VILLAGE OF MORTON GROVE

Plan Commission Agenda

June 15, 2020 - 7:00 P.M.

Flickinger Municipal Center, 6101 Capulina Avenue, Morton Grove, IL 60053

I. CALL TO ORDER

II. APPROVAL OF MINUTES OF: May 18, 2020

III. ITEMS TO BE CONTINUED

CASE: **PC 20-03***

APPLICANT: Village of Morton Grove
6101 Capulina Avenue
Morton Grove, IL 60053

LOCATION: 6101 Capulina Avenue
Morton Grove, IL 60053

PETITION: Request for amendments to Sections 12-3-6 and 12-17-1 of the Morton Grove Unified Development Code regarding the regulation of telecommunications antennas, support structures, and ancillary equipment

*** Staff requests a continuation of PC 20-03 to the next regularly scheduled meeting of the Plan Commission (July 20, 2020) to allow further review and preparation by staff**

IV. PUBLIC HEARINGS

CASE: **PC 20-05**

APPLICANT: Nick Boyle, President
Ampler Development LLC
4700 Falls of Neuse Road, Suite 400
Raleigh, NC 27609

LOCATION: 8840 Waukegan Road
Morton Grove, IL 60053

PETITION: Request for approval of a Special Use Permit for a restaurant with a drive-through facility (Taco Bell), pursuant to Section 12-4-3:D of the Morton Gove Unified Development Code for the property commonly known as 8840 Waukegan Road (10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000)

CASE: **PC 20-06**

APPLICANT: Medina Gardens LLC
6037 Lincoln Avenue
Morton Grove, IL 60053

LOCATION: 6037 Lincoln Avenue
Morton Grove, IL 60053

PETITION: Request for approval of a Map Amendment to zone a portion of the property commonly known as 6037 Lincoln Avenue in Morton Grove, Illinois, specifically Lot 7 and Outlot A of the Medina Gardens Preliminary Plat of Subdivision, within the R3 General Residence District (10-20-122-076-0000)

CASE: **PC 20-07**

APPLICANT: Medina Gardens LLC
6037 Lincoln Avenue
Morton Grove, IL 60053

LOCATION: 6037 Lincoln Avenue
Morton Grove, IL 60053

PETITION: Request for approval of a Preliminary Plat of Subdivision to create eight (8) new lots of record for the development of four (4) attached single-family dwellings and six (6) detached single-family dwellings, with waivers to Sections 12-2-5, 12-2-6, and 12-4-2 for lot width, floor area ratio, front yard, impervious lot and rear yard coverage, and driveway setback, waivers to Section 12-8-4 for lot standards, and waivers to Chapter 12-9 for accessway design, for the property commonly known as 6037 Lincoln Avenue (10-20-122-076-0000)

V. OTHER BUSINESS

None

VI. CLOSE MEETING

In response to ongoing restrictions and recommendations in place due to the COVID-19 pandemic, and in accordance with Section 6 of State of Illinois Executive Order 2020-07, the Village is inviting Plan Commission and public participation through virtual attendance as an alternative to in-person attendance.

Attend PC Zoom Meeting Online:
https://zoom.us/j/8479654100

Attend PC Zoom Meeting by Phone:
Call: (312) 626-6799
Meeting ID: 847 965 4100

Note that all persons are still welcome to attend the public meeting in-person as regularly scheduled. Social distancing measures will be in place to ensure the safety of the public and Village staff. ***All persons attending the meeting in-person must wear a face covering.*** *All persons in attendance, whether by phone, computer, or in-person, will have the opportunity to be heard during periods of public comment. All interested parties are invited to attend.*

MINUTES OF THE May 18, 2020
MEETING OF THE PLAN COMMISSION
VILLAGE HALL 6101 CAPULINA, MORTON GROVE, IL 60053

Pursuant to proper notice in accordance with the Open Meetings Act, the regular meeting of the Plan Commission was called to order at 8:05 by Chairperson Blonz. Secretary Sheehan called the role.

Members of the Commission Present:	Blonz, Dorgan, Gabriel, Gillespie, Khan, Kintner, Mohr
Village Staff Present:	Zoe Heidorn, Zoning Administrator/Land Use Planner, Rick Dobrowski, Fire Prevention Bureau, Jim English, Manager Building and Inspectional Services, Teresa Liston, Corporation Council, Ralph Czerwinski, Village Administer
Trustees Present:	Grear

Chairperson Blonz described the procedures for the meeting. The Village and the applicant will present the case and the commission may ask questions of the applicant. Then anyone from the audience will be allowed to speak.

Chairperson Blonz proceeded to seek approval of the December 16, 2019 minutes. Commissioner Dorgan moved to approve the minutes of December 16, 2019 Commissioner Gillespie seconded the motion.

Chairperson Blonz called for the vote.

Commissioner Kintner voting	aye
Commissioner Dorgan voting	aye
Commissioner Gillespie voting	aye
Commissioner Gabriel voting	aye
Commissioner Khan voting	aye
Commissioner Mohr voting	aye
Chairperson Blonz voting	aye

Minutes approved.

Chairperson Blonz called for the first case.

CASE PC 20-01

APPLICANT: Menard, Inc

5101 Menard Drive
Eau Claire, Wi 54703

LOCATION: 6301 Oakton Street
Morton Grove, IL 60053

PETITION: Request for an approval of an amendment to Special Use Permits (Ord 01-06, 05-08, 13-14. And 18-06) to authorize the expansion of a home improvement center and approve an associated parking waiver.

Ms. Heidorn reviewed the application for requests to amendments of Special Use Permits to allow modification and expansion of an existing home improvement center. The applicant is proposing a 15,000 sq. ft addition to the eastern warehouse building, 8,000 sq. ft addition east of the principal structure for heated storage and pickup and a 7,000 ft expansion for a garden center to the west of the principal structure. The expansion of the garden area also includes a 10,000 sq. ft open area for plant storage. The applicant proposes to relocate the existing fencing along the eastern site, expand the existing fencing and brick pillars located along Oakton St to match the existing landscaping. The gated entrance along Kirk St will be reconfigured for online sales and pick up. The appearance commission approved the case on March 2, 2020 with conditions and the traffic and safety commission approved the case on March 5, 2020 with conditions. The applicant submitted a revised study in response to the comments from the village engineer and discussed at the traffic and safety commission meeting. The proposed expansion eliminates 57 parking spaces along the east of River Drive and adds 50 additional parking spaces to the west of River Drive. The total number parking spaces will allow 375 spaces. The traffic study shows a peak demand of 279 spaces and peak demand of 350 spaces on the 2 busiest days of the year. Staff is recommending that all 275 spaces be required under the amended special use permit.

The applicant, Tyler Edwards, was sworn in and explained this request is basically already in place with the expansion of the garden center, special orders are currently being picked up and this addition would make it easier and improve traffic flow. The warehouse expansion would allow for more storage. All the landscaping and elevations will all match what is currently in place.

Chairperson Blonz asked for questions from the commissioners.

Commissioner Dorgan asked if the lot to the west of River Drive is sold, will the 50 spaces still be available. Mr. Edwards stated they would work with the developer for an agreement to utilize the parking spaces. Ms. Heidorn added that if the property is sold then the case would need to come back to the plan commission for approval. The recommended condition for this approval is that this 50 space area be maintained either thru lot division or thru a shared parking agreement. If the applicant wants anything less than that then they would have to come back for an amendment to the special use permit.

Commissioner Dorgan asked what the status is for previous soil contamination and an EPA

requirement that they put dry wells in there to remove it from the property. Mr. Edwards stated they received a release letter from the state, there is no more contamination or monitoring as it has all been taken care of. Adding, some of the wells are still there but were verified with environmental technicians that they are not needed anymore. The plan is to grout and remove the top of the wells.

Commissioner Kintner asked how many parking spaces are being used by employees on the west lot per day. Mr. Edward stated from 50 to 75, but very few days during the year the spaces would be used. Commissioner Dorgan would like the employees to use this parking all the time so the customers would have more accessible parking. Mr. Edwards stated that the semi-trucks have to be removed before the application can be approved. Ms. Heidorn stated the condition is written that the request can be presented but not approved by the board until the second reading of the case stating that the semi- trucks need to be removed in order for this to be approved.

Chairperson Blonz asked about the construction of the multi-use path. Mr. Edwards stated the village engineer asked the applicant to do some grading along the path on their side of the right of way as this is near where the yard expansion is going. That is a Village project and Menard's is just doing the grading. Ms. Heidorn confirmed the entire width of the trail is proposed to be in public right-of-way along Oakton St.

Chairperson Blonz asked about the waiver for 41 trees and Ms. Heidorn confirmed the appearance commission approved this waiver that is pre-existing. With the addition of the 10 ft multi-use path, the Village did not recommend planting trees along Oakton at this time because they would just have to be removed when the path is installed.

Chairperson Blonz asked what the difference is between the two traffic studies. Mr. Edwards stated the original traffic study was for parking only and the second study included traffic in the area.

Chairperson Blonz asked if this expansion is in anticipation of more customers. Mr. Edwards stated this is for more options for customers. The kitchen area is being remodeled which shrinks up the inside storage. This will be a more permanent version of what is already in place.

Commissioner Kintner asked if there will be more signage or a crosswalk on River Drive. Ms. Heidorn stated its been brought up by the Village Engineer and has not been added to this case. It can be an added recommendation for this approval.

Chairperson Blonz asked if there was anyone present that wants to be heard.

Paul Helmer, the Krez Group, has no concern with the extra parking, only the semi-trucks that are being parked there and is glad they will be removed.

Chairperson Blonz called for a motion to approve Case PC 20-01.

Commissioner Kintner moved to approve Case PC 20-01, motion to recommend approval of an amendment to Special Use Permits (Ord 01-6,05-08, 13-14, and 18-06) to authorize the expansion of a home improvement center and approve an associated parking waiver for the property commonly know as 6301 Oakton Street (10-29-100-001-0000, 10-29-100-020-0000) subject to the following conditions:

1. The site and building must be developed and operated consistent with the plans and supporting documents in the application, amended, as necessary, to comply with conditions from the Traffic Safety Commission, Appearance Commission, Plan Commission, and Village staff, identified in this report and/or presented at the public hearing;
2. All activity associated with Dimeo Construction Company occurring within the eastern outlot shall cease and a complete permit application to restore the site to previously approved conditions shall be submitted to the Village within sixty (60) days of the Plan Commission's recommendation of approval to the Board of Trustees. Site restoration shall commence no more than thirty (30) days from the date of permit issuance and shall be completed no more than ninety (90) days from the date of permit issuance. The Village Administrator may modify the terms of this requirement as deemed appropriate.
3. Menards employees shall be directed to park west of River Drive on above-average peak parking demand days, as established in the submitted traffic and parking impact study.
4. All truck parking activities not associated with the principal use and occurring on the property shall cease prior to the Board of Trustees' approval.
5. The property owner shall cooperate with the Village in construction of the planned multi-use path located within the public right-of-way directly north of the subject property's north lot line. Slight modifications to the approved site plan intended to accommodate construction of the multi-use path may be approved by the Village Administrator.
6. Prior to the issuance of a building permit, the applicant shall submit a final traffic and parking impact study and final engineering plans in accordance with Village requirements and standards, for review and approval by the Village Engineer. The final traffic and parking impact study and final engineering plans shall comply with all recommendations, comments, questions, and requested information in the Traffic Safety Commission report dated March 7, 2020, and the Engineering comment form provided in the case of PC 20-01.
7. The Applicant shall advise the Department of Community and Economic Development of any proposed change in ownership or operation of the subject property, which may subject the owner, lessee, occupant, and user to additional conditions and may serve as the basis for further amendment to the Special Use Permits.

Commissioner Kintner added

8. Consideration of a pedestrian crosswalk or signage to ensure pedestrian safely form the 50 parking spaces across River Drive.

Commissioner Dorgan seconded the motion.

Chairperson Blonz called for the vote.

Commissioner Gabriel voting	aye
Commissioner Gillespie voting	aye
Commissioner Khan voting	aye
Commissioner Dorgan voting	aye
Commissioner Mohr voting	aye
Commissioner Kintner voting	aye
Chairperson Blonz voting	aye

Motion approved.

CASE PC 20-03*

APPLICANT: Village of Morton Grove
6101 Capulina Avenue
Morton Grove, Il 60053

LOCATION: 6101 Capulina Avenue
Morton Grove, IL 60053

PETITION: Request for amendments to Sections 12-3-6 and 12-17-1 of the Morton Grove Unified Development Code regarding the regulation of telecommunications antennas, support structures, and ancillary equipment

*Staff requests a continuation of PC 20-03 to the next regularly scheduled meeting of the Plan Commission (June 15, 2020) to allow further review and preparation by staff

Chairperson Blonz called for a motion to continue Case 20-03.

Commissioner Gabriel moved to approve continuation of Case 20-03. Seconded by Commissioner Kintner and approve unanimously to a voice vote.

Chairperson Blonz asked for any other business or discussion. Hearing none, Commissioner Dorgan moved to adjourn the meeting and seconded by Commissioner Gillespie. The motion approved unanimously pursuant to a voice vote at 8:35 pm.

Minutes By: Janet Sheehan

Village of Morton Grove

Department of Community & Economic Development

To: **Chairperson Blonz and Members of the Plan Commission**

From: **Zoe Heidorn, Land Use Planner/Coordinator**

Date: **June 10, 2020**

Re: **PC 20-05 - 8840 Waukegan Road**
Request for approval of a Special Use Permit for a restaurant with a drive-through facility (Taco Bell), pursuant to Section 12-4-3:D of the Morton Gove Unified Development Code for the property commonly known as 8840 Waukegan Road (10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000)

STAFF REPORT

Public Notice

The Village of Morton Grove provided public notice for the June 15, 2020, Plan Commission public hearing for PC 20-05 in accordance with the Unified Development Code. The *Morton Grove Champion* published a public notice on May 28, 2020. The Village mailed letters on May 27, 2020, notifying surrounding property owners, and placed a public notice sign on the subject property on May 21, 2020. The mailed letters notified surrounding property owners of the opportunity to attend the June 15 public hearing for PC 20-05 by Zoom as an alternative to in-person attendance, provided due to the ongoing COVID-19 pandemic.

Application Summary

Nick Boyle, on behalf of Ampler Development, LLC, submitted a complete application to the Department of Community and Economic Development for approval of a Special Use permit to develop a 1,778-square-foot restaurant with a drive-through at 8840 Waukegan Road to be operated by Taco Bell, an international restaurant chain that serves a variety of Mexican-inspired and Tex-Mex food items. The 18,138-square-foot (0.42-acre) site is located at the southwest corner of Waukegan Road and Greenwood Avenue, and is within the C1 General Commercial District. The vacant property is the former site of Black Forest Deli & Meats.

The proposed development includes 15 on-site parking spaces, where 12 are advised to be required by Section 12-7-3, and meets all requirements for drive-through facilities set forth in Section 12-5-5:B.1. Two vehicular access points are proposed along Greenwood Street and Waukegan Road. The applicant is not requesting any waivers to the dimensional requirements of the C1 District.

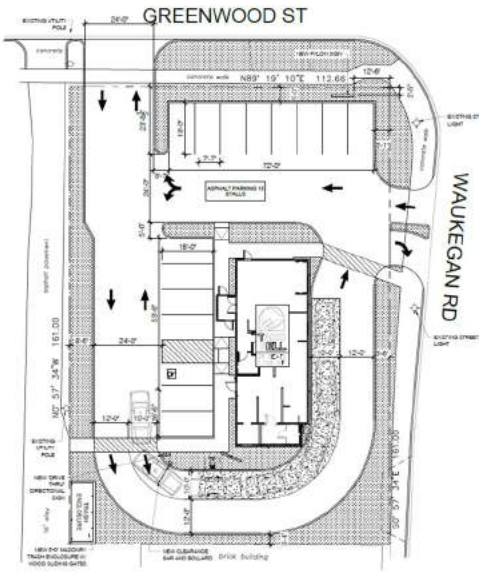
Subject Property Location Map

Surrounding Properties

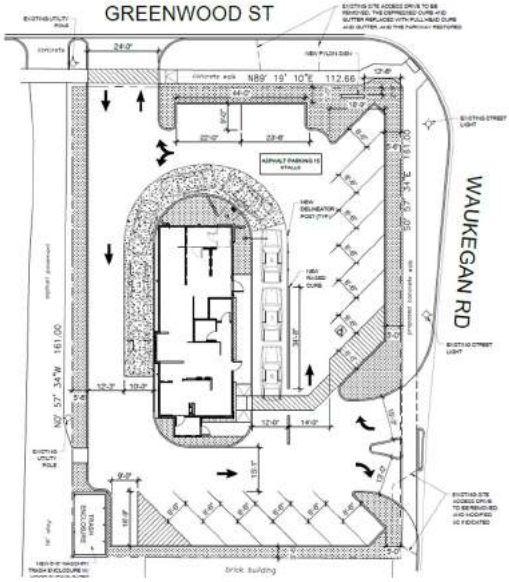
Properties to the north, east, and south are located within the same C1 General Commercial District. Properties to the west, across an improved public alley, are located in an R2 Single Family Residence District. Directly north of the subject property, across Greenwood Avenue, is Safelite AutoGlass, an automotive glass repair facility. To the south of the subject property is Leading Edge Automotive, a mechanical automotive repair facility. To the east, across Waukegan Road, is Castle Honda, an automotive dealership. To the west are properties improved with single-family residences.

Site Plan Revision

The original site plan and supporting documents submitted on May 11, 2020, have since been revised by the Applicant in response to comments recently issued by the Illinois Department of Transportation (IDOT). To avoid confusion, only the revised and most current site plan and supporting documents are included in the hearing packet for Case PC 20-05 and discussed in this staff report. The Appearance Commission reviewed the original site plans and elevations at their June 1, 2020, meeting, the ramifications of which will be discussed in detail later. The Traffic Safety Commission reviewed the most recent site plan at their June 4, 2020, meeting.



Original Site Plan



Revised Site Plan (Per IDOT Comments)

Development Review

Per Section 12-4-3:D, restaurants are a Permitted Use in the C1 District. However, drive-through facilities are a Special Use when not located on outlots within large shopping centers. Drive-through facilities are subject to the development standards of Section 12-5-5:B, which require a minimum stacking area length. The proposed development meets the dimensional standards of the C1 District and all development standards for drive-through facilities. The following table provides a comparison of proposed development on the commercial zoning lot against applicable dimensional controls:

Dimensional Control	***Requirement***	***Proposed***	***Compliance***
C1 District Requirements			
Front Yard (Greenwood Street) (12-4-3:E)	Min. 0 ft.	46.8 ft.	*Compliant*
Corner Street Side (Front) Yard (Waukegan Road) (12-4-3:E)	Min. 0 ft.	56.9 ft.	*Compliant*
Interior Side Yard (12-4-3:E)	Min. 5 ft.	28.3 ft.	*Compliant*
Rear Yard (12-4-3:E)	Min. 5 ft.	41.2 ft.	*Compliant*
Floor Area Ratio (12-4-3:E)	Max. 2.0	0.1	*Compliant*
Building Height (12-4-3:E)	Max. 40 ft.	23 ft.	*Compliant*
Drive-Through Requirements			
Vehicle Stacking Area (12-5-5:B.1)	Min. 100 ft. length	Approx. 168.75 ft. (measured at lane centerline)	*Compliant*

Operations

Per the Applicant, the proposed Taco Bell is the smallest of three store models operated by the restaurant chain. However, the same menu items offered at all Taco Bell locations will be available at the proposed location. The Applicant has not identified proposed hours of operation. In order to limit the future disturbance of residential neighbors to the west, staff recommends limiting hours of operation from 7:00 AM to 12:00 AM.

Building Appearance

The Appearance Commission approved (voting 6-1) an Appearance Certificate for the proposed building elevations at their June 1, 2020, meeting. MRV Architects has provided colored elevations and material specifications for the proposed Taco Bell restaurant.

At the time of original submission, the Applicant proposed extensive use of EIFS (exterior insulated finish system) as an exterior finish. Staff expressed concern with the proposed material palette, in consideration of Section 12-12-5:C.2, which states: "Surface materials shall be high quality, durable, natural materials, such as brick, stone, or similar materials. Unnatural, synthetic materials intended to replicate a natural material, such as false stucco or EIFS, vinyl, plastic or metal siding, or false brick is discouraged." Staff also expressed concern that the east elevation, which faces Waukegan Road, had the appearance of a rear elevation. Located along one of Morton Grove's major commercial arterials, providing an attractive east elevation along Waukegan Road is critical to enhancing the appearance of the roadway and public perception of the Village.

In response to staff comments, the Applicant revised the proposed building elevations to eliminate all EIFS, improve the appearance of the east elevation, and provide a more modern aesthetic. The Applicant further revised the building elevations as a result of site plan modifications stemming from IDOT's preliminary review comments.

East Elevation, Original

East Elevation, Current

Proposed exterior materials now include Hardie siding, Hardie reveal panels, metal doors, metal canopies, and a corner tower with a false wood finish. Staff notes that Hardie siding is not traditionally used in commercial applications. However, similar material applications can be found at various properties along Waukegan Road, including at Tommy's on Waukegan (9005 Waukegan Road) and at Morton Grove Animal Hospital (9128 Waukegan Road).

Exterior Renderings (For Reference Only)

The applicant presented renderings of the proposed building exterior and interior at the June 1, 2020, Appearance Commission meeting. Since that time, the elevations have been modified to accommodate the revised site plan. Because the renderings were produced by Taco Bell corporate, revised renderings could not be provided in advance of the June 15, 2020, Plan Commission meeting. The original renderings, based on the original site plan, are included in this staff report for reference only to provide a better understanding of the building's appearance in three dimensions.

Interior Renderings
(For Reference Only)

At the Appearance Commission, the Applicant noted that the new building prototype features "a modern a clean design which favors higher quality materials than those used in the past." As of June 1, 2020, "all new and scrape restaurants will be required to adopt the new design." The Applicant explained that the new building design emphasizes the chain's signature purple and makes it easily recognizable. The interior design provides a greater emphasis on earthy tones than in older Taco Bell restaurants and aims for a continuity of design between the building's exterior and interior.

Landscape Plan

While the landscape plan and signage plan were approved under Case AC 20-03, and a recommendation of approval of Case PC 20-05 was forwarded to the Plan Commission, revisions to the site plan following the Appearance Commission's review resulted in modifications to the landscape plan and created issues of non-conformity with the landscape requirements. However, the Applicant has agreed to bring the landscape plan back into compliance and will present a conforming landscape plan at the June 15, 2020, Plan Commission hearing. An overview of the most recent landscape plan is provided below.

Dimensional Control	***Requirement***	***Proposed***	***Compliance***
General Landscaping Requirements			
Landscaping Required (12-11-1:B.1.C)	5% of total site (907 sq. ft.)	3,229 sq. ft., 17.8% *(formerly compliant with 3,636 sq. ft., 21%)*	*Compliant*
Trees in Public Parkways (12-11-1:B.4)	Max. 40 ft. separation, min. 2.5 in. caliper	Greenwood Ave. public parkway: 1 existing + 1 proposed Waukegan Rd. public parkway: 0 proposed [1] *(formerly compliant)*	*Compliant* ***2 trees still required, conforming landscape plan to be presented at Plan Commission meeting [1]***
Trees in Parking Lots (12-11-3:A.2)	Min. 2.5 in. caliper	Armstrong Gold Red Maple Tree (3), min. 2.5 in. caliper *(no change)*	*Compliant*
Landscaping Adjacent to Public ROW, Sidewalks & Streets	Landscape yard min. 5 ft. width with a year-round dense opaque	Conforming landscape yard proposed along	*Compliant*

(12-11-3:B.1)	screen measuring min. 3 ft. in height	Waukegan Rd. and Greenwood Ave. *(no change)*	
Landscaping Adjacent to Public ROW, Alley (12-11-3:B.1)	Min. 5 ft. height screening	5 ft. board-on-board wood fence *(no change)*	*Compliant*
Landscaping Adjacent to Non-Residential Property (12-11-3:B.2)	Min. 1 tree per 80 linear ft. of common lot line	0 trees proposed along south lot line [2] *(formerly compliant)*	***1 tree still required, conforming landscape plan to be presented at Plan Commission meeting [2]***
Parking Lot Internal Landscaping Requirements			
Landscape Islands (12-11-3:B.3)	Min. 40 sq. ft.	≥ 54 sq. ft. *(formerly compliant with ≥ 76 sq. ft.)*	*Compliant*
Internal Landscaping Area (12-11-3:B.3)	Min. 5% of paved parking lot area, not including landscape buffer (10,370 sq. ft. = 519 sq. ft. required)	1,076 sq. ft. internal landscaping area *(formerly compliant)*	*Compliant*
Screening Requirements			
Screening of Trash Areas (12-11-4)	Min. 5 ft. height, screening types restricted	5-ft. masonry enclosure with wood sliding gates *(no change)*	*Compliant*

[1] The proposed removal of two trees located within the Waukegan Road public right-of-way brings the landscape plan out of compliance with the Village's landscape regulations. In order to eliminate the non-conformity, the Applicant has agreed to revert the plan for the Waukegan Road public right-of-way back to its original condition, eliminating the need for a waiver. A revised landscape plan showing street tree preservation will be presented to the Plan Commission at the June 15, 2020, public hearing.

[2] No trees are currently proposed along the south lot line in the landscape plan distributed to the Plan Commission as part of the hearing packet for PC 20-05. However, the Applicant has agreed to plant one tree within the landscape buffer abutting the south lot line to comply with this requirement. A revised landscape plan will be presented to the Plan Commission at the June 15, 20202, public hearing. The additional tree will be located at the northeast corner of the property and has been specified as an Adirondack crabapple tree.

Even if the final landscape plan complies with all Village landscape requirements, the plan will be subject to review by the Appearance Commission Chairperson. If the Chairperson finds that the plan is substantially inconsistent with the approved landscape plan, they may require further review by the full Appearance Commission.

Signage Plan

The Applicant is proposing 3 wall signs and 1 pylon sign on the subject property, with various small directional signage as permitted by Municipal Code Chapter 10-10. The Appearance Commission approved an Appearance Certificate for proposed signage at their June 1, 2020, meeting, with waivers to maximum permitted wall sign area facing a public alley and pylon sign location. Since that time, the signage plan has been revised to accommodate the modified site plan. Proposed wall signage has been removed from the west elevation facing the public alley, eliminating the need for a waiver to maximum wall sign area. Under the revised signage plan, a compliant wall sign has been added to the south elevation, which is also considered a secondary frontage because it faces a public parking area and contains an entrance.

An overview of the most recent signage plan is provided below. No additional waivers will be required from the Appearance Commission, but the final signage plan will be subject to review by the Appearance Commission Chairperson. If they find the final plan to be substantially inconsistent with the approved plan, they may require further Appearance Commission review.

SIGNAGE CONTROL	CODE REQUIREMENT	PROPOSED SIGN	WAIVER REQUESTED
Wall Sign Requirements			
Maximum permitted primary sign face area (Greenwood Street) (10-10-7:F.3)	Max. 1.5 sq. ft. per 1 ft. linear frontage, Max. 120 sq. ft. (Max. 99.75 sq. ft.)	27.69 sq. ft. *(formerly compliant)*	*Compliant*
Maximum permitted secondary sign face area (Waukegan Road) (10-10-7:F.3)	Max. 1.5 sq. ft. per 1 ft. linear frontage, Max. 32 sq. ft. (Max. 32 sq. ft.)	27.69 sq. ft. *(formerly compliant)*	*Compliant*
Maximum permitted secondary sign face area (south elevation) (10-10-7:F.3)	Max. 1.5 sq. ft. per 1 ft. linear frontage, Max. 32 sq. ft. (Max. 32 sq. ft.)	19.15 sq. ft. *(new signage)*	*Compliant*
Pylon Sign Requirements			
Maximum pylon sign quantity (10-10-7:G.2)	Max. 1 sign per 150 ft. street frontage	1 pylon sign *(no change)*	*Compliant*
Maximum permitted height (10-10-7:G.2)	Max. 25 ft.	25 ft. *(no change)*	*Compliant*
Maximum pylon sign area (10-10-7:G.2, 10-10-6:H.3)	50 sq. ft. of combined sign face area per sign, measured to include only the portion of signage visible from a single vantage point for multifaced signs	49.96 sq. ft. *(no change)*	*Compliant*
Pylon sign location (10-10-7:G.6)	Min. 8 ft. from side or rear lot line, min. greater of ½ height or 4 ft. from public ROW (Min. 12.5 ft. from Waukegan Road and Greenwood Street lot lines)	12.5 ft. from side lot line & public ROW (Waukegan Road) 2.4 ft. from public ROW (Greenwood Street) *(no change)*	*Compliant* ***Waiver of 10.1 ft. to Greenwood Street setback approved by Appearance Commission under AC 20-03***
Pylon sign landscape bed (10-10-7:G.5)	Min. 2 ft. radius from base of sign, min. 3 ft. height at planting	Conforming landscape bed proposed *(no change)*	*Compliant*

Parking & Loading

The Unified Development Code requires restaurants to provide 1.0 off-street parking space per 150 square feet of gross floor area. With 1,778 square feet of gross floor area, the advisory parking standard for the proposed use is 12 off-street parking spaces. However, the applicant is proposing a total of 15 parking spaces, including one accessible space.

