River Forest Zoning Analysis

Item	Zoning Type	Code Section - Table	Allowed/Req'd	Provided	Notes
1.01	Zoning District	Per Zoning Map	C-3 & PD-2198	C-3 & PD-2198	Referencing C-3 & R-4 for Zoning Items where applicable
	a) use of property		C-3 : Commercial & R-4 Residential	C-3 : Commercial & R-4 Residential	
1.02	Landmark Building / Landmark District		NA	NA	Not a Landmark Per River Forest Landmark Map
1.03	Lot Area	10-14-3 & 10-14-5	36,414 SF	36, 414	In the **C3 district**, 10-14-5 : any building and it's accessory building ... may occupy one hundred percent of the lot on which it is built.
1.04	Maximum Floor Area Ratio	10-14-5: LOT COVERAGE AND FLOOR AREA RATIO	91,035 SF * See Notes	89,115	FAR = 2.5 (C-3 Zone) X 36,414 SF (Lot Area) = 91,035 FAR
1.05	Building Height	10-14-6: HEIGHT REGULATIONS	50 FT	+/- 80 FT	Per **C3 district**
1.06	Minimum Yards	10-14-7: SETBACK REGULATIONS	NA	None	See notes in Line 1.03 : Building may occupy 100 percent of lot
1.07	Number of Dwelling Units	10-14-3 - Minimum Land Area	13	32	4 Residential Floors at 8 Units Per floor
1.08	Grade Elevation : Per Township		TBD	TBD	Establish Project Elevation : Per Township Grade Elevation of Lot
1.09	Off Street Loading	Zoning 10-11-9 & 10-12-9 : OFF STREET LOADING	(1) Loading space for Residential, (1) Loading space for Commercial	(1) Loading space for Residential, (1) Loading space for Commercial	R-4 : 1 Loading per 30 Dwelling Units C-3 : 1 Loading (5,000 sf to 50,000 sf)
1.10	Off street Parking	10-11-8 & 10-14-8 OFF STREET PARKING	87* See Notes	86	R-4 : 1 spot per 2.5 Units + 1 Visitor per 5 Units = 86.4 = 87 total C-3 : The anticipated use and tenancy is expected to be service retail establishments which does not require off-street parkingvParking Required per Zoning (10-14-8)
1.11	Landscape	5-8-3 : Trees Guarded during Construction	(10) Existing	(9) to remain*	(1) tree to be removed for parking garage entrance

Minimum Land Area

Per the zoning code:
10-14-3: MINIMUM LAND AREA:

In the C3 district, no less than two thousand eight hundred square feet of land area shall be provided for every residential unit. (Ord. 2941, 10-22-2001)

the square footage of land area to unit square footage (36,414 by 2800 = 13 units permitted)

Lake and Lathrop Partnership is planning on providing 32 units.

The public/private partnership or Lake Lathrop Partners LLC overall design is to fit within the aesthetics and complement the surrounding uses.

Parking

Per the zoning code:

O. Except as provided in subsection 10-19-4B of this chapter, no planned development containing multi-family housing shall be approved unless the following standards are met:

1. At least 2.5 parking spaces per dwelling unit are provided for. This requirement may be met by a contract, easement or other device providing permanent rights to off-site parking;

The R-4 1 spot per 2.5 dwelling unit plus 1 visitor per 5 unit = 86.4 total parking.

Lake and Lathrop Partnership is planning on providing 87 parking spaces, however, 1 space will be used for a turning space for the dead end of the ground floor, reducing the total to 86 parking spaces which is slightly less the zoning requirements. However, this is mitigated with visitor parking on the ground floor area as well there approximately 8 parking spaces on the south side of Lake Street

10-14-8: OFF STREET PARKING:

The off-street parking regulations shall be the same as those of the C1 district, except that service retail establishments, located in an area bounded by Lathrop Avenue, Lake Street, Park Avenue and a line one-half block south of and parallel to Lake Street, shall not be required to provide any off street parking. (Ord. 2640, 5-23-1995)

The anticipated use and tenancy is expected to be service retail establishments which does not require off-street parking. However, the Project is dedicating approximately 31 parking spaces for commercial use on the ground level. Thus, providing the residential unit 56 parking spaces which is approximately 1.75 per unit.

In addition, if in the event, the tenancy changes the project will have approximately 31 parking spaces dedicated for commercial uses.

Building Height

Per the zoning code:
10-14-6: HEIGHT REGULATIONS:

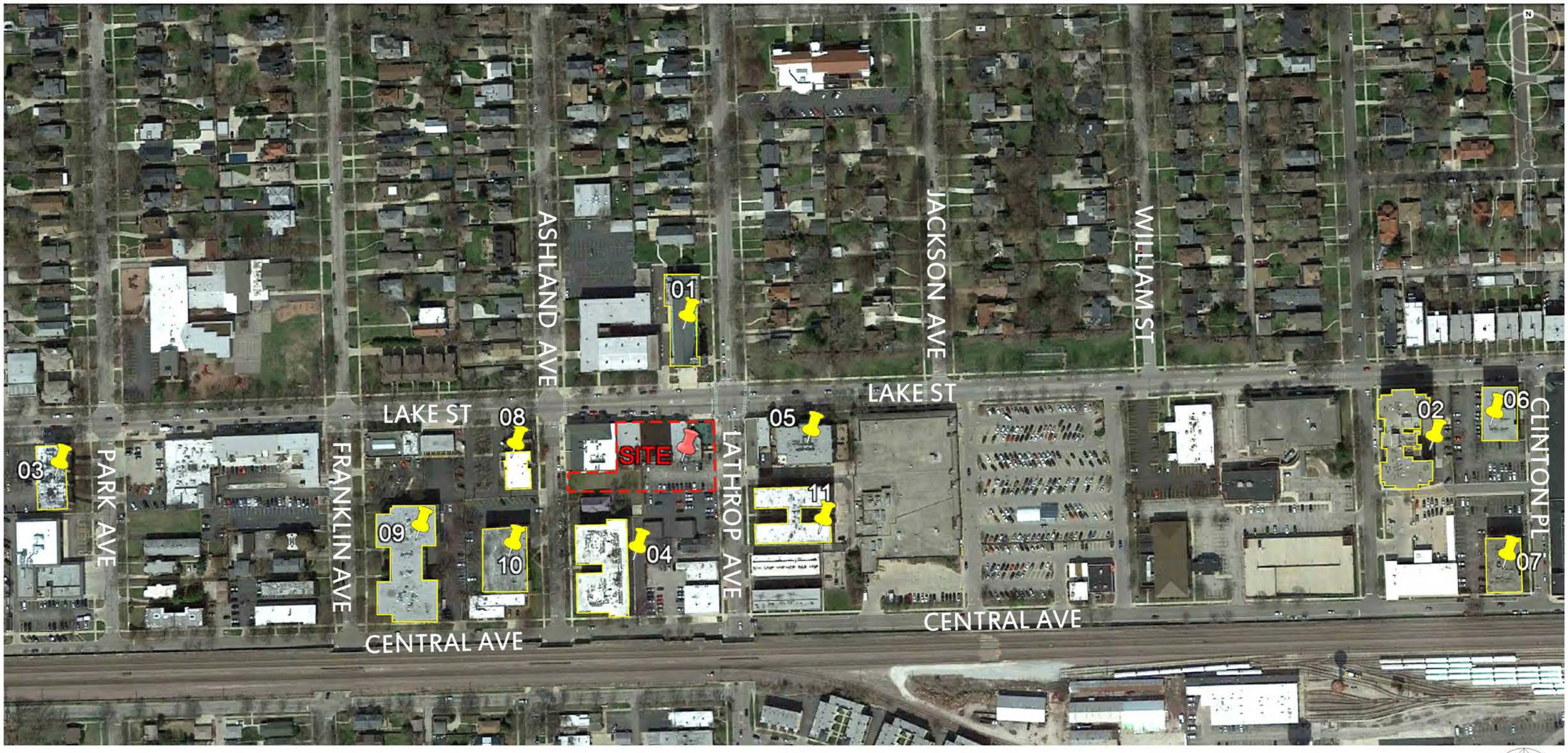
In the C3 district, no building shall be erected or structurally altered to exceed fifty feet. (Ord. 2640, 5-23-1995)

The public/private partnership or Lake Lathrop Partners LLC overall design is to fit within the aesthetics and complement the surrounding uses. Lake Lathrop Partners LLC will be requesting a building height variance from 50 feet to 80 feet due to the following:

1. **Upscale Buyer demand of higher clear height 10 ft. within units** – buyers while downsizing do not want to compromise on the interior quality and finish. The demographic profile of the purchaser is a single or empty nester couple who have deep connections to the River Forest area.
2. **Higher upscale buyer will add to the tax base of the area.**
3. **Aesthetics** – the added height provides character, prominence and enhancement to the
4. **Neighborhood –** approximately ten (10) building in the area have heights exceeding the existing zoning restriction. (Please see attached location map and pictures)

#	Location	# of story	Bldg Height Ft.	Yr Built
S	**Lake & Lathrop (subject site)**	**5 story**	**+/- 80**	
01	Lake St and Lathrop (church)	12 story	+/- 120 to 140	1937
02	William Place (435 Williams St	8 story	+/- 70 to 75	2001
03	424 Park	6 story	+/- 65 to 70	1972
04	407 Ashland Ave.	6 story	+/- 65 to 70	1971
05	Centennial House (7575 Lake S	6 story	+/- 65 to 70	1937
06	434 Clinton Place	6 story	+/- 65 to 70	1971
07	414 Clinton Place	6 story	+/- 55 to 60	1972
08	444 Ashland Ave	5 story	+/- 55 to 60	2003
09	407 Franklin Ave.	5 story	+/- 55 to 60	1968
10	410 Ashland	5 story	+/- 55 to 60	1973

See following height analysis:



SEDGWICK DEVELOPMENT

KEYSTONE VENTURES
REAL ESTATE DEVELOPMENT

AERIAL OF NEIGHBORING BUILDINGS ABOVE 55 FT TALL

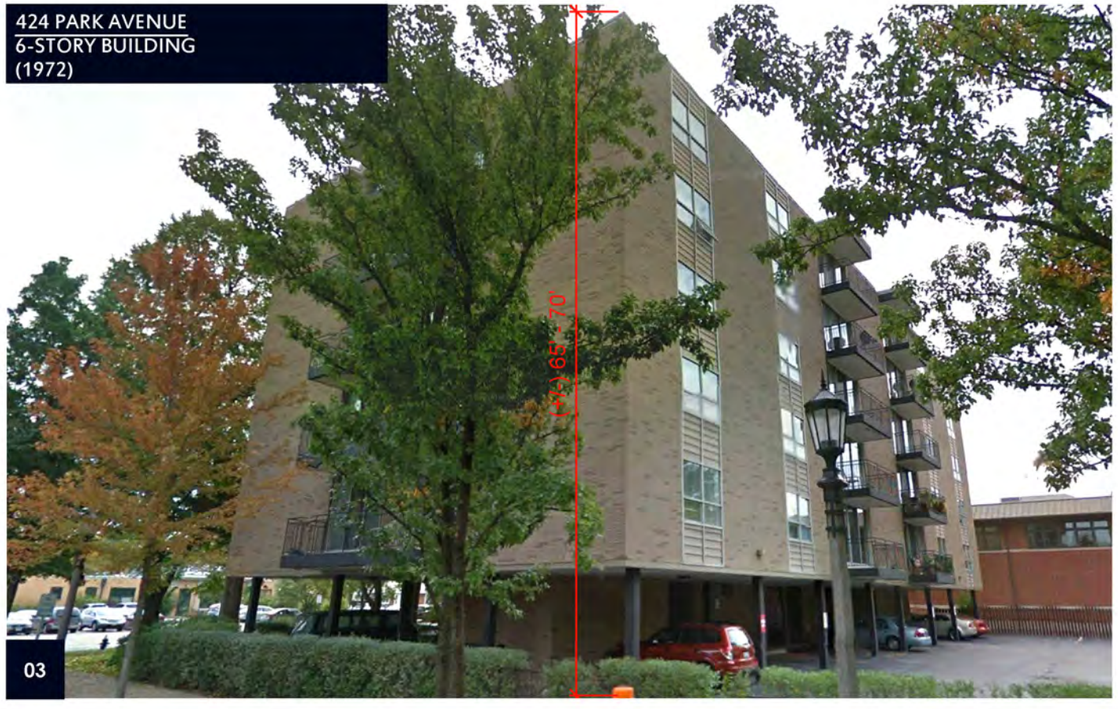
LAKE STREET & LATHROP AVENUE
RIVER FOREST ILLINOIS

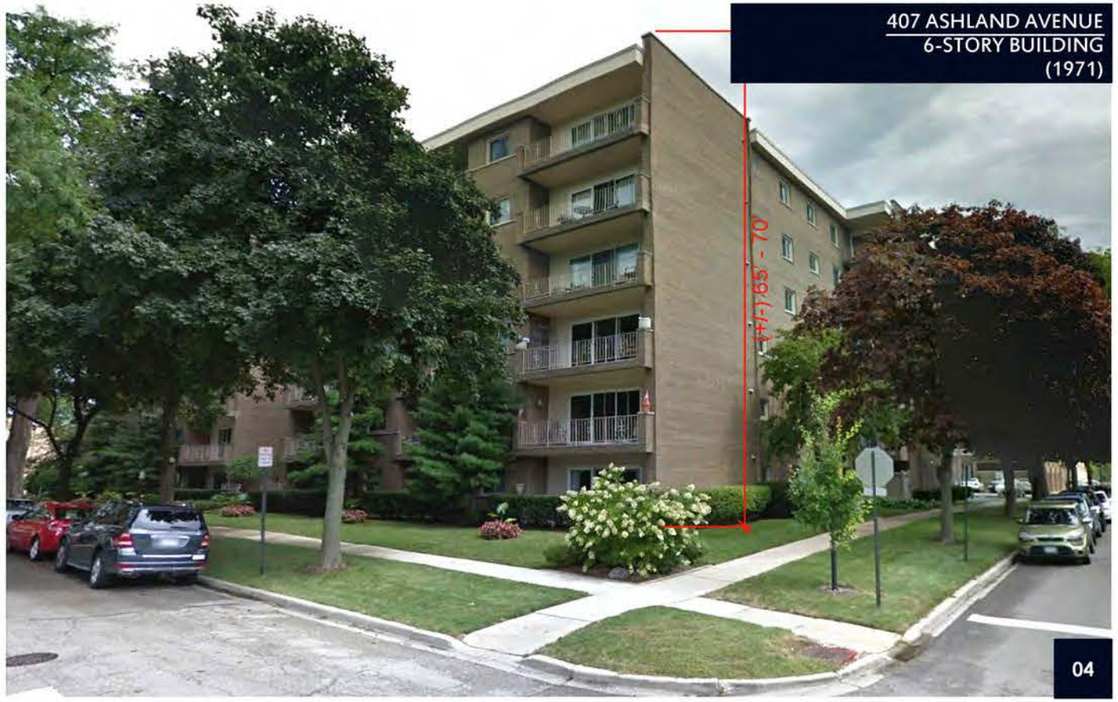
01


PROPOSED PROJECT : LAKE ST & LATHROP AVE
5-STORY BUILDING
(MIXED-USE, CONDOS)
80'-0"
74'-0"
RESIDENTIAL ENTRY
RESIDENTIAL ENTRY
SITE: Lake Street & Lathrop Avenue


ST. LUKE'S ROMAN CATHOLIC CHURCH
12-STORY BUILDING
(1937)
(+/-) 120' - 140'
01


WILLIAM PLACE : 435 WILLIAM STREET
8-STORY BUILDING
(2001)
(+/-) 70'-75'
02


424 PARK AVENUE
6-STORY BUILDING
(1972)
(+/-) 55'-70'
03



407 ASHLAND AVENUE
6-STORY BUILDING
(1971)

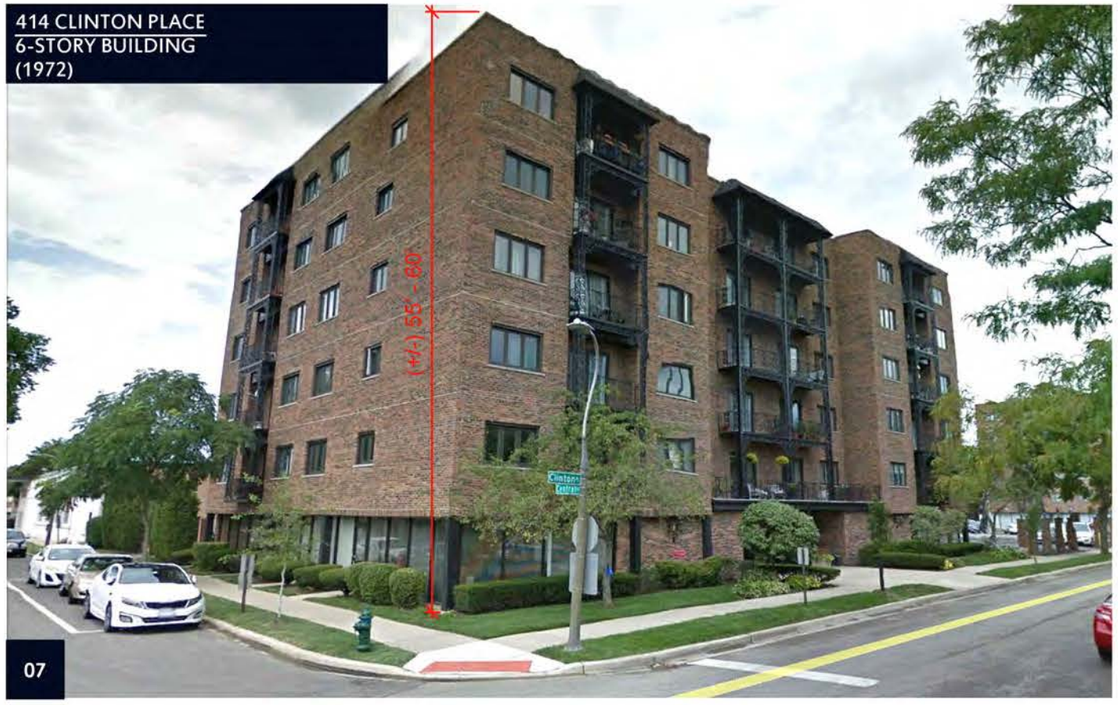
04

CENTENNIAL HOUSE : 7575 LAKE ST
6-STORY BUILDING
(1937)

05

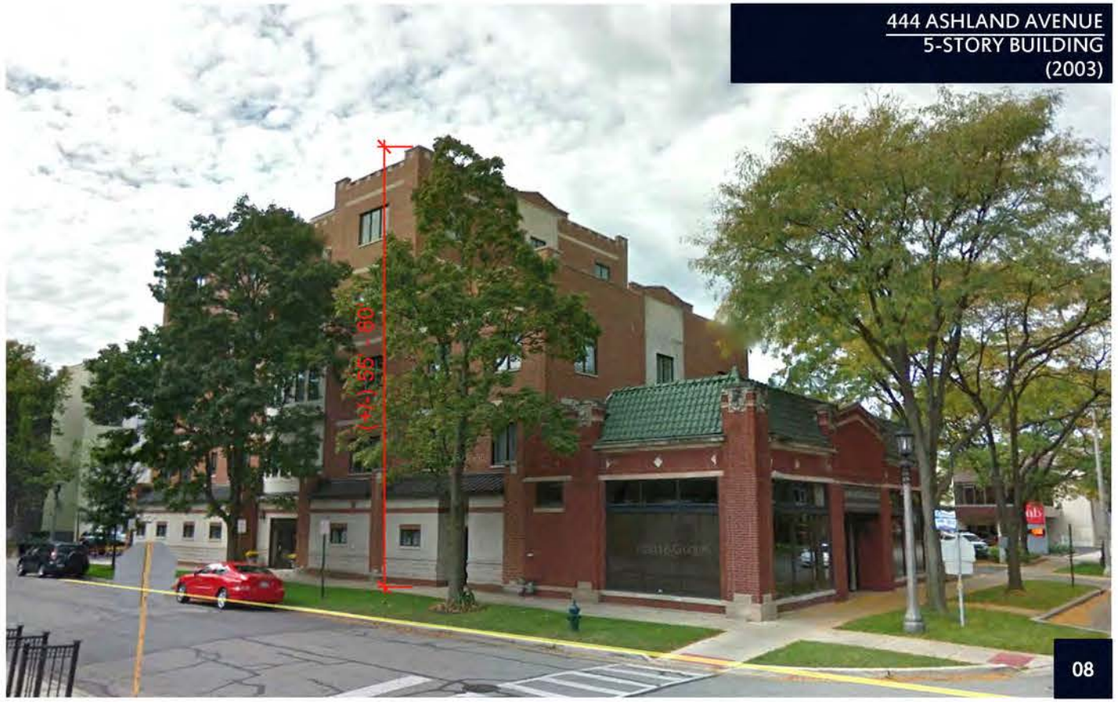
434 CLINTON PLACE
6-STORY BUILDING
(1971)

