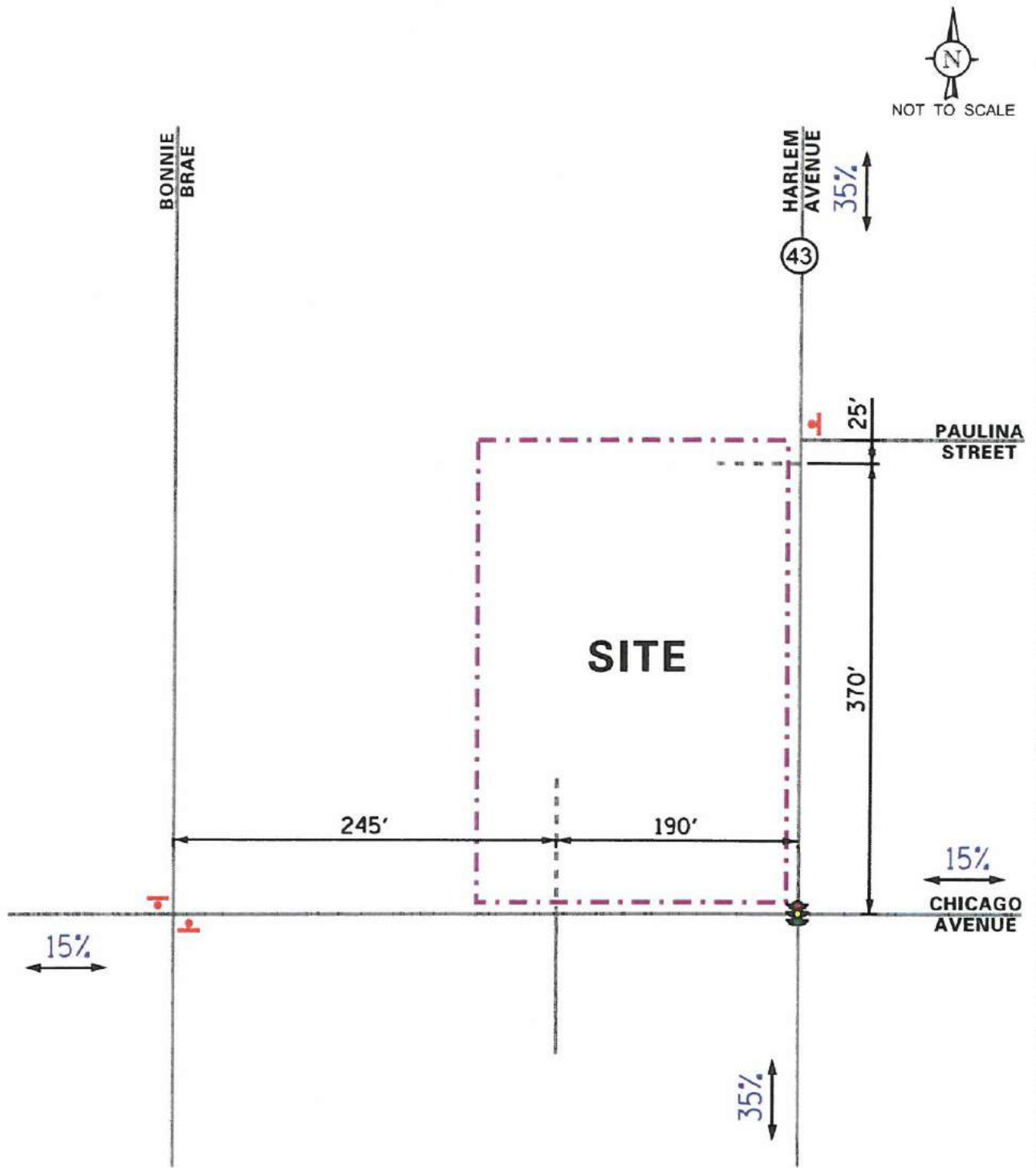




LEGEND

00% - PERCENT DISTRIBUTION
00' - DISTANCE IN FEET

Senior Living Community
River Forest, Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-085 Figure: 6

Trip Generation Comparison

As previously indicated, the site is currently occupied by a TCF Bank which has five drive-through lanes. The number of peak hour vehicle trips generated by the current land use was determined based on the existing traffic counts conducted by KLOA, Inc. and are summarized in **Table 6**. As can be seen from Table 6, the proposed development is projected to generate approximately 40 percent more trips during the weekday morning peak hour and approximately 50 percent less trips during the evening peak hour than the existing bank. It should be noted that while more trips are projected to be generated by the proposed development during the weekday morning peak hour, the TCF Bank does not open until after 9:00 A.M. during which most of the users are drive through ATM users. Additionally, during the critical weekday evening peak hour, in which traffic along the adjacent roadway network is approximately seven percent higher than the weekday morning peak hour, the proposed development is projected to generate 40 percent less trips than the existing TCF Bank.

Table 6
PREVIOUS LAND-USE SITE-GENERATED TRAFFIC VOLUMES

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
TCF Bank	7	9	16	31	29	60
Proposed Development	<u>16</u>	<u>9</u>	<u>25</u>	<u>14</u>	<u>22</u>	<u>36</u>
Difference¹	+9	+0	+9	-17	-7	-24
1-As compared with the estimated proposed development-generated traffic volumes						

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 weekday 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). **Figure 7** illustrates the traffic assignment of the trips projected to be generated by the proposed development.

Background (No-Build) Traffic Conditions

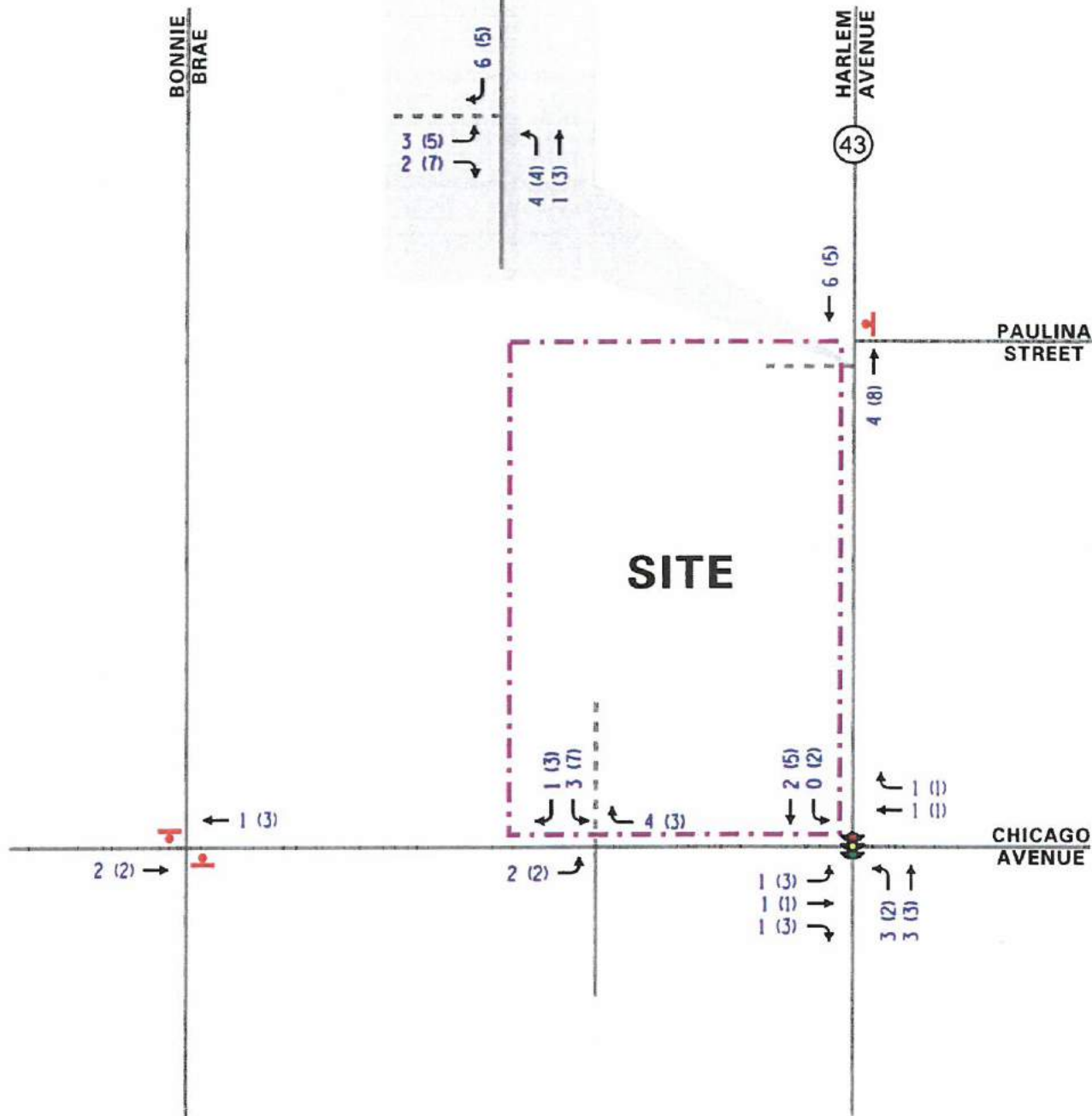
The existing traffic volumes (Figure 4) were increased regional growth factors to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated May 22, 2018, the traffic volumes along Harlem Avenue and Chicago Avenue were increased by one percent total over six years (buildout year plus five years) to project Year 2024 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix. Additionally, the traffic currently generated by the TCF Bank was removed from the existing roadway network. A figure showing the reassignment of the existing traffic volumes is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes increased by a regional growth factor to determine the Year 2024 total projected traffic volumes as illustrated in **Figure 8**.



