:	**N:** East Hazel Crest/vacant land, proposed casino/hotel **E:** M-2/quarry **S:** B-4/restaurant (Chick fil-a and Panera Bread) **W:** R-4/residential (Gardens of Homewood)
LEGAL NOTICE:	Legal notice published in *Daily Southtown* on January 24, 2022; letters sent to occupants within 250'.
DOCUMENTS FOR REVIEW:	Application for site plan approval and special use permit; Plat of Survey dated 02/08/19; Project Description Location Map, Site Plan, and Elevation Concept prepared by the Daly Group LLC dated 01/19/2022; Landscape Plan exhibit dated 01/19/2022, and Schematic Design Section B, Section C, dated 02/19/2020 and Schematic Design Native Tree and Non-native tree dated 07/01/2020 prepared by site design group.

BACKGROUND:

Wind Creek IL, LLC has submitted an application for the redevelopment of the property at the west side of Halsted Street (Illinois Route 1) between the Halsted Street Exchange on Interstate I-80/294 and 175th Street for a planned casino/hotel complex (directly to the north in East Hazel Crest on 23.4 acres. The casino and hotel will be constructed on 16.3 acres of land in East Hazel Crest. The portion of the project located in Homewood would be two attendant parking garages on a 7.1-acre parcel.

In September 2020, the Planning and Zoning Commission recommended and the Village Board approved a special use permit for a parking garage and surface parking lot. The applicant has revised the approved plans and proposes to add a second parking garage directly to the east of the approved parking garage.



The updated plan includes a matched "twin" parking garage directly to the east of the originally proposed garage. The second garage is on-grade, setback from Halsted. Valet spaces will be north of the garage. The newly proposed garage would have no lower level because the bedrock is too close to the surface and excavation is not possible. The ground floor is a pre-made sloped inter-ramp. Upper levels (2-4) are a continuation of levels below. The west garage elevation is 38 feet tall; the east garage elevation is 51 feet tall due to no lower level parking.

DISCUSSION:

At the last meeting, February 10, 2022, the petitioner presented the applications for special use and height variance. At the meeting, Commissioners voted to table this case and requested the following information from the petitioner:

- Snow management – will this involve the reduction of available spaces?
- Is the grade change still 14 feet and the slope still from the southwest or has that been altered with the new garage?
- In response to concern for Section 44-301, "*Visual and noise" impacts,* what are the steps/plan to mitigate any noise that could interfere with the residents to the west. This may include a noise study, 10 -12 ft. high sound wall, or 10 ft. high berm (if warranted by the sound study) (any option would remain landscaped as proposed);
- Verify the oil separator for stormwater (Thorn Creek);
- Update on the water interconnection;
- Parking counts – original total (garage + surface) and proposed total (garages + surface) properly labeled on plans;
- Where will tour buses park – how is this addressed?
- Traffic – with new garage any increased traffic on 175th entry/exit onto 175th (was traffic study updated, if so, provide data/results); and
- Mitigation of stormwater runoff to the west of the berm separating the residential areas at the west side of the property.

FINDINGS OF FACT:

Staff has prepared the following *draft* Findings of Fact in accordance with the standards set forth in 2.16. After consideration of public testimony, the following Findings of Fact (as proposed or amended) may be entered into the record:

1. The subject property is located at the west side of Halsted Street (Illinois Route 1) between the Halsted Street Exchange on Interstate I-80/294 and 175th Street;
2. The subject property is owned by Wind Creek IL, LLC;
3. Wind Creek IL, LLC proposes two structures – (1) the west parking garage is 3 stories above grade, 38 feet tall, 66,800 SF, with 623 parking spaces; and (2) the east parking garage is 4 stories above grade, 51 feet tall, with 608 parking spaces.;
4. The subject property is 7.097 acres
5. The underlying zoning district is B-4 Shopping Center District;
6. Parking deck is allowed as a special use in the B-4 district; and
7. The proposed development is to be constructed in general conformity with the following plans or as they are subsequently amended:
    - Site Plan and Elevation Concept prepared by the Daly Group LLC dated 01/19/2022;
    - Landscape Plan exhibit dated 01/19/2022,
    - Landscape Plans Schematic Design Section B, Section C, dated 02/19/2020; and
    - Schematic Design Native Tree and Non-native tree dated 07/01/2020 prepared by site design group.

STAFF COMMENTS/RECOMMENDATION:

The Planning and Zoning Commission may wish to consider the following motion:

Approval of Case 22-04 (1) site plan approval, (2) special use permit, and (3) variation from height for a parking garage at 17400 Halsted Street, 920 W. 175th and west side of Halsted Street south of I-80/294, on application by Wind Creek IL, LLC in the B-4 Shopping Center zoning district, and incorporating the Findings of Fact into the record and recommendation to the Village Board of Trustees.

March 18, 2022

Re: **Wind Creek Casino & Hotel**
Plan Commission Narrative Responses

- *Snow management – will it involve reduction of available spaces?*
  - **Please see the snow removal exhibit. Spaces will be impacted within the valet parking area to allow for snow removal from the parking garage.**

- *Is the grade change still 14 feet and the slope still from the SW?*
  - **Grade change is closer to 18' from the north to the southeast of the site. Existing drainage patterns are being maintained in the proposed grading of the site. All drainage is directed to the north as it is today.**

- *In response to concern for Section 44-301, "Visual and noise" impacts, what are the steps/plan to mitigate any noise that could interfere with the residents to the west. This may include a noise study, 10 -12 ft. high sound wall or 10 ft. high berm (if warranted by study) (any option would remain landscaped as proposed);*
  - **Please see the sound study included in this submittal. Absorptive panels are plan for the West façade of the garage in accordance with the sound study.**

- *Verify oil separator for stormwater (Thorn Creek);*
  - **A water/oil separator is being included for the parking garage floor drains and this will be directed to sanitary sewer.**

- *Update on water interconnection;*
  - **Water for the hotel and casino will be coming from the Village of East Hazel Crest. Water for the Garage will be coming from the Village of Homewood. Both water services will loop around their respective buildings under the enclosed pedestrian connection.**

- *Parking counts – original total (garage + surface) and proposed total (garages + surface) properly labeled on plans;*
  - **Parking counts are labeled correctly in the exhibit. Please see the Wind Creek Casino – Homewood Civil Exhibit for total parking counts.**

- *Tour bus parking?*
  - **7 parking spaces are included. Tour bus staging will be offsite.**

- *Traffic – any increase on 175th in entry/exit onto 175th (was traffic study updated, if so, provide data/results); and*
  - **Please see included updated traffic study.**

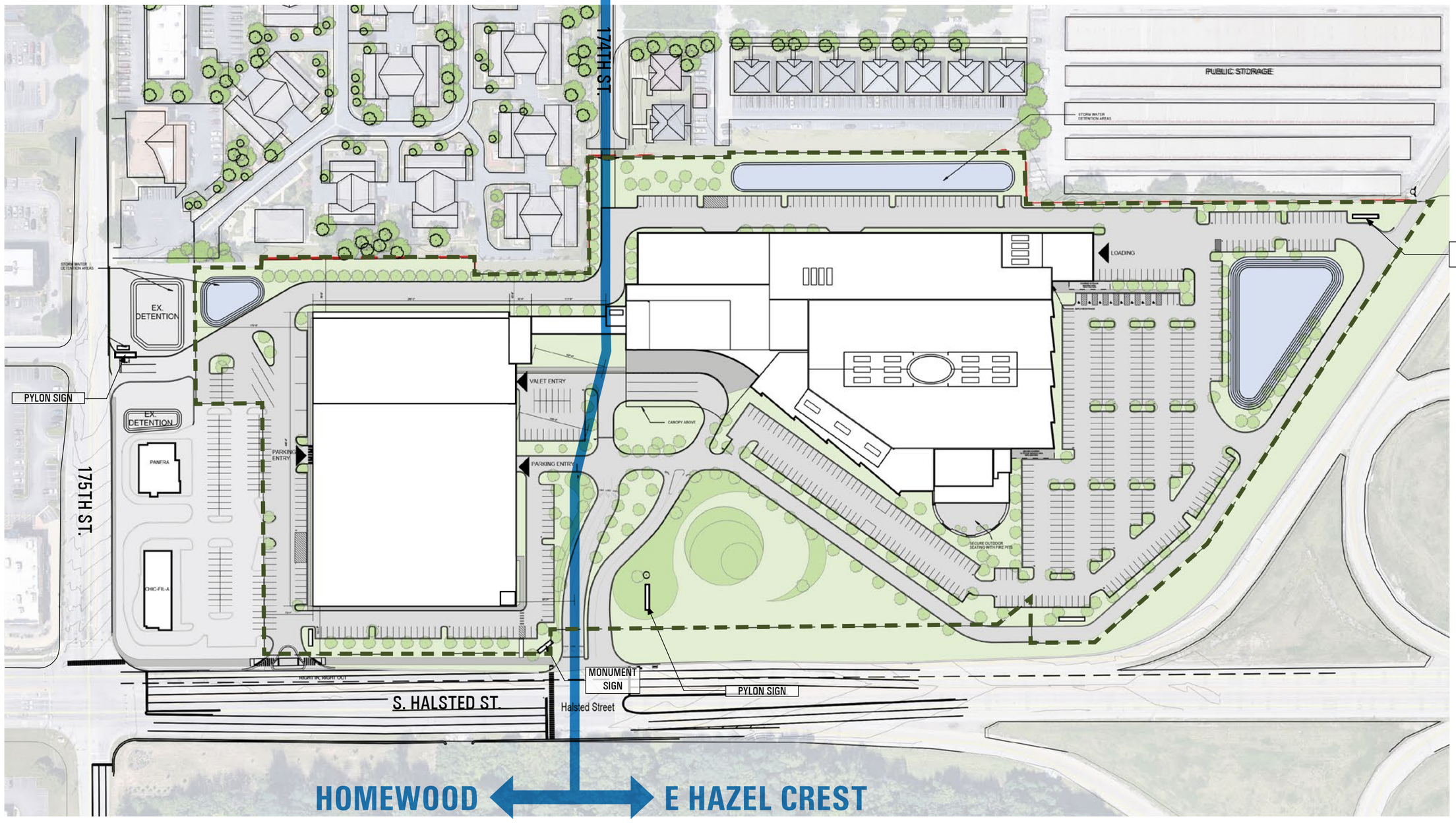
- *Mitigation of stormwater runoff to the west of berm separating the residential areas at the west side of the property.*
  - **Storm sewer is included in the plans to pick up drainage from the west side of the berms to ensure there is no ponding on the adjacent property.**

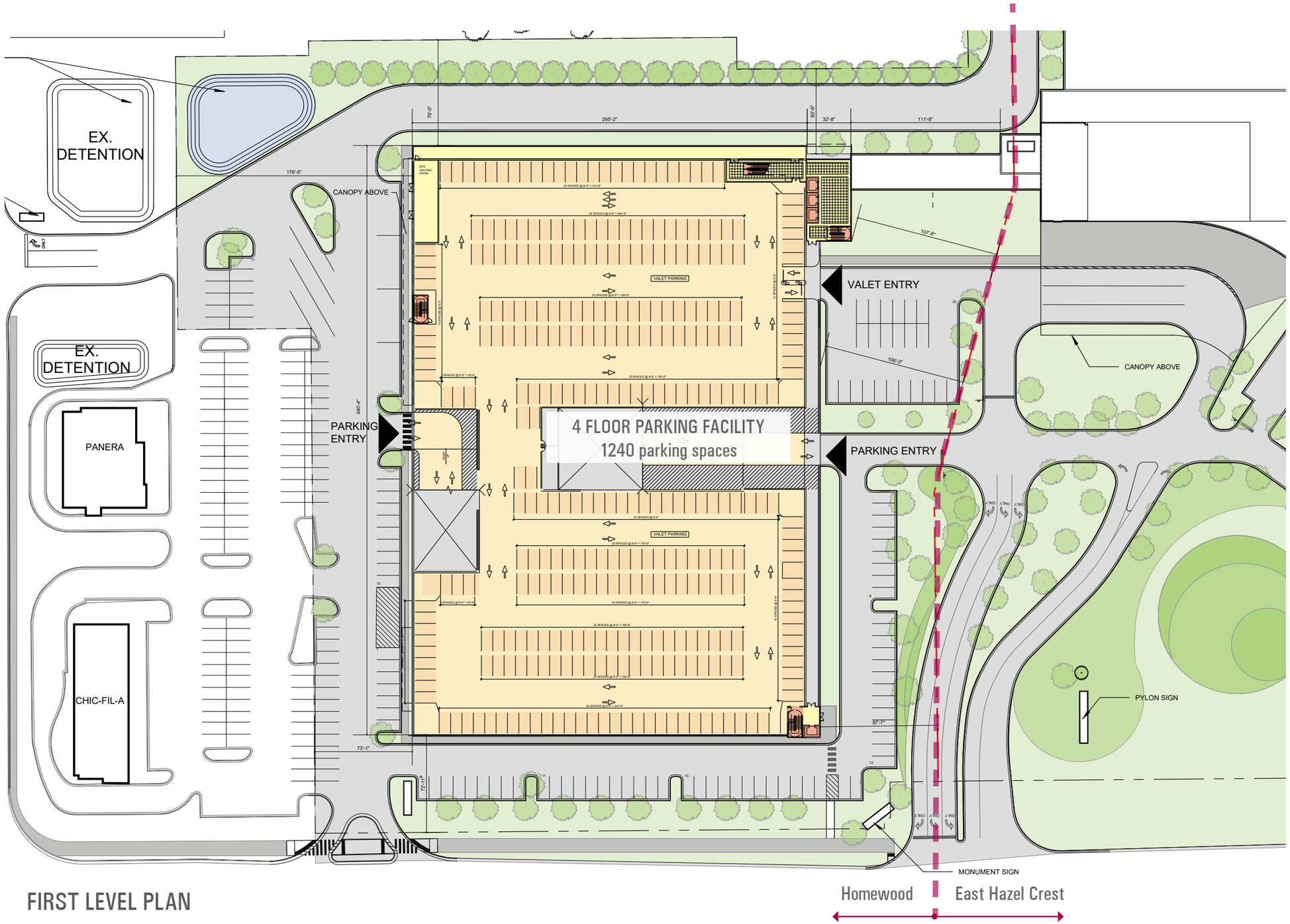
Enclosure: Updated Garage Plans & Elevations, Civil and Landscape Exhibits, Snow Removal Exhibit, Traffic Study, Acoustic Study

ARCHITECTURE
INTERIOR DESIGN
PLANNING

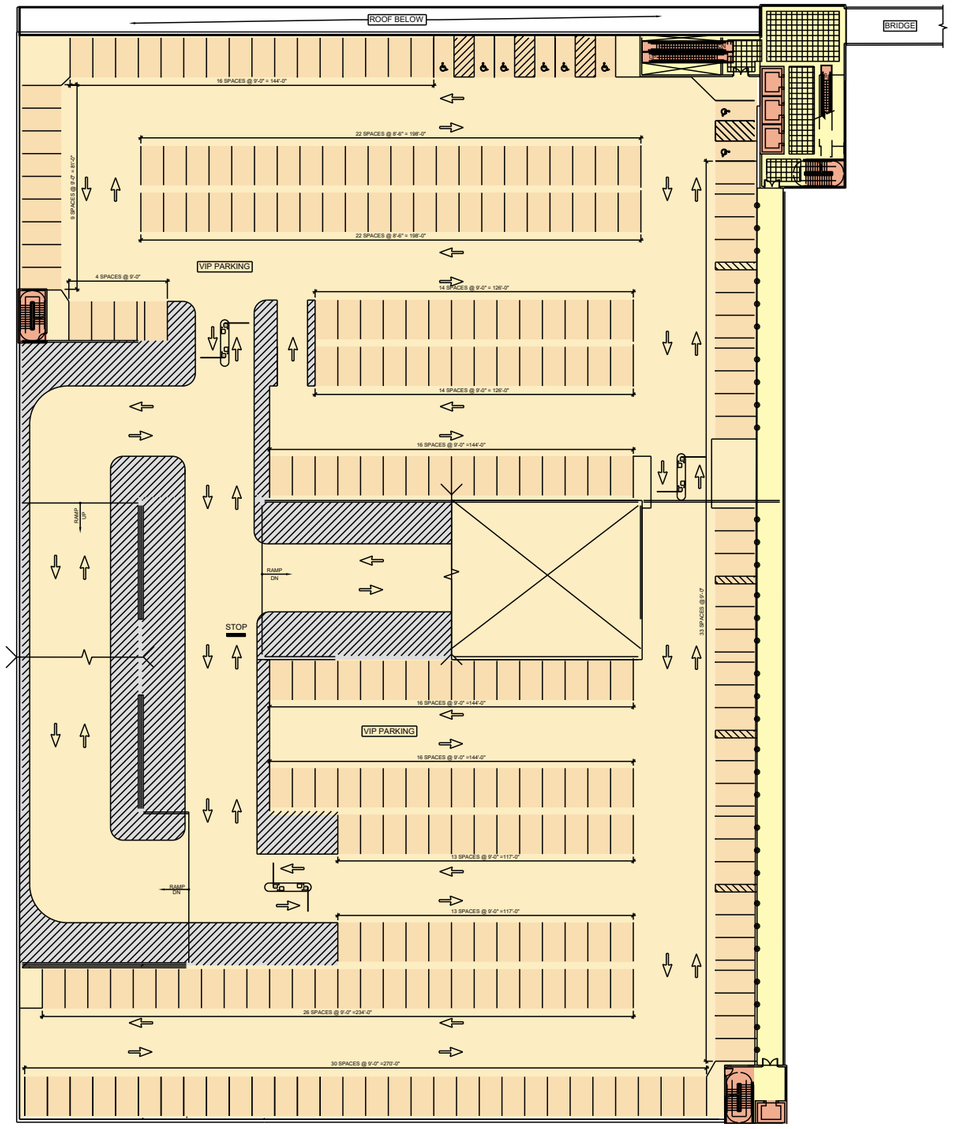
Solomon Cordwell Buenz
625 N. Michigan Avenue
Chicago, Illinois 60611

T 312.896.1100
www.scb.com

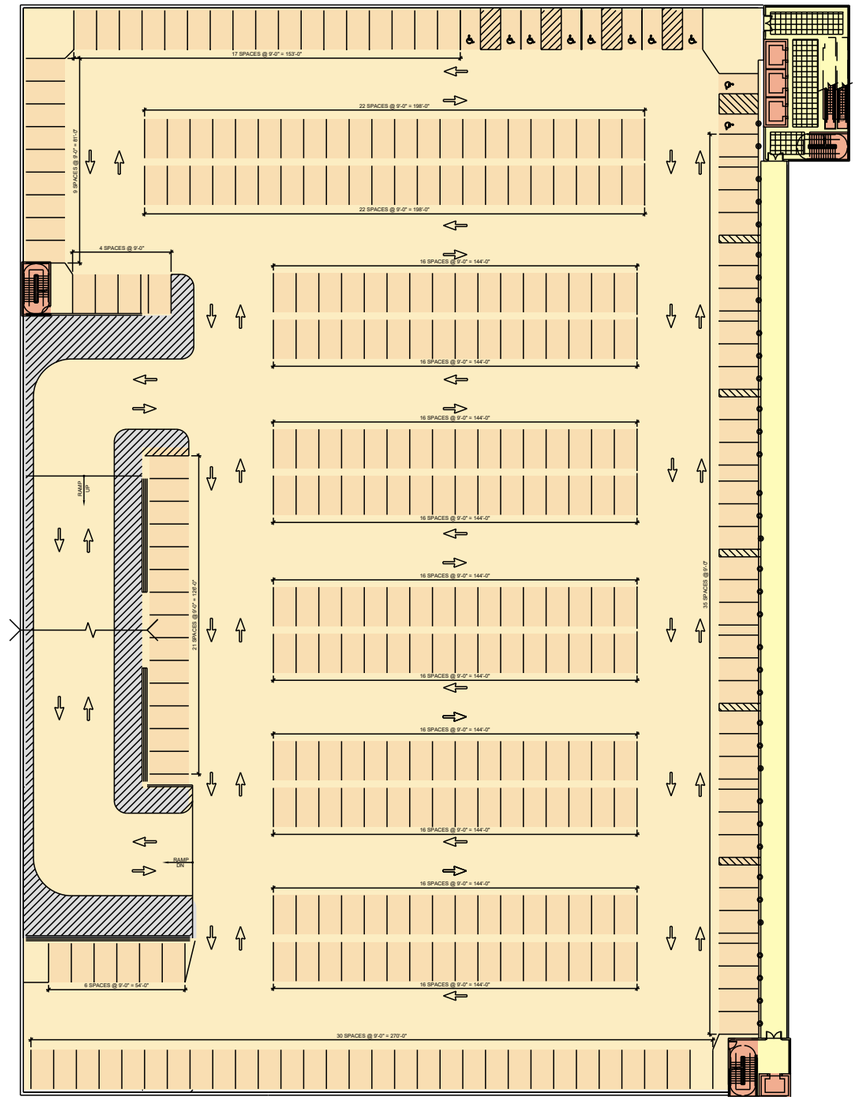

175TH ST.
PUBLIC STORAGE
STORM WATER DETENTION AREAS
HIGHWAY PYLON SIGN
LOADING
EX. DETENTION
PYLON SIGN
EX. DETENTION
PANERA
CHIC-FIL-A
175TH ST.
PARKING ENTRY
VALET ENTRY
CANOPY ABOVE
PARKING ENTRY
SECURE OUTDOOR SEATING WITH FIRE PITS
RIGHT IN, RIGHT OUT
S. HALSTED ST.
Halsted Street
MONUMENT SIGN
PYLON SIGN
HOMEWOOD
E HAZEL CREST



FIRST LEVEL PLAN

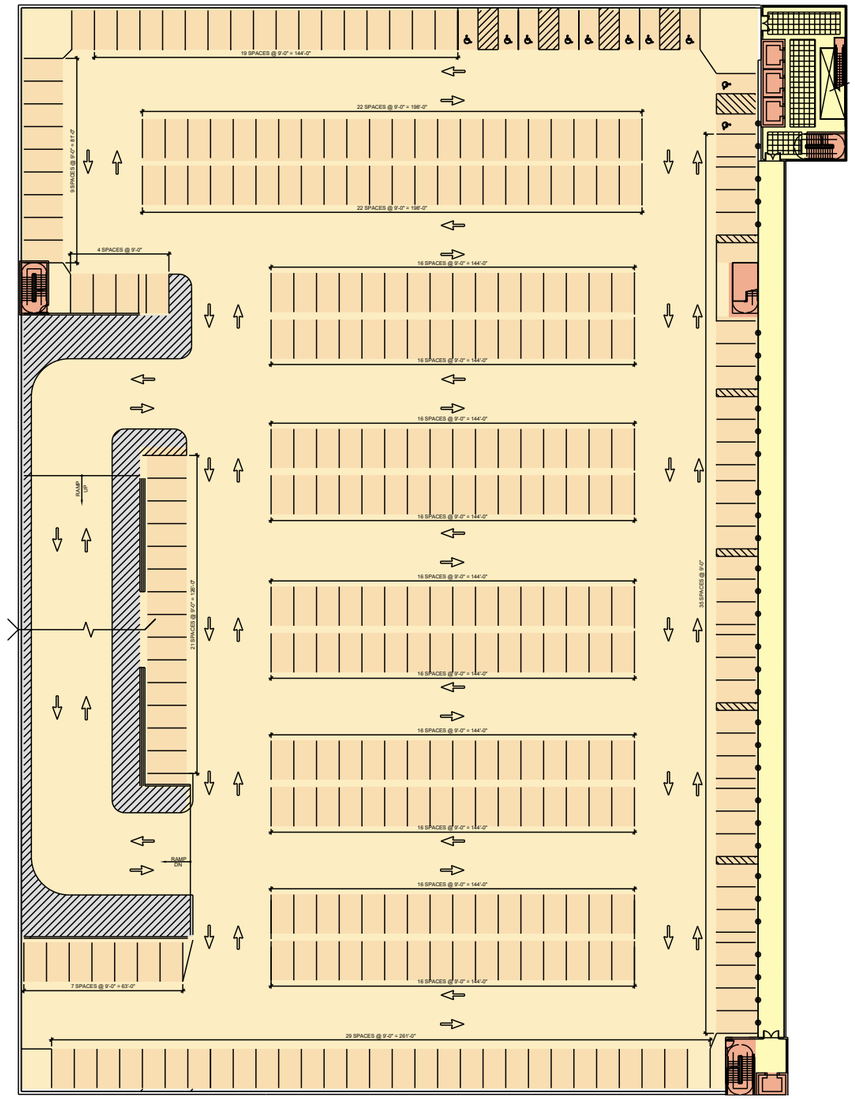


SECOND LEVEL PLAN

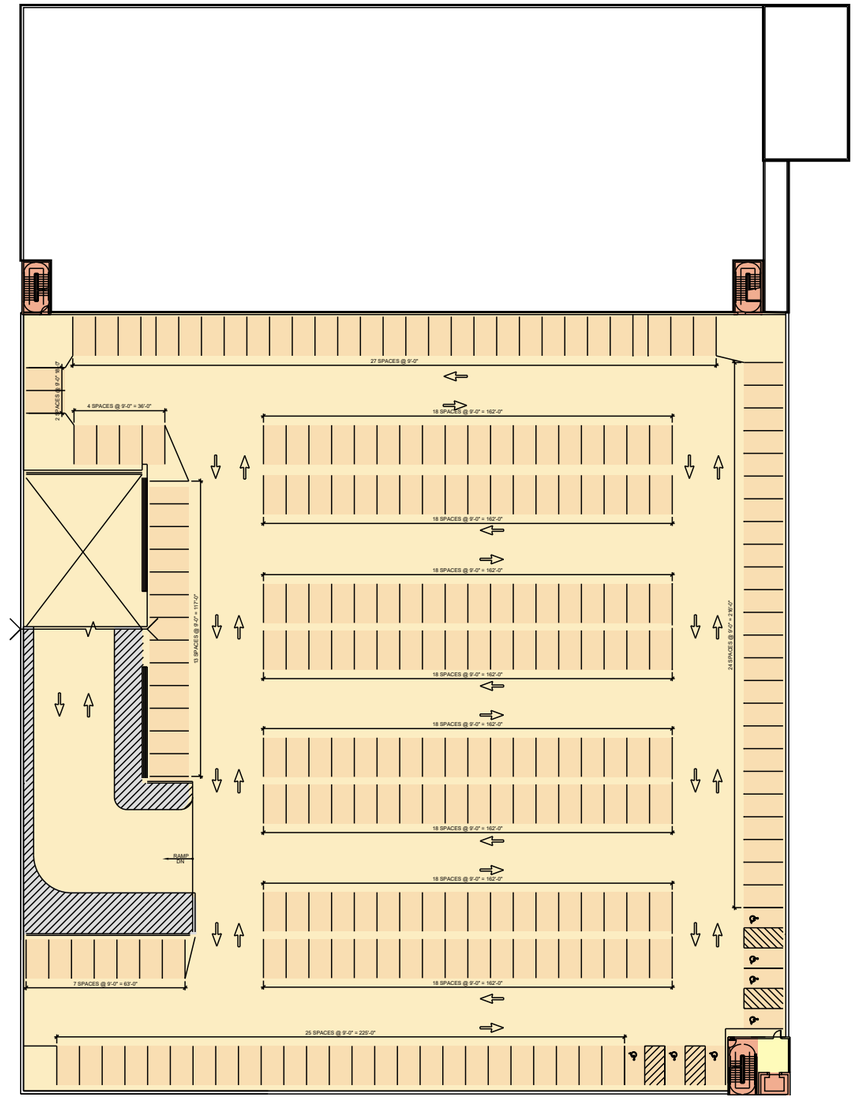


THIRD LEVEL PLAN

1" = 60' N



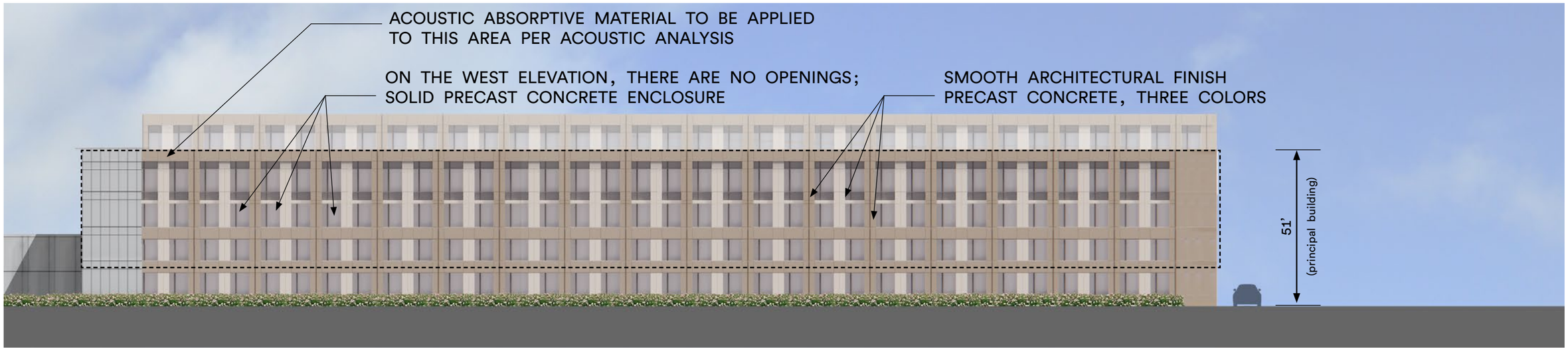
FOURTH LEVEL PLAN



FIFTH LEVEL PLAN

1" = 60' N

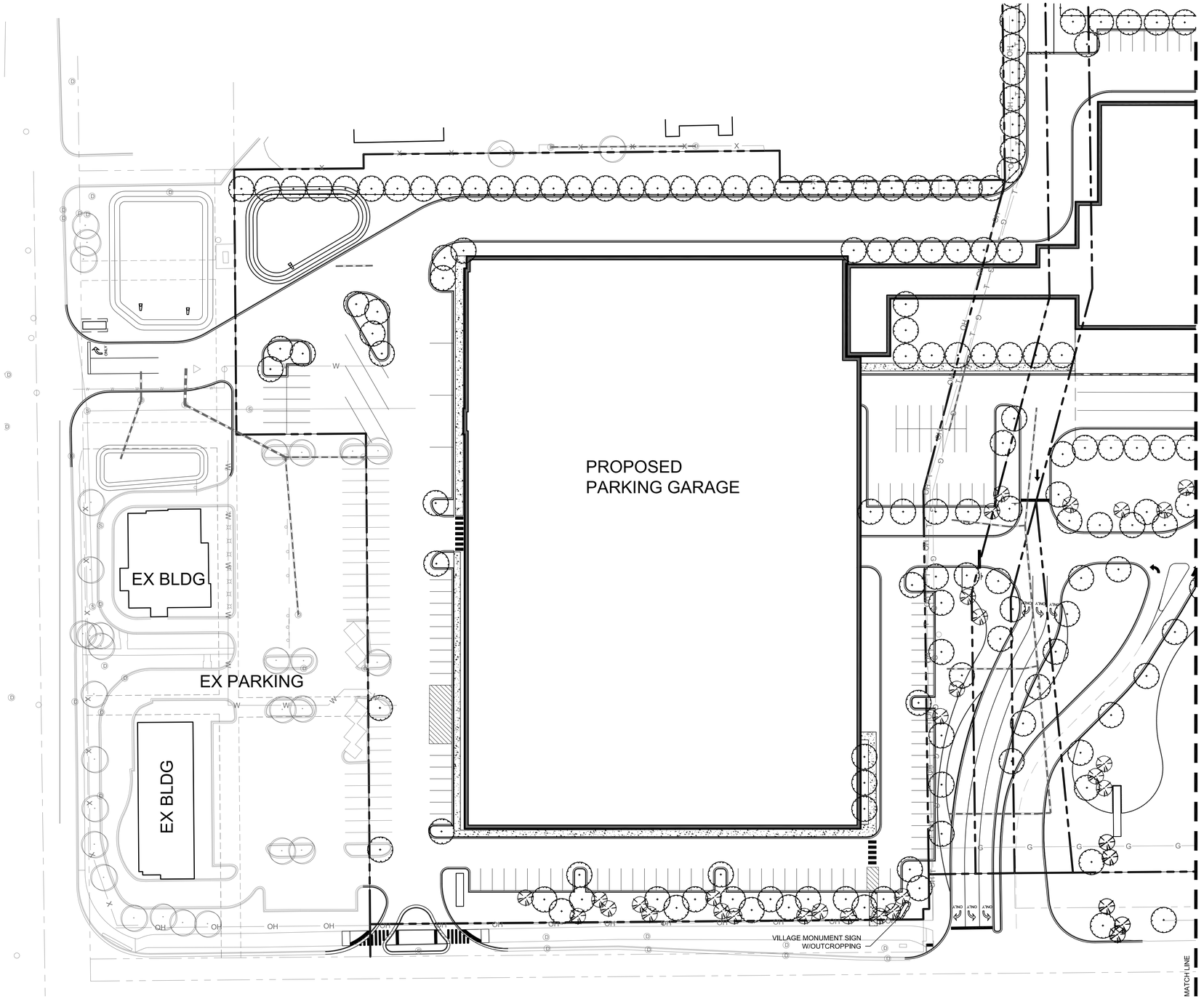
SOUTH ELEVATION



WEST ELEVATION

NORTH ELEVATION

EAST ELEVATION



LEGEND

- PROPERTY LINE
- EXISTING TREE TO REMAIN
- SHADE TREE
- ORNAMENTAL TREE
- ORNAMENTAL PLANTING

WIND CREEK CASINO

175th Street & Halsted Street,
East Hill Crest & Homewood, Illinois 60430

site
landscape architecture urban design

site design group, ltd. Landscape Architect
888 South Michigan Avenue #1000, Chicago, IL 60605
p. 312.427.7240 w. www.site-design.com