Per Section 12-7-3:B of the Unified Development Code, proposed parking standards identified in the code as "Required Spaces By Use" shall be advisory for Special Use Permit applications, as required parking will be reviewed and established as part of the Special Use Permit. The final number of required parking spaces for Special Use Permits is determined by the Village Board based on the submitted, independent traffic and parking study and any recommendations made by the Traffic Safety Commission, Plan Commissions, and staff.

In accordance with ordinance requirements for a Special Use Permit application (Section 12-7-3:B), the Applicant submitted a traffic and parking study prepared by Gewalt Hamilton Associates, Inc. (GHA). The submitted study, dated May 11, 2020, will need to be revised to reflect the final site design and will be subject to approval by the Village Engineer. GHA conducted parking surveys at various Taco Bell restaurants in the region in January, 2018, and June-July, 2019, the data from which was used to inform the parking demand study. Maximum observed parking demand at these other locations was 10-11 vehicles. Due to the ongoing COVID-19 pandemic's impacts on traffic and parking patterns, use of existing data is deemed appropriate by staff. With 15 proposed parking

spaces, the parking plan exceeds the peak demand of 11 vehicles established by the independent traffic and parking study by four spaces.

Because the commercial development includes less than 10,000 square feet of building area, the use is not required to provide a loading berth, in accordance with Section 12-7-4:I. The Applicant should discuss the proposed location of deliveries on the property.

At the June 4, 2020, Traffic and Safety Commission meeting, the Applicant was asked to provide the maximum number of employees working on the property and identify the location of employee parking. The Applicant responded that no more than four employees will work on the property at one time and that employee parking could be directed off-site. However, staff is concerned that employee parking on residential streets could negatively impact surrounding residences, as has become an issue with Safelite AutoGlass. As such, staff recommends that employee parking is required to occur on-site and that the number of employees working on-site is limited to five in total.

Access & Circulation

The Traffic Safety Commission and Village Engineer forwarded recommendations and comments relating to access and circulation for the proposed development. Staff recommends that compliance with all recommendations and comments made by the Village Engineer in the plan review comment form dated June 8, 2020, and by the Traffic Safety Commission in the plan review comment form dated June 5, 2020, is made a condition of Special Use Permit approval.

Two two-way vehicular access drives are proposed to serve the drive-through restaurant development, one along Greenwood Avenue and one along Waukegan Road. The drive along Waukegan Road was originally located farther north, but was relocated south due to preliminary plan review comments issued by IDOT. A center median and signage will restrict traffic to right-in and right-out only at the Waukegan Road drive. Traffic entering and exiting the property along Greenwood Avenue will not be restricted, and vehicles heading eastbound along Greenwood will be allowed to make a left turn onto Waukegan Road. Traffic flow will be limited to a one-way, counter-clockwise circulation around the principal structure.

The Traffic Safety Commission raised concern with regard to eastbound traffic along Greenwood Avenue making a left turn at Waukegan Road. Currently, Greenwood Avenue features two drive lanes with parking permitted on both sides of the street. The Village Engineer recommends that Greenwood Avenue is widened and restriped to include a dedicated left-turn lane and right-turn lane, subject to Village and IDOT requirements. Additionally, he recommends that parking is prohibited along Greenwood Avenue, between Waukegan Road and the public alley abutting the subject property.

At the Traffic and Safety Commission, the Applicant testified to the following:

- 65% or more of Taco Bell traffic uses the drive-through.
- 65% of Taco Bell traffic is "pass-by," otherwise known as customers already traveling on roads.
- 65% or more of trips are right turns out, as "on the way."

Pedestrian & Bicycle Accommodations

Public sidewalks are currently provided within the Greenwood Avenue and Waukegan Road public right-of-way abutting the subject property. The Greenwood Avenue sidewalk is proposed to remain in place. The civil drawings included in the hearing packet for PC 20-05 show a new five-foot sidewalk along Waukegan Road, relocated away from the curb line and necessitating the removal of two public street trees. Due to staff concerns with the removal of two mature street trees and the resulting non-conformity with the requirement for trees in the public right-of-way, the Applicant has agreed to revert the Waukegan Road sidewalk back to its original condition. A revised site plan and landscape plan will be presented at the June 15, 2020, Plan Commission hearing.

The building's pedestrian entrances are located along the east elevation, facing Waukegan Road. Sidewalk extends between two public entrances located along the east face of the building, and connects to an employee entrance also located along the east elevation. Parking lot striping is provided to create a pedestrian path across the drive aisles that connects the one ADA accessible parking space to the building's entrances. However, no

accessible pedestrian path is provided to connect the public sidewalk system with the interior pedestrian path. Staff recommends that a requirement for at least one accessible pedestrian connection to the public sidewalk along Waukegan Road is included as a condition of approval, subject to Village and IDOT standards.

Staff agrees with the Village Engineer's recommendation that a bicycle rack is required as a condition of Special Use Permit approval. Staff recommends that a requirement a bicycle rack that can accommodate a minimum of 4 bicycles.

Delivery & Refuse Pick-Up
The Applicant testified at the Traffic Safety Commission hearing on June 4, 2020, that refuse pick-up is to occur two times per week. The Applicant should provide information to the Plan Commission on the estimated time of day of refuse pick-up and service deliveries. Staff recommends that delivery and refuse pick-up are required to occur between the hours of 7:00 AM and 10:00 PM in order to avoid disruption to adjacent single-family residences.

Snow Removal
At the June 4, 2020, Traffic Safety Commission meeting, the Applicant discussed the proposed locations of snow storage, which were not included in the submitted plan set. The Applicant testified that snow storage will occur within on-site landscape islands and buffers. If storage demand exceeds capacity, a snow removal service may be employed. Per the Village Engineer, snow should not be stored at access points to an extent that it obstructs sight distances for traffic. Staff recommends including a condition of approval prohibiting snow storage that obstructs sight distances at access points and storage within accessory parking spaces.

Stormwater Management
The proposed development is subject to Metropolitan Water Reclamation District (MWRD) and Village stormwater detention and volume control requirements. The Applicant submitted plans for an underground detention vault located at the north side of the property that holds 6,011 cubic feet of stormwater. The final stormwater system design will be subject to approval by the Village Engineer and MWRD, and must comply with local and regional standards.

Departmental Review

Fire Department
The Fire Prevention Bureau Coordinator commented that a sprinkler system will be required for the proposed development. The final development design will be reviewed for compliance with all applicable life safety and building code requirements through the permitting process.

Building Department
The Building Department finds no issues with the proposed development at this time. The final development design will be reviewed for compliance with all applicable life safety and building code requirements through the permitting process.

Public Works/Engineering
The Village Engineer provided a list of 42 comments on the proposed development, dated June 8, 2020, and included in the hearing packet for PC 20-05. As discussed, a proposed condition of Special Use Permit approval is compliance with all comments and recommendations provided by the Village Engineer.

Commission Review

Appearance Commission
On June 1, 2020, the Appearance Commission approved (voting 6-1) an Appearance Certificate with select waivers and forwarded a recommendation of approval of case PC 20-05 to the Plan Commission. Commissioner Zimmer voted to deny the approval, stating that the appearance of the proposed development is not compatible with and is lower in quality than the Sawmill Station development at the southeast corner of Dempster Street and Waukegan Road.

Traffic Safety Commission
On June 4, 2020, the Traffic Safety Commission voted unanimously to forward a recommendation of approval of case PC 20-05 to the Plan Commission. The Commission forwarded comments, dated June 5, 2020, which are

included in the hearing packet for PC 20-05. As discussed, a proposed condition of Special Use Permit approval is compliance with all comments and recommendations provided by the Traffic Safety Commission.

Standards for Special Uses
Section 12-16-4:C.5 of the Unified Development Code establishes Standards for Special Uses, which are intended to be used for evaluating Special Use Permit requests.

> *Standards for Special Uses: The following standards for evaluating special uses shall be applied in a reasonable manner, taking into consideration the restrictions and/or limitations which exist for the site being considered for development:*
>
> *a. Preservation of Health, Safety, Morals, And Welfare: The establishment, maintenance and operation of the special use will not be detrimental to or endanger the public health, safety, morals or general welfare.*
>
> *b. Adjacent Properties: The special use should not be injurious to the use and enjoyment of other property in the immediate vicinity for the uses permitted in the zoning district.*
>
> *c. Orderly Development: The establishment of the special use will not impede normal and orderly development or impede the utilization of surrounding property for uses permitted in the zoning district.*
>
> *d. Adequate Facilities: Adequate utilities, access roads, drainage and other necessary facilities are in existence or are being provided.*
>
> *e. Traffic Control: Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the public streets. The proposed use of the subject site should not draw substantial amounts of traffic on local residential streets.*
>
> *f. Adequate Buffering: Adequate fencing and/or screening shall be provided to ensure the right of enjoyment of surrounding properties to provide for the public safety or to screen parking areas and other visually incompatible uses.*
>
> *g. Conformance to Other Regulations: The special use shall, in all other respects, conform to applicable provisions of this title or amendments thereto. Variation from provisions of this title as provided for in subsection 12-16-3A, "Variations", of this chapter, may be considered by the plan commission and the Village board of trustees as a part of the special use permit.*

The Applicant should be prepared to discuss how they believe the proposed Special Use Permit and project meet the above standards at the public hearing.

Recommendation
After review of the application, staff report, and as a result of the testimony, should the Plan Commission recommend approval of this application, staff suggests the following initial motion and conditions:

> *Motion to recommend approval of a Special Use Permit for a restaurant with a drive-through facility (Taco Bell), pursuant to Section 12-4-3:D of the Morton Gove Unified Development Code for the property commonly known as 8840 Waukegan Road in Morton Grove, Illinois (10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000), subject to the following conditions:*
>
> *1. A minimum of one accessible dedicated pedestrian path shall be provided that connects the building entrances with the public sidewalk system located within public right-of-way.*
>
> *2. A minimum of one bicycle rack with a minimum short-term storage capacity of four bicycles shall be installed on the property.*
>
> *3. All delivery service and refuse pick-up serving the use shall occur between the hours of 7:00 AM and 10:00 PM.*

4. *Hours of restaurant operation shall be limited to between 7:00 AM and 12:00 AM. No after-hours use of the restaurant is authorized other than for routine cleaning and maintenance.*
5. *The maximum number of on-site employees at any given time shall be limited to five.*
6. *All employee parking shall occur on the property.*
7. *Snow storage shall not obstruct sight distances at access points and shall not be located within accessory parking spaces.*
8. *The site and building shall be developed and operated consistent with the plans and supporting documents in the application, amended, as necessary, to comply with conditions from the Traffic Safety Commission, Plan Commission and/or Village staff, identified in this report and/or presented at the Plan Commission public hearing.*
9. *Prior to the issuance of a building permit, the Applicant shall have complied with all recommendations provided by the Traffic Safety Commission in the plan review comment form dated June 5, 2020.*
10. *Prior to the issuance of a building permit, the Applicant shall submit final engineering plans in accordance with Village requirements and standards, for review and approval by the Village Engineer, and shall comply with all recommendations provided by the Village Engineer in the plan review comment form dated June 8, 2020.*
11. *The Applicant shall advise the Department of Community and Economic Development of any proposed change in ownership or operation of the commercial property. Such changes may subject the owners, lessees, occupants, and users to additional conditions and may serve as the basis for amendment to the Special Use Permit.*
12. *(Any additional conditions recommended by the Plan Commission)*

SPECIAL USE APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue Morton Grove, Illinois 60053
(847)470-5231 (p) (847)965-4162 (f)

CASE NUMBER: 20-05 DATE APPLICATION FILED: 5/11/2020

APPLICANT INFORMATION

Applicant Name: Nick Boyle,President
Applicant Organization: Ampler Development LLC
Applicant Address: 4700 Falls of Neuse Rd Suite 400
Applicant City / State / Zip Code: Raleigh, NC 27609
Applicant Phone: Work: (786) 208-9694 Home: (N/A)
Mobil / Other: (N/A)
Applicant Fax: Work :(N/A) Home :(____)
Applicant Email: NBoyle@amplergroup.com
Applicant Relationship to Property Owner: Buyer of property
Applicant Signature: Nicholas H Boyle

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name:
Owner Address:
Owner City / State / Zip Code:
Owner Phone: Work: (____) Home: (____)
Mobil / Other: (____)
Owner Fax: Work :(____) Home :(____)
Owner Email:
Owner Signature:

PROPERTY INFORMATION

Common Address of Property: 8840 Waukegan Rd.
Property Identification Number (PIN): 10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000
Legal Description (Attach additional sheets as necessary):
LOTS 8 TO 13 BOTH INCLUSIVE (EXCEPT THE EAST 17.0 FEET THEREOF) IN FOREST VIEW BEING GEORGE LANDECK'S SUBDIVISION OF THE EAST 270 FEET OF THE SOUTH 1010.77 FEET OF LOT 3 AND LOT 4 (EXCEPT THE NORTH 336.00 FEET) IN THE SUBDIVISION OF THE SOUTH 23.5 CHAINS OF THAT PART LYING WEST OF CENTER OF WAUKEGAN ROAD OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

SPECIAL USE APPLICATION

Village of Morton Grove
Department of Community Development
6101 Capulina Avenue Morton Grove, Illinois 60053
(847)470-5231 (p) (847)965-4162 (f)

CASE NUMBER: _____ DATE APPLICATION FILED: _____

APPLICANT INFORMATION

Applicant Name: _____

Applicant Organization: _____

Applicant Address: _____

Applicant City / State / Zip Code: _____

Applicant Phone: Work: (____) _____ Home: (____) _____

Mobil / Other: (____) _____

Applicant Fax: Work :(____) _____ Home :(____) _____

Applicant Email: _____

Applicant Relationship to Property Owner: _____

Applicant Signature: _____

PROPERTY OWNER INFORMATION (IF DIFFERENT FROM APPLICANT)

Owner Name: Chicago Title Trust Company, as sucessor trustee of the LaSalle Bank Trust #11858305

Owner Address: 6520 Lyons

Owner City / State / Zip Code: Morton Grove, IL 60053

Owner Phone: Work: (847) 875-6657 Home: (____) _____

Mobil / Other: (847) 875-6657

Owner Fax: Work :(____) _____ Home :(____) _____

Owner Email: kglondos@yahoo.com

Owner Signature: _____

PROPERTY INFORMATION

Common Address of Property: 8840 Waukegan Rd.

Property Identification Number (PIN): 10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000

Legal Description (Attach additional sheets as necessary): _____

LOTS 8 TO 13 BOTH INCLUSIVE (EXCEPT THE EAST 17.0 FEET THEREOF) IN FOREST VIEW BEING GEORGE LANDECK'S SUBDIVISION OF THE EAST 270 FEET OF THE SOUTH 1010.77 FEET OF LOT 3 AND LOT 4 (EXCEPT THE NORTH 336.00 FEET) IN THE SUBDIVISION OF THE SOUTH 23.5 CHAINS OF THAT PART LYING WEST OF CENTER OF WAUKEGAN ROAD OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

APPLICANT'S REQUEST (ATTACH ADDITIONAL SHEETS AS NECESSARY):

1. Applicant is requesting a Special Use permit for a Drive-Through Facility, which is listed as a Special Use for the C1 zoning district of the Village of Morton Grove.

2. Provide responses to the seven (7) standards for Special Use as listed in Section 3.11-8 of the Village of Morton Grove Zoning Ordinance. The applicant must present this information for the official record of the Zoning & Planning Commission. The seven Special Use standards are as follows:

a. The establishment, maintenance, or operation of the Special Use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;

The establishment, maintenance, and operation of a drive-through at the proposed Taco Bell shall be monitored for swift and effortless transactions. With the installation of landscaping and board-on-board fencing, sound and light shall be kept to a minimum. The manager also has the ability to adjust the output of the speakerpost.

b. The Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;

The operation of a drive-through is necessary to the longevity and success of the proposed business. At a location that is currently vacant, the operation of the drive-through and restaurant could only benefit, not impair property values within the neighborhood.

c. The establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;

The establishment of the Special Use will not affect the development of surrounding properties negatively. In fact, further development may be encouraged especially at the vacant lots just south of this property.

Furthermore, most businesses on this stretch of Waukegan Rd. are comprised of automobile-centric uses, so a drive-through makes sense.

d. Adequate utilities, access roads, drainage and/or necessary facilities have been or are being provided;

Being on a corner lot, adequate access to and from the property is easily achieved. As demonstrated in our civil drawings, utilities and drainage needs are met.

e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;

Working with IDOT and the traffic engineers at GHA, the site layout has been designed to minimize traffic congestion in public streets. Entry into the drive-through facility has been located so that car's queueing would be far away from the site's access points.

f. The proposed Special Use is not contrary to the objectives of the current Comprehensive Plan for the Village of Morton Grove; and

As stated in the Comprehensive Plan, the Waukegan Rd. corridor is recognized as a strategic regional arterial (SAR) which carries a significant amount of traffic. Per our traffic study, not only will many of the trips generated by the proposed development consist of "destination trips", but about half of the total amount of trips shall be comprised of customers diverted from existing traffic. Therefore, the proposed will not negatively impact the amount of traffic existing on Waukegan Rd.

g. The Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Commission.

The Drive-Through facility has been designed to conform to the regulations set forth in the Village Zoning Ordinance for commercial districts.

STOTIS & BAIRD
CHARTERED

Michael S. Baird | Daniel S. Hill | Eric J. Parker | Kostas L. Clos | Brian D. Nussbaum | Nathan D. Gould
Of Counsel: Bill George Stotis | Anna C. Stotis | Louis G. Alsaves

May 6, 2020

Village of Morton Grove
Department of Community and Economic Development
6101 Capulina Avenue
Morton Grove, IL 60053
commdev@mortongroveil.org

RE: Special use permit application for real property located at 8840 Waukegan Rd, Morton Grove, IL (the "Property")

To Whom It May Concern:

The undersigned sole beneficiaries and authorized agents of Chicago Title Land Trust Company, as successor trustee to LaSalle Bank Trust #118583, the owner of the above referenced property ("Property Owner") authorizes Ampler Development LLC, AG Bells II LLC, and MRV Architects, Inc to apply for a special use permit for operating a drive-through facility on the Property. The Property Owner accepts the conditions of approval regarding the project and the Property.

Thank you and have a good day.

Chicago Title Land Trust Company, as successor trustee to LaSalle Bank Trust #118583

By: George Londos
Its: Beneficiary

By: Peter Marinis
Its: Beneficiary

Sincerely,

Stotis & Baird Chartered

Kostas L. Clos

Appearance Commission Application

Village of Morton Grove Department of Community & Economic Development
6101 Capulina Avenue, Morton Grove, Illinois 60053 | 847-663-3063 | commdev@mortongroveil.org

Case Number: _____ Date Application Filed: _____

APPLICANT INFORMATION

Applicant Name: Ampler Development LLC

Applicant Address: 4700 Falls of Neuse Rd Suite 400

Applicant City / State / Zip Code: Raleigh, NC

Applicant Phone: (512)468-7088 Mobil / Other: (____)_____

Applicant Email: NBoyle@amplergroup.com

Applicant Legal Interest in Property (Owner, Tenant, Etc.): Buyer of property

Applicant Signature: Nicholas H Boyle

PROPERTY INFORMATION

Common Address of Property: 8840 Waukegan Rd.

Property Identification Number (PIN): 10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000

Zoning District: C1 - General Commercial District Property's Current Use: N/A - Vacant

APPLICANT'S REQUEST (ATTACH ADDITIONAL SHEETS AS NECESSARY):

1. Applicant is requesting Appearance Commission approval for the following:

For the approval of the proposed site, landscape and building plans submitted for the Taco Bell development.

2. Provide detailed information to explain the reason for the request (attach additional sheets as necessary):

As is required per the Special Use process, review and approval by the Appearance Commission is needed. It would be immensely crucial to understand from the Village's perspective what is appropriate site/building design-wise.

REVIEWING: BUILDING FIRE POLICE PUBLIC WORKS/ENGINEERING **TSC**

VILLAGE OF MORTON GROVE, ILLINOIS
PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 5/20/2020

CASE NUMBER: PC 20-05

APPLICATION: Ampler Development LLC is requesting a Special Use Permit for a restaurant with a drive-through facility (Taco Bell). The property is located in the C1 General Commercial District and is commonly known as 8840 Waukegan Road.

A Special Use Application has been submitted for Plan Commission action. Please return your review to the Department of Community Development by **Friday, June 5, 2020**.

Thank you,
Zoe Heidorn, Land Use Planner

COMMENTS OR CONCERNS

The plans that were submitted to the commissioners were not the revised plans that were presented to the TSC on 6/4/20. It was explained that the revised plans have incorporated most of the staff observations. The revised plans noted that there was a shift of the Waukegan Rd. entrance / exit further South. It was agreed that this had its benefits to be a better plan. This would assist with pedestrian traffic near the intersection and ordering speaker being further away from neighbors.

The motion to approve passed with the 16 conditions that staff observed be met. Some of our concerns and discussions included:

- Peak rush hour traffic southbound Waukegan Rd at Greenwood Ave. it was suggested that a "Do Not Block Intersection" sign be installed.
- Also during peak rush hour that a No Left Turn sign be considered on Eastbound Greenwood Ave. at Waukegan Rd. The Police Dept. also agreed that will be a challenge during that same time.
- It was discussed that employee's cars be discouraged from parking on Greenwood Ave. or surrounding streets. The discussion included the example of Safelite Glass employees parking their vehicles along Greenwood which does cause issues already with the neighbors.
- It was discussed that the trash pick-up and deliveries be done at a time that would not disrupt the neighbors.
- One commissioner also spoke about concerns of heightened traffic from Hynes School in conjunction with the restaurant.

These comments accurately represent existing Village regulations or policies.

Signed: Kathleen Hurley

Date: 6/5/2020

REVIEWING: BUILDING FIRE POLICE PUBLIC WORKS/ENGINEERING TSC

VILLAGE OF MORTON GROVE, ILLINOIS

PLAN REVIEW COMMENT FORM

DATE DISTRIBUTED: 5/20/2020

CASE NUMBER: PC 20-05

APPLICATION: Ampler Development LLC is requesting a Special Use Permit for a restaurant with a drive-through facility (Taco Bell). The property is located in the C1 General Commercial District and is commonly known as 8840 Waukegan Road.

A Special Use Application has been submitted for Plan Commission action. Please return your review to the Department of Community Development by **Friday, June 5, 2020**.

Thank you,
Zoe Heidorn, Land Use Planner

COMMENTS OR CONCERNS

1. The Traffic Study was prepared during COVID-19 crisis. Traffic patterns have substantially changed and would not be representative of ordinary conditions. The Traffic Study utilizes existing traffic data and estimates or forecasts other data. This is an acceptable method for evaluating the traffic impact of this development.
2. Public Works staff is aware the applicant substantially modified the plans included in the application in response to preliminary comments from Illinois Department of Transportation. The site access points, parking layout and site circulation have changed and affect the plan review. Efforts have been made to include comments relevant to the modified application, but there may be some overlap.
3. The extent of detail in the plans exceeds the requirements that are useful for Special Use Permit approval. The following comments included various levels of detail of the design. Public Works reserves the right to provide additional comments (not included in this review) on the design plans during construction permit approval process.
4. Staff considers the intersection of Waukegan Road and Greenwood Avenue to be challenging for vehicles to move through because of nearby intersection of Waukegan Road and Dempster Street, higher traffic-generating land uses in this commercial corridor, and Hynes Elementary School traffic. The Traffic Study does not acknowledge the complexity. Public Works staff believes this complexity should be considered when evaluating traffic patterns and access points.
5. The Traffic Study mentions restriping the west leg of the intersection of Greenwood Avenue and Waukegan Road and prohibiting adjacent on-street parking to provide a 12-foot westbound and 18-foot eastbound lane to allow 2 eastbound lanes at the intersection providing a bypass of left-turning vehicles. The applicant should widen the west leg of the intersection to include a left-turn lane and through-right turn lane. Additional improvements would need to be added and these improvements would need to meet the village's requirements as well as those of Illinois Department of Transportation.
6. Public Works staff believes the village should prohibit on-street parking between Waukegan Road to the alley abutting the proposed site.
7. The proposed hours of operation for the eat-in restaurant and the drive-through and maximum number of employees on-site are not included in the application and should be included in the conditions of the Special Use Permit.
8. Sight distance studies should be provided at the access point onto Waukegan Road and at eastbound Greenwood at Waukegan Road (looking to the south) to ensure compliance with traffic engineering standards.

9. Part V; Recommendations: Staff agrees with the statement that bike racks should be provided on site to encourage non-auto trips. Public Works staff believes it should be included in the conditions of the Special Use Permit.
10. The site square footage given under Part 3: Project Traffic Characteristics: Site Plan (1,748 sf) does not agree with that given on Exhibit 5 (2,129 sf). This discrepancy should be clarified or corrected.
11. Proposed parking space dimensions should meet minimum Village design criteria requirements. Those shown on Exhibit 4; Plan sheet SP1.0 do not appear to do so or are incorrectly dimensioned. All parking spaces should be clearly dimensioned including the accessible parking space.
12. It appears the parking angle is 45 degrees and parallel based on other dimensions provided. If so, the dimensions conform with village requirements. The angle should be clarified by the applicant.
13. The Traffic Study does not address deliveries, garbage, etc. These necessary operations could affect traffic circulation for customers and have an impact on the neighborhood, so these operations should be a condition of the Special Use Permit.
14. It appears access to the trash enclosure is intended to be from the alley-side of the enclosure. Public Works staff does not support having this activity in an alley and that it is appropriate for this activity to occur on private property.
15. Snow storage on this site could become a safety concern for customer and Waukegan Road traffic. Snow should not be stored at the access points to an extent it obstructs sight distances for traffic—probably less than 3 feet. A condition should be included to prohibit snow storage that obstructs sight distances at access points.
16. There is an existing water service connection to the village's water main that will likely not be able to serve the proposed site. The developer will need to disconnect the existing water service at the village's water main as a condition of the development.
17. It has not been determined if there is a live building sewer connected to the village's sanitary sewer. If it is determined there is a live building sewer connected to the village's sanitary sewer, the developer will need to disconnect the building sewer at the main as a condition of the development.
18. Design plans will need to include notes referring Village information update phone numbers.
19. Design plans will need to include a complete erosion and sediment control plan conforming to Municipal Code Chapter 7-10.
20. Design plans will need to add detectable warning tiles on both sides of the sidewalk at the Waukegan Road entrance.
21. Design plans will need to convert volume control requirement from cubic feet to acre-feet so that it can be correlated back to numbers shown on the utility plans. This information should be moved from the site plan to the grading plan.
22. The required volume control area on Sheet C-3 appears to be less than the volume control area provided. Check calculations.
23. Stormwater management calculations need to be submitted. Some of the information reported could not be verified with the information available in the application.
24. Design plans will need to include a detail of the open bottom underground detention vault.
25. The proposed restrictor is less than village's minimum restrictor size. This will need to be revised.
26. Several pipe slopes appear to be flatter than what is typically used for 12" sewers. Consider changing 12" pipe slopes to be no less than 0.50%.
27. Design plans will need to show vertical clearance information at utility crossings to confirm no conflicts and IEPA requirements are met.
28. Design plans will need to include restrictor structure detail.
29. Design plans will need to add a catch basin where the downspouts connect to the village's sewer.
30. Proposed Pipe #26 is back pitched. Revise accordingly.
31. The minimum pipe cover appears to not conform with trench section details.
32. At existing manhole where proposed storm sewer connection is made, there appears to be an existing sewer connecting from the north, bringing the total number of existing pipes at the structure to 3. It should be verified the existing manhole structure does not need to be upsized to handle a fourth pipe penetration.
33. Proposed restrictor structure #1 shows inverts for 8" and 12" pipes. Upstream and downstream pipe #23 and 21, respectively, are both shown as 12" and 10" per the storm sewer data table. Revise pipe sizes.
34. Design plans will need to show 100-yr overland flow path for restrictor manhole surcharged flows.

the existing manhole structure does not need to be upsized to handle a fourth pipe penetration.