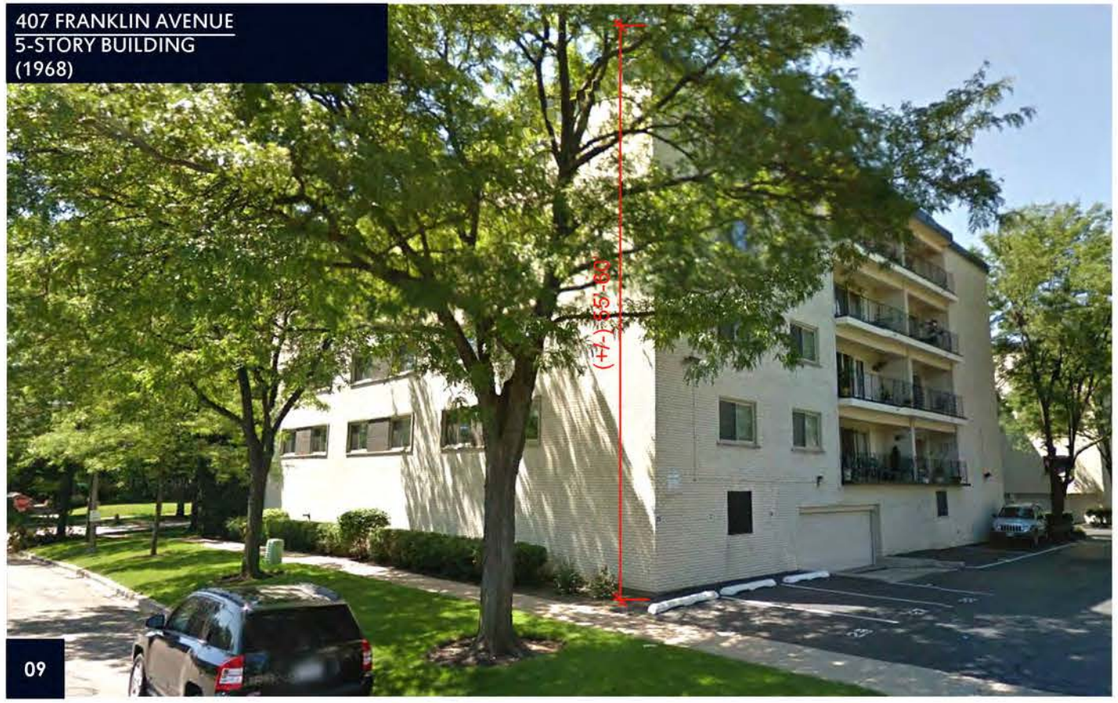
06

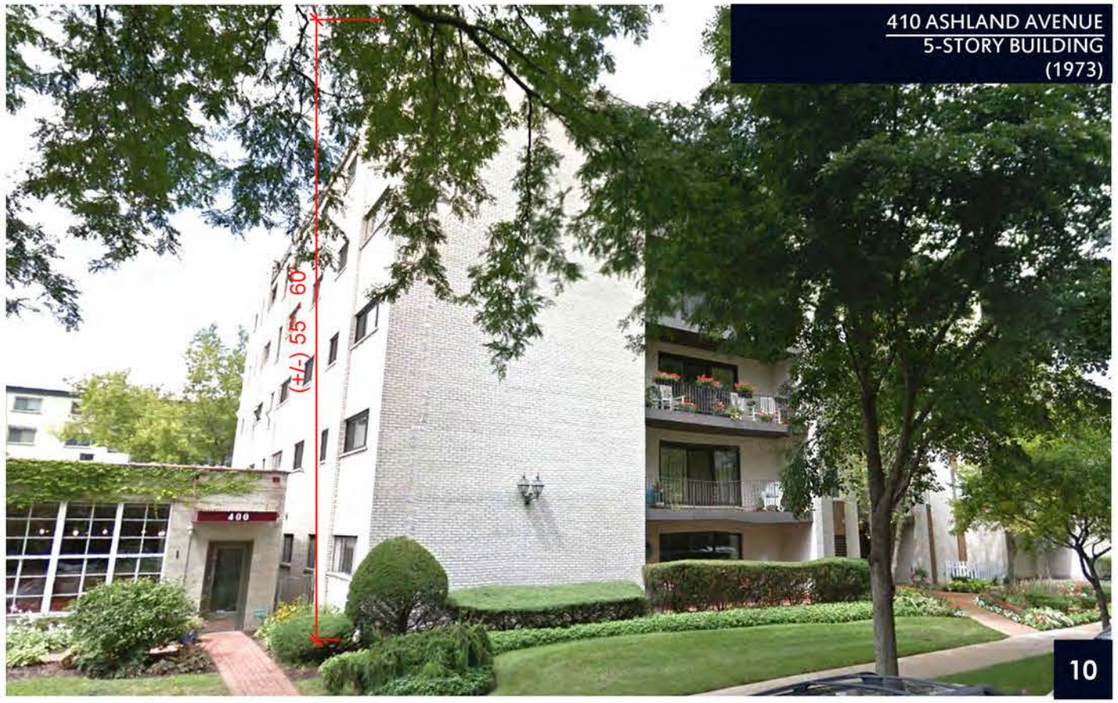


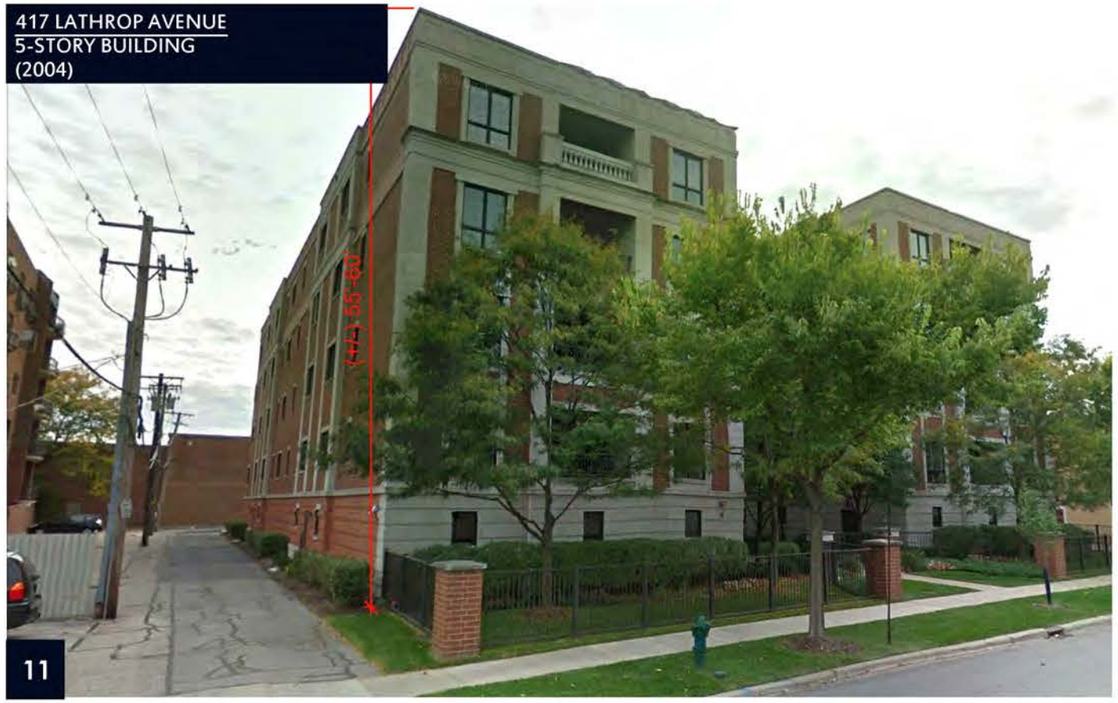
414 CLINTON PLACE
6-STORY BUILDING
(1972)

07


444 ASHLAND AVENUE
5-STORY BUILDING
(2003)
(+/-) 55' 60'
08


407 FRANKLIN AVENUE
5-STORY BUILDING
(1968)
(+/-) 55' 60'
09


410 ASHLAND AVENUE
5-STORY BUILDING
(1973)
(+/-) 55' 60'
400
10


417 LATHROP AVENUE
5-STORY BUILDING
(2004)
108' 55' (+/-)
11

TRAFFIC STUDY

KLOA has been retained to perform a traffic study. The report is expected in the next few weeks.

Traffic Impact Study
Proposed Mixed-Use Development

River Forest, Illinois

Prepared For:

SEDGWICK DEVELOPMENT

Prepared By:

KLOA

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

June 1, 2018

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, OôHara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development to be located in the southwest quadrant of the intersection of Lake Street with Lathrop Avenue in River Forest, Illinois. As proposed, the site which currently contains one story retail buildings, will be redeveloped with approximately 16,210 square-feet of ground floor retail space, approximately 32 condominium units and a parking garage with 86 parking spaces. Access to the parking garage will be provided via full movement access drives off Lathrop Avenue and Ashland Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development and evaluate the adequacy of the proposed parking supply.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

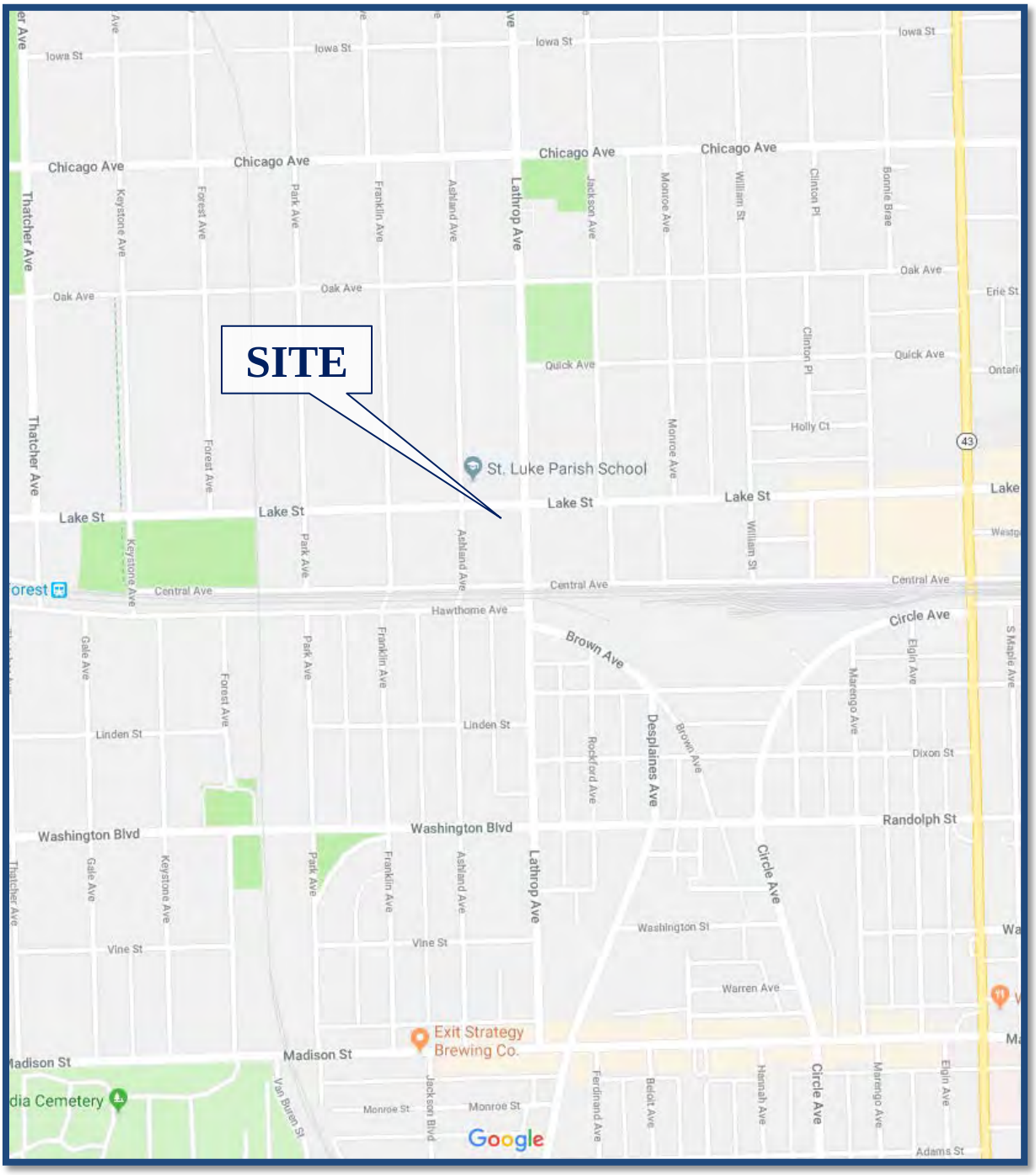
The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

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

2. Future Condition - The future projected traffic volumes include the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

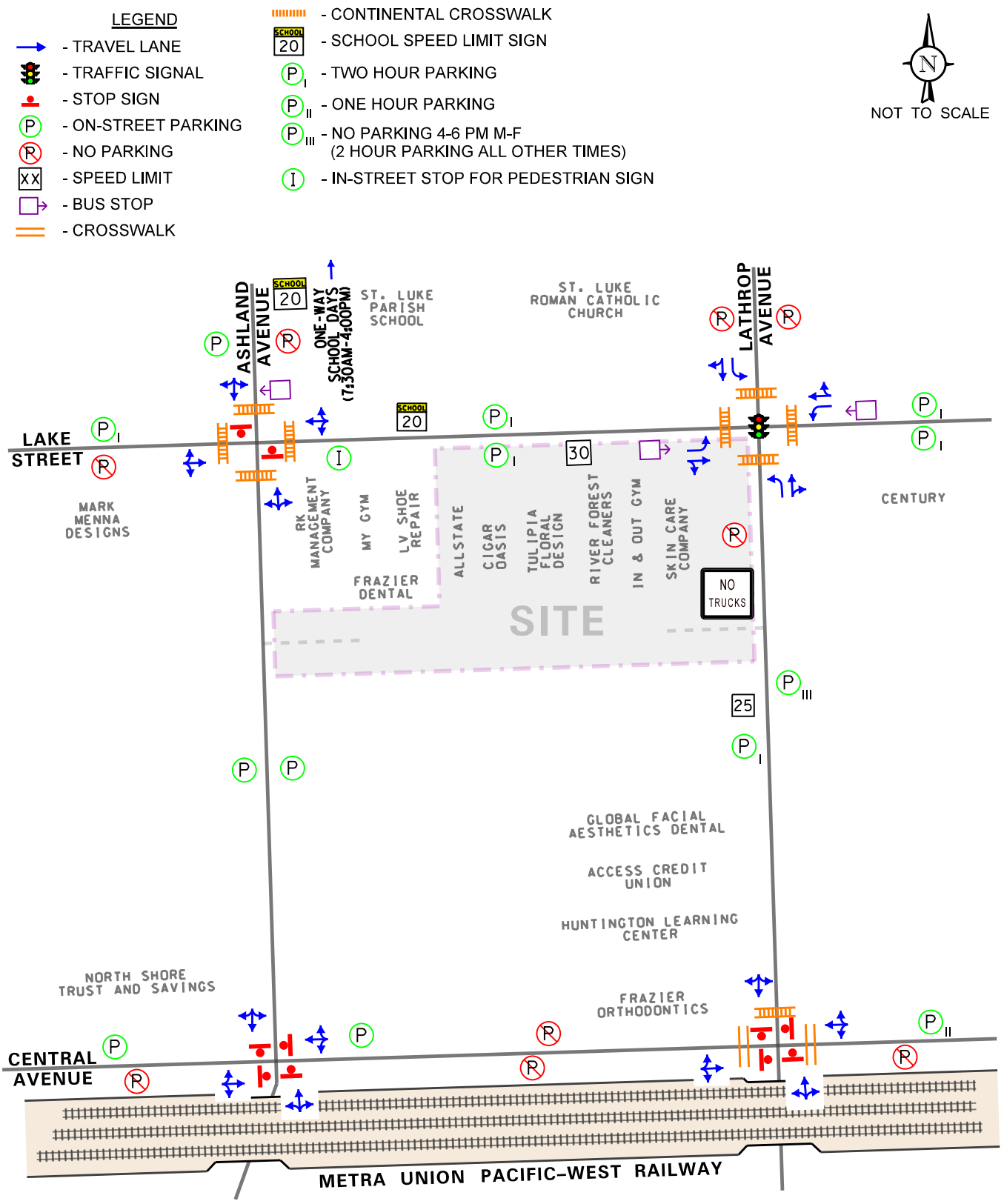
The site, which is currently occupied by Allstate, Cigar Oasis, Tulipia Floral Design, River Forest Cleaners, In and Out Gym and Skin Care Company, is located in the southwest quadrant of the intersection of Lake Street with Lathrop Avenue. Land uses in the vicinity of the site are primarily a mix of residential buildings and commercial establishments in all directions and includes the following; RK Management Company, Frazier Dental, My Gym and LV Shoe Repair and Mark Menna Design to the west, St. Luke Parish School and St. Luke Roman Catholic Church to the north, West Suburban Medical Center and Century to the east and Global Facial Aesthetics Dental, Access Credit Union, Huntington Learning Center and Frazier Orthodontics to the south.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Lake Street is an east-west arterial roadway that in the vicinity of the site provides one lane in each direction. At its signalized intersection with Lathrop Avenue, Lake Street provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Both legs of the intersection provide high visibility crosswalks with pedestrian countdown timers. Right-turns on red at this intersection are not permitted when pedestrians are present. At its unsignalized intersection with Ashland Avenue, Lake Street provides a shared left/through/right-turn lane and high visibility crosswalks on both approaches. Parking is generally permitted on both sides of the roadway and is limited to two-hours. Lake Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 9,000 vehicles (IDOT AADT 2014) and has a posted speed limit of 30 miles per hour with a school zone speed limit of 20 miles per hour.

Ashland Avenue is a north-south local roadway that in the vicinity of the site provides one-through lane in each direction. At its unsignalized intersection with Lake Street, Ashland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both approaches. At its all-way stop sign controlled intersection with Central Avenue, Ashland Avenue provides a shared left/through/right-turn lane on both approaches. North of Lake Street, Ashland Avenue is restricted to one-way northbound traffic between 7:30 A.M. and 4:00 P.M. on school days and has a school zone speed limit of 20 miles per hour. Parking is generally permitted on both sides of the roadway. Ashland Avenue is under the jurisdiction of the Village of River Forest.



Mixed-Use Development
River Forest, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 18-003 Figure: 3

Lathrop Avenue is a north-south collector roadway that in the vicinity of the site provides one through lane in each direction. At its signalized intersection with Lake Street, Lathrop Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Both legs of the intersection provide high visibility crosswalks and pedestrian countdown timers. Right-turns on red are not permitted at all times on both approaches. At its all-way stop sign controlled intersection with Central Avenue, Lathrop Avenue provides a shared left/through/right-turn lane on both approaches. The north leg of the intersection provides a high visibility crosswalk and is wide enough to operate as a shared left-turn/through lane and a shared through/right-turn lane. Between Lake Street and Central Avenue, parking is permitted on the west side of the roadway that is limited to two-hours. On the east side of the roadway, parking is prohibited between 4:00 and 6:00 P.M., Monday through Friday and is limited to two hours at all other times. Lathrop Avenue is under the jurisdiction of the Village of River Forest, carries and AADT volume of 3,550 vehicles and has a posted speed limit of 25 miles per hour.

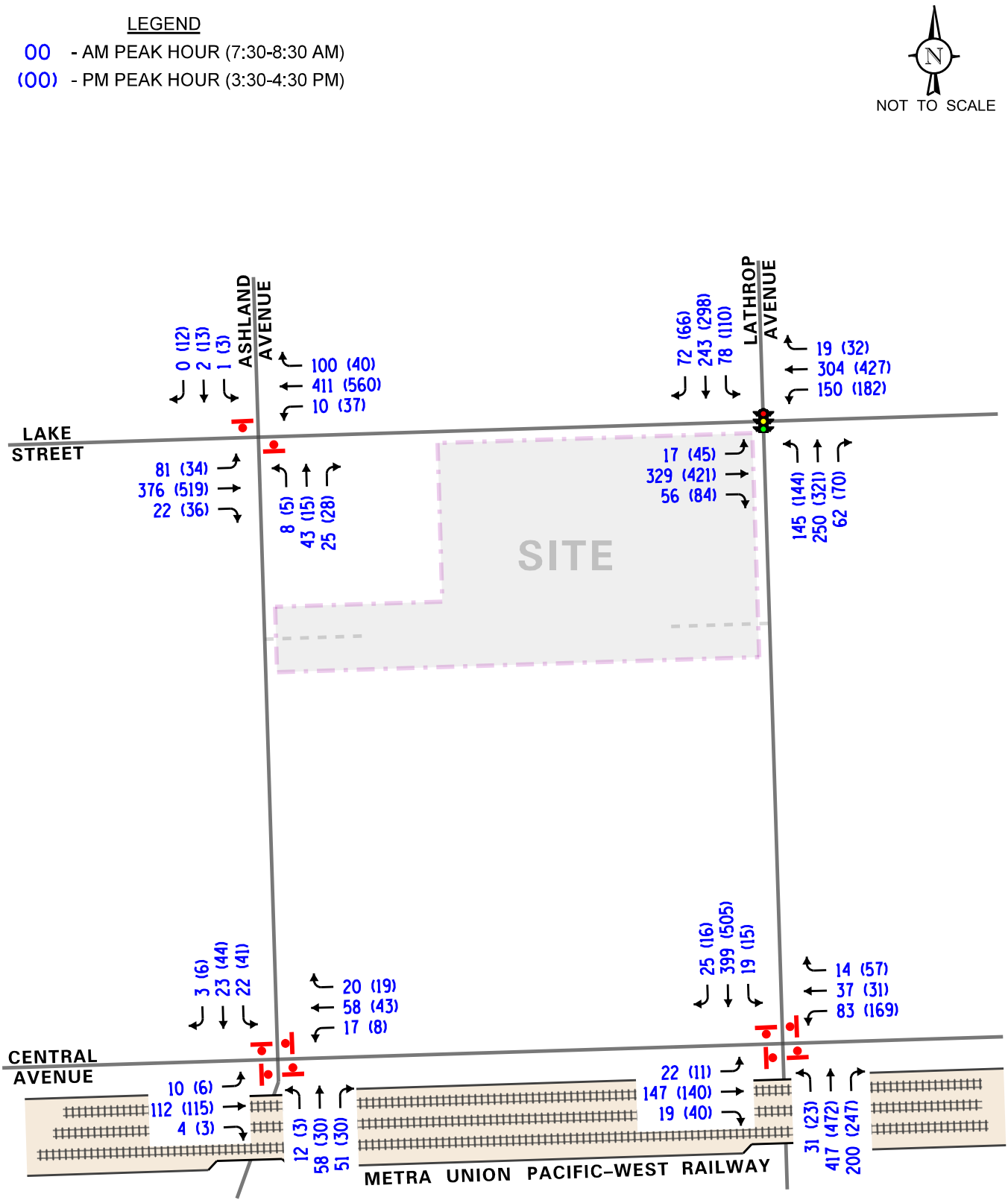
Central Avenue is an east-west local roadway that in the vicinity of the site provides one through lane in each direction. At its all-way stop sign controlled intersections with Lathrop Avenue and Ashland Avenue, Central Avenue provides a shared left/through/right-turn lanes on both approaches. The east and west legs of the intersection of Central Avenue with Lathrop Avenue provide standard crosswalks. Parking is prohibited on the south side of the roadway and on the north side of the roadway between Lathrop Avenue and Ashland Avenue. East of Lathrop Avenue, parking is permitted on the north side of the roadway and is limited to one-hour. West of Ashland Avenue, parking is permitted on the north side of the roadway. Central Avenue is under the jurisdiction of the Village of River Forest.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Thursday, December 21, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (2:30 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Lake Street with Lathrop Avenue
- Lake Street with Ashland Avenue
- Central Avenue with Lathrop Avenue
- Central Avenue with Ashland Avenue

The 2:30 P.M. to 6:00 P.M. evening peak period was chosen to ensure that include the traffic generated by the afternoon dismissal times of St. Luke Parish School, Lincoln Elementary School and Roosevelt Middle School was included. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 3:30 P.M. to 4:30 P.M. It should be noted that the weekday evening peak hour is influenced by the proximity of St. Luke Parish School, Lincoln Elementary School and Roosevelt Middle School and occurs earlier than a typical commuter peak hour between 4:00 and 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing pedestrian and bicycle peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Mixed-Use Development
River Forest, Illinois