Solomon Cordwell Buenz Architect
625 N Michigan Avenue, Suite 800, Chicago, IL 60611
p. 312.896.1100 w. www.scb.com

CAGE Civil Engineering Civil Engineer
3110 Woodcreek Drive, Downers Grove, IL 60515
p. 630.598.007 w. www.cagecivil.com

ISSUANCES

Rev. #	Description	Date Issued

Project No : 8651
Drawn : AE File : 8651_site.dwg
Checked : JR Scale : AS NOTED
Approved : EW

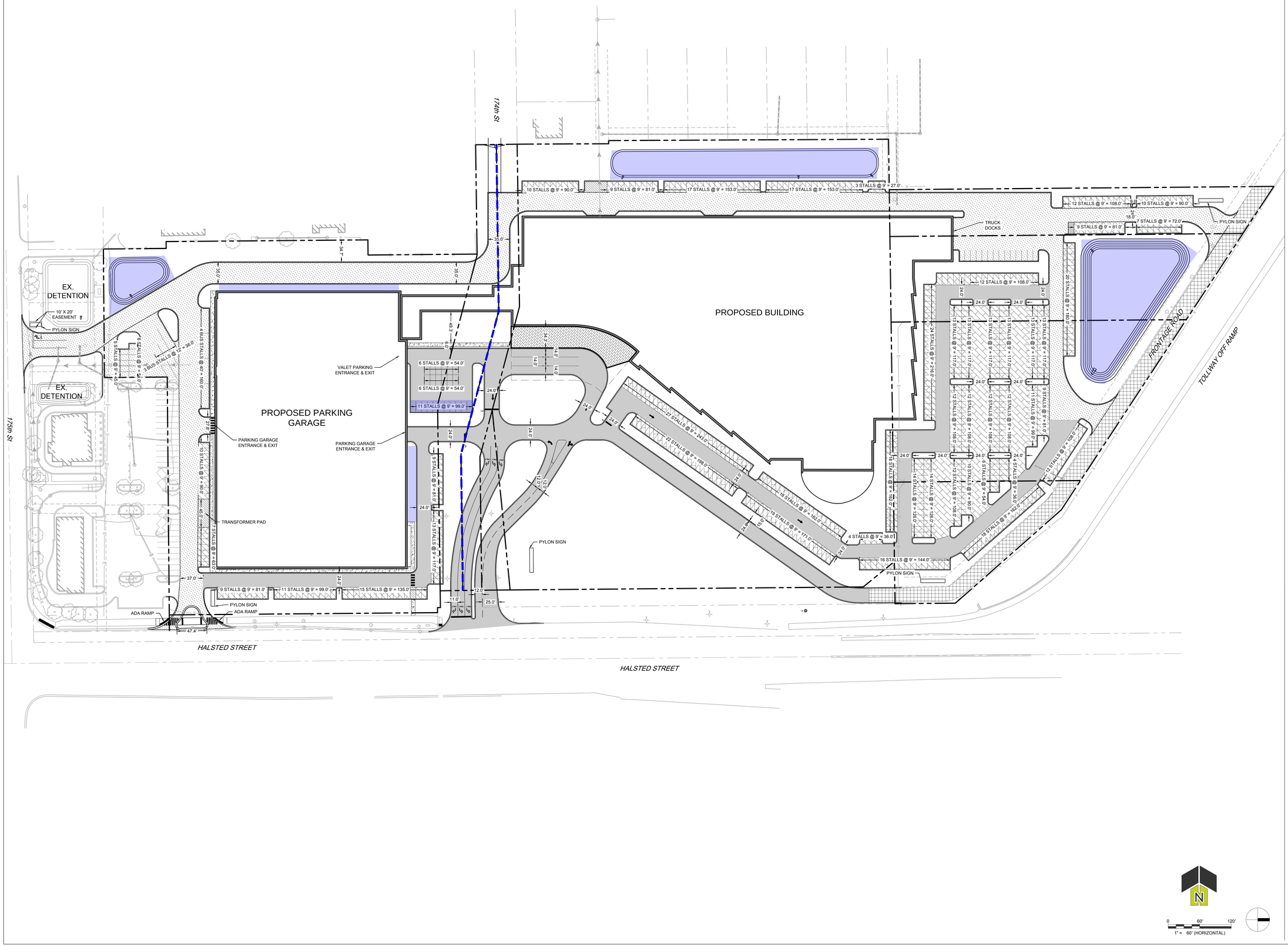
Sheet Title:
LANDSCAPE EXHIBIT

Drawing Number:
LEX-1

1 LANDSCAPE PLAN ENLARGEMENT
1" = 40'-0"

0 20 40 60 80'

DESIGNATED SNOW REMOVAL LOCATION



NO.	DATE	DESCRIPTION

SCB

Architecture
Interior Design
Planning

WIND CREEK CASINO

EAST HAZEL CREST, IL
HOMEWOOD, IL

SNOW REMOVAL EXHIBIT

Drawn By:
CW

Project Number: 220009

Sheet Number: EX - 2

0 60' 120'
1" = 60' (HORIZONTAL)

Acoustic Associates, Ltd.

Specialists in Hearing and Acoustics

867 Scottsdale Drive, Pingree Grove, IL 60140
Office: *847-359-1068* • Fax: *847-359-1207*
Website: www.AcousticAssociates.com

Tom Thunder, AuD, FAAA, INCE – *Principal*
Greg Andorka, BSEE, MCS – *Senior Field Engineer*
Dave Harmon, AA – *Senior Field Technician*

DRAFT – FOR DISCUSSION ONLY

Wind Creek Casino, Homewood, Illinois - Sound Study

Prepared for:
Patrick Daly, The Daly Group, LLC
c/o Wind Creek IL, LLC

March 17, 2022

A second garage is proposed for the Wind Creek Casino planned for west of Halsted and north of 175th Street in Homewood, Illinois. This is a 4-floor parking facility with 3 levels above grade. Acoustic Associates was retained to conduct a noise study to examine the need for acoustical treatment.

Ambient Noise Testing

The extent to which noise from the garage would be audible depends on the level of ambient noise at the site. To assess this, we set up a professional-grade audio recorder on Wednesday, March 9th, at the location shown in **Figure 1**. The recorder was programmed to create a CD-quality recording and a calibration tone that would allow an accurate acoustical analysis. The recording ran nominally from 1:00-2:00 PM. During the recording, the temperature was 42°F with 10 mph winds from WNW.

A lab analysis was performed on the recording that tabulated sound levels at 1-second intervals. The calculated 1-hour time-average sound level from the 3600 samples was **54 dBA**.

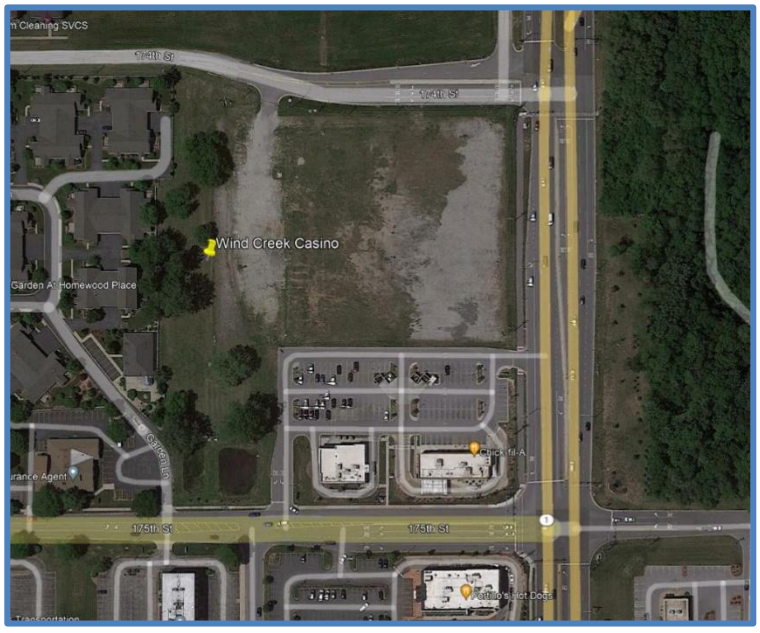


Figure 1 - Aerial view of the audio recording equipment location used to obtain a noise sample at the site.

Since traffic noise varies throughout the day, we obtained hourly traffic volume data from IDOT's Traffic Count Database System (TCDS). Based on 2019 counts for two locations in the area, we extrapolated our 1 PM hour noise measurement to other hours of the day. This analysis, shown in **Figure 2**, reveals that the sound level is steady at 54 dB from 6:00 AM through the 8 PM hour (i.e., 8-9 PM). After 9:00 PM, the sound level drops until reaching a minimum of 43 dB at 1-3 AM and then rises steadily reaching the normal daytime hours by 6 AM.

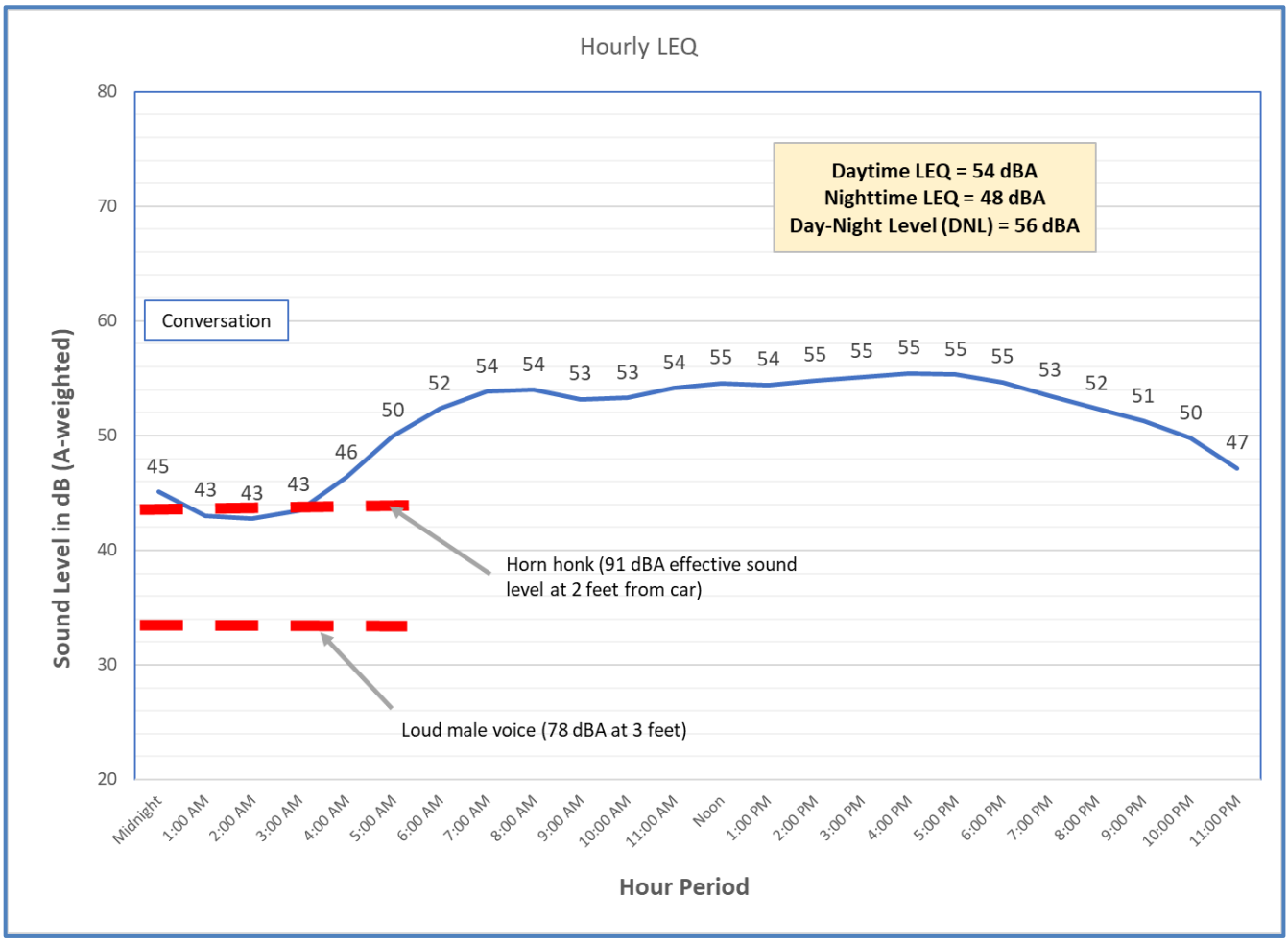


Figure 2 – Hourly LEQ sound levels at the site.

The EPA has adopted a time-averaging metric called the equivalent sound level or LEQ. For the "daytime" hours of 7:00 AM to 10:00 PM, the LEQ at the site was 54 dB. For the "nighttime" hours of 10:00 PM to 7:00 AM, the LEQ was 48 dB. To express the noise as a single number for a full 24-hour period, the EPA has adopted the Day-Night Level (DNL) metric. The DNL is a 24-hour LEQ but with the nighttime LEQ penalized by10 dB. The basis of this penalty is that people are more sensitive to noise during the night. **The DNL at this site is 66 dB.**

Sound Sources and Mitigation

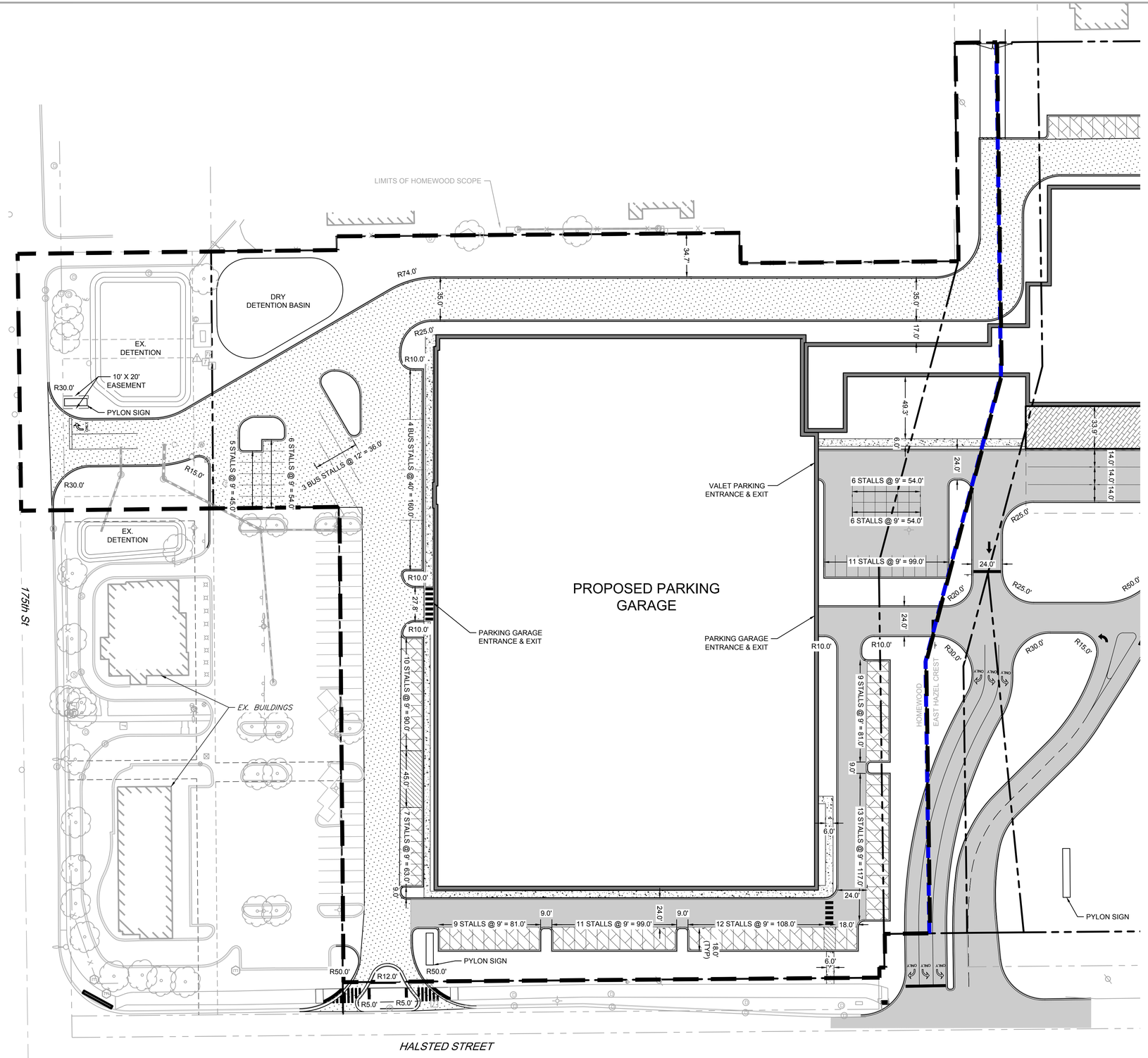
Source of noise coming from the garage includes horn honks and people speaking loudly. Because the west side of the garage will be precast concrete, the only potential impact would be when these sources are on the top floor because they would be open. Our analysis, however, reveals that a 6-foot high parapet would be sufficient to attenuate this noise to below the nighttime ambient level as illustrated in **Figure 2**.

Another source would be the enhanced noise from I-80/I-294. To explain, because the west side of the garage would be solid concrete and extend some 39 feet high, this large surface would reflect traffic noise down to the residents on the west side. To eliminate this reflected path, we recommend that 2" thick sound absorption panels be fastened to the exterior wall (facing the residents) with a coverage of 60-70%. An example of such a panel is the QuietPerf (https://www.noisebarriers.com/panels.html) NB-II panel by Noise Barriers – a local company. These panels would only be needed for elevations higher than the ground level.

Another source is passing cars along the service road on the west side of the garage. Trucks must be prohibited from this road during nighttime hours because they are significantly louder. Currently, the plan is a 6-foot high stockade fence on top of a 3-foot berm. This effectively is a 9-foot high sound barrier. However, the stockade-style fence would not attenuate the noise because too much noise would transmit through openings between the boards. To achieve maximum attenuation, this fence should be replaced with a Sim Tek (https://www.certainteed.com/fence/simtek/). This is a solid fence with sufficient surface density to prevent sound from going through the fence. The noise going over the top would be significantly attenuated due to acoustic diffraction. Although landscaping on the residential side offers no acoustical benefit, it offers the "green effect," that is, the sense that the noise is lower with vegetation.

Submitted by,

Dr. Thomas Thunder, AuD, FAAA, Bd. Cert INCE Emeritus
Audiologist and Acoustical Specialist
Adjunct Faculty – Rush University and Northern Illinois University



PAVING LEGEND

- STANDARD DUTY ASPHALT
- HEAVY DUTY ASPHALT
- ENTRANCE PERMEABLE PAVERS
- 3" SURFACE COURSE OVERLAY
- CONCRETE SIDEWALK
- PERMEABLE PAVERS

PARKING SUMMARY

HOMEWOOD:
PROVIDED PARKING:

STANDARD STALLS	107
PARKING GARAGE STALLS	1515
PARKING GARAGE ADA STALLS	33
TOTAL PROVIDED STALLS	1655
BUS STALLS	7

EAST HAZEL CREST:
PROVIDED PARKING:

STANDARD STALLS	515
ADA STALLS	8
TOTAL PROVIDED STALLS	523

OVERALL TOTAL STANDARD STALLS:	2,178
OVERALL TOTAL PROVIDED BUS STALLS:	7

0 40' 80'
1" = 40' (HORIZONTAL)

3110 WOODCREEK DRIVE
DOWNERS GROVE, IL 60515
P: 630.396.0007
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CAGE CIVIL ENGINEERING

REVISIONS

WIND CREEK CASINO

NW & SW CORNER OF 174TH ST. & HALSTED ST.
EAST HAZEL CREST, IL & HOMEWOOD, IL

PROJ NO: 220009
ENG : CW
DATE : 03/24/2022

SHEET TITLE
HOMEWOOD ZONING EXHIBIT

SHEET NUMBER
EX-1
1 OF 1

Traffic Impact Study
Proposed Wind Creek Casino

East Hazel Crest/Homewood, Illinois

Prepared For:

The Daly Group LLC

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

March 18, 2022

Executive Summary

A traffic impact study was conducted for the proposed Wind Creek Casino development to be located on the west side of Halsted Street (IL 1) between 175th Street and Interstate 80 in East Hazel Crest and Homewood, Illinois. The site is bounded by Interstate 80 to the north, a bank development and 175th Street to the south, residential homes/Lathrop Avenue to the west, and Halsted Street to the east. The conceptual site plan calls for the approximate 24-acre site to be developed with the following:

- Casino
  - 2,000 gaming positions
  - 13,000 square-foot buffet
  - 10,800 square feet of entertainment
- Hotels
  - Hotel 1 – 225 Rooms
  - Hotel 2 – 225 Rooms
- 2,200 Total Parking Spaces
  - 700 surface parking spaces
  - 1,500 garage parking spaces

Access to the proposed development will be provided via the following:

- A signalized full movement access drive off Halsted Street providing two inbound lanes and three outbound lanes striped to provide dual left-turn lanes and an exclusive right-turn lane.
- A full movement access drive off 175th Street providing one inbound lane and two outbound lanes striped for an exclusive left-turn lane and a shared through/right-turn lane. The east and west approaches of 175th Street will be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane. This access drive, which will be aligned opposite the existing access drive serving Walmart to eliminate the existing offset between the northbound and southbound approaches, should be signalized.
- A right-in/right-out access drive off Halsted Street providing one inbound lane and one outbound lane. This access drive will replace the existing 25-foot-wide curb cut and will be approximately 40 feet wide.
- 174th Street through the property will be vacated and will terminate at the property line. Emergency access connectivity will be provided.
- The existing frontage road will remain and will connect to the proposed full movement access drive off Halsted Street.

Traffic, per IDOT's request, was projected to Year 2050 conditions. The traffic projections include existing weekday morning, weekday evening, and Saturday midday peak hour traffic volumes increased by a regional growth factor, as provided by the Chicago Metropolitan Area for Planning (CMAP), and the traffic estimated to be generated by the proposed casino development.

The findings and recommendations of this study are outlined below:

- The traffic estimated to be generated by the proposed casino development, given the currently under construction roadway improvements, will have a limited impact on the surrounding roadway network.

- No additional traffic control or roadway improvements are needed or recommended at the intersections of Halsted Street with the right-in/right-out access drive or at the intersection of 175th Street with Lathrop Avenue.

- Based on the results of the capacity analyses, the intersection of 175th Street with the Wal-Mart access drive and the proposed realigned access drive will operate at a LOS F during the weekday evening peak hour and the Saturday midday peak hour. As such, a traffic signal should be provided at this location. This traffic signal should be interconnected with the traffic signal at Halsted Street to the east.

Introduction

A traffic impact study was conducted for the proposed Wind Creek Casino development to be located on the west side of Halsted Street (IL 1) between 175th Street and Interstate 80 in East Hazel Crest/Homewood, Illinois. The site is currently vacant land and is bound by Interstate 80 to the north, a bank development and 175th Street to the south, residential homes/Lathrop Avenue to the west, and Halsted Street to the east.

The conceptual site plan calls for the approximate 24-acre site to be developed with a 2,000 gaming position casino that will include 13,000 square-foot buffet area and a 10,800 square-foot entertainment area. In addition, the site will include two hotels with a total of 450 rooms. Approximately 2,200 parking spaces will be provided via a combination of a surface parking lot and a parking garage.

Access to the site is proposed to be provided via a signalized full movement access drive off Halsted Street at the same location as 174th Street, a right-in/right-out access drive off Halsted Street approximately 275 feet north of 175th Street and a connection to the south with the existing full movement access drive off 175th Street approximately 510 feet west of Halsted Street. An emergency only access drive off 174th Street on the west side of the site will also be provided.

The sections of this report present the following:

- Existing roadway conditions including vehicle, pedestrian, and bicycle traffic volumes for the weekday morning and weekday evening peak hours
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Directional distribution of development-generated traffic
- Future transportation conditions including access to and from the development

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following two conditions.:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Future Conditions – Traffic, per IDOT's request, was projected for Year 2050 conditions. The traffic projections include existing weekday morning, weekday evening, and Saturday midday peak hour traffic volumes increased by a compounded regional growth factor of 0.37 percent per year as provided by the Chicago Metropolitan Area for Planning (CMAP) and the traffic estimated to be generated by the proposed development.

The purpose of this study is as follows:

- Determine the existing vehicular, pedestrian, and bicycle conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway, traffic control, or access improvements that may be necessary to effectively accommodate and mitigate future conditions.

Existing Conditions

Transportation conditions in the vicinity of the site were inventoried to obtain a basis for projecting future conditions. Three components of existing conditions were considered:

- The geographic location of the site.
- The characteristics of the adjacent roadway system, including lane geometry and intersection traffic controls.
- The weekday peak-hour vehicle (passenger vehicles and trucks), bicycle, and pedestrian traffic volumes at the study intersections.

Site Location

The site is located on the west side of Halsted Street (IL 1) between 175th Street and Interstate 80 in East Hazel Crest, Illinois. The site is currently vacant land and is bound by Interstate 80 to the north, a bank development and 175th Street to the south, residential homes/Lathrop Avenue to the west, and Halsted Street to the east. Land uses in the vicinity of the site are public warehouse/storage to the north, multi-family residential to the west and retail/commercial to the south.

Figure 1 shows the site location with respect to the surrounding roadway system. **Figure 2** shows an aerial view of the site.

Site Location **Figure 1**

Aerial View of Site **Figure 2**

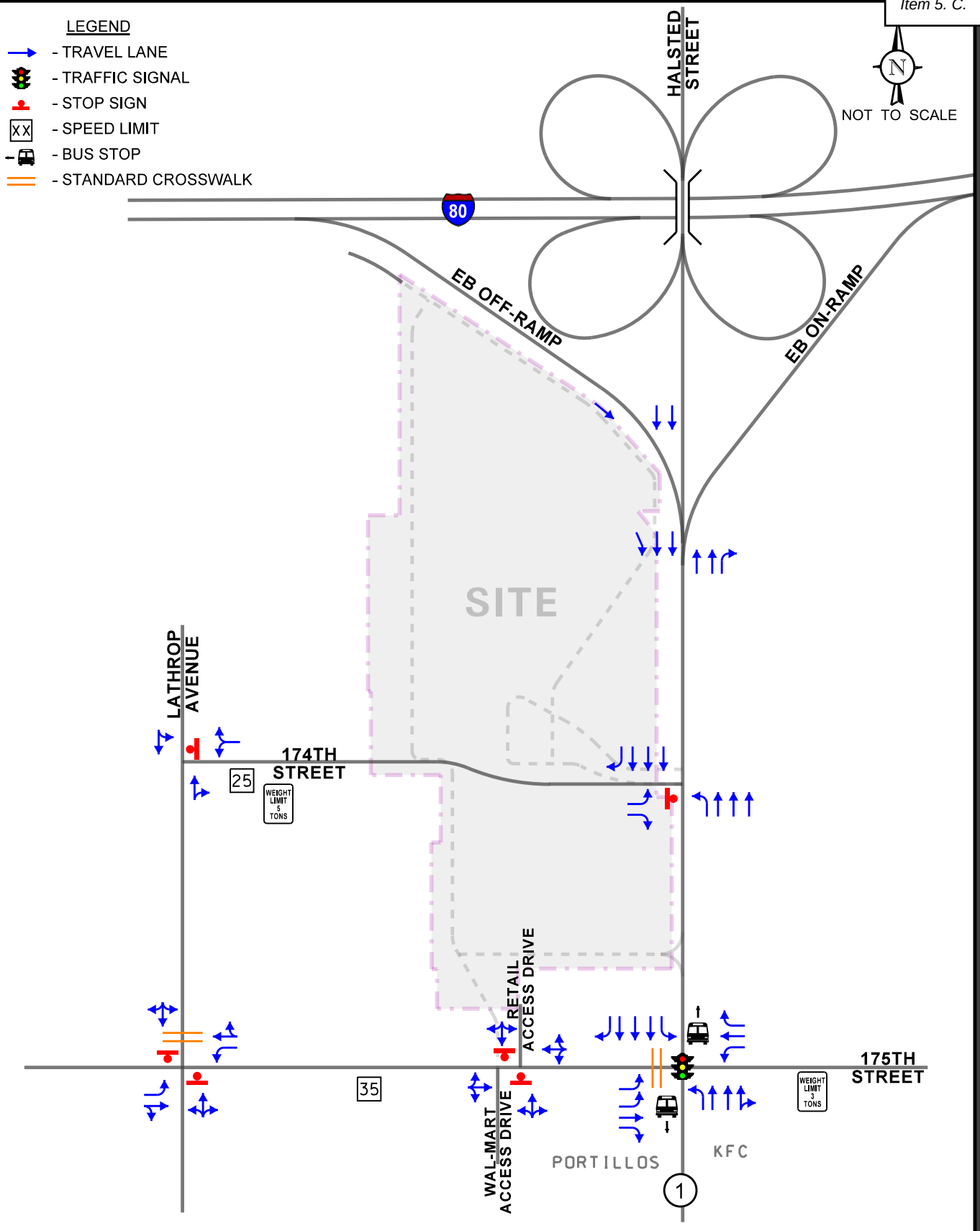
Existing Roadway System Characteristics

The characteristics of the existing roadways in the study area are illustrated in **Figure 3** and described below.

Halsted Street (IL 1) is a north-south other principal arterial roadway that has a full access cloverleaf (freeflow) interchange with I-80/I-294. Curb and gutter is located on both sides of the roadway. No sidewalks are provided on either side of the roadway. At its intersection with 174th Street, which will be signalized shortly, a left-turn lane and three through lanes are provided on the northbound approach, and two through lanes and a shared through/right-turn lane are provided on the southbound approach. At its signalized intersection with 175th Street, a left-turn lane, two through lanes, and a right-turn lane are provided on both the northbound and southbound approaches. A raised median is located on the southbound approach at its intersection with 175th Street. Pace Bus Route #370 runs along Halsted Street and has a posted bus stop at 174th Street and at 175th Street for both directions of travel. Parking is prohibited on both sides of the roadway, and the posted speed limit is 45 miles per hour (mph) in the vicinity of the site. Halsted Street is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as a Strategic Regional Arterial (SRA).

174th Street is an east-west two-lane collector road that runs west from its eastern T-intersection terminus with Halsted Street to its T-intersection with Ashland Avenue. It has an offset intersection at Lathrop Avenue. At its stop sign controlled intersection with 174th Street, a shared left/right-turn lane is provided. East of Halsted Street, the east leg in alignment with 174th Street is an abandoned driveway. 174th Street will not be extended east of Halsted Street because of the quarry that exists just east of Halsted Street. Therefore, this intersection will remain a T-intersection. 174th Street is located approximately 600 feet south of the I-80/I-294 EB On-Ramp, and approximately 715 feet north of 175th Street. The posted speed limit is 25 mph and parking is prohibited on both sides of the roadway. This road is under the jurisdictions of both the Village of East Hazel Crest and Village of Homewood.

Halsted Street Frontage Road is a north-south two-lane roadway that T-intersects 174th Street from the north and extends north/northwest, providing access to a public storage facility. Minimal traffic from these land uses was observed during the peak traffic periods. A right-in/right-out intersection with Halsted Street is provided approximately 400 feet north of 174th Street. The Frontage Road is offset less than 40 feet west of Halsted Street. The posted speed limit is 25 mph and on-street parking is prohibited. The Frontage Road is under jurisdiction of the Village of East Hazel Crest. As noted in this report, as part of the proposed development, this Frontage Road and the restricted access to Halsted Street will be vacated and removed and will provide a cross-access connection between the proposed development and the adjacent commercial uses to the north of the site.