33. Proposed restrictor structure #1 shows inverts for 8" and 12" pipes. Upstream and downstream pipe #23 and 21, respectively, are both shown as 12" and 10" per the storm sewer data table. Revise pipe sizes.
34. Design plans will need to show 100-yr overland flow path for restrictor manhole surcharged flows.
35. Provide restrictor flow calculations showing that release rate requirement is met.
36. Design high water elevation is shown to be 0.05' below min. pavement elevation and 1.5' above the inside top of the vault. Freeboard requirement in vault is currently not being met. Provide calculations.
37. Valve is currently shown to have less than 1' of cover. In detail show that it will be designed to withstand appropriate construction and traffic loads.
38. Revise sanitary sewer schedule item 1 to a manhole in the alley. Also connect the garbage enclosure drain directly to this manhole.
39. Provide a structure adjustment for the existing storm manhole in the new Greenwood Avenue entrance apron.
40. Design plans will need to label existing water main as 10 inches on Greenwood and 12 inches on Waukegan.
41. The south ramp at the Greenwood Avenue entrance appears to have a 10% slope, exceeding the 1:12 maximum. Verify slope will not exceed 1:12.
42. Photometric levels exceed 1 foot-candle at the property boundary. Additional analysis will be needed to meet this requirement.

These comments accurately represent existing Village regulations or policies.

Signed: Chris

Date: 6/8/20

To: **Chairperson Pietron and Members of the Appearance Commission**

From: **Zoe Heidorn, Land Use Planner**

Date: **May 26, 2020 (Revised May 28, 2020)**

Re: **Appearance Commission Case AC 20-03**
Ampler Development LLC – Request for an Appearance Certificate and approval of site, landscape, and building plans with select waivers associated with PC 20-05, a request for approval of a Special Use Permit for a restaurant with a drive-through facility, for the property commonly known as 8840 Waukegan Road in Morton Grove, Illinois (10-18-320-012-0000, 10-18-320-013-0000, 10-18-320-014-0000, 10-18-320-015-0000, 10-18-320-016-0000)

Project Overview

Ampler Development, LLC, has filed an application for approval of a Special Use permit to develop a 1,758-square-foot restaurant with a drive-through at 8840 Waukegan Road to be operated by Taco Bell, an international restaurant chain that serves a variety of Mexican-inspired and Tex-Mex food items. The 18,138-square-foot site is located at the southwest corner of Waukegan Road and Greenwood Street, and is within the C1 General Commercial District. The vacant property is the former site of Black Forest Deli & Meats.

Subject Property Location Map

The proposed development includes 15 on-site parking spaces, where 12 are required by Section 12-7-3, and meets all requirements for drive-through facilities set forth in Section 12-5-5:B.1.Two vehicular access points are proposed along Greenwood Street and Waukegan Road. A walkway connects the public sidewalk to the Pedestrian connection to the public sidewalk is provided along Waukegan Road. The applicant is not requesting any waivers to the dimensional requirements of the C1 District.

Appearance Commission Responsibility

Section 12-16-4:A.2 of the Unified Development Code requires all Special Use Applications to be distributed to the Appearance Commission for review. Comments and suggested changes and conditions from the Appearance Commission will be forwarded to the Plan Commission as part of the staff report on the proposed project. The Plan Commission will hold a public hearing on the proposed Special Use Permit (PC 20-05) on Monday, June 15, 2020, and their recommendations will be forwarded to the Village Board for final action.

Further, per Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, materials, and exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in Chapter 12, "Design Standards."

In accordance with Section 12-11-1:A.2, all landscaping and tree preservation plans are also to be reviewed by the Appearance Commission, and an Appearance Certificate and any necessary waivers to Chapter 12-11

are to be granted by the Commission prior to the issuance of a Building Permit. The Appearance Commission may also approve waivers to the requirements of Chapter 10-10 for proposed signage, based on the standards established in Section 10-10-3:E.

Review of the Appearance Certificate Application

In accordance with the above requirements, the Applicant filed an Appearance Certificate Application for the proposed development project and has provided complete architectural, landscape, and signage plans for the Appearance Commission's review and approval. These elements are discussed in detail in the following sections.

Landscape Plan

The Applicant submitted a landscape plan for the overall development site. In order to minimize requests for waivers, the Applicant submitted a revised landscape plan on May 27, 2020, for the Appearance Commission's consideration. The requests for waivers have been revised accordingly. The following table compares the proposed landscape plan with the Village's landscaping requirements, which are established in Chapter 12-11 of the Unified Development Code:

LANDSCAPING CONTROL	ORDINANCE REQUIREMENT	PROPOSED	WAIVERS REQUESTED
General Landscaping Requirements			
Landscaping Required (12-11-1:B.1.C)	5% of total site (907 sq. ft.)	3,636 sq. ft. (21%)	*Compliant*
Trees in Public Parkways (12-11-1:B.4)	Max. 40 ft. separation, min. 2.5 in. caliper	2 existing, 1 proposed American Sentry Linden tree, min. 2.5 in. caliper	*Compliant*
Trees in Parking Lots (12-11-3:A.2)	Min. 2.5 in. caliper	Armstrong Gold Red Maple Tree (3), min. 2.5 in. caliper	*Compliant*
Landscaping Adjacent to Public ROW, Sidewalks & Streets (12-11-3:B.1)	Landscape yard min. 5 ft. width containing a year-round dense opaque screen measuring min. 3 ft. in height	Select plants are less than 3 ft. in height Screening area does not extend to northeast corner of property	~~***Waiver requested to min. screen height to allow plantings less than 3 ft. in height***~~ ~~***Waiver requested to screening requirement in select areas***~~ *Compliant*
Landscaping Adjacent to Public ROW, Alley (12-11-3:B.1)	Min. 5 ft. height screening	5 ft. board-on-board wood fence	*Compliant*
Landscaping Adjacent to Non-Residential Property (12-11-3:B.2)	Min. 1 tree per 80 linear ft. of common lot line	2 trees proposed along south lot line	*Compliant*
Parking Lot Internal Landscaping Requirements			
Landscape Islands (12-11-3:B.3)	Min. 40 sq. ft.	≥ 76 sq. ft.	*Compliant*
Internal Landscaping Area (12-11-3:B.3)	Min. 5% of paved parking lot area, not including landscape buffer (11,345 sq. ft. = 567 sq. ft. required)	810 sq. ft. internal landscaping area	*Compliant*
Screening Requirements			
Screening of Trash Areas (12-11-4)	Min. 5 ft. height, screening types restricted	5-ft. masonry enclosure with wood sliding gates	*Compliant*

As shown in the table above, the proposed landscape plan for the commercial development requires ~~the following~~ no waivers to Chapter 12-11 in order to allow approval as presented~~:~~.

- ~~***Section 12-11-3:B.1*** *– Applicant requests a waiver to minimum height of landscape screen adjacent to public right-of-way to allow plants with a height less than 3 feet.~~
- ~~***Section 12-11-3:B.1*** *– Applicant requests a waiver to screening requirement in select areas adjacent to public right-of-way.~~

~~Staff believes both non-conformities with Section 12-11-3:B.1 can be resolved with minor modification to the proposed landscape plan.~~ ~~**If the Applicant is to request waivers to allow the landscape plan as presented, the Applicant is expected to provide additional information to the Appearance Commission supporting the request.**~~

Staff is concerned with the use of dwarf burning bush as a landscape planting within the development site. Per the Morton Arboretum, "Burning bush is a popular large shrub common in yards and gardens throughout North America. This Asian shrub is invasive and should not be planted. It is known for its bright red fall color. It has invasive traits that enable it to spread aggressively. This shrub is under observation and may be listed on official invasive species lists in the near future." Staff recommends that the Appearance Commission includes the following condition of approval in its issuance of an Appearance Certificate in the case of AC 20-02:

1) *Prior to filing any Building Permit Application, the Applicant must submit a revised landscape plan that replaces all burning bush plantings with a desirable species similar in height and character, subject to staff review and approval.*

Building Design

MRV Architects provided colored elevations and material specifications for the proposed Taco Bell restaurant. The restaurant's main entrance is located along the north elevation, facing Greenwood Street. The west elevation faces a public alley and the east elevation, featuring the restaurant's only drive-through window, faces Waukegan Road.

At the time of original submission, the Applicant proposed extensive use of EIFS (exterior insulated finish system) throughout the building's exterior. Staff expressed concern with the proposed material palette, in consideration of Section 12-12-5:C.2, which states: "Surface materials shall be high quality, durable, natural materials, such as brick, stone, or similar materials. Unnatural, synthetic materials intended to replicate a natural material, such as false stucco or EIFS, vinyl, plastic or metal siding, or false brick is discouraged." Staff also expressed concern that the east elevation, which faces Waukegan Road, had the appearance of a rear elevation. Located along one of Morton Grove's major commercial arterials, providing an attractive east elevation along Waukegan Road is critical to enhancing the aesthetic appeal of the roadway and the Village.

In response to staff comments, the Applicant revised the proposed building elevations to eliminate all EIFS, improve the appearance of the east elevation, and provide a more modern aesthetic.

East Elevation, Original

East Elevation, Revised

Proposed exterior materials now include Hardie siding, Hardie reveal panels, metal doors, metal canopies, and a corner tower with a false wood finish. Staff notes that Hardie siding is not traditionally used in commercial applications. However, similar material applications can be found at various properties along Waukegan Road, including at Tommy's on Waukegan (9005 Waukegan Road) and at Morton Grove Animal Hospital (9128 Waukegan Road). **The Applicant is expected to discuss the intent of applying the traditionally residential material to commercial construction and provide additional information describing the durability and maintenance of the proposed materials.**

Staff notes that rooftop equipment does not appear to be screened from view. As such, staff recommends the following condition of approval:

2) *Prior to filing any Building Permit Application, the Applicant must submit revised elevations demonstrating that all roof-mounted equipment is screened from view from the nearest public right-of-way.*

Signage

The Applicant is proposing 3 wall signs and 1 pylon sign. The Applicant submitted a revised landscape plan that includes a landscape bed surrounding the proposed pylon sign on May 27, 2020, for the Appearance Commission's consideration. The requests for waivers have been revised accordingly. Smaller directional signage on the site will be permitted as allowed by Chapter 10-10. The following table compares the proposed signage with the Village's signage requirements, which are established in Chapter 10-10 of the Municipal Code:

SIGNAGE CONTROL	CODE REQUIREMENT	PROPOSED SIGN	WAIVER REQUESTED
Wall Sign Requirements			
Maximum permitted primary sign face area (Greenwood Street) (10-10-7:F.3)	Max. 1.5 sq. ft. per 1 ft. linear frontage, Max. 120 sq. ft. (Max. 99.75 sq. ft.)	26.42 sq. ft.	*Compliant*
Maximum permitted secondary sign face area (Waukegan Road) (10-10-7:F.3)	Max. 1.5 sq. ft. per 1 ft. linear frontage, Max. 32 sq. ft. (Max. 32 sq. ft.)	26.42 sq. ft.	*Compliant*
Maximum permitted alley-facing sign face area (10-10-7:F.3)	Max. 15 sq. ft.	18.61 sq. ft.	***Waiver of 3.61 sq. ft. requested***
Pylon Sign Requirements			
Maximum pylon sign quantity (10-10-7:G.2)	Max. 1 sign per 150 ft. street frontage	1 pylon sign	*Compliant*
Maximum permitted height (10-10-7:G.2)	Max. 25 ft.	25 ft.	*Compliant*
Maximum pylon sign area (10-10-7:G.2, 10-10-6:H.3)	50 sq. ft. of combined sign face area per sign, measured to include only the portion of signage visible from a single vantage point for multifaced signs	49.96 sq. ft.	*Compliant*
Pylon sign location (10-10-7:G.6)	Min. 8 ft. from side or rear lot line, min. greater of ½ height or 4 ft. from public ROW (Min. 12.5 ft. from Waukegan Road and Greenwood Street lot lines)	12.5 ft. from side lot line & public ROW (Waukegan Road) 2.42 ft. from public ROW (Greenwood Street)	*Compliant* ***Waiver of 10.08 ft. requested to Greenwood Street setback***
Pylon sign landscape bed (10-10-7:G.5)	Min. 2 ft. radius from base of sign, min. 3 ft. height at planting	No landscape bed proposed	~~***Waiver to landscape bed requirement requested***~~ *Compliant*

As shown in the table above, the proposed signage requires waivers to the following sections of the Unified Development Code:

- ***Section 10-10-7:F.3*** – *Applicant requests a waiver of 3.61 square feet to the maximum wall sign area for signage facing a public alley to allow a wall sign with 18.61 square feet in area.*

- ***Section 10-10-7:G.6*** *– Applicant requests a waiver to the minimum setback requirement from a public right-of-way for pylon signs to allow a 2.42-foot setback from the front lot line abutting Greenwood Street.*
- ~~***Section 10-10-7:G.5*** *– Applicant requests a waiver to the requirement for a conforming landscape bed surrounding a pylon sign.*~~

The requested waiver to the maximum wall sign area for the elevation facing a public alley is relatively minor. Consideration should be given to how little wall signage is proposed along the north and east elevations, where considerably more wall sign area is allowed by-right. In consideration of the Applicant's request to reduce the pylon sign setback from the Greenwood Street lot line, staff notes that a parkway measuring approximately 10 feet in depth and a 5-foot sidewalk separate the subject property's north lot line from Greenwood's south curb line. As such, the sign will be set back at least 17 feet from the nearest curb line to the north.

~~However, staff believes the Applicant could meet the requirement for a landscape bed surrounding the pylon sign with minor modification to the proposed landscape plan.~~ ~~**If the Applicant is to request a waiver to the landscape bed requirement, the Applicant is expected to provide additional information to the Appearance Commission supporting the request.**~~

Appearance Commission Review

In accordance with Section 12-16-2:C.2, the Appearance Commission is charged with reviewing the exterior elevations, sketches, landscape plans and materials and other exhibits as to whether they are appropriate to or compatible with the character of the immediate neighborhood and whether the submitted plans comply with the provisions of the regulations and standards set forth in chapter 11, "Landscaping And Trees", and chapter, 12 "Design Standards," of this title.

The Design Standards (Sec. 12-12-1:D.) established in the Code are as follows:

D. Criteria and Evaluation Elements: The following factors and characteristics relating to a unit or development and which affect appearance, will govern the appearance review commission's evaluation of a design submission:

1. Evaluation Standards:
   a. Property Values: Where a substantial likelihood exists that a building will depreciate property values of adjacent properties or throughout the community, construction of that building should be barred.
   b. Inappropriateness: A building that is obviously incongruous with its surroundings or unsightly and grotesque can be inappropriate in light of the comprehensive plan goal of preserving the character of the municipality.
   c. Similarity/Dissimilarity: A builder should avoid excessively similar or excessively dissimilar adjacent buildings.
   d. Safety: A building whose design or color might, because of the building's location, be distracting to vehicular traffic may be deemed a safety hazard.
2. Design Criteria:
   a. Standards: Appearance standards as set forth in this chapter.
   b. Logic Of Design: Generally accepted principles, parameters and criteria of validity in the solution of design problems.
   c. Architectural Character: The composite or aggregate of the components of structure, form, materials and functions of a building or group of buildings and other architectural and site composing elements.
   d. Attractiveness: The relationship of compositional qualities of commonly accepted design parameters such as scale, mass, volume, texture, color and line, which are pleasing and interesting to the reasonable observer.
   e. Compatibility: The characteristics of different uses of activities that permit them to be located near each other in harmony and without conflict. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; floor area ratio; pedestrian or

vehicular traffic generated; parking required; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, erosion, or radiation.

f. Harmony: A quality which produces an aesthetically pleasing whole as in an arrangement of varied architectural and landscape elements.
g. Material Selection: Material selection as it relates to the evaluation standards and ease and feasibility of future maintenance.
h. Landscaping: All requirements set forth in chapter 11, "Landscaping And Trees", of this title. (Ord. 07-07, 3-26-2007)

The Landscape Design Standards (Sec. 12-16-2:C.2) established in the Code are as follows:

C. Landscape Design Standards:

1. Landscape elements included in these criteria are all forms of planting and vegetation, ground forms, rock groupings, water patterns and all visible construction, except buildings and utilitarian structures.
2. Where natural or existing topographic patterns contribute to beauty and utility of a development, they shall be preserved and enhanced. Modification to topography will be permitted where it contributes to good appearance and does not adversely affect adjacent properties.
3. Grades of walks, parking spaces, terraces and other paved areas shall provide an inviting and stable appearance for walking, and if seating is provided, for sitting.
4. Landscape treatment shall be provided to enhance architectural features, strengthen vistas and important axis.
5. Unity of design shall be achieved by repetition of certain plant varieties and other materials, and by correlation with adjacent developments.
6. Plant material shall be selected for interest in its structure, texture, color and for its ultimate growth. Plants that are indigenous to the area and others that will be hardy, harmonious to the design, and of good appearance shall be used.
7. In areas where general planting will not prosper, other materials such as fences, walls and pavings of wood, brick, stone, gravel and cobbles shall be used. Carefully selected plants as noted on the following lists shall be combined with such materials where possible.

Recommendation

If the Appearance Commission approves an Appearance Certificate and approval of site, landscape, and building plans with select waivers associated with PC 20-05, a request for approval of a Special Use Permit for a restaurant with a drive-through facility, for the property commonly known as 8840 Waukegan Road in Morton Grove, Illinois, staff recommends the following conditions of approval:

1) *Prior to filing any Building Permit Application, the Applicant must submit a revised landscape plan that replaces all burning bush plantings with a desirable species similar in height and character, subject to staff review and approval.*

2) *Prior to filing any Building Permit Application, the Applicant must submit revised elevations demonstrating that all roof-mounted equipment is screened from view from the nearest public right-of-way.*

3) *Prior to filing any Building Permit Application, the Owners/Applicant shall provide the Village with a final landscape plan for review and approval by the Land Use Planner and Chairperson of the Appearance Commission. If the landscape plan is deemed to be inconsistent with the approved plan, the Owner/Applicant will be required to file an application for an amendment to the Appearance Certificate.*

4) *Prior to filing any Building Permit Application, the Owner/Applicant shall provide the Village with final elevations and material specifications for review and approval. Final elevations and materials must be deemed consistent with the approved elevations and materials, as determined by the Land Use Planner and Chairperson of the Appearance Commission. If such designs are deemed to be inconsistent with the approved plans or if materials are deemed to be of a lower quality than the approved materials, then the Owner/Applicant will be required to file an application for an amendment to the Appearance Certificate.*

EAST **ELEVATION** 3/16"= 1'-0" **A**

NORTH **ELEVATION** 3/16" = 1'-0" **C**

SOUTH **ELEVATION** 3/16" = 1'-0" **B**

WEST **ELEVATION** 3/16" = 1'-0" **D**

MRV
ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

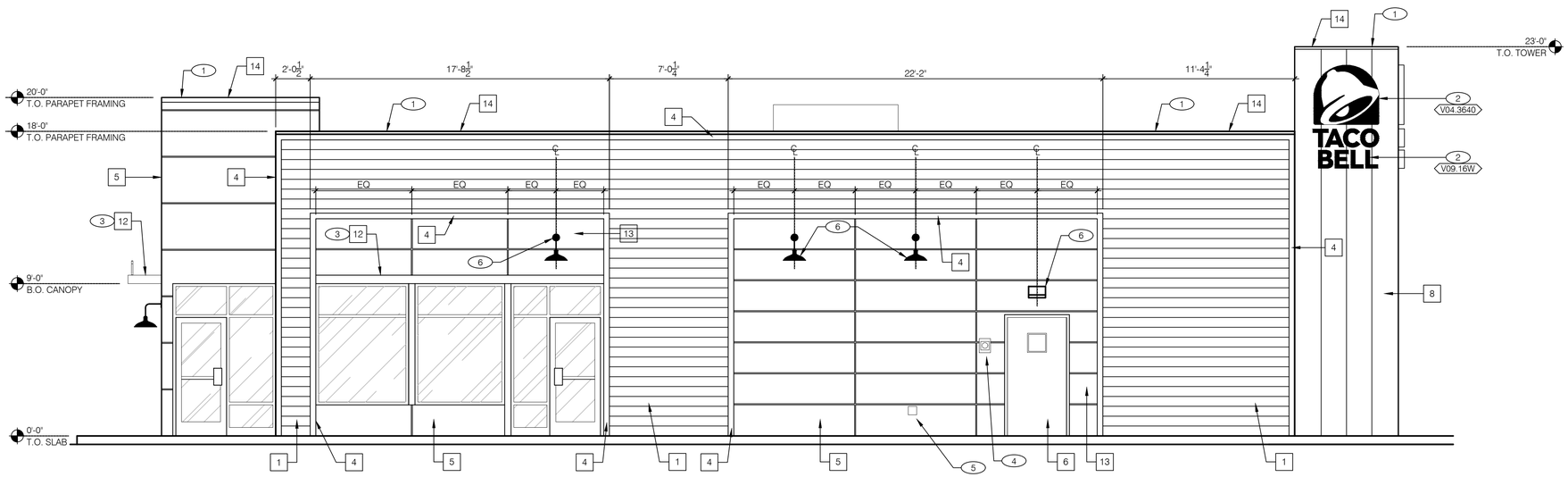
CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

COLORED ELEVATIONS

A4.2

PLOT DATE:



EAST ELEVATION 1/4" = 1'-0" **A**

NOT USED **B**

NOT USED **C**

TYPE MARK	QTY	ITEM DESCRIPTION	LOC
TOWER			
V-04.3640	2	LARGE SWINGING BELL PURPLE LOGO 3' 6" X 4' 0"	A4.1
V-09.16W	2	LARGE TB 16" CHANNEL LETTERS WHITE (2) STACKED (1) LINEAR	A4.1
SIDE ENTRY			
V-07.3640	1	LARGE SWINGING BELL FLAT CUT OUT WALL MOUNTED 3' 6" X 4' 0" WHITE	A4.0
V-11.10W	1	TB 10" LETTER - FLAT CUT OUT - LINEAR - AWNING MOUNTED - UP LIT - WHITE	A4.0
V-200.EN	1	SIDE ENTRY AWNING 6' 4" X 6' 3" BLACK	A4.0
DRIVE THRU			
V-101.DT	1	DT AWNING (OVER DT) 9' 0" X 4' 0" BLACK	A4.1
EYEBROW AWNINGS			
V-202.EN	1	FRONT EYEBROW (WINDOW) 16' 7" X 6" H X 1' 4" D BLACK	A4.1
V-203.EN	1	DT EYEBROW (WINDOW) 7' 8" L X 6" H X 1' 4" D BLACK	A4.1
V-201.EN	1	SIDE ENTRY EYEBROW (WINDOW) 12' L 6" H X 1' 4" D BLACK	A4.0

SIGNAGE **G**

MISCELLANEOUS
A. SEE SHT A1.1 "WINDOW TYPES" FOR WINDOW ELEVATIONS.

SEALERS (REFER TO SPECS):
A. SEALANT AT ALL WALL AND ROOF PENETRATIONS.
B. SEALANT AT ALL WINDOW AND DOOR FRAMES AND JAMB. DO NOT SEAL SILL @ WINDOWS.
C. APPLY NEOPRENE GASKET (CONT.) BETWEEN BUILDING & CANOPY.

"CRITICAL" DIMENSIONS:
A. REQUIRED CLEAR OPENING WIDTH TO ENSURE COORDINATION WITH STANDARD SIGNAGE/ BUILDING ELEMENTS DIMENSIONS.

NOTE: NO EXTERIOR SIGNS ARE WITHIN THE SCOPE OF WORK COVERED BY THE BUILDING PERMIT APPLICATION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE INSTALLATION OF ALL EXTERIOR SIGNS AND INSTALLATION OF REQUIRED BLOCKING AND ELECTRICAL CONNECTIONS FOR FINAL APPROVED SIGNS.

GENERAL NOTES **F**

PAINTING
APPLICATOR MUST DO THEIR DUE DILIGENCE WITH PREPARATION.
PRIMER: 1 COAT SW A24W8300
FINISH: 2 COATS SW A82- 100 SERIES, MATCH COLORS FROM MATERIAL SCHEDULE.
A-100 EXTERIOR LATEX SATIN.

PAINT NOTES **E**

NOT USED **I**

SYMBOL	ITEM/MATERIAL	MANUFACTURER	MATERIAL SPEC	COLOR	CONTACT INFORMATION
1	SIDING	JAMES HARDIE	ARTISAN V-GROOVE RUSTIC 144"L X 8.25"W; 7" EXPOSURE COMES PRIMED FOR PAINT	WORLDLY GRAY (SW7043), SEMI-GLOSS	SEE D / A 7.2
2	SCUPPERS	-	-	WORLDLY GRAY (SW7043), SEMI-GLOSS	SEE D / A 7.2
3	DOWN SPOUTS	-	-	WORLDLY GRAY (SW7043), SEMI-GLOSS	SEE D / A 7.2
4	HARDIE TRIM	JAMES HARDIE	HARDIE TRIM 5/4 SMOOTH 1"x5.5"	CYBERSPACE (SW7076), SEMI-GLOSS	SEE D / A 7.2
5	HARDIE REVEAL PANEL	JAMES HARDIE	REVEAL PANEL SYSTEM	CYBERSPACE (SW7076), SEMI-GLOSS	SEE D / A 7.2
6	HOLLOW METAL DOOR	-	-	PURPLE TB2603C & FRAME, SEMI-GLOSS	SEE D / A 7.2
7	AWNINGS	-	-	CYBERSPACE (SW7076), SEMI-GLOSS	SEE D / A 7.2
8	CORNER TOWER	-	-	WEATHERED RUSTIC- WESTERN STATES	SEE D / A 7.2
9	RECESS OF SIDE ENTRY PORTAL	-	-	PURPLE (ST2603C)	SEE D / A 7.2
10	EXTERIOR ARTWORK PANELS (OPTIONAL)	JAMES HARDIE	REVEAL PANEL SYSTEM	PURPLE STB2603C RUSTIC	SEE D / A 7.2
11	-	-	-	-	-
12	METAL CANOPIES	SIGNAGE VENDOR	-	-	SEE D / A 7.2
13	HARDIE REVEAL PANEL	JAMES HARDIE	REVEAL PANEL SYSTEM	PURPLE (SW/TB2603C)	SEE D / A 7.2
14	METAL PARAPET CAP	-	-	CYBERSPACE (SW7076)	SEE D / A 7.2

EXTERIOR FINISH SCHEDULE **H**

1. METAL PARAPET CAP
2. BUILDING SIGN BY VENDOR. REQUIRES ELECTRICAL, SEE ELECTRICAL PLANS.
3. METAL CANOPIES BY SIGNAGE VENDOR. SEE SCHEDULE FOR FINISH.
4. CO2 FILLER VALVE & COVER.
5. HOSE BIB BOX AT 18" A.F.F.
6. EXTERIOR LIGHT FIXTURE. COORDINATE WITH ELECTRICAL DRAWINGS.
7. NOT USED.