Existing Traffic Volumes

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

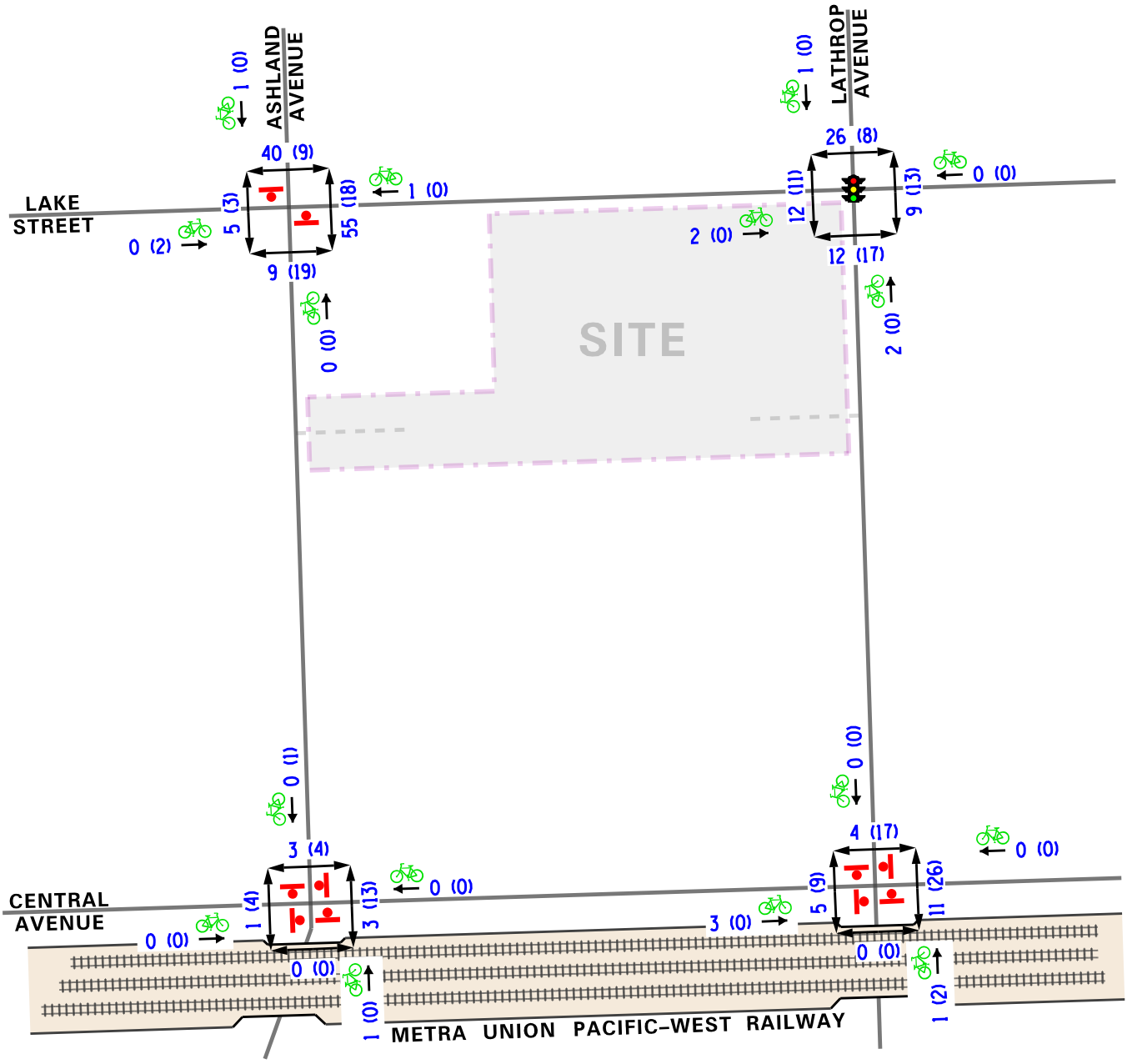
Job No: 18-003 Figure: 4

LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (3:30-4:30 PM)

NOT TO SCALE



Mixed-Use Development River Forest, Illinois	Existing Pedestrian and Bicycle Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 18-003 Figure: 5

Crash Analysis

KLOA, Inc. obtained crash data for the past most recent available five years (2011 to 2015) for the study area intersections and the crash data for the intersections of Lake Street with Lathrop Avenue, Lake Street with Ashland Avenue and Lathrop Avenue with Central Avenue are summarized in **Tables 1** through **3**, respectively. A review of the crash data indicated that the intersection of Ashland Avenue with Central Avenue experienced only two crashes between 2011 and 2015 and these two crashes involved a parked motor vehicle. Additionally, it should be noted that of the six total ñotherò crashes that occurred at the intersection of Central Avenue with Lathrop Avenue, four of these crashes involved either a pedestrian or bicyclist. Furthermore, no fatalities reported at any of the study area intersections between 2011 and 2015.

Table 1
LAKE STREET WITH LATHROP AVENUE ï CRASH SUMMARY

	Type of Crash Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2011	0	0	3	0	1	0	4
2012	2	1	1	0	0	2	6
2013	0	0	1	0	0	0	1
2014	0	0	3	0	2	1	6
2015	0	0	2	1	1	0	4
Total	**2**	**1**	**10**	**1**	**4**	**3**	**21**
Average	**< 1**	**< 1**	**2**	**< 1**	**< 1**	**< 1**	**4.2**

Table 2
LAKE STREET WITH ASHLAND AVENUE ï CRASH SUMMARY

	Type of Crash Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2011	1	0	0	0	0	1	2
2012	0	0	1	0	0	0	1
2013	0	0	3	1	0	0	4
2014	0	1	1	0	0	0	2
2015	1	0	1	0	0	0	2
Total	**2**	**1**	**6**	**1**	**0**	**1**	**11**
Average	**< 1**	**< 1**	**1.2**	**< 1**	**0**	**< 1**	**2.2**

Table 3
CENTRAL AVENUE WITH LATHROP AVENUE ï CRASH SUMMARY

	Type of Crash Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2011	2	0	0	0	0	1	3
2012	2	0	0	0	0	2	4
2013	1	0	1	0	1	0	3
2014	1	2	0	0	0	1	4
2015	1	0	1	1	0	2	5
Total	**7**	**2**	**2**	**1**	**1**	**6**	**19**
Average	**1.4**	**< 1**	**< 1**	**< 1**	**< 1**	**1.2**	**3.8**

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

St. Luke Parish School Operations

As previously indicated, the St. Luke Parish School is located in the northeast quadrant of the intersection of Lake Street with Ashland Avenue. The school day starts at 8:10 A.M. and ends at 3:00 P.M. On school days from 7:30 A.M. to 4:00 P.M., Ashland Avenue north of Lake Street is restricted to one-way northbound travel only to better facilitate drop-off and pick-up activities for the school.

During the morning drop-off activity traffic cones are placed on Ashland Avenue creating a drop-off loading zone and a northbound bypass lane. Parents drop-off studentôs curbside within the loading zone or within the parking lot located on the north side of the school. School faculty/staff are also available to direct vehicles within the loading zone to ensure vehicles do not queue onto Lake Street. Additionally, a crossing guard is located at the intersection of Lake Street with Ashland Avenue and another crossing guard is located at the access drives serving the parking lot along Ashland Avenue.

Field observations conducted during the weekday morning peak hours indicated that drop-off activity began at approximately 7:55 A.M. and drop off queues were on average five to eight vehicles which did not extend to Lake Street. The maximum queue observed was 11 vehicles occurring only once and while this queue did extend to Lake Street, it did not obstruct westbound through traffic. Additionally, it was observed that eastbound left-turning vehicles onto Ashland Avenue would block eastbound traffic creating queues on Lake Street that extended to and sometimes beyond Franklin Avenue.

It should be noted that the crossing guard located at the intersection of Lake Street with Ashland Avenue, in addition to stopping traffic for crossing pedestrians, would stop traffic on Lake Street to allow northbound vehicles to turn left onto Lake Street or continue north on Ashland Avenue. At these times, the crossing guard would also direct eastbound left-turn movements from Lake Street onto Ashland Avenue. The crossing guard would frequently stop Lake Street traffic during the morning drop-off period minimizing northbound queues on Ashland Avenue and providing relief to the eastbound queueing. However, during these occurrences westbound queues would extend to and sometimes through the intersection of Lake Street with Lathrop Avenue.

Drop-off activity for St. Luke Parish School concluded by 8:15 A.M. and by this time, long queues in the eastbound direction no longer occurred. Overall, the morning drop-off activity occurred within only a 20-minute period

During the afternoon pick-up activity, parents park curbside on both sides of Ashland Avenue north of Lake Street and also stage within the parking lot located on the north side of the school. Parents get out of their vehicles and wait for their children at the entrances located off Ashland Avenue. Once students are released, parents exit their parking area by traveling north on Ashland Avenue.

Field observations conducted during the weekday afternoon pick-up period indicated that vehicles began staging on Ashland Avenue as early as 2:30 P.M. The majority of pick-up activity was contained within Ashland Avenue north of Lake Street and did not impact the through traffic on Lake Street. Similar to the morning drop-off activity, the crossing guard stopped vehicles in the eastbound and westbound direction on Lake Street for pedestrians and minor approach vehicle movement which caused queueing in the eastbound and westbound direction with westbound queues extending to and beyond the intersection of Lake Street with Lathrop Avenue. However, all major pick-up activity occurred between 2:50 P.M. and 3:10 P.M. with all St. Luke Parish School activity done by 3:15 P.M. It should be noted that this school activity occurred outside of the weekday evening peak hour.

Lincoln Elementary School and Roosevelt Middle School Operations

Lincoln Elementary School is located 1,000 feet west of the site on the north side of Lake Street between Park Avenue and Franklin Avenue and Roosevelt Middle School is located one-quarter of a mile north of the site in the northeast quadrant of the intersection of Lathrop Avenue with Oak Avenue. Both schools start at 8:30 A.M. and end at 3:20 P.M. Field observations conducted during the weekday morning peak hour indicated that the crossing guard located at the intersection of Lake Street with Franklin Avenue, serving Lincoln Elementary School would stop traffic in the eastbound and westbound directions on Lake Street to allow for pedestrian crossing. This crossing guard, in conjunction with the St. Luke Parish School crossing guard, caused westbound queues on Lake Street from Franklin Avenue, that extend through the intersection of Lake Street with Lathrop Avenue that would also cause queueing in the southbound direction on Lathrop Avenue at Lake Street. While no queueing of vehicles at Roosevelt Middle School were observed to impact the study area, the start time of this school contributed to the vehicle surge experienced during the weekday morning peak hour from 8:00 A.M. to 8:30 A.M. All queueing and traffic resulting from the three-area schools dissipate from the study area by 8:30 A.M.

During the afternoon pick up activity, vehicle queueing from Lincoln Elementary School and Roosevelt Middle School did not impact the study area intersections However, these school release times did contribute to the vehicle surge experienced between 3:00 P.M. and 3:30 P.M. on the area roadway network. All school related vehicle traffic dissipated by 3:30 P.M.

Additional Field Observations

During the weekday evening peak period, southbound queues at the intersection of Lathrop Avenue and Central Avenue extend from Central Avenue through the intersection of Lake Street with Lathrop Avenue. These queues are due to the high volume of southbound vehicles on Lathrop Avenue at Central Avenue and its operation as an all-way stop sign controlled intersection. Additionally, the northbound approach at this intersection was observed to operate as two northbound lanes during the peak hour due to the existing pavement width provided. During the weekday morning peak hour, when two-hour parking is permitted on the east side of Lathrop Avenue north of Central Avenue, the northbound approach operated as a shared left/through lane and an exclusive right-turn lane. During the weekday evening peak hour, when two-hour parking is prohibited on the east side of Lathrop Avenue north of Central Avenue, the northbound approach operated as a shared left-turn/through lane and a shared through/right-turn lane.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the plans call for the redeveloping the site with approximately 16,210 square-feet of ground floor retail, approximately 32 condominium units and a parking garage with 86 parking spaces with 32 parking spaces reserved for retail use. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Proposed Access

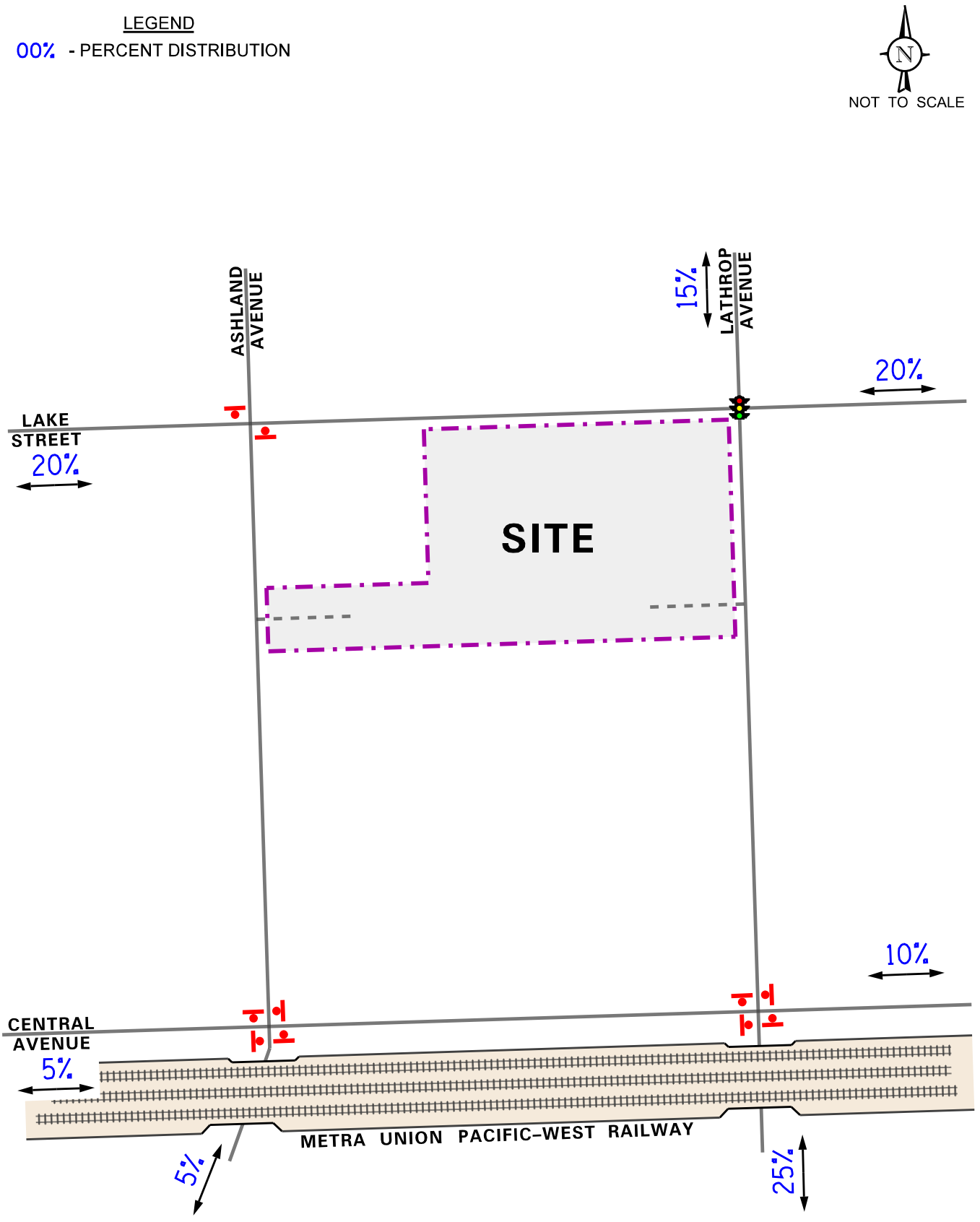
Access to the first floor of the parking garage will be provided via a full movement access drive off Lathrop Avenue and access to the second floor of the parking garage will be provided via a full movement access drive off Ashland Avenue. Both access drives will provide one inbound lane and one outbound lane and the proposed access drive off Ashland Avenue will be regulated via a garage door that will be closed at all times.

Loading

Loading for the condominium units will be provided on-site with access to the loading zone provided off Ashland Avenue. Loading for the retail space will be provided on the east side of Ashland Avenue between Lake Street and the proposed access drive. The provision of the loading zone along Ashland Avenue will result in the loss of three parking spaces, including one handicap parking space. It is recommended that the handicap parking space be relocated to the west side of the roadway.

Directional Distribution

The directions from which residents and patrons of the mixed-use development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.



Mixed-Use Development
River Forest, Illinois

Estimated Directional Distribution

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Job No: 18-003 Figure: 6

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the Mixed-Use development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. It should be noted that the proposed mixed-use development is located within one-half mile of the River Forest Union Pacific ï West Metra Commuter Railway Station. As such, many of the residents will either utilize public transportation to get to work or will be employees of the hospital. Based on census data provided for households located within one-half mile of the River Forest Metra Station, approximately 25 percent of residents utilize public transportation to travel to/from work. As such, the trips estimated to be generated by the proposed apartment units were reduced by approximately 25 percent due to the proximity of public transportation. **Table 4** tabulates the vehicle trips anticipated for this development.

It should be noted that this trip generation is conservative as it represents the peak hour of commuter traffic which generally occurs between 4:00 P.M. and 6:00 P.M. and this trip generation was transposed on the peak hour of adjacent roadway traffic occurs from 3:30 P.M. to 4:30 P.M. Generally during this peak hour, the number of commuter trips generated by the development will be less. Additionally, the site is currently occupied by a number of occupied and operating commercial uses and the trips generated by these uses were not removed from the area roadway network.

Table 4
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
230	Condominiums (32 Units)	4	17	21	16	8	24	238
	25 Percent Reduction	*-1*	*-4*	*-5*	*-4*	*-2*	*-6*	*-60*
826	Specialty Retail (16,210 s.f.)	7	4	11	19	25	44	718
	Total	**10**	**17**	**27**	**31**	**31**	**62**	**896**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

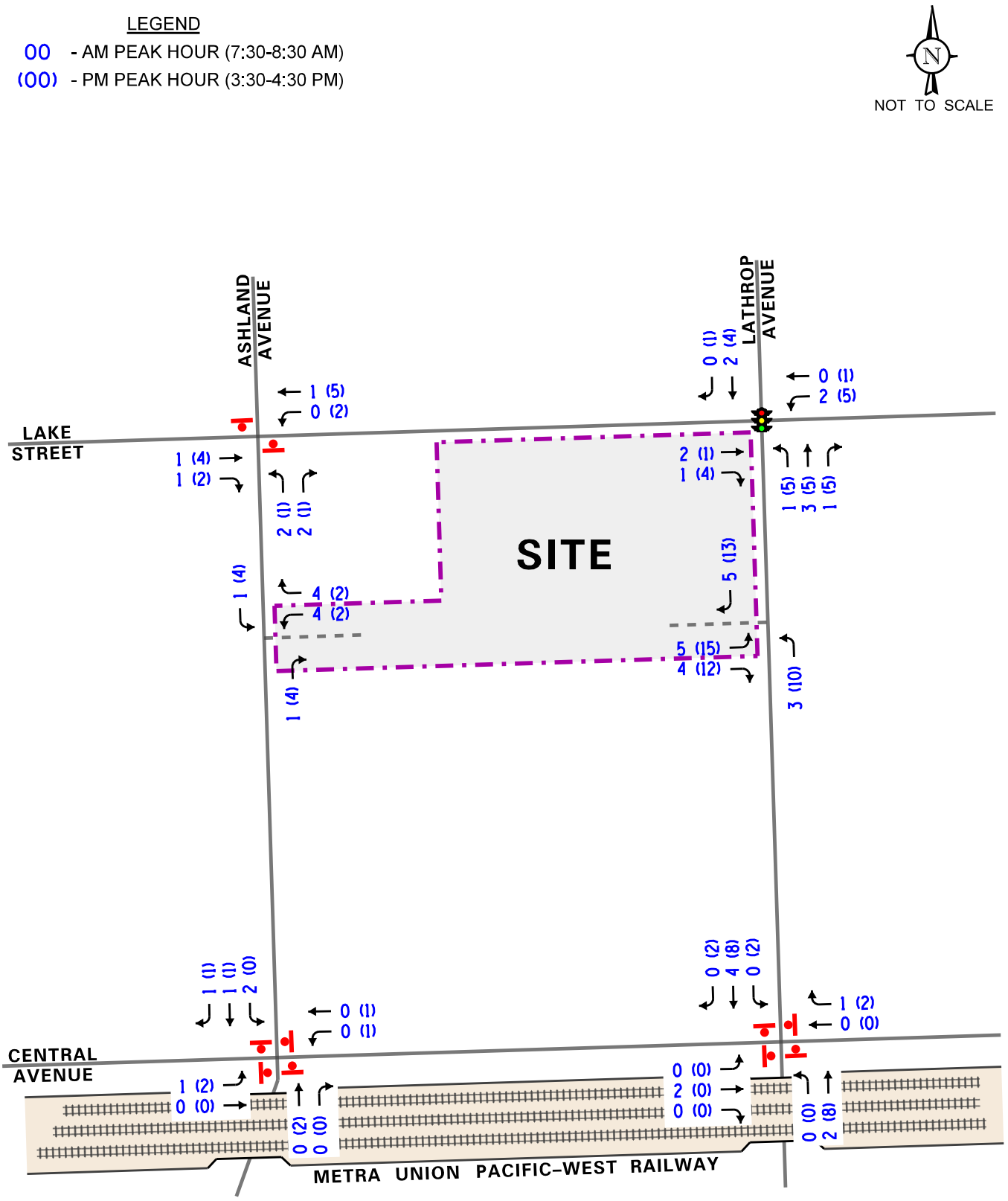
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The total new traffic assignment for the commercial development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated January 11, 2018, an increase of approximately 0.65 percent per year for six years (buildout year plus five years) was applied to project Year 2023 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2023 total projected traffic volumes, as shown in **Figure 8**.