Proposed Wind Creek Casino East Hazel Crest/ Homewood, Illinois

Existing Roadway Characteristics

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 19-160 Figure: 3

175th Street is an east-west four-lane major collector roadway that runs east from its western T-intersection terminus with Ashland Avenue to east of Halsted Street. The posted speed limit is 35 mph and parking is prohibited on both sides of the roadway. At its signalized intersection with Halsted Street, dual left-turn lanes, a through lane, and a right-turn lane are provided on the west approach, and a left-turn lane, through lane, and a shared through/right-turn lane are provided on the east approach. 175th Street is under both the jurisdictions of the Village of East Hazel Crest and the Village of Homewood, and is maintained by the Village of Homewood. 175th Street is not classified as a SRA.

Recent Roadway Improvements

It should be noted that Halsted Street has recently being improved as part of the original/approved plans for the site to provide the following geometrics:

Halsted Street with 175th Street

- Northbound Approach – An exclusive left-turn lane, two through lanes, and a shared through/right-turn lane
- Southbound Approach – an exclusive left-turn lane, three through lanes, and an exclusive right-turn lane
- Signal timing modifications

Halsted Street with 174th Street

- Northbound Approach – Dual left-turn lanes and three through lanes
- Southbound Approach – Three through lanes and an exclusive right-turn lane
- Eastbound Approach – Dual left-turn lanes and an exclusive right-turn lane
- Provision of a traffic signal

These improvements will alleviate much of the current traffic congestion experienced along Halsted Street south of the interchange with I-80/I-294.

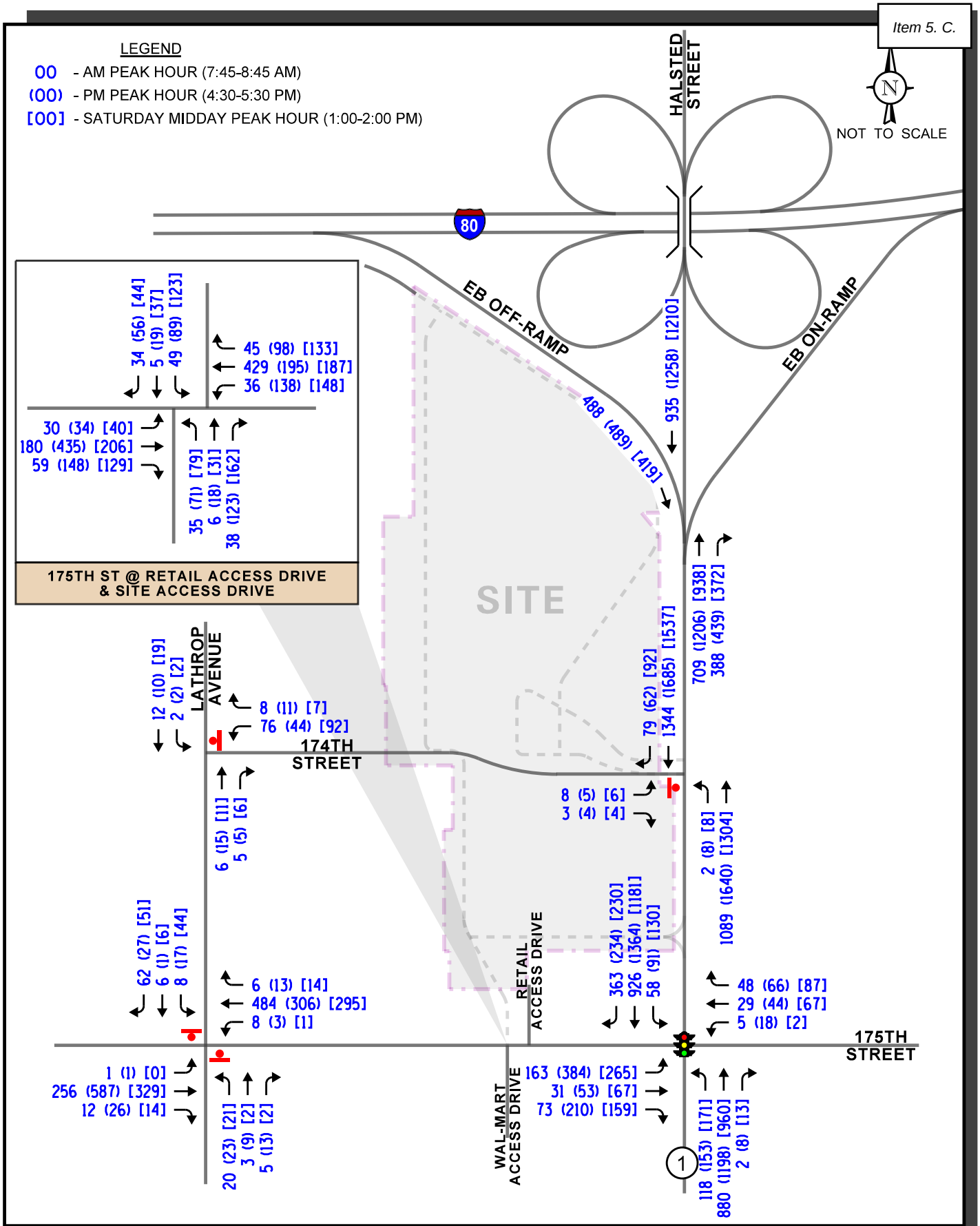
Existing Traffic Volumes

Turning movement vehicle (passenger, truck, and bus), pedestrian, and bicycle traffic counts were conducted during the morning (7:00 to 9:00 A.M.), evening (4:00 to 7:00 P.M.) and Saturday midday (11:00 A.M. to 2:00 P.M.) peak periods on Thursday July 25, 2019 and Saturday September 14, 2019 at the following seven intersections:

1. 175th Street and Halsted Street
2. 174th Street and Halsted Street
3. I-80/I-294 Eastbound to southbound Off-Ramp and Halsted Street
4. I-80/I-294 Northbound to eastbound On-Ramp and Halsted Street
5. 175th Street and Retail Access Drive/Wal-Mart Access Drive
6. 175th Street and Lathrop Avenue
7. Lathrop Avenue and 174th Street

It should be noted that all lanes of traffic at all of the studied intersections were open when the traffic counts were conducted. From the turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:45 and 8:45 A.M., the weekday evening peak hour between 4:30 and 5:30 P.M., and the Saturday midday peak hour between 1:00 and 2:00 P.M. These three respective peak hours will be used for the traffic capacity analyses and are presented later in this report. Pedestrian and bicycle activity was observed and was reported to be relatively low at the study intersections.

The existing peak hour vehicle traffic volumes (all vehicles) are shown in **Figure 4**.



Proposed Wind Creek Casino East Hazel Crest/ Homewood, Illinois

Existing Traffic Volumes

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 19-160 Figure: 4

Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the overall site will generate during the weekday morning and weekday evening peak hours and then determine the directions from which this traffic will approach and depart the site.

Proposed Site and Development Plan

The conceptual site plan calls for the approximate 24-acre site to be developed with a 2,000 gaming position casino that will include a 13,000 square-foot buffet area and a 10,800 square-foot entertainment area. In addition, the site will include two hotels with a total of 450 rooms. Approximately 2,200 parking spaces will be provided via a combination of surface parking lots/valet spaces and a parking garage.

Access

Access to the site is proposed to be provided via a signalized full movement access drive off Halsted Street at the same location as 174th Street, a right-in/right-out access drive off Halsted Street approximately 275 feet north of 175th Street and a connection to the south with the existing full movement access drive off 175th Street approximate 510 feet west of Halsted Street. An emergency only access drive off 174th Street on the west side of the site will also be provided.

Recent and Future Roadway and Traffic Control Improvements as part of Proposed Development

As previously indicated and in conjunction with this development, the following off-site roadway improvements have been recently constructed:

- Improve the intersection of Halsted Street and 174th Street to include the following:
    - Northbound approach: dual left-turn lanes, three through lanes
    - Southbound approach: three through lanes, right-turn lane
    - Eastbound approach (174th Street): dual left-turn lanes, right-turn lane
    - Signalize the intersection and interconnect and optimize offset timings with the existing traffic signal at 175th Street to the south
- Improve the intersection of Halsted Street 175th Street to include the following:
    - Northbound approach: left-turn lane, two through lanes, shared through/right-turn lane
    - Southbound approach: left-turn lane, three through lanes, right-turn lane
    - The eastbound and westbound approaches on 175th Street will remain as is
    - Modify traffic signal to provide southbound right-turn overlap phasing.
    - Modify traffic signal to restrict northbound and southbound left-turn movements to protected phasing only. This is in compliance with IDOT standards, which requires protected-only phasing when crossing three or more lanes of oncoming traffic.

- Widen 174th Street to provide two inbound lanes and three outbound lanes at its approach to Halsted Street.

- Halsted Street Frontage Road:

  - Vacate and remove Frontage Road between north site property line and 174th Street
  - Vacate and remove Frontage Road restricted access intersection with Halsted Street
  - Provide cross-connection access between the proposed development and adjacent commercial properties to the north and south

- Future 175th Street and Access Drive Improvement:

  - Relocate the north approach of the access drive approximately 40 feet to the west to line up opposite the south leg
  - Restripe 175th Street to provide an exclusive left-turn lane and a shared through/right-turn lane on both approaches
  - North approach of the access drive will provide one inbound lane and two outbound lanes
  - Provide a traffic signal (to be discussed later on)

Parking Garage

Based on the proposed plans, a parking garage for approximately 1,500 vehicles will be provided on the southern portion of the site. The parking garage will have access points on the north and south sides allowing customers and employees to utilize the signalized access drives off Halsted Street and 175th Street as well as the right in/right out access off Halsted Street.

Directional Distribution of Development-Generated Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on the existing travel patterns near the site and the operational characteristics of the roadway system. The anticipated directional distribution established is illustrated in **Figure 5**. Figure 5 also shows the distances, in feet, between the existing intersections.

Development Traffic Generation

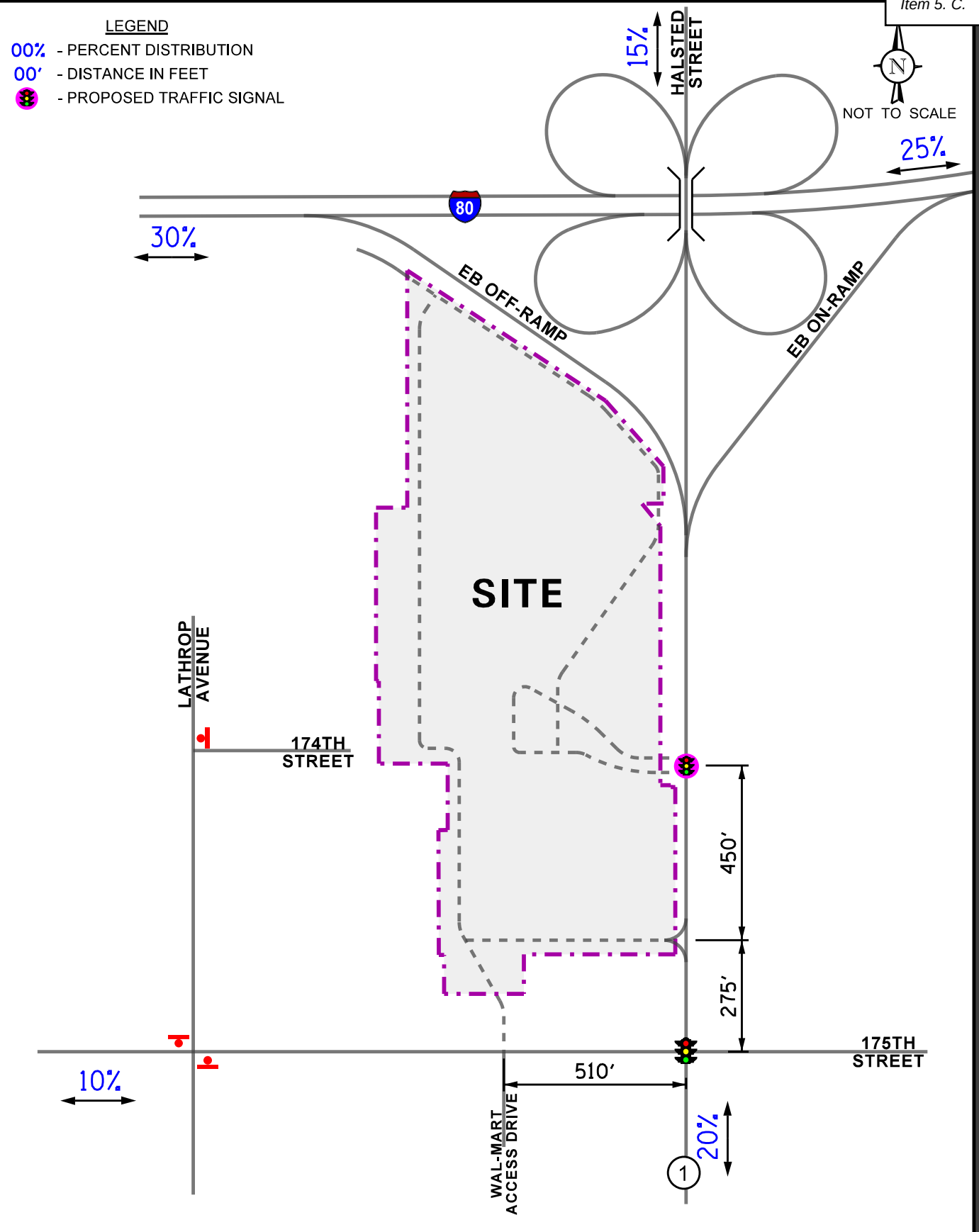
The volume of traffic estimated to be generated by the proposed development was estimated based on trip generation data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 10th Edition. Based on ITE data, the mixture of land uses will result in internal, or captured, vehicles trips, for vehicles that may visit or patronize one or more of the proposed land uses within the same visit without the use of a vehicle or relying on the surrounding roadway network to access the multiple land uses. While it is anticipated that this reduction will be high due to the mixed-use nature of the development, only a 20 percent internal vehicle trip reduction was applied to the hotel, entertainment and buffet land uses. No reduction was applied to the casino.

Table 1 shows the estimated vehicle trip generation for the weekday morning, weekday evening, and Saturday midday peak hours for the overall development.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
473	2,000 Gaming Positions	88	32	120	419	387	806	489[1]	422[1]	911[1]
932	Buffet (13,000 square feet)	71	58	129	79	48	127	74	72	146
444	Entertainment (10,800 square feet)	1	2	3	63	4	67	166	130	296
310	Hotel One (225 rooms)	71	50	121	83	80	163	100	78	178
310	Hotel Two (225 rooms)	71	50	121	83	80	163	100	78	178
	20 Percent Interaction Reduction[2]	-43	-32	-75	-62	-42	-104	-88	-72	-160
	Casino Total	**259**	**160**	**419**	**665**	**557**	**1,222**	**841**	**708**	**1549**

1 – Trip generation for the Saturday midday peak hour based on surveys conducted by KLOA, Inc. of other casino establishments in Illinois
2 - Interaction reduction only applied to the hotel, entertainment, and buffet land uses



Proposed Wind Creek Casino
East Hazel Crest/
Homewood, Illinois

Estimated Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 19-160 Figure: 5

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development (Table 1) were assigned to the area roadways based on the directional distributions established (Figure 5).

Figure 6 shows the assignment of the development-generated traffic volumes.

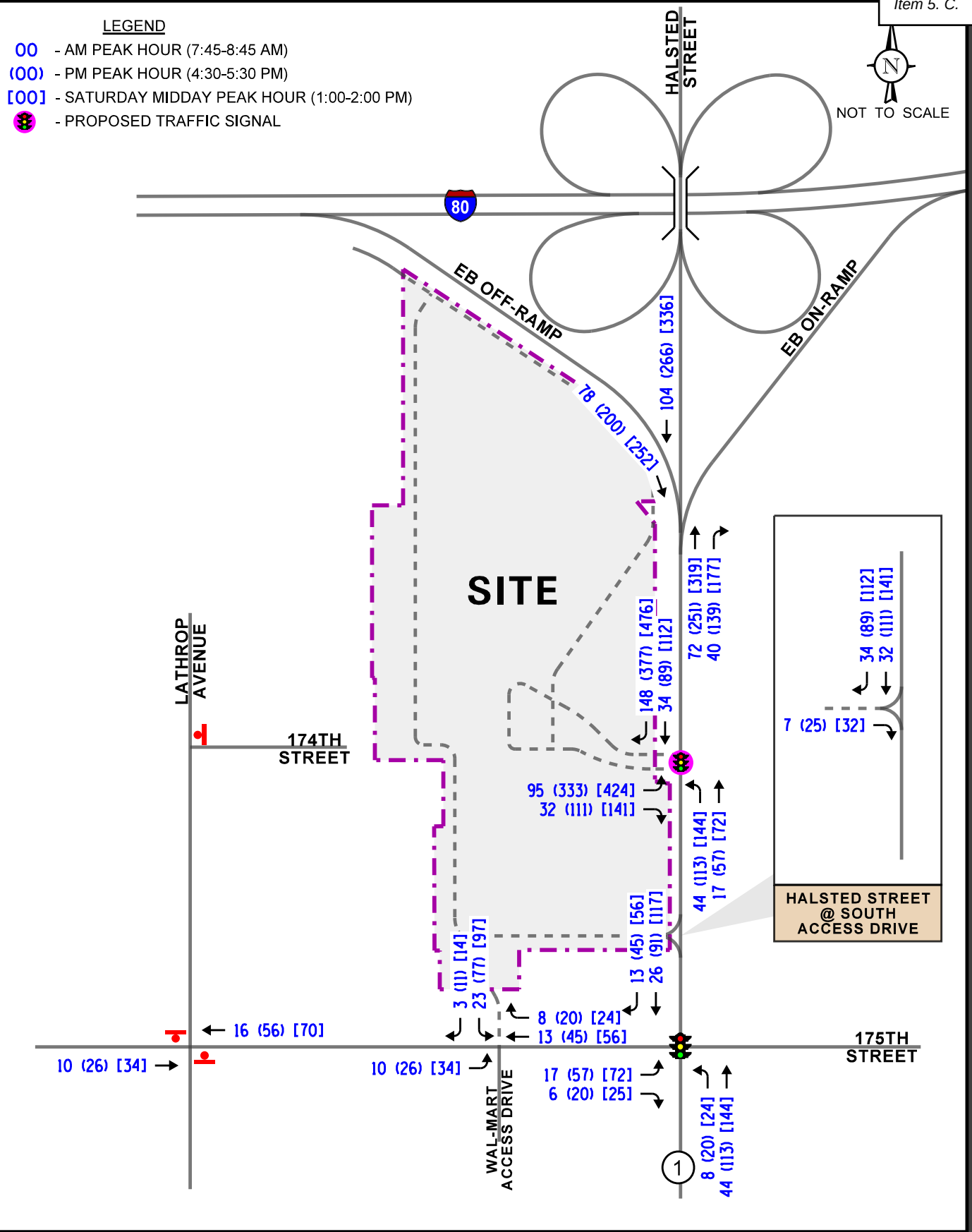
Regional Traffic Growth

To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development), the Chicago Metropolitan Agency for Planning (CMAP) provided projected average daily traffic volumes (ADTs) for Year 2050 conditions. Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated September 11, 2019, the existing traffic volumes along Halsted Street are projected to increase by 12.5 percent while the traffic volumes along 175th Street are projected to decrease by 16 percent. As such, traffic volumes along Halsted Street were increased by 12.5 percent to represent Year 2050 conditions. No adjustments were made to the traffic volumes along 174th Street. A copy of the CMAP projections letter is included in the Appendix. The Year 2050 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor, are illustrated in **Figure 7**.

Figure 8 shows the reassignment of existing traffic volumes as a result of the vacation of 174th Avenue.

Total Projected Traffic Conditions

The total projected traffic volume conditions include the Year 2050 background volumes (Figure 7), the reassignment of the existing traffic volumes (Figure 8) and the proposed casino development-generated traffic volumes (Figure 6). **Figure 9** shows the total projected Year 2050 traffic volumes.



Proposed Wind Creek Casino East Hazel Crest/ Homewood, Illinois

Estimated Site-Generated Traffic Volumes

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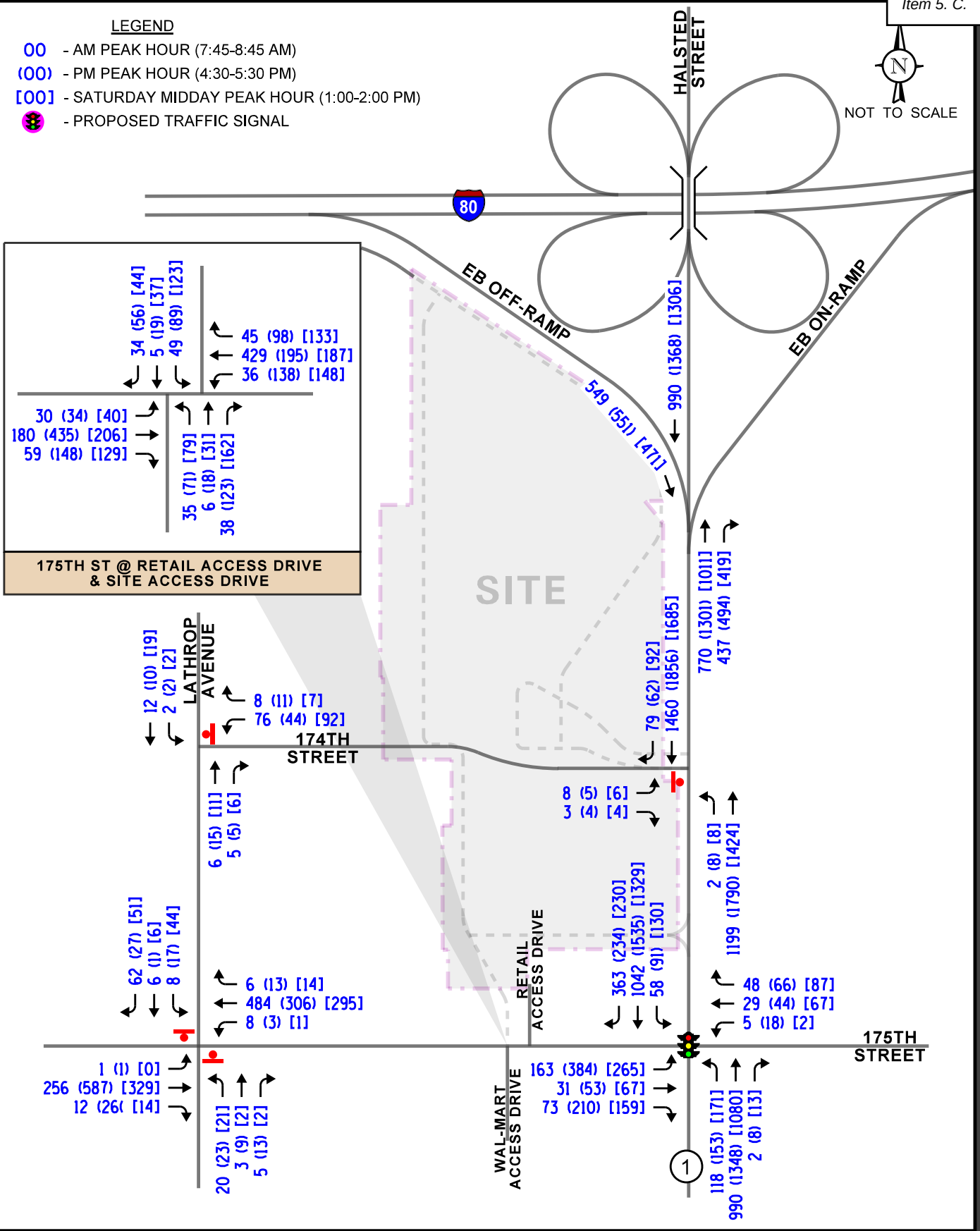
Job No: 19-160 Figure: 6



Proposed Wind Creek Casino East Hazel Crest/ Homewood, Illinois

Year 2050 No-Build Traffic Volumes

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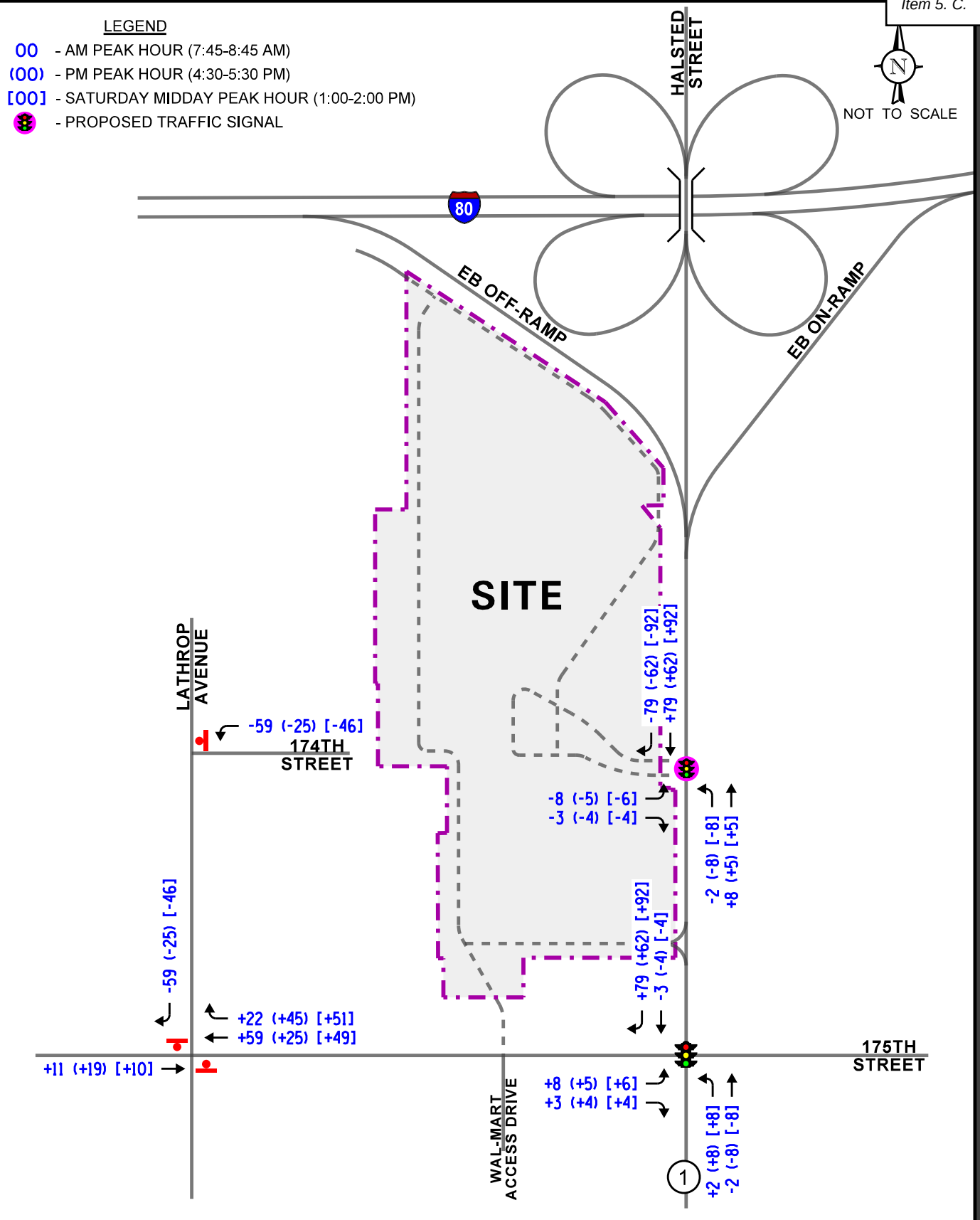
Job No: 19-160 Figure: 7



Proposed Wind Creek Casino East Hazel Crest/ Homewood, Illinois

Reassigned Traffic Volumes

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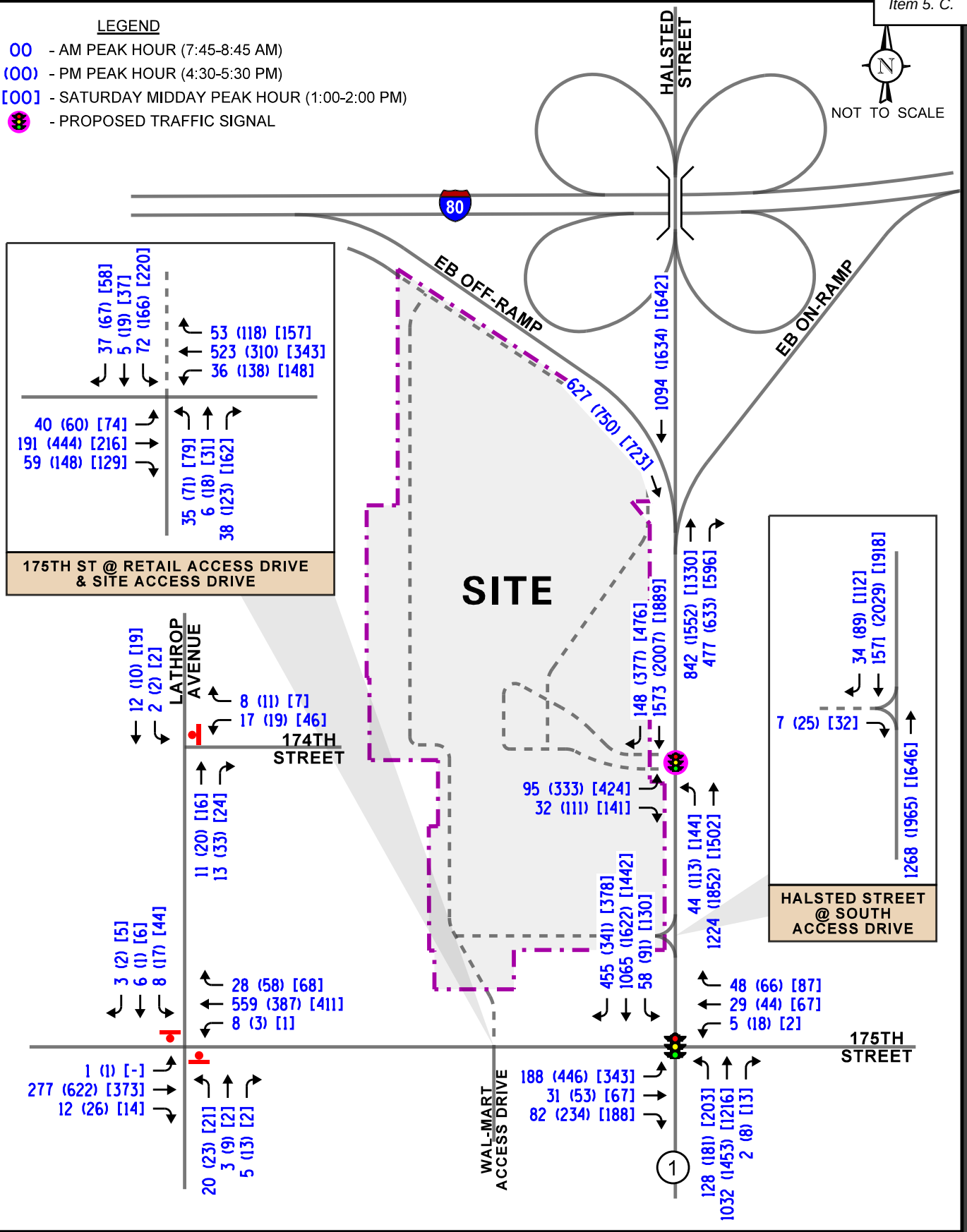
Job No: 19-160 Figure: 8



Proposed Wind Creek Casino East Hazel Crest/ Homewood, Illinois

Year 2050 Total Projected Traffic Volumes

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 19-160 Figure: 9

Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for both existing and future conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and using Synchro/SimTraffic 10 analysis software. The analyses for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay are included in the Appendix of this report.

A summary of the level of service/delay results for both existing and future conditions are presented in **Tables 2** through **5**.

A discussion of the capacity analysis results and recommendations follows.