KEY NOTES **D**

MRV ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

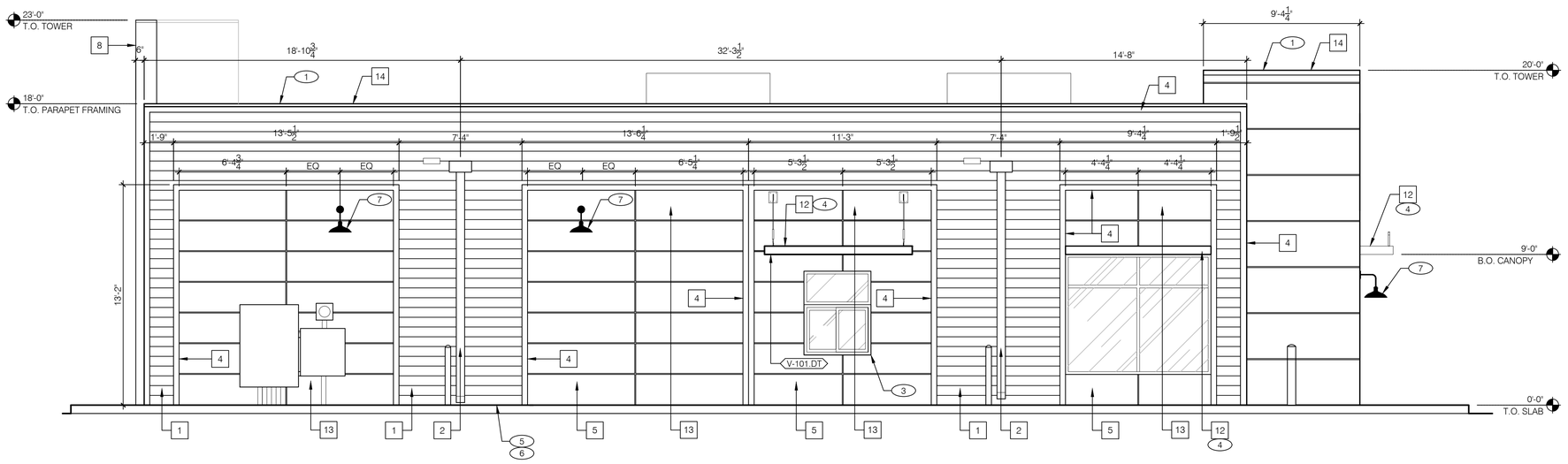
CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

EXTERIOR ELEVATIONS

A4.0

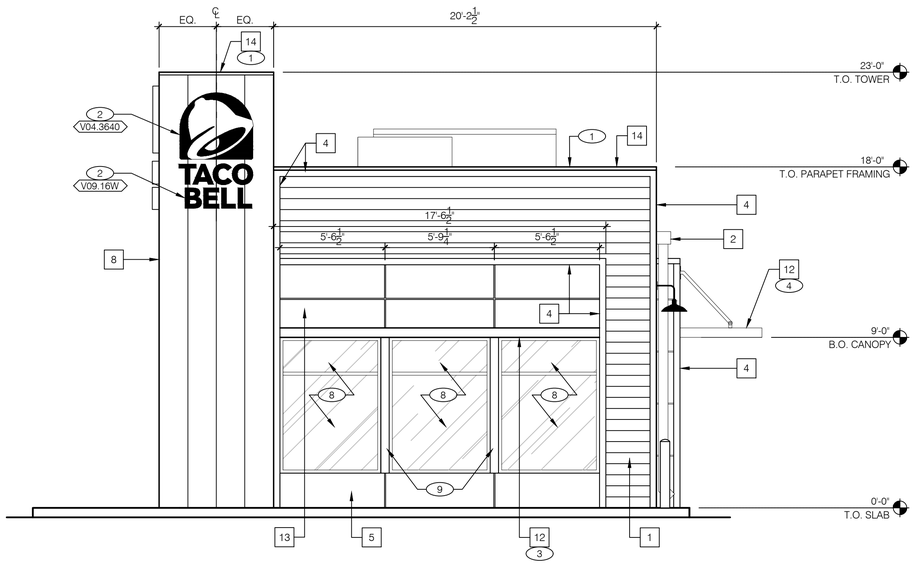
PLOT DATE:



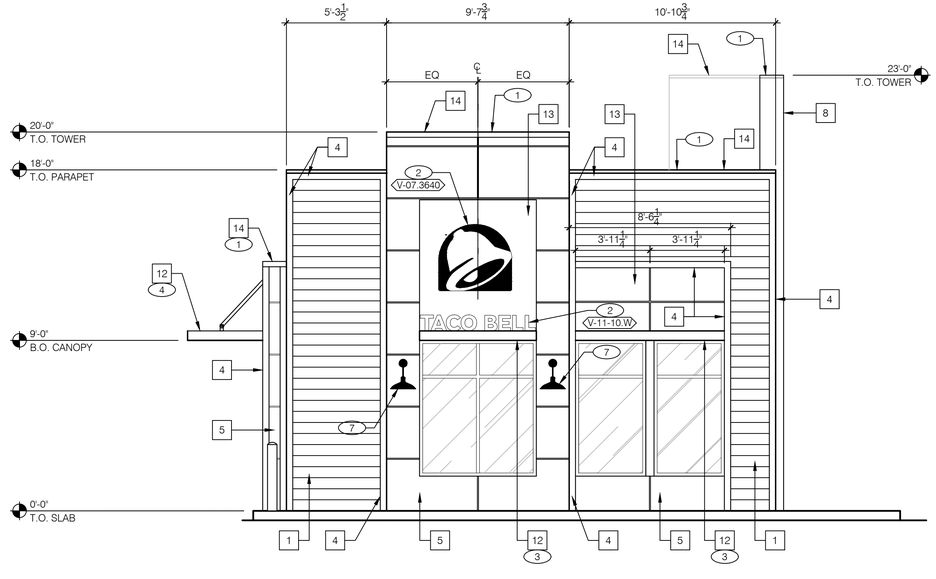
1. METAL PARAPET CAP
2. BUILDING SIGN BY VENDOR. REQUIRES ELECTRICAL, SEE ELECTRICAL PLANS.
3. DRIVE THRU WINDOW. SEE SHEET A1.0 AND A1.1.
4. METAL CANOPIES BY SIGNAGE VENDOR. SEE SCHEDULE FOR FINISH.
5. ASSUME D/T LANE SURFACE IS 6" BELOW THE FINISH FLOOR. REFER TO GRADING & SITE PLAN.
6. CONCRETE CURB.
7. EXTERIOR LIGHT FIXTURE. COORDINATE WITH ELECTRICAL DRAWINGS.
8. SPANDREL GLASS.
9. BREAK METAL COVER OVER WOOD STUDS TO MATCH STOREFRONT. SEE 3/A6.1

WEST ELEVATION 1/4"=1'-0" | **1**

KEY NOTES | **A**



NORTH ELEVATION 1/4" = 1'-0" | **3**



SOUTH ELEVATION 1/4" = 1'-0" | **2**

MRV
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CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
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SITE NUMBER:
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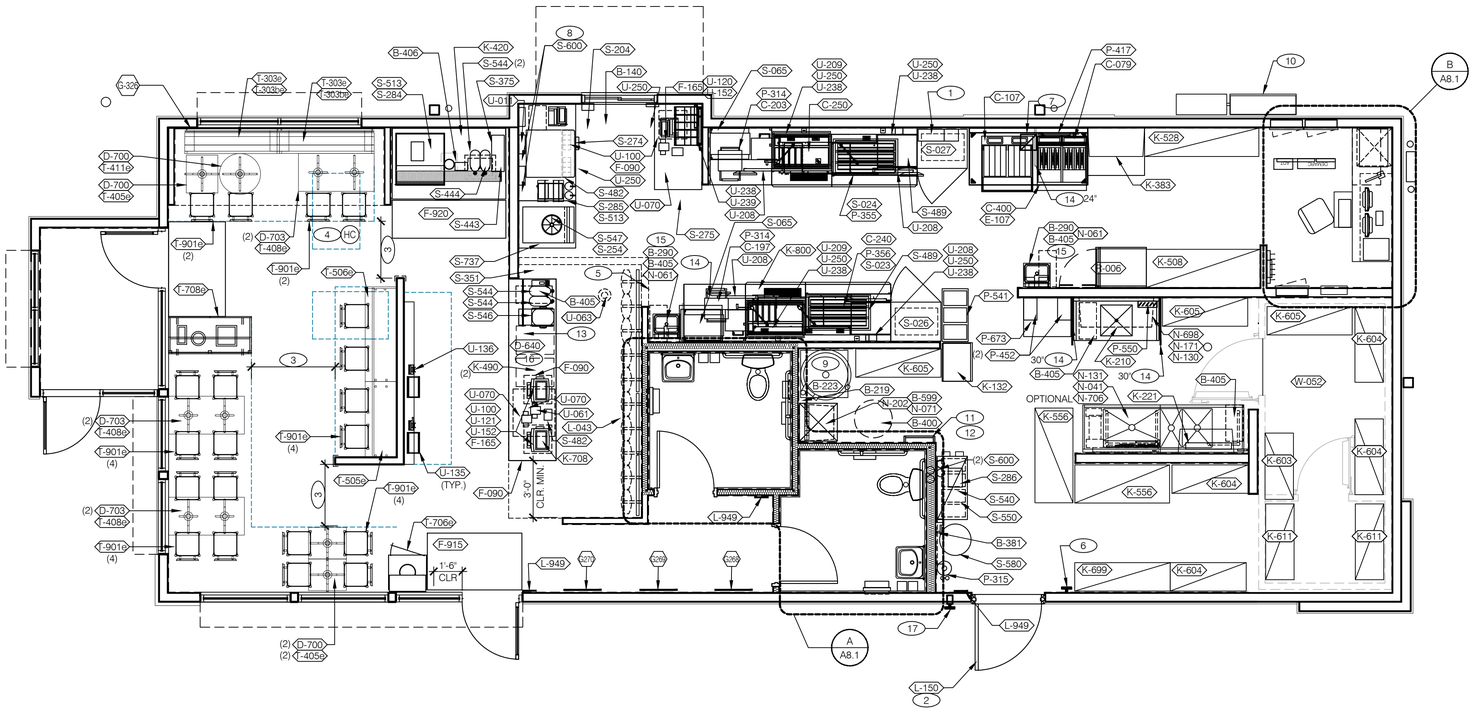
TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

EXTERIOR ELEVATIONS

A4.1

PLOT DATE:

NTD:
OPTIONAL: WINDOW SHADE BY ROLL-A-SHADE
MATERIAL - E SCREEN KOOL BLACK CHARCOAL/ CHARCOAL - 5% OPEN
FASCIA - APPROVED IF FRANCHISEE REQUESTS - CLEAR ANODIZED
CONTACT - ANDREW STRICKLIN
951-245-5077
ANDREW.STRICKLIN@ROLLASHADE.COM



N

EQUIPMENT/SEATING PLAN — A

SYM.	QTY.	ITEM
D-700	4	22" X 22" X 28.5" H FREE STANDING TABLE BASE
D-703	6	22" X 5.5" X 28.5" H FREE STANDING TABLE BASE
D-640	1	SERVICE COUNTER & POS STATION
T-303bk	2	BENCH BACK REST - 60"
T-303c	2	BENCH SEAT - 60"
T-405e	3	LAMINATE TABLE - 24 X 20 X 30 - 2 TOP
T-408e	3	LAMINATE TABLE ADA - 24 X 48 X 30 - 4 TOP
T-411e	1	SS TABLE - 24 DIA X 30 - 2 TOP
T-706e	1	WASTE ENCLOSURE - SINGLE
T-708e	1	WASTE ENCLOSURE - 3 STREAM
T-901e	20	CHAIR - LAMINATE SEAT

SYM.	QTY.		
D-750	TBD *		WINDOW SILL
D-753	TBD *		WAINSCOTING
D-755	TBD *		CHAIRRAIL

* CONSULTANT TO PROVIDE LINEAR FOOTAGE FOR SILLS, CHAIR RAILS AND SHROUDS.

SEATING PACKAGE - BY SEATING VENDOR U.O.N. (TOTAL SEATS = 28) — E

X	QTY.	ITEM	REMARKS
X269	1	CAMO PATTERN-TEAL, FRAMED ART	SEE A8.0 FOR LOCATION
X269	1	CAMO PATTERN-PURPLE, FRAMED ART	SEE A8.0 FOR LOCATION
X270	1	CAMO PATTERN-PURPLE, FRAMED ART	SEE A8.0 FOR LOCATION
X359	1	LINEAR SAUCES WALLPAPER	SEE A8.0 FOR LOCATION

ARTWORK SCHEDULE — D

DECOR
1. REFER TO SC SHEETS FOR SCOPE OF WORK RESPONSIBILITIES.
2. (H) - SYMBOL DENOTES A HIGH TABLE OR DINING COUNTER WITH STOOLS.
3. (HC)- SYMBOL DENOTES A HANDICAP ACCESSIBLE TABLE.

GENERAL NOTES — C1

STORAGE TYPE	LINEAR FT.
DRY STORAGE	53
COLD STORAGE	25
FROZEN STORAGE	10

SHELVING QUANTITIES REQUIRED — C2

1. HOOD FIRE SUPPRESSION SYSTEM (ANSUL R-102 OR EQUAL).
2. SEE SHEET A1.1 FOR SECURITY DOOR PACKAGE.
3. MAINTAIN 36" MIN CLEAR AISLE EGRESS PATHS TO EXIT DOORS.
4. 30" x 48" CLEAR FLOOR SPACE FOR HANDICAP ACCESS.
5. ALERT LIGHT BOX FOR 3-COMP POWER SOAK.
6. PULL STATION @ 3'-8" A.F.F.
7. GAS LINE DOWN TO EQUIPMENT.
8. COORDINATE LOCATION OF HORIZ PVC SYRUP CHASE THRU WALL TO COUNTER.
9. 6" HIGH WATER HEATER PLATFORM.
10. SWITCHGEAR / ELECTRIC PANELS.
11. ROOF LADDER, SEE DETAIL X & X/AX.X.
12. 8' LADDER.
13. SAFE.
14. SPLASH GUARD SEE X/AX.X.
15. AUTOMATIC HAND SOAP AND SANITIZER DISPENSERS PROVIDED BY ECOLAB.
16. ACCESSIBLE COUNTER AT 34" A.F.F. MAINTAIN 36" CLEAR OF OBSTRUCTIONS.
17. CO2 FILL POINT.

KEYNOTES — B

MRV
ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

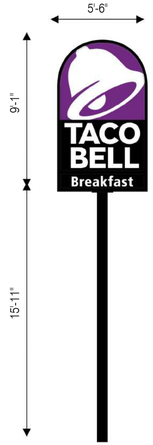
CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

EQUIPMENT AND SEATING PLAN

A2.0

PLOT DATE:



V-01.50

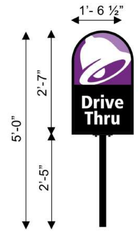
DESCRIPTION:
Pylon Sign 50 SF
with Breakfast

Area: 50 SF

Optional messaging:

We Deliver

PYLON SIGN DETAIL | **C**



V-03

DESCRIPTION:
Directional Sign 3.98 SF

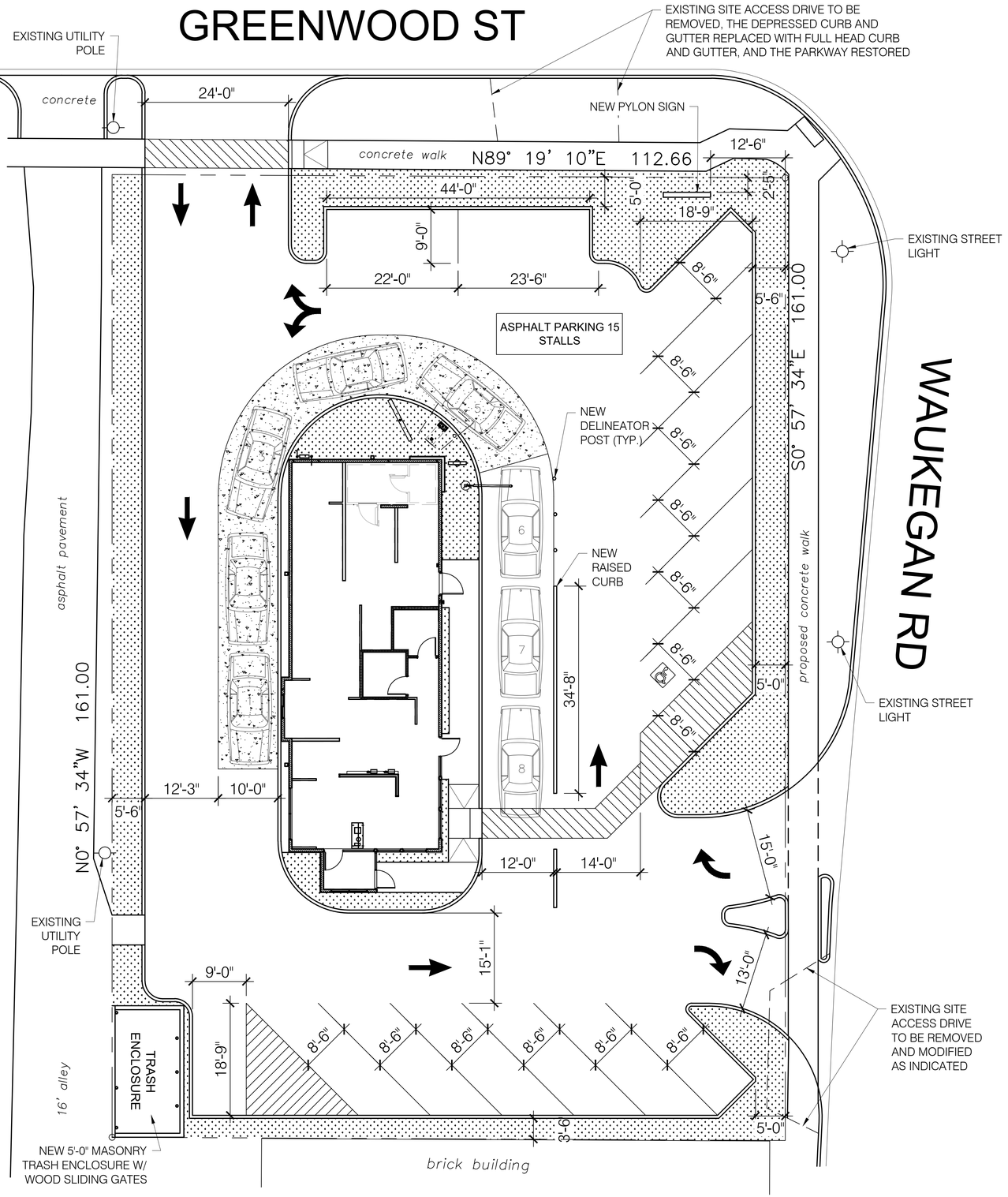
Area: 3.98 SF

OPTIONS:

DIRECTIONAL SIGN DETAIL | **B**

ZONING INFORMATION	
ZONING:	C1 - GENERAL COMMERCIAL DISTRICT
SITE AREA:	18,138 S.F. / 0.416 ACRES
BUILDING AREA:	1,778 S.F.
DRIVE-THRU STACKING:	8 CARS
FLOOR AREA RATIO:	0.1
PARKING CALCULATION:	REQUIRED: 1.0 SPACE PER 150 SQUARE FEET OF GROSS FLOOR AREA = 12 SPACES PROPOSED: 15 SPACES
IMPERVIOUS SURFACE AREA/PERCENTAGE OF SITE AREA:	PROPOSED: 3,229 SF (PERVIOUS) + 14,909 SF (IMPERVIOUS) = 18,138 SF (TOTAL) 18% IMPERVIOUS SURFACE.
SETBACKS:	NORTH: 46'-9 1/2" EAST: 56'-11" WEST: 28'-3" SOUTH: 41'-2"

SITE INFORMATION | **A**



SITE PLAN 1" = 10'-0" | **1**

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CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL

8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

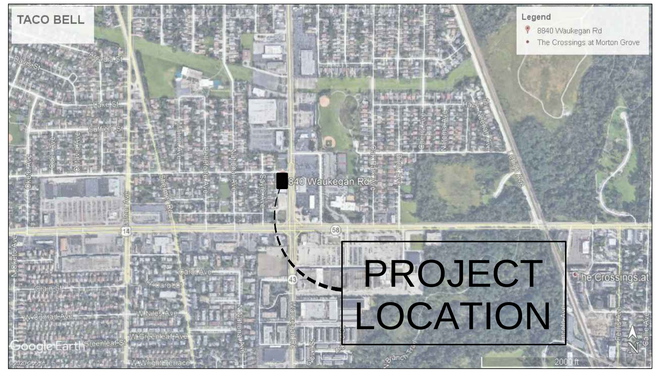
SITE DETAILS

SP1.0

PLOT DATE:

PROPOSED TACO BELL

8840 WAUKEGAN ROAD
MORTON GROVE, IL 60053



LOCATION MAP
(N.T.S.)

N

LEGEND

EXISTING		PROPOSED
	Combined Sewer	
	Sanitary Sewer	
	Storm Sewer	
	Sanitary Manhole	
	Storm Manhole	
	Catch Basin	
	Inlet	
DS	Down Spout	
	Water Main & Services	
	Valve & Vault	
	Pressure Connection	
V-box	Valve & Box	
	Fire Hydrant	
	Structure to be Abandoned	
PP	Power Pole	
x623.45	Spot Grade... 667.89	Pavement or Ground
623	Contour	676
	Drainage Arrow	
	Neenah Fram & Lid No.	
	Structure Size "i.d"	
	Type	
	Structure No. 1-A (48") R-1772-B	
683.45 / 678.90	Rim Elevation / Invert Elevation	684.35 / 679.15

GENERAL NOTES FOR SURFACE IMPROVEMENTS

1. THE CONTRACTOR SHALL PERFORM ALL WORK PER IDOT,–"STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION"–IL.(LATEST ED.), CITY & WILL COUNTY CODE REQUIREMENTS
2. THE CONTRACTOR SHALL NOTIFY: CITY PUBLIC WORKS (ROADWAYS) –(815)724–3650, SURVEYOR, OWNER, PROJECT ARCHITECT & CIVIL ENGINEER–847/#439–8225 AT LEAST TWO (2) WORKING DAYS IN ADVANCE.
3. THE CONTRACTOR SHALL USE CL–SI/X CONC. (6 BAG CEMENT MIX) FOR ALL EXTERIOR WORK. IT SHALL HAVE A MIN. 3,500 P.S.I. COMPRESSIVE STRENGTH AFTER 14 DAY CURING PERIOD & HAVE AIR ENTRAINMENT BETWEEN 4% AND 6% .
4. THE CONTRACTOR SHALL COMPACT FILL(AFTER TOP SOIL REMOVAL)TO THE FOLLOWING DENSITIES:
   A. UNDER AND WITHIN 5' OF THE PROPOSED BUILDING – 95% MODIFIED PROCTOR
   B. UNDER AND WITHIN 3' OF THE PAVEMENT/CURB/WALK – 95% MODIFIED PROCTOR
   C. REMAINING NON–PAVED AREAS – 90% MODIFIED PROCTOR
5. THE CONTRACTOR SHALL SAWCUT(FULL–DEPTH) THE LIMITS OF ANY PAVEMENT OR CURB REMOVAL.
6. THE CONTRACTOR SHALL REMOVE & DISPOSE OF ALL EXCESS & UNSUITABLE EXCAVATED MATERIAL.
7. THE CONTRACTOR SHALL OBTAIN A VILLAGE PERMIT BEFORE STARTING DEMOLITION WORK.
8. THE CONTRACTOR SHALL RESTORE ALL NON–PAVED AREAS WITH 6" MIN. TOP SOIL & SOD.
9. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS & NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
10. THE CONTRACTOR SHALL INDEMNIFY: OWNER, ENGINEER, PROJECT ARCHITECT, SURVEYOR & CITY EMPLOYEES, INCLUDING THEIR AGENTS FROM ALL CONSTRUCTION LIABILITY.
11. THE CONTRACTOR SHALL "PROOF ROLL" WITH A LOADED 10 WHEELER TRUCK, IN THE PRESENCE OF THE ENGINEER, THE SUBBASE BEFORE PROCEEDING WITH THE PLACEMENT OF THE GRANULAR SUB–BASE. ANY SOFT OR YIELDING AREAS SHALL BE CORRECTED. (UNDERCUT,GEOTEXTILE...ETC.)
12. THE CONTRACTOR SHALL "STRING–LINE" THE DOCK'S SUBGRADE IN ENGINEER'S PRESENCE BEFORE PLACEMENT OF AGGREGATE & POURING CONCRETE TO INSURE THAT IT IS PROPERLY GRADED.
13. THE CONTRACTOR SHALL USE A MAX. 3/8"ø AGGREGATE IN THE BITUMINOUS SURFACE COURSE.
14. THE CONTRACTOR SHALL PROVIDE ADEQUATE CONSTRUCTION SIGNS & BARRICADES, PER MUTCD.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN CONSTRUCTION STAKING & LAYOUT.
16. THE CONTRACTOR SHALL GUARANTEE HIS WORK FOR ONE (1) YEAR FROM FINAL ACCEPTANCE.
17. THE CONTRACTOR SHALL NOT PAVE OR POUR WITHOUT THE ENGINEER'S GRADE APPROVAL.

SOIL EROSION & SEDIMENT CONTROL NOTES

1. CONTRACTOR SHALL PERFORM ALL WORK PER THE "PROCEDURES & STANDARDS FOR SOIL EROSION & SEDIMENTATION CONTROL"– ILLINOIS(LATEST EDITION) & TO CITY STANDARDS.
2. CONTRACTOR SHALL PREVENT STORM SEWER SILTATION BY INSTALLING MEASURES SUCH AS INLET PROTECTION (PAVED AREAS), PERIMETER SILT FENCE (LAWN AREAS) & USE EXIST. PAVED DRIVE FOR ACCESS. (SEE: GRADING & EROSION PLAN), BEFORE STARTING ANY SITE WORK.
3. CONTRACTOR SHALL INSPECT & MAINTAIN ADEQUARE SITE DRAINAGE: DITCH & STORM SEWER. HE SHALL INSURE ALL EROSION & SEDIMENT CONTROL MEASURES FUNCTION CORRECTLY.
4. THE CONTRACTOR SHALL REMOVE ANY TIRE CONSTRUCTION MUD DEPOSITED IN THE ROADWAY.
5. CONTRACTOR TO TEMPORARILY SEED TOPSOIL STOCKPILES IF UNDISTURBED > 30 DAYS.
6. CONTRACTOR SHALL FILTER PUMPED EXCAVATION GROUND WATER BEFORE IT'S DISCHARGED.

SHEET INDEX

SITE BENCHMARK

FIRE HYDRANT LOCATED IN THE NORTHERN PARKWAY OF GREENWOOD STREET, APPROXIMATELY 56 FEET NORTH AND 2 FEET WEST OF THE PROJECT SITE'S NORTH EAST PROPERTY CORNER.
NORTHWEST FLANGE BOLT ELEVATION = 643.28

NORMAN J. TOBERMAN & ASSOCIATES, LLC

CIVIL ENGINEERS & SURVEYORS
115 S. Wilke Road, Suite 301
Arlington Heights, IL 60005
P. (847) 439–8225 F. (847) 749–4104
mail@toberman.us
IL Design Firm: 184.005910
Expires: 4–30–2021

STOP

811 Know what's below. Call before you dig.

CALL JULIE
48 HOURS BEFORE YOU DIG.
811 OR 1–800–892–0123

WHETHER YOU'RE DIGGING A FOUNDATION OR JUST PLANTING A TREE, MAKE SURE YOU CALL JULIE FIRST. JULIE IS A FREE NOTIFICATION SERVICE THAT ALERTS UTILITY COMPANIES OF PLANNED DIGGING ACTIVITIES IN AREAS WITH UNDERGROUND UTILITY FACILITIES. UNDERGROUND FACILITIES CAN BE DAMAGED OR RUPTURED BY A SHOVEL BLADE OR OTHER DIGGING EQUIPMENT. AVOID THE PAIN AND COST OF DAMAGING BURIED UTILITIES... CALL BEFORE YOU DIG. STATE LAW NOW REQUIRES YOU TO CALL JULIE TWO WORKING DAYS BEFORE YOU DIG.

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM

DUTY TO INDEMNIFY

THE CONTRACTOR SHALL DEFEND, INDEMNIFY, KEEP AND SAVE HARMLESS THE VILLAGE, SCHOOL DISTRICT, OWNER, AND ENGINEER, AND THEIR RESPECTIVE BOARD MEMBERS, REPRESENTATIVES, AGENTS, AND EMPLOYEES, IN BOTH INDIVIDUAL AND OFFICIAL CAPACITIES, AGAINST ALL SUITS, CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES, CAUSED BY GROWING OUT OF, OR INCIDENTAL TO, THE PERFORMANCE OF THE WORK UNDER THE CONTRACT BY THE CONTRACTOR OR ITS SUBCONTRACTORS TO THE FULL EXTENT AS ALLOWED BY THE LAWS OF THE STATE OF ILLINOIS AND NOT BEYOND ANY EXTEND WHICH WOULD RENDER THESE PROVISIONS VOID OR UNENFORCEABLE. THIS OBLIGATION INCLUDES BUT IS NOT LIMITED TO: THE ILLINOIS LAWS REGARDING STRUCTURAL WORK (ILL. REV. STAT. CH. 48, PAR. 60 ET SEQ.). AND REGARDING THE PROTECTION OF ADJACENT LANDOWNERS (ILL. REV. STAT. CH. 17 1/2 PAR. 51 ET SEQ.). IN THE EVENT OF ANY SUCH INJURY (INCLUDING DEATH) OR LOSS OR DAMAGE, OR CLAIMS THEREFORE, THE CONTRACTOR SHALL GIVE PROMPT NOTICE TO THE OWNER.

MRV ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

NORMAN J. TOBERMAN 050567 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRES: 11/30/21

1	05-27-20 PER ZONING COMMENTS
2	
3	
4	
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9	
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11	

CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

TACO BELL

TITLE & NOTES

C-1

PLOT DATE: 06/09/20

DEMOLITION LEGEND

- P.C CONCRETE APRON REMOVAL
- CONCRETE SIDEWALK REMOVAL
- (K) TREE & STUMP REMOVAL
- (L) CONCRETE CURB & GUTTER REMOVAL

  Concrete curb & gutter being removed shall be saw cut to the nearest joint in the tangent curb/gutter section.

0 5' 10'

SCALE : 1"= 10'

N

Lot 108 | 8835 Sayre Avenue Lot 107 | 8839 Sayre Avenue Lot 106 | 8841 Sayre Avenue Lot 105 | 8845 Sayre Avenue Lot 104

PIPES NOT VISIBLE

MH Sanitary 641.82 630.46 -11.36

CB 641.32 638.82, W.L. -2.50 w.l.