NOT TO SCALE



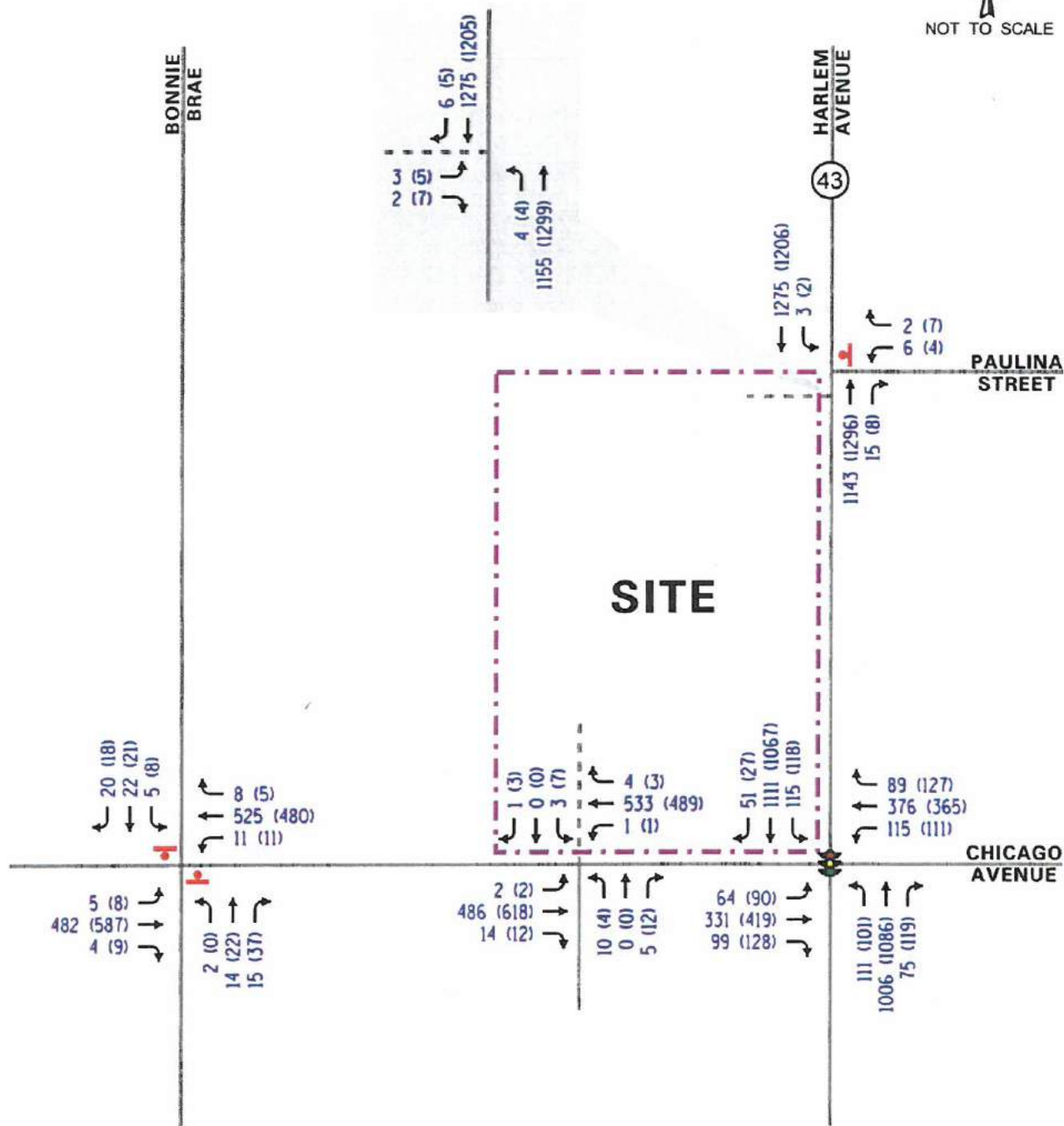
Senior Living Community
River Forest, Illinois

Estimated Site-Generated Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No. 18-085 Figure: 7



NOT TO SCALE



Senior Living Community
River Forest, Illinois

Year 2024 Total Projected Traffic Volumes

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Job No: 18-085 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 modifications 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 2018) and Year 2024 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 9 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service. Synchro/SimTraffic 9 software was utilized to accurately represent the operation of the existing and proposed unsignalized intersections due to their proximity to the signalized intersection of Harlem Avenue with Chicago Avenue.

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 2024 total projected conditions are presented in **Tables 7 through 9**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7

CAPACITY ANALYSIS RESULTS – HARLEM AVENUE WITH CHICAGO AVENUE – SIGNALIZED

Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R	
Year 2018 Existing Conditions	C	E	C	D	E	C	C		C	B		C	D – 38.0
	32.7	65.1	30.6	38.3	75.4	28.9	20.5		29.7	18.6		30.9	
	D – 54.1			E – 61.0			C – 28.8			C – 29.8			
Weekday Evening Peak Hour	C	E	C	C	E	C	B		D	C		C	D – 38.7
	28.4	62.5	27.1	34.7	59.7	26.5	19.3		35.7	25.3		32.6	
	D – 50.8			D – 48.4			C – 34.4			C – 31.9			
Year 2024 Projected Conditions	C	E	C	D	E	C	C		C	B		C	D – 38.4
	33.2	64.9	30.6	38.3	76.1	29.0	23.0		30.1	19.2		31.5	
	D – 53.9			E – 61.4			C – 29.5			C – 30.4			
Weekday Evening Peak Hour	C	E	C	C	E	C	B		D	C		C	D – 38.6
	28.4	62.3	27.2	34.8	58.1	26.6	19.4		36.1	26.8		32.7	
	D – 50.5			D – 47.2			C – 34.8			C – 32.1			
Letter denotes Level of Service Delay is measured in seconds.													
L – Left-Turns T – Through						R – Right-Turns							

Table 8
CAPACITY ANALYSIS RESULTS
EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Harlem Avenue with Paulina Street				
• Westbound Approach	F	72.9	E	37.8
• Southbound Left Turn	B	11.8	B	12.0
Harlem with TCF Access Drive				
• Eastbound Approach	B	14.2	B	13.8
• Northbound Left Turn	--	--	B	11.7
Chicago Avenue with Bonnie Brae				
• Northbound Approach	C	20.0	C	20.1
• Southbound Approach	C	21.4	D	25.9
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	8.4	A	8.8
Chicago Avenue with Mobile/TCF Access Drives				
• Northbound Approach	C	20.5	C	17.7
• Southbound Approach	C	17.3	C	23.1
• Eastbound Left Turn	--	--	A	8.5
• Westbound Left Turn	A	8.4	A	8.9
LOS = Level of Service Delay is measured in seconds				

Table 9
CAPACITY ANALYSIS RESULTS
YEAR 2024 PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Harlem Avenue with Paulina Street/Proposed Access Drive				
• Eastbound Approach	F	101.2	F	57.4
• Westbound Approach	F	123.8	F	56.6
• Northbound Left Turn	B	13.0	B	11.6
• Southbound Left Turn	B	11.9	B	12.1
Chicago Avenue with Bonnie Brae				
• Northbound Approach	C	20.2	C	20.2
• Southbound Approach	C	21.7	D	26.1
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	8.5	A	8.8
Chicago Avenue with Mobile/Proposed Access Drives				
• Northbound Approach	C	20.9	C	17.0
• Southbound Approach	C	21.6	C	24.1
• Eastbound Left Turn	A	8.6	A	8.4
• Westbound Left Turn	A	8.4	A	8.9
LOS = Level of Service Delay is measured in seconds				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Harlem Avenue with Chicago Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) D during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, this intersection is projected to continue operating at LOS D during the peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second.

The 95th percentile queues for the southbound approach are projected to be approximately 500 feet during the weekday morning peak hour and 550 feet during the weekday evening peak hour which is an increase of less than one vehicle length over existing conditions and will continue to extend beyond Paulina Street. The 95th percentile queues for the eastbound approach are projected to be approximately 450 feet during both peak hours which is an increase of less than one vehicle length over existing conditions and will continue to extend beyond Bonnie Brae. However, similar to existing conditions, these queues are projected to continue to generally clear the access drives during each green phase.

As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

Harlem Avenue with Paulina Street/Proposed Access Drive

As previously indicated, the proposed full movement access drive will be located as far north on the site as possible and as such will be located just south of Paulina Street with minimal offset. In addition, two existing access drives on Harlem Avenue serving TCF Bank will be eliminated as well as the three access drives serving the single-family homes.

The results of the capacity analysis indicate that the westbound approach currently operates at LOS F during the weekday morning peak hour and at LOS E during the weekday evening peak hour. Under Year 2024 conditions, the westbound approach is projected to operate LOS F during both peak hours. It should be noted that, this level of service is expected for minor roadway such as Paulina Street that has an unsignalized intersection with major roadways such as Harlem Avenue. Furthermore, southbound left-turn movements from Harlem Avenue onto Paulina Street are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles.

Capacity analysis further indicates that the eastbound approach (outbound movements from the proposed access drive onto Harlem Avenue) is projected to operate at LOS F during the weekday morning and weekday evening peak hours with 95th percentile queues of one to two vehicles. However, this level of service is expected for an access driveway that has an unsignalized

intersection with a major roadway such as Harlem Avenue. Furthermore, northbound left-turn movements from Harlem Avenue onto the access drive are projected to operate at LOS B during both peak hours with 95th percentile queues of one to two vehicles. It should be noted that the access drives to TCF Bank allow full movements and while currently the counts do not show outbound left turns, this is primarily due to the drive-through orientation which results in the traffic exiting onto Chicago Avenue.

The projected left turning movements in and out of the proposed development will be adequately accommodated by the proposed access drive on Harlem Avenue and will operate with expected delays and limited queueing. Additionally, as seen in the following section, adequate gaps exist in the Harlem Avenue traffic stream to accommodate turning movements to and from the proposed access drive.

As such, the proposed full movement access drive off Harlem Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient and flexible access will be provided and traffic projected to be generated by the proposed development will have a limited impact on the existing operations of this intersection and no roadway improvements or signal modifications will be required.

Chicago Avenue with Bonnie Brae

The results of the capacity analysis indicate that the northbound approach currently operates at LOS C during the weekday morning and weekday evening peak hours and the southbound approach currently operates at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Under Year 2024 conditions, the northbound and southbound approaches are projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second. Additionally, eastbound and westbound left-turn movements from Chicago Avenue onto Bonnie Brae are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Chicago Avenue with Mobil/Proposed Access Drives

The results of the capacity analysis indicate that outbound movements from the Mobil access drive onto Chicago Avenue currently operate at LOS C during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, outbound movements from the Mobil access drive onto Chicago Avenue are projected to continue operating at LOS C during the peak hours with increases in delay of less than one second. Outbound movements from the proposed access drive onto Chicago Avenue are projected to operate at LOS C during both peak hours with 95th percentile queues of one to two vehicles. Additionally, eastbound and westbound left-turn movements from Chicago Avenue onto the access drives are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed development generated traffic and proposed access system will have a limited impact on the operations of the Mobile gas station access drive. Furthermore, the proposed access drive is projected to operate similarly to the existing access drive serving TCF Bank and will ensure efficient and flexible access is provided.

Gap Study Evaluation

Table 10 shows the number of available gaps compared to the number of required gaps that are needed to accommodate the projected traffic turning between Harlem Avenue and the proposed full movement access drive. As shown in Table 10, there are more than sufficient gaps in traffic to accommodate the northbound left turns from Harlem Avenue onto the access drive, eastbound right turns onto Harlem Avenue, and the eastbound left turns onto Harlem Avenue during both the weekday morning and weekday evening peak hours of adjacent roadway traffic. This indicated that the intersection of Harlem Avenue with the proposed access drive will operate adequately.

Table 10

REQUIRED GAPS AT INTERSECTION OF HARLEM AVENUE WITH ACCESS DRIVE

Maneuver	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Available Gaps	Required Gaps	Available Gaps	Required Gaps
Northbound Left Turns	504	4	453	4
Eastbound Right Turns	251	2	238	7
Eastbound Left Turns	132	3	140	5

6. Conclusion

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

- The proposed development is projected to generate a limited number of trips which will be 50 percent less trips than the existing TCF Bank during the critical weekday evening peak hour.
- The results of the capacity analysis show that the traffic projected to be generated by the proposed development will have a limited impact on the roadway network and adjacent intersections and no roadway improvements or signal modifications will be required.
- The proposed access system will result in the elimination of the two access drives on Harlem Avenue that serve the TCF Bank as well as the two single family home driveways.
- The proposed access system with full movement access drives on Harlem Avenue and Chicago Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.
- Adequate gaps exist in the Harlem Avenue traffic stream to accommodate the projected left and/or right turning movements from proposed full movement access drive.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2040 Projections Letter

Reassignment of TCF Bank Traffic Volumes

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenlg Lindgren O'Hara Aboona, Inc.