Table 2
CAPACITY ANALYSIS RESULTS – HALSTED STREET WITH 175th STREET – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Morning Peak Hour	2019 Existing Conditions	D 54.2	D 39.9	C 24.8	D 53.0	D 53.1	D 39.4	D 54.3	B 12.8		E 58.8	B 16.8	A 9.3	C – 20.6
		D – 44.5			D – 45.1			B – 17.7			B – 16.6			
	2050 Projected Conditions	D 51.6	D 41.2	B 19.2	D 53.0	D 53.1	D 39.4	E 56.3	B 14.4		E 64.6	B 13.8	A 5.9	B – 19.1
		D – 41.8			D – 45.1			B – 19.1			B – 13.4			
Weekday Evening Peak Hour	2019 Existing Conditions	E 72.3	D 45.6	C 33.0	E 64.0	E 62.5	D 42.8	E 64.0	B 19.0		E 69.0	C 23.3	A 8.3	C – 30.5
		E – 57.3			D – 52.6			C – 24.1			C – 23.7			
	2050 Projected Conditions	F 90.3	D 39.6	C 31.9	E 64.0	E 62.5	D 42.8	E 72.5	C 20.8		E 78.0	B 14.1	A 2.9	C – 28.8
		E – 68.0			D – 52.6			C – 26.5			B – 15.1			
Saturday Midday Peak Hour	2019 Existing Conditions	E 57.2	D 36.3	C 20.5	D 52.5	E 55.1	C 32.3	D 49.8	C 20.7		D 54.0	C 25.0	B 11.5	C – 28.6
		D – 42.4			D – 42.3			C – 25.0			C – 25.4			
	2050 Projected Conditions	E 59.5	C 30.8	B 13.3	D 52.5	E 55.1	C 32.3	D 50.3	C 23.3		E 67.9	B 17.2	A 4.0	C – 25.5
		D – 41.8			D – 42.3			C – 27.1			B – 18.0			

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Table 3
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Halsted Street with 174th Street						
• Eastbound Left Turn	E	41.2	F	83.5	F	53.7
• Eastbound Right Turn	C	16.2	C	19.5	C	17.5
• Northbound Left Turn	C	21.2	D	29.1	C	24.9
175th Street with Lathrop Avenue						
• Northbound Approach	C	20.9	D	26.6	C	17.1
• Southbound Approach	B	14.6	C	18.8	C	15.0
• Eastbound Left Turn	A	8.5	A	8.0	A	0.0
• Westbound Left Turn	A	8.3	A	9.8	A	8.0
Lathrop Avenue with 174th Street						
• Westbound Approach	A	9.0	A	9.0	A	9.1
• Southbound Left Turn	A	7.2	A	7.3	A	7.2
175th Street with Wal-Mart Access Drive/Retail Access Drive						
• Northbound Approach	C	17.3	F	114.2	F	74.1
• Southbound Approach	C	20.8	F	225.2	F	247.9
• Eastbound Left Turn	A	8.4	A	7.9	A	8.0
• Westbound Left Turn	A	7.8	A	9.3	A	8.4

LOS = Level of Service
Delay is measured in seconds

Table 4
CAPACITY ANALYSIS RESULTS – HALSTED STREET WITH ACCESS DRIVE SIGNALIZED

	Peak Hour	Eastbound		Northbound		Southbound		Overall
		L	R	L	T	T	R	
Year 2050 Total Projected Conditions	Weekday Morning Peak Hour	D 52.3	D 37.5	E 67.4	A 2.4	A 7.3	A 1.6	A – 7.6
		D – 48.6		A – 4.6		A – 6.8		
	Weekday Evening Peak Hour	E 55.4	D 36.0	E 74.8	A 7.6	B 16.0	A 2.9	B – 16.3
		D – 50.5		B – 11.5		B – 13.9		
	Saturday Midday Peak Hour	D 45.7	C 27.5	E 64.0	A 6.5	B 18.7	A 3.7	B – 17.4
		D – 41.1		B – 11.5		B – 15.7		

Letter denotes Level of Service L – Left Turns R – Right Turns
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
175th Street with Lathrop Avenue						
• Northbound Approach	C	21.4	D	32.6	C	20.3
• Southbound Approach	C	20.0	D	34.6	C	22.1
• Eastbound Left Turn	A	8.8	A	8.4	A	0.0
• Westbound Left Turn	A	8.4	B	10.0	A	8.1
Lathrop Avenue with 174th Street						
• Westbound Approach	A	8.8	A	9.3	A	9.2
• Southbound Left Turn	A	7.3	A	7.4	A	7.4
Halsted Street with Right-In/Right-Out						
• Eastbound Right Turn	A	8.8	A	9.4	A	9.4
175th Street with Wal-Mart Access Drive/Full Movement Access Drive						
• Northbound Approach	C (D)	21.0 (37.1)	F (D)	290.9 (44.6)	F (C)	297.6 (31.2)
• Southbound Approach	C (D)	26.9 (47.5)	F (E)	655.2 (66.8)	F (D)	818.9 (53.7)
• Eastbound Left Turn	A (A)	8.8 (2.8)	A (A)	8.4 (7.0)	A (B)	8.7 (11.1)
• Westbound Left Turn[1]	A (A)	7.9 (2.4)	A (A)	9.5 (7.4)	A (A)	8.5 (8.5)

LOS = Level of Service
Delay is measured in seconds
( ) – LOS and delay assuming the provision of a traffic signal
1 – Assumes the provision of an exclusive left-turn lane and a shared through/right-turn lane

Discussion and Recommendations

The following summarizes how the intersections within the study area currently operate and are projected to operate assuming the total projected traffic volumes. It will also identify any roadway and traffic control improvements and/or modifications necessary to accommodate the projected traffic volumes.

Halsted Street (IL 1) with 175th Street

Based on the results of the capacity analyses and assuming the completion of the improvements currently being constructed, this intersection operates at an overall LOS C during the weekday morning, evening and Saturday midday peak hours. Under Year 2050 future conditions, the intersection will continue to operate at a good overall LOS with minimal increases in delay. Further inspection of the capacity analyses and the results of the traffic simulations indicate that queues will be contained within the provided storages and will not extend to other downstream or upstream intersections. Therefore, no additional geometric or traffic control improvements are necessary at this intersection to accommodate future traffic volumes.

Halsted Street (IL 1) with 174th Street

Based on the results of the capacity analyses and assuming the completion of the improvements currently being constructed including the provision of a traffic signal, this intersection will operate at an overall LOS B or better during the three studied peak hours. Further inspection of the capacity analyses and the results of the traffic simulations indicate that all of the queues will be contained within the provided storages and will not extend to other downstream or upstream intersections. Therefore, no additional geometric or traffic control improvements are necessary at this intersection to accommodate future traffic volumes.

175th Street with Lathrop Avenue

The results of the capacity analysis indicate that the northbound and southbound approaches of this intersection re operating at an acceptable LOD D or better during the three studied peak hours. Furthermore, the eastbound and westbound left-turn movements are operating at a LOS A. Under future conditions, the northbound and southbound approaches as well as the eastbound and westbound left-turning movements are projected to continue operating at the same LOS with minimal increases in delay. As such, no additional geometric or traffic control improvements are necessary at this intersection to accommodate future traffic volumes.

Lathrop Avenue with 174th Street

This intersection is currently operating at an acceptable LOS and will continue to do so under future conditions. As such, no additional geometric or traffic control improvements are necessary at this intersection to accommodate future traffic volumes.

175th Street with Wal-Mart Access Drive/Full Movement Access Drive

Currently the southbound approach of this intersection is offset from the northbound approach by approximately 40 feet. Based on the results of the capacity analyses, the northbound and southbound approaches operate at a LOS F during the evening peak hour and the Saturday midday peak hour. Under future conditions, the plans call for aligning the southbound approach opposite the northbound approach and provide two outbound lanes from the southbound approach striped for an exclusive left-turn lane and a shared through/right-turn lane. Furthermore, 175th Street will be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane on both approaches (See Appendix). Based on the results of the capacity analyses and assuming these geometric improvements, the northbound and southbound approaches are projected to operate at a LOS F. Inspection of the projected traffic volumes and the requirements set forth in the Manual on Uniform Control Devices (MUTCD), indicate that a traffic signal is warranted and when the intersection is analyzed assuming a traffic signal, the intersection will operate at an overall LOS D or better during the peak hours. Furthermore, the westbound queues will not exceed 243 feet and, as such, will not have an impact on the intersection of 175th Street with Halsted Street. Therefore, consideration should be given to providing a traffic signal at this location. This traffic signal should be interconnected with the traffic signal to the east at the intersection of Halsted Street with 175th Street.

Halsted Street with Frontage Road

As noted, in conjunction with this development, the Frontage Road will be vacated and removed between the north site property line and 174th Street. A cross-access connection will be provided between the proposed development and the adjoining commercial properties to the north and south of the site.

Halsted Street with Right-In/Right-Out Access Drive

An access drive restricted to right-in/right-out only turning movements serving this development and the existing land uses south of the site is located off Halsted Street, approximately mid-distance between 174th Street and 175th Street with outbound movements under stop sign control. The proposed southbound right-turn lane on Halsted Street at 175th Street will extend north of this access drive, thereby providing right-turn storage for vehicles accessing this driveway access. Based on the results of the capacity analyses, the eastbound right-turn movement will operate at a LOS A. As such, no additional geometric or traffic control improvements are necessary at this intersection to accommodate future traffic volumes.

Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The traffic estimated to be generated by the proposed casino development, given the currently under construction roadway improvements, will have a limited impact on the surrounding roadway network.

- No additional traffic control or roadway improvements are needed or recommended at the intersections of Halsted Street with the right-in/right-out access drive or at the intersection of 175th Street with Lathrop Avenue.

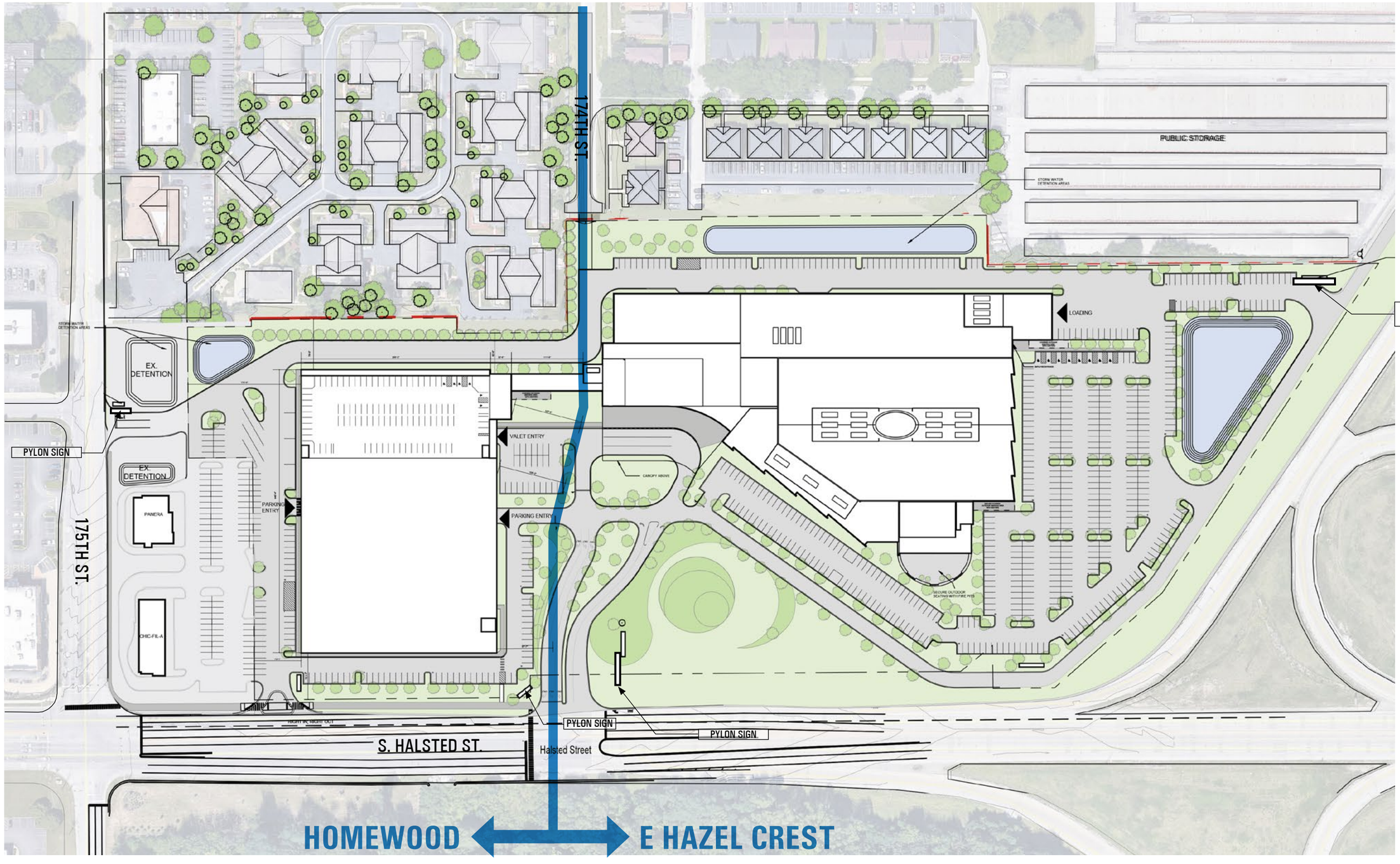
- The realignment and signalization of the access drive off 175th Street coupled with the restriping of 175th Street will ensure that the existing and projected traffic volumes are accommodated efficiently.

- The provision of an emergency only access connection with 174th Street to the west will ensure that safe and efficient emergency access is provided.

Appendix

Site Plan
Traffic Count Summary Sheets
CMAP Traffic Projection Letter
Level of Service Criteria
Capacity Analysis
Proposed 175th Street Striping
Red Time Formula Queue Calculation

Site Plan


175TH ST.
PUBLIC STORAGE
STORM WATER DETENTION AREAS
HIGHWAY PYLON SIGN
LOADING
EX. DETENTION
PYLON SIGN
EX. DETENTION
PANERA
CHIC-FIL-A
PARKING ENTRY
VALET ENTRY
CANOPY ABOVE
PARKING ENTRY
SECURE OUTDOOR SEATING WITH FIRE PITS
RIGHT IN, RIGHT OUT
PYLON SIGN
PYLON SIGN
S. HALSTED ST.
Halsted Street
HOMEWOOD
E HAZEL CREST

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
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(847)518-9990

Count Name: 175th Street with Lathrop Avenue
Site Code:
Start Date: 07/25/2019
Page No: 1

Turning Movement Data

Start Time	175th Street Eastbound						175th Street Westbound						Lathrop Avenue Northbound						Lathrop Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	67	2	0	69	0	1	58	0	1	59	0	3	0	1	0	4	0	2	0	7	0	9	141
7:15 AM	0	1	46	2	0	49	0	1	76	1	0	78	0	3	0	0	0	3	0	2	0	4	0	6	136
7:30 AM	0	0	47	4	0	51	0	1	56	0	0	57	0	3	0	0	0	3	0	0	0	4	0	4	115
7:45 AM	0	0	45	2	0	47	0	0	79	3	0	82	0	4	0	0	0	4	0	1	0	17	0	18	151
Hourly Total	0	1	205	10	0	216	0	3	269	4	1	276	0	13	0	1	0	14	0	5	0	32	0	37	543
8:00 AM	0	1	54	4	0	59	0	5	80	0	0	85	0	7	2	2	0	11	0	1	1	14	0	16	171
8:15 AM	0	0	74	2	0	76	0	1	78	1	0	80	0	7	0	1	0	8	0	3	1	20	0	24	188
8:30 AM	0	0	73	4	0	77	0	2	66	2	0	70	0	2	1	2	1	5	0	3	4	11	0	18	170
8:45 AM	0	2	65	3	0	70	0	2	60	1	0	63	0	2	1	0	0	3	0	0	1	8	0	9	145
Hourly Total	0	3	266	13	0	282	0	10	284	4	0	298	0	18	4	5	1	27	0	7	7	53	0	67	674
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	131	7	0	139	0	0	69	6	0	75	0	6	0	1	5	7	0	3	0	12	0	15	236
4:15 PM	0	1	104	6	0	111	0	0	74	3	1	77	0	6	1	0	0	7	0	3	0	7	0	10	205
4:30 PM	0	0	125	6	0	131	0	3	52	4	0	59	0	6	1	3	0	10	0	4	1	6	0	11	211
4:45 PM	0	0	91	3	0	94	0	0	76	3	0	79	0	7	2	2	0	11	0	6	0	3	1	9	193
Hourly Total	0	2	451	22	0	475	0	3	271	16	1	290	0	25	4	6	5	35	0	16	1	28	1	45	845
5:00 PM	0	1	133	6	0	140	0	0	76	5	0	81	0	7	5	8	0	20	0	3	0	10	1	13	254
5:15 PM	0	0	95	11	0	106	0	0	73	1	1	74	0	3	1	0	0	4	0	4	0	8	1	12	196
5:30 PM	0	0	102	5	0	107	0	0	58	2	0	60	0	7	1	1	0	9	0	5	0	7	0	12	188
5:45 PM	0	0	103	2	0	105	0	0	76	3	1	79	0	8	0	1	0	9	0	7	0	9	2	16	209
Hourly Total	0	1	433	24	0	458	0	0	283	11	2	294	0	25	7	10	0	42	0	19	0	34	4	53	847
6:00 PM	1	1	94	4	0	100	0	0	44	4	0	48	0	4	2	1	0	7	0	1	1	6	0	8	163
6:15 PM	0	3	76	2	0	81	0	0	64	4	0	68	0	5	4	0	0	9	0	5	1	5	0	11	169
6:30 PM	0	1	80	3	0	84	0	0	47	2	0	49	0	4	2	0	0	6	0	7	2	2	0	11	150
6:45 PM	0	0	75	3	0	78	0	3	51	4	0	58	0	3	2	1	0	6	0	3	0	1	0	4	146
Hourly Total	1	5	325	12	0	343	0	3	206	14	0	223	0	16	10	2	0	28	0	16	4	14	0	34	628
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	88	4	0	93	0	0	74	3	0	77	0	6	1	2	0	9	0	3	0	5	0	8	187
11:15 AM	0	0	76	1	0	77	0	0	68	2	0	70	0	8	0	1	0	9	0	5	3	4	1	12	168
11:30 AM	0	0	83	4	0	87	0	1	52	3	0	56	0	6	2	1	0	9	0	4	1	1	0	6	158
11:45 AM	0	3	70	5	0	78	0	0	62	0	1	62	0	4	1	0	0	5	0	3	0	2	0	5	150
Hourly Total	0	4	317	14	0	335	0	1	256	8	1	265	0	24	4	4	0	32	0	15	4	12	1	31	663
12:00 PM	0	0	97	7	1	104	0	0	43	4	0	47	0	7	0	0	0	7	0	3	2	6	0	11	169
12:15 PM	0	4	90	9	0	103	0	0	63	4	1	67	0	7	2	0	0	9	0	2	1	7	0	10	189
12:30 PM	0	0	93	8	0	101	0	0	65	1	0	66	0	6	2	0	0	8	0	3	1	5	0	9	18

12:45 PM	0	0	85	2	0	87	0	0	59	4	2	63	0	7	2	1	0	10	0	7	0	4	0	11	
Hourly Total	0	4	365	26	1	395	0	0	230	13	3	243	0	27	6	1	0	34	0	15	4	22	0	41	713
1:00 PM	0	0	74	3	0	77	0	0	69	4	1	73	0	9	1	0	0	10	0	9	0	8	0	17	177
1:15 PM	0	0	95	3	0	98	0	1	55	3	0	59	0	4	0	1	0	5	0	15	3	10	0	28	190
1:30 PM	0	0	82	2	0	84	0	0	71	2	0	73	0	1	1	1	0	3	0	11	1	20	0	32	192
1:45 PM	0	0	98	6	0	104	0	0	73	5	0	78	0	7	0	0	0	7	0	9	2	13	0	24	213
Hourly Total	0	0	349	14	0	363	0	1	268	14	1	283	0	21	2	2	0	25	0	44	6	51	0	101	772
Grand Total	1	20	2711	135	1	2867	0	21	2067	84	9	2172	0	169	37	31	6	237	0	137	26	246	6	409	5685
Approach %	0.0	0.7	94.6	4.7	-	-	0.0	1.0	95.2	3.9	-	-	0.0	71.3	15.6	13.1	-	-	0.0	33.5	6.4	60.1	-	-	-
Total %	0.0	0.4	47.7	2.4	-	50.4	0.0	0.4	36.4	1.5	-	38.2	0.0	3.0	0.7	0.5	-	4.2	0.0	2.4	0.5	4.3	-	7.2	-
Lights	1	20	2658	135	-	2814	0	10	2004	83	-	2097	0	167	37	22	-	226	0	136	26	243	-	405	5542
% Lights	100.0	100.0	98.0	100.0	-	98.2	-	47.6	97.0	98.8	-	96.5	-	98.8	100.0	71.0	-	95.4	-	99.3	100.0	98.8	-	99.0	97.5
Buses	0	0	8	0	-	8	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	2	-	2	21
% Buses	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.5	0.4
Single-Unit Trucks	0	0	23	0	-	23	0	4	27	1	-	32	0	1	0	4	-	5	0	1	0	1	-	2	62
% Single-Unit Trucks	0.0	0.0	0.8	0.0	-	0.8	-	19.0	1.3	1.2	-	1.5	-	0.6	0.0	12.9	-	2.1	-	0.7	0.0	0.4	-	0.5	1.1
Articulated Trucks	0	0	22	0	-	22	0	7	25	0	-	32	0	1	0	4	-	5	0	0	0	0	-	0	59
% Articulated Trucks	0.0	0.0	0.8	0.0	-	0.8	-	33.3	1.2	0.0	-	1.5	-	0.6	0.0	12.9	-	2.1	-	0.0	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.2	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	9	-	-	-	-	-	6	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: 175th Street with Lathrop Avenue
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	175th Street Eastbound						175th Street Westbound						Lathrop Avenue Northbound						Lathrop Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	45	2	0	47	0	0	79	3	0	82	0	4	0	0	0	4	0	1	0	17	0	18	151
8:00 AM	0	1	54	4	0	59	0	5	80	0	0	85	0	7	2	2	0	11	0	1	1	14	0	16	171
8:15 AM	0	0	74	2	0	76	0	1	78	1	0	80	0	7	0	1	0	8	0	3	1	20	0	24	188
8:30 AM	0	0	73	4	0	77	0	2	66	2	0	70	0	2	1	2	1	5	0	3	4	11	0	18	170
Total	0	1	246	12	0	259	0	8	303	6	0	317	0	20	3	5	1	28	0	8	6	62	0	76	680
Approach %	0.0	0.4	95.0	4.6	-	-	0.0	2.5	95.6	1.9	-	-	0.0	71.4	10.7	17.9	-	-	0.0	10.5	7.9	81.6	-	-	-
Total %	0.0	0.1	36.2	1.8	-	38.1	0.0	1.2	44.6	0.9	-	46.6	0.0	2.9	0.4	0.7	-	4.1	0.0	1.2	0.9	9.1	-	11.2	-
PHF	0.000	0.250	0.831	0.750	-	0.841	0.000	0.400	0.947	0.500	-	0.932	0.000	0.714	0.375	0.625	-	0.636	0.000	0.667	0.375	0.775	-	0.792	0.904
Lights	0	1	236	12	-	249	0	5	287	6	-	298	0	19	3	1	-	23	0	8	6	60	-	74	644
% Lights	-	100.0	95.9	100.0	-	96.1	-	62.5	94.7	100.0	-	94.0	-	95.0	100.0	20.0	-	82.1	-	100.0	100.0	96.8	-	97.4	94.7
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	2	-	2	8
% Buses	-	0.0	1.2	0.0	-	1.2	-	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.2	-	2.6	1.2
Single-Unit Trucks	0	0	3	0	-	3	0	2	7	0	-	9	0	1	0	2	-	3	0	0	0	0	-	0	15
% Single-Unit Trucks	-	0.0	1.2	0.0	-	1.2	-	25.0	2.3	0.0	-	2.8	-	5.0	0.0	40.0	-	10.7	-	0.0	0.0	0.0	-	0.0	2.2
Articulated Trucks	0	0	4	0	-	4	0	1	6	0	-	7	0	0	0	2	-	2	0	0	0	0	-	0	13
% Articulated Trucks	-	0.0	1.6	0.0	-	1.5	-	12.5	2.0	0.0	-	2.2	-	0.0	0.0	40.0	-	7.1	-	0.0	0.0	0.0	-	0.0	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 175th Street with Lathrop Avenue
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	175th Street Eastbound						175th Street Westbound						Lathrop Avenue Northbound						Lathrop Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	0	125	6	0	131	0	3	52	4	0	59	0	6	1	3	0	10	0	4	1	6	0	11	211
4:45 PM	0	0	91	3	0	94	0	0	76	3	0	79	0	7	2	2	0	11	0	6	0	3	1	9	193
5:00 PM	0	1	133	6	0	140	0	0	76	5	0	81	0	7	5	8	0	20	0	3	0	10	1	13	254
5:15 PM	0	0	95	11	0	106	0	0	73	1	1	74	0	3	1	0	0	4	0	4	0	8	1	12	196
Total	0	1	444	26	0	471	0	3	277	13	1	293	0	23	9	13	0	45	0	17	1	27	3	45	854
Approach %	0.0	0.2	94.3	5.5	-	-	0.0	1.0	94.5	4.4	-	-	0.0	51.1	20.0	28.9	-	-	0.0	37.8	2.2	60.0	-	-	-
Total %	0.0	0.1	52.0	3.0	-	55.2	0.0	0.4	32.4	1.5	-	34.3	0.0	2.7	1.1	1.5	-	5.3	0.0	2.0	0.1	3.2	-	5.3	-
PHF	0.000	0.250	0.835	0.591	-	0.841	0.000	0.250	0.911	0.650	-	0.904	0.000	0.821	0.450	0.406	-	0.563	0.000	0.708	0.250	0.675	-	0.865	0.841
Lights	0	1	437	26	-	464	0	2	274	13	-	289	0	23	9	11	-	43	0	17	1	27	-	45	841
% Lights	-	100.0	98.4	100.0	-	98.5	-	66.7	98.9	100.0	-	98.6	-	100.0	100.0	84.6	-	95.6	-	100.0	100.0	100.0	-	100.0	98.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	7.7	-	2.2	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	5	0	-	5	0	1	3	0	-	4	0	0	0	1	-	1	0	0	0	0	-	0	10
% Articulated Trucks	-	0.0	1.1	0.0	-	1.1	-	33.3	1.1	0.0	-	1.4	-	0.0	0.0	7.7	-	2.2	-	0.0	0.0	0.0	-	0.0	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 175th Street with Lathrop Avenue
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (1:00 PM)

Start Time	175th Street Eastbound						175th Street Westbound						Lathrop Avenue Northbound						Lathrop Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
1:00 PM	0	0	74	3	0	77	0	0	69	4	1	73	0	9	1	0	0	10	0	9	0	8	0	17	177
1:15 PM	0	0	95	3	0	98	0	1	55	3	0	59	0	4	0	1	0	5	0	15	3	10	0	28	190
1:30 PM	0	0	82	2	0	84	0	0	71	2	0	73	0	1	1	1	0	3	0	11	1	20	0	32	192
1:45 PM	0	0	98	6	0	104	0	0	73	5	0	78	0	7	0	0	0	7	0	9	2	13	0	24	213
Total	0	0	349	14	0	363	0	1	268	14	1	283	0	21	2	2	0	25	0	44	6	51	0	101	772
Approach %	0.0	0.0	96.1	3.9	-	-	0.0	0.4	94.7	4.9	-	-	0.0	84.0	8.0	8.0	-	-	0.0	43.6	5.9	50.5	-	-	-
Total %	0.0	0.0	45.2	1.8	-	47.0	0.0	0.1	34.7	1.8	-	36.7	0.0	2.7	0.3	0.3	-	3.2	0.0	5.7	0.8	6.6	-	13.1	-
PHF	0.000	0.000	0.890	0.583	-	0.873	0.000	0.250	0.918	0.700	-	0.907	0.000	0.583	0.500	0.500	-	0.625	0.000	0.733	0.500	0.638	-	0.789	0.906
Lights	0	0	347	14	-	361	0	0	263	14	-	277	0	21	2	2	-	25	0	44	6	50	-	100	763
% Lights	-	-	99.4	100.0	-	99.4	-	0.0	98.1	100.0	-	97.9	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	98.0	-	99.0	98.8
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	-	0.3	0.0	-	0.3	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	1	-	1	5
% Single-Unit Trucks	-	-	0.3	0.0	-	0.3	-	0.0	1.1	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.0	-	1.0	0.6
Articulated Trucks	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	100.0	0.4	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 195th Street with Access Drive - Weekday
Site Code:
Start Date: 09/16/2019

Turning Movement Data

Start Time	175th Street Eastbound						175th Street Westbound						Walmart Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	36	8	0	49	0	6	64	9	0	79	0	9	1	6	0	16	0	7	0	2	0	9	153
7:15 AM	0	6	49	11	0	66	0	7	79	10	0	96	0	4	3	7	0	14	0	8	0	8	0	16	192
7:30 AM	0	4	38	7	0	49	0	9	92	14	0	115	0	12	2	6	0	20	0	10	2	12	0	24	208
7:45 AM	0	6	40	9	0	55	0	13	115	10	0	138	0	4	1	8	0	13	0	13	2	8	1	23	229
Hourly Total	0	21	163	35	0	219	0	35	350	43	0	428	0	29	7	27	0	63	0	38	4	30	1	72	782
8:00 AM	0	5	53	9	0	67	0	4	117	14	0	135	0	8	0	10	0	18	0	3	0	8	0	11	231
8:15 AM	0	7	43	16	0	66	0	5	123	8	0	136	0	10	2	12	0	24	0	20	2	9	2	31	257
8:30 AM	0	12	44	25	1	81	0	14	74	13	0	101	0	13	3	8	0	24	0	13	1	9	3	23	229
8:45 AM	0	9	46	10	0	65	0	13	68	10	0	91	0	13	1	13	0	27	0	16	3	7	2	26	209
Hourly Total	0	33	186	60	1	279	0	36	382	45	0	463	0	44	6	43	0	93	0	52	6	33	7	91	926
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	129	35	0	169	0	22	48	17	0	87	0	19	4	33	0	56	0	21	4	16	0	41	353
4:15 PM	0	6	79	26	0	111	1	34	55	22	3	112	0	22	3	35	0	60	0	25	5	14	0	44	327
4:30 PM	0	6	100	26	0	132	1	30	39	23	0	93	0	22	6	32	0	60	0	32	4	15	1	51	336
4:45 PM	0	11	98	44	0	153	0	45	57	28	2	130	0	16	3	27	0	46	0	22	9	11	0	42	371
Hourly Total	0	28	406	131	0	565	2	131	199	90	5	422	0	79	16	127	0	222	0	100	22	56	1	178	1387
5:00 PM	0	8	140	43	0	191	0	29	51	26	0	106	0	17	5	30	0	52	0	13	5	16	1	34	383
5:15 PM	0	9	97	35	0	141	0	34	48	21	0	103	0	16	4	34	0	54	0	22	1	14	0	37	335
5:30 PM	0	11	71	35	0	117	0	34	62	19	0	115	0	15	7	44	0	66	0	22	5	8	0	35	333
5:45 PM	0	12	79	27	0	118	0	27	62	21	0	110	0	18	10	36	0	64	0	21	1	17	0	39	331
Hourly Total	0	40	387	140	0	567	0	124	223	87	0	434	0	66	26	144	0	236	0	78	12	55	1	145	1382
6:00 PM	0	7	72	37	0	116	2	39	58	29	0	128	0	19	7	47	0	73	0	25	11	11	0	47	364
6:15 PM	0	13	53	34	0	100	0	30	40	24	0	94	0	23	6	46	0	75	0	30	9	13	0	52	321
6:30 PM	0	7	48	25	0	80	0	30	61	15	0	106	0	23	4	46	0	73	0	18	4	9	0	31	290
6:45 PM	0	11	42	27	0	80	1	22	48	24	0	95	0	25	9	43	0	77	0	19	3	7	1	29	281
Hourly Total	0	38	215	123	0	376	3	121	207	92	0	423	0	90	26	182	0	298	0	92	27	40	1	159	1256
Grand Total	0	160	1357	489	1	2006	5	447	1361	357	5	2170	0	308	81	523	0	912	0	360	71	214	11	645	5733
Approach %	0.0	8.0	67.6	24.4	-	-	0.2	20.6	62.7	16.5	-	-	0.0	33.8	8.9	57.3	-	-	0.0	55.8	11.0	33.2	-	-	-
Total %	0.0	2.8	23.7	8.5	-	35.0	0.1	7.8	23.7	6.2	-	37.9	0.0	5.4	1.4	9.1	-	15.9	0.0	6.3	1.2	3.7	-	11.3	-
Lights	0	157	1290	484	-	1931	5	438	1289	353	-	2085	0	301	80	510	-	891	0	357	69	212	-	638	5545
% Lights	-	98.1	95.1	99.0	-	96.3	100.0	98.0	94.7	98.9	-	96.1	-	97.7	98.8	97.5	-	97.7	-	99.2	97.2	99.1	-	98.9	96.7
Buses	0	2	12	4	-	18	0	3	6	0	-	9	0	1	0	1	-	2	0	1	0	1	-	2	31
% Buses	-	1.3	0.9	0.8	-	0.9	0.0	0.7	0.4	0.0	-	0.4	-	0.3	0.0	0.2	-	0.2	-	0.3	0.0	0.5	-	0.3	0.5
Single-Unit Trucks	0	1	23	1	-	25	0	3	32	4	-	39	0	5	0	7	-	12	0	2	2	1	-	5	81
% Single-Unit Trucks	-	0.6	1.7	0.2	-	1.2	0.0	0.7	2.4	1.1	-	1.8	-	1.6	0.0	1.3	-	1.3	-	0.6	2.8	0.5	-	0.8	1