Exist. Garage

Exist. Utility Pole

16' alley asphalt pavement

exist. 8" sanitary sewer

exist. 8" sanitary sewer

exist. watermain

Exist. chiseled cross

exist. 18" sanitary sewer

MH Sanitary 641.08 628.97 -12.11

exist. 8" sanitary sewer

aerial wires

exist. 12" storm sewer

MH Storm 641.30 635.02 6.28

635.67

N0° 57' 34"W 161.00

25.00

642.00

642.50

existing grassy surface

concrete walk

exist. 18" storm sewer

8832 Waukegan Road
Morton Grove, Illinois
Lot 14
Exist. Brick Building
T.F.-642.70

S89° 19' 10"W 112.66

part of Lot 13

part of Lot 12

part of Lot 11

part of Lot 10

part of Lot 9

part of Lot 8

Greenwood Street
exist. watermain
asphalt pavement
concrete pavement

12" Ø

depressed curb

concrete entrance

Stop Sign

CB 640.71 638.33 -2.38

CB 640.68 Exist.

Rim 640.68

Rim 640.71

Rim 641.18

Rim 641.42

W Water 641.18 Exist.

W Water 641.42 Exist.

W Water 641.99 Exist.

exist. watermain

exist. chiseled cross

TF-642.70

STATE R.O.W.

West line of the East 17.00'

N0° 57' 34"W 161.00

36.00

STATE R.O.W.

concrete entrance

exist. concrete walk

exist. watermain

exist. 12" storm sewer

exist. 10"

exist. 18" sanitary sewer

Exist. Light Pole

Exist. Light Pole

7' building line per Document No. 8824972

original Subdivision line

Waukegan Road
asphalt pavement

MH Storm 642.19 636.99 -5.20

CB 641.56 636.64 4.92

MH Storm 641.62 634.04 -7.58

MH Sanitary 641.71 Exist.

ONLY

PROJECT BENCH MARK:
FIRE HYDRANT-UPPER FLANGE
NW-BOLT ELEVATION- 643.28

MRV ARCHITECTS, INC.

5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

CLIFFORD J. TOBER 050567 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRES: 11/30/21

1	05-27-20 PER ZONING COMMENTS

CONTRACT DATE:

BUILDING TYPE: EXP. LITE SMALL28

PLAN VERSION: MAY 2020

SITE NUMBER:

STORE NUMBER:

TACO BELL

8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

TACO BELL

EXISTING TOPOGRAPHY & DEMOLITION PLAN

C-2

PLOT DATE: 06/09/20

PAVING LEGEND

CONCRETE PAD w/ THICKENED EDGES
6" P.C. CONCRETE REINFORCED w/ THICKENED EDGES
6"x6"xNo.6 WELDED WIRE MESH
6" GRANULAR SUBBASE, TYPE B

CONCRETE PAVEMENT
6" P.C. CONCRETE REINFORCED
6"x6"xNo.6 WELDED WIRE MESH
4" GRANULAR SUBBASE, TYPE B

BITUMINOUS PAVEMENT
2" HMA SURFACE COURSE – CLASS N-50
4" HMA BINDER COURSE – CLASS N-50
6" GRANULAR SUBBASE, TYPE B

BITUMINOUS PAVEMENT
2" HMA SURFACE COURSE – CLASS N-50
2" HMA BINDER COURSE – CLASS N-50
8" GRANULAR SUBBASE, TYPE B

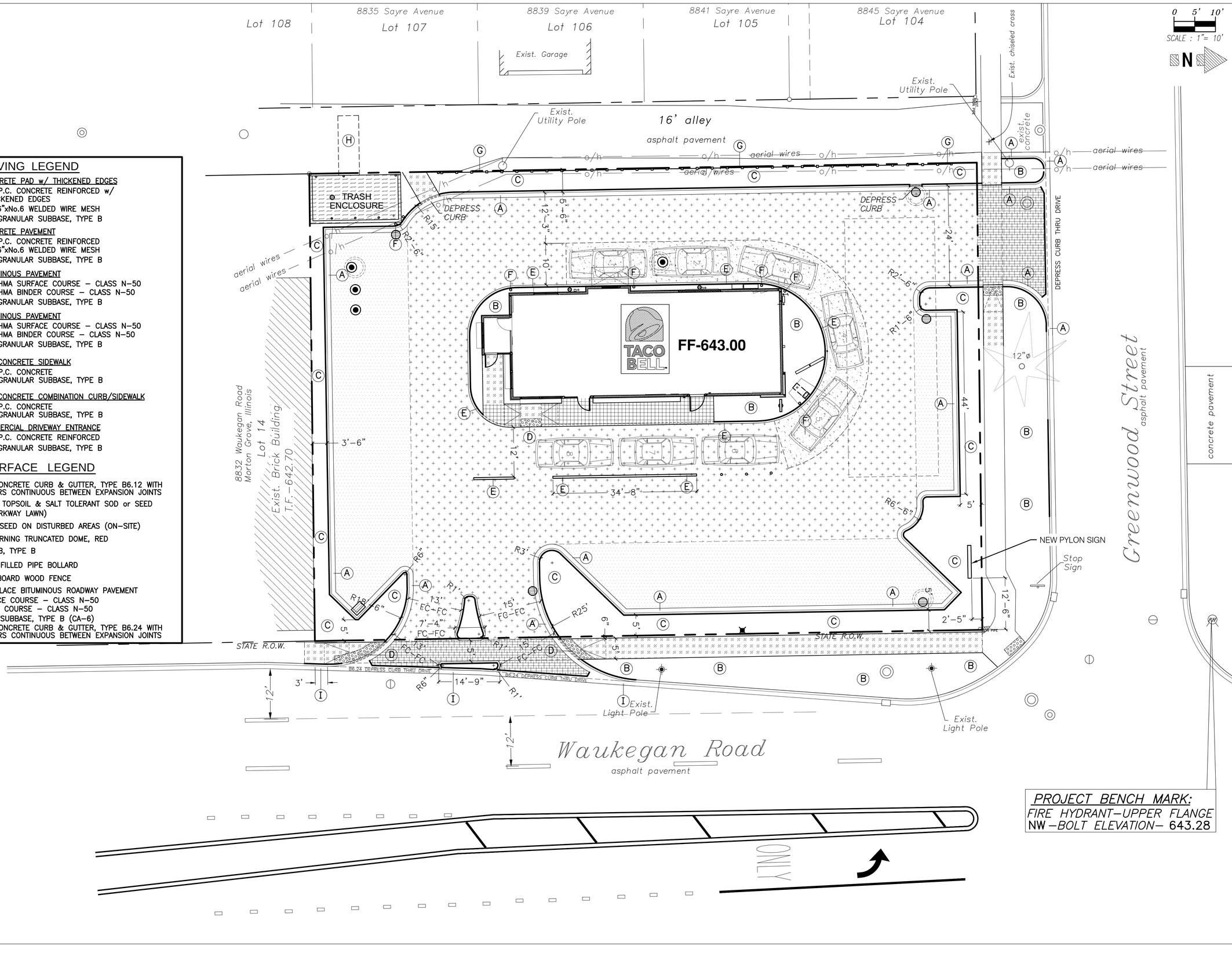
PC CONCRETE SIDEWALK
5" P.C. CONCRETE
3" GRANULAR SUBBASE, TYPE B

PC CONCRETE COMBINATION CURB/SIDEWALK
5" P.C. CONCRETE
3" GRANULAR SUBBASE, TYPE B

COMMERCIAL DRIVEWAY ENTRANCE
6" P.C. CONCRETE REINFORCED
4" GRANULAR SUBBASE, TYPE B

SURFACE LEGEND

(A) COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 WITH 2-NO. 4 REBARS CONTINUOUS BETWEEN EXPANSION JOINTS
(B) 6" PULVERIZED TOPSOIL & SALT TOLERANT SOD or SEED (DISTURBED PARKWAY LAWN)
(C) 4" TOPSOIL & SEED ON DISTURBED AREAS (ON-SITE)
(D) DETECTABLE WARNING TRUNCATED DOME, RED
(E) CONCRETE CURB, TYPE B
(F) 6"ø CONCRETE FILLED PIPE BOLLARD
(G) 5' BOARD ON BOARD WOOD FENCE
(H) REMOVE & REPLACE BITUMINOUS ROADWAY PAVEMENT
2" HMA SURFACE COURSE – CLASS N-50
4" HMA BINDER COURSE – CLASS N-50
10" GRANULAR SUBBASE, TYPE B (CA-6)
(I) COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24 WITH 2-NO. 4 REBARS CONTINUOUS BETWEEN EXPANSION JOINTS



PROJECT BENCH MARK:
FIRE HYDRANT-UPPER FLANGE
NW-BOLT ELEVATION- 643.28

0 5' 10'
SCALE : 1"= 10'
N

MRV
ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

CLIFFORD J TOBIAS
050567
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRES: 11/30/21

1 05-27-20 PER ZONING COMMENTS
2
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12

CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

TACO BELL

SITE PLAN

C-3

PLOT DATE: 06/09/20

SANITARY SEWER DATA

1. 1 EA. CONNECT TO EXISTING SANITARY SEWER w/ SHEWER TAP, HUB–TEE & SADDLE
2. 8 L.F. 6" PVC(SDR–26) 6.55' RISER
3. 27 L.F. 6" PVC(SDR–26) @ 2.00%
4. 3 L.F. 4" DIP(CL–52) @ 5.00%
5. 1 EA. 1,000 GALLON GREASE TRAP
6. 36 L.F. 4" DIP(CL–52) @ 2.00%
7. 73 L.F. 4" PVC(SDR–26) @ 2.50%
8. 7 L.F. 4" DIP(CL–52) @ 2.50%
9. 6 L.F. 6" DIP(CL–52) 3.0' RISER w/ TRAP

WATER SERVICE DATA

20. 1 EA. 2" WATER SERVICE TAP (PER VILLAGE STANDARDS)
21. 10 L.F. 2" TYPE K COPPER WATER SERVICE
22. 1 EA. B–BOX (PER VILLAGE STANDARDS)
23. 57 L.F. 2" TYPE K COPPER WATER SERVICE

NOTE: ALL PROPOSED 2" WATER SERVICE PIPE SHALL BE SET WITH MINIMUM 5.50' COVER.

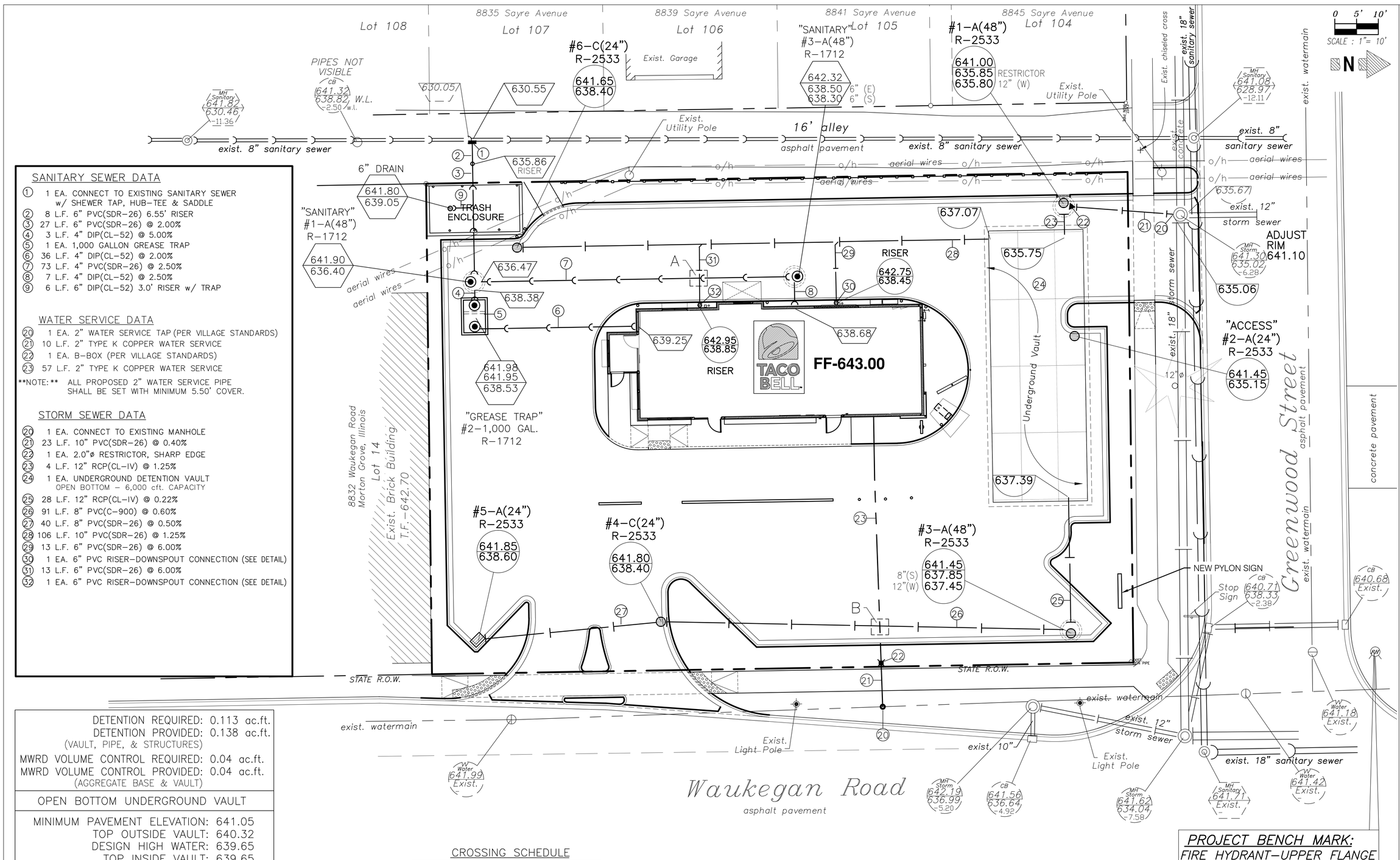
STORM SEWER DATA

20. 1 EA. CONNECT TO EXISTING MANHOLE
21. 23 L.F. 10" PVC(SDR–26) @ 0.40%
22. 1 EA. 2.0"ø RESTRICTOR, SHARP EDGE
23. 4 L.F. 12" RCP(CL–IV) @ 1.25%
24. 1 EA. UNDERGROUND DETENTION VAULT OPEN BOTTOM – 6,000 cft. CAPACITY
25. 28 L.F. 12" RCP(CL–IV) @ 0.22%
26. 91 L.F. 8" PVC(C–900) @ 0.60%
27. 40 L.F. 8" PVC(SDR–26) @ 0.50%
28. 106 L.F. 10" PVC(SDR–26) @ 1.25%
29. 13 L.F. 6" PVC(SDR–26) @ 6.00%
30. 1 EA. 6" PVC RISER–DOWNSPOUT CONNECTION (SEE DETAIL)
31. 13 L.F. 6" PVC(SDR–26) @ 6.00%
32. 1 EA. 6" PVC RISER–DOWNSPOUT CONNECTION (SEE DETAIL)

DETENTION REQUIRED:	0.113 ac.ft.
DETENTION PROVIDED: (VAULT, PIPE, & STRUCTURES)	0.138 ac.ft.
MWRD VOLUME CONTROL REQUIRED:	0.04 ac.ft.
MWRD VOLUME CONTROL PROVIDED: (AGGREGATE BASE & VAULT)	0.04 ac.ft.
OPEN BOTTOM UNDERGROUND VAULT	
MINIMUM PAVEMENT ELEVATION:	641.05
TOP OUTSIDE VAULT:	640.32
DESIGN HIGH WATER:	639.65
TOP INSIDE VAULT:	639.65
TOP AGGREGATE BASE:	635.15
BOTTOM AGGREGATE BASE:	634.65

CROSSING SCHEDULE

A	INV. 6" STORM 638.49 BOT. 6" STORM 638.44 TOP 6" SAN. 637.17 INV. 6" SAN. 637.75	CLEARANCE 1.27'
B	INV. 10" STORM 638.10 BOT. 10" STORM 638.03 GRADE 641.80 TOP 2" WATER 636.30	CLEARANCE 1.73'



PROJECT BENCH MARK:
FIRE HYDRANT–UPPER FLANGE
NW –BOLT ELEVATION– 643.28

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CLIFFORD J. TOBERMAN 050567 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRES: 11/30/21

1	05-27-20 PER ZONING COMMENTS

CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

UTILITY PLAN

C-4

PLOT DATE: 06/09/20

Lot 108 | 8835 Sayre Avenue Lot 107 | 8839 Sayre Avenue Lot 106 | 8841 Sayre Avenue Lot 105 | 8845 Sayre Avenue Lot 104

Exist. Garage

16' alley
asphalt pavement

Exist. Utility Pole

DIVIDE– 642.40

MEET EXISTING

aerial wires

TRASH ENCLOSURE

DEPRESS CURB

RIM– 641.65

RIM– 641.90

RIM– 641.95

RIM– 641.98

TC– 642.30
G– 641.80

TC– 642.70
G– 642.20

TC– 642.40
G– 641.90

TC– 642.35
RIM– 641.85

TF– 642.76

Exist. Brick Building
T.F.– 642.70

8832 Waukegan Road
Morton Grove, Illinois
Lot 14

TACO BELL

FF-643.00

FF– 643.00

TC– 642.85
PVMT– 642.55

TC– 642.85
PVMT– 642.58

TC– 642.95

TC– 642.90

642.85–TC

642.65–TC

642.27

1.79% Slope

ACCESSIBLE PATH

INLET PROTECTION (TYP.)

0.60% Slope

0.77% Slope

TC– 642.00

TC– 642.12

TC– 641.89

TC– 641.93

SILT FENCE (TYP.)

STATE R.O.W.

Exist. Light Pole

INLET PROTECTION (TYP.)

RIM– 641.45

12"ø

NEW PYLON SIGN

Stop Sign

ADJUST 641.10 RIM

TC– 641.11

641.22

TC– 641.05

Greenwood Street
asphalt pavement

concrete pavement

Waukegan Road
asphalt pavement

PROJECT BENCH MARK:
FIRE HYDRANT–UPPER FLANGE
NW –BOLT ELEVATION– 643.28

SCALE : 1"= 10'

N

MRV ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

CLIFFORD J. TOBERT 050567 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRES: 11/30/21

05-27-20 PER ZONING COMMENTS

CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

GRADING & EROSION PLAN

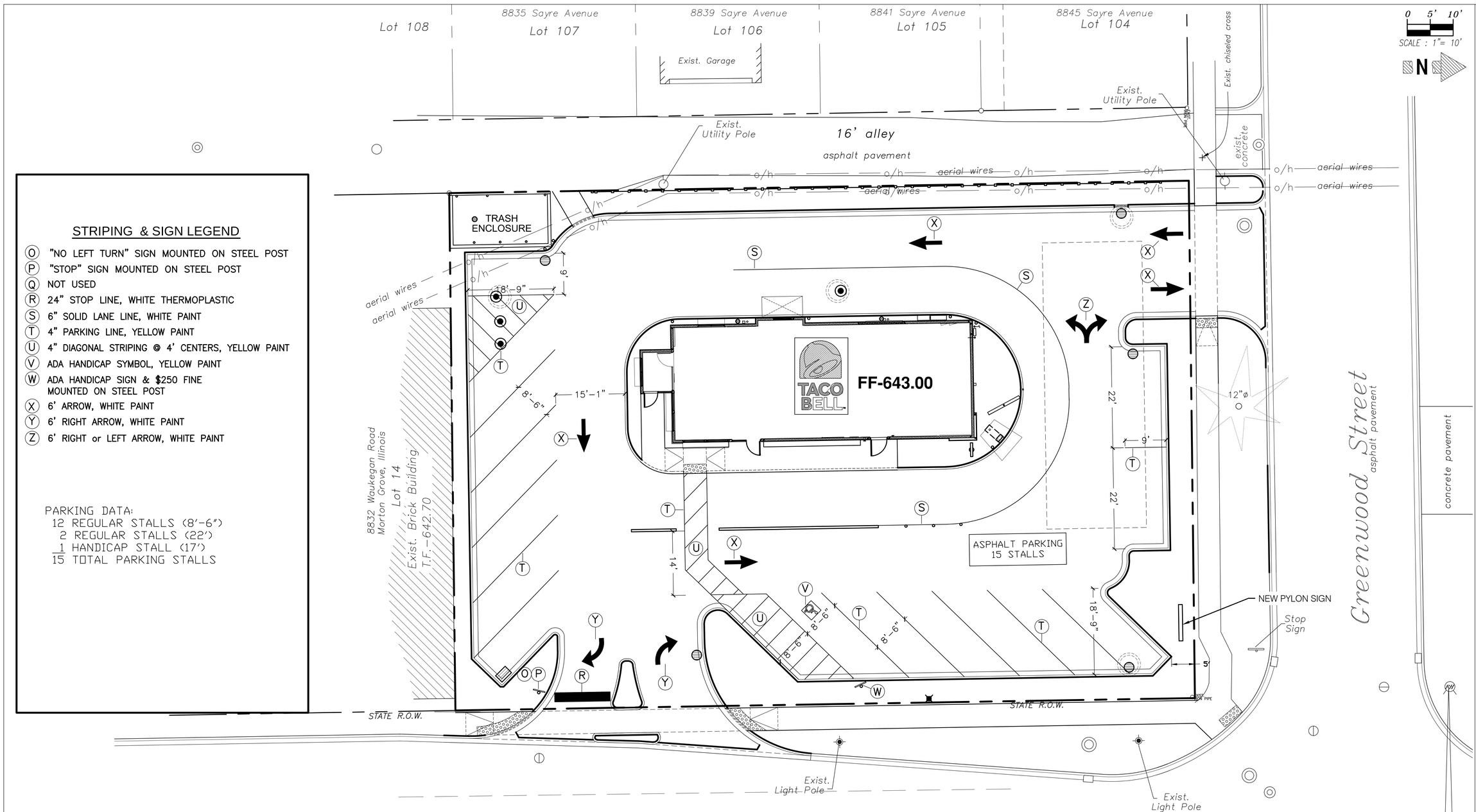
C-5

PLOT DATE: 06/09/20

STRIPING & SIGN LEGEND

- (O) "NO LEFT TURN" SIGN MOUNTED ON STEEL POST
- (P) "STOP" SIGN MOUNTED ON STEEL POST
- (Q) NOT USED
- (R) 24" STOP LINE, WHITE THERMOPLASTIC
- (S) 6" SOLID LANE LINE, WHITE PAINT
- (T) 4" PARKING LINE, YELLOW PAINT
- (U) 4" DIAGONAL STRIPING @ 4' CENTERS, YELLOW PAINT
- (V) ADA HANDICAP SYMBOL, YELLOW PAINT
- (W) ADA HANDICAP SIGN & $250 FINE MOUNTED ON STEEL POST
- (X) 6' ARROW, WHITE PAINT
- (Y) 6' RIGHT ARROW, WHITE PAINT
- (Z) 6' RIGHT or LEFT ARROW, WHITE PAINT

PARKING DATA:
12 REGULAR STALLS (8'-6")
2 REGULAR STALLS (22')
1 HANDICAP STALL (17')
15 TOTAL PARKING STALLS



0 5' 10'
SCALE : 1"= 10'
N

PROJECT BENCH MARK:
FIRE HYDRANT-UPPER FLANGE
NW -BOLT ELEVATION- 643.28

MRV
ARCHITECTS, INC.
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CLIFFORD J. TOBIAS
050567
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRES: 11/30/21

1	05-27-20 PER ZONING COMMENTS

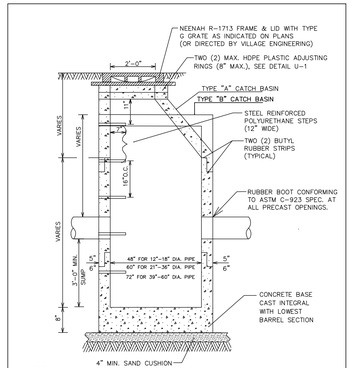
CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

SIGN & STRIPING PLAN

C-6

PLOT DATE: 06/09/20



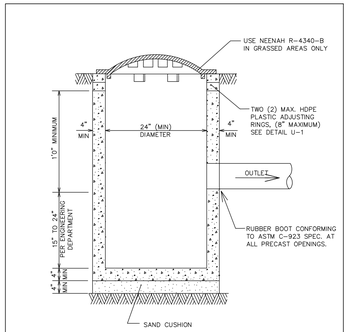
NOTES:

1. MANHOLES MUST CONFORM TO ASTM C-478.
2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
3. NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
4. USE ECCENTRIC CONE ONLY.

* SEE C-923 PIPE CONNECTION TO STRUCTURE DETAIL U-5 FOR NON-PRECAST OPENINGS.

NOT TO SCALE

CATCH BASIN DETAIL



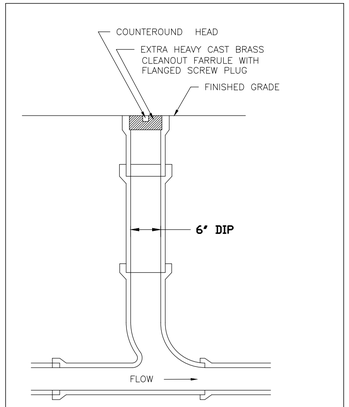
NOTE:

1. CATCH BASIN TO BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE.
2. CATCH BASIN MUST CONFORM TO ASTM C-478.
3. NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
4. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES. IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A 48 INCH DIAMETER CATCH BASIN.

* SEE C-923 PIPE CONNECTION TO STRUCTURE DETAIL U-5 FOR NON-PRECAST OPENINGS.

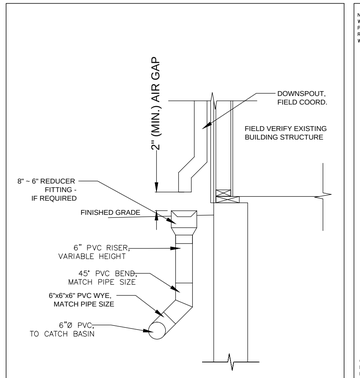
NOT TO SCALE

TYPE C CATCH BASIN DETAIL



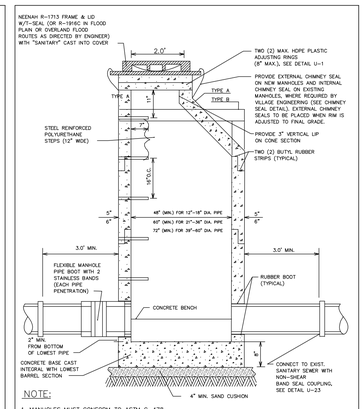
NOT TO SCALE

PVC SEWER CLEANOUT DETAIL



NOT TO SCALE

PVC RISER DOWNSPOUT CONNECTION DETAIL



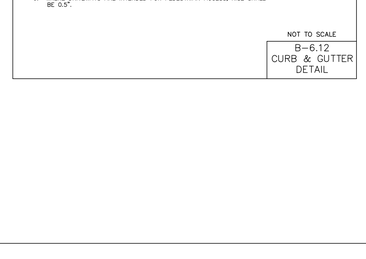
NOTE:

1. MANHOLES MUST CONFORM TO ASTM C-478.
2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
3. BENCHES MUST BE PROVIDED IN ALL SANITARY SEWER MANHOLES
4. USE EXTERNAL LIFTING "HOLES" ONLY, BUT NOT FULL PENETRATION.
5. ALL PIPE PENETRATIONS AND ALL NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
6. USE ECCENTRIC CONE ONLY.

* SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE

SANITARY MANHOLE DETAIL

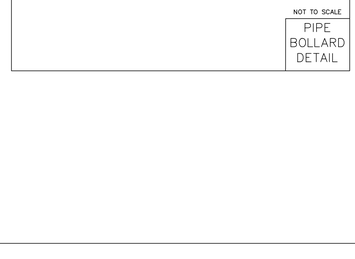


NOTES:

1. UTILITY STRUCTURE FRAME AND LID OR GRATE ADJUSTMENTS, INCLUDING POURING OF CONCRETE APRON, SHALL BE PERFORMED BY THE CONTRACTOR BEFORE PLACING HOT-MIX ASPHALT SURFACE COURSE.
2. PRECAST CONCRETE ADJUSTING RINGS SHALL BE USED IN PARKWAYS.
3. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS SHALL BE USED IN PAVED AREAS.
4. CASTINGS (FRAMES) OR CONCRETE ADJUSTING RINGS PLACED ON CONCRETE CONE OR TOP SLAB SHALL BE SET IN FULL MORTAR BEDS.
5. APPLY APPROVED SEALING BUTYL RUBBER MATERIAL OR RUBBER GASKETS BETWEEN CONCRETE CONE OR TOP SLAB AND PLASTIC ADJUSTING RING,ADJUSTING RINGS, AND BETWEEN ADJUSTING RING AND FRAME.