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Rosemont, Illinois, United States 60018

(847)518-9990

Count Name: Chicago/Harlem

Site Code:

Start Date: 05/09/2018

Page No. 1

Turning Movement Data

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
7:00 AM	0	14	104	15	2	133	0	28	71	28	6	127	0	18	211	17	2	244	0	27	219	6	1	252
7:15 AM	0	12	91	20	2	123	0	28	65	13	0	106	0	25	229	12	0	266	0	31	219	10	1	260
7:30 AM	0	10	87	24	3	121	0	36	90	21	1	147	0	24	230	18	0	272	0	20	264	12	7	296
7:45 AM	0	9	71	19	0	99	0	22	95	21	0	138	0	35	224	15	0	274	0	28	240	13	1	281
Hourly Total	0	45	353	78	7	476	0	114	321	83	7	518	0	100	894	62	2	1056	0	106	942	41	10	1089
8:00 AM	0	27	80	33	0	140	0	34	82	21	2	137	0	25	276	19	1	320	0	33	298	14	1	345
8:15 AM	0	16	91	22	1	129	0	22	96	24	8	142	0	23	249	22	2	294	0	33	272	11	7	316
8:30 AM	0	7	76	25	1	108	0	23	78	25	1	126	0	24	258	17	0	299	0	25	235	13	2	273
8:45 AM	0	13	67	19	4	99	0	24	59	24	1	107	0	13	201	29	1	243	0	22	245	7	2	274
Hourly Total	0	63	314	99	6	476	0	103	315	94	12	512	0	85	984	87	4	1156	0	113	1050	45	12	1208
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	11	71	24	9	106	0	31	75	24	3	130	0	12	223	23	3	258	0	15	253	8	5	276
2:45 PM	0	17	88	20	2	125	0	27	72	27	0	126	0	13	247	35	1	295	0	17	241	11	0	269
Hourly Total	0	28	159	44	11	231	0	58	147	51	3	256	0	25	470	58	4	553	0	32	494	19	5	545
3:00 PM	0	17	100	20	0	137	0	25	74	19	0	118	0	21	233	36	1	290	0	16	249	14	0	279
3:15 PM	0	18	100	22	0	140	0	28	98	26	4	152	0	27	243	18	2	288	0	21	253	5	2	279
3:30 PM	0	29	103	39	0	171	0	35	80	30	4	145	0	25	253	17	10	295	0	23	258	8	15	289
3:45 PM	0	27	99	28	3	152	0	24	92	40	1	156	0	16	255	18	1	289	0	15	261	8	4	284
Hourly Total	0	91	402	107	3	600	0	112	344	115	9	571	0	89	984	89	14	1162	0	75	1021	35	21	1131
4:00 PM	0	20	107	27	0	154	0	34	87	32	1	153	0	26	248	27	1	301	0	17	254	5	2	276
4:15 PM	0	16	105	16	2	137	0	25	91	26	2	142	0	24	278	27	5	329	0	30	265	8	5	303
4:30 PM	0	17	98	36	2	151	0	28	86	28	5	142	0	19	255	33	1	307	0	30	283	8	3	321
4:45 PM	0	35	113	32	2	180	0	26	94	32	5	152	0	27	266	30	2	323	0	29	256	6	10	291
Hourly Total	0	88	423	111	6	622	0	113	358	118	13	589	0	96	1047	117	9	1260	0	108	1058	27	21	1191
5:00 PM	0	20	106	42	0	168	0	31	97	39	3	167	0	32	263	28	5	323	0	27	252	5	0	284
5:15 PM	0	21	103	25	0	149	0	32	91	20	8	143	0	38	227	36	3	301	0	35	186	8	5	229
5:30 PM	0	15	106	10	0	131	0	21	99	27	1	147	0	25	273	24	2	322	0	31	242	11	5	284
5:45 PM	0	24	105	39	0	168	0	32	86	26	2	146	0	29	273	24	1	326	0	34	262	12	3	308
Hourly Total	0	80	420	116	0	616	0	116	375	112	16	603	0	124	1036	112	11	1272	0	127	942	38	13	1105
Grand Total	0	395	2071	555	33	3021	0	616	1860	573	58	3049	0	519	5415	525	44	6459	0	559	5507	203	67	6269
Approach %	0.0	13.1	68.6	18.4	-	-	0.0	20.2	61.0	18.8	-	-	0.0	8.0	83.8	8.1	-	-	0.0	8.9	87.8	3.2	-	-
Total %	0.0	2.1	11.0	3.0	-	16.1	0.0	3.3	9.9	3.0	-	16.2	0.0	2.8	28.8	2.8	-	34.4	0.0	3.0	29.3	1.1	-	33.3
Lights	0	389	2032	546	-	2967	0	605	1838	565	-	3008	0	511	5179	511	-	6201	0	550	5259	199	-	6008
% Lights	-	98.5	98.1	98.4	-	98.2	-	98.2	98.8	98.6	-	98.7	-	98.5	95.6	97.3	-	96.0	-	98.4	95.5	98.0	-	95.8
Buses	0	2	14	3	0	19	0	4	13	1	-	18	0	1	70	3	-	74	0	1	74	1	-	76
% Buses	-	0.5	0.7	0.5	-	0.6	-	0.6	0.7	0.2	-	0.6	-	0.2	1.3	0.6	-	1.1	-	0.2	1.3	0.5	-	1.2
Single Unit Trucks	0	4	15	5	-	24	0	5	7	8	-	18	0	6	105	10	-	121	0	6	92	2	-	100

	-	1.0	0.7	0.9	-	0.8	-	0.8	0.4	1.0	-	0.6	-	1.2	1.9	1.9	1.9	1.1	1.7	1.0	1.6	1.4
% Single-Unit Trucks	0	0	3	1	-	4	0	2	0	1	0	3	0	1	61	1	-	0	2	82	1	85
Articulated Trucks	-	0.0	0.1	0.2	-	0.1	-	0.3	0.0	0.2	-	0.1	-	0.2	1.1	0.2	-	-	0.4	1.5	0.5	1.4
% Articulated Trucks	0	0	7	0	-	7	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0
Bicycles on Road	-	0.0	0.3	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0
% Bicycles on Road	-	-	-	-	-	33	-	-	-	-	-	58	-	-	-	-	44	-	-	-	82	-
Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-



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Count Name: Chicago/Harlem
Site Code:
Start Date: 05/09/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem 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	10	87	24	3	121	0	36	90	21	1	147	0	24	230	18	0	272	0	20	264	12	0	286	836
7:45 AM	0	9	71	19	0	99	0	22	95	21	0	138	0	35	224	15	0	274	0	28	240	13	1	281	792
8:00 AM	0	27	80	33	0	140	0	34	82	21	2	137	0	25	276	19	1	320	0	33	298	14	1	345	942
8:15 AM	0	16	91	22	1	129	0	22	96	24	6	142	0	23	249	22	2	294	0	33	272	11	0	316	881
Total	0	62	329	98	4	489	0	114	363	87	11	584	0	107	979	74	3	1160	0	114	1074	50	10	1238	3451
Approach %	0.0	12.7	67.3	20.0	-	-	0.0	20.2	64.4	15.4	-	-	0.0	9.2	84.4	6.4	-	-	0.0	9.2	86.8	4.0	-	-	-
Total %	0.0	18	95	28	-	14.2	0.0	33	105	25	-	16.3	0.0	31	28.4	2.1	-	33.6	0.0	33	31.1	1.4	-	35.9	-
PHF	0.000	0.574	0.904	0.742	-	0.873	0.000	0.792	0.945	0.906	-	0.959	0.000	0.764	0.887	0.841	-	0.906	0.000	0.864	0.901	0.893	-	0.887	0.916
Lights	0	61	320	97	-	478	0	113	359	87	-	559	0	106	923	69	-	1098	0	111	1026	50	-	1187	3322
% Lights	-	98.4	97.3	99.0	-	97.8	-	99.1	98.9	100.0	-	99.1	-	99.1	94.3	93.2	-	94.7	-	97.4	95.5	100.0	-	95.9	96.3
Buses	0	0	1	1	-	2	0	1	2	0	-	3	0	0	11	0	-	11	0	0	16	0	-	16	32
% Buses	-	0.0	0.3	1.0	-	0.4	-	0.9	0.6	0.0	-	0.5	-	0.0	1.1	0.0	-	0.9	-	0.0	1.5	0.0	-	1.3	0.9
Single-Unit Trucks	0	1	8	0	-	9	0	0	2	0	-	2	0	1	30	4	-	35	0	1	18	0	-	19	65
% Single-Unit Trucks	-	1.6	2.4	0.0	-	1.8	-	0.0	0.6	0.0	-	0.4	-	0.9	3.1	5.4	-	3.0	-	0.9	1.7	0.0	-	1.5	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	15	1	-	16	0	2	14	0	-	16	32
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	1.4	-	1.4	-	1.8	1.3	0.0	-	1.3	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	-	3	-	-	-	-	10	-	-
% 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: Chicago/Harlem
Site Code:
Start Date: 05/09/2018
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
4:15 PM	0	16	106	16	2	137	0	25	91	26	2	142	0	24	278	27	5	329	0	30	265	8	5	303
4:30 PM	0	17	98	36	2	151	0	28	86	28	5	142	0	19	255	33	1	307	0	30	283	8	5	321
4:45 PM	0	35	113	32	2	180	0	26	94	32	5	152	0	27	266	30	2	323	0	29	256	6	10	291
5:00 PM	0	20	106	42	0	168	0	31	97	39	3	187	0	32	263	28	5	323	0	27	252	5	0	284
Total	0	88	422	126	6	636	0	110	368	125	15	603	0	102	1062	118	13	1282	0	116	1055	27	16	1199
Approach %	0.0	13.8	66.4	19.8	-	-	0.0	18.2	61.0	20.7	-	-	0.0	8.0	82.8	9.2	-	-	0.0	9.7	88.1	2.3	-	-
Total %	0.0	2.4	11.3	3.4	-	17.1	0.0	3.0	9.9	3.4	-	16.2	0.0	2.7	28.5	3.2	-	34.5	0.0	3.1	28.4	0.7	-	32.2
PHF	0.000	0.629	0.934	0.750	-	0.683	0.000	0.887	0.948	0.801	-	0.903	0.000	0.797	0.955	0.894	-	0.974	0.000	0.967	0.933	0.844	-	0.954
Lights	0	88	414	123	-	625	0	109	368	124	-	599	0	102	1027	118	-	1247	0	116	1014	26	-	1156
% Lights	-	100.0	98.1	97.6	-	98.3	-	99.1	98.5	98.2	-	99.3	-	100.0	96.7	100.0	-	97.3	-	100.0	96.0	96.3	-	96.4
Buses	0	0	4	1	-	5	0	1	1	0	-	2	0	0	12	0	-	12	0	0	13	0	-	13
% Buses	-	0.0	0.9	0.8	-	0.8	-	0.9	0.3	0.0	-	0.3	-	0.0	1.1	0.0	-	0.9	-	0.0	1.2	0.0	-	1.1
Single-Unit Trucks	0	0	3	2	-	5	0	0	1	1	-	2	0	0	19	0	-	19	0	0	15	1	-	16
% Single-Unit Trucks	-	0.0	0.7	1.6	-	0.8	-	0.0	0.3	0.8	-	0.3	-	0.0	1.8	0.0	-	1.5	-	0.0	1.4	3.7	-	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	14	0	-	14
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	1.3	0.0	-	1.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	15	-	-	-	-	-	-	13	-	-	-	-	16	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.