Mixed-Use Development
River Forest, Illinois

Estimated Site-Generated Traffic Volumes

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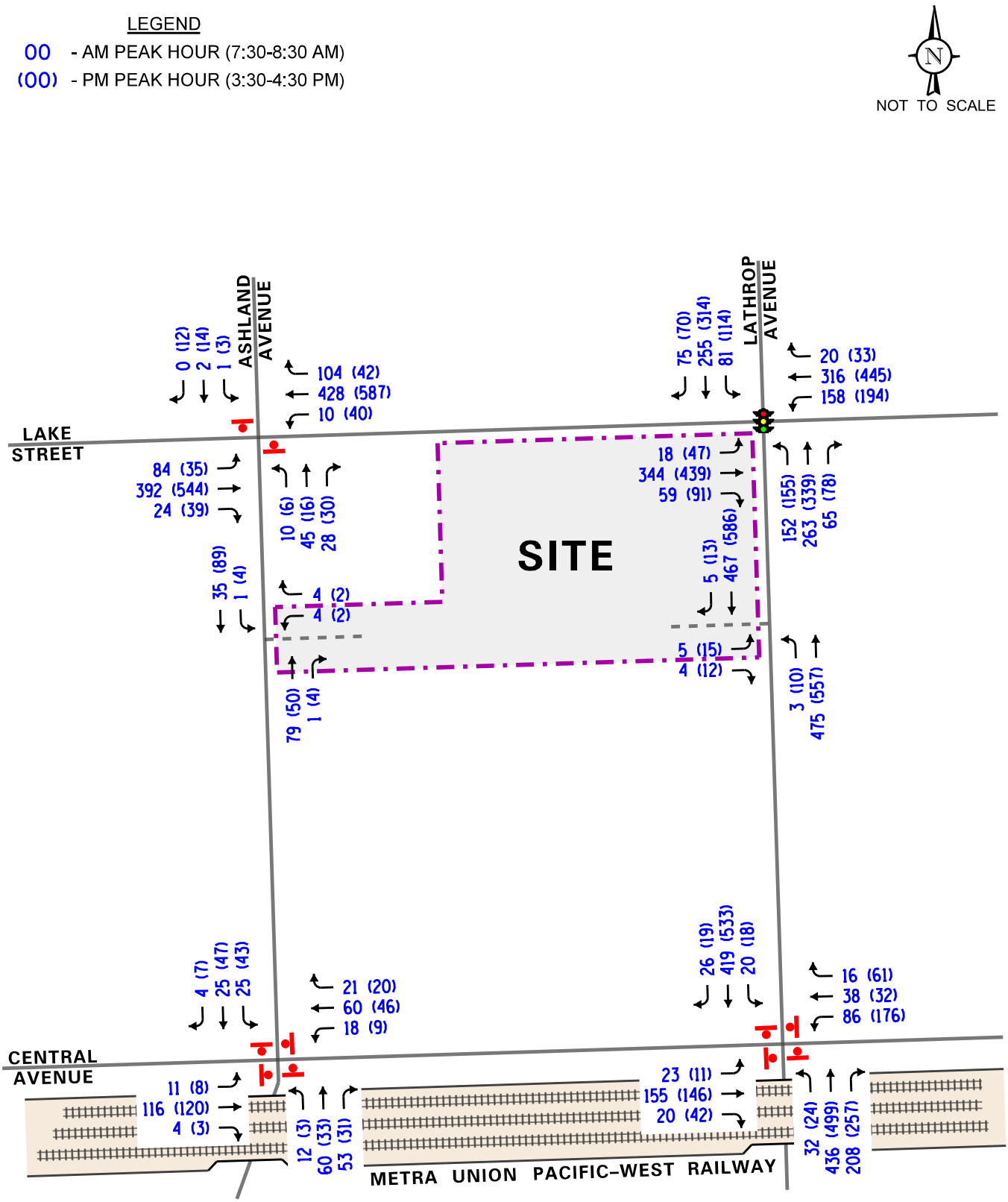
Job No: 18-003 Figure: 7



Mixed-Use Development
River Forest, Illinois

Year 2023 Total Projected Traffic Volumes

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Job No: 18-003 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Boardôs *Highway Capacity Manual (HCM), 2010* and analyzed using the Synchro/SimTraffic 9 computer software. Synchro/SimTraffic 9 was utilized due to the proximity of the signalized intersection of Lake Street with Lathrop Avenue to the location of the proposed access drive on Lathrop Avenue and the unsignalized intersection of Lake Street with Ashland Avenue. The analyses for the intersection of Lake Street with Lathrop Avenue were completed utilizing field measured cycle lengths and phasings.

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 for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 5** through **7**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS ï LAKE STREET WITH LATHOP AVENUE ï SIGNALIZIED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2017 Existing Conditions	Weekday Morning Peak Hour	B 14.3	C 34.5	C 24.4	B 16.3	C 23.7	B 20.0	C 21.9	D 39.0		B 19.2	D 41.2		C ï 30.6
		C ï 32.2			C ï 21.2			C ï 33.6			D ï 36.8			
	Weekday Evening Peak Hour	B 15.5	D 39.5	C 25.7	C 20.3	C 34.8	C 22.8	C 25.3	D 49.3		C 23.9	D 47.0		D ï 37.0
		D ï 35.4			C ï 30.1			D ï 42.9			D ï 41.6			
Year 2023 Projected Conditions	Weekday Morning Peak Hour	B 14.5	C 35.8	C 24.8	B 17.0	C 24.3	C 20.2	C 23.0	D 40.6		B 19.7	D 42.6		C ï 31.7
		C ï 33.4			C ï 21.8			C ï 35.0			D ï 38.0			
	Weekday Evening Peak Hour	B 16.0	D 41.8	C 26.2	C 22.6	D 36.8	C 23.2	C 27.3	D 52.0		C 25.2	D 48.4		D ï 39.0
		D ï 37.2			C ï 32.0			D ï 45.3			D ï 43.1			

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

Table 6
CAPACITY ANALYSIS RESULTS ï EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lake Street with Ashland Avenue				
• Northbound Approach	E	35.3	C	24.6
• Southbound Approach	D	31.7	D	27.2
• Eastbound Left-Turns	A	9.0	A	8.9
• Westbound Left-Turns	A	8.2	A	8.7
Lathrop Avenue with Central Avenue				
• Overall	E	46.7	F	56.3
• Eastbound Approach	C	18.2	C	18.7
• Westbound Approach	C	15.9	C	23.0
• Northbound Approach	F	53.1	E	47.4
• Southbound Approach	F	58.7	F	98.0
Ashland Avenue with Central Avenue				
• Overall	A	9.7	A	8.1
• Eastbound Approach	B	10.1	A	8.4
• Westbound Approach	A	9.4	A	7.8
• Northbound Approach	A	9.8	A	7.7
• Southbound Approach	A	9.1	A	8.3

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS - YEAR 2023 PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lake Street with Ashland Avenue				
• Northbound Approach	E	41.6	D	28.1
• Southbound Approach	D	34.6	D	30.5
• Eastbound Left-Turns	A	9.1	A	9.0
• Westbound Left-Turns	A	8.3	A	8.8
Lathrop Avenue with Central Avenue				
• Overall	F	53.4	F	71.6
• Eastbound Approach	C	18.7	C	20.0
• Westbound Approach	C	16.2	D	25.1
• Northbound Approach	F	62.3	F	59.8
• Southbound Approach	F	66.5	F	99+
Ashland Avenue with Central Avenue				
• Overall	A	9.9	A	8.3
• Eastbound Approach	B	10.4	A	8.5
• Westbound Approach	A	9.6	A	7.9
• Northbound Approach	A	10.0	A	7.8
• Southbound Approach	A	9.3	A	8.5
Lathrop Avenue with Access Drive				
• Eastbound Approach	C	15.5	C	16.6
• Northbound Left-Turns	A	8.4	A	8.8
Ashland Avenue with Access Drive				
• Westbound Approach	A	8.9	A	9.0
• Southbound Left-Turns	A	7.4	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

Lake Street with Lathrop Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Under Year 2023 projected conditions, this intersection is projected to continue operating at existing level of service during the weekday morning and weekday evening peak hours with increases in delay of approximately one and two seconds, respectively. Furthermore, all of the approaches are projected to continue operating at LOS D or better during the peak hours with increases in delay of approximately two seconds or less.

As previously indicated, during the weekday morning peak hour queues resulting from the crossing guard serving St. Luke Parish School cause queuing in the southbound and westbound directions at this intersection. However, these queues only occur for a 20-minute period during school drop-off activity. During the weekday evening hour, southbound queues resulting from the all-way stop sign controlled intersection of Lathrop Avenue with Central Avenue cause queueing in the southbound and westbound directions at this intersection. In order to minimize the queuing of vehicles on Lake Street, crossing guards should limit the number of times traffic is stopped in the eastbound and westbound directions on Lake Street and should coordinate crossings with the north/south green phase at the intersection of Lake Street with Lathrop Avenue.

Overall, the levels of service, increase in delays and queueing experienced at this intersection are a result of the existing traffic volumes and operations, four percent background growth and surge in traffic generated by the three area schools. Whereas, the proposed development is only projected to increase the traffic traversing this intersection by one percent or less during the peak hours.

As such, the proposed development traffic will have a limited impact on the operations of this intersection.

Lake Street with Ashland Avenue

The results of the capacity analysis indicate that the northbound approach currently operates at LOS E during the weekday morning peak hour and at LOS C during the weekday evening peak hour and the southbound approach currently operates at LOS D during both peak hours. Under Year 2023 conditions, the northbound approach is projected to continue operating at LOS E during the weekday morning peak hour and at LOS D during the weekday evening peak hour with increases in delay of approximately six seconds or less and 95th percentile queues of two to three vehicles. The southbound approach is projected to continue operating at LOS D during both peak hours with increases in delay of approximately three seconds.

As previously indicated, between 7:30 A.M. and 4:00 P.M. the north leg of the intersection is restricted to one-way northbound movements to facility school pick-up and drop-off activity. As such all southbound movements during the weekday morning peak hour and 11 of the southbound movements that occurred before 4:00 P.M. during the evening peak hour are not permitted movements.

Additionally, the crossing guard serving the St. Luke Parish School would also stop traffic in the eastbound and westbound direction on Lake Street during the weekday morning peak hour and would allow northbound movements and eastbound left-turn mvoements to occur at this intersection. As a result, the delays experienced by northbound vehicles and the queueing that occurs on the northbound approach is limited during school drop-off activity, despite the surge of school traffic.

Overall, the levels of service, increase in delays and queueing experienced at this intersection are a result of the existing traffic volumes and operations, four percent background growth and surge in traffic generated by the three area schools. Whereas, the proposed development is only projected to increase the traffic traversing this intersection by one percent or less during the peak hours. As such, the proposed development traffic will have a limited impact on the operations of this intersection.

Central Avenue with Lathrop Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at LOS E during the weekday morning peak hour and at LOS F during the weekday evening peak hour. Under Year 2023 projected conditions, this intersection is projected to operate at LOS F during the weekday morning and evening peak hours with increases in delay of approximately seven and fifteen seconds, respectively. This overall level of service is due to the high volume of northbound and southbound traffic during both peak hours which results in a projected LOS F for both approaches during both peak hours. The 95th percentile queues for the southbound approach are projected to be increase by two to three vehicles over existing conditions and are consistent with the queues observed in the field.

The results of the capacity analysis also indicate that the eastbound and westbound approaches currently operate at LOS C during the weekday morning and weekday evening peak hours. Under Year 2023 conditions, the eastbound and westbound approaches are projected to operate at LOS D or better during the peak hours with increases in delay of approximately two seconds or less. Overall, the levels of service, increase in delays and queueing experienced at this intersection are a result of the existing traffic volumes and operations, four percent background growth and surge in traffic generated by the three area schools. As a result, this intersection should be monitored in the future to determine the need for the provision of a traffic signal at this intersection.

As proposed, the development is only projected to increase the traffic traversing this intersection by approximately one percent or less during the peak hours and as such the proposed development traffic will have a limited impact on the operations of this intersection.

Central Avenue with Ashland Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Under Year 2023 conditions this intersection and all of the approaches are projected to continue operating at existing levels of service with increase in delay of less than one second. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Lathrop Avenue with Full Movement Access Drive

As proposed, this access drive will primarily provide access to the 32 reserved retail parking spaces and approximately one third of the residential parking spaces. The results of the capacity analysis indicate that outbound movements from the access drive are projected to operate at LOS C during the weekday morning and weekday evening peak hours. As previously indicated, the 95th percentile queues for the northbound traffic at Lathrop Avenue and the southbound traffic at Central Avenue are projected to extend beyond the location of the proposed access drive. This access drive should be monitored in the future to determine if left-turning movements to/from the proposed access drive should be restricted during the peak hours. In order to minimize conflicts between outbound vehicles from the parking garage and pedestrians utilizing the sidewalk, visual warning devices should be provided at the parking garage entrance/exit. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient site access.

Ashland Avenue with Full Movement Access Drive

The results of the capacity analysis indicate that outbound movements from the access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. As previously indicted the 95th percentile queues for the northbound approach for the intersection of Lake Street with Ashland Avenue are projected to be two to three vehicles which will not extend beyond the location of the proposed access drive. Additionally, this access drive will be regulated via a garage door that will be closed at all times. Residents of the condominium units will be given a remote key fob to open the door prior to turning from Ashland Avenue. This will enable vehicles to access the drive efficiently and minimize the queueing of vehicles on Ashland Avenue. Furthermore, there are only projected to be two total inbound vehicles in the morning and eight inbound vehicles in the evening. This equates to one vehicle every 30 minutes and one vehicle every eight minutes, respectively. Therefore, it is unlikely that two inbound vehicles will be accessing the residential parking spaces at the same time. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient site access.

Parking Evaluation

As found in the Village of River Forest Zoning Code, multifamily developments are required to provide two and one-half spaces per unit for three or more-bedroom dwelling units and one guest parking space is required for each five dwelling units equating to a total of 87 required parking spaces for the condominium units. Based on the Village of River Forest Zoning Code, ñretail establishments, located within the area bounded by Lathrop Avenue, Lake Street, Park Avenue and a line one-half block south of and parallel to Lake Street, shall not be required to provide any off-street parking.ò Therefore, the proposed development is required to provide a total of 87 parking spaces based on Village of River Forest Zoning Code.

The proposed mixed-use development will provide a total of 86 parking spaces. This results in a deficit of one parking space compared to the village requirement. However, as part of the proposed development, 32 parking spaces within the ground floor of the parking garage will be available for the retail use, resulting in 54 spaces reserved for residential use at a ratio of 1.69 spaces per unit. Additionally, it should be noted that there are approximately 19 on-street parking spaces provided on Lake Street between Lathrop Avenue and Ashland Avenue, 20 on-street parking spaces provided on Lake Street between Ashland Avenue and Franklin Avenue and approximately 16 on-street parking spaces provided on Lake Street between Lathrop Avenue and Jackson Avenue.

The proposed parking ratio of 1.69 spaces per unit exceeds the average peak parking demand for condominium developments of 1.38 spaces per unit and the 85th percentile peak parking demand of 1.52 spaces per dwelling unit based on information published in the ITE *Parking Generation Manual.*

As such, the proposed mixed-use development will provide parking spaces that will exceed the average and 85th percentile parking demand of condominium units per the ITE *Parking Generation Manual* and the use of approximately 32 ground floor parking spaces for retail use will help reduce the excessive circulating of vehicles within the study area looking for on-street parking.

6. Conclusion

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

- The volume of traffic estimated to be generated by the proposed development will be reduced due to the proximity of the proposed development to the River Forest Station for the Union Pacific – West Metra Commuter Railway.

- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.

- Providing a full movement access drive off Lathrop Avenue and a full movement access drive off Ashland Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will be beneficial based on the following:

  - The majority of residential and retail generated traffic will utilize different access drive, limiting the load experienced at one single access drive and reducing the intersection between retail patrons and residents.

  - Providing primary residential access off Ashland Avenue will minimize the number of vehicles traversing the roadway segment of Lathrop Avenue between Lake Street and Central Avenue during the peak hours.

- The primary cause of queuing and delays experienced in the study area are a result of the surge in traffic generated by the three schools, the existing traffic operations, including the use of crossing guards at Lake Street with Ashland Avenue and the high volume of traffic traversing the all-way stop sign controlled intersection of Lathrop Avenue with Central Avenue.

- In order to minimize the queuing of vehicles on Lake Street, crossing guards should limit the number of times traffic is stopped in the eastbound and westbound directions on Lake Street and should coordinate crossings with the north/south green phase at the intersection of Lake Street with Lathrop Avenue.

- The proposed development will increase the traffic traversing the study area intersections by approximately one percent or less during the peak hours.

- The proposed mixed-use development will provide a sufficient number of parking spaces to accommodate its projected parking demand and will reduce the circulation of vehicles in the area by current retail patrons looking for parking.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2040 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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

Count Name: Lake Street with Lathrop Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Data

Start Time	Lake Street Eastbound						Lake 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	2	71	25	0	98	0	15	71	3	0	89	0	38	30	2	0	70	0	2	31	2	2	35	292
7:15 AM	0	2	95	11	1	108	0	18	78	2	2	98	0	42	46	5	0	93	0	8	43	6	3	57	356
7:30 AM	0	5	80	22	0	107	0	23	92	2	1	117	0	48	56	16	1	120	0	10	59	4	0	73	417
7:45 AM	0	3	72	11	6	86	0	41	65	4	1	110	0	45	71	10	1	126	0	18	57	31	10	106	428
Hourly Total	0	12	318	69	7	399	0	97	306	11	4	414	0	173	203	33	2	409	0	38	190	43	15	271	1493
8:00 AM	0	6	78	16	4	100	0	44	88	7	3	139	0	22	55	19	6	96	0	25	59	24	12	108	443
8:15 AM	0	3	84	7	2	94	0	42	59	6	4	107	0	30	68	17	4	115	0	25	68	13	4	106	422
8:30 AM	0	8	73	11	5	92	0	28	89	6	2	123	0	26	37	26	3	89	0	15	55	12	5	82	386
8:45 AM	0	5	75	19	1	99	0	29	54	7	4	90	0	14	58	14	2	86	0	15	58	7	7	80	355
Hourly Total	0	22	310	53	12	385	0	143	290	26	13	459	0	92	218	76	15	386	0	80	240	56	28	376	1606
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	13	81	15	0	109	0	56	84	3	0	143	0	29	56	17	2	102	0	17	62	17	2	96	450
2:45 PM	0	6	92	18	0	116	0	34	94	8	4	136	0	35	82	15	10	132	0	26	70	15	2	111	495
Hourly Total	0	19	173	33	0	225	0	90	178	11	4	279	0	64	138	32	12	234	0	43	132	32	4	207	945
3:00 PM	0	9	99	28	3	136	0	41	83	16	0	140	0	31	66	17	5	114	0	27	63	15	20	105	495
3:15 PM	0	8	86	13	3	107	0	46	106	9	2	161	0	37	77	15	0	129	0	21	60	18	9	99	496
3:30 PM	0	19	102	13	8	134	0	47	106	9	4	162	0	34	75	16	7	125	0	35	86	16	2	137	558
3:45 PM	0	9	117	28	1	154	0	48	118	7	2	173	0	25	92	14	5	131	0	24	64	24	3	112	570
Hourly Total	0	45	404	82	15	531	0	182	413	41	8	636	0	127	310	62	17	499	0	107	273	73	34	453	2119
4:00 PM	0	10	91	21	1	122	0	47	108	9	3	164	0	54	62	23	1	139	0	25	75	16	0	116	541
4:15 PM	0	7	100	22	1	129	0	40	90	7	4	137	0	31	92	17	4	140	0	26	73	10	3	109	515
4:30 PM	0	12	109	24	2	145	0	39	110	8	1	157	0	27	57	19	5	103	0	11	74	12	0	97	502
4:45 PM	0	7	100	20	2	127	0	38	95	10	1	143	0	35	69	17	5	121	0	16	82	10	2	108	499
Hourly Total	0	36	400	87	6	523	0	164	403	34	9	601	0	147	280	76	15	503	0	78	304	48	5	430	2057
5:00 PM	0	13	110	16	2	139	0	49	89	12	1	150	0	36	77	15	3	128	0	15	60	11	0	86	503
5:15 PM	0	10	111	12	0	133	0	56	103	9	3	168	0	43	84	9	1	136	0	19	60	9	1	88	525
5:30 PM	0	10	95	21	1	126	0	48	107	8	2	163	0	37	91	17	1	145	0	18	63	10	2	91	525
5:45 PM	0	9	118	23	1	150	0	44	91	8	1	143	0	37	61	12	3	110	0	13	61	8	1	82	485
Hourly Total	0	42	434	72	4	548	0	197	390	37	7	624	0	153	313	53	8	519	0	65	244	38	4	347	2038
Grand Total	0	176	2039	396	44	2611	0	873	1980	160	45	3013	0	756	1462	332	69	2550	0	411	1383	290	90	2084	10258
Approach %	0.0	6.7	78.1	15.2	-	-	0.0	29.0	65.7	5.3	-	-	0.0	29.6	57.3	13.0	-	-	0.0	19.7	66.4	13.9	-	-	-
Total %	0.0	1.7	19.9	3.9	-	25.5	0.0	8.5	19.3	1.6	-	29.4	0.0	7.4	14.3	3.2	-	24.9	0.0	4.0	13.5	2.8	-	20.3	-
Lights	0	174	1971	391	-	2536	0	868	1889	160	-	2917	0	747	1446	326	-	2519	0	409	1365	284	-	2058	10030
% Lights	-	98.9	96.7	98.7	-	97.1	-	99.4	95.4	100.0	-	96.8	-	98.8	98.9	98.2	-	98.8	-	99.5	98.7	97.9	-	98.8	97.8
Buses	0	1	27	2	-	30	0	3	39	0	-	42	0	4	4	1	-	9	0	0	7	4	-	11	92
% Buses	-	0.6	1.3	0.5	-	1.1	-	0.3	2.0	0.0	-	1.4	-	0.5	0.3	0.3	-	0.4	-	0.0	0.5	1.4	-	0.5	0.9
Single-Unit Trucks	0	1	25	2	-	28	0	1	42	0	-	43	0	2	7	4	-	13	0	2	6	1	-	9	93