NOT TO SCALE

STRUCTURE FRAME & LID ADJUSTMENT DETAIL



INTERNAL CHIMNEY SEALS TO SPAN CHIMNEY HEIGHTS OF:	
0 – 47"	CHIMNEY SEAL ONLY
47" TO 9"	SEAL + 7" EXTENSION
9" TO 12"	SEAL + 10" EXTENSION
OVER 12"	SEAL + MULTI. EXTENSIONS

EXTERNAL CHIMNEY SEALS TO SPAN CHIMNEY HEIGHTS OF:	
0 – 3"	NARROW (6") SEAL ONLY
3 TO 69"	STANDARD (9") SEAL ONLY
69" TO 12"	STD. SEAL + EXTENSION
OVER 12"	SEAL + MULTI. EXTENSIONS

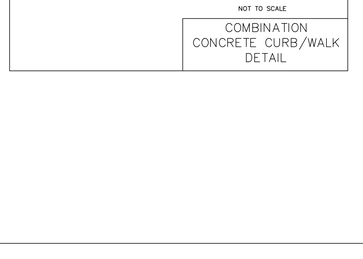
NOTE:

1. CHIMNEY SEALS SHALL BE INSTALLED ON ALL SANITARY SEWER
2. "CRETEX" EXTERNAL/INTERNAL SEALS ARE REQUIRED. OTHER PRODUCTS OR OTHER DESIGN SOLUTIONS SHALL REQUIRE THE
3. IF INTERNAL SEALS ARE USED, THE STRUCTURE, INCLUDING ADJUSTMENT RINGS, MUST BE INSPECTED BY VILLAGE
4. CHIMNEY SEALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

NOT TO SCALE

CHIMNEY SEAL DETAIL

U-24



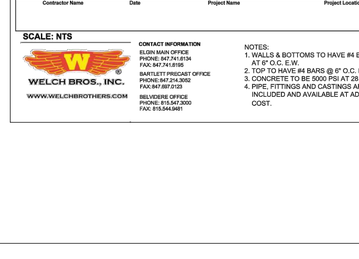
NOTES:

1. ALL BACKFILL MATERIALS SHALL BE PROPERLY COMPACTED.
2. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
3. BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2321.
4. FOR WATER MAIN TRENCHES, CA 7 SHALL EXTEND UP TO TWELVE (12) INCHES FROM FINISHED GRADE. WATER SERVICE TRENCHES SHALL BE BACKFILLED PER THIS DETAIL.

NOT TO SCALE

UTILITY TRENCH IN NON-PAVED AREAS DETAIL

U-25



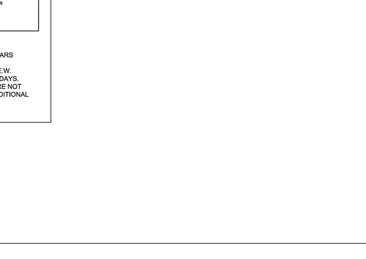
NOTES:

1. TRENCH BACKFILL UNDER A PAVED SURFACE OR WITHIN THE ZONE OF INFLUENCE (5' FROM EDGE OF PAVEMENT OR 5' FROM THE BACK OF CURB ON CURBED STREETS) SHALL CONSIST OF:
   a) UNDER NEW PAVEMENT:
      12" THICK PAVEMENT SUBGRADE (AGGREGATE CA 6 CAP) OVER AGGREGATE CA 7 TRENCH BACKFILL OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MIX 1 (ONLY IF REQUIRED BY VILLAGE ENGINEERING)
   b) UNDER EXISTING PAVEMENT:
      SAME AS 'a' ABOVE.
   c) UNDER PRIVATELY OWNED PAVEMENT:
      SAME AS 'a' ABOVE.
2. ALL MATERIALS SHALL BE PROPERLY COMPACTED PER SPECIFICATIONS (FOUNDATION OR WATER JETTING IS NOT ALLOWED).
3. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
4. BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2321.
5. IF APPROVED BY VILLAGE ENGINEERING, A ONE (1) INCH THICK STEEL PLATE SHALL BE PROVIDED AND MAINTAINED BY CONTRACTOR UNTIL THE SURFACE RESTORATION IS COMPLETE. THE PLATE SHALL BE SECURELY FASTENED AND BEVELED WITH BITUMINOUS RAMPS IF REQUIRED BY VILLAGE ENGINEERING.
6. PRIOR TO PLACEMENT OF PAVEMENT MATERIALS, THE EXISTING EXPOSED EDGES SHALL BE SAWCUT TO PROVIDE A SMOOTH CLEAN EDGE, FREE OF LOOSE MATERIAL.
7. THE PLACEMENT OF PAVEMENTS SHALL NOT BE ALLOWED WITHOUT PRIOR APPROVAL BY VILLAGE ENGINEERING.

NOT TO SCALE

UTILITY TRENCH IN PAVEMENT AREAS DETAIL

U-26

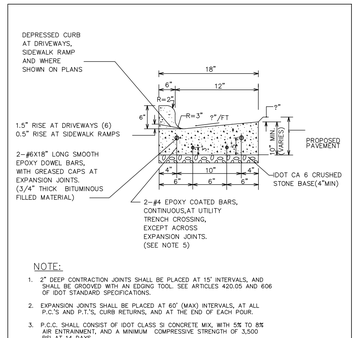


NOTES:

1. FOR PROPOSED STORM SEWER SERVICE < 6", CORE THE PIPE AND USE A BOOT CONNECTION.
2. FOR PROPOSED STORM SEWER SERVICE ≥ 8", A MANHOLE MUST BE INSTALLED.
3. FOR PROPOSED STORM OR SANITARY SEWER SERVICES, ENCASE ALL CONNECTIONS IN LOW STRENGTH CONCRETE TO PREVENT THE FITTINGS FROM ROTATING.
4. FOR TRENCHES WITHIN AN EXISTING PAVED SURFACE AREA OR WITHIN THE ZONE OF INFLUENCE, USE CA 7 CRUSHED AGGREGATE OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MIX 1 (ONLY IF REQUIRED BY VILLAGE ENGINEERING). USE EXCAVATED MATERIAL IN ALL OTHER AREAS.
5. ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
6. STAMP OR SAWCUT ON THE CURB (OR PAVEMENT SURFACE AS DIRECTED BY VILLAGE ENGINEERING) ALL NEW SERVICE LOCATIONS WITH "S" (SANITARY) OR "ST" (STORM) RESPECTIVELY.

NOT TO SCALE

NEW SEWER SERVICE DETAIL

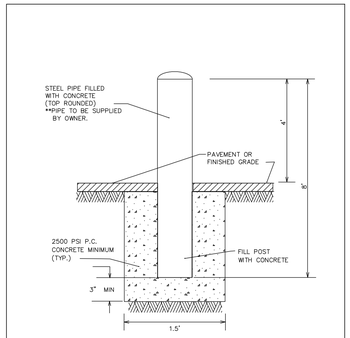


NOTE:

1. 2" DEEP CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS, AND SHALL BE GROOVED WITH AN EDGING TOOL. SEE ARTICLES 420.05 AND 606 OF IDOT STANDARD SPECIFICATIONS.
2. EXPANSION JOINTS SHALL BE PLACED AT 60' (MAX) INTERVALS, AT ALL P.C.'S AND P.T.'S, CURB RETURNS, AND AT THE END OF EACH POUR.
3. P.C.C. SHALL CONSIST OF IDOT CLASS SI CONCRETE MIX, WITH 5% TO 8% AIR ENTRAINMENT, AND A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 14 DAYS.
4. PROVIDE 2 #4X18" EPOXY COATED TIE BARS AT CONNECTIONS BETWEEN EXISTING AND NEW CURB & GUTTER.
5. CURBS, SPANNING UTILITY TRENCHES, SHALL BE CONSTRUCTED WITH TWO #4 REINFORCEMENT BARS,WHICH EXTEND FIVE (5) FEET BEYOND THE TRENCH WALLS.
6. WHERE DRIVEWAYS ARE INTENDED FOR PEDESTRIAN ACCESS, RISE SHALL BE 0.5".

NOT TO SCALE

B-6.12 CURB & GUTTER DETAIL

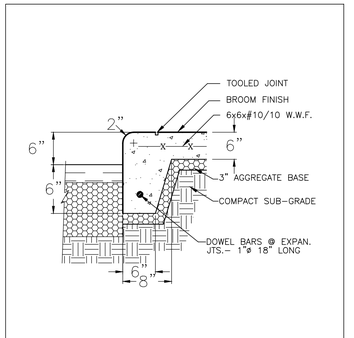


NOTE:

ALL PIPES SHALL BE PAINTED TRAFFIC YELLOW

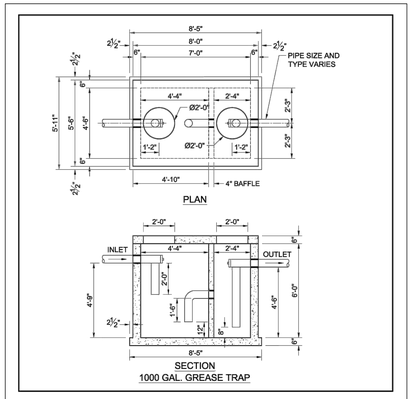
NOT TO SCALE

PIPE BOLLARD DETAIL



NOT TO SCALE

COMBINATION CONCRETE CURB/WALK DETAIL



Contractor Name	Date	Project Name	Project Location

SCALE: NTS

WELCH BROS., INC.
WWW.WELCHBROTHERS.COM

CONTACT INFORMATION
ELGIN MAIN OFFICE
PHONE: 847.741.8134
FAX: 847.741.8195
BARTLETT PRECAST OFFICE
PHONE:847.254.3052
FAX:847.887.0123
BELVIDERE OFFICE
PHONE: 815.547.3000
FAX: 815.544.9461

NOTES:
1. WALLS & BOTTOMS TO HAVE #4 BARS AT 6" O.C. E.W.
2. TOP TO HAVE #4 BARS @ 6" O.C. E.W.
3. CONCRETE TO BE 5000 PSI AT 28 DAYS.
4. PIPE, FITTINGS AND CASTINGS ARE NOT INCLUDED AND AVAILABLE AT ADDITIONAL COST.

NOT TO SCALE

DETAIL SHEET

MRV ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

⚠ 05-27-20	PER ZONING COMMENTS
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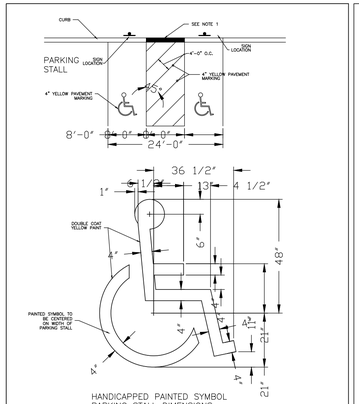
CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

C-7

PLOT DATE: 06/09/20

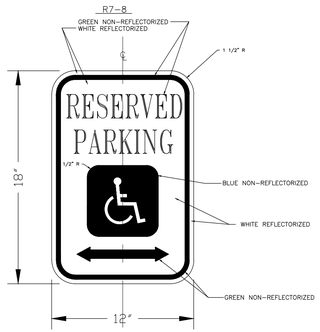


HANDICAPPED PAINTED SYMBOL
PARKING STALL DIMENSIONS

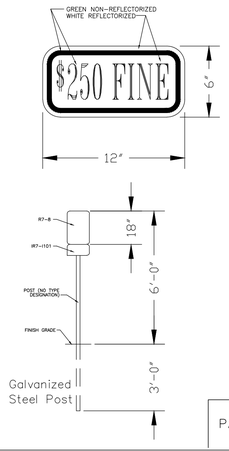
NOTES:

1. DEPRESSED CURB OR CURB RAMP REQUIRED WITH ACCESS TO A 5' WIDE PAVED SURFACE.

HANDICAP PARKING STALL DETAIL



HANDICAP PARKING SIGN DETAIL



HANDICAP PARKING SIGN DETAIL

MODIFIED RATIONAL METHOD: BULLETIN 70 RAINFALL DATA (2019)

PROJECT: TACO BELL (allow rel rate 0.3cfs/ac*0.416ac)=0.125cfs **PERMIT NUMBER:**

LOCATION: 8840 WAUKEGAN ROAD, MORTON GROVE **DATE:** 5/11/2020

DEVELOPMENT INFORMTION

1. Detained Area	0.416	acre
2. Composite Runoff Coefficient	0.760	
3. Actual Release Rate	0.125	cfs

REQUIRED DETENTION VOLUME

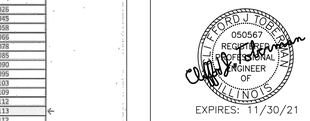
4. Required Detention Volume	0.113	ac-ft

CALCULATION TABLE

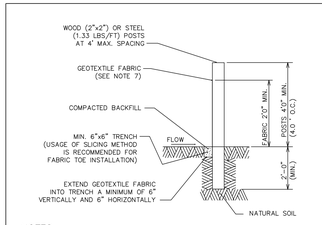
Storm Duration	Rainfall Intensity (in/hr)	Inflow Rate (cfs)	Stored Rate (cfs)	Required Storage (ac-ft)	
5 min	12.34	3.90	3.78	0.028	
10 min	10.80	3.41	3.29	0.045	
15 min	9.26	2.93	2.80	0.058	
20 min	7.97	2.52	2.40	0.066	
30 min	6.34	2.01	1.88	0.078	
40 min	5.27	1.67	1.54	0.085	
50 min	4.52	1.43	1.31	0.090	
1 hr	4.03	1.27	1.15	0.095	
1.5 hr	3.03	0.96	0.83	0.103	
2 hr	2.49	0.79	0.66	0.109	
3 hr	1.83	0.58	0.45	0.112	
4 hr	1.48	0.47	0.34	0.113	←
5 hr	1.25	0.40	0.27	0.112	
6 hr	1.07	0.34	0.21	0.106	
7 hr	0.97	0.31	0.18	0.105	
8 hr	0.87	0.27	0.15	0.099	
9 hr	0.79	0.25	0.13	0.093	
10 hr	0.73	0.23	0.10	0.085	
11 hr	0.67	0.21	0.09	0.079	
12 hr	0.62	0.20	0.07	0.071	
18 hr	0.45	0.14	0.02	0.025	
24 hr	0.36	0.11	-0.01	-0.024	

10/7/2019

MRV
ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140



EXPIRES: 11/30/21

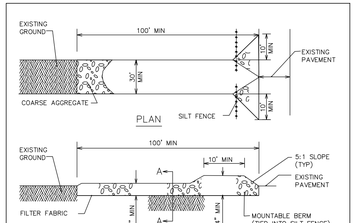


NOTES:

1. SILT FENCE SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AND WHERE INDICATED BY VILLAGE ENGINEERING.
2. ATTACH GEOTEXTILE FABRIC TO WIRE MESH WITH HOG RINGS, TO WOOD POSTS WITH NAILS, AND TO STEEL POSTS WITH TIE-WIRES AT TOP AND MID-SECTION.
3. OVERLAP GEOTEXTILE FABRIC BY 6" AND FOLD WHERE 2 SECTIONS ADJOIN.
4. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF HALF INCH (½") PER DAY OR EQUAL SNOW MELT. REPAIR OR REPLACEMENT OF SILT FENCE SHALL BE MADE PROMPTLY AS NEEDED.
5. SEDIMENT TRAPPED BY THE SILT FENCE SHALL BE REMOVED (AND PROMPTLY DISPOSED OF) WHENEVER SEDIMENT ACCUMULATION DEPTH AT THE SILT FENCE IS APPROXIMATELY EQUAL TO TWELVE (12) INCHES (ONE-HALF OF SILT FENCE HEIGHT).
6. MATERIAL (GEOTEXTILE & POST) INSTALLATION, MAINTENANCE, AND SILT FENCE REMOVAL SHALL COMPLY WITH AASHTO, M 288 REQUIREMENTS.
7. THE FABRIC FOR SILT FENCE SHALL BE A WOVEN FABRIC MEETING THE REQUIREMENTS OF AASHTO M 288 (TABLE 7) FOR UNSUPPORTED SILT FENCE WITH LESS THAN 50 PERCENT GEOTEXTILE ELONGATION.
8. SILT FENCE SHALL BE MAINTAINED IN PLACE UNTIL COMPLETION OF CONSTRUCTION AND THE UPSLOPE AREA HAS BEEN STABILIZED, AND SHALL BE REMOVED ONLY WHEN DIRECTED BY VILLAGE ENGINEERING.

NOT TO SCALE

SILT FENCE DETAIL

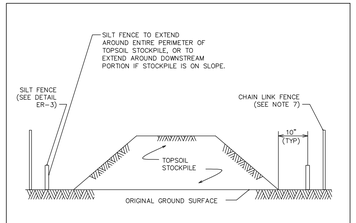


NOTES:

1. GEOTEXTILE FILTER FABRIC SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO PLACING COARSE AGGREGATE.
2. COARSE AGGREGATE (OR CRUSHED CONCRETE) SHALL MEET IDOT GRADATION FOR CA-1 CRUSHED AGGREGATE.
3. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED, PRIOR TO ONSET OF CONSTRUCTION OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT.
4. CONSTRUCTION ENTRANCE SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION AND ONLY WHEN DIRECTED BY VILLAGE ENGINEERING.

NOT TO SCALE

STABILIZED CONSTRUCTION ENTRANCE DETAIL

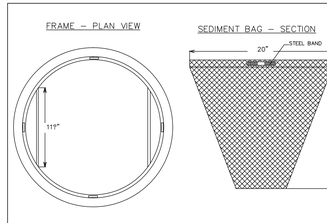


NOTES:

1. AN ON-SITE DRAINAGE SWALE SHALL BE LOCATED BETWEEN THE TOPSOIL STOCKPILE AND OFF-SITE PROPERTY.
2. REFERENCE IS MADE TO THE SILT FENCE DETAIL (ER-3) FOR MATERIALS AND INSTALLATION METHODS.
3. IF THE STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, IT SHALL BE STABILIZED WITH STRAW BLANKET OR SEEDED TO MINIMIZE EROSION.
4. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF HALF INCH (1/2 ") PER DAY OR EQUAL SNOW MELT. REPAIR OR REPLACEMENT OF SILT FENCE SHALL BE MADE PROMPTLY AS NEEDED.
5. SEDIMENT TRAPPED BY THE SILT FENCES SHALL BE REMOVED AND PROPERLY DISPOSED OF WHENEVER SEDIMENT ACCUMULATION DEPTH AT THE SILT FENCE IS APPROXIMATELY EQUAL TO TWELVE (12) INCHES (ONE-HALF OF SILT FENCE HEIGHT).
6. SILT FENCES SHALL BE MAINTAINED IN PLACE UNTIL TOPSOIL STOCKPILE HAS BEEN ELIMINATED AND SHALL BE REMOVED ONLY WHEN DIRECTED BY VILLAGE ENGINEERING.
7. TO COMPLY WITH THE VILLAGE'S SAFETY REQUIREMENTS ERECTION OF STABLE AND SECURE SIX (6) FEET HIGH CHAIN LINK FENCE AROUND THE PERIMETER OF THE STOCKPILED MATERIAL IS REQUIRED. COORDINATE WITH THE ENGINEER.

NOT TO SCALE

TEMPORARY TOPSOIL STOCKPILE DETAIL

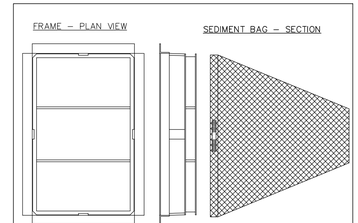


GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1¼"x1¼"x1/8" ANGLE. BASE RIM FABRICATED FROM 1⅝"x1/2"x1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1¼"x1/4" FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.
FILTER FOR OTHER SHAPE GRATES SHALL BE APPROVED IN ADVANCE OF PLACEMENT BY VILLAGE ENGINEERING.

NOT TO SCALE

FILTER FOR ROUND OPEN (TYPE 1) GRATE & FRAME DETAIL



GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1¼"x1¼"x1/8" ANGLE. BASE RIM FABRICATED FROM 1⅝"x1/2"x1/8" CHANNEL. HANDLES AND SUSPENTION BRACKETS FABRICATED FROM 1¼"x1/4" FLAT STOCK.ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

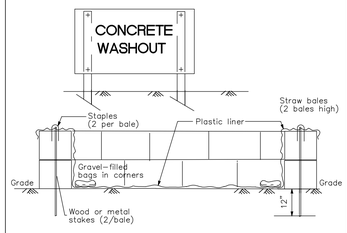
NOT TO SCALE

TYPICAL RECTANGULAR CATCH-ALL

(TEMPORARY)

NOTE: STACKED STRAW BALES w/LINER @ GRADE

SIGN: IS OPTIONAL (DO NOT WASH OFF INTO STORM SEWER!)



TEMPORARY CONCRETE WASH OUT DETAIL

1	05-27-20 PER ZONING COMMENTS
2	
3	
4	
5	
6	
7	
8	
9	
10	

CONTRACT DATE:

BUILDING TYPE: EXP. LITE SMALL28

PLAN VERSION: MAY 2020

SITE NUMBER:

STORE NUMBER:

TACO BELL

8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

DETAIL SHEET

C-8

PLOT DATE: 06/09/20

PLANTING LEGEND

TREES

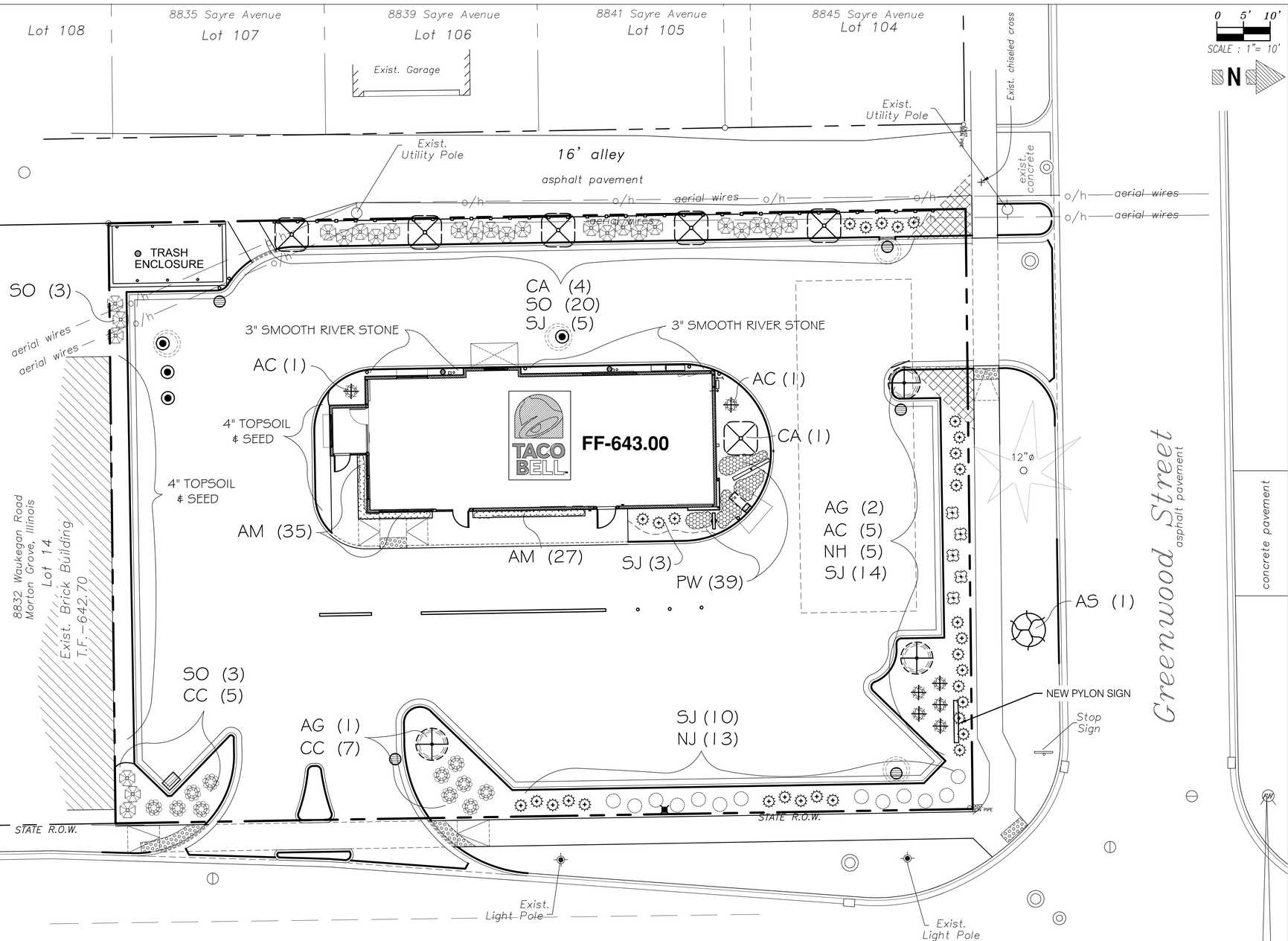
ARMSTRONG GOLD RED MAPLE TREE (AG) (Acer rubrum 'KW78') 3 TREES	(Min. 2-1/2" cal.)
ADIRONDACK CRABAPPLE TREE (CA) (Malus 'Adirondack') 5 TREES	(Min. 2" cal.)
AMERICAN SENTRY LINDEN TREE (AS) (Tilia americana 'McKSentry') 1 TREE	(Min. 2-1/2" cal.)

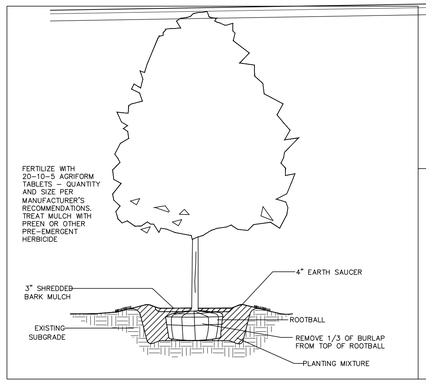
SHRUBS

NEW HAMPSHIRE GOLD (NH) (Forsythia x intermedia 'New Hampshire Gold') 5 shrubs @ 48" centers	(Min. 36" ht.)
SUNJOY GOLD PILLAR BARBERRY (SJ) (Berberis thunbergii 'Maria') 27 shrubs @ 36" centers	(Min. 36" ht.)
COMPACT AMERICAN CRANBERRY (AC) (Viburnum trilobum compacta) 7 shrubs @ 48" centers	(Min. 36" ht.)
STANDING OVATIONS SERVICEBERRY (SO) (Amelanchier alnifolia 'Obelisk') 26 shrubs @ 36" centers	(Min. 36" ht.)
NEW JERSEY TEA (NJ) (Ceanothus americanus (NGN)) 13 shrubs @ 48" centers	(Min. 36" ht.)
CRANBERRY COTONEASTER (CC) (Cotoneaster apiculata) 12 shrubs @ 48" centers	(Min. 36" ht.)

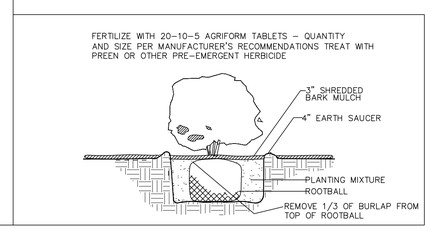
GRASSES & GROUND COVERS

AUTUMN MOOR GRASS (AM) (Sesleria autumnalis) 62 plants @ 15" centers	(1 gal.)
PURPLE WINTERCREEPER (PW) (Euyonumus fortunei 'Coloratus') 12 plants @ 15" centers	(1 gal.)





TREE PLANTING DETAIL



SHRUB PLANTING DETAIL

**NOTES:
-ALL PLANTING AREAS ARE TO BE FINISHED WITH HARDWOOD MULCH AT MINIMUM 3" DEPTH.
-FINISH SURFACE WITH 3" SMOOTH RIVER STONE ON WEST SIDE OF BUILDING AS NOTED.
-ALL DISTURBED PARKWAY LAWN AREAS TO BE RESTORED WITH 6" TOPSOIL & SALT TOLERANT SOD.
-NO PLANTINGS OR MULCH BEDS SHALL BE PLACED IN PUBLIC RIGHT-OF-WAY.