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

9575 W. Higgins Rd., Suite 400

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

Count Name: Harlem/Paulina
Site Code:
Start Date: 05/09/2018
Page No: 1

Turning Movement Data

Start Time	Paulina Street Westbound					Harlem Avenue Northbound					Harlem Avenue Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total
7:00 AM	0	0	0	3	0	0	254	0	0	254	0	1	253	1	254
7:15 AM	0	3	1	0	4	0	251	1	0	252	0	0	274	0	274
7:30 AM	0	0	1	4	1	0	263	2	0	265	0	1	300	0	301
7:45 AM	0	2	1	0	3	0	251	6	0	257	0	0	273	0	273
Hourly Total	0	5	3	7	8	0	1019	9	0	1028	0	2	1100	1	1102
8:00 AM	0	4	0	2	4	0	320	5	0	325	0	0	369	0	369
8:15 AM	0	0	0	2	0	0	293	2	0	295	0	2	319	0	321
8:30 AM	0	0	1	1	1	0	283	3	0	286	0	0	279	0	279
8:45 AM	0	1	2	0	3	0	239	1	0	240	0	1	277	0	278
Hourly Total	0	5	3	5	8	0	1135	11	0	1146	0	3	1244	0	1247
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	1	0	1	0	261	2	0	263	0	0	290	0	290
2:45 PM	0	0	1	4	1	0	287	1	0	288	0	1	279	0	280
Hourly Total	0	0	2	4	2	0	548	3	0	551	0	1	569	0	570
3:00 PM	0	0	0	1	0	0	270	1	0	271	0	0	298	0	298
3:15 PM	0	3	3	1	6	0	297	1	0	298	0	0	288	0	288
3:30 PM	0	2	4	4	6	0	311	5	0	316	0	0	295	0	295
3:45 PM	0	1	0	0	1	0	318	3	0	321	0	0	265	0	265
Hourly Total	0	6	7	6	13	0	1166	10	0	1206	0	0	1146	0	1146
4:00 PM	0	2	0	1	2	0	306	1	0	307	0	0	263	0	263
4:15 PM	0	3	1	4	4	0	325	2	0	327	0	0	284	0	284
4:30 PM	0	0	2	4	2	0	295	2	0	297	0	0	323	0	323
4:45 PM	0	0	3	4	3	0	331	4	0	335	0	1	310	0	311
Hourly Total	0	5	6	13	11	0	1257	9	0	1268	0	1	1180	0	1181
5:00 PM	0	1	1	0	2	0	324	0	0	324	0	1	280	0	281
5:15 PM	0	1	4	1	5	0	263	1	0	264	0	2	237	0	239
5:30 PM	0	1	0	1	1	0	315	2	0	317	0	1	276	1	277
5:45 PM	0	1	1	1	2	0	327	2	0	329	0	0	293	0	293
Hourly Total	0	4	6	3	10	0	1229	5	0	1234	0	4	1086	1	1090
Grand Total	0	25	27	38	52	0	6384	47	0	6431	0	11	6325	2	6336
Approach %	0.0	48.1	51.9	-	-	0.0	99.3	0.7	-	-	0.0	0.2	99.8	-	-
Total %	0.0	0.2	0.2	-	0.4	0.0	49.8	0.4	-	50.2	0.0	0.1	49.3	-	49.4
Lights	0	25	28	-	51	0	6134	47	-	6181	0	11	6058	-	6069
% Lights	-	100.0	96.3	-	98.1	-	96.1	100.0	-	96.1	-	100.0	95.8	-	95.8
Buses	0	0	0	-	0	0	75	0	-	75	0	0	76	-	76
% Buses	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.2	-	0.0	1.2	-	1.2
Single-Unit Trucks	0	0	1	-	1	0	105	0	-	105	0	0	109	-	109

[illegible]



Count Name: Harlem/Paulina
Site Code:
Start Date: 05/09/2018
Page No: 3

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

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Paulina Street Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	1	4	1		0	283	2	0	285		0	1	300	0	301	567
7:45 AM	0	2	1	0	3		0	251	6	0	257		0	0	273	0	273	533
8:00 AM	0	4	0	2	4		0	320	5	0	325		0	0	369	0	369	698
8:15 AM	0	0	0	2	0		0	293	2	0	295		0	2	319	0	321	616
Total	0	6	2	8	8		0	1127	15	0	1142		0	3	1261	0	1264	2414
Approach %	0.0	75.0	25.0	-	-		0.0	98.7	1.3	-	-		0.0	0.2	99.8	-	-	-
Total %	0.0	0.2	0.1	-	0.3		0.0	46.7	0.6	-	47.3		0.0	0.1	52.2	-	52.4	-
PHF	0.000	0.375	0.500	0.500	0.500		0.000	0.980	0.025	-	0.878		0.000	0.375	0.954	-	0.868	0.865
Lights	0	6	2	-	8		0	1066	15	-	1081		0	3	1206	-	1209	2298
% Lights	-	100.0	100.0	-	100.0		-	94.6	100.0	-	94.7		-	100.0	95.6	-	95.6	95.2
Buses	0	0	0	-	0		0	13	0	-	13		0	0	13	-	13	26
% Buses	-	0.0	0.0	-	0.0		-	1.2	0.0	-	1.1		-	0.0	1.0	-	1.0	1.1
Single-Unit Trucks	0	0	0	-	0		0	31	0	-	31		0	0	24	-	24	55
% Single-Unit Trucks	-	0.0	0.0	-	0.0		-	2.8	0.0	-	2.7		-	0.0	1.9	-	1.9	2.3
Articulated Trucks	0	0	0	-	0		0	17	0	-	17		0	0	18	-	18	35
% Articulated Trucks	-	0.0	0.0	-	0.0		-	1.5	0.0	-	1.5		-	0.0	1.4	-	1.4	1.4
Bicycles on Road	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
Pedestrians	-	-	-	8	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	-	-	-



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

Count Name: Harlem/Paulina
Site Code:
Start Date: 05/09/2018
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Paulina Street Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:15 PM	0	3	1	4	4		0	325	2	0	327		0	0	284	0	284	815
4:30 PM	0	0	2	4	2		0	295	2	0	297		0	0	323	0	323	822
4:45 PM	0	0	3	4	3		0	331	4	0	335		0	1	310	0	311	849
5:00 PM	0	1	1	0	2		0	324	0	0	324		0	1	280	0	281	807
Total	0	4	7	12	11		0	1275	8	0	1283		0	2	1197	0	1199	2493
Approach %	0.0	36.4	63.8	-	-		0.0	99.4	0.6	-	-		0.0	0.2	99.8	-	-	-
Total %	0.0	0.2	0.3	-	0.4		0.0	51.1	0.3	-	51.5		0.0	0.1	48.0	-	48.1	-
PHF	0.000	0.333	0.583	-	0.588		0.000	0.993	0.500	-	0.987		0.000	0.500	0.926	-	0.928	0.980
Lights	0	4	7	-	11		0	1239	8	0	1247		0	2	1154	0	1156	2414
% Lights	-	100.0	100.0	-	100.0		-	97.2	100.0	-	97.2		-	100.0	96.4	-	96.4	96.8
Buses	0	0	0	-	0		0	13	0	-	13		0	0	15	-	15	28
% Buses	-	0.0	0.0	-	0.0		-	1.0	0.0	-	1.0		-	0.0	1.3	-	1.3	1.1
Single-Unit Trucks	0	0	0	-	0		0	16	0	-	16		0	0	14	-	14	30
% Single-Unit Trucks	-	0.0	0.0	-	0.0		-	1.3	0.0	-	1.2		-	0.0	1.2	-	1.2	1.2
Articulated Trucks	0	0	0	-	0		0	7	0	-	7		0	0	14	-	14	21
% Articulated Trucks	-	0.0	0.0	-	0.0		-	0.5	0.0	-	0.5		-	0.0	1.2	-	1.2	0.8
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	12	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.

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Count Name: Chicago-Bonnie
Site Code:
Start Date: 05/09/2018
Page No: 1

Turning Movement Data

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place 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	124	1	0	125	0	0	94	1	0	95	0	0	1	3	2	4	0	0	1	0	0	1	225
7:15 AM	0	2	128	1	1	131	0	0	102	1	0	103	0	0	3	3	0	6	0	0	0	2	0	2	242
7:30 AM	0	1	101	0	1	102	0	1	119	3	0	123	0	0	2	4	0	6	0	1	3	4	0	8	239
7:45 AM	0	2	103	0	1	105	0	6	142	1	0	149	0	0	1	4	1	5	0	2	7	5	0	14	273
Hourly Total	0	5	456	2	3	463	0	7	457	6	0	470	0	0	7	14	3	21	0	3	11	11	0	25	979
8:00 AM	0	1	132	2	0	135	0	3	125	3	0	131	0	1	3	3	0	7	0	1	5	7	0	13	286
8:15 AM	0	1	127	2	0	130	0	1	133	1	1	135	0	1	8	4	2	13	0	1	7	4	0	12	290
8:30 AM	0	1	102	0	0	103	0	5	110	1	0	116	0	0	3	1	0	4	0	2	6	1	0	9	232
8:45 AM	0	1	89	1	0	91	0	4	74	2	0	80	0	0	2	3	0	5	0	3	8	2	0	13	189
Hourly Total	0	4	450	5	0	459	0	13	442	7	1	462	0	2	16	11	2	29	0	7	26	14	0	47	997
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	2	96	3	0	101	0	4	88	3	1	95	0	0	1	2	3	3	0	1	3	3	1	7	206
2:45 PM	0	1	114	3	0	118	0	5	92	3	1	100	0	1	2	9	1	12	0	2	4	4	0	10	240
Hourly Total	0	3	210	6	0	219	0	9	180	6	2	195	0	1	3	11	4	15	0	3	7	7	1	17	446
3:00 PM	0	3	134	3	1	140	0	2	109	2	0	113	0	1	4	9	1	14	0	1	2	3	0	6	273
3:15 PM	0	3	128	3	0	134	0	2	126	6	1	134	0	0	3	12	4	15	0	1	8	1	1	10	293
3:30 PM	0	3	156	3	1	162	0	5	103	3	0	111	0	0	8	5	10	13	0	1	3	2	0	6	292
3:45 PM	0	4	128	2	3	134	0	2	113	2	0	117	0	0	3	15	2	18	0	2	4	4	0	10	279
Hourly Total	0	13	546	11	5	570	0	11	451	13	1	475	0	1	18	41	17	60	0	5	17	10	1	32	1137
4:00 PM	0	1	142	3	0	146	0	1	123	4	2	128	0	0	6	5	1	11	0	7	7	4	0	18	303
4:15 PM	0	0	124	3	1	127	0	7	120	2	1	129	0	0	2	10	0	12	0	1	2	1	0	4	272
4:30 PM	0	4	156	1	1	161	0	2	102	1	3	105	0	0	6	6	0	12	0	3	5	5	0	13	291
4:45 PM	0	3	138	3	0	144	0	1	123	2	2	126	0	0	9	10	2	19	0	3	11	8	0	22	311
Hourly Total	0	8	560	10	2	578	0	11	468	9	8	488	0	0	23	31	3	54	0	14	25	18	0	57	1177
5:00 PM	0	1	152	2	7	155	0	1	136	0	2	137	0	0	5	11	0	18	0	1	3	4	1	8	316
5:15 PM	0	1	142	6	1	149	0	6	138	3	3	147	0	1	3	11	0	15	0	0	1	2	0	3	314
5:30 PM	0	2	140	3	0	145	0	4	135	5	1	144	0	0	3	10	5	13	0	0	6	1	0	7	309
5:45 PM	0	3	140	3	3	146	0	6	123	2	0	131	0	0	6	8	2	14	0	2	1	3	0	6	297
Hourly Total	0	7	574	14	11	595	0	17	532	10	6	559	0	1	17	40	7	58	0	3	11	10	1	24	1236
Grand Total	0	40	2766	48	21	2864	0	68	2530	51	18	2649	0	5	84	148	36	237	0	35	97	70	3	202	5972
Approach %	0.0	1.4	96.9	1.7	-	-	0.0	2.6	95.5	1.9	-	-	0.0	2.1	35.4	62.4	-	-	0.0	17.3	48.0	34.7	-	-	-
Total %	0.0	0.7	46.8	0.8	-	48.3	0.0	1.1	42.4	0.9	-	44.4	0.0	0.1	1.4	2.5	-	4.0	0.0	0.6	1.6	1.2	-	3.4	-
Lights	0	39	2754	44	-	2837	0	66	2495	47	-	2608	0	5	78	143	-	226	0	33	93	66	-	192	5863
% Lights	-	97.5	98.5	91.7	-	98.4	-	97.1	98.6	92.2	-	98.5	-	100.0	92.9	96.6	-	95.4	-	94.3	95.9	94.3	-	95.0	98.2
Buses	0	0	19	0	-	19	0	0	14	0	-	14	0	0	3	0	-	3	0	0	1	1	-	2	38
% Buses	-	0.0	0.7	0.0	-	0.7	-	0.0	0.6	0.0	-	0.5	-	0.0	3.6	0.0	-	1.3	-	0.0	1.0	1.4	-	1.0	0.6
Single-Unit Trucks	0	0	17	1	-	18	0	0	15	0	-	15	0	0	2	4	-	6	0	1	1	2	-	4	43