Articulated Trucks	0	0	32	0	-	32	0	3	34	0	-	37	0	1	0	5	-	6	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	2.4	0.0	-	1.6	0.0	0.7	2.5	0.0	-	1.7	-	0.3	0.0	1.0	-	0.7	-	0.0	0.0	0.0	-	0.0	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	1.2	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 195th Street with Access Drive - Weekday
Site Code:
Start Date: 09/16/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	175th Street Eastbound						175th Street Westbound						Walmart Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	6	40	9	0	55	0	13	115	10	0	138	0	4	1	8	0	13	0	13	2	8	1	23	229
8:00 AM	0	5	53	9	0	67	0	4	117	14	0	135	0	8	0	10	0	18	0	3	0	8	0	11	231
8:15 AM	0	7	43	16	0	66	0	5	123	8	0	136	0	10	2	12	0	24	0	20	2	9	2	31	257
8:30 AM	0	12	44	25	1	81	0	14	74	13	0	101	0	13	3	8	0	24	0	13	1	9	3	23	229
Total	0	30	180	59	1	269	0	36	429	45	0	510	0	35	6	38	0	79	0	49	5	34	6	88	946
Approach %	0.0	11.2	66.9	21.9	-	-	0.0	7.1	84.1	8.8	-	-	0.0	44.3	7.6	48.1	-	-	0.0	55.7	5.7	38.6	-	-	-
Total %	0.0	3.2	19.0	6.2	-	28.4	0.0	3.8	45.3	4.8	-	53.9	0.0	3.7	0.6	4.0	-	8.4	0.0	5.2	0.5	3.6	-	9.3	-
PHF	0.000	0.625	0.849	0.590	-	0.830	0.000	0.643	0.872	0.804	-	0.924	0.000	0.673	0.500	0.792	-	0.823	0.000	0.613	0.625	0.944	-	0.710	0.920
Lights	0	28	160	56	-	244	0	35	399	44	-	478	0	32	6	35	-	73	0	48	4	32	-	84	879
% Lights	-	93.3	88.9	94.9	-	90.7	-	97.2	93.0	97.8	-	93.7	-	91.4	100.0	92.1	-	92.4	-	98.0	80.0	94.1	-	95.5	92.9
Buses	0	2	4	2	-	8	0	1	3	0	-	4	0	0	0	0	-	0	0	1	0	1	-	2	14
% Buses	-	6.7	2.2	3.4	-	3.0	-	2.8	0.7	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	2.0	0.0	2.9	-	2.3	1.5
Single-Unit Trucks	0	0	6	1	-	7	0	0	15	1	-	16	0	2	0	3	-	5	0	0	1	1	-	2	30
% Single-Unit Trucks	-	0.0	3.3	1.7	-	2.6	-	0.0	3.5	2.2	-	3.1	-	5.7	0.0	7.9	-	6.3	-	0.0	20.0	2.9	-	2.3	3.2
Articulated Trucks	0	0	10	0	-	10	0	0	12	0	-	12	0	1	0	0	-	1	0	0	0	0	-	0	23
% Articulated Trucks	-	0.0	5.6	0.0	-	3.7	-	0.0	2.8	0.0	-	2.4	-	2.9	0.0	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	2.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 195th Street with Access Drive - Weekday
Site Code:
Start Date: 09/16/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	175th Street Eastbound						175th Street Westbound						Walmart Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	6	100	26	0	132	1	30	39	23	0	93	0	22	6	32	0	60	0	32	4	15	1	51	336
4:45 PM	0	11	98	44	0	153	0	45	57	28	2	130	0	16	3	27	0	46	0	22	9	11	0	42	371
5:00 PM	0	8	140	43	0	191	0	29	51	26	0	106	0	17	5	30	0	52	0	13	5	16	1	34	383
5:15 PM	0	9	97	35	0	141	0	34	48	21	0	103	0	16	4	34	0	54	0	22	1	14	0	37	335
Total	0	34	435	148	0	617	1	138	195	98	2	432	0	71	18	123	0	212	0	89	19	56	2	164	1425
Approach %	0.0	5.5	70.5	24.0	-	-	0.2	31.9	45.1	22.7	-	-	0.0	33.5	8.5	58.0	-	-	0.0	54.3	11.6	34.1	-	-	-
Total %	0.0	2.4	30.5	10.4	-	43.3	0.1	9.7	13.7	6.9	-	30.3	0.0	5.0	1.3	8.6	-	14.9	0.0	6.2	1.3	3.9	-	11.5	-
PHF	0.000	0.773	0.777	0.841	-	0.808	0.250	0.767	0.855	0.875	-	0.831	0.000	0.807	0.750	0.904	-	0.883	0.000	0.695	0.528	0.875	-	0.804	0.930
Lights	0	34	425	148	-	607	1	136	188	98	-	423	0	71	18	120	-	209	0	89	18	56	-	163	1402
% Lights	-	100.0	97.7	100.0	-	98.4	100.0	98.6	96.4	100.0	-	97.9	-	100.0	100.0	97.6	-	98.6	-	100.0	94.7	100.0	-	99.4	98.4
Buses	0	0	1	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	0.2	0.0	-	0.2	0.0	1.4	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	2	-	2	0	0	1	0	-	1	6
% Single-Unit Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	1.0	0.0	-	0.5	-	0.0	0.0	1.6	-	0.9	-	0.0	5.3	0.0	-	0.6	0.4
Articulated Trucks	0	0	8	0	-	8	0	0	5	0	-	5	0	0	0	1	-	1	0	0	0	0	-	0	14
% Articulated Trucks	-	0.0	1.8	0.0	-	1.3	0.0	0.0	2.6	0.0	-	1.2	-	0.0	0.0	0.8	-	0.5	-	0.0	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 195th Street with Access Drives
Site Code:
Start Date: 09/14/2019
Page No: 1

Turning Movement Data

Start Time	195th Street Eastbound						195th Street Westbound						Walmart Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	9	69	29	1	107	0	26	52	21	0	99	0	18	7	23	0	48	0	21	2	10	1	33	287
11:15 AM	0	14	49	27	1	90	1	33	41	19	0	94	0	13	10	36	0	59	0	25	4	11	0	40	283
11:30 AM	0	18	52	21	0	91	0	24	47	18	0	89	0	23	9	30	0	62	1	29	6	14	0	50	292
11:45 AM	0	13	58	24	1	95	0	27	55	32	2	114	0	13	8	29	0	50	0	18	3	15	0	36	295
Hourly Total	0	54	228	101	3	383	1	110	195	90	2	396	0	67	34	118	0	219	1	93	15	50	1	159	1157
12:00 PM	0	13	70	32	0	115	0	43	46	29	0	118	0	21	5	31	0	57	0	26	7	15	0	48	338
12:15 PM	0	10	61	32	1	103	1	40	55	37	0	133	0	23	8	27	0	58	0	19	13	8	1	40	334
12:30 PM	0	9	63	29	0	101	0	48	50	39	2	137	0	19	10	38	0	67	0	22	12	13	0	47	352
12:45 PM	0	18	53	34	0	105	0	29	55	34	1	118	0	21	10	44	1	75	0	32	13	20	0	65	363
Hourly Total	0	50	247	127	1	424	1	160	206	139	3	506	0	84	33	140	1	257	0	99	45	56	1	200	1387
1:00 PM	0	6	52	37	1	95	0	40	45	40	1	125	0	23	8	38	1	69	0	26	4	12	0	42	331
1:15 PM	0	13	55	35	0	103	0	33	37	26	1	96	0	25	7	36	0	68	0	32	8	9	1	49	316
1:30 PM	0	11	43	29	0	83	0	40	53	33	0	126	0	18	6	51	0	75	0	31	7	11	0	49	333
1:45 PM	0	10	56	28	1	94	0	35	52	34	0	121	0	13	10	37	1	60	0	34	18	12	1	64	339
Hourly Total	0	40	206	129	2	375	0	148	187	133	2	468	0	79	31	162	2	272	0	123	37	44	2	204	1319
Grand Total	0	144	681	357	6	1182	2	418	588	362	7	1370	0	230	98	420	3	748	1	315	97	150	4	563	3863
Approach %	0.0	12.2	57.6	30.2	-	-	0.1	30.5	42.9	26.4	-	-	0.0	30.7	13.1	56.1	-	-	0.2	56.0	17.2	26.6	-	-	-
Total %	0.0	3.7	17.6	9.2	-	30.6	0.1	10.8	15.2	9.4	-	35.5	0.0	6.0	2.5	10.9	-	19.4	0.0	8.2	2.5	3.9	-	14.6	-
Lights	0	144	675	355	-	1174	2	414	582	362	-	1360	0	228	98	415	-	741	1	314	97	150	-	562	3837
% Lights	-	100.0	99.1	99.4	-	99.3	100.0	99.0	99.0	100.0	-	99.3	-	99.1	100.0	98.8	-	99.1	100.0	99.7	100.0	100.0	-	99.8	99.3
Buses	0	0	0	1	-	1	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	3
% Buses	-	0.0	0.0	0.3	-	0.1	0.0	0.2	0.0	0.0	-	0.1	-	0.4	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	3	1	-	4	0	1	4	0	-	5	0	1	0	4	-	5	0	1	0	0	-	1	15
% Single-Unit Trucks	-	0.0	0.4	0.3	-	0.3	0.0	0.2	0.7	0.0	-	0.4	-	0.4	0.0	1.0	-	0.7	0.0	0.3	0.0	0.0	-	0.2	0.4
Articulated Trucks	0	0	3	0	-	3	0	1	2	0	-	3	0	0	0	1	-	1	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	0.0	0.2	0.3	0.0	-	0.2	-	0.0	0.0	0.2	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 195th Street with Access Drives
Site Code:
Start Date: 09/14/2019

Turning Movement Peak Hour Data (11:00 AM)

Start Time	195th Street Eastbound						195th Street Westbound						Walmart Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	0	9	69	29	1	107	0	26	52	21	0	99	0	18	7	23	0	48	0	21	2	10	1	33	287
11:15 AM	0	14	49	27	1	90	1	33	41	19	0	94	0	13	10	36	0	59	0	25	4	11	0	40	283
11:30 AM	0	18	52	21	0	91	0	24	47	18	0	89	0	23	9	30	0	62	1	29	6	14	0	50	292
11:45 AM	0	13	58	24	1	95	0	27	55	32	2	114	0	13	8	29	0	50	0	18	3	15	0	36	295
Total	0	54	228	101	3	383	1	110	195	90	2	396	0	67	34	118	0	219	1	93	15	50	1	159	1157
Approach %	0.0	14.1	59.5	26.4	-	-	0.3	27.8	49.2	22.7	-	-	0.0	30.6	15.5	53.9	-	-	0.6	58.5	9.4	31.4	-	-	-
Total %	0.0	4.7	19.7	8.7	-	33.1	0.1	9.5	16.9	7.8	-	34.2	0.0	5.8	2.9	10.2	-	18.9	0.1	8.0	1.3	4.3	-	13.7	-
PHF	0.000	0.750	0.826	0.871	-	0.895	0.250	0.833	0.886	0.703	-	0.868	0.000	0.728	0.850	0.819	-	0.883	0.250	0.802	0.625	0.833	-	0.795	0.981
Lights	0	54	226	100	-	380	1	109	192	90	-	392	0	65	34	116	-	215	1	93	15	50	-	159	1146
% Lights	-	100.0	99.1	99.0	-	99.2	100.0	99.1	98.5	100.0	-	99.0	-	97.0	100.0	98.3	-	98.2	100.0	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	1.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	1.5	0.0	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	0	-	1	0	1	2	0	-	3	0	1	0	1	-	2	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.0	0.4	0.0	-	0.3	0.0	0.9	1.0	0.0	-	0.8	-	1.5	0.0	0.8	-	0.9	0.0	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	0.0	0.0	0.5	0.0	-	0.3	-	0.0	0.0	0.8	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 195th Street with Access Drives
Site Code:
Start Date: 09/14/2019

Turning Movement Peak Hour Data (12:00 PM)

Start Time	195th Street Eastbound						195th Street Westbound						Walmart Access Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	0	13	70	32	0	115	0	43	46	29	0	118	0	21	5	31	0	57	0	26	7	15	0	48	338
12:15 PM	0	10	61	32	1	103	1	40	55	37	0	133	0	23	8	27	0	58	0	19	13	8	1	40	334
12:30 PM	0	9	63	29	0	101	0	48	50	39	2	137	0	19	10	38	0	67	0	22	12	13	0	47	352
12:45 PM	0	18	53	34	0	105	0	29	55	34	1	118	0	21	10	44	1	75	0	32	13	20	0	65	363
Total	0	50	247	127	1	424	1	160	206	139	3	506	0	84	33	140	1	257	0	99	45	56	1	200	1387
Approach %	0.0	11.8	58.3	30.0	-	-	0.2	31.6	40.7	27.5	-	-	0.0	32.7	12.8	54.5	-	-	0.0	49.5	22.5	28.0	-	-	-
Total %	0.0	3.6	17.8	9.2	-	30.6	0.1	11.5	14.9	10.0	-	36.5	0.0	6.1	2.4	10.1	-	18.5	0.0	7.1	3.2	4.0	-	14.4	-
PHF	0.000	0.694	0.882	0.934	-	0.922	0.250	0.833	0.936	0.891	-	0.923	0.000	0.913	0.825	0.795	-	0.857	0.000	0.773	0.865	0.700	-	0.769	0.955
Lights	0	50	244	126	-	420	1	160	204	139	-	504	0	84	33	138	-	255	0	99	45	56	-	200	1379
% Lights	-	100.0	98.8	99.2	-	99.1	100.0	100.0	99.0	100.0	-	99.6	-	100.0	100.0	98.6	-	99.2	-	100.0	100.0	100.0	-	100.0	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	1	-	3	0	0	1	0	-	1	0	0	0	2	-	2	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.0	0.8	0.8	-	0.7	0.0	0.0	0.5	0.0	-	0.2	-	0.0	0.0	1.4	-	0.8	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.4	0.0	-	0.2	0.0	0.0	0.5	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 174th Street
Site Code:
Start Date: 07/25/2019
Page No: 1

Turning Movement Data

Start Time	174th Street Eastbound					Halsted Street Northbound					Halsted Street Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	3	2	0	5	0	1	269	0	270	0	241	9	0	250	525
7:15 AM	0	2	0	0	2	0	1	259	0	260	1	263	6	0	270	532
7:30 AM	0	1	3	0	4	0	0	284	0	284	1	284	8	0	293	581
7:45 AM	0	3	0	0	3	0	2	268	0	270	0	339	26	0	365	638
Hourly Total	0	9	5	0	14	0	4	1080	0	1084	2	1127	49	0	1178	2276
8:00 AM	0	3	2	0	5	0	0	247	0	247	1	301	12	0	314	566
8:15 AM	0	0	1	1	1	0	0	311	0	311	0	314	30	0	344	656
8:30 AM	0	2	0	0	2	0	0	274	0	274	0	306	11	0	317	593
8:45 AM	0	3	0	0	3	0	1	281	0	282	0	292	9	0	301	586
Hourly Total	0	8	3	1	11	0	1	1113	0	1114	1	1213	62	0	1276	2401
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	1	0	6	0	0	344	0	344	2	398	15	0	415	765
4:15 PM	0	5	0	0	5	0	1	376	0	377	1	367	10	0	378	760
4:30 PM	0	2	2	0	4	1	1	404	0	406	1	398	8	0	407	817
4:45 PM	0	2	0	2	2	0	1	386	0	387	2	411	11	0	424	813
Hourly Total	0	14	3	2	17	1	3	1510	0	1514	6	1574	44	0	1624	3155
5:00 PM	1	0	1	1	2	0	1	417	0	418	3	419	19	0	441	861
5:15 PM	0	1	1	0	2	0	4	416	0	420	3	424	24	0	451	873
5:30 PM	0	3	0	0	3	0	1	354	0	355	0	430	19	0	449	807
5:45 PM	0	3	0	2	3	0	2	334	0	336	4	407	12	0	423	762
Hourly Total	1	7	2	3	10	0	8	1521	0	1529	10	1680	74	0	1764	3303
6:00 PM	0	0	2	0	2	1	1	368	0	370	1	379	11	0	391	763
6:15 PM	0	3	4	0	7	0	4	327	0	331	0	372	13	0	385	723
6:30 PM	0	2	3	2	5	0	4	327	0	331	0	335	6	0	341	677
6:45 PM	0	0	1	0	1	1	0	286	0	287	0	347	3	0	350	638
Hourly Total	0	5	10	2	15	2	9	1308	0	1319	1	1433	33	0	1467	2801
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	3	0	4	0	2	333	0	335	2	292	8	0	302	641
11:15 AM	0	1	1	0	2	1	1	321	0	323	6	354	5	0	365	690
11:30 AM	0	3	1	0	4	1	1	332	0	334	1	303	2	0	306	644
11:45 AM	0	3	2	0	5	0	4	298	0	302	1	293	10	0	304	611
Hourly Total	0	8	7	0	15	2	8	1284	0	1294	10	1242	25	0	1277	2586
12:00 PM	0	1	2	1	3	0	1	336	0	337	5	366	9	0	380	720
12:15 PM	0	5	3	1	8	0	2	326	0	328	2	358	14	0	374	710
12:30 PM	0	2	2	0	4	0	2	320	0	322	0	358	10	0	368	694
12:45 PM	2	0	3	1	5	0	0	305	0	305	6	329	11	0	346	656

Hourly Total	2	8	10	3	20	0	5	1287	0	1292	13	1411	44	0	1468	2780
1:00 PM	0	4	0	0	4	0	2	327	0	329	9	361	18	0	388	721
1:15 PM	0	1	3	0	4	0	1	247	0	248	5	392	27	0	424	676
1:30 PM	0	1	0	0	1	0	2	345	0	347	4	350	26	0	380	728
1:45 PM	0	0	1	0	1	0	3	310	0	313	4	393	21	0	418	732
Hourly Total	0	6	4	0	10	0	8	1229	0	1237	22	1496	92	0	1610	2857
Grand Total	3	65	44	11	112	5	46	10332	0	10383	65	11176	423	0	11664	22159
Approach %	2.7	58.0	39.3	-	-	0.0	0.4	99.5	-	-	0.6	95.8	3.6	-	-	-
Total %	0.0	0.3	0.2	-	0.5	0.0	0.2	46.6	-	46.9	0.3	50.4	1.9	-	52.6	-
Lights	3	65	44	-	112	5	45	9962	-	10012	65	10740	414	-	11219	21343
% Lights	100.0	100.0	100.0	-	100.0	100.0	97.8	96.4	-	96.4	100.0	96.1	97.9	-	96.2	96.3
Buses	0	0	0	-	0	0	0	38	-	38	0	37	1	-	38	76
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.4	-	0.4	0.0	0.3	0.2	-	0.3	0.3
Single-Unit Trucks	0	0	0	-	0	0	1	174	-	175	0	168	4	-	172	347
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	2.2	1.7	-	1.7	0.0	1.5	0.9	-	1.5	1.6
Articulated Trucks	0	0	0	-	0	0	0	155	-	155	0	229	1	-	230	385
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	1.5	-	1.5	0.0	2.0	0.2	-	2.0	1.7
Bicycles on Road	0	0	0	-	0	0	0	3	-	3	0	2	3	-	5	8
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	-	0.0	0.0
Pedestrians	-	-	-	11	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 174th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	174th Street Eastbound					Halsted Street Northbound					Halsted Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	3	0	0	3	0	2	268	0	270	0	339	26	0	365	638
8:00 AM	0	3	2	0	5	0	0	247	0	247	1	301	12	0	314	566
8:15 AM	0	0	1	1	1	0	0	311	0	311	0	314	30	0	344	656
8:30 AM	0	2	0	0	2	0	0	274	0	274	0	306	11	0	317	593
Total	0	8	3	1	11	0	2	1100	0	1102	1	1260	79	0	1340	2453
Approach %	0.0	72.7	27.3	-	-	0.0	0.2	99.8	-	-	0.1	94.0	5.9	-	-	-
Total %	0.0	0.3	0.1	-	0.4	0.0	0.1	44.8	-	44.9	0.0	51.4	3.2	-	54.6	-
PHF	0.000	0.667	0.375	-	0.550	0.000	0.250	0.884	-	0.886	0.250	0.929	0.658	-	0.918	0.935
Lights	0	8	3	-	11	0	2	1015	-	1017	1	1164	78	-	1243	2271
% Lights	-	100.0	100.0	-	100.0	-	100.0	92.3	-	92.3	100.0	92.4	98.7	-	92.8	92.6
Buses	0	0	0	-	0	0	0	6	-	6	0	5	1	-	6	12
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.5	0.0	0.4	1.3	-	0.4	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	45	-	45	0	46	0	-	46	91
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	4.1	-	4.1	0.0	3.7	0.0	-	3.4	3.7
Articulated Trucks	0	0	0	-	0	0	0	34	-	34	0	45	0	-	45	79
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	3.1	-	3.1	0.0	3.6	0.0	-	3.4	3.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 174th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	174th Street Eastbound					Halsted Street Northbound					Halsted Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	2	2	0	4	1	1	404	0	406	1	398	8	0	407	817
4:45 PM	0	2	0	2	2	0	1	386	0	387	2	411	11	0	424	813
5:00 PM	1	0	1	1	2	0	1	417	0	418	3	419	19	0	441	861
5:15 PM	0	1	1	0	2	0	4	416	0	420	3	424	24	0	451	873
Total	1	5	4	3	10	1	7	1623	0	1631	9	1652	62	0	1723	3364
Approach %	10.0	50.0	40.0	-	-	0.1	0.4	99.5	-	-	0.5	95.9	3.6	-	-	-
Total %	0.0	0.1	0.1	-	0.3	0.0	0.2	48.2	-	48.5	0.3	49.1	1.8	-	51.2	-
PHF	0.250	0.625	0.500	-	0.625	0.250	0.438	0.973	-	0.971	0.750	0.974	0.646	-	0.955	0.963
Lights	1	5	4	-	10	1	7	1578	-	1586	9	1617	61	-	1687	3283
% Lights	100.0	100.0	100.0	-	100.0	100.0	100.0	97.2	-	97.2	100.0	97.9	98.4	-	97.9	97.6
Buses	0	0	0	-	0	0	0	5	-	5	0	3	0	-	3	8
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.3	0.0	0.2	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	-	0	0	0	20	-	20	0	7	0	-	7	27
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	1.2	-	1.2	0.0	0.4	0.0	-	0.4	0.8
Articulated Trucks	0	0	0	-	0	0	0	20	-	20	0	25	1	-	26	46
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	1.2	-	1.2	0.0	1.5	1.6	-	1.5	1.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 174th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (1:00 PM)

Start Time	174th Street Eastbound					Halsted Street Northbound					Halsted Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
1:00 PM	0	4	0	0	4	0	2	327	0	329	9	361	18	0	388	721
1:15 PM	0	1	3	0	4	0	1	247	0	248	5	392	27	0	424	676
1:30 PM	0	1	0	0	1	0	2	345	0	347	4	350	26	0	380	728
1:45 PM	0	0	1	0	1	0	3	310	0	313	4	393	21	0	418	732
Total	0	6	4	0	10	0	8	1229	0	1237	22	1496	92	0	1610	2857
Approach %	0.0	60.0	40.0	-	-	0.0	0.6	99.4	-	-	1.4	92.9	5.7	-	-	-
Total %	0.0	0.2	0.1	-	0.4	0.0	0.3	43.0	-	43.3	0.8	52.4	3.2	-	56.4	-
PHF	0.000	0.375	0.333	-	0.625	0.000	0.667	0.891	-	0.891	0.611	0.952	0.852	-	0.949	0.976
Lights	0	6	4	-	10	0	8	1217	-	1225	22	1460	92	-	1574	2809
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.0	-	99.0	100.0	97.6	100.0	-	97.8	98.3
Buses	0	0	0	-	0	0	0	2	-	2	0	3	0	-	3	5
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	0.0	0.2	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	-	0	0	0	6	-	6	0	17	0	-	17	23
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.5	0.0	1.1	0.0	-	1.1	0.8
Articulated Trucks	0	0	0	-	0	0	0	4	-	4	0	16	0	-	16	20
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	0.0	1.1	0.0	-	1.0	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 175th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Data

Start Time	175th Street Eastbound						175th Street Westbound						Halsted Street Northbound					Halsted Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	44	3	16	0	63	0	0	2	6	0	8	0	10	213	0	223	1	7	189	49	0	246	540
7:15 AM	0	34	5	11	0	50	0	2	4	18	0	24	0	16	207	0	223	0	8	177	78	0	263	560
7:30 AM	0	45	2	10	0	57	0	2	3	8	0	13	0	13	225	0	238	0	8	188	50	0	246	554
7:45 AM	0	35	6	15	0	56	0	1	8	13	0	22	0	27	211	0	238	0	18	245	95	0	358	674
Hourly Total	0	158	16	52	0	226	0	5	17	45	0	67	0	66	856	0	922	1	41	799	272	0	1113	2328
8:00 AM	0	32	3	15	0	50	0	2	7	9	0	18	0	25	207	0	232	0	13	217	76	0	306	606
8:15 AM	0	43	7	22	0	72	0	0	2	17	1	19	0	25	244	0	269	0	13	237	75	0	325	685
8:30 AM	0	43	13	17	0	73	0	2	7	9	0	18	0	20	218	0	238	0	14	227	54	0	295	624
8:45 AM	0	36	5	16	0	57	0	3	11	11	0	25	0	24	231	0	255	0	12	245	47	0	304	641
Hourly Total	0	154	28	70	0	252	0	7	27	46	1	80	0	94	900	0	994	0	52	926	252	0	1230	2556
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	97	13	48	0	158	0	4	16	15	1	35	0	23	228	0	251	0	28	294	58	0	380	824
4:15 PM	0	83	21	43	0	147	0	3	10	18	0	31	0	28	265	0	293	0	26	289	43	0	358	829
4:30 PM	0	106	15	58	0	179	0	4	9	20	0	33	0	21	277	0	298	0	17	320	56	0	393	903
4:45 PM	0	85	10	45	0	140	0	7	13	17	0	37	0	32	305	0	337	0	21	346	39	0	406	920
Hourly Total	0	371	59	194	0	624	0	18	48	70	1	136	0	104	1075	0	1179	0	92	1249	196	0	1537	3476
5:00 PM	0	114	21	68	1	203	0	1	8	14	0	23	0	28	288	0	316	0	26	343	47	0	416	958
5:15 PM	0	79	7	38	0	124	0	6	5	15	0	26	0	41	328	0	369	0	27	355	46	0	428	947
5:30 PM	0	62	10	47	0	119	0	4	12	15	1	31	0	29	275	0	304	0	30	352	52	0	434	888
5:45 PM	0	66	20	49	0	135	0	4	15	17	0	36	0	21	244	0	265	0	20	348	56	0	424	860
Hourly Total	0	321	58	202	1	581	0	15	40	61	1	116	0	119	1135	0	1254	0	103	1398	201	0	1702	3653
6:00 PM	0	74	15	38	0	127	0	3	8	14	0	25	0	30	241	0	271	0	22	295	45	0	362	785
6:15 PM	0	65	8	32	0	105	0	5	8	22	0	35	0	31	232	0	263	0	17	312	47	0	376	779
6:30 PM	0	65	11	41	0	117	0	7	6	13	0	26	0	31	238	0	269	0	12	270	27	0	309	721
6:45 PM	0	54	13	33	0	100	0	6	13	16	0	35	0	20	204	0	224	0	18	280	64	0	362	721
Hourly Total	0	258	47	144	0	449	0	21	35	65	0	121	0	112	915	0	1027	0	69	1157	183	0	1409	3006
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	51	11	29	0	91	0	2	11	19	0	32	2	27	262	0	291	0	20	238	45	0	303	717
11:15 AM	0	61	14	30	0	105	0	5	12	24	0	41	0	28	235	0	263	0	22	256	41	0	319	728
11:30 AM	0	65	21	32	0	118	0	8	9	14	0	31	0	29	250	0	279	1	28	230	38	0	297	725
11:45 AM	0	53	8	42	0	103	0	6	9	21	0	36	0	34	237	0	271	0	26	212	39	0	277	687
Hourly Total	0	230	54	133	0	417	0	21	41	78	0	140	2	118	984	0	1104	1	96	936	163	0	1196	2857
12:00 PM	0	51	16	42	1	109	0	4	10	21	0	35	0	32	265	0	297	0	18	293	43	0	354	795
12:15 PM	0	65	19	45	1	129	0	2	10	14	0	26	0	28	249	0	277	1	27	272	60	0	360	792
12:30 PM	0	59	16	38	0	113	0	5	14	18	0	37	0	34	252	0	286	0	34	281	41	0	356	79

12:45 PM	0	65	15	39	0	119	0	4	18	10	0	32	0	35	232	0	267	0	24	258	35	0	317	
Hourly Total	0	240	66	164	2	470	0	15	52	63	0	130	0	129	998	0	1127	1	103	1104	179	0	1387	3114
1:00 PM	0	61	16	41	0	118	0	2	18	29	0	49	0	34	262	0	296	0	29	287	38	0	354	817
1:15 PM	1	56	22	45	0	124	0	0	17	27	0	44	0	20	181	0	201	0	28	325	41	0	394	763
1:30 PM	0	78	14	32	0	124	0	0	11	19	0	30	1	40	278	0	319	0	35	249	58	0	342	815
1:45 PM	0	69	15	40	0	124	0	0	7	12	0	19	0	41	239	0	280	0	38	320	46	0	404	827
Hourly Total	1	264	67	158	0	490	0	2	53	87	0	142	1	135	960	0	1096	0	130	1181	183	0	1494	3222
Grand Total	1	1996	395	1117	3	3509	0	104	313	515	3	932	3	877	7823	0	8703	3	686	8750	1629	0	11068	24212
Approach %	0.0	56.9	11.3	31.8	-	-	0.0	11.2	33.6	55.3	-	-	0.0	10.1	89.9	-	-	0.0	6.2	79.1	14.7	-	-	-
Total %	0.0	8.2	1.6	4.6	-	14.5	0.0	0.4	1.3	2.1	-	3.8	0.0	3.6	32.3	-	35.9	0.0	2.8	36.1	6.7	-	45.7	-
Lights	1	1946	393	1098	-	3438	0	101	311	494	-	906	3	866	7497	-	8366	3	673	8399	1569	-	10644	23354
% Lights	100.0	97.5	99.5	98.3	-	98.0	-	97.1	99.4	95.9	-	97.2	100.0	98.7	95.8	-	96.1	100.0	98.1	96.0	96.3	-	96.2	96.5
Buses	0	7	0	6	-	13	0	0	0	1	-	1	0	6	30	-	36	0	0	26	4	-	30	80
% Buses	0.0	0.4	0.0	0.5	-	0.4	-	0.0	0.0	0.2	-	0.1	0.0	0.7	0.4	-	0.4	0.0	0.0	0.3	0.2	-	0.3	0.3
Single-Unit Trucks	0	18	2	9	-	29	0	3	2	15	-	20	0	4	165	-	169	0	9	136	25	-	170	388
% Single-Unit Trucks	0.0	0.9	0.5	0.8	-	0.8	-	2.9	0.6	2.9	-	2.1	0.0	0.5	2.1	-	1.9	0.0	1.3	1.6	1.5	-	1.5	1.6
Articulated Trucks	0	25	0	4	-	29	0	0	0	5	-	5	0	1	131	-	132	0	4	188	31	-	223	389
% Articulated Trucks	0.0	1.3	0.0	0.4	-	0.8	-	0.0	0.0	1.0	-	0.5	0.0	0.1	1.7	-	1.5	0.0	0.6	2.1	1.9	-	2.0	1.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 175th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	175th Street Eastbound						175th Street Westbound						Halsted Street Northbound					Halsted Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	35	6	15	0	56	0	1	8	13	0	22	0	27	211	0	238	0	18	245	95	0	358	674
8:00 AM	0	32	3	15	0	50	0	2	7	9	0	18	0	25	207	0	232	0	13	217	76	0	306	606
8:15 AM	0	43	7	22	0	72	0	0	2	17	1	19	0	25	244	0	269	0	13	237	75	0	325	685
8:30 AM	0	43	13	17	0	73	0	2	7	9	0	18	0	20	218	0	238	0	14	227	54	0	295	624
Total	0	153	29	69	0	251	0	5	24	48	1	77	0	97	880	0	977	0	58	926	300	0	1284	2589
Approach %	0.0	61.0	11.6	27.5	-	-	0.0	6.5	31.2	62.3	-	-	0.0	9.9	90.1	-	-	0.0	4.5	72.1	23.4	-	-	-
Total %	0.0	5.9	1.1	2.7	-	9.7	0.0	0.2	0.9	1.9	-	3.0	0.0	3.7	34.0	-	37.7	0.0	2.2	35.8	11.6	-	49.6	-
PHF	0.000	0.890	0.558	0.784	-	0.860	0.000	0.625	0.750	0.706	-	0.875	0.000	0.898	0.902	-	0.908	0.000	0.806	0.945	0.789	-	0.897	0.945
Lights	0	142	29	65	-	236	0	5	24	47	-	76	0	93	807	-	900	0	56	848	284	-	1188	2400
% Lights	-	92.8	100.0	94.2	-	94.0	-	100.0	100.0	97.9	-	98.7	-	95.9	91.7	-	92.1	-	96.6	91.6	94.7	-	92.5	92.7
Buses	0	2	0	1	-	3	0	0	0	0	-	0	0	2	6	-	8	0	0	5	0	-	5	16
% Buses	-	1.3	0.0	1.4	-	1.2	-	0.0	0.0	0.0	-	0.0	-	2.1	0.7	-	0.8	-	0.0	0.5	0.0	-	0.4	0.6
Single-Unit Trucks	0	4	0	2	-	6	0	0	0	0	-	0	0	2	39	-	41	0	2	38	7	-	47	94
% Single-Unit Trucks	-	2.6	0.0	2.9	-	2.4	-	0.0	0.0	0.0	-	0.0	-	2.1	4.4	-	4.2	-	3.4	4.1	2.3	-	3.7	3.6
Articulated Trucks	0	5	0	1	-	6	0	0	0	1	-	1	0	0	28	-	28	0	0	35	9	-	44	79
% Articulated Trucks	-	3.3	0.0	1.4	-	2.4	-	0.0	0.0	2.1	-	1.3	-	0.0	3.2	-	2.9	-	0.0	3.8	3.0	-	3.4	3.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 175th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	175th Street Eastbound						175th Street Westbound						Halsted Street Northbound					Halsted Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	106	15	58	0	179	0	4	9	20	0	33	0	21	277	0	298	0	17	320	56	0	393	903
4:45 PM	0	85	10	45	0	140	0	7	13	17	0	37	0	32	305	0	337	0	21	346	39	0	406	920
5:00 PM	0	114	21	68	1	203	0	1	8	14	0	23	0	28	288	0	316	0	26	343	47	0	416	958
5:15 PM	0	79	7	38	0	124	0	6	5	15	0	26	0	41	328	0	369	0	27	355	46	0	428	947
Total	0	384	53	209	1	646	0	18	35	66	0	119	0	122	1198	0	1320	0	91	1364	188	0	1643	3728
Approach %	0.0	59.4	8.2	32.4	-	-	0.0	15.1	29.4	55.5	-	-	0.0	9.2	90.8	-	-	0.0	5.5	83.0	11.4	-	-	-
Total %	0.0	10.3	1.4	5.6	-	17.3	0.0	0.5	0.9	1.8	-	3.2	0.0	3.3	32.1	-	35.4	0.0	2.4	36.6	5.0	-	44.1	-
PHF	0.000	0.842	0.631	0.768	-	0.796	0.000	0.643	0.673	0.825	-	0.804	0.000	0.744	0.913	-	0.894	0.000	0.843	0.961	0.839	-	0.960	0.973
Lights	0	378	52	208	-	638	0	17	35	64	-	116	0	121	1162	-	1283	0	89	1332	185	-	1606	3643
% Lights	-	98.4	98.1	99.5	-	98.8	-	94.4	100.0	97.0	-	97.5	-	99.2	97.0	-	97.2	-	97.8	97.7	98.4	-	97.7	97.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	-	3	0	0	2	0	-	2	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	-	0.2	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	1	1	1	-	3	0	1	0	1	-	2	0	0	17	-	17	0	0	12	0	-	12	34
% Single-Unit Trucks	-	0.3	1.9	0.5	-	0.5	-	5.6	0.0	1.5	-	1.7	-	0.0	1.4	-	1.3	-	0.0	0.9	0.0	-	0.7	0.9
Articulated Trucks	0	5	0	0	-	5	0	0	0	1	-	1	0	1	16	-	17	0	2	18	3	-	23	46
% Articulated Trucks	-	1.3	0.0	0.0	-	0.8	-	0.0	0.0	1.5	-	0.8	-	0.8	1.3	-	1.3	-	2.2	1.3	1.6	-	1.4	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Halsted Street with 175th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (1:00 PM)