% Single-Unit Trucks	-	0.6	1.2	0.5	-	1.1	-	0.1	2.1	0.0	-	1.4	-	0.3	0.5	1.2	-	0.5	-	0.5	0.4	0.3	-	0.4	0.9
Articulated Trucks	0	0	10	1	-	11	0	0	5	0	-	5	0	2	2	1	-	5	0	0	2	1	-	3	24
% Articulated Trucks	-	0.0	0.5	0.3	-	0.4	-	0.0	0.3	0.0	-	0.2	-	0.3	0.1	0.3	-	0.2	-	0.0	0.1	0.3	-	0.1	0.2
Bicycles on Road	0	0	6	0	-	6	0	1	5	0	-	6	0	1	3	0	-	4	0	0	3	0	-	3	19
% Bicycles on Road	-	0.0	0.3	0.0	-	0.2	-	0.1	0.3	0.0	-	0.2	-	0.1	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	44	-	-	-	-	-	45	-	-	-	-	-	69	-	-	-	-	-	90	-	-
% 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: Lake Street with Lathrop Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Lake Street Eastbound						Lake 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	
7:30 AM	0	5	80	22	0	107	0	23	92	2	1	117	0	48	56	16	1	120	0	10	59	4	0	73	417
7:45 AM	0	3	72	11	6	86	0	41	65	4	1	110	0	45	71	10	1	126	0	18	57	31	10	106	428
8:00 AM	0	6	78	16	4	100	0	44	88	7	3	139	0	22	55	19	6	96	0	25	59	24	12	108	443
8:15 AM	0	3	84	7	2	94	0	42	59	6	4	107	0	30	68	17	4	115	0	25	68	13	4	106	422
Total	0	17	314	56	12	387	0	150	304	19	9	473	0	145	250	62	12	457	0	78	243	72	26	393	1710
Approach %	0.0	4.4	81.1	14.5	-	-	0.0	31.7	64.3	4.0	-	-	0.0	31.7	54.7	13.6	-	-	0.0	19.8	61.8	18.3	-	-	-
Total %	0.0	1.0	18.4	3.3	-	22.6	0.0	8.8	17.8	1.1	-	27.7	0.0	8.5	14.6	3.6	-	26.7	0.0	4.6	14.2	4.2	-	23.0	-
PHF	0.000	0.708	0.935	0.636	-	0.904	0.000	0.852	0.826	0.679	-	0.851	0.000	0.755	0.880	0.816	-	0.907	0.000	0.780	0.893	0.581	-	0.910	0.965
Lights	0	17	296	54	-	367	0	149	291	19	-	459	0	142	247	59	-	448	0	78	240	72	-	390	1664
% Lights	-	100.0	94.3	96.4	-	94.8	-	99.3	95.7	100.0	-	97.0	-	97.9	98.8	95.2	-	98.0	-	100.0	98.8	100.0	-	99.2	97.3
Buses	0	0	6	0	-	6	0	1	5	0	-	6	0	1	0	1	-	2	0	0	2	0	-	2	16
% Buses	-	0.0	1.9	0.0	-	1.6	-	0.7	1.6	0.0	-	1.3	-	0.7	0.0	1.6	-	0.4	-	0.0	0.8	0.0	-	0.5	0.9
Single-Unit Trucks	0	0	6	1	-	7	0	0	7	0	-	7	0	1	1	1	-	3	0	0	0	0	-	0	17
% Single-Unit Trucks	-	0.0	1.9	1.8	-	1.8	-	0.0	2.3	0.0	-	1.5	-	0.7	0.4	1.6	-	0.7	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	4	1	-	5	0	0	1	0	-	1	0	0	1	1	-	2	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	1.3	1.8	-	1.3	-	0.0	0.3	0.0	-	0.2	-	0.0	0.4	1.6	-	0.4	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	0	0	1	0	-	1	5
% Bicycles on Road	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.7	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.3	0.3
Pedestrians	-	-	-	-	12	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	-	26	-	-
% 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: Lake Street with Lathrop Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Lake Street Eastbound						Lake 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	
3:30 PM	0	19	102	13	8	134	0	47	106	9	4	162	0	34	75	16	7	125	0	35	86	16	2	137	558
3:45 PM	0	9	117	28	1	154	0	48	118	7	2	173	0	25	92	14	5	131	0	24	64	24	3	112	570
4:00 PM	0	10	91	21	1	122	0	47	108	9	3	164	0	54	62	23	1	139	0	25	75	16	0	116	541
4:15 PM	0	7	100	22	1	129	0	40	90	7	4	137	0	31	92	17	4	140	0	26	73	10	3	109	515
Total	0	45	410	84	11	539	0	182	422	32	13	636	0	144	321	70	17	535	0	110	298	66	8	474	2184
Approach %	0.0	8.3	76.1	15.6	-	-	0.0	28.6	66.4	5.0	-	-	0.0	26.9	60.0	13.1	-	-	0.0	23.2	62.9	13.9	-	-	-
Total %	0.0	2.1	18.8	3.8	-	24.7	0.0	8.3	19.3	1.5	-	29.1	0.0	6.6	14.7	3.2	-	24.5	0.0	5.0	13.6	3.0	-	21.7	-
PHF	0.000	0.592	0.876	0.750	-	0.875	0.000	0.948	0.894	0.889	-	0.919	0.000	0.667	0.872	0.761	-	0.955	0.000	0.786	0.866	0.688	-	0.865	0.958
Lights	0	44	405	83	-	532	0	180	399	32	-	611	0	141	319	70	-	530	0	108	297	63	-	468	2141
% Lights	-	97.8	98.8	98.8	-	98.7	-	98.9	94.5	100.0	-	96.1	-	97.9	99.4	100.0	-	99.1	-	98.2	99.7	95.5	-	98.7	98.0
Buses	0	0	4	0	-	4	0	1	11	0	-	12	0	2	1	0	-	3	0	0	1	3	-	4	23
% Buses	-	0.0	1.0	0.0	-	0.7	-	0.5	2.6	0.0	-	1.9	-	1.4	0.3	0.0	-	0.6	-	0.0	0.3	4.5	-	0.8	1.1
Single-Unit Trucks	0	1	1	1	-	3	0	1	11	0	-	12	0	0	1	0	-	1	0	2	0	0	-	2	18
% Single-Unit Trucks	-	2.2	0.2	1.2	-	0.6	-	0.5	2.6	0.0	-	1.9	-	0.0	0.3	0.0	-	0.2	-	1.8	0.0	0.0	-	0.4	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.7	0.0	0.0	-	0.2	-	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
Pedestrians	-	-	-	-	11	-	-	-	-	-	13	-	-	-	-	-	17	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Lake Street with Ashland Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Data

Start Time	Lake Street Eastbound						Lake Street Westbound						Ashland Avenue Northbound						Ashland 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	3	94	2	0	99	0	2	103	2	0	107	0	3	0	1	1	4	0	0	4	1	0	5	215
7:15 AM	0	3	109	4	0	116	0	2	116	5	0	123	0	2	3	0	1	5	0	0	6	1	2	7	251
7:30 AM	0	4	115	4	2	123	0	0	133	9	0	142	0	0	3	4	1	7	0	0	1	0	4	1	273
7:45 AM	0	27	81	6	0	114	0	3	93	42	13	138	0	4	5	6	1	15	0	1	1	0	8	2	269
Hourly Total	0	37	399	16	2	452	0	7	445	58	13	510	0	9	11	11	4	31	0	1	12	2	14	15	1008
8:00 AM	0	32	86	4	2	122	0	3	91	44	41	138	0	4	31	12	5	47	0	0	0	0	23	0	307
8:15 AM	0	18	94	8	1	120	0	4	94	5	1	103	0	0	4	3	2	7	0	0	0	0	5	0	230
8:30 AM	0	7	86	6	1	99	0	5	107	11	1	123	0	2	4	4	4	10	0	0	0	1	2	1	233
8:45 AM	0	10	91	6	0	107	0	4	74	3	2	81	0	1	3	6	3	10	0	0	0	0	4	0	198
Hourly Total	0	67	357	24	4	448	0	16	366	63	45	445	0	7	42	25	14	74	0	0	0	1	34	1	968
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	11	95	7	0	113	0	5	96	26	0	127	0	2	3	7	2	12	0	0	0	0	2	0	252
2:45 PM	0	20	117	10	0	147	0	3	111	31	20	145	0	0	3	7	15	10	0	0	0	0	9	0	302
Hourly Total	0	31	212	17	0	260	0	8	207	57	20	272	0	2	6	14	17	22	0	0	0	0	11	0	554
3:00 PM	0	16	115	4	0	135	0	8	107	16	33	131	0	8	8	7	22	23	0	0	0	1	40	1	290
3:15 PM	0	23	111	5	2	139	0	16	130	12	5	158	0	1	3	3	5	7	0	0	1	0	8	1	305
3:30 PM	0	11	127	8	0	146	0	9	141	12	12	162	0	1	1	11	5	13	0	0	2	1	5	3	324
3:45 PM	0	8	144	6	2	158	0	11	141	10	0	162	0	1	5	6	7	12	0	1	3	4	2	8	340
Hourly Total	0	58	497	23	4	578	0	44	519	50	50	613	0	11	17	27	39	55	0	1	6	6	55	13	1259
4:00 PM	0	8	118	12	0	138	0	9	162	8	3	179	0	1	6	8	3	15	0	0	1	1	1	2	334
4:15 PM	0	7	130	10	1	147	0	8	116	10	3	134	0	2	3	3	4	8	0	2	7	6	1	15	304
4:30 PM	0	4	121	11	0	136	0	11	134	3	1	148	0	1	2	14	3	17	0	0	4	0	3	4	305
4:45 PM	0	7	126	12	2	145	0	6	131	7	4	144	0	1	0	2	4	3	0	0	9	5	0	14	306
Hourly Total	0	26	495	45	3	566	0	34	543	28	11	605	0	5	11	27	14	43	0	2	21	12	5	35	1249
5:00 PM	0	9	131	7	4	147	0	5	118	4	2	127	0	2	4	5	5	11	0	1	4	5	1	10	295
5:15 PM	0	10	136	10	0	156	0	5	145	11	0	161	0	0	2	5	2	7	0	0	8	8	0	16	340
5:30 PM	0	7	118	14	1	139	0	7	139	5	1	151	0	2	8	3	2	13	0	2	6	3	1	11	314
5:45 PM	0	6	140	4	0	150	0	7	128	7	0	142	0	1	2	3	0	6	0	0	5	2	0	7	305
Hourly Total	0	32	525	35	5	592	0	24	530	27	3	581	0	5	16	16	9	37	0	3	23	18	2	44	1254
Grand Total	0	251	2485	160	18	2896	0	133	2610	283	142	3026	0	39	103	120	97	262	0	7	62	39	121	108	6292
Approach %	0.0	8.7	85.8	5.5	-	-	0.0	4.4	86.3	9.4	-	-	0.0	14.9	39.3	45.8	-	-	0.0	6.5	57.4	36.1	-	-	-
Total %	0.0	4.0	39.5	2.5	-	46.0	0.0	2.1	41.5	4.5	-	48.1	0.0	0.6	1.6	1.9	-	4.2	0.0	0.1	1.0	0.6	-	1.7	-
Lights	0	250	2409	157	-	2816	0	132	2503	280	-	2915	0	37	101	118	-	256	0	6	61	38	-	105	6092
% Lights	-	99.6	96.9	98.1	-	97.2	-	99.2	95.9	98.9	-	96.3	-	94.9	98.1	98.3	-	97.7	-	85.7	98.4	97.4	-	97.2	96.8
Buses	0	0	31	0	-	31	0	0	45	1	-	46	0	0	0	0	-	0	0	0	0	1	-	1	78
% Buses	-	0.0	1.2	0.0	-	1.1	-	0.0	1.7	0.4	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.6	-	0.9	1.2
Single-Unit Trucks	0	1	31	1	-	33	0	1	52	2	-	55	0	2	2	2	-	6	0	0	1	0	-	1	95

% Single-Unit Trucks	-	0.4	1.2	0.6	-	1.1	-	0.8	2.0	0.7	-	1.8	-	5.1	1.9	1.7	-	2.3	-	0.0	1.6	0.0	-	0.9	1.5
Articulated Trucks	0	0	10	1	-	11	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	16
% Articulated Trucks	-	0.0	0.4	0.6	-	0.4	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	4	1	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	11
% Bicycles on Road	-	0.0	0.2	0.6	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	14.3	0.0	0.0	-	0.9	0.2
Pedestrians	-	-	-	-	18	-	-	-	-	-	142	-	-	-	-	-	97	-	-	-	-	-	121	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Lake Street with Ashland Avenue
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Start Date: 12/21/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Lake Street Eastbound						Lake Street Westbound						Ashland Avenue Northbound						Ashland 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	
7:30 AM	0	4	115	4	2	123	0	0	133	9	0	142	0	0	3	4	1	7	0	0	1	0	4	1	273
7:45 AM	0	27	81	6	0	114	0	3	93	42	13	138	0	4	5	6	1	15	0	1	1	0	8	2	269
8:00 AM	0	32	86	4	2	122	0	3	91	44	41	138	0	4	31	12	5	47	0	0	0	0	23	0	307
8:15 AM	0	18	94	8	1	120	0	4	94	5	1	103	0	0	4	3	2	7	0	0	0	0	5	0	230
Total	0	81	376	22	5	479	0	10	411	100	55	521	0	8	43	25	9	76	0	1	2	0	40	3	1079
Approach %	0.0	16.9	78.5	4.6	-	-	0.0	1.9	78.9	19.2	-	-	0.0	10.5	56.6	32.9	-	-	0.0	33.3	66.7	0.0	-	-	-
Total %	0.0	7.5	34.8	2.0	-	44.4	0.0	0.9	38.1	9.3	-	48.3	0.0	0.7	4.0	2.3	-	7.0	0.0	0.1	0.2	0.0	-	0.3	-
PHF	0.000	0.633	0.817	0.688	-	0.974	0.000	0.625	0.773	0.568	-	0.917	0.000	0.500	0.347	0.521	-	0.404	0.000	0.250	0.500	0.000	-	0.375	0.879
Lights	0	81	356	22	-	459	0	10	395	100	-	505	0	7	42	25	-	74	0	0	2	0	-	2	1040
% Lights	-	100.0	94.7	100.0	-	95.8	-	100.0	96.1	100.0	-	96.9	-	87.5	97.7	100.0	-	97.4	-	0.0	100.0	-	-	66.7	96.4
Buses	0	0	5	0	-	5	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	-	0.0	1.3	0.0	-	1.0	-	0.0	1.5	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	1.0
Single-Unit Trucks	0	0	10	0	-	10	0	0	8	0	-	8	0	1	1	0	-	2	0	0	0	0	-	0	20
% Single-Unit Trucks	-	0.0	2.7	0.0	-	2.1	-	0.0	1.9	0.0	-	1.5	-	12.5	2.3	0.0	-	2.6	-	0.0	0.0	-	-	0.0	1.9
Articulated Trucks	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	-	0.0	1.3	0.0	-	1.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	100.0	0.0	-	-	33.3	0.2
Pedestrians	-	-	-	-	5	-	-	-	-	-	55	-	-	-	-	-	9	-	-	-	-	-	40	-	-
% 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: Lake Street with Ashland Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Lake Street Eastbound						Lake Street Westbound						Ashland Avenue Northbound						Ashland 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	
3:30 PM	0	11	127	8	0	146	0	9	141	12	12	162	0	1	1	11	5	13	0	0	2	1	5	3	324
3:45 PM	0	8	144	6	2	158	0	11	141	10	0	162	0	1	5	6	7	12	0	1	3	4	2	8	340
4:00 PM	0	8	118	12	0	138	0	9	162	8	3	179	0	1	6	8	3	15	0	0	1	1	1	2	334
4:15 PM	0	7	130	10	1	147	0	8	116	10	3	134	0	2	3	3	4	8	0	2	7	6	1	15	304
Total	0	34	519	36	3	589	0	37	560	40	18	637	0	5	15	28	19	48	0	3	13	12	9	28	1302
Approach %	0.0	5.8	88.1	6.1	-	-	0.0	5.8	87.9	6.3	-	-	0.0	10.4	31.3	58.3	-	-	0.0	10.7	46.4	42.9	-	-	-
Total %	0.0	2.6	39.9	2.8	-	45.2	0.0	2.8	43.0	3.1	-	48.9	0.0	0.4	1.2	2.2	-	3.7	0.0	0.2	1.0	0.9	-	2.2	-
PHF	0.000	0.773	0.901	0.750	-	0.932	0.000	0.841	0.864	0.833	-	0.890	0.000	0.625	0.625	0.636	-	0.800	0.000	0.375	0.464	0.500	-	0.467	0.957
Lights	0	33	511	35	-	579	0	37	528	39	-	604	0	5	15	27	-	47	0	3	13	12	-	28	1258
% Lights	-	97.1	98.5	97.2	-	98.3	-	100.0	94.3	97.5	-	94.8	-	100.0	100.0	96.4	-	97.9	-	100.0	100.0	100.0	-	100.0	96.6
Buses	0	0	4	0	-	4	0	0	15	1	-	16	0	0	0	0	-	0	0	0	0	0	-	0	20
% Buses	-	0.0	0.8	0.0	-	0.7	-	0.0	2.7	2.5	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.5
Single-Unit Trucks	0	1	3	0	-	4	0	0	15	0	-	15	0	0	0	1	-	1	0	0	0	0	-	0	20
% Single-Unit Trucks	-	2.9	0.6	0.0	-	0.7	-	0.0	2.7	0.0	-	2.4	-	0.0	0.0	3.6	-	2.1	-	0.0	0.0	0.0	-	0.0	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.2	2.8	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	3	-	-	-	-	-	18	-	-	-	-	-	19	-	-	-	-	-	9	-	-
% 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: Lathrop Avenue with Central Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Data

Start Time	Central Avenue Eastbound						Central Avenue 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	1	14	2	1	17	0	15	0	2	0	17	0	1	69	26	0	96	0	3	69	1	1	73	203
7:15 AM	0	1	19	7	1	27	0	17	4	2	2	23	0	0	89	29	0	118	0	0	71	1	0	72	240
7:30 AM	0	4	19	3	1	26	0	20	5	2	1	27	0	4	114	46	0	164	0	1	94	4	0	99	316
7:45 AM	0	2	28	4	0	34	0	21	7	2	3	30	0	8	119	51	0	178	0	9	93	2	3	104	346
Hourly Total	0	8	80	16	3	104	0	73	16	8	6	97	0	13	391	152	0	556	0	13	327	8	4	348	1105
8:00 AM	0	12	69	6	3	87	0	21	13	4	3	38	0	10	93	57	0	160	0	5	99	12	1	116	401
8:15 AM	0	4	31	6	1	41	0	21	12	6	4	39	0	9	91	46	0	146	0	4	113	7	0	124	350
8:30 AM	0	0	18	6	1	24	0	28	10	6	3	44	0	3	89	41	0	133	0	4	95	3	1	102	303
8:45 AM	0	3	25	3	0	31	0	22	3	4	2	29	0	6	81	46	0	133	0	9	93	3	1	105	298
Hourly Total	0	19	143	21	5	183	0	92	38	20	12	150	0	28	354	190	0	572	0	22	400	25	3	447	1352
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	1	16	1	2	18	0	30	5	8	4	43	0	3	106	64	0	173	0	8	115	4	3	127	361
2:45 PM	0	3	25	8	1	36	0	31	10	8	2	49	0	9	115	65	0	189	0	5	113	5	1	123	397
Hourly Total	0	4	41	9	3	54	0	61	15	16	6	92	0	12	221	129	0	362	0	13	228	9	4	250	758
3:00 PM	0	6	26	10	3	42	0	36	10	12	6	58	0	9	103	70	0	182	0	1	130	4	2	135	417
3:15 PM	0	4	34	8	1	46	0	53	5	7	5	65	0	4	124	59	0	187	0	4	124	1	1	129	427
3:30 PM	0	4	28	15	4	47	0	47	13	17	3	77	0	7	104	54	0	165	0	5	124	7	2	136	425
3:45 PM	0	1	33	5	0	39	0	42	4	15	10	61	0	8	123	64	0	195	0	2	133	0	2	135	430
Hourly Total	0	15	121	38	8	174	0	178	32	51	24	261	0	28	454	247	0	729	0	12	511	12	7	535	1699
4:00 PM	0	0	35	11	3	46	0	38	7	12	7	57	0	4	128	64	0	196	0	4	131	2	4	137	436
4:15 PM	0	6	44	9	2	59	0	42	7	13	6	62	0	4	117	65	0	186	0	4	117	7	9	128	435
4:30 PM	0	7	31	16	4	54	0	45	10	11	6	66	0	8	93	60	0	161	0	5	121	9	2	135	416
4:45 PM	0	2	45	20	0	67	0	35	3	12	1	50	0	7	99	65	0	171	0	6	124	5	1	135	423
Hourly Total	0	15	155	56	9	226	0	160	27	48	20	235	0	23	437	254	0	714	0	19	493	23	16	535	1710
5:00 PM	0	7	29	10	2	46	0	49	6	11	2	66	0	8	116	41	0	165	0	4	119	2	3	125	402
5:15 PM	0	9	35	15	0	59	0	41	6	13	2	60	0	3	112	70	0	185	0	10	115	1	1	126	430
5:30 PM	0	3	35	18	0	56	0	41	7	12	6	60	0	3	125	53	2	181	0	1	125	4	3	130	427
5:45 PM	0	5	37	3	1	45	0	42	6	11	2	59	0	1	102	54	0	157	0	3	133	0	7	136	397
Hourly Total	0	24	136	46	3	206	0	173	25	47	12	245	0	15	455	218	2	688	0	18	492	7	14	517	1656
Grand Total	0	85	676	186	31	947	0	737	153	190	80	1080	0	119	2312	1190	2	3621	0	97	2451	84	48	2632	8280
Approach %	0.0	9.0	71.4	19.6	-	-	0.0	68.2	14.2	17.6	-	-	0.0	3.3	63.8	32.9	-	-	0.0	3.7	93.1	3.2	-	-	-
Total %	0.0	1.0	8.2	2.2	-	11.4	0.0	8.9	1.8	2.3	-	13.0	0.0	1.4	27.9	14.4	-	43.7	0.0	1.2	29.6	1.0	-	31.8	-
Lights	0	84	670	185	-	939	0	735	150	189	-	1074	0	118	2283	1180	-	3581	0	95	2425	84	-	2604	8198
% Lights	-	98.8	99.1	99.5	-	99.2	-	99.7	98.0	99.5	-	99.4	-	99.2	98.7	99.2	-	98.9	-	97.9	98.9	100.0	-	98.9	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	9	2	-	11	0	0	11	0	-	11	22
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.2	-	0.3	-	0.0	0.4	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	2	1	-	3	0	2	3	0	-	5	0	1	16	4	-	21	0	1	11	0	-	12	41