	0.0	0.6	2.1	0.6	-	0.0	0.6	0.0	0.6	-	0.0	2.4	2.7	2.5	-	2.9	1.0	2.9	2.0	0.7
% Single-Unit Trucks	-	0.0	0.6	2.1	-	0.6	-	0.0	0.6	0.0	0.6	-	-	-	-	-	-	-	-	-
Articulated Trucks	0	0	1	1	-	2	-	0	2	0	0	0	1	1	0	0	0	0	0	5
% Articulated Trucks	-	0.0	0.0	2.1	-	0.1	-	0.0	0.1	0.0	0.0	0.0	0.7	0.4	-	0.0	0.0	0.0	0.0	0.1
Bicycles on Road	0	1	5	2	-	8	-	0	2	4	4	1	0	1	0	1	2	1	4	23
% Bicycles on Road	-	2.5	0.2	4.2	-	0.3	-	-	2.9	0.2	7.8	-	1.2	0.4	-	2.9	2.1	1.4	2.0	0.4
Pedestrians	-	-	-	21	-	18	-	-	-	-	-	-	-	36	-	-	-	-	-	-
% Pedestrians	-	-	-	100.0	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenlg Lindgren O'Hara Aboona, Inc.

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

9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018

(847)518-9990

Count Name: Chicago-Bonnie

Site Code:

Start Date: 05/09/2018

Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:30 AM	0	1	101	0	1	102	0	1	119	3	0	123	0	0	2	4	4	0	6	0	1	3	4	0	8	239
7:45 AM	0	2	103	0	1	105	0	6	142	1	0	149	0	0	1	4	1	5	7	0	2	7	5	0	14	273
8:00 AM	0	1	132	2	0	135	0	3	125	3	0	131	0	1	3	3	4	0	7	0	1	5	7	0	13	286
8:15 AM	0	1	127	2	0	130	0	1	133	1	1	135	0	1	8	4	2	13	13	0	1	7	4	0	12	290
Total	0	5	463	4	2	472	0	11	519	8	1	538	0	2	14	15	3	31	31	0	5	22	20	0	47	1088
Approach %	0.0	1.1	98.1	0.8	-	-	0.0	2.0	99.5	1.5	-	-	0.0	6.5	45.2	48.4	-	-	-	0.0	10.8	46.8	42.8	-	-	-
Total %	0.0	0.5	42.6	0.4	-	43.4	0.0	1.0	47.7	0.7	-	49.4	0.0	0.2	1.3	1.4	-	2.8	2.8	0.0	0.5	2.0	1.8	-	4.3	-
PHF	0.000	0.625	0.877	0.500	-	0.874	0.000	0.458	0.914	0.667	-	0.903	0.000	0.500	0.438	0.938	-	0.596	0.000	0.625	0.786	0.714	-	-	0.839	0.938
Lights	0	5	452	4	-	461	0	11	514	8	-	533	0	2	11	15	-	28	0	5	22	19	-	-	46	1068
% Lights	-	100.0	97.6	100.0	-	97.7	-	100.0	99.0	100.0	-	99.1	-	100.0	78.6	100.0	-	99.3	-	100.0	100.0	95.0	-	-	97.9	98.2
Buses	0	0	3	0	-	3	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	1	-	-	1	7
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	7.1	0.0	-	3.2	-	0.0	0.0	5.0	-	-	2.1	0.6
Single-Unit Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	-	0	13
% Single-Unit Trucks	-	0.0	1.7	0.0	-	1.7	-	0.0	0.6	0.0	-	0.6	-	0.0	14.3	0.0	-	6.5	-	0.0	0.0	0.0	-	-	0.0	1.2
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	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	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

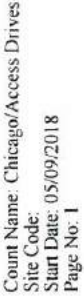


Kenig Lindgren O'Hara Aboona, Inc.
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 (847)518-9990

Count Name: Chicago-Bonnie
 Site Code:
 Start Date: 05/09/2018
 Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
4:15 PM	0	0	124	3	1	127	0	7	120	2	1	129	0	0	2	10	0	12	0	1	2	1	0	4
4:30 PM	0	4	155	1	1	161	0	2	102	1	3	105	0	0	6	6	0	12	0	3	5	5	0	13
4:45 PM	0	3	138	3	0	144	0	1	123	2	2	126	0	0	9	10	2	19	0	3	11	8	0	22
5:00 PM	0	1	152	2	7	155	0	1	136	0	2	137	0	0	5	11	0	16	0	1	3	4	1	8
Total	0	8	570	9	9	597	0	11	481	5	8	497	0	0	22	37	2	59	0	8	21	18	1	47
Approach %	0.0	1.4	97.1	1.5	-	-	0.0	2.2	96.8	1.0	-	-	0.0	0.0	37.3	62.7	-	-	0.0	17.0	44.7	38.3	-	-
Total %	0.0	0.7	47.9	0.8	-	49.3	0.0	0.9	40.4	0.4	-	41.8	0.0	0.0	1.8	3.1	-	5.0	0.0	0.7	1.8	1.5	-	3.9
PHF	0.000	0.500	0.913	0.750	-	0.911	0.000	0.393	0.884	0.625	-	0.907	0.000	0.000	0.611	0.841	-	0.778	0.000	0.067	0.477	0.563	-	0.534
Lights	0	8	561	7	-	576	0	9	477	4	-	490	0	0	22	37	-	59	0	8	19	17	-	44
% Lights	-	100.0	98.4	77.8	-	98.1	-	81.8	99.2	80.0	-	98.6	-	-	100.0	100.0	-	100.0	-	100.0	90.5	94.4	-	93.6
Buses	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1
% Buses	-	0.0	0.9	0.0	-	0.9	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	4.8	0.0	-	2.1
Single-Unit Trucks	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	2	-	2	0	2	1	1	-	4	0	0	0	0	-	0	0	0	1	1	-	2
% Bicycles on Road	-	0.0	0.0	22.2	-	0.3	-	18.2	0.2	20.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	4.8	5.6	-	4.3
Pedestrians	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



Start Time	Chicago Avenue Eastbound					Chicago Avenue Westbound					Access Northbound					Access Southbound										
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total		
7:00 AM	0	0	129	1	0	130	0	0	92	4	0	96	0	1	0	3	3	4	0	1	0	3	1	4	234	
7:15 AM	0	0	124	0	0	124	0	0	100	0	0	100	0	0	0	1	0	1	0	0	0	0	0	0	225	
7:30 AM	0	0	114	2	0	116	0	0	125	0	0	125	0	1	0	2	0	3	0	0	0	0	1	0	244	
7:45 AM	0	0	101	4	0	105	0	0	145	1	0	146	0	3	0	1	1	4	0	0	0	2	0	2	257	
Hourly Total	0	0	469	7	0	475	0	0	482	5	0	487	0	5	0	7	4	12	0	1	0	5	2	6	960	
8:00 AM	0	0	128	3	0	131	0	1	125	1	0	127	0	5	0	0	0	5	0	2	0	1	5	3	266	
8:15 AM	0	0	135	5	0	140	0	0	132	0	0	132	0	1	0	2	0	3	0	1	0	1	0	2	277	
8:30 AM	0	0	105	3	0	108	0	0	113	2	0	115	0	2	0	3	0	5	0	2	0	1	0	3	231	
8:45 AM	0	1	93	2	0	96	0	0	1	78	2	0	81	0	1	0	6	0	7	0	0	0	1	2	1	185
Hourly Total	0	1	461	13	0	475	0	2	448	5	0	455	0	9	0	11	0	20	0	5	0	4	7	9	959	
*** BREAK ***																										
2:30 PM	0	3	93	3	0	99	0	0	92	6	0	98	0	1	0	3	0	4	0	2	0	1	0	3	204	
2:45 PM	0	1	116	7	0	124	0	0	94	3	0	97	0	4	0	4	1	8	0	4	0	2	0	6	235	
Hourly Total	0	4	209	10	0	223	0	0	186	9	0	195	0	5	0	7	1	12	0	6	0	3	0	9	439	
3:00 PM	0	0	135	7	0	142	0	0	111	2	0	113	0	1	0	1	0	2	0	1	0	2	0	3	260	
3:15 PM	0	1	137	6	0	144	0	1	130	2	0	133	0	1	0	4	1	5	0	2	0	2	1	4	288	
3:30 PM	0	1	161	3	1	165	0	0	106	5	0	111	0	0	0	7	9	7	0	2	0	4	7	6	289	
3:45 PM	0	1	141	4	0	146	0	0	115	4	0	119	0	3	0	4	2	7	0	4	0	1	2	5	277	
Hourly Total	0	3	574	20	1	597	0	1	462	13	0	476	0	5	0	16	12	21	0	9	0	9	10	18	1112	
4:00 PM	0	3	155	2	1	160	0	0	122	1	0	123	0	1	1	2	2	4	0	5	0	2	1	7	294	
4:15 PM	0	1	132	2	0	135	0	0	118	6	0	124	0	3	0	6	0	9	0	2	0	3	0	5	273	
4:30 PM	0	0	154	6	0	160	0	1	104	7	0	112	0	10	0	1	0	1	0	4	1	1	1	6	27	