Start Time	175th Street Eastbound						175th Street Westbound						Halsted Street Northbound					Halsted Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
1:00 PM	0	61	16	41	0	118	0	2	18	29	0	49	0	34	262	0	296	0	29	287	38	0	354	817
1:15 PM	1	56	22	45	0	124	0	0	17	27	0	44	0	20	181	0	201	0	28	325	41	0	394	763
1:30 PM	0	78	14	32	0	124	0	0	11	19	0	30	1	40	278	0	319	0	35	249	58	0	342	815
1:45 PM	0	69	15	40	0	124	0	0	7	12	0	19	0	41	239	0	280	0	38	320	46	0	404	827
Total	1	264	67	158	0	490	0	2	53	87	0	142	1	135	960	0	1096	0	130	1181	183	0	1494	3222
Approach %	0.2	53.9	13.7	32.2	-	-	0.0	1.4	37.3	61.3	-	-	0.1	12.3	87.6	-	-	0.0	8.7	79.0	12.2	-	-	-
Total %	0.0	8.2	2.1	4.9	-	15.2	0.0	0.1	1.6	2.7	-	4.4	0.0	4.2	29.8	-	34.0	0.0	4.0	36.7	5.7	-	46.4	-
PHF	0.250	0.846	0.761	0.878	-	0.988	0.000	0.250	0.736	0.750	-	0.724	0.250	0.823	0.863	-	0.859	0.000	0.855	0.908	0.789	-	0.925	0.974
Lights	1	261	67	156	-	485	0	2	53	86	-	141	1	134	930	-	1065	0	129	1153	178	-	1460	3151
% Lights	100.0	98.9	100.0	98.7	-	99.0	-	100.0	100.0	98.9	-	99.3	100.0	99.3	96.9	-	97.2	-	99.2	97.6	97.3	-	97.7	97.8
Buses	0	1	0	2	-	3	0	0	0	0	-	0	0	1	4	-	5	0	0	2	0	-	2	10
% Buses	0.0	0.4	0.0	1.3	-	0.6	-	0.0	0.0	0.0	-	0.0	0.0	0.7	0.4	-	0.5	-	0.0	0.2	0.0	-	0.1	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	18	-	18	0	1	11	3	-	15	34
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.1	-	0.7	0.0	0.0	1.9	-	1.6	-	0.8	0.9	1.6	-	1.0	1.1
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	0	8	-	8	0	0	15	2	-	17	27
% Articulated Trucks	0.0	0.8	0.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	-	0.7	-	0.0	1.3	1.1	-	1.1	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Halsted Street with Eastbound Off Ramp
Site Code:
Start Date: 07/25/2019
Page No: 1

Lane 1 (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	86	0	3	10	0	99
7:15 AM	94	0	3	5	0	102
7:30 AM	85	0	1	9	0	95
7:45 AM	129	0	4	4	0	137
8:00 AM	109	0	6	7	0	122
8:15 AM	97	0	6	4	0	107
8:30 AM	85	0	4	12	0	101
8:45 AM	64	0	2	5	0	71
4:00 PM	98	0	1	7	0	106
4:15 PM	95	0	1	4	0	100
4:30 PM	114	0	2	4	0	120
4:45 PM	100	0	1	5	0	106
5:00 PM	118	0	2	1	0	121
5:15 PM	124	0	2	3	0	129
5:30 PM	128	0	3	3	0	134
5:45 PM	97	1	3	2	0	103
6:00 PM	109	0	3	6	0	118
6:15 PM	95	0	3	3	0	101
6:30 PM	105	0	2	6	0	113
6:45 PM	74	0	1	4	0	79
11:00 AM	52	0	1	0	0	53
11:15 AM	62	0	3	4	0	69
11:30 AM	61	0	2	2	0	65
11:45 AM	51	0	3	3	0	57
12:00 PM	83	1	3	2	0	89
12:15 PM	77	0	2	1	0	80
12:30 PM	105	0	0	3	0	108
12:45 PM	96	0	3	5	0	104
1:00 PM	94	0	3	2	0	99
1:15 PM	98	0	2	2	0	102
1:30 PM	97	0	1	4	0	102
1:45 PM	103	0	0	1	0	104
Total	2985	2	76	133	0	3196
Total %	93.4	0.1	2.4	4.2	0.0	100.0
AM Times	11:00 AM	7:00 AM	7:45 AM	7:00 AM	11:00 AM	11:00 AM
AM Peaks	226	0	20	28	0	244
PM Times	4:45 PM	5:30 PM	12:45 PM	5:45 PM	6:00 PM	4:45 PM
PM Peaks	470	1	9	17	0	490

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Count Name: Halsted Street with Eastbound Off Ramp
Site Code:
Start Date: 07/25/2019

Lane 2 (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	77	0	3	5	0	85
7:15 AM	80	3	3	8	0	94
7:30 AM	95	0	4	6	0	105
7:45 AM	111	3	5	1	0	120
8:00 AM	87	1	4	2	0	94
8:15 AM	129	1	2	3	0	135
8:30 AM	96	0	6	7	0	109
8:45 AM	120	2	0	4	0	126
4:00 PM	146	0	3	1	0	150
4:15 PM	132	2	1	1	0	136
4:30 PM	154	0	0	1	0	155
4:45 PM	156	1	1	0	0	158
5:00 PM	152	1	0	2	0	155
5:15 PM	142	1	0	3	0	146
5:30 PM	148	0	0	1	0	149
5:45 PM	141	1	1	3	0	146
6:00 PM	135	1	1	1	0	138
6:15 PM	138	1	1	0	0	140
6:30 PM	101	0	1	1	0	103
6:45 PM	132	1	1	1	0	135
11:00 AM	121	1	2	0	3	127
11:15 AM	147	1	3	0	0	151
11:30 AM	113	0	1	1	0	115
11:45 AM	133	1	0	0	0	134
12:00 PM	143	2	2	1	0	148
12:15 PM	120	1	0	1	0	122
12:30 PM	133	0	0	0	0	133
12:45 PM	108	0	1	2	0	111
1:00 PM	101	1	2	0	0	104
1:15 PM	125	0	0	2	0	127
1:30 PM	125	2	2	0	0	129
1:45 PM	120	0	3	0	0	123
Total	3961	28	53	58	3	4103
Total %	96.5	0.7	1.3	1.4	0.1	100.0
AM Times	11:00 AM	7:00 AM	7:45 AM	7:00 AM	11:00 AM	11:00 AM
AM Peaks	514	6	17	20	3	527
PM Times	4:45 PM	5:30 PM	12:45 PM	5:45 PM	6:00 PM	4:45 PM
PM Peaks	598	3	5	5	0	608

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Count Name: Halsted Street with Eastbound Off Ramp
Site Code:
Start Date: 07/25/2019

Lane 3 (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	71	1	2	1	0	75
7:15 AM	77	0	1	0	0	78
7:30 AM	74	0	2	1	0	77
7:45 AM	110	0	5	1	0	116
8:00 AM	92	0	0	1	0	93
8:15 AM	104	1	4	0	0	109
8:30 AM	102	0	4	1	0	107
8:45 AM	111	0	2	3	0	116
4:00 PM	147	0	0	1	0	148
4:15 PM	136	0	2	2	0	140
4:30 PM	150	0	0	0	0	150
4:45 PM	146	0	1	5	0	152
5:00 PM	168	0	0	2	0	170
5:15 PM	207	0	0	0	0	207
5:30 PM	165	0	3	1	0	169
5:45 PM	153	0	1	0	0	154
6:00 PM	136	0	0	1	0	137
6:15 PM	145	0	2	0	0	147
6:30 PM	106	0	2	2	0	110
6:45 PM	140	1	1	2	0	144
11:00 AM	126	0	1	0	0	127
11:15 AM	126	0	2	1	0	129
11:30 AM	120	0	2	0	0	122
11:45 AM	137	0	0	1	0	138
12:00 PM	142	0	1	1	0	144
12:15 PM	132	0	2	1	0	135
12:30 PM	137	1	0	0	0	138
12:45 PM	153	1	1	1	0	156
1:00 PM	176	0	1	1	0	178
1:15 PM	178	0	3	2	0	183
1:30 PM	158	0	0	2	0	160
1:45 PM	195	0	0	0	0	195
Total	4320	5	45	34	0	4404
Total %	98.1	0.1	1.0	0.8	0.0	100.0
AM Times	11:00 AM	7:00 AM	7:45 AM	7:00 AM	11:00 AM	11:00 AM
AM Peaks	509	1	13	3	0	516
PM Times	4:45 PM	5:30 PM	12:45 PM	5:45 PM	6:00 PM	4:45 PM
PM Peaks	686	0	5	3	0	698

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Count Name: Halsted Street with Eastbound Off Ramp
Site Code:
Start Date: 07/25/2019

Lane 1 (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	84	4	3	9	0	100
7:15 AM	94	1	3	12	0	110
7:30 AM	95	1	4	7	0	107
7:45 AM	97	0	7	8	0	112
8:00 AM	86	1	3	6	0	96
8:15 AM	97	0	5	9	0	111
8:30 AM	85	3	4	2	0	94
8:45 AM	87	2	3	11	0	103
4:00 PM	145	1	2	1	0	149
4:15 PM	149	0	4	2	0	155
4:30 PM	131	2	5	4	0	142
4:45 PM	151	0	2	3	0	156
5:00 PM	153	2	4	2	0	161
5:15 PM	145	0	7	2	0	154
5:30 PM	142	2	1	4	0	149
5:45 PM	138	0	3	9	0	150
6:00 PM	124	2	1	2	0	129
6:15 PM	134	1	1	1	1	138
6:30 PM	110	1	1	7	1	120
6:45 PM	84	1	2	1	1	89
11:00 AM	123	2	5	1	0	131
11:15 AM	111	0	5	0	0	116
11:30 AM	128	2	1	2	0	133
11:45 AM	88	2	4	1	0	95
12:00 PM	110	0	5	1	0	116
12:15 PM	121	1	2	2	0	126
12:30 PM	128	2	3	0	0	133
12:45 PM	123	0	4	3	0	130
1:00 PM	137	2	3	1	0	143
1:15 PM	100	0	1	1	0	102
1:30 PM	145	1	5	0	0	151
1:45 PM	108	2	4	1	0	115
Total	3753	38	107	115	3	4016
Total %	93.5	0.9	2.7	2.9	0.1	100.0
AM Times	11:00 AM	7:00 AM	7:45 AM	7:00 AM	11:00 AM	11:00 AM
AM Peaks	450	6	19	36	0	475
PM Times	4:45 PM	5:30 PM	12:45 PM	5:45 PM	6:00 PM	4:45 PM
PM Peaks	591	5	13	19	3	620

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Halsted Street with Eastbound Off Ramp
Site Code:
Start Date: 07/25/2019

Lane 2 (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	68	0	2	2	0	72
7:15 AM	81	0	0	2	0	83
7:30 AM	66	1	1	0	0	68
7:45 AM	64	0	2	1	0	67
8:00 AM	67	0	0	2	0	69
8:15 AM	70	0	5	1	0	76
8:30 AM	84	0	2	1	0	87
8:45 AM	74	2	4	3	0	83
4:00 PM	104	0	0	0	0	104
4:15 PM	122	0	0	0	0	122
4:30 PM	132	0	0	0	0	132
4:45 PM	114	0	1	0	0	115
5:00 PM	122	0	0	0	0	122
5:15 PM	135	0	1	3	0	139
5:30 PM	110	1	0	0	0	111
5:45 PM	99	0	1	0	0	100
6:00 PM	114	0	0	0	1	115
6:15 PM	99	0	0	1	0	100
6:30 PM	103	0	1	0	1	105
6:45 PM	98	0	0	0	0	98
11:00 AM	119	0	0	0	0	119
11:15 AM	119	0	1	1	0	121
11:30 AM	105	0	0	0	0	105
11:45 AM	111	0	1	0	0	112
12:00 PM	113	0	0	0	0	113
12:15 PM	102	0	1	0	0	103
12:30 PM	125	0	2	1	0	128
12:45 PM	116	0	0	0	0	116
1:00 PM	135	0	0	1	0	136
1:15 PM	79	0	2	0	0	81
1:30 PM	138	0	1	1	0	140
1:45 PM	97	0	0	0	0	97
Total	3285	4	28	20	2	3339
Total %	98.4	0.1	0.8	0.6	0.1	100.0
AM Times	11:00 AM	7:00 AM	7:45 AM	7:00 AM	11:00 AM	11:00 AM
AM Peaks	454	1	9	5	0	457
PM Times	4:45 PM	5:30 PM	12:45 PM	5:45 PM	6:00 PM	4:45 PM
PM Peaks	481	1	3	1	2	487

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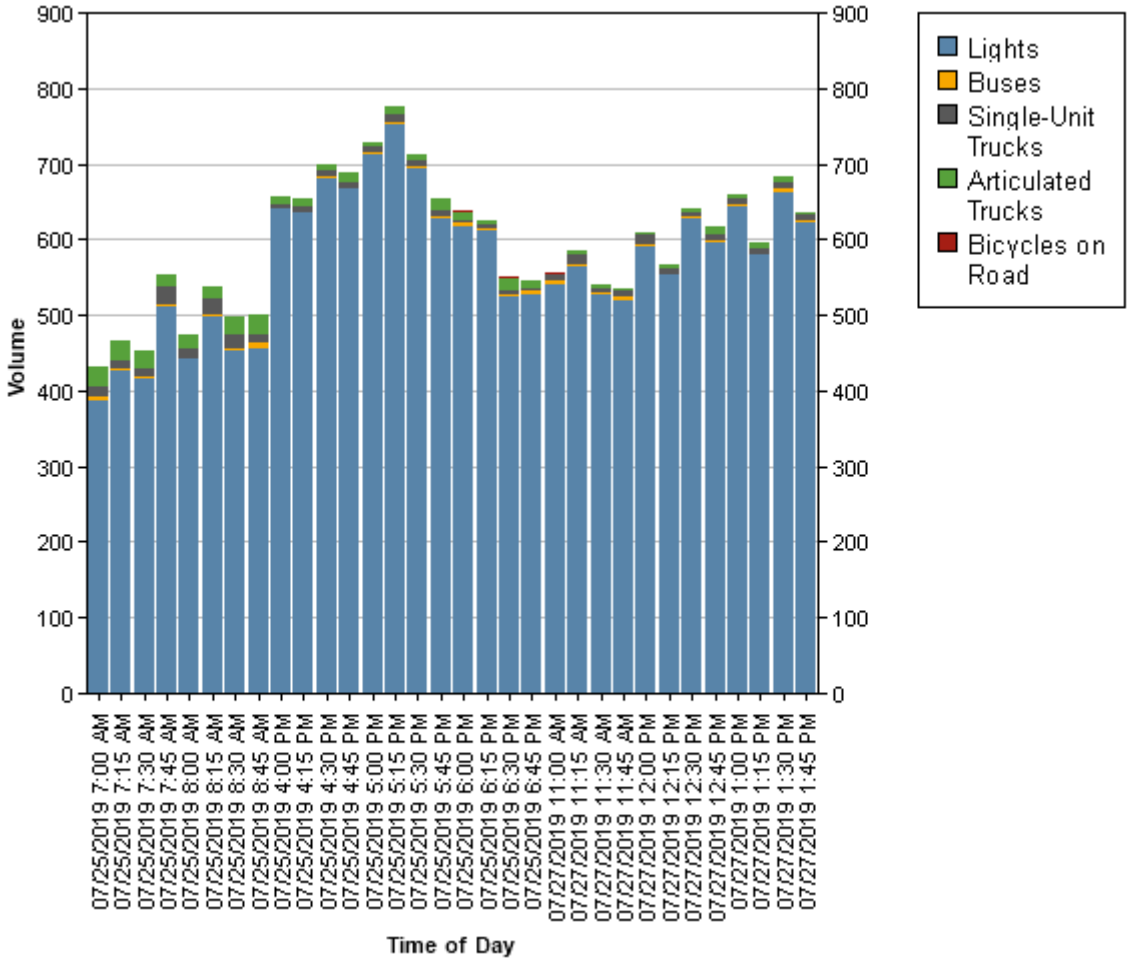
Count Name: Halsted Street with Eastbound Off Ramp
Site Code:
Start Date: 07/25/2019
Page No: 6



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(847)518-9990 bmay@kloainc.com

Count Name: I-294 Eastbound On Ramp
Site Code:
Start Date: 07/25/2019
Page No: 1

Direction (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	97	0	0	1	0	98
7:15 AM	85	0	1	0	0	86
7:30 AM	106	0	1	4	0	111
7:45 AM	87	0	4	2	0	93
8:00 AM	66	1	2	0	0	69
8:15 AM	107	1	5	4	0	117
8:30 AM	107	0	0	2	0	109
8:45 AM	102	0	3	2	0	107
4:00 PM	83	0	0	2	0	85
4:15 PM	97	0	0	0	0	97
4:30 PM	120	0	0	1	0	121
4:45 PM	114	0	0	1	0	115
5:00 PM	107	0	1	2	0	110
5:15 PM	89	0	1	3	0	93
5:30 PM	92	0	1	0	0	93
5:45 PM	90	0	3	0	0	93
6:00 PM	100	0	2	0	0	102
6:15 PM	83	0	1	0	0	84
6:30 PM	90	1	1	2	0	94
6:45 PM	95	0	1	2	0	98
11:00 AM	96	0	1	0	0	97
11:15 AM	107	0	2	0	0	109
11:30 AM	99	1	0	0	0	100
11:45 AM	101	0	0	0	0	101
12:00 PM	104	0	0	0	0	104
12:15 PM	96	0	0	1	0	97
12:30 PM	89	0	1	0	0	90
12:45 PM	66	0	0	1	0	67
1:00 PM	92	0	1	2	0	95
1:15 PM	75	0	0	1	0	76
1:30 PM	94	0	0	1	0	95
1:45 PM	105	0	0	1	0	106
Total	3041	4	32	35	0	3112
Total %	97.7	0.1	1.0	1.1	0.0	100.0
AM Times	11:00 AM	7:30 AM	7:30 AM	7:30 AM	7:00 AM	11:00 AM
AM Peaks	403	2	12	10	0	407
PM Times	4:15 PM	5:45 PM	5:15 PM	4:30 PM	4:00 PM	4:15 PM
PM Peaks	438	1	7	7	0	443

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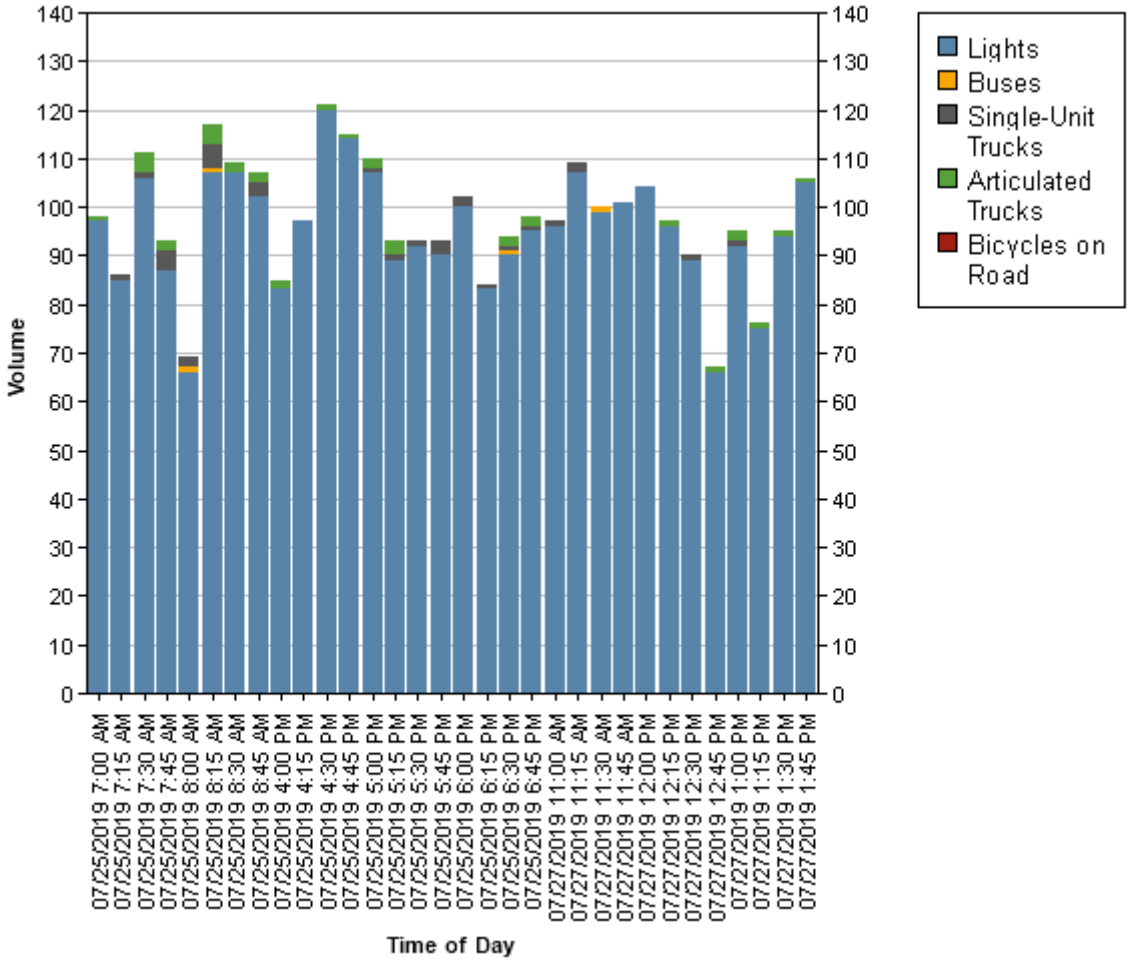
Count Name: I-294 Eastbound On Ramp
Site Code:
Start Date: 07/25/2019
Page No: 2



Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lathrop Avenue with 174th Street
Site Code:
Start Date: 07/25/2019
Page No: 1

Turning Movement Data

Start Time	174th Street Westbound					Lathrop Avenue Northbound					Lathrop Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	8	1	0	9	0	0	1	0	1	0	0	2	0	2	12
7:15 AM	0	4	1	0	5	0	4	0	0	4	0	0	4	0	4	13
7:30 AM	0	6	1	1	7	0	0	0	1	0	0	2	0	1	2	9
7:45 AM	0	25	2	1	27	0	2	2	0	4	0	1	1	0	2	33
Hourly Total	0	43	5	2	48	0	6	3	1	9	0	3	7	1	10	67
8:00 AM	0	10	3	0	13	0	2	1	0	3	0	1	4	0	5	21
8:15 AM	0	28	1	0	29	0	1	0	0	1	0	0	3	0	3	33
8:30 AM	0	13	2	0	15	0	1	2	0	3	0	0	4	0	4	22
8:45 AM	0	8	2	0	10	0	2	2	0	4	0	1	0	0	1	15
Hourly Total	0	59	8	0	67	0	6	5	0	11	0	2	11	0	13	91
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	11	1	2	12	0	3	4	2	7	0	1	5	0	6	25
4:15 PM	0	8	5	0	13	0	6	0	0	6	0	0	4	0	4	23
4:30 PM	0	7	0	0	7	0	3	1	0	4	0	0	3	0	3	14
4:45 PM	0	6	5	0	11	0	2	2	0	4	0	1	1	0	2	17
Hourly Total	0	32	11	2	43	0	14	7	2	21	0	2	13	0	15	79
5:00 PM	0	15	5	0	20	0	10	1	0	11	0	1	2	0	3	34
5:15 PM	0	16	1	2	17	0	0	1	0	1	0	0	4	0	4	22
5:30 PM	0	17	4	0	21	0	4	0	0	4	0	0	5	0	5	30
5:45 PM	0	16	1	0	17	0	3	2	0	5	0	1	4	0	5	27
Hourly Total	0	64	11	2	75	0	17	4	0	21	0	2	15	0	17	113
6:00 PM	0	7	2	1	9	0	3	3	1	6	0	0	3	0	3	18
6:15 PM	0	8	3	0	11	0	8	2	0	10	0	0	4	0	4	25
6:30 PM	0	6	1	0	7	0	3	3	0	6	0	1	5	0	6	19
6:45 PM	0	2	0	0	2	0	5	0	0	5	0	0	1	0	1	8
Hourly Total	0	23	6	1	29	0	19	8	1	27	0	1	13	0	14	70
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	9	3	0	12	0	5	0	0	5	0	0	2	0	2	19
11:15 AM	0	5	0	1	5	0	1	0	1	1	0	0	3	0	3	9
11:30 AM	0	4	0	0	4	0	4	2	0	6	0	0	3	0	3	13
11:45 AM	0	5	3	1	8	0	3	3	0	6	0	0	5	0	5	19
Hourly Total	0	23	6	2	29	0	13	5	1	18	0	0	13	0	13	60
12:00 PM	0	8	3	0	11	0	3	0	0	3	0	0	3	0	3	17
12:15 PM	0	8	2	1	10	0	5	3	0	8	0	2	2	0	4	22
12:30 PM	0	7	3	2	10	0	4	1	0	5	0	1	2	0	3	18
12:45 PM	0	13	2	1	15	0	5	1	0	6	0	0	1	0	1	22

Hourly Total	0	36	10	4	46	0	17	5	0	22	0	3	8	0	11	
1:00 PM	0	14	2	1	16	0	4	3	0	7	0	1	5	0	6	29
1:15 PM	0	25	1	0	26	0	3	1	0	4	0	0	6	0	6	36
1:30 PM	0	30	2	0	32	0	1	2	0	3	0	0	2	2	2	37
1:45 PM	0	23	2	0	25	0	3	0	0	3	0	1	6	0	7	35
Hourly Total	0	92	7	1	99	0	11	6	0	17	0	2	19	2	21	137
Grand Total	0	372	64	14	436	0	103	43	5	146	0	15	99	3	114	696
Approach %	0.0	85.3	14.7	-	-	0.0	70.5	29.5	-	-	0.0	13.2	86.8	-	-	-
Total %	0.0	53.4	9.2	-	62.6	0.0	14.8	6.2	-	21.0	0.0	2.2	14.2	-	16.4	-
Lights	0	366	64	-	430	0	100	42	-	142	0	15	96	-	111	683
% Lights	-	98.4	100.0	-	98.6	-	97.1	97.7	-	97.3	-	100.0	97.0	-	97.4	98.1
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	0.3	0.0	-	0.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	2	0	-	2	0	1	1	-	2	0	0	2	-	2	6
% Single-Unit Trucks	-	0.5	0.0	-	0.5	-	1.0	2.3	-	1.4	-	0.0	2.0	-	1.8	0.9
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.0	0.0	-	0.7	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	3	0	-	3	0	1	0	-	1	0	0	1	-	1	5
% Bicycles on Road	-	0.8	0.0	-	0.7	-	1.0	0.0	-	0.7	-	0.0	1.0	-	0.9	0.7
Pedestrians	-	-	-	14	-	-	-	-	5	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lathrop Avenue with 174th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	174th Street Westbound					Lathrop Avenue Northbound					Lathrop Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:45 AM	0	25	2	1	27	0	2	2	0	4	0	1	1	0	2	33
8:00 AM	0	10	3	0	13	0	2	1	0	3	0	1	4	0	5	21
8:15 AM	0	28	1	0	29	0	1	0	0	1	0	0	3	0	3	33
8:30 AM	0	13	2	0	15	0	1	2	0	3	0	0	4	0	4	22
Total	0	76	8	1	84	0	6	5	0	11	0	2	12	0	14	109
Approach %	0.0	90.5	9.5	-	-	0.0	54.5	45.5	-	-	0.0	14.3	85.7	-	-	-
Total %	0.0	69.7	7.3	-	77.1	0.0	5.5	4.6	-	10.1	0.0	1.8	11.0	-	12.8	-
PHF	0.000	0.679	0.667	-	0.724	0.000	0.750	0.625	-	0.688	0.000	0.500	0.750	-	0.700	0.826
Lights	0	75	8	-	83	0	6	5	-	11	0	2	12	-	14	108
% Lights	-	98.7	100.0	-	98.8	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.1
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	1.3	0.0	-	1.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lathrop Avenue with 174th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (4:30 PM)

Start Time	174th Street Westbound					Lathrop Avenue Northbound					Lathrop Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:30 PM	0	7	0	0	7	0	3	1	0	4	0	0	3	0	3	14
4:45 PM	0	6	5	0	11	0	2	2	0	4	0	1	1	0	2	17
5:00 PM	0	15	5	0	20	0	10	1	0	11	0	1	2	0	3	34
5:15 PM	0	16	1	2	17	0	0	1	0	1	0	0	4	0	4	22
Total	0	44	11	2	55	0	15	5	0	20	0	2	10	0	12	87
Approach %	0.0	80.0	20.0	-	-	0.0	75.0	25.0	-	-	0.0	16.7	83.3	-	-	-
Total %	0.0	50.6	12.6	-	63.2	0.0	17.2	5.7	-	23.0	0.0	2.3	11.5	-	13.8	-
PHF	0.000	0.688	0.550	-	0.688	0.000	0.375	0.625	-	0.455	0.000	0.500	0.625	-	0.750	0.640
Lights	0	44	11	-	55	0	15	5	-	20	0	2	10	-	12	87
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Lathrop Avenue with 174th Street
Site Code:
Start Date: 07/25/2019