% Single-Unit Trucks	-	0.0	0.3	0.5	-	0.3	-	0.3	2.0	0.0	-	0.5	-	0.8	0.7	0.3	-	0.6	-	1.0	0.4	0.0	-	0.5	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	1	2	0	-	3	5
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.5	-	0.1	-	0.0	0.0	0.0	-	0.0	-	1.0	0.1	0.0	-	0.1	0.1
Bicycles on Road	0	1	4	0	-	5	0	0	0	0	-	0	0	0	3	4	-	7	0	0	2	0	-	2	14
% Bicycles on Road	-	1.2	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.3	-	0.2	-	0.0	0.1	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	31	-	-	-	-	-	80	-	-	-	-	-	2	-	-	-	-	-	48	-	-
% 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: Lathrop Avenue with Central Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Central Avenue Eastbound						Central Avenue 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	
7:30 AM	0	4	19	3	1	26	0	20	5	2	1	27	0	4	114	46	0	164	0	1	94	4	0	99	316
7:45 AM	0	2	28	4	0	34	0	21	7	2	3	30	0	8	119	51	0	178	0	9	93	2	3	104	346
8:00 AM	0	12	69	6	3	87	0	21	13	4	3	38	0	10	93	57	0	160	0	5	99	12	1	116	401
8:15 AM	0	4	31	6	1	41	0	21	12	6	4	39	0	9	91	46	0	146	0	4	113	7	0	124	350
Total	0	22	147	19	5	188	0	83	37	14	11	134	0	31	417	200	0	648	0	19	399	25	4	443	1413
Approach %	0.0	11.7	78.2	10.1	-	-	0.0	61.9	27.6	10.4	-	-	0.0	4.8	64.4	30.9	-	-	0.0	4.3	90.1	5.6	-	-	-
Total %	0.0	1.6	10.4	1.3	-	13.3	0.0	5.9	2.6	1.0	-	9.5	0.0	2.2	29.5	14.2	-	45.9	0.0	1.3	28.2	1.8	-	31.4	-
PHF	0.000	0.458	0.533	0.792	-	0.540	0.000	0.988	0.712	0.583	-	0.859	0.000	0.775	0.876	0.877	-	0.910	0.000	0.528	0.883	0.521	-	0.893	0.881
Lights	0	21	144	19	-	184	0	83	37	13	-	133	0	31	410	197	-	638	0	18	395	25	-	438	1393
% Lights	-	95.5	98.0	100.0	-	97.9	-	100.0	100.0	92.9	-	99.3	-	100.0	98.3	98.5	-	98.5	-	94.7	99.0	100.0	-	98.9	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	1	-	3	0	0	3	0	-	3	6
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.5	-	0.5	-	0.0	0.8	0.0	-	0.7	0.4
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	4	2	-	6	0	0	1	0	-	1	8
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	1.0	-	0.9	-	0.0	0.3	0.0	-	0.2	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	7.1	-	0.7	-	0.0	0.0	0.0	-	0.0	-	5.3	0.0	0.0	-	0.2	0.1
Bicycles on Road	0	1	2	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	4
% Bicycles on Road	-	4.5	1.4	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% 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 Central Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Central Avenue Eastbound						Central Avenue 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	
3:30 PM	0	4	28	15	4	47	0	47	13	17	3	77	0	7	104	54	0	165	0	5	124	7	2	136	425
3:45 PM	0	1	33	5	0	39	0	42	4	15	10	61	0	8	123	64	0	195	0	2	133	0	2	135	430
4:00 PM	0	0	35	11	3	46	0	38	7	12	7	57	0	4	128	64	0	196	0	4	131	2	4	137	436
4:15 PM	0	6	44	9	2	59	0	42	7	13	6	62	0	4	117	65	0	186	0	4	117	7	9	128	435
Total	0	11	140	40	9	191	0	169	31	57	26	257	0	23	472	247	0	742	0	15	505	16	17	536	1726
Approach %	0.0	5.8	73.3	20.9	-	-	0.0	65.8	12.1	22.2	-	-	0.0	3.1	63.6	33.3	-	-	0.0	2.8	94.2	3.0	-	-	-
Total %	0.0	0.6	8.1	2.3	-	11.1	0.0	9.8	1.8	3.3	-	14.9	0.0	1.3	27.3	14.3	-	43.0	0.0	0.9	29.3	0.9	-	31.1	-
PHF	0.000	0.458	0.795	0.667	-	0.809	0.000	0.899	0.596	0.838	-	0.834	0.000	0.719	0.922	0.950	-	0.946	0.000	0.750	0.949	0.571	-	0.978	0.990
Lights	0	11	140	40	-	191	0	168	31	57	-	256	0	23	467	244	-	734	0	15	500	16	-	531	1712
% Lights	-	100.0	100.0	100.0	-	100.0	-	99.4	100.0	100.0	-	99.6	-	100.0	98.9	98.8	-	98.9	-	100.0	99.0	100.0	-	99.1	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	1	-	4	0	0	2	0	-	2	6
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.4	-	0.5	-	0.0	0.4	0.0	-	0.4	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	0	3	0	-	3	5
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	-	0.4	-	0.0	0.2	0.0	-	0.1	-	0.0	0.6	0.0	-	0.6	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	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	2	-	2	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.3	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	9	-	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	17	-	-
% 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: Ashland Avenue with Central Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Data

Start Time	Central Avenue Eastbound						Central Avenue Westbound						Ashland Avenue Northbound						Ashland 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	8	0	0	8	0	0	3	0	1	3	0	0	3	6	0	9	0	2	4	3	1	9	29
7:15 AM	0	0	11	1	0	12	0	0	4	0	0	4	0	1	5	7	0	13	0	7	5	0	0	12	41
7:30 AM	0	0	16	1	0	17	0	3	9	1	0	13	0	3	7	6	0	16	0	2	2	0	0	4	50
7:45 AM	0	3	23	0	1	26	0	1	9	5	0	15	0	1	11	7	0	19	0	7	4	0	1	11	71
Hourly Total	0	3	58	2	1	63	0	4	25	6	1	35	0	5	26	26	0	57	0	18	15	3	2	36	191
8:00 AM	0	6	48	1	0	55	0	8	21	10	3	39	0	4	31	30	0	65	0	8	8	3	2	19	178
8:15 AM	0	1	25	2	0	28	0	5	19	4	0	28	0	4	9	8	0	21	0	5	9	0	0	14	91
8:30 AM	0	0	11	0	2	11	0	3	11	4	0	18	0	1	9	8	0	18	0	3	4	1	1	8	55
8:45 AM	0	2	23	0	1	25	0	0	4	6	0	10	0	4	6	8	0	18	0	0	4	6	2	10	63
Hourly Total	0	9	107	3	3	119	0	16	55	24	3	95	0	13	55	54	0	122	0	16	25	10	5	51	387
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	14	1	1	15	0	2	6	4	1	12	0	1	8	5	0	14	1	2	7	2	0	12	53
2:45 PM	0	1	21	0	0	22	0	1	16	5	2	22	0	1	13	5	0	19	0	7	7	1	0	15	78
Hourly Total	0	1	35	1	1	37	0	3	22	9	3	34	0	2	21	10	0	33	1	9	14	3	0	27	131
3:00 PM	0	0	25	1	0	26	0	4	13	4	1	21	0	3	9	9	0	21	0	7	9	3	1	19	87
3:15 PM	0	0	33	3	2	36	0	3	5	1	0	9	0	3	6	6	0	15	0	5	12	2	4	19	79
3:30 PM	0	2	36	2	0	40	0	2	16	7	13	25	0	0	9	7	0	16	0	7	11	4	1	22	103
3:45 PM	0	0	24	0	1	24	0	0	10	3	0	13	0	2	8	5	0	15	0	7	11	1	1	19	71
Hourly Total	0	2	118	6	3	126	0	9	44	15	14	68	0	8	32	27	0	67	0	26	43	10	7	79	340
4:00 PM	0	4	20	0	1	24	0	3	4	6	0	13	0	0	8	9	0	17	0	13	11	0	1	24	78
4:15 PM	0	0	35	1	2	36	0	3	13	3	0	19	0	1	5	9	0	15	0	14	11	1	1	26	96
4:30 PM	0	0	36	0	0	36	0	1	13	11	1	25	0	2	8	9	0	19	0	7	17	1	3	25	105
4:45 PM	0	0	36	3	0	39	0	8	5	2	2	15	0	1	0	19	0	20	0	14	13	1	2	28	102
Hourly Total	0	4	127	4	3	135	0	15	35	22	3	72	0	4	21	46	0	71	0	48	52	3	7	103	381
5:00 PM	0	0	27	3	3	30	0	3	11	4	0	18	0	0	9	5	0	14	0	14	8	1	4	23	85
5:15 PM	0	0	35	1	0	36	0	4	7	2	0	13	0	2	7	14	0	23	0	14	11	1	0	26	98
5:30 PM	0	2	34	1	0	37	0	4	6	3	2	13	0	1	11	7	0	19	0	12	15	0	1	27	96
5:45 PM	0	0	21	0	1	21	0	5	2	0	0	7	0	1	5	15	0	21	0	9	7	1	3	17	66
Hourly Total	0	2	117	5	4	124	0	16	26	9	2	51	0	4	32	41	0	77	0	49	41	3	8	93	345
Grand Total	0	21	562	21	15	604	0	63	207	85	26	355	0	36	187	204	0	427	1	166	190	32	29	389	1775
Approach %	0.0	3.5	93.0	3.5	-	-	0.0	17.7	58.3	23.9	-	-	0.0	8.4	43.8	47.8	-	-	0.3	42.7	48.8	8.2	-	-	-
Total %	0.0	1.2	31.7	1.2	-	34.0	0.0	3.5	11.7	4.8	-	20.0	0.0	2.0	10.5	11.5	-	24.1	0.1	9.4	10.7	1.8	-	21.9	-
Lights	0	21	559	20	-	600	0	63	204	84	-	351	0	35	184	204	-	423	1	163	188	31	-	383	1757
% Lights	-	100.0	99.5	95.2	-	99.3	-	100.0	98.6	98.8	-	98.9	-	97.2	98.4	100.0	-	99.1	100.0	98.2	98.9	96.9	-	98.5	99.0
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	1	1	-	2	0	0	3	1	-	4	0	1	2	0	-	3	0	2	1	1	-	4	13

% Single-Unit Trucks	-	0.0	0.2	4.8	-	0.3	-	0.0	1.4	1.2	-	1.1	-	2.8	1.1	0.0	-	0.7	0.0	1.2	0.5	3.1	-	1.0	0.7
Articulated Trucks	0	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	0.0	-	0.0	-	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	2	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	1	1	0	-	2	5
% Bicycles on Road	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.2	0.0	0.6	0.5	0.0	-	0.5	0.3
Pedestrians	-	-	-	-	15	-	-	-	-	-	26	-	-	-	-	-	0	-	-	-	-	-	29	-	-
% 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: Ashland Avenue with Central Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Central Avenue Eastbound						Central Avenue Westbound						Ashland Avenue Northbound						Ashland 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	
7:30 AM	0	0	16	1	0	17	0	3	9	1	0	13	0	3	7	6	0	16	0	2	2	0	0	4	50
7:45 AM	0	3	23	0	1	26	0	1	9	5	0	15	0	1	11	7	0	19	0	7	4	0	1	11	71
8:00 AM	0	6	48	1	0	55	0	8	21	10	3	39	0	4	31	30	0	65	0	8	8	3	2	19	178
8:15 AM	0	1	25	2	0	28	0	5	19	4	0	28	0	4	9	8	0	21	0	5	9	0	0	14	91
Total	0	10	112	4	1	126	0	17	58	20	3	95	0	12	58	51	0	121	0	22	23	3	3	48	390
Approach %	0.0	7.9	88.9	3.2	-	-	0.0	17.9	61.1	21.1	-	-	0.0	9.9	47.9	42.1	-	-	0.0	45.8	47.9	6.3	-	-	-
Total %	0.0	2.6	28.7	1.0	-	32.3	0.0	4.4	14.9	5.1	-	24.4	0.0	3.1	14.9	13.1	-	31.0	0.0	5.6	5.9	0.8	-	12.3	-
PHF	0.000	0.417	0.583	0.500	-	0.573	0.000	0.531	0.690	0.500	-	0.609	0.000	0.750	0.468	0.425	-	0.465	0.000	0.688	0.639	0.250	-	0.632	0.548
Lights	0	10	111	4	-	125	0	17	58	20	-	95	0	12	56	51	-	119	0	22	23	3	-	48	387
% Lights	-	100.0	99.1	100.0	-	99.2	-	100.0	100.0	100.0	-	100.0	-	100.0	96.6	100.0	-	98.3	-	100.0	100.0	100.0	-	100.0	99.2
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	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	1.7	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	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	0.0	-	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	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	1.7	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

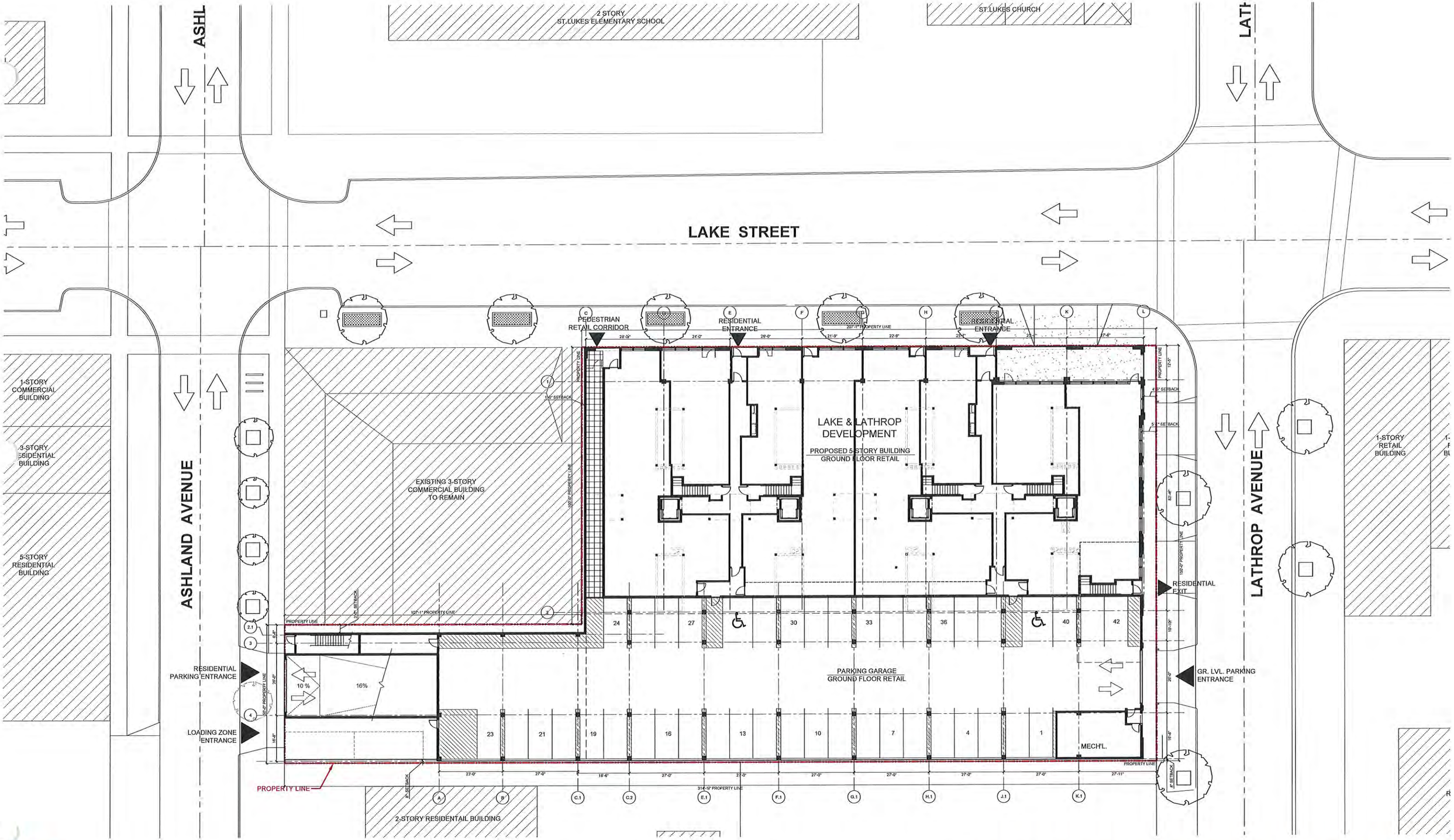
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Ashland Avenue with Central Avenue
Site Code:
Start Date: 12/21/2017

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Central Avenue Eastbound						Central Avenue Westbound						Ashland Avenue Northbound						Ashland 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	
3:30 PM	0	2	36	2	0	40	0	2	16	7	13	25	0	0	9	7	0	16	0	7	11	4	1	22	103
3:45 PM	0	0	24	0	1	24	0	0	10	3	0	13	0	2	8	5	0	15	0	7	11	1	1	19	71
4:00 PM	0	4	20	0	1	24	0	3	4	6	0	13	0	0	8	9	0	17	0	13	11	0	1	24	78
4:15 PM	0	0	35	1	2	36	0	3	13	3	0	19	0	1	5	9	0	15	0	14	11	1	1	26	96
Total	0	6	115	3	4	124	0	8	43	19	13	70	0	3	30	30	0	63	0	41	44	6	4	91	348
Approach %	0.0	4.8	92.7	2.4	-	-	0.0	11.4	61.4	27.1	-	-	0.0	4.8	47.6	47.6	-	-	0.0	45.1	48.4	6.6	-	-	-
Total %	0.0	1.7	33.0	0.9	-	35.6	0.0	2.3	12.4	5.5	-	20.1	0.0	0.9	8.6	8.6	-	18.1	0.0	11.8	12.6	1.7	-	26.1	-
PHF	0.000	0.375	0.799	0.375	-	0.775	0.000	0.667	0.672	0.679	-	0.700	0.000	0.375	0.833	0.833	-	0.926	0.000	0.732	1.000	0.375	-	0.875	0.845
Lights	0	6	115	3	-	124	0	8	43	19	-	70	0	3	30	30	-	63	0	40	44	6	-	90	347
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	97.6	100.0	100.0	-	98.9	99.7
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	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	0.0	-	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	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	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	1	0	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	-	2.4	0.0	0.0	-	1.1	0.3
Pedestrians	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan



SEDGWICK DEVELOPMENT

KEYSTONE VENTURES
REAL ESTATE DEVELOPMENT

SITE PLAN

0 8' 16' 32'
SCALE: 1/32" = 1'-0"

LAKE STREET & LATHROP AVENUE
RIVER FOREST ILLINOIS

RF

CMAP 2040 Projections Letter

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

January 11, 2018

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

Subject: ***Lake Street @ Lathrop Avenue***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated January 11, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Lake Street, @ Lathrop Avenue	9,000	9,900
Lathrop Avenue, @ Lake Street	3,550	4,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\RiverForest\ck-03-18\ck-03-18.docx

Level of Service Criteria

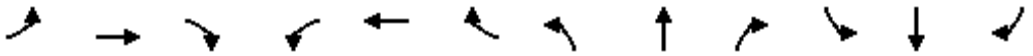
LEVEL OF SERVICE CRITERIA

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 Summary Sheets



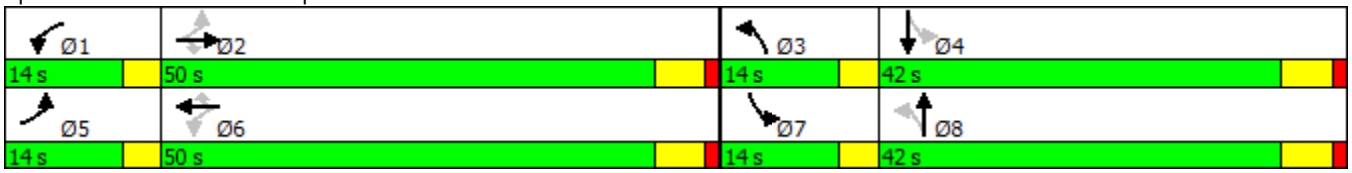
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	329	56	150	304	19	145	250	62	78	243	72
Future Volume (vph)	17	329	56	150	304	19	145	250	62	78	243	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		50	75		25	80		0	80		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	105			90			50			90		
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
Ped Bike Factor												
Frt			0.850			0.850		0.970			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1613	1528	1787	1644	1589	1770	1629	0	1805	1821	0
Flt Permitted	0.570			0.369			0.310			0.433		
Satd. Flow (perm)	1083	1613	1528	694	1644	1589	577	1629	0	823	1821	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		364			246			471			191	
Travel Time (s)		8.3			5.6			12.8			5.2	
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 (%)	0%	6%	4%	1%	4%	0%	2%	1%	5%	0%	1%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)		0			0			0				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	339	58	155	313	20	149	322	0	80	325	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (%)	11.7%	41.7%	41.7%	11.7%	41.7%	41.7%	11.7%	35.0%		11.7%	35.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	38.5	29.6	29.6	45.3	39.4	39.4	37.6	27.4		34.4	23.5	
Actuated g/C Ratio	0.42	0.32	0.32	0.49	0.43	0.43	0.41	0.30		0.37	0.26	

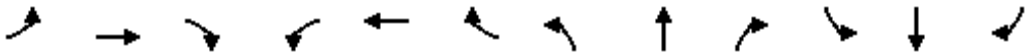
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.65	0.12	0.34	0.45	0.03	0.42	0.66		0.20	0.70	
Control Delay	14.3	34.5	24.4	16.3	23.7	20.0	21.9	39.0		19.2	41.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.3	34.5	24.4	16.3	23.7	20.0	21.9	39.0		19.2	41.2	
LOS	B	C	C	B	C	B	C	D		B	D	
Approach Delay		32.2			21.2			33.6			36.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	5	167	24	47	114	6	53	169		27	173	
Queue Length 95th (ft)	19	308	60	103	265	26	115	322		67	313	
Internal Link Dist (ft)		284			166			391			111	
Turn Bay Length (ft)	100		50	75		25	80			80		
Base Capacity (vph)	595	810	768	473	835	807	381	670		449	749	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.42	0.08	0.33	0.37	0.02	0.39	0.48		0.18	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 92
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 30.6 Intersection LOS: C
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Lathrop Avenue & Lake Street





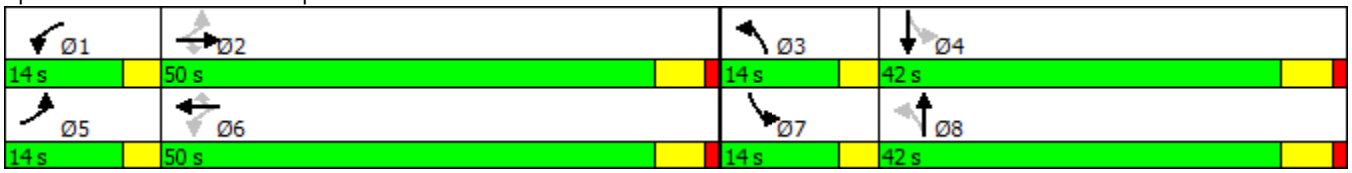
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	421	84	182	427	32	144	321	70	110	298	66
Future Volume (vph)	45	421	84	182	427	32	144	321	70	110	298	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		50	75		25	0		0	80		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	105			90			0			90		
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
Ped Bike Factor												
Frt			0.850			0.850		0.973			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1693	1573	1787	1613	1589	1770	1834	0	1770	1817	0
Flt Permitted	0.367			0.268			0.262			0.233		
Satd. Flow (perm)	684	1693	1573	504	1613	1589	488	1834	0	434	1817	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		364			246			471			191	
Travel Time (s)		8.3			5.6			12.8			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	6%	0%	2%	1%	0%	2%	1%	5%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)		0			0							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	439	88	190	445	33	150	407	0	115	379	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (%)	11.7%	41.7%	41.7%	11.7%	41.7%	41.7%	11.7%	35.0%		11.7%	35.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	Min		None	Min	
Act Effct Green (s)	45.6	35.9	35.9	51.7	41.3	41.3	40.7	28.4		40.0	28.1	
Actuated g/C Ratio	0.44	0.35	0.35	0.50	0.40	0.40	0.39	0.27		0.39	0.27	