% Single Unit Trucks	-	0.0	0.8	0.0	-	0.7	-	0.0	0.5	-	0.5	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	1.8	-	0.0	0.0	0.0	0.0	0.0	0.1
Bicycles on Road	0	0	5	1	-	6	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	12
% Bicycles on Road	-	0.0	0.2	1.4	-	0.2	-	0.0	0.2	0.0	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.2
Pedestrians	-	-	-	-	-	2	-	-	-	-	0	-	-	-	-	28	-	-	-	31	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-	-



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Count Name: Chicago/Access Drives

Site Code:

Start Date: 05/09/2018

Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	114	2	0	116	0	0	125	0	0	125	0	1	0	0	2	0	3	0	0	0	0	1	0
7:45 AM	0	0	101	4	0	105	0	0	145	1	0	146	0	3	0	0	1	1	4	0	0	0	2	0	2
8:00 AM	0	0	128	3	0	131	0	1	125	1	0	127	0	5	0	0	0	0	5	0	2	0	1	5	3
8:15 AM	0	0	135	5	0	140	0	0	132	0	0	132	0	1	0	2	2	0	3	0	1	0	1	0	2
Total	0	0	478	14	0	492	0	1	527	2	0	530	0	10	0	5	5	1	15	0	3	0	4	6	7
Approach %	0.0	0.0	97.2	2.8	-	-	0.0	0.2	99.4	0.4	-	-	0.0	66.7	0.0	33.3	-	-	-	0.0	42.9	0.0	57.1	-	-
Total %	0.0	0.0	45.8	1.3	-	47.1	0.0	0.1	50.5	0.2	-	50.8	0.0	1.0	0.0	0.5	-	1.4	0.0	0.3	0.0	0.4	-	0.7	
PHF	0.000	0.000	0.865	0.700	-	0.879	0.000	0.250	0.909	0.500	-	0.908	0.000	0.500	0.000	0.925	-	0.750	0.000	0.375	0.000	0.500	-	0.583	
Lights	0	0	468	13	-	481	0	1	522	2	-	525	0	10	0	5	-	15	0	3	0	4	-	7	
% Lights	-	-	97.9	92.9	-	97.8	-	100.0	99.1	100.0	-	99.1	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	
Buses	0	0	2	1	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	
% Buses	-	-	0.4	7.1	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	
Single-Unit Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	
% Single-Unit Trucks	-	-	1.7	0.0	-	1.6	-	0.0	0.6	0.0	-	0.6	-	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	
% 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	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	



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Start Date: 05/09/2018
Page No: 4

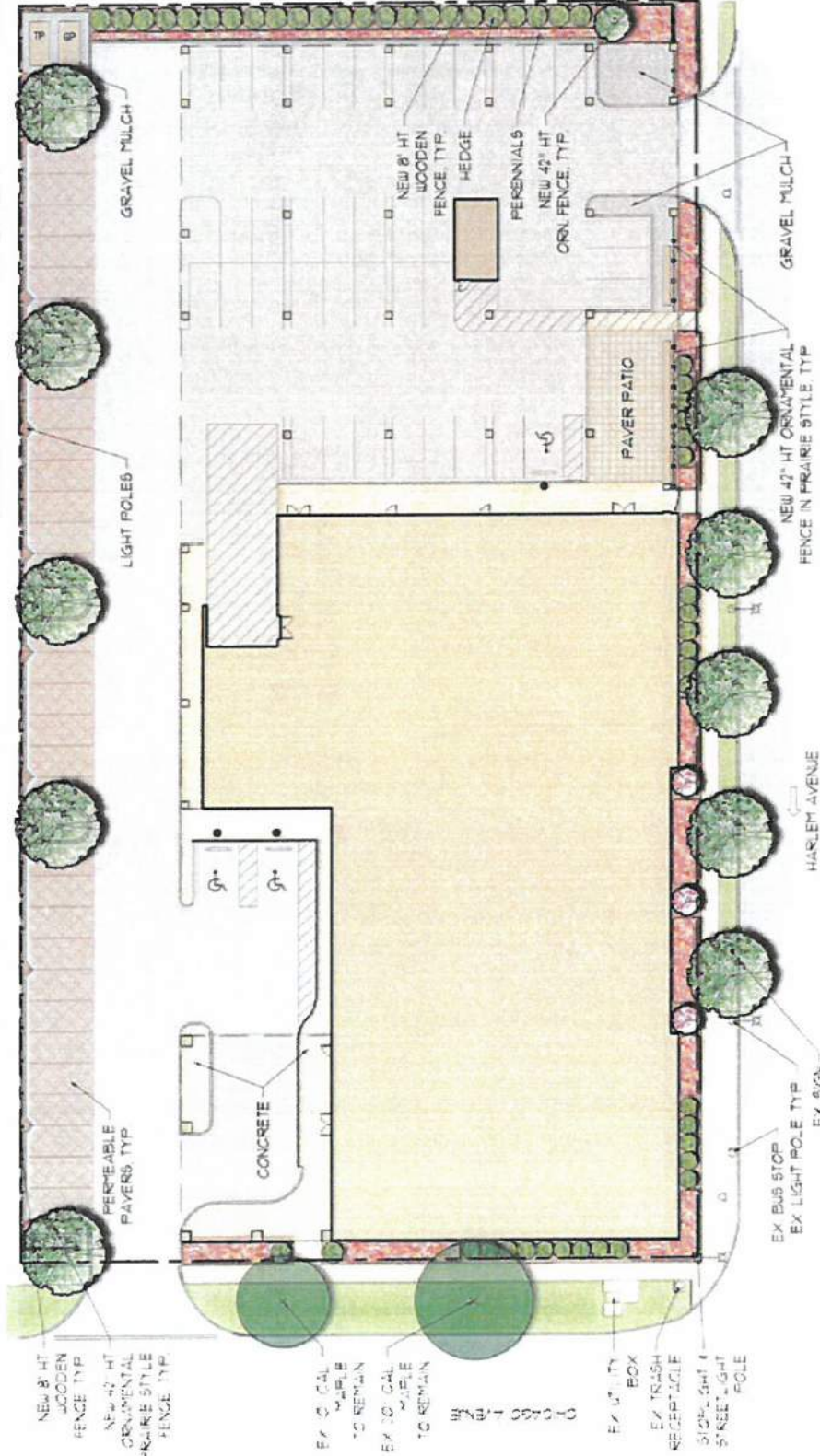
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
4:15 PM	0	1	132	2	0	135	0	0	118	6	0	124	0	3	0	0	6	0	9	0	2	0	3	0	5	273
4:30 PM	0	0	154	6	0	160	0	1	104	7	0	112	0	0	1	0	0	1	1	0	4	1	1	1	6	279
4:45 PM	0	2	164	1	0	167	0	0	125	3	0	128	0	0	0	4	0	4	0	0	4	0	1	5	304	
5:00 PM	0	0	161	3	0	164	0	0	134	2	0	136	0	1	0	2	2	3	0	0	2	0	4	0	6	309
Total	0	3	611	12	0	626	0	1	481	18	0	500	0	4	1	12	2	17	0	12	1	9	6	22	1185	
Approach %	0.0	0.5	97.6	1.9	-	-	0.0	0.2	96.2	3.6	-	-	0.0	23.5	5.9	70.6	-	-	0.0	54.5	4.5	40.9	-	-	-	
Total %	0.0	0.3	52.4	1.0	-	53.7	0.0	0.1	41.3	1.5	-	42.9	0.0	0.3	0.1	1.0	-	1.5	0.0	1.0	0.1	0.8	-	1.9	-	
PHF	0.000	0.375	0.931	0.500	-	0.937	0.000	0.250	0.897	0.643	-	0.919	0.000	0.333	0.250	0.500	-	0.472	0.000	0.750	0.250	0.563	-	0.917	0.943	
Lights	0	3	603	12	-	618	0	1	476	18	-	495	0	4	1	12	-	17	0	12	1	9	-	22	1152	
% Lights	-	100.0	98.7	100.0	-	98.7	-	100.0	99.0	100.0	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.9	
Buses	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	0	6	
% Buses	-	0.0	0.8	0.0	-	0.8	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5	
Single-Unit Trucks	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	0	0	5	
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4	
Articulated Trucks	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	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	

Site Plan

LANDSCAPE KEY	
	EXISTING TREE
	NEW SHADE TREE
	SMALL ORNAMENTAL TREE
	SHRUBS
	PERENNIALS & GROUNDCOVER
	BODDED LAWN
	GRAVEL MULCH
	PERMEABLE PAVER

NOTE:
 1. ALL ON-SITE EXISTING TREES TO BE REMOVED
 2. SEE PLANT PALETTE SHEETS L30 - L32 FOR PLANT SELECTIONS



1 LANDSCAPE PLAN
 SCALE 1" = 30'

OKW ARCHITECTS
 800 W. Jackson, Suite 250
 Chicago, IL 60661



KAUFMAN JACOBS /
 SENIOR LIFESTYLE

RIVER FOREST ASSISTED LIVING FACILITY
 CHICAGO AVE & N HARLEM AVE

JUNE 28, 2016 Project #: 17094M

LANDSCAPE
 PLAN

L-1

Year 2040 Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

May 22, 2018

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

Subject: Harlem Avenue (IL 43) @ Chicago Avenue
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated May 21, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Harlem Ave north of Chicago Ave	31,700	32,000
Harlem Ave south of Chicago Ave	34,800	35,300
Chicago Ave west of Harlem Ave	8,700	9,500
Chicago Ave east of Harlem Ave	11,000	11,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 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. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