Turning Movement Peak Hour Data (1:00 PM)

Start Time	174th Street Westbound					Lathrop Avenue Northbound					Lathrop Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
1:00 PM	0	14	2	1	16	0	4	3	0	7	0	1	5	0	6	29
1:15 PM	0	25	1	0	26	0	3	1	0	4	0	0	6	0	6	36
1:30 PM	0	30	2	0	32	0	1	2	0	3	0	0	2	2	2	37
1:45 PM	0	23	2	0	25	0	3	0	0	3	0	1	6	0	7	35
Total	0	92	7	1	99	0	11	6	0	17	0	2	19	2	21	137
Approach %	0.0	92.9	7.1	-	-	0.0	64.7	35.3	-	-	0.0	9.5	90.5	-	-	-
Total %	0.0	67.2	5.1	-	72.3	0.0	8.0	4.4	-	12.4	0.0	1.5	13.9	-	15.3	-
PHF	0.000	0.767	0.875	-	0.773	0.000	0.688	0.500	-	0.607	0.000	0.500	0.792	-	0.750	0.926
Lights	0	92	7	-	99	0	11	6	-	17	0	2	18	-	20	136
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	94.7	-	95.2	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	5.3	-	4.8	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

CMAP Traffic Projection Letter

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

September 11, 2019

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Halsted Street (IL 1) @ 175th Street
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated September 10, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Halsted St (IL 1) north of 175th St	39,200	44,100
175th St west of Halsted St	10,000	8,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

01/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	31	73	5	29	48	118	880	2	58	926	363
Future Volume (vph)	163	31	73	5	29	48	118	880	2	58	926	363
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		258	110		110	245		0	145		365
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	215			175			240			220		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3164	1933	1473	1685	1867	1478	1736	5056	0	1752	5056	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3164	1933	1473	1685	1867	1478	1736	5056	0	1752	5056	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		509			436			971			707	
Travel Time (s)		11.6			9.9			14.7			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	0%	6%	0%	0%	2%	4%	8%	0%	3%	8%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	172	33	77	5	31	51	124	928	0	61	975	382
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Detector Phase	7	4	5	3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	3.0
Minimum Split (s)	7.5	14.0	7.5	7.5	14.0	7.5	7.5	21.0		7.5	33.0	7.5
Total Split (s)	22.0	21.0	13.0	22.0	21.0	13.0	13.0	59.0		13.0	59.0	22.0
Total Split (%)	19.1%	18.3%	11.3%	19.1%	18.3%	11.3%	11.3%	51.3%		11.3%	51.3%	19.1%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	12.0	17.5	39.1	6.0	8.8	18.6	15.6	71.5		9.3	63.1	81.1
Actuated g/C Ratio	0.10	0.15	0.34	0.05	0.08	0.16	0.14	0.62		0.08	0.55	0.71

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

01/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.52	0.11	0.15	0.06	0.22	0.21	0.53	0.30		0.43	0.35	0.35
Control Delay	54.2	39.9	24.8	53.0	53.1	39.4	54.3	12.8		58.8	16.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.2	39.9	24.8	53.0	53.1	39.4	54.3	12.8		58.8	16.8	9.3
LOS	D	D	C	D	D	D	D	B		E	B	A
Approach Delay		44.5			45.1			17.7			16.6	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	63	20	36	4	22	31	87	127		44	155	117
Queue Length 95th (ft)	96	50	71	17	53	62	145	191		86	223	200
Internal Link Dist (ft)		429			356			891			627	
Turn Bay Length (ft)	300		258	110		110	245			145		365
Base Capacity (vph)	481	338	500	256	243	247	235	3142		152	2810	1158
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.36	0.10	0.15	0.02	0.13	0.21	0.53	0.30		0.40	0.35	0.33

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 114 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 48.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: Halsted Street & 175th Street

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	2	1089	1344	79
Future Vol, veh/h	8	3	2	1089	1344	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	230	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	8	8	1
Mvmt Flow	9	3	2	1159	1430	84

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1898	715	1514	0	-	0
Stage 1	1430	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	109	324	224	-	-	-
Stage 1	133	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	108	324	224	-	-	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	550	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	224	-	108	324	-	-
HCM Lane V/C Ratio	0.009	-	0.079	0.01	-	-
HCM Control Delay (s)	21.2	-	41.2	16.2	-	-
HCM Lane LOS	C	-	E	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	256	12	8	484	6	20	3	5	8	6	62
Future Vol, veh/h	1	256	12	8	484	6	20	3	5	8	6	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	4	0	37	6	0	5	0	80	0	0	3
Mvmt Flow	1	284	13	9	538	7	22	3	6	9	7	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	545	0	0	297	0	0	891	856	291	857	859	542
Stage 1	-	-	-	-	-	-	293	293	-	560	560	-
Stage 2	-	-	-	-	-	-	598	563	-	297	299	-
Critical Hdwy	4.1	-	-	4.47	-	-	7.15	6.5	7	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.533	-	-	3.545	4	4.02	3.5	4	3.327
Pot Cap-1 Maneuver	1034	-	-	1089	-	-	260	297	596	280	296	538
Stage 1	-	-	-	-	-	-	709	674	-	516	514	-
Stage 2	-	-	-	-	-	-	484	512	-	716	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	1089	-	-	221	294	596	273	293	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	294	-	273	293	-
Stage 1	-	-	-	-	-	-	708	673	-	515	510	-
Stage 2	-	-	-	-	-	-	413	508	-	705	669	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	20.9	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	1034	-	-	1089	-	-	461
HCM Lane V/C Ratio	0.121	0.001	-	-	0.008	-	-	0.183
HCM Control Delay (s)	20.9	8.5	-	-	8.3	-	-	14.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	8	6	5	2	12
Future Vol, veh/h	76	8	6	5	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	92	10	7	6	2	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	28	10	0	0	13	0
Stage 1	10	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	989	1077	-	-	1619	-
Stage 1	1016	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	988	1077	-	-	1619	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	996	1619	-
HCM Lane V/C Ratio	-	-	0.102	0.001	-
HCM Control Delay (s)	-	-	9	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	180	59	36	429	45	35	6	38	49	5	34
Future Vol, veh/h	30	180	59	36	429	45	35	6	38	49	5	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	32	189	62	38	452	47	37	6	40	52	5	36

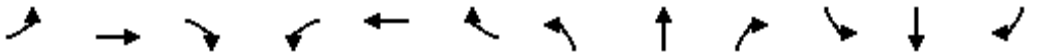
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	499	0	0	251	0	0	856	859	220	859	867	476
Stage 1	-	-	-	-	-	-	284	284	-	552	552	-
Stage 2	-	-	-	-	-	-	572	575	-	307	315	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1075	-	-	1326	-	-	280	296	825	279	293	593
Stage 1	-	-	-	-	-	-	727	680	-	522	518	-
Stage 2	-	-	-	-	-	-	509	506	-	707	659	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1075	-	-	1326	-	-	245	274	825	246	271	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	274	-	246	271	-
Stage 1	-	-	-	-	-	-	702	656	-	504	497	-
Stage 2	-	-	-	-	-	-	454	486	-	643	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.6	17.3	20.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	375	1075	-	-	1326	-	-	320
HCM Lane V/C Ratio	0.222	0.029	-	-	0.029	-	-	0.289
HCM Control Delay (s)	17.3	8.4	0	-	7.8	0	-	20.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	1.2

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

01/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	384	53	210	18	44	66	153	1198	8	91	1364	234
Future Volume (vph)	384	53	210	18	44	66	153	1198	8	91	1364	234
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		258	110		110	245		0	145		365
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	215			175			240			220		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1895	1546	1589	1867	1463	1787	5297	0	1770	5353	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	1895	1546	1589	1867	1463	1787	5297	0	1770	5353	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		519			436			971			707	
Travel Time (s)		11.8			9.9			14.7			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	6%	0%	3%	1%	3%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	396	55	216	19	45	68	158	1243	0	94	1406	241
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Detector Phase	7	4	5	3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	3.0
Minimum Split (s)	7.5	14.0	7.5	7.5	14.0	7.5	7.5	21.0		7.5	33.0	7.5
Total Split (s)	22.0	25.0	13.0	20.0	23.0	17.0	13.0	68.0		17.0	72.0	22.0
Total Split (%)	16.9%	19.2%	10.0%	15.4%	17.7%	13.1%	10.0%	52.3%		13.1%	55.4%	16.9%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	18.2	24.5	49.7	7.1	9.8	25.2	19.2	71.6		12.2	64.6	88.8
Actuated g/C Ratio	0.14	0.19	0.38	0.05	0.08	0.19	0.15	0.55		0.09	0.50	0.68

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

01/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.85	0.15	0.37	0.22	0.32	0.24	0.60	0.43		0.57	0.53	0.22
Control Delay	72.3	45.6	33.0	64.0	62.5	42.8	64.0	19.0		69.0	23.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	72.3	45.6	33.0	64.0	62.5	42.8	64.0	19.0		69.0	23.3	8.3
LOS	E	D	C	E	E	D	E	B		E	C	A
Approach Delay		57.3			52.6			24.1			23.7	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	167	35	119	16	37	48	130	234		77	293	68
Queue Length 95th (ft)	#259	81	226	42	76	84	#264	297		131	324	103
Internal Link Dist (ft)		439			356			891			627	
Turn Bay Length (ft)	300		258	110		110	245			145		365
Base Capacity (vph)	470	368	590	189	244	300	263	2916		186	2745	1083
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.84	0.15	0.37	0.10	0.18	0.23	0.60	0.43		0.51	0.51	0.22

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 9 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 30.5 Intersection LOS: C
Intersection Capacity Utilization 64.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Halsted Street & 175th Street

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	8	1640	1685	62
Future Vol, veh/h	5	4	8	1640	1685	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	230	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	3	2	2
Mvmt Flow	5	4	8	1708	1755	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2454	878	1820	0	-	0
Stage 1	1755	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	54	253	158	-	-	-
Stage 1	83	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	253	158	-	-	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	79	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	55.1	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	158	-	51	253	-	-
HCM Lane V/C Ratio	0.053	-	0.102	0.016	-	-
HCM Control Delay (s)	29.1	-	83.5	19.5	-	-
HCM Lane LOS	D	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	587	26	3	306	13	23	9	13	17	1	27
Future Vol, veh/h	1	587	26	3	306	13	23	9	13	17	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	0	33	1	0	0	0	15	0	0	0
Mvmt Flow	1	699	31	4	364	15	27	11	15	20	1	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	379	0	0	730	0	0	1113	1104	715	1110	1112	372
Stage 1	-	-	-	-	-	-	717	717	-	380	380	-
Stage 2	-	-	-	-	-	-	396	387	-	730	732	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.35	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.435	3.5	4	3.3
Pot Cap-1 Maneuver	1191	-	-	748	-	-	187	213	410	188	211	678
Stage 1	-	-	-	-	-	-	424	437	-	646	617	-
Stage 2	-	-	-	-	-	-	633	613	-	417	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	748	-	-	177	212	410	173	210	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	212	-	173	210	-
Stage 1	-	-	-	-	-	-	424	437	-	645	614	-
Stage 2	-	-	-	-	-	-	599	610	-	391	430	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	26.6	18.8
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	220	1191	-	-	748	-	-	315
HCM Lane V/C Ratio	0.244	0.001	-	-	0.005	-	-	0.17
HCM Control Delay (s)	26.6	8	-	-	9.8	-	-	18.8
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	11	15	5	2	10
Future Vol, veh/h	44	11	15	5	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	17	23	8	3	16

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	49	27	0	0	31	0
Stage 1	27	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	965	1054	-	-	1595	-
Stage 1	1001	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	963	1054	-	-	1595	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	1595	-
HCM Lane V/C Ratio	-	-	0.088	0.002	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	44

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	435	148	138	195	98	71	18	123	89	19	56
Future Vol, veh/h	34	435	148	138	195	98	71	18	123	89	19	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	36	458	156	145	205	103	75	19	129	94	20	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	614	0	0	1194	1206	536	1229	1233	257
Stage 1	-	-	-	-	-	-	608	608	-	547	547	-
Stage 2	-	-	-	-	-	-	586	598	-	682	686	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1264	-	-	975	-	-	165	185	549	156	178	787
Stage 1	-	-	-	-	-	-	486	489	-	525	521	-
Stage 2	-	-	-	-	-	-	500	494	-	443	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1264	-	-	975	-	-	114	145	549	~ 90	139	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	145	-	~ 90	139	-
Stage 1	-	-	-	-	-	-	465	467	-	502	426	-
Stage 2	-	-	-	-	-	-	361	404	-	310	431	-

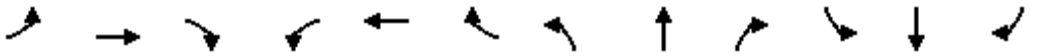
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	3	114.2	225.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	1264	-	-	975	-	-	137
HCM Lane V/C Ratio	1.024	0.028	-	-	0.149	-	-	1.26
HCM Control Delay (s)	114.2	7.9	0	-	9.3	0	-	225.2
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	9.5	0.1	-	-	0.5	-	-	10.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

01/29/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	67	159	2	67	87	171	960	13	130	1181	230
Future Volume (vph)	265	67	159	2	67	87	171	960	13	130	1181	230
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		258	110		110	245		0	145		365
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	215			175			240			220		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3351	1933	1546	1685	1867	1492	1805	5394	0	1787	5353	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3351	1933	1546	1685	1867	1492	1805	5394	0	1787	5353	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		517			436			971			707	
Travel Time (s)		11.8			9.9			14.7			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	1%	0%	0%	1%	0%	1%	3%	1%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	69	164	2	69	90	176	1003	0	134	1218	237
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Detector Phase	7	4	5	3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	3.0
Minimum Split (s)	7.5	14.0	7.5	7.5	14.0	7.5	7.5	21.0		7.5	33.0	7.5
Total Split (s)	20.0	29.0	13.0	20.0	29.0	13.0	13.0	53.0		13.0	53.0	20.0
Total Split (%)	17.4%	25.2%	11.3%	17.4%	25.2%	11.3%	11.3%	46.1%		11.3%	46.1%	17.4%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.8	24.2	51.6	5.7	10.8	30.2	21.5	55.9		16.2	50.7	70.6
Actuated g/C Ratio	0.12	0.21	0.45	0.05	0.09	0.26	0.19	0.49		0.14	0.44	0.61

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

01/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.68	0.17	0.24	0.02	0.40	0.23	0.52	0.38		0.53	0.52	0.25
Control Delay	57.2	36.3	20.5	52.5	55.1	32.3	49.8	20.7		54.0	25.0	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.2	36.3	20.5	52.5	55.1	32.3	49.8	20.7		54.0	25.0	11.5
LOS	E	D	C	D	E	C	D	C		D	C	B
Approach Delay		42.4			42.3			25.0			25.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	100	39	67	1	49	51	119	177		93	245	79
Queue Length 95th (ft)	144	83	131	10	93	88	201	234		157	294	123
Internal Link Dist (ft)		437			356			891			627	
Turn Bay Length (ft)	300		258	110		110	245			145		365
Base Capacity (vph)	451	453	694	227	373	392	337	2623		252	2360	984
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.61	0.15	0.24	0.01	0.18	0.23	0.52	0.38		0.53	0.52	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Halsted Street & 175th Street

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	8	1304	1537	92
Future Vol, veh/h	6	4	8	1304	1537	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	230	-	-	215
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	6	4	8	1331	1568	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	784	1662	0	-	0
Stage 1	1568	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	83	292	189	-	-	-
Stage 1	109	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	292	189	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	104	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.2	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	189	-	80	292	-	-
HCM Lane V/C Ratio	0.043	-	0.077	0.014	-	-
HCM Control Delay (s)	24.9	-	53.7	17.5	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	329	14	1	295	14	21	2	2	44	6	51
Future Vol, veh/h	0	329	14	1	295	14	21	2	2	44	6	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	2
Mvmt Flow	0	362	15	1	324	15	23	2	2	48	7	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	377	0	0	735	711	370	706	711	332
Stage 1	-	-	-	-	-	-	370	370	-	334	334	-
Stage 2	-	-	-	-	-	-	365	341	-	372	377	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1231	-	-	1193	-	-	338	361	680	353	361	710
Stage 1	-	-	-	-	-	-	654	624	-	684	647	-
Stage 2	-	-	-	-	-	-	658	642	-	653	619	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1231	-	-	1193	-	-	307	361	680	350	361	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	361	-	350	361	-
Stage 1	-	-	-	-	-	-	654	624	-	684	646	-
Stage 2	-	-	-	-	-	-	599	641	-	649	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17.1	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1231	-	-	1193	-	-	472
HCM Lane V/C Ratio	0.085	-	-	-	0.001	-	-	0.235
HCM Control Delay (s)	17.1	0	-	-	8	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	92	7	11	6	2	19
Future Vol, veh/h	92	7	11	6	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	5
Mvmt Flow	99	8	12	6	2	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	39	15	0	0	18	0
Stage 1	15	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	978	1070	-	-	1612	-
Stage 1	1013	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	977	1070	-	-	1612	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	983	1612	-
HCM Lane V/C Ratio	-	-	0.108	0.001	-
HCM Control Delay (s)	-	-	9.1	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	54.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	40	206	129	148	187	133	79	31	162	123	37	44
Future Vol, veh/h	40	206	129	148	187	133	79	31	162	123	37	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	42	217	136	156	197	140	83	33	171	129	39	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	0	353	0	0	991	1018	285	1050	1016	267
Stage 1	-	-	-	-	-	-	369	369	-	579	579	-
Stage 2	-	-	-	-	-	-	622	649	-	471	437	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1234	-	-	1217	-	-	227	239	759	207	240	777
Stage 1	-	-	-	-	-	-	655	624	-	504	504	-
Stage 2	-	-	-	-	-	-	478	469	-	577	583	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1234	-	-	1217	-	-	154	192	759	~ 119	193	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	192	-	~ 119	193	-
Stage 1	-	-	-	-	-	-	627	597	-	482	423	-
Stage 2	-	-	-	-	-	-	342	393	-	405	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	2.7	74.1	247.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	306	1234	-	-	1217	-	-	159
HCM Lane V/C Ratio	0.936	0.034	-	-	0.128	-	-	1.351
HCM Control Delay (s)	74.1	8	0	-	8.4	0	-	247.9
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	9.2	0.1	-	-	0.4	-	-	13.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	31	82	5	29	48	128	1032	2	58	1065	455
Future Volume (vph)	188	31	82	5	29	48	128	1032	2	58	1065	455
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	12	12
Storage Length (ft)	300		258	110		110	245		0	145		0
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	115			175			240			220		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3164	1933	1473	1685	1867	1478	1736	4803	0	1752	5056	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3164	1933	1473	1685	1867	1478	1736	4803	0	1752	5056	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		517			436			971			278	
Travel Time (s)		11.8			9.9			14.7			4.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	0%	6%	0%	0%	2%	4%	8%	0%	3%	8%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	33	86	5	31	51	135	1088	0	61	1121	479
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Detector Phase	7	4	5	3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	3.0
Minimum Split (s)	7.5	14.0	7.5	7.5	14.0	7.5	7.5	21.0		7.5	33.0	7.5
Total Split (s)	22.0	21.0	13.0	22.0	21.0	13.0	13.0	59.0		13.0	59.0	22.0
Total Split (%)	19.1%	18.3%	11.3%	19.1%	18.3%	11.3%	11.3%	51.3%		11.3%	51.3%	19.1%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	13.3	18.7	40.8	6.0	8.8	18.6	16.0	70.2		9.3	61.5	80.7
Actuated g/C Ratio	0.12	0.16	0.35	0.05	0.08	0.16	0.14	0.61		0.08	0.53	0.70
v/c Ratio	0.54	0.11	0.16	0.06	0.22	0.21	0.56	0.37		0.43	0.41	0.44
Control Delay	51.7	41.1	19.3	53.0	53.1	39.4	56.3	14.4		64.6	13.8	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	51.7	41.1	19.3	53.0	53.1	39.4	56.3	14.4		64.6	13.8	5.9
LOS	D	D	B	D	D	D	E	B		E	B	A
Approach Delay		41.8			45.1			19.1			13.4	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	56	17	26	4	22	31	94	164		46	128	86

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	103	55	82	17	53	62	#187	241		96	112	49
Internal Link Dist (ft)		437			356			891			198	
Turn Bay Length (ft)	300		258	110		110	245			145		
Base Capacity (vph)	481	357	522	256	243	247	242	2933		152	2709	1136
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.41	0.09	0.16	0.02	0.13	0.21	0.56	0.37		0.40	0.41	0.42

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 114 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 19.1 Intersection LOS: B

Intersection Capacity Utilization 54.4% ICU Level of Service A

Analysis Period (min) 15

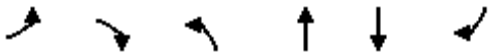
\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

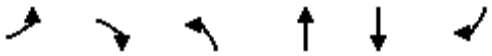
Splits and Phases: 1: Halsted Street & 175th Street

Lanes, Volumes, Timings
2: Halsted Street & Full Access Drive

03/17/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	95	32	44	1224	1573	148
Future Volume (vph)	95	32	44	1224	1573	148
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	0	0	230			215
Storage Lanes	2	1	2			1
Taper Length (ft)	25		250			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	3502	5056	5056	1599
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3502	1615	3502	5056	5056	1599
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	388			429	591	
Travel Time (s)	10.6			6.5	9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	8%	8%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	34	46	1288	1656	156
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	3.0	8.0
Minimum Split (s)	14.0	7.5	7.5	21.0	38.0	14.0
Total Split (s)	20.0	12.0	12.0	95.0	83.0	20.0
Total Split (%)	17.4%	10.4%	10.4%	82.6%	72.2%	17.4%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.0	1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	4.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	9.7	22.7	7.0	93.3	83.8	100.7
Actuated g/C Ratio	0.08	0.20	0.06	0.81	0.73	0.88
v/c Ratio	0.34	0.11	0.22	0.31	0.45	0.11
Control Delay	52.3	37.5	67.7	2.4	7.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	37.5	67.7	2.4	7.3	1.6
LOS	D	D	E	A	A	A
Approach Delay	48.6			4.6	6.8	
Approach LOS	D			A	A	
Queue Length 50th (ft)	36	21	18	13	169	14
Queue Length 95th (ft)	63	48	39	41	224	26



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	308			349	511	
Turn Bay Length (ft)			230			215
Base Capacity (vph)	426	329	235	4100	3684	1443
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.10	0.20	0.31	0.45	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 112 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Halsted Street & Full Access Drive

Lanes, Volumes, Timings
6: 175th Street & Proposed Full Access Drive

03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	191	59	36	523	53	35	6	38	72	5	37
Future Volume (vph)	40	191	59	36	523	53	35	6	38	72	5	37
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	11	12	12	12	12	12	12
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	155			155			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.986			0.935			0.867	
Flt Protected	0.950			0.950				0.978		0.950		
Satd. Flow (prot)	1805	2082	0	1770	1792	0	0	1703	0	1805	1644	0
Flt Permitted	0.379			0.597				0.836		0.703		
Satd. Flow (perm)	720	2082	0	1112	1792	0	0	1456	0	1336	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			8			36			39	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		808			517			363			470	
Travel Time (s)		18.4			11.8			8.3			12.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	6%	2%	2%	5%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	263	0	38	607	0	0	83	0	76	44	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	11.0	76.0		11.0	76.0		28.0	28.0		28.0	28.0	
Total Split (%)	9.6%	66.1%		9.6%	66.1%		24.3%	24.3%		24.3%	24.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Max		None	None		None	None	
Act Effct Green (s)	94.3	89.2		93.5	87.3			11.5		11.7	11.7	
Actuated g/C Ratio	0.82	0.78		0.81	0.76			0.10		0.10	0.10	
v/c Ratio	0.06	0.16		0.04	0.45			0.47		0.56	0.22	
Control Delay	2.8	5.0		2.4	6.7			37.1		64.2	18.6	
Queue Delay	0.0	0.0		0.0	0.2			0.0		0.0	0.0	
Total Delay	2.8	5.0		2.4	6.9			37.1		64.2	18.6	
LOS	A	A		A	A			D		E	B	
Approach Delay		4.7			6.6			37.1			47.5	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	5	51		3	107			33		54	3	

Lanes, Volumes, Timings
6: 175th Street & Proposed Full Access Drive

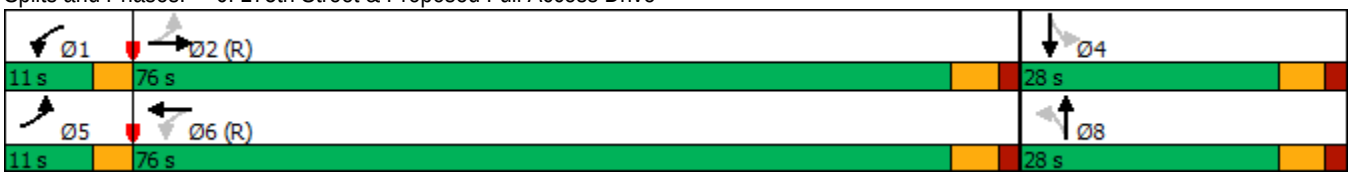
03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	14	95		m11	225			80		100	37	
Internal Link Dist (ft)		728			437			283			390	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	665	1620		957	1361			307		255	346	
Starvation Cap Reductn	0	0		0	217			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.06	0.16		0.04	0.53			0.27		0.30	0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 82 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: 175th Street & Proposed Full Access Drive



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	277	12	8	559	28	20	3	5	8	6	3
Future Vol, veh/h	1	277	12	8	559	28	20	3	5	8	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	4	0	37	6	0	5	0	80	0	0	3
Mvmt Flow	1	308	13	9	621	31	22	3	6	9	7	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	652	0	0	321	0	0	977	987	315	976	978	637
Stage 1	-	-	-	-	-	-	317	317	-	655	655	-
Stage 2	-	-	-	-	-	-	660	670	-	321	323	-
Critical Hdwy	4.1	-	-	4.47	-	-	7.15	6.5	7	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.533	-	-	3.545	4	4.02	3.5	4	3.327
Pot Cap-1 Maneuver	944	-	-	1066	-	-	227	249	576	232	252	475
Stage 1	-	-	-	-	-	-	688	658	-	458	466	-
Stage 2	-	-	-	-	-	-	447	459	-	695	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	944	-	-	1066	-	-	219	247	576	226	250	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	247	-	226	250	-
Stage 1	-	-	-	-	-	-	687	657	-	458	462	-
Stage 2	-	-	-	-	-	-	434	455	-	684	653	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	21.4	20
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	250	944	-	-	1066	-	-	259
HCM Lane V/C Ratio	0.124	0.001	-	-	0.008	-	-	0.073
HCM Control Delay (s)	21.4	8.8	-	-	8.4	-	-	20
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	8	27	10	2	12
Future Vol, veh/h	17	8	27	10	2	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	20	10	33	12	2	14

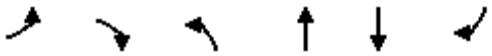
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	39	0	0	45	0
Stage 1	39	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	953	1038	-	-	1576	-
Stage 1	986	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	952	1038	-	-	1576	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	978	1576	-
HCM Lane V/C Ratio	-	-	0.031	0.002	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM Unsignalized Intersection Capacity Analysis
5: Halsted Street & Right-In/Right-Out Access Drive

03/16/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	7	0	1268	1571	34
Future Volume (Veh/h)	0	7	0	1268	1571	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	7	0	1335	1654	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				278	429	
pX, platoon unblocked	0.94	0.89	0.89			
vC, conflicting volume	2117	432	1690			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	951	0	1137			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	245	967	551			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	7	445	445	445	473	473	473	272
Volume Left	0	0	0	0	0	0	0	0
Volume Right	7	0	0	0	0	0	0	36
cSH	967	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.26	0.26	0.26	0.28	0.28	0.28	0.16
Queue Length 95th (ft)	1	0	0	0	0	0	0	0
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	8.8	0.0			0.0			
Approach LOS	A							

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	191	59	36	523	53	35	6	38	72	5	37
Future Vol, veh/h	40	191	59	36	523	53	35	6	38	72	5	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	92	92	95	95	92	92	92	95	92	95
Heavy Vehicles, %	0	6	2	2	5	0	2	2	2	0	2	0
Mvmt Flow	42	201	64	39	551	56	38	7	41	76	5	39

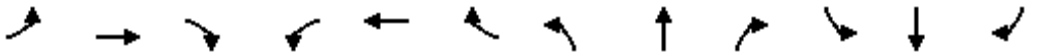
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	607	0	0	265	0	0	996	1002	233	998	1006	579
Stage 1	-	-	-	-	-	-	317	317	-	657	657	-
Stage 2	-	-	-	-	-	-	679	685	-	341	349	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	981	-	-	1299	-	-	223	242	806	224	241	519
Stage 1	-	-	-	-	-	-	694	654	-	457	462	-
Stage 2	-	-	-	-	-	-	441	448	-	678	633	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	981	-	-	1299	-	-	191	225	806	196	224	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	225	-	196	224	-
Stage 1	-	-	-	-	-	-	664	626	-	437	448	-
Stage 2	-	-	-	-	-	-	391	435	-	609	606	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.5	21.2	26.9
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	307	981	-	-	1299	-	-	196	447
HCM Lane V/C Ratio	0.28	0.043	-	-	0.03	-	-	0.387	0.099
HCM Control Delay (s)	21.2	8.8	-	-	7.9	-	-	34.5	13.9
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-	-	1.7	0.3

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

03/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	446	53	234	18	44	66	181	1453	8	91	1622	341
Future Volume (vph)	446	53	234	18	44	66	181	1453	8	91	1622	341
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	12	12
Storage Length (ft)	300		258	110		110	245		0	145		0
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	115			175			240			220		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850		0.999				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3319	1895	1546	1589	1867	1463	1787	5032	0	1770	5353	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	1895	1546	1589	1867	1463	1787	5032	0	1770	5353	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		517			436			971			278	
Travel Time (s)		11.8			9.9			14.7			4.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	1%	6%	0%	3%	1%	3%	0%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	460	55	241	19	45	68	187	1506	0	94	1672	352
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Detector Phase	7	4	5	3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	3.0
Minimum Split (s)	7.5	14.0	7.5	7.5	14.0	7.5	7.5	21.0		7.5	33.0	7.5
Total Split (s)	22.0	25.0	13.0	20.0	23.0	17.0	13.0	68.0		17.0	72.0	22.0
Total Split (%)	16.9%	19.2%	10.0%	15.4%	17.7%	13.1%	10.0%	52.3%		13.1%	55.4%	16.9%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	18.2	24.4	48.9	7.1	9.8	25.2	18.5	71.7		12.2	65.3	89.5
Actuated g/C Ratio	0.14	0.19	0.38	0.05	0.08	0.19	0.14	0.55		0.09	0.50	0.69
v/c Ratio	0.99	0.15	0.41	0.22	0.32	0.24	0.74	0.54		0.57	0.62	0.32
Control Delay	90.0	39.5	32.0	64.0	62.5	42.8	72.5	20.8		78.0	14.1	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	90.0	39.5	32.0	64.0	62.5	42.8	72.5	20.8		78.0	14.1	2.9
LOS	F	D	C	E	E	D	E	C		E	B	A
Approach Delay		67.8			52.6			26.5			15.1	
Approach LOS		E			D			C			B	
Queue Length 50th (ft)	~197	30	134	16	37	48	157	296		84	138	24

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#319	m64	m246	42	76	84	#325	389		m137	148	30
Internal Link Dist (ft)		437			356			891			198	
Turn Bay Length (ft)	300		258	110		110	245			145		
Base Capacity (vph)	463	356	581	189	244	300	254	2773		186	2717	1089
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.99	0.15	0.41	0.10	0.18	0.23	0.74	0.54		0.51	0.62	0.32

Intersection Summary

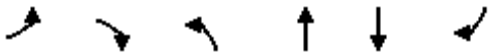
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 9 (7%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 72.9% ICU Level of Service C
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Halsted Street & 175th Street