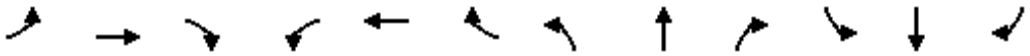
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.75	0.16	0.51	0.69	0.05	0.48	0.81		0.40	0.77	
Control Delay	15.5	39.5	25.7	20.3	34.8	22.8	25.3	49.3		23.9	47.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	15.5	39.5	25.7	20.3	34.8	22.8	25.3	49.3		23.9	47.0	
LOS	B	D	C	C	C	C	C	D		C	D	
Approach Delay		35.4			30.1			42.9			41.6	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	16	266	42	71	261	14	65	265		49	244	
Queue Length 95th (ft)	39	412	84	125	420	38	115	404		91	373	
Internal Link Dist (ft)		284			166			391			111	
Turn Bay Length (ft)	100		50	75		25				80		
Base Capacity (vph)	441	746	693	387	723	712	332	662		315	656	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.11	0.59	0.13	0.49	0.62	0.05	0.45	0.61		0.37	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 103.3
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 37.0 Intersection LOS: D
Intersection Capacity Utilization 76.6% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Lathrop Avenue & Lake Street





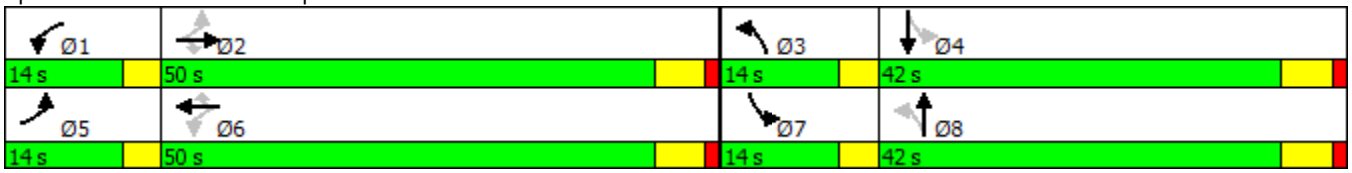
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	344	59	158	316	20	152	263	65	81	255	75
Future Volume (vph)	18	344	59	158	316	20	152	263	65	81	255	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		50	75		25	80		0	80		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	105			90			50			90		
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
Ped Bike Factor												
Frt			0.850			0.850		0.970			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1613	1528	1787	1644	1589	1770	1629	0	1805	1821	0
Flt Permitted	0.563			0.352			0.291			0.405		
Satd. Flow (perm)	1070	1613	1528	662	1644	1589	542	1629	0	770	1821	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		364			246			163			191	
Travel Time (s)		8.3			5.6			4.4			5.2	
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 (%)	0%	6%	4%	1%	4%	0%	2%	1%	5%	0%	1%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)		0			0			0				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	355	61	163	326	21	157	338	0	84	340	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (%)	11.7%	41.7%	41.7%	11.7%	41.7%	41.7%	11.7%	35.0%		11.7%	35.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	39.6	30.7	30.7	46.6	40.7	40.7	38.7	28.4		35.5	24.5	
Actuated g/C Ratio	0.42	0.33	0.33	0.49	0.43	0.43	0.41	0.30		0.38	0.26	

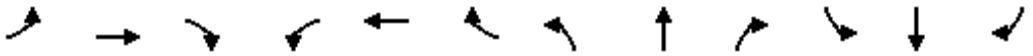
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.68	0.12	0.37	0.46	0.03	0.45	0.69		0.22	0.72	
Control Delay	14.5	35.8	24.8	17.0	24.3	20.2	23.0	40.6		19.7	42.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.5	35.8	24.8	17.0	24.3	20.2	23.0	40.6		19.7	42.6	
LOS	B	D	C	B	C	C	C	D		B	D	
Approach Delay		33.4			21.8			35.0			38.0	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	6	183	26	52	124	7	58	186		30	189	
Queue Length 95th (ft)	20	326	62	108	278	27	120	341		70	328	
Internal Link Dist (ft)		284			166			83			111	
Turn Bay Length (ft)	100		50	75		25	80			80		
Base Capacity (vph)	588	788	746	458	816	788	367	651		431	727	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.45	0.08	0.36	0.40	0.03	0.43	0.52		0.19	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 94.4
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Lathrop Avenue & Lake Street





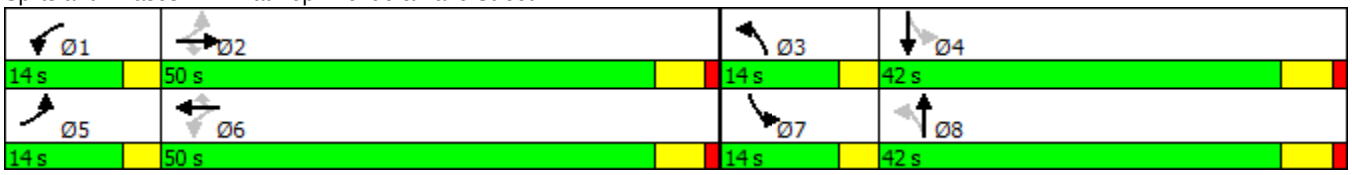
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	439	91	194	445	33	155	339	78	114	314	70
Future Volume (vph)	47	439	91	194	445	33	155	339	78	114	314	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		50	75		25	0		0	80		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	105			90			0			90		
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
Ped Bike Factor												
Frt			0.850			0.850		0.972			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1693	1573	1787	1613	1589	1770	1832	0	1770	1817	0
Flt Permitted	0.341			0.250			0.241			0.204		
Satd. Flow (perm)	635	1693	1573	470	1613	1589	449	1832	0	380	1817	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		364			246			163			191	
Travel Time (s)		8.3			5.6			4.4			5.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	6%	0%	2%	1%	0%	2%	1%	5%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)		0			0							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	457	95	202	464	34	161	434	0	119	400	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	15.0	3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (s)	14.0	50.0	50.0	14.0	50.0	50.0	14.0	42.0		14.0	42.0	
Total Split (%)	11.7%	41.7%	41.7%	11.7%	41.7%	41.7%	11.7%	35.0%		11.7%	35.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	Min		None	Min	
Act Effct Green (s)	47.2	37.4	37.4	53.2	42.9	42.9	42.8	30.4		42.1	30.1	
Actuated g/C Ratio	0.44	0.35	0.35	0.50	0.40	0.40	0.40	0.28		0.39	0.28	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.77	0.17	0.56	0.72	0.05	0.54	0.83		0.44	0.78	
Control Delay	16.0	41.8	26.2	22.6	36.8	23.2	27.3	52.0		25.2	48.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	16.0	41.8	26.2	22.6	36.8	23.2	27.3	52.0		25.2	48.4	
LOS	B	D	C	C	D	C	C	D		C	D	
Approach Delay		37.2			32.0			45.3			43.1	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	18	299	48	83	296	16	74	304		54	274	
Queue Length 95th (ft)	40	435	90	133	445	39	123	#460		94	397	
Internal Link Dist (ft)		284			166			83			111	
Turn Bay Length (ft)	100		50	75		25				80		
Base Capacity (vph)	416	717	666	366	701	690	317	634		294	629	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.12	0.64	0.14	0.55	0.66	0.05	0.51	0.68		0.40	0.64	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 107
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 39.0 Intersection LOS: D
Intersection Capacity Utilization 79.9% 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: 1: Lathrop Avenue & Lake Street



Intersection	
Intersection Delay, s/veh	46.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	147	19	83	37	14	31	417	200	19	399	25
Future Vol, veh/h	22	147	19	83	37	14	31	417	200	19	399	25
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	2	0	0	0	7	0	2	2	5	1	0
Mvmt Flow	25	167	22	94	42	16	35	474	227	22	453	28
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	18.2	15.9	53.1	58.7
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	12%	62%	4%
Vol Thru, %	93%	0%	78%	28%	90%
Vol Right, %	0%	100%	10%	10%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	448	200	188	134	443
LT Vol	31	0	22	83	19
Through Vol	417	0	147	37	399
RT Vol	0	200	19	14	25
Lane Flow Rate	509	227	214	152	503
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.015	0.408	0.476	0.353	0.97
Departure Headway (Hd)	7.176	6.457	8.024	8.357	6.936
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	509	559	449	429	524
Service Time	4.895	4.175	6.084	6.424	4.95
HCM Lane V/C Ratio	1	0.406	0.477	0.354	0.96
HCM Control Delay	70.7	13.6	18.2	15.9	58.7
HCM Lane LOS	F	B	C	C	F
HCM 95th-tile Q	14.3	2	2.5	1.6	12.8

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	112	4	17	58	20	12	58	51	22	23	3
Future Vol, veh/h	10	112	4	17	58	20	12	58	51	22	23	3
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	0	1	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	18	204	7	31	105	36	22	105	93	40	42	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	9.4	9.8	9.1
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	8%	18%	46%
Vol Thru, %	48%	89%	61%	48%
Vol Right, %	42%	3%	21%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	126	95	48
LT Vol	12	10	17	22
Through Vol	58	112	58	23
RT Vol	51	4	20	3
Lane Flow Rate	220	229	173	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.29	0.309	0.233	0.126
Departure Headway (Hd)	4.747	4.857	4.846	5.208
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	733	734	681
Service Time	2.82	2.931	2.923	3.298
HCM Lane V/C Ratio	0.293	0.312	0.236	0.128
HCM Control Delay	9.8	10.1	9.4	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1.2	1.3	0.9	0.4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	81	376	22	10	411	100	8	43	25	1	2	0
Future Vol, veh/h	81	376	22	10	411	100	8	43	25	1	2	0
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	5	0	0	4	0	12	2	0	0	0	0
Mvmt Flow	92	427	25	11	467	114	9	49	28	1	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	452	0	0	1172	1227	440	1210	1183	524
Stage 1	-	-	-	-	-	-	624	624	-	547	547	-
Stage 2	-	-	-	-	-	-	548	603	-	663	636	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.22	6.52	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.608	4.018	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1003	-	-	1119	-	-	162	178	621	161	191	557
Stage 1	-	-	-	-	-	-	457	478	-	525	521	-
Stage 2	-	-	-	-	-	-	503	488	-	454	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1003	-	-	1119	-	-	144	154	621	104	165	557
Mov Cap-2 Maneuver	-	-	-	-	-	-	144	154	-	104	165	-
Stage 1	-	-	-	-	-	-	401	419	-	460	513	-
Stage 2	-	-	-	-	-	-	493	481	-	336	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.2	35.3	31.7
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	203	1003	-	-	1119	-	-	138
HCM Lane V/C Ratio	0.425	0.092	-	-	0.01	-	-	0.025
HCM Control Delay (s)	35.3	9	0	-	8.2	0	-	31.7
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2	0.3	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	56.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	140	40	169	31	57	23	472	247	15	505	16
Future Vol, veh/h	11	140	40	169	31	57	23	472	247	15	505	16
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	0	0	0	1	0	0	0	1	1	0	1	0
Mvmt Flow	11	141	40	171	31	58	23	477	249	15	510	16
Number of Lanes	0	1	0	0	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	18.7	23	47.4	98
HCM LOS	C	C	E	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	6%	66%	3%
Vol Thru, %	91%	49%	73%	12%	94%
Vol Right, %	0%	51%	21%	22%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	259	483	191	257	536
LT Vol	23	0	11	169	15
Through Vol	236	236	140	31	505
RT Vol	0	247	40	57	16
Lane Flow Rate	262	488	193	260	541
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.551	0.975	0.448	0.588	1.102
Departure Headway (Hd)	7.887	7.489	8.773	8.516	7.325
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	460	488	413	426	498
Service Time	5.587	5.189	6.773	6.516	5.374
HCM Lane V/C Ratio	0.57	1	0.467	0.61	1.086
HCM Control Delay	19.8	62.2	18.7	23	98
HCM Lane LOS	C	F	C	C	F
HCM 95th-tile Q	3.3	12.5	2.3	3.7	17.7

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	115	3	8	43	19	3	30	30	41	44	6
Future Vol, veh/h	6	115	3	8	43	19	3	30	30	41	44	6
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3	0	0
Mvmt Flow	7	135	4	9	51	22	4	35	35	48	52	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.8	7.7	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	5%	11%	45%
Vol Thru, %	48%	93%	61%	48%
Vol Right, %	48%	2%	27%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	124	70	91
LT Vol	3	6	8	41
Through Vol	30	115	43	44
RT Vol	30	3	19	6
Lane Flow Rate	74	146	82	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.178	0.099	0.137
Departure Headway (Hd)	4.265	4.401	4.337	4.599
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	817	827	782
Service Time	2.286	2.421	2.36	2.618
HCM Lane V/C Ratio	0.088	0.179	0.099	0.137
HCM Control Delay	7.7	8.4	7.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.3	0.5

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	34	519	36	37	560	40	5	15	28	3	13	12
Future Vol, veh/h	34	519	36	37	560	40	5	15	28	3	13	12
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	2	3	0	6	3	0	0	4	0	0	0
Mvmt Flow	35	541	38	39	583	42	5	16	29	3	14	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	625	0	0	578	0	0	1324	1332	559	1334	1330	604
Stage 1	-	-	-	-	-	-	630	630	-	681	681	-
Stage 2	-	-	-	-	-	-	694	702	-	653	649	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.24	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	2.227	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	952	-	-	1006	-	-	134	156	525	132	156	502
Stage 1	-	-	-	-	-	-	473	478	-	444	453	-
Stage 2	-	-	-	-	-	-	436	443	-	460	469	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	952	-	-	1006	-	-	111	139	525	104	139	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	139	-	104	139	-
Stage 1	-	-	-	-	-	-	447	452	-	420	426	-
Stage 2	-	-	-	-	-	-	387	416	-	397	444	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	24.6	27.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	952	-	-	1006	-	-	191
HCM Lane V/C Ratio	0.215	0.037	-	-	0.038	-	-	0.153
HCM Control Delay (s)	24.6	8.9	0	-	8.7	0	-	27.2
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.5

Intersection	
Intersection Delay, s/veh	53.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	155	20	86	38	16	32	436	208	20	419	26
Future Vol, veh/h	23	155	20	86	38	16	32	436	208	20	419	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	5	2	0	0	0	7	0	2	2	5	1	0
Mvmt Flow	26	176	23	98	43	18	36	495	236	23	476	30
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	18.7	16.2	62.3	66.5
HCM LOS	C	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	12%	61%	4%
Vol Thru, %	93%	0%	78%	27%	90%
Vol Right, %	0%	100%	10%	11%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	468	208	198	140	465
LT Vol	32	0	23	86	20
Through Vol	436	0	155	38	419
RT Vol	0	208	20	16	26
Lane Flow Rate	532	236	225	159	528
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.061	0.426	0.495	0.368	1
Departure Headway (Hd)	7.183	6.482	8.061	8.336	7.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	511	558	450	431	518
Service Time	4.892	4.191	6.061	6.405	5.073
HCM Lane V/C Ratio	1.041	0.423	0.5	0.369	1.019
HCM Control Delay	83.8	13.9	18.7	16.2	66.5
HCM Lane LOS	F	B	C	C	F
HCM 95th-tile Q	16.1	2.1	2.7	1.7	13.8

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	116	4	18	60	21	12	60	53	25	25	4
Future Vol, veh/h	11	116	4	18	60	21	12	60	53	25	25	4
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Heavy Vehicles, %	0	1	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	20	211	7	33	109	38	22	109	96	45	45	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	9.6	10	9.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	8%	18%	46%
Vol Thru, %	48%	89%	61%	46%
Vol Right, %	42%	3%	21%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	131	99	54
LT Vol	12	11	18	25
Through Vol	60	116	60	25
RT Vol	53	4	21	4
Lane Flow Rate	227	238	180	98
Geometry Grp	1	1	1	1
Degree of Util (X)	0.304	0.326	0.246	0.146
Departure Headway (Hd)	4.811	4.924	4.914	5.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	722	722	673
Service Time	2.897	3.013	3.009	3.367
HCM Lane V/C Ratio	0.307	0.33	0.249	0.146
HCM Control Delay	10	10.4	9.6	9.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	1.3	1.4	1	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	84	392	24	10	428	104	10	45	28	1	2	0
Future Vol, veh/h	84	392	24	10	428	104	10	45	28	1	2	0
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	5	0	0	4	0	12	2	0	0	0	0
Mvmt Flow	95	445	27	11	486	118	11	51	32	1	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	605	0	0	473	0	0	1219	1277	459	1259	1232	545
Stage 1	-	-	-	-	-	-	650	650	-	568	568	-
Stage 2	-	-	-	-	-	-	569	627	-	691	664	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.22	6.52	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.22	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.608	4.018	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	983	-	-	1099	-	-	150	166	606	149	179	542
Stage 1	-	-	-	-	-	-	442	465	-	511	510	-
Stage 2	-	-	-	-	-	-	490	476	-	438	461	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	983	-	-	1099	-	-	132	142	606	91	153	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	142	-	91	153	-
Stage 1	-	-	-	-	-	-	384	404	-	444	502	-
Stage 2	-	-	-	-	-	-	480	469	-	315	400	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.2	41.6	34.6
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	189	983	-	-	1099	-	-	125
HCM Lane V/C Ratio	0.499	0.097	-	-	0.01	-	-	0.027
HCM Control Delay (s)	41.6	9.1	0	-	8.3	0	-	34.6
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.5	0.3	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	3	475	467	5
Future Vol, veh/h	5	4	3	475	467	5
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	3	500	492	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1000	494	497	0	-	0
Stage 1	494	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	270	575	1067	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	575	1067	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1067	-	352	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	8.4	0	15.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	79	1	1	35
Future Vol, veh/h	4	4	79	1	1	35
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	83	1	1	37

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	123	84	0	0	84	0
Stage 1	84	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	872	975	-	-	1513	-
Stage 1	939	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	871	975	-	-	1513	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	920	1513	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	71.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	146	42	176	32	61	24	499	257	18	533	19
Future Vol, veh/h	11	146	42	176	32	61	24	499	257	18	533	19
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	0	0	0	1	0	0	0	1	1	0	1	0
Mvmt Flow	11	147	42	178	32	62	24	504	260	18	538	19
Number of Lanes	0	1	0	0	1	0	0	2	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	20	25.1	59.8	127.7
HCM LOS	C	D	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	6%	65%	3%
Vol Thru, %	91%	49%	73%	12%	94%
Vol Right, %	0%	51%	21%	23%	3%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	274	507	199	269	570
LT Vol	24	0	11	176	18
Through Vol	250	250	146	32	533
RT Vol	0	257	42	61	19
Lane Flow Rate	276	512	201	272	576
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.591	1.04	0.473	0.62	1.184
Departure Headway (Hd)	8.144	7.748	9.097	8.795	7.562
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	448	471	398	413	484
Service Time	5.844	5.448	7.097	6.795	5.562
HCM Lane V/C Ratio	0.616	1.087	0.505	0.659	1.19
HCM Control Delay	21.9	80.3	20	25.1	127.7
HCM Lane LOS	C	F	C	D	F
HCM 95th-tile Q	3.7	14.7	2.5	4.1	21

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	120	3	9	46	20	3	33	31	43	47	7
Future Vol, veh/h	8	120	3	9	46	20	3	33	31	43	47	7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3	0	0
Mvmt Flow	9	141	4	11	54	24	4	39	36	51	55	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.9	7.8	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	6%	12%	44%
Vol Thru, %	49%	92%	61%	48%
Vol Right, %	46%	2%	27%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	131	75	97
LT Vol	3	8	9	43
Through Vol	33	120	46	47
RT Vol	31	3	20	7
Lane Flow Rate	79	154	88	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.19	0.107	0.147
Departure Headway (Hd)	4.318	4.444	4.385	4.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	809	818	775
Service Time	2.342	2.465	2.409	2.658
HCM Lane V/C Ratio	0.095	0.19	0.108	0.147
HCM Control Delay	7.8	8.5	7.9	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.4	0.5

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	35	544	39	40	587	42	6	16	30	3	14	12
Future Vol, veh/h	35	544	39	40	587	42	6	16	30	3	14	12
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	2	3	0	6	3	0	0	4	0	0	0
Mvmt Flow	36	567	41	42	611	44	6	17	31	3	15	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	655	0	0	607	0	0	1390	1399	587	1401	1397	633
Stage 1	-	-	-	-	-	-	660	660	-	717	717	-
Stage 2	-	-	-	-	-	-	730	739	-	684	680	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.24	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	2.227	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	927	-	-	981	-	-	121	142	506	119	142	483
Stage 1	-	-	-	-	-	-	455	463	-	424	437	-
Stage 2	-	-	-	-	-	-	417	427	-	442	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	927	-	-	981	-	-	97	125	506	91	125	483
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	125	-	91	125	-
Stage 1	-	-	-	-	-	-	428	436	-	399	407	-
Stage 2	-	-	-	-	-	-	365	398	-	375	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	28.1	30.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	927	-	-	981	-	-	171
HCM Lane V/C Ratio	0.259	0.039	-	-	0.042	-	-	0.177
HCM Control Delay (s)	28.1	9	0	-	8.8	0	-	30.5
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	12	10	557	586	13
Future Vol, veh/h	15	12	10	557	586	13
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	13	11	586	617	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	938	624	631	0	-	0
Stage 1	624	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	278	484	949	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	484	949	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	949	-	339	-	-
HCM Lane V/C Ratio	0.011	-	0.084	-	-
HCM Control Delay (s)	8.8	0.1	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	50	4	4	89
Future Vol, veh/h	2	2	50	4	4	89
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	53	4	4	94

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	157	55	0	0	57	0
Stage 1	55	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	834	1012	-	-	1547	-
Stage 1	968	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	831	1012	-	-	1547	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1547	-
HCM Lane V/C Ratio	-	-	0.005	0.003	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Statement of Responsibility

The undersigned Officer of the applicant hereby acknowledges his responsibility to record a certified copy of the Ordinance granting the Planned Development Permit with the Cook County Recorder of Deeds office and provide evidence of said recording to the Village of River Forest within thirty (30) days of the passage of the Ordinance.

Marty Paris

1/25/18.
Date

AFFIDAVIT

Village of River Forest
400 Park Ave.
River Forest, Illinois 60305

I, Marty Paris, as the manager of Lake Lathrop Partners, LLC. And as its authorized representative, hereby attest that the requirement of informing the neighbors, within 500 feet of our proposed development at 7601-7621 Lake Street in River Forest, and inviting them to a Neighbors Meeting to be held at the River Forest Village Hall at 7:00pm on January 23rd, 2018, has been fulfilled by mailing an appropriate notice to the property owners of record of the properties located within 500 feet of the proposed development.

Attached is the list of the property owners to whom we mailed the notice.

Marty Paris

RAVINNE GUZIK
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
August 24, 2021

Subscribed and sworn to before
me this 8th day of January 2018.