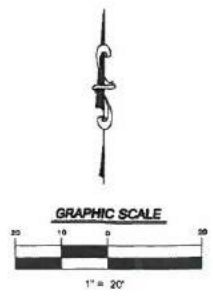
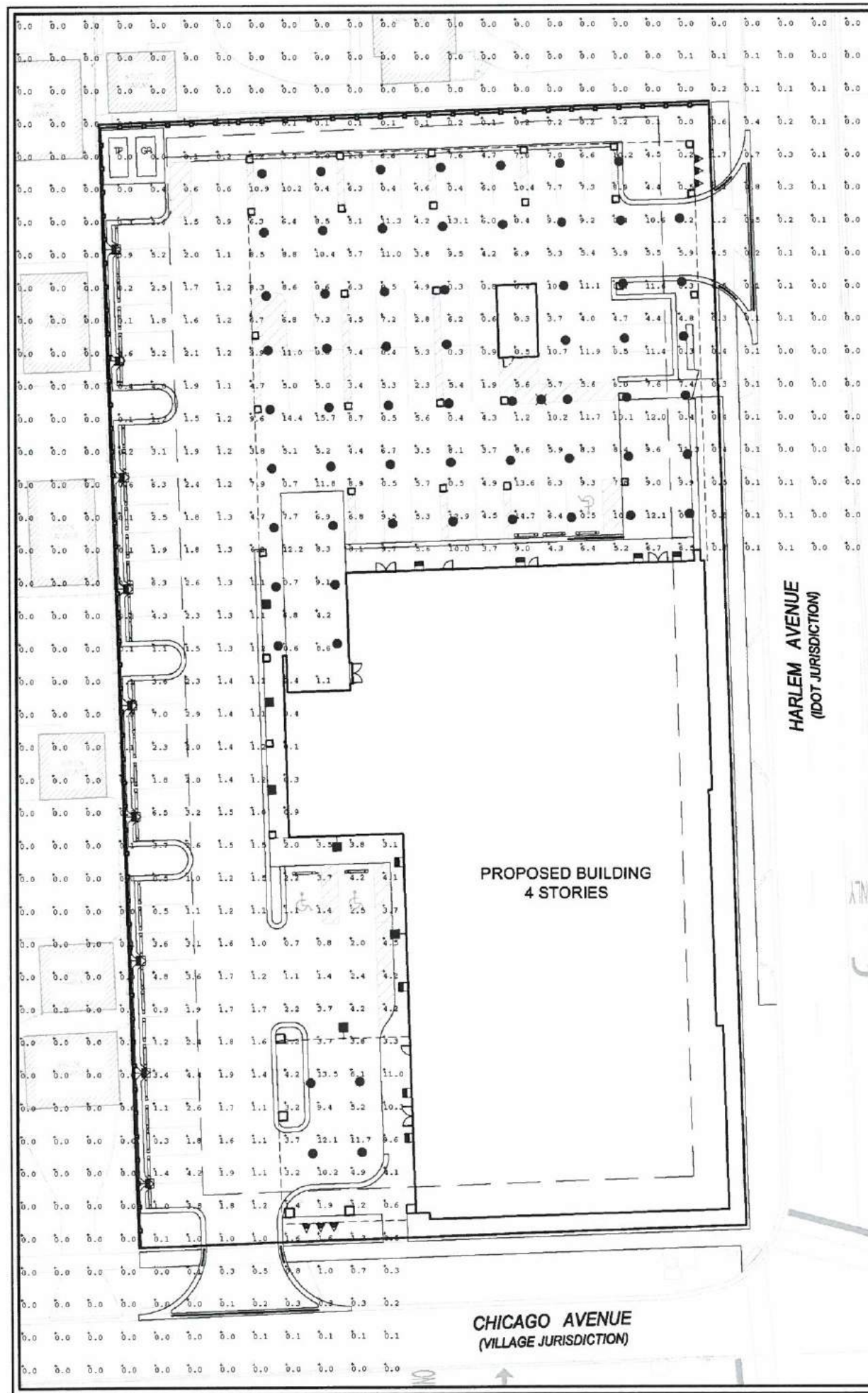
cc Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\RiverForest\ck-52-18\ck-52-18.docx

Reassignment of TCF Bank Traffic Volumes



(00) - PM PEAK HOUR (4:15-5:15 PM)

* - COMBINED FOR ILLUSTRATIVE PURPOSES



SITE LIGHTING FIXTURE SCHEDULE							
SYMBOL	DESCRIPTION	QUANTITY	LLF	WATTS	MOUNTING	CONFIG	CATALOG NO. & NOTES
	BEGA POLE-TOP LUMINAIRE - ASYMMETRICAL LIGHT DISTRIBUTION, FACTORY DIMMED TO 50% INITIAL LUMEN OUTPUT, LED, 4000K, 15° TILT 12'-6" MOUNTING HEIGHT	9	0.90	47.2W	10'-0" STEEL TAPERED POLE 2'-6" EXP CONC. FOUND	1 FIXTURE	99622-K4-BLK
	BEGA WALL LUMINAIRE - ASYMMETRICAL LIGHT DISTRIBUTION, FACTORY DIMMED TO 50% INITIAL LUMEN OUTPUT, LED, 4000K, 15'-0" MOUNTING HEIGHT	3	0.90	47.2W	WALL MOUNTED	1 FIXTURE	66458-K4-BLK
	BEGA WALL LUMINAIRE - UNSHIELDED LED, 4000K 7'-0" MOUNTING HEIGHT	8	0.90	11.7W	WALL MOUNTED	1 FIXTURE	2450S-K4-BLK
	BEGA RECESSED WALL LUMINAIRE - UNSHIELDED LED, 4000K 7'-0" MOUNTING HEIGHT	3	0.90	8.4W	WALL MOUNTED	1 FIXTURE	22250-K4-BLK
	BEGA WALL LUMINAIRE WITH SHIELDED LIGHT 4000K 15'-0" MOUNTING HEIGHT	6	0.90	8.9W	WALL MOUNTED	1 FIXTURE	66411-K4-BLK
	BEGA UNSHIELDED BOLLARDS LED, 4000K 3'-0" MOUNTING HEIGHT	1	0.90	27.5W	43"x6" SQUARE BOLLARD ANCHORED BASE	1 FIXTURE	84667-K4-BLK
	BEGA LED CEILING MOUNTED DOWNLIGHTS - VORTEX REFLECTOR-SYMMETRIC WIDE BEAM DISTRIBUTION, 4000K, 14'-0" MOUNTING HEIGHT	61	0.90	33.6W	CEILING MOUNTED	1 FIXTURE	24807-K4-BLK

CALCULATED LIGHTING LEVELS (FOOT CANDLES)			
	AVERAGE	MAX	MIN
PARKING LOT	2.12	7.1	0.4
COVERED PARKING	6.10	14.9	0.2
SOUTH ENTRANCE OVERHANG	9.38	12.8	5.6
RESIDENTIAL PROPERTY LINE	0.08	0.2	0.0

- NOTES:
- THE LIGHT POLE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT. ADJUSTMENTS TO THESE LOCATIONS MAY BE REQUIRED TO ACCOMMODATE SITE CONDITIONS.
 - PAVEMENT CALCULATION AREAS ARE TAKEN WITHIN THE LIMITS OF PROPOSED PAVEMENT SHOWN ON THIS PLAN ON THE SUBJECT PROPERTY.
 - NO SUBSTITUTIONS ARE PERMITTED WITHOUT THE ENGINEER'S APPROVAL.

LED lighting luminaire - asymmetric light distribution

Notes: This luminaire is designed for use in a variety of applications including street lighting, parking lot lighting, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 150W, 4000K, 15° tilt, 12'-6" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

Recessed wall luminaire

Notes: This luminaire is designed for use in a variety of applications including wall mounting in hallways, corridors, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 47.2W, 4000K, 15° tilt, 15'-0" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

LED lighting luminaire - symmetric light distribution

Notes: This luminaire is designed for use in a variety of applications including street lighting, parking lot lighting, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 11.7W, 4000K, 7'-0" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

Recessed wall luminaire

Notes: This luminaire is designed for use in a variety of applications including wall mounting in hallways, corridors, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 8.4W, 4000K, 7'-0" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

LED lighting luminaire - asymmetric light distribution

Notes: This luminaire is designed for use in a variety of applications including street lighting, parking lot lighting, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 8.9W, 4000K, 15'-0" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

Unshielded bollard

Notes: This luminaire is designed for use in a variety of applications including street lighting, parking lot lighting, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 27.5W, 4000K, 3'-0" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

LED lighting luminaire - asymmetric light distribution

Notes: This luminaire is designed for use in a variety of applications including street lighting, parking lot lighting, and general area lighting. It features a wide beam angle and is suitable for use in areas where high contrast is required.

Technical specifications: 33.6W, 4000K, 14'-0" mounting height.

Technical drawing showing the luminaire's beam spread and mounting details.

REVISIONS

NO.	DATE	DESCRIPTION
1	06-06-18	DRB STAFF COMMENTS
2	07-24-18	ISSUED FOR DRB REVIEW

PROJECT NO. 16028.003

PROJECT MANAGER BRP

DESIGNED BY SJU

DRAWN BY DB

PRELIMINARY PHOTOMETRIC PLAN

SENIOR LIVING COMMUNITY

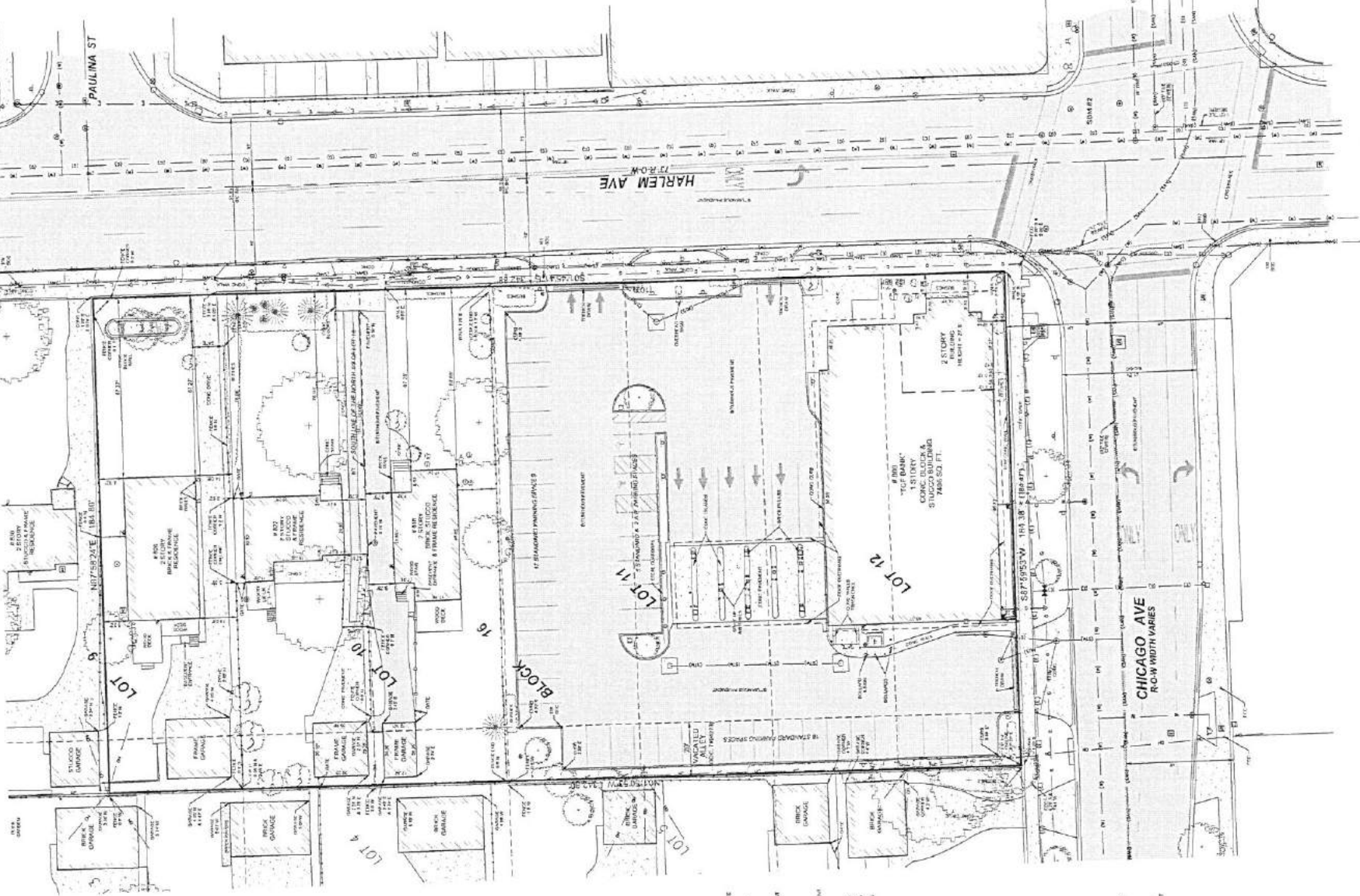
RIVER FOREST PRELIMINARY ILLINOIS

7325 Jones Avenue
Woodridge, IL 60517
830.724.9200 phone
www.v3co.com

DRAWING NO. P1.0

SENIOR LIVING
RIVER FOREST, ILLINOIS

SOUTH 1/2 OF LOT 9, ALL OF LOTS 10, 11 AND 12, AND THE VACATED ALLEY WEST OF AND ADJOINING SAID LOTS, IN BLOCK 16 IN SUBDIVISION OF BLOCKS 1, 8, 9, 10, 11, 14, 15 AND 16 IN LOTGULS ADDITION TO OAK PARK, BEING A SUBDIVISION OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 38 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.