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	333	111	113	1852	2007	377
Future Volume (vph)	333	111	113	1852	2007	377
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	0	0	230			215
Storage Lanes	2	1	2			1
Taper Length (ft)	25		250			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	3502	5301	5353	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3502	1615	3502	5301	5353	1583
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	388			429	591	
Travel Time (s)	10.6			6.5	9.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	3%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	117	119	1949	2113	397
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	3.0	8.0
Minimum Split (s)	14.0	7.5	7.5	21.0	38.0	14.0
Total Split (s)	33.0	17.0	17.0	97.0	80.0	33.0
Total Split (%)	25.4%	13.1%	13.1%	74.6%	61.5%	25.4%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.0	1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	4.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	20.9	36.7	9.8	97.1	82.8	109.7
Actuated g/C Ratio	0.16	0.28	0.08	0.75	0.64	0.84
v/c Ratio	0.62	0.26	0.45	0.49	0.62	0.30
Control Delay	55.4	36.0	74.8	7.6	16.0	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	36.0	74.8	7.6	16.0	2.9
LOS	E	D	E	A	B	A
Approach Delay	50.5			11.5	13.9	
Approach LOS	D			B	B	
Queue Length 50th (ft)	143	76	55	167	366	53
Queue Length 95th (ft)	185	117	m81	m178	498	89

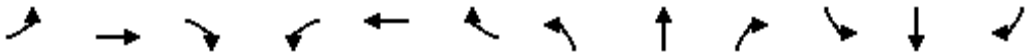
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	308			349	511	
Turn Bay Length (ft)			230			215
Base Capacity (vph)	727	489	336	3959	3409	1409
Starvation Cap Reductn	0	0	0	383	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.24	0.35	0.55	0.62	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 13 (10%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Halsted Street & Full Access Drive

Lanes, Volumes, Timings
6: 175th Street & Proposed Full Access Drive

03/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	444	148	138	310	118	71	18	123	166	19	67
Future Volume (vph)	60	444	148	138	310	118	71	18	123	166	19	67
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	155			155			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.959			0.922			0.883	
Flt Protected	0.950			0.950				0.983		0.950		
Satd. Flow (prot)	1805	2154	0	1770	1809	0	0	1688	0	1805	1670	0
Flt Permitted	0.463			0.301				0.852		0.494		
Satd. Flow (perm)	880	2154	0	561	1809	0	0	1463	0	939	1670	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			25			51			71	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		808			517			201			470	
Travel Time (s)		18.4			11.8			4.6			12.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	2%	1%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	623	0	145	450	0	0	223	0	175	91	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	10.0	71.0		20.0	81.0		39.0	39.0		39.0	39.0	
Total Split (%)	7.7%	54.6%		15.4%	62.3%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Max		None	None		None	None	
Act Effct Green (s)	87.7	78.8		93.0	83.2			26.7		26.7	26.7	
Actuated g/C Ratio	0.67	0.61		0.72	0.64			0.21		0.21	0.21	
v/c Ratio	0.10	0.47		0.30	0.39			0.65		0.91	0.23	
Control Delay	7.0	16.5		7.4	11.8			44.6		94.2	14.0	
Queue Delay	0.0	0.0		0.0	0.5			0.0		0.0	0.0	
Total Delay	7.0	16.5		7.4	12.3			44.6		94.2	14.0	
LOS	A	B		A	B			D		F	B	
Approach Delay		15.6			11.1			44.6			66.8	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	14	273		39	172			133		143	14	

Lanes, Volumes, Timings
6: 175th Street & Proposed Full Access Drive

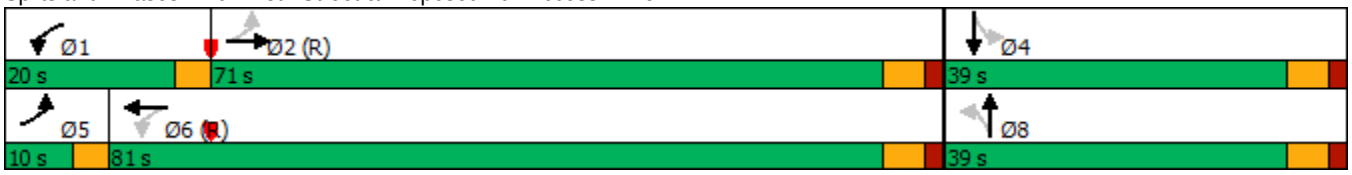
03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	32	425		m49	243			212		#248	57	
Internal Link Dist (ft)		728			437			121			390	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	642	1313		558	1166			409		238	476	
Starvation Cap Reductn	0	0		0	355			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.10	0.47		0.26	0.55			0.55		0.74	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 77 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 25.4		Intersection LOS: C	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: 175th Street & Proposed Full Access Drive



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	622	26	3	387	58	23	9	13	17	1	2
Future Vol, veh/h	1	622	26	3	387	58	23	9	13	17	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	2	0	33	1	0	0	0	15	0	0	0
Mvmt Flow	1	740	31	4	461	69	27	11	15	20	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	771	0	0	1263	1296	756	1275	1277	496
Stage 1	-	-	-	-	-	-	758	758	-	504	504	-
Stage 2	-	-	-	-	-	-	505	538	-	771	773	-
Critical Hdwy	4.1	-	-	4.43	-	-	7.1	6.5	6.35	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.497	-	-	3.5	4	3.435	3.5	4	3.3
Pot Cap-1 Maneuver	1048	-	-	721	-	-	148	164	388	145	168	578
Stage 1	-	-	-	-	-	-	402	418	-	554	544	-
Stage 2	-	-	-	-	-	-	553	526	-	396	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1048	-	-	721	-	-	146	163	388	132	167	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	146	163	-	132	167	-
Stage 1	-	-	-	-	-	-	402	418	-	553	541	-
Stage 2	-	-	-	-	-	-	546	523	-	370	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	32.6	34.6
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	1048	-	-	721	-	-	145
HCM Lane V/C Ratio	0.293	0.001	-	-	0.005	-	-	0.164
HCM Control Delay (s)	32.6	8.4	-	-	10	-	-	34.6
HCM Lane LOS	D	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	11	63	18	2	10
Future Vol, veh/h	19	11	63	18	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	17	98	28	3	16

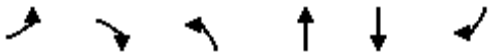
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	134	112	0	0	126	0
Stage 1	112	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	864	947	-	-	1473	-
Stage 1	918	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	947	-	-	1473	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1473	-
HCM Lane V/C Ratio	-	-	0.053	0.002	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM Unsignalized Intersection Capacity Analysis
5: Halsted Street & Right-In/Right-Out Access Drive

03/16/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	25	0	1965	2029	89
Future Volume (Veh/h)	0	25	0	1965	2029	89
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	26	0	2068	2136	94
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				278	429	
pX, platoon unblocked	0.88	0.78	0.78			
vC, conflicting volume	2872	581	2230			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	725	0	1148			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	319	848	479			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	26	689	689	689	610	610	610	399
Volume Left	0	0	0	0	0	0	0	0
Volume Right	26	0	0	0	0	0	0	94
cSH	848	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.41	0.41	0.41	0.36	0.36	0.36	0.23
Queue Length 95th (ft)	2	0	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	9.4	0.0			0.0			
Approach LOS	A							

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	136

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	444	148	138	310	118	71	18	123	166	19	67
Future Vol, veh/h	60	444	148	138	310	118	71	18	123	166	19	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	92	92	95	95	92	92	92	95	92	95
Heavy Vehicles, %	0	1	2	2	1	0	2	2	2	0	2	0
Mvmt Flow	63	467	161	150	326	124	77	20	134	175	21	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	450	0	0	628	0	0	1408	1424	548	1439	1442	388
Stage 1	-	-	-	-	-	-	674	674	-	688	688	-
Stage 2	-	-	-	-	-	-	734	750	-	751	754	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1121	-	-	954	-	-	116	136	536	~ 112	132	665
Stage 1	-	-	-	-	-	-	444	454	-	440	447	-
Stage 2	-	-	-	-	-	-	412	419	-	406	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1121	-	-	954	-	-	~ 75	108	536	~ 61	105	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 75	108	-	~ 61	105	-
Stage 1	-	-	-	-	-	-	419	429	-	415	377	-
Stage 2	-	-	-	-	-	-	293	353	-	274	394	-

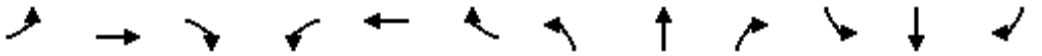
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	2.4	290.9	$ 655.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	158	1121	-	-	954	-	-	61	301
HCM Lane V/C Ratio	1.458	0.056	-	-	0.157	-	-	2.865	0.303
HCM Control Delay (s)	290.9	8.4	-	-	9.5	-	-	$ 985.6	22.1
HCM Lane LOS	F	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	14.9	0.2	-	-	0.6	-	-	17.9	1.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

03/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	343	67	188	2	67	87	203	1216	13	130	1442	378
Future Volume (vph)	343	67	188	2	67	87	203	1216	13	130	1442	378
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	11	11	11	10	10	10	12	12	12	12	12	12
Storage Length (ft)	300		258	110		110	245		0	145		0
Storage Lanes	2		1	1		1	1		0	1		1
Taper Length (ft)	115			175			240			220		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt			0.850			0.850		0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3351	1933	1546	1685	1867	1492	1805	5124	0	1787	5353	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3351	1933	1546	1685	1867	1492	1805	5124	0	1787	5353	1568
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		517			436			971			278	
Travel Time (s)		11.8			9.9			14.7			4.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	1%	0%	0%	1%	0%	1%	3%	1%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	354	69	194	2	69	90	209	1267	0	134	1487	390
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2		1	6	7
Permitted Phases			4			8						6
Detector Phase	7	4	5	3	8	1	5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	3.0
Minimum Split (s)	7.5	14.0	7.5	7.5	14.0	7.5	7.5	21.0		7.5	33.0	7.5
Total Split (s)	20.0	29.0	13.0	20.0	29.0	13.0	13.0	53.0		13.0	53.0	20.0
Total Split (%)	17.4%	25.2%	11.3%	17.4%	25.2%	11.3%	11.3%	46.1%		11.3%	46.1%	17.4%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5	1.0	1.0	1.5		1.0	1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	None
Act Effct Green (s)	15.0	25.4	54.9	5.7	10.8	30.2	23.6	54.8		16.2	47.4	68.4
Actuated g/C Ratio	0.13	0.22	0.48	0.05	0.09	0.26	0.21	0.48		0.14	0.41	0.59
v/c Ratio	0.81	0.16	0.26	0.02	0.40	0.23	0.56	0.52		0.53	0.67	0.42
Control Delay	59.5	30.7	13.4	52.5	55.1	32.3	50.3	23.3		67.9	17.2	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	59.5	30.7	13.4	52.5	55.1	32.3	50.3	23.3		67.9	17.2	4.0
LOS	E	C	B	D	E	C	D	C		E	B	A
Approach Delay		41.8			42.3			27.1			18.0	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	103	22	40	1	49	51	145	246		105	110	26

Lanes, Volumes, Timings
1: Halsted Street & 175th Street

03/17/2022

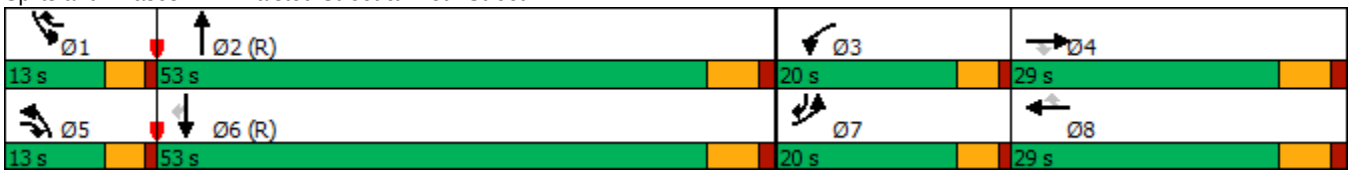
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m#201	m68	m94	10	93	88	#266	314		m168	152	32
Internal Link Dist (ft)		437			356			891			198	
Turn Bay Length (ft)	300		258	110		110	245			145		
Base Capacity (vph)	451	464	738	227	373	392	370	2439		252	2207	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.78	0.15	0.26	0.01	0.18	0.23	0.56	0.52		0.53	0.67	0.42

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 67.9% ICU Level of Service C
Analysis Period (min) 15

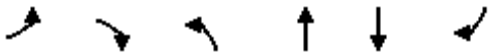
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Halsted Street & 175th Street



Lanes, Volumes, Timings
2: Halsted Street & Full Access Drive

03/17/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	424	141	144	1502	1889	476
Future Volume (vph)	424	141	144	1502	1889	476
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Storage Length (ft)	0	0	230			215
Storage Lanes	2	1	2			1
Taper Length (ft)	25		250			
Lane Util. Factor	0.97	1.00	0.97	0.91	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	3502	5406	5353	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3502	1615	3502	5406	5353	1615
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			45	45	
Link Distance (ft)	388			429	591	
Travel Time (s)	10.6			6.5	9.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	433	144	147	1533	1928	486
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	8.0	3.0	3.0	15.0	3.0	8.0
Minimum Split (s)	14.0	7.5	7.5	21.0	38.0	14.0
Total Split (s)	35.0	17.0	17.0	80.0	63.0	35.0
Total Split (%)	30.4%	14.8%	14.8%	69.6%	54.8%	30.4%
Yellow Time (s)	4.5	3.5	3.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.0	1.0	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	4.5	4.5	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Min	C-Min	None
Act Effct Green (s)	22.8	38.9	10.1	80.2	65.6	94.4
Actuated g/C Ratio	0.20	0.34	0.09	0.70	0.57	0.82
v/c Ratio	0.62	0.26	0.48	0.41	0.63	0.37
Control Delay	45.7	27.5	64.0	6.5	18.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	27.5	64.0	6.5	18.7	3.7
LOS	D	C	E	A	B	A
Approach Delay	41.1			11.5	15.7	
Approach LOS	D			B	B	
Queue Length 50th (ft)	152	77	60	115	334	71
Queue Length 95th (ft)	192	114	m91	129	457	119

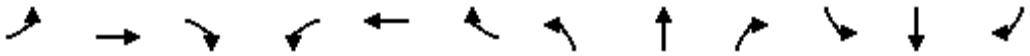
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	308			349	511	
Turn Bay Length (ft)			230			215
Base Capacity (vph)	883	580	380	3768	3052	1412
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.25	0.39	0.41	0.63	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: Halsted Street & Full Access Drive

Lanes, Volumes, Timings
6: 175th Street & Proposed Full Access Drive

03/17/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	216	129	148	343	157	79	31	162	220	37	58
Future Volume (vph)	74	216	129	148	343	157	79	31	162	220	37	58
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	125		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	155			155			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944			0.953			0.920			0.908	
Flt Protected	0.950			0.950				0.986		0.950		
Satd. Flow (prot)	1805	2111	0	1770	1786	0	0	1690	0	1805	1712	0
Flt Permitted	0.368			0.434				0.870		0.484		
Satd. Flow (perm)	699	2111	0	808	1786	0	0	1491	0	920	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			28			68			61	
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		808			517			447			470	
Travel Time (s)		18.4			11.8			10.2			12.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	2%	2%	0%	2%	2%	2%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	363	0	156	526	0	0	287	0	232	100	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	26.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	10.0	52.0		20.0	62.0		43.0	43.0		43.0	43.0	
Total Split (%)	8.7%	45.2%		17.4%	53.9%		37.4%	37.4%		37.4%	37.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min		Min	C-Min		None	None		None	None	
Act Effct Green (s)	66.3	56.9		72.0	61.7			32.8		32.8	32.8	
Actuated g/C Ratio	0.58	0.49		0.63	0.54			0.29		0.29	0.29	
v/c Ratio	0.17	0.34		0.27	0.54			0.61		0.89	0.19	
Control Delay	11.1	19.4		8.5	16.8			31.2		71.2	12.9	
Queue Delay	0.0	0.0		0.0	0.5			0.0		0.0	0.0	
Total Delay	11.1	19.4		8.5	17.3			31.2		71.2	12.9	
LOS	B	B		A	B			C		E	B	
Approach Delay		17.9			15.3			31.2			53.7	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	21	146		30	116			138		162	21	

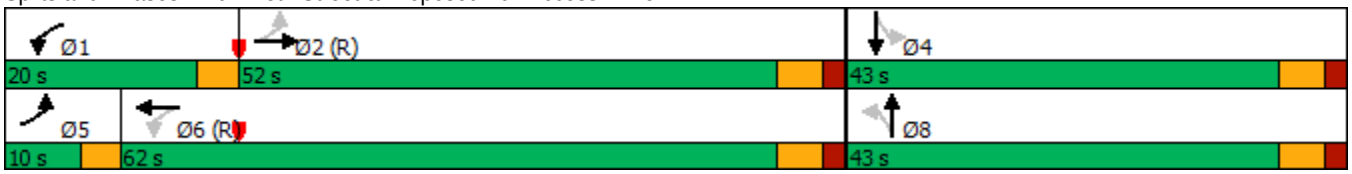
Lanes, Volumes, Timings
6: 175th Street & Proposed Full Access Drive

03/17/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	49	262		58	138			208		#251	56	
Internal Link Dist (ft)		728			437			367			390	
Turn Bay Length (ft)	125			125								
Base Capacity (vph)	471	1065		649	994			540		306	609	
Starvation Cap Reductn	0	0		0	163			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.17	0.34		0.24	0.63			0.53		0.76	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 16 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: 175th Street & Proposed Full Access Drive



Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	373	14	1	411	68	21	2	2	44	6	5
Future Vol, veh/h	0	373	14	1	411	68	21	2	2	44	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	0	2
Mvmt Flow	0	410	15	1	452	75	23	2	2	48	7	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	527	0	0	425	0	0	916	947	418	912	917	490
Stage 1	-	-	-	-	-	-	418	418	-	492	492	-
Stage 2	-	-	-	-	-	-	498	529	-	420	425	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1050	-	-	1145	-	-	255	263	639	257	274	578
Stage 1	-	-	-	-	-	-	616	594	-	562	551	-
Stage 2	-	-	-	-	-	-	558	530	-	615	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	1145	-	-	248	263	639	254	274	578
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	263	-	254	274	-
Stage 1	-	-	-	-	-	-	616	594	-	562	550	-
Stage 2	-	-	-	-	-	-	546	529	-	611	590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	20.3	22.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1050	-	-	1145	-	-	270
HCM Lane V/C Ratio	0.105	-	-	-	0.001	-	-	0.224
HCM Control Delay (s)	20.3	0	-	-	8.1	-	-	22.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	7	64	23	2	19
Future Vol, veh/h	46	7	64	23	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	5
Mvmt Flow	49	8	69	25	2	20

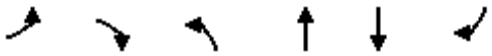
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	106	82	0	0	94	0
Stage 1	82	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	897	983	-	-	1513	-
Stage 1	946	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	896	983	-	-	1513	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1513	-
HCM Lane V/C Ratio	-	-	0.063	0.001	-
HCM Control Delay (s)	-	-	9.2	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM Unsignalized Intersection Capacity Analysis
5: Halsted Street & Right-In/Right-Out Access Drive

03/16/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	32	0	1646	1918	112
Future Volume (Veh/h)	0	32	0	1646	1918	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	34	0	1733	2019	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				278	429	
pX, platoon unblocked	0.86	0.77	0.77			
vC, conflicting volume	2656	564	2137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	566	0	1012			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	397	845	537			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	34	578	578	578	577	577	577	406
Volume Left	0	0	0	0	0	0	0	0
Volume Right	34	0	0	0	0	0	0	118
cSH	845	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.34	0.34	0.34	0.34	0.34	0.34	0.24
Queue Length 95th (ft)	3	0	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A							
Approach Delay (s)	9.4	0.0			0.0			
Approach LOS	A							

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	205.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	216	129	148	343	157	79	31	162	220	37	58
Future Vol, veh/h	74	216	129	148	343	157	79	31	162	220	37	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	92	92	95	95	92	92	92	95	92	95
Heavy Vehicles, %	0	1	2	2	2	0	2	2	2	0	2	0
Mvmt Flow	78	227	140	161	361	165	86	34	176	232	40	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	526	0	0	367	0	0	1269	1301	297	1324	1289	444
Stage 1	-	-	-	-	-	-	453	453	-	766	766	-
Stage 2	-	-	-	-	-	-	816	848	-	558	523	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.3
Pot Cap-1 Maneuver	1051	-	-	1192	-	-	145	161	742	~ 134	164	618
Stage 1	-	-	-	-	-	-	586	570	-	398	412	-
Stage 2	-	-	-	-	-	-	371	378	-	518	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1192	-	-	~ 85	129	742	~ 70	131	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 85	129	-	~ 70	131	-
Stage 1	-	-	-	-	-	-	543	528	-	369	356	-
Stage 2	-	-	-	-	-	-	257	327	-	342	491	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	2	297.6	$ 818.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	196	1051	-	-	1192	-	-	70	250
HCM Lane V/C Ratio	1.508	0.074	-	-	0.135	-	-	3.308	0.405
HCM Control Delay (s)	297.6	8.7	-	-	8.5	-	-	$ 1164.3	28.9
HCM Lane LOS	F	A	-	-	A	-	-	F	D
HCM 95th %tile Q(veh)	18.5	0.2	-	-	0.5	-	-	23.8	1.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

175th Street Proposed Striping

HALSTED STREET

SCALE: 1" = 60'

PARCEL 4

PROPOSED SIGNAL

PROPOSED 5' SIDEWALK CONNECT TO EXISTING

PROPOSED 7' SIDEWALK CONNECT TO EXISTING

45' R

45' R

125' LT STORAGE

155' LT TAPER

155' LT TAPER

125' LT STORAGE

115' LT TAPER

175TH STREET

12'

12'

12'

12'

12'

12'

11'

11'

11'

11'

10'

12'

PROPOSED
WIND CREEK CASINO
EAST HAZEL CREST/
HOMEWOOD, ILLINOIS

PRELIMINARY PROPOSED STRIPING
175TH STREET

DRAWN: MD CHECKED: LA
DATE: 01-17-22 REV:
PROJECT # 19-160
EXHIBIT: A

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Red Time Formula Queue Calculation Sheets

RED TIME QUEUE FOR 175TH STREET AND ACCESS DRIVE

(1 + T%) * (1 - G/C) * (2 * 25) * (DHV) / (# LANES) * (CYCLES / HR)

APR C - EASTBOUND = ENTER MANUALLY

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	CA (L)	1	0	40	7.5	74.4	81.9	115	0.71	1.00	31.304	0.6	14 FT	18 FT
	CD+CB (TR)	1	5	250	70.0	0.0	70.0	115	0.61	1.05	31.304	3.8	95 FT	164 FT
PM	CA (L)	1	0	60	6.5	72.7	79.2	130	0.61	1.00	27.692	1.3	32 FT	42 FT
	CD+CB (TR)	1	1	592	65.0	0.0	65.0	130	0.50	1.01	27.692	17.0	425 FT	540 FT
SAT	CA (L)	1	0	74	6.5	44.6	51.1	115	0.44	1.00	31.304	2.0	49 FT	66 FT
	CD+CB (TR)	1	1	345	46.0	0.0	46.0	115	0.40	1.01	31.304	10.5	262 FT	334 FT

APR D - WESTBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	DB (L)	1	2	36	7.5	84.1	91.6	115	0.80	1.02	31.304	0.4	11 FT	12 FT
	DC+DA (TR)	1	5	576	70.0	0.0	70.0	115	0.61	1.05	31.304	9.0	225 FT	378 FT
PM	DB (L)	1	2	138	16.5	57.9	74.4	130	0.57	1.02	27.692	2.0	49 FT	109 FT
	DC+DA (TR)	1	1	428	75.0	0.0	75.0	130	0.58	1.01	27.692	9.7	243 FT	330 FT
SAT	DB (L)	1	2	148	16.5	48.1	64.6	115	0.56	1.02	31.304	2.3	58 FT	106 FT
	DC+DA (TR)	1	1	500	56.0	0.0	56.0	115	0.49	1.01	31.304	5.5	138 FT	414 FT

APR B - NORTHBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	BC+BA+BD (LTR)	1	2	79	22.0	0.0	22.0	115	0.19	1.02	31.304	3.2	80 FT	104 FT
PM	BC+BA+BD (LTR)	1	2	212	33.0	0.0	33.0	130	0.25	1.02	27.692	8.5	212 FT	291 FT
SAT	BC+BA+BD (LTR)	1	2	272	37.0	0.0	37.0	115	0.32	1.02	31.304	8.3	208 FT	301 FT

APR A - SOUTHBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	AD (L)	1	0	72	22.0	0.0	22.0	115	0.19	1.00	31.304	4.0	100 FT	93 FT
	AB+AC (TR)	1	0	42	22.0	0.0	22.0	115	0.19	1.00	31.304	1.5	37 FT	54 FT
PM	AD (L)	1	0	166	33.0	0.0	33.0	130	0.25	1.00	27.692	9.9	248 FT	224 FT
	AB+AC (TR)	1	0	86	33.0	0.0	33.0	130	0.25	1.00	27.692	2.3	57 FT	116 FT
SAT	AD (L)	1	0	220	37.0	0.0	37.0	115	0.32	1.00	31.304	10.0	251 FT	238 FT
	AB+AC (TR)	1	0	95	37.0	0.0	37.0	115	0.32	1.00	31.304	2.2	56 FT	103 FT

RED TIME QUEUE FOR HALSTED STREET AND 175TH STREET

(1 + T%) * (1 - G/C) * (2 * 25) * (DHV) / (# LANES) * (CYCLES / HR)

APR C - EASTBOUND = ENTER MANUALLY AM 115 PM 130 SAT 115

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	CA (L)	2	7	188	17.5	0.0	17.5	115	0.15	1.07	31.304	4.1	103 FT	136 FT
	CD (T)	1	0	31	15.0	0.0	15.0	115	0.13	1.00	31.304	2.2	55 FT	43 FT
	CB (R)	1	6	82	23.5	0.0	23.5	115	0.20	1.06	31.304	3.3	82 FT	110 FT
PM	CA (L)	2	2	446	17.5	0.0	17.5	130	0.13	1.02	27.692	12.8	319 FT	355 FT
	CD (T)	1	2	53	19.0	0.0	19.0	130	0.15	1.02	27.692	2.6	64 FT	83 FT
	CB (R)	1	1	234	27.5	0.0	27.5	130	0.21	1.01	27.692	9.8	246 FT	336 FT
SAT	CA (L)	2	1	343	15.5	0.0	15.5	115	0.13	1.01	31.304	8.0	201 FT	239 FT
	CD (T)	1	0	67	23.0	0.0	23.0	115	0.20	1.00	31.304	2.7	68 FT	86 FT
	CB (R)	1	1	188	31.5	0.0	31.5	115	0.27	1.01	31.304	3.8	94 FT	220 FT

APR D - WESTBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	DB (L)	1	0	5	17.5	0.0	17.5	115	0.15	1.00	31.304	0.7	17 FT	7 FT
	DC (T)	1	0	29	15.0	0.0	15.0	115	0.13	1.00	31.304	2.1	53 FT	40 FT
	DA (R)	1	2	48	23.5	0.0	23.5	115	0.20	1.02	31.304	2.5	62 FT	62 FT
PM	DB (L)	1	6	18	15.5	0.0	15.5	130	0.12	1.06	27.692	1.7	42 FT	30 FT
	DC (T)	1	0	44	17.0	0.0	17.0	130	0.13	1.00	27.692	3.0	76 FT	69 FT
	DA (R)	1	3	66	29.5	0.0	29.5	130	0.23	1.03	27.692	3.4	84 FT	95 FT
SAT	DB (L)	1	0	2	15.5	0.0	15.5	115	0.13	1.00	31.304	0.4	10 FT	3 FT
	DC (T)	1	0	67	23.0	0.0	23.0	115	0.20	1.00	31.304	3.7	93 FT	86 FT
	DA (R)	1	1	87	31.5	0.0	31.5	115	0.27	1.01	31.304	3.5	88 FT	102 FT

APR B - NORTHBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	BC (L)	1	4	128	8.5	0.0	8.5	115	0.07	1.04	31.304	7.5	187 FT	197 FT
	BA (T)	2	8	688	53.0	0.0	53.0	115	0.46	1.08	31.304	9.6	241 FT	320 FT
	BA+BD (TR)	1	8	346	53.0	0.0	53.0	115	0.46	1.08	31.304	9.6	241 FT	322 FT
PM	BC (L)	1	1	181	8.5	0.0	8.5	130	0.07	1.01	27.692	13.0	325 FT	308 FT
	BA (T)	2	3	969	62.0	0.0	62.0	130	0.48	1.03	27.692	15.6	389 FT	471 FT
	BA+BD (TR)	1	3	492	62.0	0.0	62.0	130	0.48	1.03	27.692	15.6	389 FT	479 FT
SAT	BC (L)	1	0	203	8.5	0.0	8.5	115	0.07	1.00	31.304	10.6	266 FT	300 FT
	BA (T)	2	1	811	47.0	0.0	47.0	115	0.41	1.01	31.304	12.6	314 FT	387 FT
	BA+BD (TR)	1	1	418	47.0	0.0	47.0	115	0.41	1.01	31.304	12.6	314 FT	399 FT

APR A - SOUTHBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	AD (L)	1	3	58	8.5	0.0	8.5	115	0.07	1.03	31.304	3.8	96 FT	88 FT
	AB (T)	3	8	1065	53.0	0.0	53.0	115	0.46	1.08	31.304	4.5	112 FT	330 FT
	AC (R)	1	5	455	70.5	0.0	70.5	115	0.61	1.05	31.304	2.0	49 FT	295 FT
PM	AD (L)	1	2	91	12.5	0.0	12.5	130	0.10	1.02	27.692	5.5	137 FT	151 FT
	AB (T)	3	2	1622	66.0	0.0	66.0	130	0.51	1.02	27.692	5.9	148 FT	490 FT
	AC (R)	1	2	341	83.5	0.0	83.5	130	0.64	1.02	27.692	1.2	30 FT	225 FT
SAT	AD (L)	1	1	130	8.5	0.0	8.5	115	0.07	1.01	31.304	6.7	168 FT	194 FT
	AB (T)	3	2	1442	47.0	0.0	47.0	115	0.41	1.02	31.304	6.1	152 FT	463 FT
	AC (R)	1	3	378	62.5	0.0	62.5	115	0.54	1.03	31.304	1.3	32 FT	284 FT

RED TIME QUEUE FOR HALSTED STREET AND 174TH STREET

(1 + T%) * (1 - G/C) * (2 * 25) * (DHV) / (# LANES) * (CYCLES / HR)

APR C - EASTBOUND = ENTER MANUALLY

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	CA (L)	2	0	95	14.0	0.0	14.0	115	0.12	1.00	31.304	2.5	63 FT	67 FT
	CB (R)	1	0	32	21.5	0.0	21.5	115	0.19	1.00	31.304	1.9	48 FT	42 FT
PM	CA (L)	2	0	333	27.0	0.0	27.0	130	0.21	1.00	27.692	7.4	185 FT	238 FT
	CB (R)	1	0	111	39.5	0.0	39.5	130	0.30	1.00	27.692	4.7	117 FT	140 FT
SAT	CA (L)	2	0	424	29.0	0.0	29.0	115	0.25	1.00	31.304	7.7	192 FT	253 FT
	CB (R)	1	0	141	41.5	0.0	41.5	115	0.36	1.00	31.304	4.6	114 FT	144 FT

APR D - WESTBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM														
PM														
SAT														

APR B - NORTHBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	BC (L)	2	0	44	7.5	0.0	7.5	115	0.07	1.00	31.304	1.6	39 FT	33 FT
	BA (T)	3	8	1224	89.0	0.0	89.0	115	0.77	1.08	31.304	1.6	41 FT	159 FT
PM	BC (L)	2	0	113	12.5	0.0	12.5	130	0.10	1.00	27.692	3.2	81 FT	92 FT
	BA (T)	3	3	1852	91.0	0.0	91.0	130	0.70	1.03	27.692	7.1	178 FT	344 FT
SAT	BC (L)	2	0	144	12.5	0.0	12.5	115	0.11	1.00	31.304	3.6	91 FT	103 FT
	BA (T)	3	1	1502	74.0	0.0	74.0	115	0.64	1.01	31.304	5.2	129 FT	288 FT

APR A - SOUTHBOUND

	MOVEMENT	LANES	T %	DHV	G (SEC.)	Gu (SEC.)	G + Gu (SEC.)	CYCLE LENGTH	(G+Gu)/C	1 + T%	CYCLES/HR	BACK OF QUEUE	95TH % QUEUE	RED-TIME QUEUE
AM	AB (T)	3	8	1573	77.0	0.0	77.0	115	0.67	1.08	31.304	9.0	224 FT	299 FT
	AC (R)	1	1	148	91.0	0.0	91.0	115	0.79	1.01	31.304	1.0	26 FT	50 FT
PM	AB (T)	3	2	2007	74.0	0.0	74.0	130	0.57	1.02	27.692	19.9	498 FT	531 FT
	AC (R)	1	2	377	101.0	0.0	101.0	130	0.78	1.02	27.692	3.6	89 FT	155 FT
SAT	AB (T)	3	2	1889	57.0	0.0	57.0	115	0.50	1.02	31.304	18.3	457 FT	517 FT
	AC (R)	1	0	476	86.0	0.0	86.0	115	0.75	1.00	31.304	4.8	119 FT	192 FT