Notary Public

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
7566	Central Ave		River Forest	IL	60305	15-12-219-031-0000	Com Ed
405	Lathrop Ave	1c	River Forest	IL	60305	15-12-219-036-0000	
409	Lathrop Ave	1d	River Forest	IL	60305	15-12-219-036-0000	
405	Lathrop Ave	2d	River Forest	IL	60305	15-12-219-036-0000	
348	Lathrop Ave		River Forest	IL	60305	15-12-305-031-0000	
409	Lathrop Ave		River Forest	IL	60305	15-12-219-036-0000	
523	Lathrop Ave		River Forest	IL	60305	15-12-212-008-0000	Steven Wierdak
528	Lathrop Ave		River Forest	IL	60305	15-12-111-044-0000	N/A
405	Lathrop Ave	1d	River Forest	IL	60305	15-12-219-036-0000	
409	Lathrop Ave	2b	River Forest	IL	60305	15-12-219-036-0000	
409	Lathrop Ave	1f	River Forest	IL	60305	15-12-219-036-0000	
409	Lathrop Ave	1b	River Forest	IL	60305	15-12-219-036-0000	
400	Lathrop Ave		River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
405	Lathrop Ave		River Forest	IL	60305	15-12-219-036-0000	
531	Lathrop Ave		River Forest	IL	60305	15-12-212-006-0000	Charles & Margaret Boy
406	Lathrop Ave		River Forest	IL	60305	15-12-117-013-0000	Walter Pedemonte
409	Lathrop Ave	1a	River Forest	IL	60305	15-12-219-036-0000	
400	Lathrop Ave	Ll90	River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
515	Lathrop Ave		River Forest	IL	60305	15-12-212-010-0000	Scott M Winsett
400	Lathrop Ave	100	River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
507	Lathrop Ave		River Forest	IL	60305	15-12-212-012-0000	Carl & Melissa Bereshe
400	Lathrop Ave	Ll95	River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
405	Lathrop Ave	2b	River Forest	IL	60305	15-12-219-036-0000	
527	Lathrop Ave		River Forest	IL	60305	15-12-212-007-0000	Lonmu & Liu
409	Lathrop Ave	2d	River Forest	IL	60305	15-12-219-036-0000	
417	Lathrop Ave		River Forest	IL	60305	15-12-219-043-0000	
404	Lathrop Ave		River Forest	IL	60305	15-12-117-014-0000	Alder Ent Llc
409	Lathrop Ave	2a	River Forest	IL	60305	15-12-219-036-0000	
405	Lathrop Ave	2a	River Forest	IL	60305	15-12-219-036-0000	
400	Lathrop Ave	200	River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
405	Lathrop Ave	2c	River Forest	IL	60305	15-12-219-036-0000	
405	Lathrop Ave	1a	River Forest	IL	60305	15-12-219-036-0000	
400	Lathrop Ave	203	River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
405	Lathrop Ave	1e	River Forest	IL	60305	15-12-219-036-0000	
535	Lathrop Ave		River Forest	IL	60305	15-12-212-005-0000	Mary Jill Watts
409	Lathrop Ave	2e	River Forest	IL	60305	15-12-219-036-0000	
400	Lathrop Ave	202	River Forest	IL	60305	15-12-117-015-0000	Dowling Properties
409	Lathrop Ave	2c	River Forest	IL	60305	15-12-219-036-0000	
534	Lathrop Ave		River Forest	IL	60305	15-12-111-037-0000	William A Belke
405	Lathrop Ave	2e	River Forest	IL	60305	15-12-219-036-0000	
519	Lathrop Ave		River Forest	IL	60305	15-12-212-009-0000	Robert Nugent
511	Lathrop Ave		River Forest	IL	60305	15-12-212-011-0000	Justin R Distefano
409	Lathrop Ave	1c	River Forest	IL	60305	15-12-219-036-0000	
530	Lathrop Ave		River Forest	IL	60305	15-12-111-038-0000	Joseph M Claps

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
405	Lathrop Ave	1b	River Forest	IL	60305	15-12-219-036-0000	
409	Lathrop Ave	2f	River Forest	IL	60305	15-12-219-036-0000	
409	Lathrop Ave	1e	River Forest	IL	60305	15-12-219-036-0000	
411	Ashland Ave	3e	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	3g	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	4k	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	1b	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	602	River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	611	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	4f	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave		River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	6g	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	607	River Forest	IL	60305	15-12-116-025-0000	
526	Ashland Ave		River Forest	IL	60305	15-12-110-039-0000	Paul & Ellen Coffey
411	Ashland Ave	3d	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	2h	River Forest	IL	60305	15-12-117-016-0000	
501	Ashland Ave		River Forest	IL		15-12-111-045-0000	N/A
411	Ashland Ave	2b	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	3a	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	5k	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	1k	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	617	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	1c	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	6c	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	5f	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	4h	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	2a	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	605	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	2f	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	621	River Forest	IL	60305	15-12-116-025-0000	
423	Ashland Ave		River Forest	IL	60305	15-12-117-003-0000	Lake Lathrop Partners
410	Ashland Ave	609	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	5j	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	3j	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	618	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	5h	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	3b	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	603	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	1a	River Forest	IL	60305	15-12-117-016-0000	
418	Ashland Ave		River Forest	IL	60305	15-12-116-019-0000	Chicago Title & Trust
407	Ashland Ave	4j	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	3c	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	601	River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	610	River Forest	IL	60305	15-12-116-025-0000	

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
411	Ashland Ave	6d	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	3f	River Forest	IL	60305	15-12-117-016-0000	
518	Ashland Ave		River Forest	IL	60305	15-12-110-040-0000	Jon & Joanna Ver Halen
500	Ashland Ave		River Forest	IL	60305	15-12-110-044-0000	Daniel J Conidi
407	Ashland Ave	6h	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	620	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	6f	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	4c	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	5g	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	4d	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	3h	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	2e	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	6a	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	5c	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	2g	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	2j	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	1h	River Forest	IL	60305	15-12-117-016-0000	
444	Ashland Ave		River Forest	IL	60305	15-12-116-029-0000	
410	Ashland Ave	625	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	2d	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	5a	River Forest	IL	60305	15-12-117-016-0000	
530	Ashland Ave		River Forest	IL	60305	15-12-110-038-0000	B & S Bedell
410	Ashland Ave	613	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	4b	River Forest	IL	60305	15-12-117-016-0000	
411	Ashland Ave	6b	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	622	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	4e	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	629	River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	627	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	5b	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	628	River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	614	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	2k	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	1j	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	3k	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	616	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	6k	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	604	River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	608	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	4a	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	619	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave	4g	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave	615	River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	606	River Forest	IL	60305	15-12-116-025-0000	

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
410	Ashland Ave	626	River Forest	IL	60305	15-12-116-025-0000	
419	Ashland Ave		River Forest	IL	60305	15-12-117-004-0000	Life Insurance Benefit
410	Ashland Ave	612	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	2c	River Forest	IL	60305	15-12-117-016-0000	
348	Ashland Ave		River Forest	IL	60305	15-12-304-032-0000	W & J Ritchie
514	Ashland Ave		River Forest	IL	60305	15-12-110-041-0000	S Glinke&e Hamilton
411	Ashland Ave	5e	River Forest	IL	60305	15-12-117-016-0000	
410	Ashland Ave		River Forest	IL	60305	15-12-116-025-0000	
410	Ashland Ave	623	River Forest	IL	60305	15-12-116-025-0000	
407	Ashland Ave		River Forest	IL	60305	15-12-117-016-0000	
506	Ashland Ave		River Forest	IL	60305	15-12-110-043-0000	Laurie E Lawton
349	Ashland Ave		River Forest	IL	60305	15-12-305-026-0000	R Forest Kitchen Llc
410	Ashland Ave	624	River Forest	IL	60305	15-12-116-025-0000	
411	Ashland Ave	6e	River Forest	IL	60305	15-12-117-016-0000	
407	Ashland Ave	6j	River Forest	IL	60305	15-12-117-016-0000	
400	Ashland Ave		River Forest	IL	60305	15-12-116-022-0000	Central Ashland Llc
411	Ashland Ave	5d	River Forest	IL	60305	15-12-117-016-0000	
510	Ashland Ave		River Forest	IL	60305	15-12-110-042-0000	A Rajagopal
533	Ashland Ave		River Forest	IL	60305	15-12-111-017-0000	N/A
7629	Lake St		River Forest	IL	60305	15-12-117-001-0000	Chicago Title Land Tru
7525	Lake St		River Forest	IL	60305	15-12-219-038-0000	New Albertsons Llc
7726	Lake St		River Forest	IL	60305	15-12-110-055-0000	M Horstman J Hofert
7732	Lake St		River Forest	IL	60305	15-12-110-052-0000	David Beck
7575	Lake St	2d	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	2a	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	3b	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	6c	River Forest	IL	60305	15-12-219-037-0000	
7617	Lake St		River Forest	IL	60305	15-12-117-002-0000	West Suburban Managmnt
7613	Lake St		River Forest	IL	60305	15-12-117-018-0000	Edward Ditchfield
7575	Lake St	2b	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	3c	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	6a	River Forest	IL	60305	15-12-219-037-0000	
7724	Lake St		River Forest	IL	60305	15-12-110-056-0000	T J Ivinjack
7575	Lake St	4a	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St		River Forest	IL	60305	15-12-219-037-0000	
7727	Lake St		River Forest	IL	60305	15-12-116-003-0000	Mb Bank Acctg 693
7575	Lake St	5c	River Forest	IL	60305	15-12-219-037-0000	
7720	Lake St		River Forest	IL	60305	15-12-110-058-0000	Maryann Hagerty
7525	Lake St		River Forest	IL	60305	15-12-219-038-0000	New Albertsons Llc
7621	Lake St		River Forest	IL	60305	15-12-117-002-0000	West Suburban Managmnt
7627	Lake St		River Forest	IL	60305	15-12-117-002-0000	West Suburban Managmnt
7623	Lake St		River Forest	IL	60305	15-12-117-002-0000	West Suburban Managmnt
7575	Lake St	5b	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	4d	River Forest	IL	60305	15-12-219-037-0000	

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
7625	Lake St		River Forest	IL	60305	15-12-117-002-0000	West Suburban Managmnt
7730	Lake St		River Forest	IL	60305	15-12-110-053-0000	Jerome W Ketzback
7575	Lake St	6d	River Forest	IL	60305	15-12-219-037-0000	
7619	Lake St		River Forest	IL	60305	15-12-117-002-0000	West Suburban Managmnt
7615	Lake St		River Forest	IL	60305	15-12-117-018-0000	Edward Ditchfield
7575	Lake St	4b	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	4c	River Forest	IL	60305	15-12-219-037-0000	
7577	Lake St		River Forest	IL	60305	15-12-219-002-0000	J Scott & J Hogan
7722	Lake St		River Forest	IL	60305	15-12-110-057-0000	Osman
7611	Lake St		River Forest	IL	60305	15-12-117-019-0000	Edward Ditchfield
7605	Lake St		River Forest	IL	60305	15-12-117-017-0000	Edward Ditchfield
7600	Lake St		River Forest	IL	60305	15-12-111-049-0000	N/A
7575	Lake St	2c	River Forest	IL	60305	15-12-219-037-0000	
7728	Lake St		River Forest	IL	60305	15-12-110-054-0000	Charlene Locasto Not I
7575	Lake St	3a	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	5a	River Forest	IL	60305	15-12-219-037-0000	
7607	Lake St		River Forest	IL	60305	15-12-117-017-0000	Edward Ditchfield
7575	Lake St	3d	River Forest	IL	60305	15-12-219-037-0000	
7575	Lake St	5d	River Forest	IL	60305	15-12-219-037-0000	
7579	Lake St		River Forest	IL	60305	15-12-219-001-0000	Fred Tomera
415	Franklin Ave	2cn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	2fn	River Forest	IL	60305	15-12-116-024-0000	
519	Franklin Ave		River Forest	IL	60305	15-12-110-018-0000	N/A
415	Franklin Ave	5gn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	3bn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4fs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	2fs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4cs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave		River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	3cn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	4fn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	4vn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5cs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	2gn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3cs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	2en	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3ds	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	5dn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5ds	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3gs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	3gn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3fs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5as	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4es	River Forest	IL	60305	15-12-116-024-0000	

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
415	Franklin Ave	4dn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	2as	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5es	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3as	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	4gn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5fs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3es	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	5en	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	3dn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	4an	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4as	River Forest	IL	60305	15-12-116-024-0000	
523	Franklin Ave		River Forest	IL	60305	15-12-110-017-0000	Michael Hamilton
415	Franklin Ave	4bn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	2bn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	1as	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4bs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	1an	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave		River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	5bn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	5cn	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	4en	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	2an	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	5fn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	2bs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4ds	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	2es	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	4gs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	2ds	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5bs	River Forest	IL	60305	15-12-116-024-0000	
515	Franklin Ave		River Forest	IL	60305	15-12-110-019-0000	N/A
415	Franklin Ave	3gn	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	5gs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	5an	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	3en	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	3bs	River Forest	IL	60305	15-12-116-024-0000	
407	Franklin Ave	2cs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	2dn	River Forest	IL	60305	15-12-116-024-0000	
423	Franklin Ave	2gs	River Forest	IL	60305	15-12-116-024-0000	
415	Franklin Ave	3an	River Forest	IL	60305	15-12-116-024-0000	
734	Jackson Ave		River Forest	IL	60305	15-12-212-013-0000	N/A
530	Jackson Ave		River Forest	IL	60305	15-12-212-016-0000	Joseph Mcinerney
522	Jackson Ave		River Forest	IL	60305	15-12-212-017-0000	John Lawrence
518	Jackson Ave		River Forest	IL	60305	15-12-212-018-0000	G S Lychyk 30496
504	Jackson Ave		River Forest	IL	60305	15-12-212-020-0000	Mary A Grayson

List of Property Owners with 500 ft

Address number	Street name	Unit	City	State	ZIP code	PIN	Property owner
510	Jackson Ave		River Forest	IL	60305	15-12-212-019-0000	Christopher Corrado

1/23/18

Name	Address
JOHN KEEFE	407 ASHLAND AVE
Erika Shorney	7575 LAKE ST
Bill Shorney	7575 Lake St
Marelyn Skenricks	411 Ashland
PAUL GOE	405 LATHROP 1E
WILLIAM BELKE	
GARY ALDER	404 La Throp. R.F.
E. Liebner	411 Ashland Ave
Phillis M. Wilson	407 Ashlorland 2K
HANK BODE	7575 LAKE ST 4D · R.F
SUSAN CARTLAND-BODE	7575 Lake St #40 RF
Julie Patterson	7575 Lake St 2D RF
KEN & TRIX WIESE	411 ASHLAND AVE 5D
GARNETT FOSTER	410 Ashland 3D
LUANNE PETERSON	7575 LAKE
Matt Patterson	7575 Lake St 2D RF
FRANK GAZZOLO	7575 LAKE St. 2C RF
PETER Kingston	7617 Lake St.
Lisa Neumann	7611 Lake Street
Judith McDevitt	411 Ashland Ave., 5B
Julie Ann Cote	320 LATHROP Ave.
John O'Hara	407 Franklin
Sheila Montroy	410 Ashland 2C
Patricia Montroy	415 Franklin
Joan Cusack	7575 Lake
Jeanne Johnson	7575 Lake
Maureen O'Malley	7575 Lake

NEIGHBORHOOD MEETING MINUTES

Pursuant to a duly issued notice, a meeting of the neighbors was conducted on January 23, 2018.

In addition to the village manager, there were approximately 27 people in attendance.

The applicant described the proposed project and answered questions. The questions asked were regarding the environmental clean-up, the height of the building, traffic flow along Ashland and Lathrop, and parking area for residents as well as retail tenants

Meeting Minutes:

Lake Lathrop Partners LLC – RIVER FOREST Condominium Project
Resident Meeting Notes January 23, 2018
Location – River Forest Village Hall
Meeting stated at 7:15pm concluded 8:15

The meeting was attended by approximately 27 residents. Eric Christman from Sedgwick Properties Development LLC made a presentation reviewing the Project. A brief synopsis is as follows:

We are proposing to clean up a dirty environmental site and bring A lifestyle mixed use development that will enliven and brighten Lake Street with SIGNATURE STYLE AND TIMELESS LIVING

- W/ Private elevators WITH DIRECT ACCESS
- PRIVATE Outdoor space

We are proposing to demolition the existing building and Build a 5 story Mixed Use Building with approximately 16,000 SF of Retail and 32 Residential Units, 92 parking spots. The parking garage will have two entrances One for Retail along Lathrop – primarily for Retail and the other on Ashland – resident's will drive up to the second floor. This area will be Private to the Residents.

The retail: Walkable Lifestyle destination, will be 16,000 Sq. Ft. divided between 3 and 8 tenants ranging from 900 SF to 8,000 Sq. Ft., Ceiling height will be 20 ft. We have set aside 32 parking spaces for the retail to ease congestion and traffic along Lake Lathrop and Ashland We are planning to introduce an outdoor corridor along the existing Building and New building which will provide light and prominence to the New Building. We plan to Bring New Tenants to liven and enrich the vibrancy of the area (i.e new restaurant, boutiques, coffee houses)

Unit Layouts: We are planning 8 unit per floor with a Collection Of 3 And 4 Bedroom Residences
The layouts of the Units will feature:

- 4 Private Elevators with direct access
- Private Terraces –
- big enough for multiple outdoor living rooms
- Enough room for residents to Host Thanksgiving or Christmas dinners and Parties

We will be seeking variances from the Village Height the five stories will exceed the existing zoning on 55 ft. by about 10 to 15 ft. The height is necessary to create the building (there are 10 buildings in the area that exceed the height variance).

Safety is part of our culture and something we build into every project. The staff at Sedgwick take extra pre-caution to ensure every residents safety.

We have consolidated the comments and concerns of the residents to the following:

A concern that was brought up by the residents was over the Environmental clean-up. In 2001, The EPA found that the current site was contaminated in by a long running Dry Cleaners operation. The Lake Lathrop Partners LLC is commented to following appropriate environmental procedures in handling a site with these condition.

Another concern was traffic flow along Ashland and Lathrop especially at morning drop off and afternoon pick-up. As mentioned in the meeting the range of concern is from 8:00am to 8:20am and 3:00 to 3:20pm. A traffic study from KLOA is underway and will be available shortly.

The Height of the building will exceed the existing zoning on 55 ft. by about 10 to 15 ft. The height is necessary to create the building. There are 10 buildings in the area that exceed the height variance.

The residents also expressed concern regarding the parking area for residents as well as retail tenants. The Development has set aside 32 parking spaces on the first floor for retail parking. Retail customers will need to walk around from the parking area to the front of the building. The retail customers will exit onto Lathrop Street either to the North or South. Resident parking will be on the 2nd level with the entrance and exit on Ashland Ave.

The residents also expressed concern of building to the property line of the property. They believed there should be a setback for pedestrian sight of traffic along Lake Street. There is a wide sidewalk along Lake Street which will allow pedestrian traffic to view traffic along Lake Street.

ECONOMIC VIABILTY

The Developer consulted with Gagliardo Realty Associates, and Jameson Sotheby's International Realty all very experienced and reputable local real estate and development professionals who analyzed the current market conditions and the desirability of the proposed development

In their opinion, the proposed development is desirable for the market and feasible based on the proposed development cost and expected pricing. Additionally, the proposed development will have a positive impact on the surrounding property values.

Gagliardo
Realty Associates

7375 West North Avenue
River Forest, Illinois 60305
708.771.8040

Gagliardo Realty Associates has over 60 years' experience and over 40 licensed realtors who are highly recognized and respected in the area. They are among the most knowledgeable realtors in the field with personal roots in the communities we serve, giving us an "at-home" advantage. We are equipped with excellent agents plus an experienced tech savvy support staff, offering agents and their clients unprecedented service.

Gagliardo Realty Associates is one of the major real estate companies in the River Forest market and has first-hand knowledge in the following areas:

1. Market conditions,
2. Property values and
3. Trends in the real estate market

It is our opinion that the proposed product is highly desirable in this market by the people who no longer need larger single-family homes, but still desire spacious accommodations with all the amenities and conveniences of a condominium.

There are several similar products that are currently on the market or being built. They include projects in Oak Park, LaGrange, Elmhurst and other communities.
This proposed project offers a higher level of amenities than those mentioned above, and we anticipate a good demand for this condominium units from the residents of River Forest.

We see this project as highly desirable for the location and based ono our experience. It will significantly strengthen the values of the surrounding properties.
The project has better characteristics and charm then similar projects in River Forest and in other surrounding communities.

Andy Gagliardo
Broker Owner

Jameson
Sotheby's
INTERNATIONAL REALTY

425 West North Ave
Chicago, IL 60610
t 312.751.0300
f 312.751.2808
jamesonsir.com

January 30, 2018

Jameson Sotheby's International Realty has been a leading real estate firm in the Chicago area for over 50 years and is sensitive to the needs of the community and well versed in current market conditions.

The proposed condominium project by Lake Lathrop Partners LLC will be highly desirable for long time River forest home owners seeking to downsize yet continue to side in their community. This development offering quality built units and generous square footage, gives River Forest residents an opportunity to maintain the level of comfort and convenience they have enjoyed in their homes.

Jameson Sotheby's International is currently marketing comparable developments in Oak Park and has been involved in similar projects in the past. We anticipate a high level of demand for the condominium units in this development.

In my opinion this development will have a very positive impact on the surrounding property values and will be an asset to our community.

Sincerely Yours,

Cory Robertson

FINANCIAL CAPABILITY

The principals of Lake Lathrop Partners LLC have at any given time more the $100,000,000 worth of projects under construction. All of the projects have owners' equity and bank financing.

The development cost for the proposed project is estimated at $20,000,000 construction financing will be provided by a Bank. The Owners are capable of funding the Owners Equity component of the development cost.

Republic Bank

March 2, 2018

Mr. Marty Paris
Lake Lathrop Partners, LLC
1525 W. Homer St.
Suite 401
Chicago, IL 60642

RE: Lake & Lathrop Mixed Use Project
River Forest, Illinois

Dear Mr. Paris,

Thank you for considering Republic Bank for your credit needs. We understand that you intend to construct a Mixed-use condominium and retail building at 7601-7621 Lake Street in River Forest, Illinois at a cost of approximately $30 Million.

We have reviewed the request for financing the construction of this project which you submitted to us, which included the construction budget, financial projections, site plans, etc., and are highly interested in providing financing for the project. Such financing would be subject to a minimum of 40% of the units being pre-sold to qualify for financing. The final terms and conditions of a loan would be subject to approval by our Bank Loan Committee, along with completion of our due diligence and further analysis, our underwriting, the appraisal, and market conditions.

Sincerely,

Republic Bank of Chicago

Chris Norman
Group Senior Vice President
Real Estate Banking Group

Republic Bank
2221 Camden Court, Floor 1, Oak Brook, IL 60523
phone: 630.570.7700 fax: 630.928.1478
RBankChicago.com