THE BASIS OF BEARINGS IS THE STATE PLANE
COORDINATE SYSTEM (SPCS), NAD 83 (2011) ZONE
1201 (ILLINOIS EAST) WITH PROJ. ORIGIN AT
LATITUDE: 41° 53' 41.37625" N
LONGITUDE: 87° 40' 21.14431" W
ELLIPSOIDAL HEIGHT: 530.763 SFT
GROUND SCALE FACTOR: 1.0002657596
ALL MEASUREMENTS ARE ON THE GROUND.

THIS PROPERTY IS IN AREAS OF MINIMAL FLOOD HAZARD (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS, & INCORPORATED AREAS (COMMUNITY PANEL NO. 17031003001-NOT PRINTED).

[illegible][illegible]

1. COMPARE THIS PLAN, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND ADJUSTMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAN.

3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAN ARE BASED UPON THE BEST AVAILABLE RECORDS, AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE FIELD SURVEY, AND THE SURVEYOR'S KNOWLEDGE OF THE AREA. THIS SURVEY REFLECTS WHAT WAS SURVEYED, FOR CONVEYANCE OF A CERTAIN TITLE COMPANY, AND DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION.
4. UNDEVELOPED UTILITY LINES SHOWN HEREON ARE BASED ON FIELD LOCATED STRUCTURES IN THE AREA, AND ARE NOT GUARANTEED TO BE THE ACTUAL LOCATION OF UTILITY LINES. COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH JULIA'S DESIGN STAGE PROCESS, RE: UTILITY ALIAS NOTES-REVISIONS FOR SPECIFICS.
5. THIS SURVEY MAY NOT REFLECT ALL UTILITY LINES OR IMPROVEMENTS AS HEREIN SET FORTH. THE SURVEYOR HAS CONDUCTED VISUAL INSPECTIONS OF THE PROPERTY AND SURVEY AT THE TIME OF THIS SURVEY, BUT DOES NOT COWMET THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
6. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
7. CALL JULIA AT 1-800-663-6123 FOR FIELD LOCATION OF UNDEVELOPED UTILITIES PRIOR TO ANY DESIGN OR CONSTRUCTION.
8. PUBLIC, ADJACENT, PRIVATE, RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. RECORDS MAY BE SHOWN HOWEVER, HOWEVER THEIR PRESENCE, LOCATION, FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
9. RESTRICTIONS THAT MAY BE COUNTO IN LOCAL, BUILDING, ANTIPOD CODES HAVE NOT BEEN SEARCHED. HERETINIS AND BUILDING RESTRICTIONS IF ANY HAVE NOT BEEN SHOWN. ANY THOSE SEARCHED RESTRICTIONS SHOWN ON THE RECORDED SURVEY, AND ARE FULLY APPROPRIATE TO THE PROPERTY. THE SURVEYOR HAS CONDUCTED VISUAL INSPECTIONS OF THE PROPERTY AND SURVEY AT THE TIME OF THIS SURVEY, BUT DOES NOT COWMET THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.

[illegible]

Engineers
Scientists
Surveyors

NO.	DATE	REVISION/LEGAL DESCRIPTION	DESCRIPTION
1	06/06/2018		
2	07/12/2018	ADD SOUTH 1/2 OF LOT 9 1828 N HARLEM AVE	

Project No:	16028.003
Group No:	VP01.3
SHEET NO	1 of 1

ZONING DESIGNATION IS PLANNED DEVELOPMENT (UNDERLYING ZONING IS C2 COMMERCIAL) AS TAKEN FROM THE MUNICIPALITY'S WEBSITE (http://www.vt.municipalities.com/document/sign-allow/ba_zoning_may.pdf) AND NOT PROVIDED BY THE INSURER PURSUANT TO THE ALTA REQUIREMENTS. FOR DETAILS SEE THE MUNICIPALITY'S ZONING ORDINANCE.

G2 ZONING REGULATIONS,
 Taken from <http://www.sheltonoffices.com/condoschools/index.php?topic=14503>

MINIMUM LAMED AREA:
no less than two thousand eight hundred square feet of land area shall be provided for every residential unit.

LOT AREA AND SIZE:
no building shall be erected on any lot and no lot shall be altered to the area even
twenty feet wide (measured parallel to the street on which it fronts) throughout its

LOT COVERAGE AND FLOOR AREA RATIO:
any building and its necessary building needed or altered after the effective date

HEIGHT REGULATIONS

None. Area ratio shall not exceed 2.75.

SETBACK REGULATIONS: Buildings shall be set back from every lot line to provide an open yard in accordance with the following regulations. Every yard shall be unobstructed from ground level to

- A. Front Yard. The fence yard regulations shall be the same as those of the C-1 district.
- B. Rear Yard. The fence yard regulations shall be the same as those of the C-1 district.
- C. Side Yard. The side yard regulations shall be the same as those of the C-1 district.

ZONING DESIGNATION IS 02: SINGLE-FAMILY DETACHED RESIDENTIAL DISTRICT AS TAKEN FROM THE MUNICIPALITY'S WEBSITE <https://www.vt.us/gis/arcgis/rest/services/02singlefamilydetachedresidentialdistrict/02singlefamilydetachedresidentialdistrict.sde/server?appid=02singlefamilydetachedresidentialdistrict> AND PROVIDED BY THE INSURER PURSUANT TO THE ALTA REQUIREMENTS. FOR DETAILS SEE THE MUNICIPALITY'S ZONING ORDINANCE.

(information from http://www.identifyingconditions.com/conditions/index.php?book_id=5331)

LOT WIDTH: The minimum lot area shall be eight thousand seven hundred twelve square feet.

replant 12 which are within the same 100 m² collection area. The 12 replants are collected from the same area as the original 12, and are planted in the same way as the original 12. The 12 replants are collected from the same area as the original 12, and are planted in the same way as the original 12.

LOT COVERAGE AND FLOOR AREA RATIO: If lot coverage and floor area ratio regulations of the R4 zoned area apply to building with its accessory buildings or structures shall occupy (cover) no more than 10% of the lot and the maximum floor area shall not exceed 0.5 for lots

HEIGHT REGULATIONS:
(The height regulations of the RT remain unchanged)
Inclusion of 400,000 additional children in the RT will not decrease the height regulations of the RT.

SETBACK REGULATIONS. (2) the setback regulations of the B1 district that apply with less than one hundred feet

the existing front yard setbacks are measured from the front lot line to the principal structure along the same side of the street and on the same block. The shortest and longest setbacks along the same side of the same block shall be eliminated in the making of the

D. Near Yard: A near yard shall have a depth of not less than 10 feet measured at the depth of the lot or twenty six feet two inches, whichever is greater. Provided, however, that necessary setbacks may be considered within the near yard but no closer than three feet from any lot line.

width of flow foot, whichever is greater, and the minimum required combined side yard setback shall be twenty five percent of the lot width, or ten feet, whichever is greater as measured to the exterior wall of the structure.

JULIE: DESIGN STAGE REQUEST	
DWG NUMBER X7100290 RECEIVED 04/20/98	
CONTACTS PROVIDED BY JULIE: A LISTED NEARBY HOME CONTACTED BY VANITA REQUESTING UTILITY ALIAS INFORMATION ON 4/20/98.	
CONTACTS	RESPONSE
AT MIDBITION	NO RESPONSE
COMED	RESPONDED WITH ATLAS
COVINT	NO RESPONSE
INDUSTRIAL WITH E&E D&I	RESPONDED WITH ATLAS
NORTH GAS	NO RESPONSE
PIPER FOREST, WILGAGE OF	RESPONDED WITH ATLAS
USC LOCATING SERVICES	NO RESPONSE

SURVEYOR'S CERTIFICATE

STATE OF INDIANA

COUNTY OF LAKE)
TO: KAUFMAN & JACOBS, LLC,
TCF NATIONAL BANK, A NATIONAL BANK ASSOCIATION, FORMERLY KNOWN AS TCF BANK
SAVINGS F S B
CHICAGO TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS

THE FIELD WORK WAS COMPLETED ON MAY 7, 2018.

MAILED
035-003437
FBI NEW ORLEANS

DATED THIS 21ST DAY OF MAY, A.D. 2018.

Director
State of
Illinois

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3417
MY LICENSE EXPIRES ON NOVEMBER 30, 2018

THIS DESIGN FROM NUMBER EXPRES APRIL 30, 2019.
A COMBINATION OF RED, WHITE, AND BLUE, THE DESIGN FROM NUMBER EXPRES APRIL 30, 2019.
THE DESIGN FROM NUMBER EXPRES APRIL 30, 2019.

LEGAL DESCRIPTION

THE SOUTH $\frac{1}{2}$ OF LOT 9, AND ALL OF LOTS 10, 11 AND 12, AND THE VACATED ALLEY WEST OF AND ADJOINING SAID LOTS, IN BLOCK 16 IN SUBDIVISION OF BLOCKS 1, 8 THROUGH 11 AND 14 THROUGH 16, IN BOGUE'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF THE EAST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ AND THE EAST $\frac{1}{3}$ OF THE WEST $\frac{1}{2}$ OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 1, TOWNSHIP 39 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

KAUFMAN JACOBS LLC

August 9, 2018

Village of River Forest
400 Park Avenue
River Forest, IL 60305
Attn: Lisa Scheiner
Asst. Village Administrator

Re: NWC Harlem and Chicago Avenues
Senior Care Community; Proposed Planned Development
Application No: 18-05

Ladies and Gentlemen:

Please accept this letter as a supplement to the above referenced application as to the following:

1. The Applicant hereby acknowledges its responsibility, pursuant to the Village Zoning Ordinance, to cause to be recorded in the office of the Recorder of Deeds of Cook County, Illinois, a certified copy of the Ordinance approving and granting the subject Planned Development permit, and to deliver to the Village evidence of such recording not later than thirty (30) days after the passage of said Ordinance.

2. The proposed Planned Development will be under the control of a single entity which will be responsible for its operation and, therefore, no Declaration, Easement Agreement or similar document will be applicable to the property. Traditional utility and similar easements will be granted to the providers of utilities and/or the Village as approved by the Village, and memorialized on a Plat of Subdivision/Consolidation or separate Grant of Easements to be recorded against the property.

Very truly yours,

Kaufman Jacobs LLC
By:



Lee Winter, Director of Development