PROJECT BENCH MARK:
FIRE HYDRANT–UPPER FLANGE
NW–BOLT ELEVATION– 643.28

0 5' 10'
SCALE : 1"= 10'
N

MRV ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

1 05-27-20 PER ZONING COMMENTS

CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

LANDSCAPE PLAN

L-1

PLOT DATE: 06/09/20

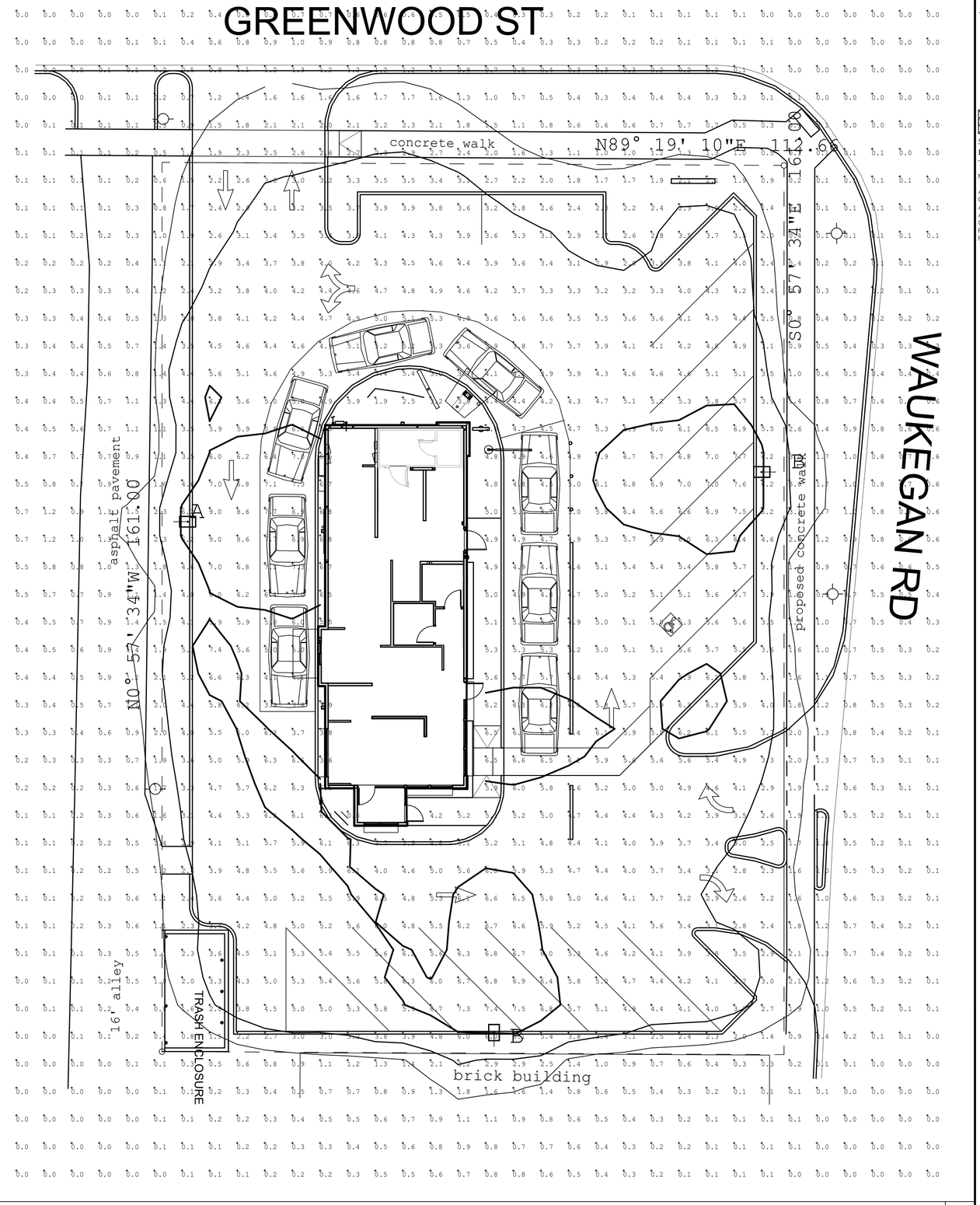
TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL
PREPARED BY: JOHN BUJAKE
ACCUSERV LIGHTING & EQUIPMENT
877-707-7378
jbujake@accu-serv.com
JUNE 8, 2020

Calculation Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
EXTENDED	2.45	9.0	0.0	N.A.	N.A.
PARKING LOT & DRIVE-THRU SURFACE	5.00	9.0	2.2	2.27	4.09

LIGHT LEVELS ARE MAINTAINED FOOT-CANDLES, INITIAL LEVELS ARE SLIGHTLY HIGHER

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Lum. Watts	Description
	1	A	SINGLE	40845	0.900	395	VPL-96L-395-4K7-3-UNV-A-DB / SES-25-40-01-A-B3-DB
	2	B	SINGLE	39921	0.900	395	VPL-96L-395-4K7-4-UNV-A-DB / SES-25-40-01-A-B3-DB

FIXTURES ARE 395W 4000K LED
POLES ARE 25'-0" FOR AN OVERALL FIXTURE HEIGHT OF 27'-6" A.F.G.



PHOTOMETRIC SITE PLAN 3/32" = 1'-0" | 1

MRV
ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

CONTRACT DATE:
BUILDING TYPE: EXP. LITE SMALL28
PLAN VERSION: MAY 2020
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

PHOTOMETRIC PLAN

SP2.0

PLOT DATE:

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
www.gha-engineers.com

Traffic Impact Study

To: **Nick Boyle**
Ampler Development LLC

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Antonio Maravillas, E.I.T.
Transportation Engineer

Date: May 11, 2020

Subject: ***Proposed Taco Bell***
8840 Waukegan Road
Morton Grove, Illinois

Part I. Project Context and Summary Statement

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the above captioned project. As proposed, a Taco Bell with indoor seating and a drive-thru would be constructed on the southwest corner of the Waukegan Road and Greenwood Street intersection in Morton Grove, Illinois. The site is currently vacant, and access is proposed via a full access drive on Greenwood Street and a ¾ drive on Waukegan Road with exiting traffic restricted to right-turn only.

The following summarizes our TIS findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are centrally located at the end of this document. Briefly summarizing, we believe that the development traffic can be accommodated on the adjacent roads. Reasons include:

- Site traffic will have minimal impact on the signalized intersection of Waukegan Road and Dempster Street.
- All movements at both proposed site access driveways are expected to operate at the design level of service "C" or better during the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours.
- A significant portion (up to 50% or more) of Taco Bell trips could be pass-by trips, meaning trips involving vehicles that were already traveling along the surrounding roadways. The trip discount was *not* taken in order to test the maximum site impacts.

Part II. Background Information

Site Location Map, Existing Traffic Operations, and Roadway Inventory

Exhibit 1 provides a site location map, ***Exhibit 2*** illustrates the existing traffic operations, and ***Appendix A*** provides a photo inventory of the site vicinity. Pertinent comments regarding land-uses in the site vicinity and transportation components, both vehicular and non-auto mobility include:

Area Land Uses

- The site is currently vacant.
- The Waukegan Road corridor consists of predominantly commercial uses. South of the site, there is an automotive repair and service center. Across from the site, on the east side of Waukegan Road, there is a Honda service and sales center.
- Greenwood Street and Sayre Avenue consist of single-family residential housing.
- Dempster Street predominately consists of commercial uses.

Roadway Inventory

Waukegan Road (IL Route 43 / IL Route 58 / US Route 14)

- Waukegan Road is a north-south Principal Arterial roadway under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as Illinois Route 43. It is also designated as Illinois Route 58 north of Dempster Street and US Route 14 south of Dempster Street.
- Waukegan Road is designated as a Strategic Regional Arterial (SRA) route. SRA routes are designed to carry higher traffic volumes at higher travel speeds through access control and traffic signal installation / spacing. It is also designated as a Class II Truck route.
- Waukegan Road provides a five-lane urban cross-section with two travel lanes in each direction and a two-way left-turn lane.
- At its signalized intersection with Dempster Street, Waukegan Road provides an extra thru lane in the southbound direction. Dual left-turn lanes are provided on both approaches as well as a channelized right-turn lane. A red-light camera is posted at the south leg of the intersection for northbound traffic.
- Waukegan Road has a posted speed limit of 35 miles-per-hour (mph).

Greenwood Street

- Greenwood Street is an east-west local roadway under the jurisdiction of the Village of Morton Grove.
- Greenwood Street provides an urban cross-section with one travel lane in each direction and on-street parking allowed on both sides of the street.
- Greenwood Street is stop controlled at its intersection with Waukegan Road and Sayre Avenue.

Sayre Avenue

- Sayre Avenue is a north-south local roadway under the jurisdiction of the Village of Morton Grove.
- Sayre Avenue provides an urban cross-section with one travel lane in each direction and on-street parking allowed on both sides of the street.
- Sayre Avenue is stop controlled at its intersection with Greenwood Street. Left turns to/from Sayre Avenue are prohibited via a barrier median on Dempster Street.

Dempster Street (IL Route 58 / US Route 14)

- Dempster Street is an east-west roadway under the jurisdiction of IDOT and is designated as Illinois Route 58 east of Waukegan Road and US Route 14 west of Waukegan Road.
- Dempster Street is classified as a Principal Arterial east of Waukegan Road and as a Minor Arterial west of Waukegan Road.
- Dempster Street is designated as an SRA route east of Waukegan Road. It is also designated as a Class II Truck route west of Waukegan Road.
- In the site vicinity, Dempster Street generally provides a seven-lane urban cross-section with three travel lanes in each direction and a left-turn lane for turns at intersections. Dempster Street has a barrier median in the site vicinity.

- At its signalized intersection with Waukegan Road, Dempster Street provides three thru lanes, one left-turn lane, and a channelized right-turn lane on both approaches.
- Dempster Street has a posted speed limit of 35 miles-per-hour (mph).

Public Transportation / Pedestrian Mobility

- Pace operates bus route 210 (Lincoln Avenue) along Waukegan Road within the site vicinity with stops along both sides of the roadway north of Greenwood Street.
- Pace also operates bus route 250 (Dempster Street) along Dempster Street with far-side stops east and west of its intersection with Waukegan Road.
- Sidewalks are provided along both sides of the roadway for all roadways within the study area.
- Pedestrian crosswalks are provided on all approaches of the Dempster Street and Waukegan Road intersection. Pedestrian countdown signals are also provided at each approach.
- A crosswalk is striped across Greenwood Street at its intersection with Waukegan Road. Crosswalks are also striped on all four approaches of the Greenwood Street intersection with Sayre Avenue.

Existing Traffic

GHA conducted weekday morning (6:00 to 9:00 AM), weekday midday (11:00 AM to 1:00 PM), and weekday evening (4:00 to 7:00 PM) peak period traffic counts on Thursday, March 19, 2020 at the Waukegan Road intersections with Dempster Street and Greenwood Street, and at the Greenwood Street and Sayre Avenue intersection. Additional Saturday midday (11:00 AM to 2:00 PM) peak period traffic counts were conducted on Saturday, March 21, 2020 at the same locations.

As a result of the abnormal traffic conditions within the study area associated with school and business closures due to COVID-19, traffic volumes along the surrounding roadways were considerably lower than normal. As part of a separate project, GHA previously conducted a 24-hour traffic count at the Waukegan Road and Dempster Street intersection on Wednesday, March 13, 2019.

> *Discussion:* Overall traffic volumes at the Waukegan Road and Dempster Street intersection decreased by 47% during the weekday morning peak hour, 25% during the weekday midday peak hour, and 43% during the weekday evening peak hour as a result of COVID-19. Existing traffic volumes along Greenwood Street and Sayre Avenue were increased to reflect this decrease in traffic. Saturday traffic volumes were increased using the weekday midday factor.

Exhibit 3 illustrates the existing weekday morning, weekday midday, weekday evening, and Saturday midday Peak Hour traffic volumes which occurred from 7:45-8:45 AM, 12:00-1:00 PM, 5:00-6:00 PM, and 11:45 AM-12:45 PM, respectively, at the Waukegan Road and Dempster Street intersection from the 2019 traffic count. ***Exhibit 3*** also includes the Annual Average Daily Traffic (AADT) volumes obtained from the IDOT Website: www.gettingaroundillinois.com. The traffic count summary sheets are provided in ***Appendix B***.

Crash Analysis

Observing the most recent available crash history can determine if any roadway improvements are needed to improve safety along the surrounding roadways. Crash data from 2014-2018 was obtained from the IDOT Bureau of Data Collection for all roadways in the site vicinity. ***Appendix C*** summarizes the 5-year (2014-2018) crash history at the Greenwood Street intersections with Waukegan Road and Sayre Avenue, as well as the intersection of Waukegan Road and Dempster Street.

As can be seen, 14 crashes occurred at the Waukegan Road and Greenwood Street intersection during the 5-year study period. 5 crashes involved turning collisions while the highest severity crash at the intersection was incapacitating (serious injury).

Only one crash occurred at the Sayre Avenue and Greenwood Street intersection, while 148 crashes occurred at the signalized intersection of Waukegan Road and Dempster Street. The most prominent crash pattern at the intersection was rear end collisions, which accounted for 52% of total crashes during the 5-year study period. This type of crash pattern is typical for a signalized intersection. Around 10% of total crashes involved injury. There was one fatality, in 2018, which involved a one vehicle collision with a fixed object.

Part III. Project Traffic Characteristics

Site Plan

Per the preliminary site plan provided by MRV Architects, Inc. (see ***Exhibit 4***), a 1,748 S.F. Taco Bell with indoor seating and a drive-thru would be constructed on the vacant lot. The site would be served by 15 parking spaces, including 1 ADA accessible space. Access to the site would be provided via a full access drive on Greenwood Street and a ¾ access drive on Waukegan Road with exiting traffic restricted to right-turns only.

Traffic Generations and Trip Distribution

Exhibit 5 – Part A summarizes the weekday morning, midday, and evening, and Saturday midday peak hour trip generations that were based on transaction information provided from Taco Bell. (see ***Appendix D***).

> *Discussion:* Per ITE, up to 50% of fast-food restaurant trips could be pass-by trips, meaning trips involving vehicles that were already traveling along the surrounding roadways. In addition, the transaction data should probably be reduced to reflect more than one customer per vehicle entering the restaurant. The trip discounts for pass-by trips and/or multiple transactions per vehicle were not taken in order to ensure the maximum site impacts were tested.

Exhibit 5 – Part B lists the trip distribution and reflects the anticipated travel patterns to/from the site.

Site and Total Traffic Assignments

Exhibits 6 illustrates the Site Traffic assignment for the development, which is based on the project traffic characteristics summarized in ***Exhibit 5*** (e.g. traffic generations and trip distribution) and the site access drives.

IDOT generally requires that the existing volumes be increased to reflect other growth in the area for a "Buildout + 5 year" analysis. The Chicagoland Metropolitan Agency for Planning (CMAP) was contacted and provided Year 2050 traffic projections (see ***Appendix E***). Assuming a build-out Year of 2021, the analysis horizon becomes the Year 2026. Per the CMAP information, Waukegan Road and Dempster Street are expected to experience minimal growth (less than 1% per year compounded annually). A 1% compounded annual growth rate was applied along Waukegan Road and Dempster Street in order to provide a conservative analysis scenario.

The existing volumes (see ***Exhibit 3***) increased for growth are shown on ***Exhibit 7*** (2026 No-Build) and were combined with the Site Traffic assignment (see ***Exhibit 6***) to produce the Total Traffic assignment, which is illustrated on ***Exhibit 8***.

Part IV. Traffic Evaluation

Intersection Capacity Analyses

Intersection capacity analyses were conducted using the Highway Capacity Software (HCS) and results are shown in ***Exhibit 9***. The analysis parameters are listed in Part A, as published in the Transportation Research Board's (TRB) *Highway Capacity Manual – 6th Edition*, 2016 (HCM). At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst). LOS reports operations based on the average control delay per vehicle in seconds.

LOS C is often referred to as the intersection "design" guideline and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable". At unsignalized intersections where the minor approaches have stop control, the HCS measurement is approach delay in seconds.

Capacity analyses were conducted at the Greenwood Street intersections with Sayre Avenue and Waukegan Road, as well as at both site access drives. The results are summarized in ***Exhibit 9***. The HCS summary printouts are provided in ***Appendix F***.

Key Finding. All movements at both site access drives are expected to operate at the design LOS "C" or better during all four peak hours.

Key Finding. The eastbound approach of the Greenwood Street intersection with Waukegan Road currently operates at LOS "E" during the weekday morning and weekday evening peak hours. The delay on this approach is expected to worsen to LOS "F" under 2026 total traffic conditions during the weekday evening peak hour. This type of delay is typical for a minor street intersecting a Principal Arterial. The 95th percentile queue length is less than two vehicles during the weekday evening peak hour for both the eastbound and westbound approaches.

Traffic Impact Discussion

Reviewing the existing traffic volumes (see ***Exhibit 3***), the site traffic characteristics (see ***Exhibit 6***), and the total traffic volumes (see ***Exhibit 8***) indicate that:

- There are over 4890 vehicles, or 81-82 vehicles per minute, that currently travel through the Waukegan Road and Dempster Street intersection during the weekday morning peak hour. Site traffic will add 11 vehicles, which is about 1 vehicle every 5-6 minutes.
- There are over 4098 vehicles, or 68-69 vehicles per minute, that currently travel through the Waukegan Road and Dempster Street intersection during the weekday midday peak hour. Site traffic will add 56 vehicles, which is about 1 vehicle every minute.
- There are over 6045 vehicles, or 100-101 vehicles per minute, that currently travel through the Waukegan Road and Dempster Street intersection during the weekday evening peak hour. Site traffic will add 42 vehicles, which is about 1 vehicle every 1-2 minutes.
- There are over 3830 vehicles, or 63-64 vehicles per minute, that currently travel through the Waukegan Road and Dempster Street intersection during the Saturday midday peak hour. Site traffic will add 56 vehicles, which is about 1 vehicle every minute.

Key Finding. Based on the above, the site impacts on area operations will be limited. No road improvements are required to accommodate Taco Bell. Thus, our recommendations focus on the access operations and on-site circulation.

Part V. Recommendations

On-Site Planning

Drive-Thru Stacking

- GHA observed drive-thru stacking at various Taco Bell restaurants in January 2018 for the weekday midday, weekday evening, and Saturday midday peak periods. Also, GHA collected additional data during the weekday midday and weekday evening peak periods in June and July of 2019 at various Taco Bell restaurants. The data from those studies are provided in ***Appendix G***.
- From the drive-thru studies conducted by GHA, the maximum observed drive-thru queue (stacking) was 7 vehicles while the average drive-thru queue was typically 2-3 vehicles.
- Per the site plan, a storage of 5 vehicles is provided from the pick-up window to the order board. Additional space for at least 1 more vehicle can be accommodated before parking spaces are blocked for a total of 6 vehicle stacking.

Key Finding: The drive-thru stacking provided may occasionally disrupt maneuvering in/out of the two southernmost parking spaces during peak demands, but it should not impact on-site or off-site circulation. These two spaces should be reserved for employees as they have very low turnover.

Parking

- Per §12-7-3 of the Village of Morton Grove Municipal Code, restaurant uses require 1 parking space for every 150 square feet of gross floor area. Thus, 12 parking spaces are required for the 1,748 square-foot Taco Bell.
- GHA conducted parking surveys at the same locations as above during January 2018 and June/July 2019. The data from those studies are also included in ***Appendix G***.
- From the parking studies conducted by GHA in 2019, the maximum observed parking demand was 18 vehicles which occurred in Glenview. The average maximum observed parking demand at the other locations was 10-11 vehicles. Accordingly, the data from the Glenview location is likely an outlier.
- Per the site plan, 15 parking spaces are provided, which includes 1 ADA accessible space.

Key Finding: The proposed parking supply exceeds the minimum required as set by the Village of Morton Grove. The parking supply should adequately accommodate the typical peak customer and employee demands.

Site Operations

- At the site access drive along Waukegan Road, exiting traffic should have stop sign control with 'No Left Turn' signage posted. A channeling island should be provided to help visually and physically prohibit left turns out.
- Consider restriping the eastbound approach of Greenwood Street at Waukegan Road for a 12-foot westbound lane and an 18-foot eastbound lane. This would tend to serve as a two-lane approach as left turning vehicles wait for gaps in both directions of through traffic on Waukegan Road. If the approach is restriped, parking should be prohibited on the south side of Greenwood Street along the site frontage.

- Monitor traffic at the site drive on Greenwood Street. If it seems that exiting Taco Bell traffic is using Greenwood Street as a cut-through route, then left-turns should be restricted / prohibited via signage at least during the busiest restaurant hours.
- Sidewalk that is disrupted should be replaced as part of the site drive designs.
- A bike rack should be provided on-site to encourage non-auto trips.

Part VI. Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

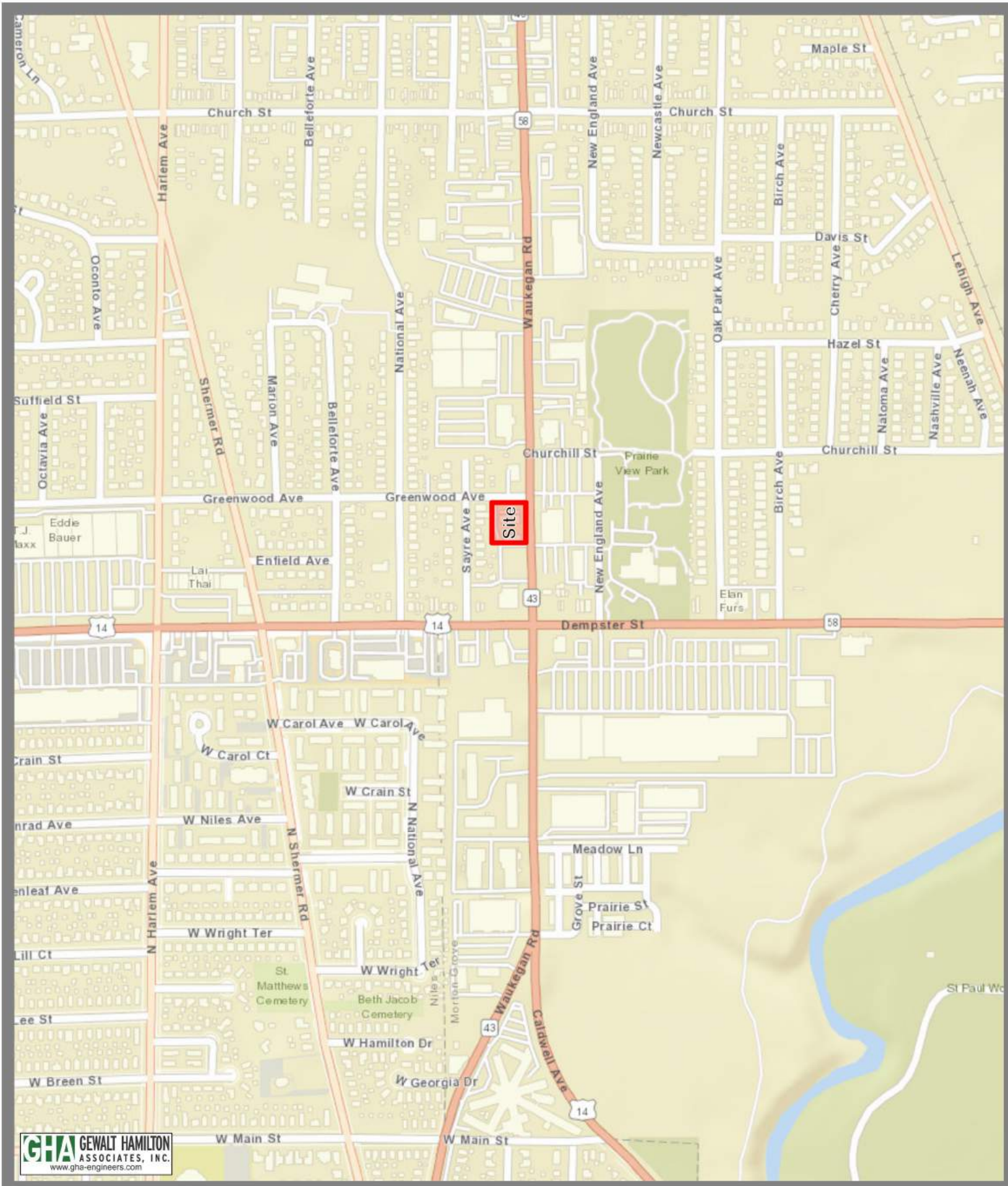
Exhibits

1. Site Location Map
2. Existing Traffic Operations
3. Existing Traffic
4. Site Plan
5. Project Traffic Characteristics
6. Site Traffic
7. No-Build Traffic – Year 2026
8. Total Traffic – Year 2026
9. Intersection Capacity Analyses

Appendices

A. Photo Inventory
B. Traffic Count Summary Sheets
C. Crash Summary
D. Taco Bell Sales Data
E. CMAP Correspondence
F. Capacity Analysis Worksheets
G. GHA Taco Bell Survey Data

EXHIBITS



N

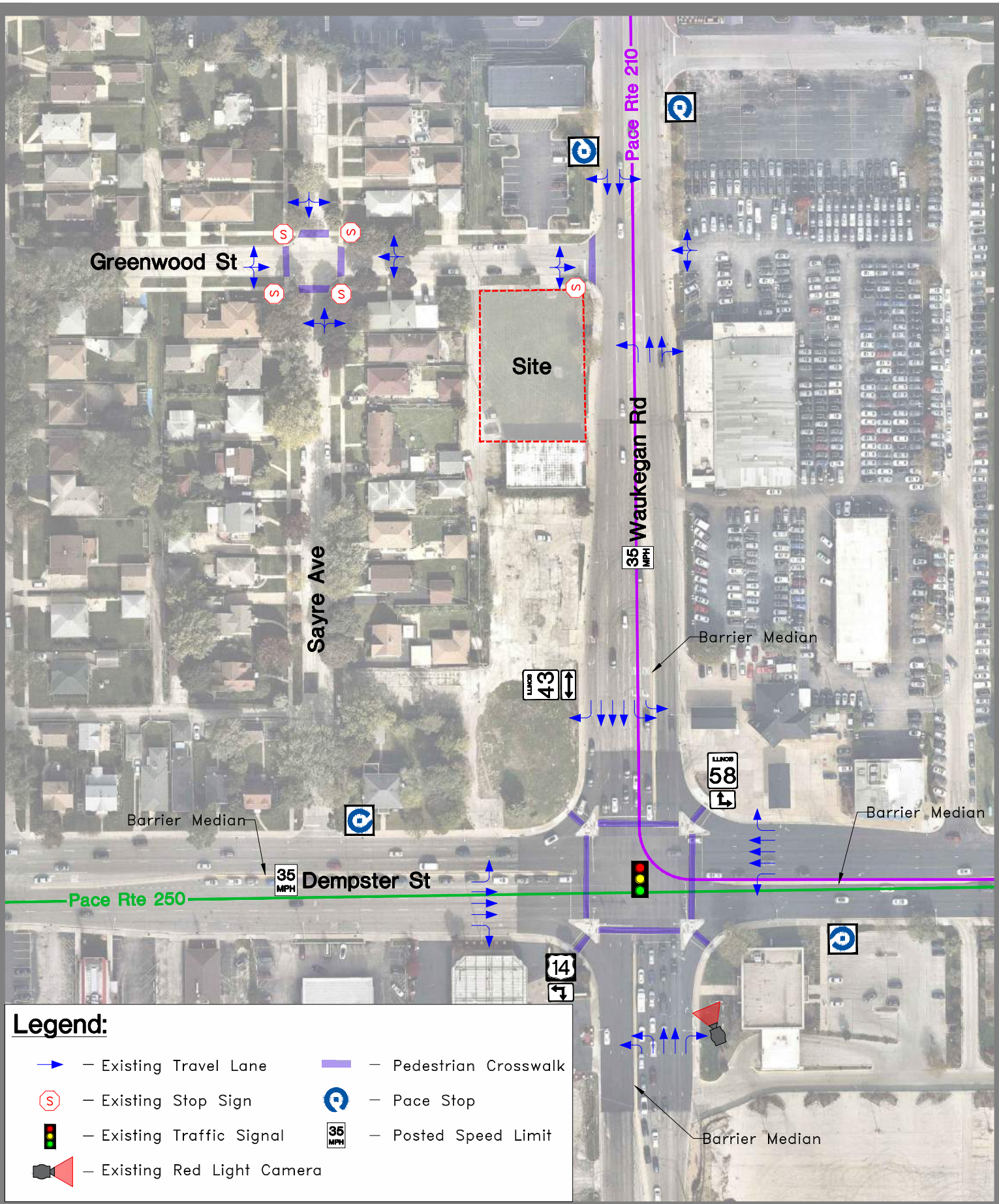
1 inch = 875 Feet

Exhibit 1 - Location Map

Proposed Taco Bell

8840 Waukegan Road, Morton Grove, IL

Map Center: 87.79959°W 42.0405°N

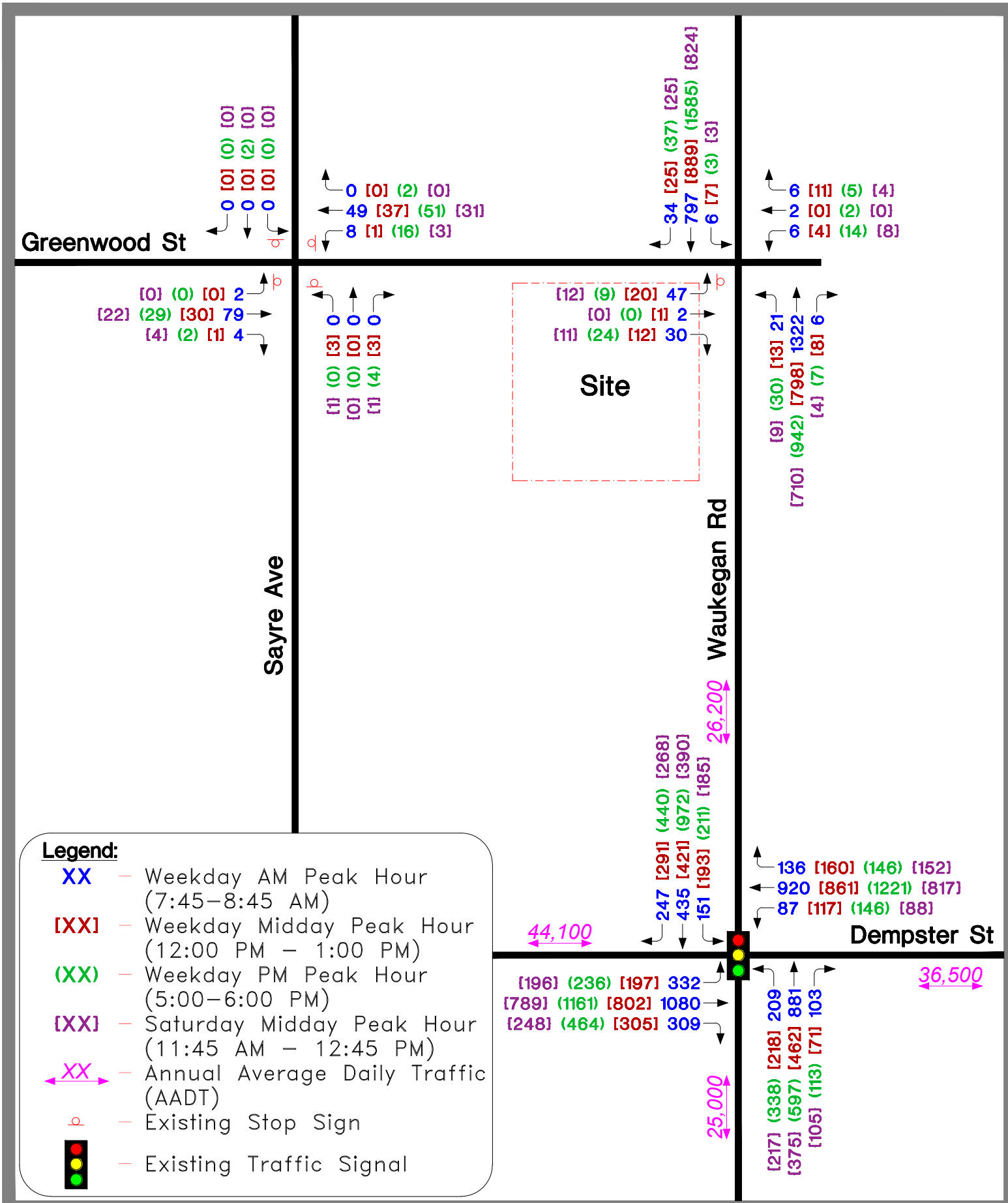


GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 2
Existing Traffic Operations



GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 3
Existing Traffic

Sources: 1) GHA March, 2019/2020 2) IDOT 2019 AADT

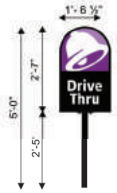
V-01.50

DESCRIPTION:
Pylon Sign 50 SF
with Breakfast

Area: 50 SF

Optional messaging:
We Deliver

PYLON SIGN DETAIL | C



V-03

DESCRIPTION:
Directional Sign 3.98 SF

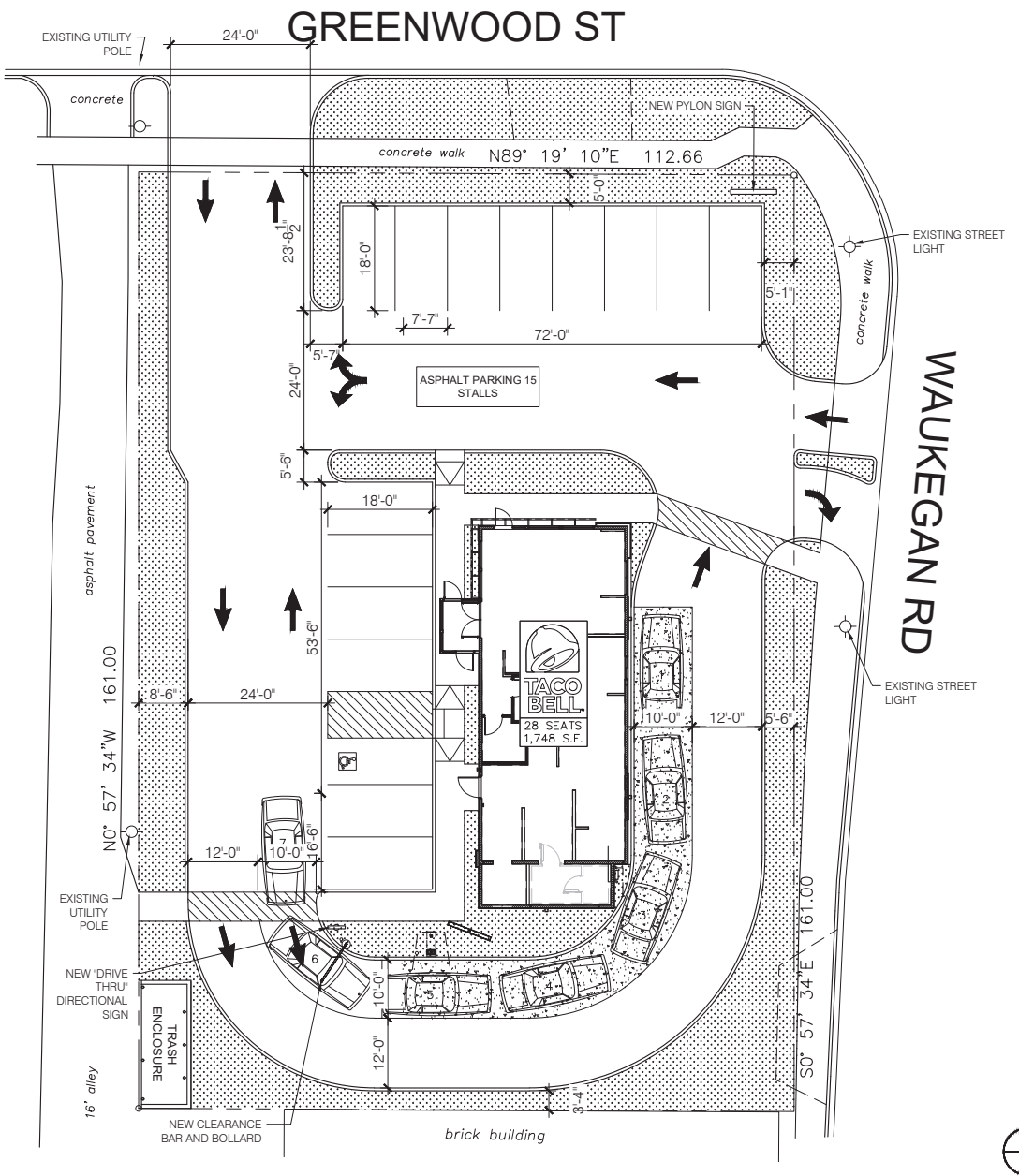
Area: 3.98 SF

OPTIONS:

DIRECTIONAL SIGN DETAIL | B

ZONING INFORMATION	
ZONING:	C1 - GENERAL COMMERCIAL DISTRICT
SITE AREA:	18,138 S.F. / 0.416 ACRES
BUILDING AREA:	1,748 S.F.
DRIVE-THRU STACKING:	7 CARS
FLOOR AREA RATIO:	0.1
PARKING CALCULATION:	REQUIRED: 1.0 SPACE PER 150 SQUARE FEET OF GROSS FLOOR AREA = 12 SPACES PROPOSED: 15 SPACES
IMPERVIOUS SURFACE AREA/PERCENTAGE OF SITE AREA:	PROPOSED: 3,636 SF (PERVIOUS) + 14,502 SF (IMPERVIOUS) = 18,138 SF (TOTAL) 21% IMPERVIOUS SURFACE.

SITE INFORMATION | A



SITE PLAN 1" = 10'-0" | 1

MRV
ARCHITECTS, INC.
5105 TOLLVIEW DR., SUITE 197
ROLLING MEADOWS, IL 60008
TEL: 224-318-2140

CONTRACT DATE:
BUILDING TYPE: EXPLORER MED40
PLAN VERSION: NOVEMBER 2019
SITE NUMBER:
STORE NUMBER:

TACO BELL
8840 WAUKEGAN RD.
MORTON GROVE, IL 60053

SITE DETAILS

SP1.0

PLOT DATE:

Exhibit 4

Exhibit 5
Project Traffic Characteristics
Proposed Taco Bell - 8840 Waukegan Road, Morton Grove, IL

Part A. Traffic Generation Calculations

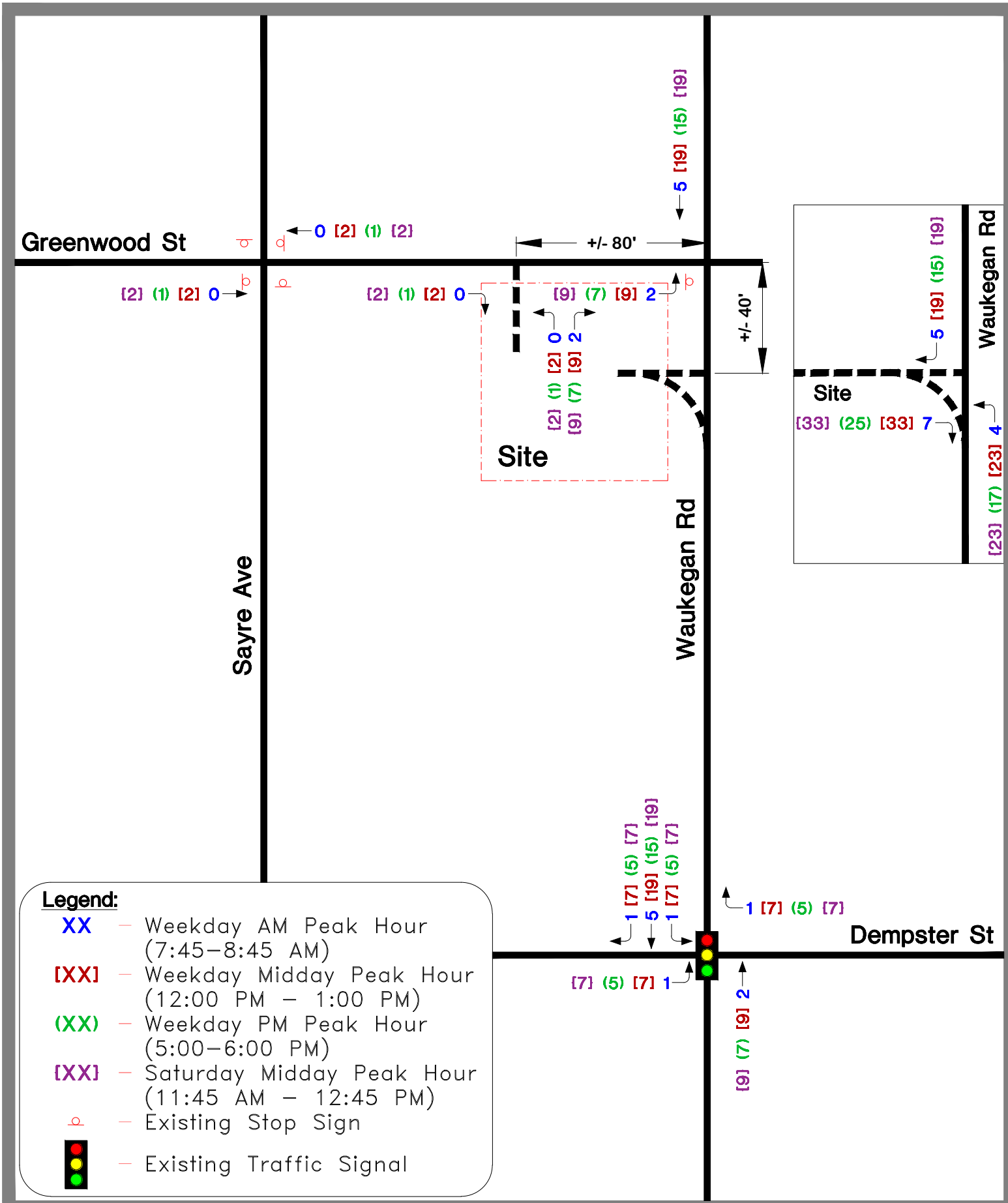
		Weekday Peak Hours												Saturday Peak Hour			
		Morning				Midday				Evening				Midday			
	Size	In	Out	Sum	New	In	Out	Sum	New	In	Out	Sum	New	In	Out	Sum	New
Taco Bell	2,129 S.F.																
-Drive Thru		6	6	12		27	27	54		21	21	42		27	27	54	
-Dine-In		3	3	6		17	17	34		12	12	24		17	17	34	
	Total	**9**	**9**	**18**	9	**44**	**44**	**88**	44	**33**	**33**	**66**	33	**44**	**44**	**88**	44

Notes:
-Information provided from Taco Bell.
-Per ITE, up to 50% of trips could be pass-by in nature. This trip discount was not taken in order to test maximum site impacts.

Part B. Trip Distribution

Route & Direction	Arrive From	Depart To
Waukegan Road		
- North of Greenwood Street	45%	20%
- South of Dempster Street	20%	45%
Dempster Street		
- East of Waukegan Road	15%	15%
- West of Waukegan Road	15%	15%
Sayre Avenue		
- North and South of Greenwood Street	<5%	<5%
Greenwood Street		
- West of Sayre Avenue	5%	5%
	100%	100%

GHA GEWALT HAMILTON ASSOCIATES, INC.

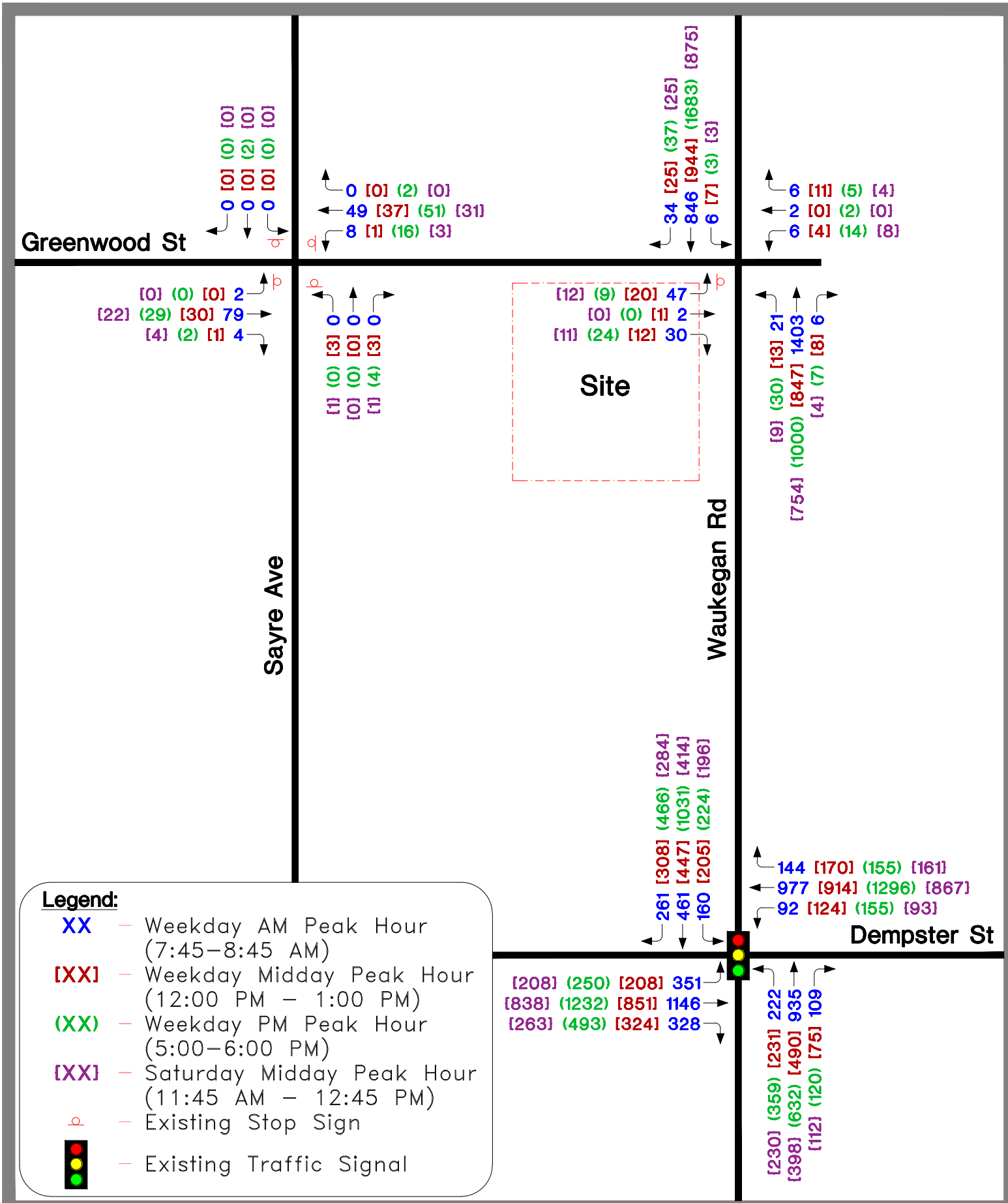


GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 6
Site Traffic

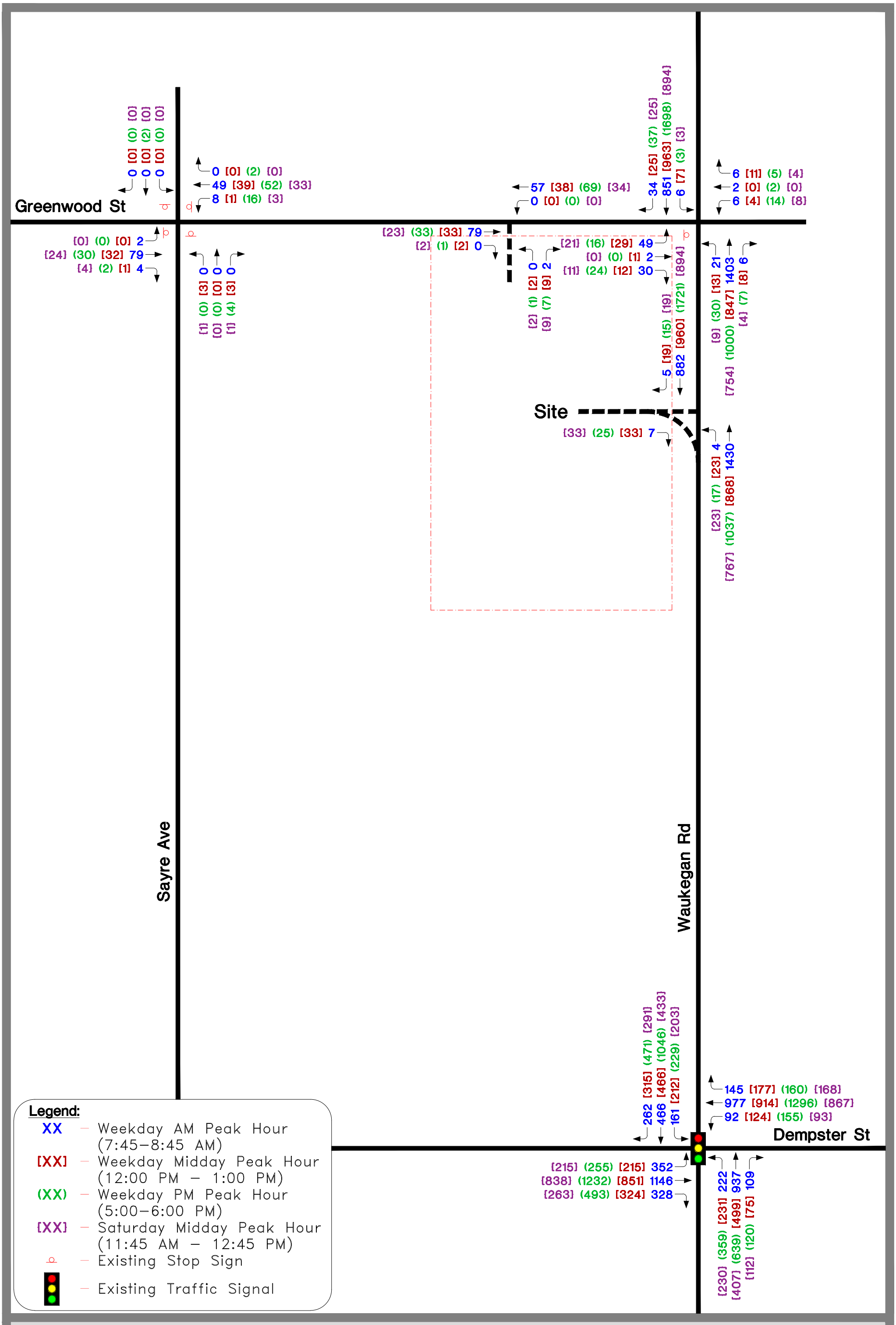


GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 7
Year 2026 No-Build Traffic



GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 8
Year 2026 Total Traffic

Exhibit 9
Intersection Capacity and Queue Analyses

Proposed Taco Bell - 8840 Waukegan Road, Morton Grove, IL

Part A. Parameters - Type of Traffic Control *(Source: Highway Capacity Manual 6th Edition)*

I. Traffic Signals

LOS	Delay (sec / veh)	Description
A	<10	All signal phases clear waiting vehicles without delay
B	>10 and < 20	Minimal delay experienced on select signal phases
C	>20 and < 35	Some delay experienced on several phases; often used as design criteria
D	>35 and < 55	Usually considered as the acceptable delay standard
E	>55 and < 80	Very long delays experienced during the peak hours
F	>80	Unacceptable delays experienced throughout the peak hours

II. Stop Sign

LOS	
A	< 10
B	>10 and < 15
C	>15 and < 25
D	>25 and < 35
E	>35 and < 50
F	>50

Part B. Results

	Roadway Conditions	LOS Per Movement By Approach (> = Shared Lane; - = Non Critical or not Allowed Movement)												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay (sec / veh)	LOS
1. Waukegan Road at Greenwood Street	**TWSC - EB/WB Stops**	LT	TH	RT	LT	TH	RT	LT	TH	TRT	TLT		TRT	**EB Approach Delay [WB Approach Delay]**	
A. Weekday Morning Peak Hour															
Existing Traffic (See *Exhibit 3*)	• Current	>	E	<	>	E	<	B	-	-	B	-	-	36.5	E
	• 95th Queue Length (ft)	-	50	-	-	13	-	3	-	-	0	-	-	[47.9]	[E]
2026 No-Build Traffic (See *Exhibit 7*)	• Current	>	E	<	>	F	<	B	-	-	B	-	-	43.1	E
	• 95th Queue Length (ft)	-	58	-	-	15	-	3	-	-	0	-	-	[56.9]	[F]
2026 Total Traffic (See *Exhibit 8*)	• Current	>	E	<	>	F	<	B	-	-	B	-	-	44.6	E
	• 95th Queue Length (ft)	-	63	-	-	15	-	3	-	-	0	-	-	[57.1]	[F]
B. Weekday Midday Peak Hour															
Existing Traffic (See *Exhibit 3*)	• Current	>	C	<	>	B	<	B	-	-	B	-	-	22.5	C
	• 95th Queue Length (ft)	-	13	-	-	3	-	3	-	-	0	-	-	[14.4]	[B]
2026 No-Build Traffic (See Exhibit 7)	• Current	>	C	<	>	C	<	B	-	-	B	-	-	24.4	C
	• 95th Queue Length (ft)	-	15	-	-	3	-	3	-	-	0	-	-	[15.0]	[C]
2026 Total Traffic (See Exhibit 8)	• Current	>	D	<	>	C	<	B	-	-	B	-	-	27.3	D
	• 95th Queue Length (ft)	-	20	-	-	3	-	3	-	-	0	-	-	[15.1]	[C]
C. Weekday Evening Peak Hour															
Existing Traffic (See *Exhibit 3*)	• Current	>	E	<	>	F	<	C	-	-	B	-	-	38.7	E
	• 95th Queue Length (ft)	-	25	-	-	33	-	8	-	-	0	-	-	[79.9]	[F]
2026 No-Build Traffic (See Exhibit 7)	• Current	>	E	<	>	F	<	C	-	-	B	-	-	45.5	E
	• 95th Queue Length (ft)	-	30	-	-	40	-	10	-	-	0	-	-	[106.2]	[F]
2026 Total Traffic (See Exhibit 8)	• Current	>	F	<	>	F	<	C	-	-	B	-	-	68.8	F
	• 95th Queue Length (ft)	-	50	-	-	40	-	10	-	-	0	-	-	[109.3]	[F]

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Part B. Results

	Roadway Conditions	LOS Per Movement By Approach > = Shared Lane - = Non Critical or not Allowed Movement Eastbound	Westbound	Northbound	Southbound	Intersection / Approach Delay (sec / veh)	LOS
D. Saturday Midday Peak Hour							
Existing Traffic (See *Exhibit 3*)	• Current	> C <	> C <	A - -	A - -	17.0	C
	• 95th Queue Length (ft)	- 5 -	- 3 -	0 - -	0 - -	[16.7]	[C]
2026 No-Build Traffic (See Exhibit 7)	• Current	> C <	> C <	A - -	A - -	17.9	C
	• 95th Queue Length (ft)	- 8 -	- 3 -	0 - -	0 - -	[17.6]	[C]
2026 Total Traffic (See Exhibit 8)	• Current	> C <	> C <	B - -	A - -	20.5	C
	• 95th Queue Length (ft)	- 10 -	- 3 -	0 - -	0 - -	[17.6]	[C]

2. Greenwood Street at Sayre Avenue	**AWSC**	LT TH RT	LT TH RT	LT TH RT	LT TH RT	**Intersection Delay**	
A. Weekday Morning Peak Hour							
Existing Traffic (See *Exhibit 3*)	• Current	> A <	> A <	> A <	> A <	7.7	A
	• 95th Queue Length (ft)	- 13 -	- 8 -	- 0 -	- 0 -		
2026 Total Traffic (See *Exhibit 8*)	• Current	> A <	> A <	> A <	> A <	7.7	A
	• 95th Queue Length (ft)	- 13 -	- 8 -	- 0 -	- 0 -		
B. Weekday Midday Peak Hour							
Existing Traffic (See *Exhibit 3*)	• Current	> A <	> A <	> A <	> A <	7.1	A
	• 95th Queue Length (ft)	- 3 -	- 5 -	- 0 -	- 0 -		
2026 Total Traffic (See Exhibit 8)	• Current	> A <	> A <	> A <	> A <	7.1	A
	• 95th Queue Length (ft)	- 3 -	- 5 -	- 0 -	- 0 -		
C. Weekday Evening Peak Hour							
Existing Traffic (See *Exhibit 3*)	• Current	> A <	> A <	> A <	> A <	7.4	A
	• 95th Queue Length (ft)	- 5 -	- 10 -	- 0 -	- 0 -		
2026 Total Traffic (See Exhibit 8)	• Current	> A <	> A <	> A <	> A <	7.4	A
	• 95th Queue Length (ft)	- 5 -	- 10 -	- 0 -	- 0 -		
D. Saturday Midday Peak Hour							
Existing Traffic (See *Exhibit 3*)	• Current	> A <	> A <	> A <	> A <	7.1	A
	• 95th Queue Length (ft)	- 3 -	- 5 -	- 0 -	- 0 -		
2026 Total Traffic (See Exhibit 8)	• Current	> A <	> A <	> A <	> A <	7.1	A
	• 95th Queue Length (ft)	- 3 -	- 5 -	- 0 -	- 0 -		

Part B. Results

	Roadway Conditions	LOS Per Movement By Approach				Intersection / Approach	
		> = Shared Lane			- = Non Critical or not Allowed Movement		
		Eastbound	Westbound	Northbound	Southbound	Delay (sec / veh)	LOS
3. Waukegan Road at Site	**TWSC - EB Stop**	RT		LT TH	TH TRT	**EB Approach Delay**	
A. Weekday Morning Peak Hour							
2026 Total Traffic (See *Exhibit 8*)	• Proposed	- - B	- - -	B - -	- - -	11.8	B
	• 95th Queue Length (ft)	- - 0	- - -	0 - -	- - -		
B. Weekday Midday Peak Hour							
2026 Total Traffic (See Exhibit 8)	• Proposed	- - B	- - -	B - -	- - -	12.6	B
	• 95th Queue Length (ft)	- - 5	- - -	3 - -	- - -		
C. Weekday Evening Peak Hour							
2026 Total Traffic (See Exhibit 8)	• Proposed	- - C	- - -	C - -	- - -	21.2	C
	• 95th Queue Length (ft)	- - 10	- - -	5 - -	- - -		
D. Saturday Midday Peak Hour							
2026 Total Traffic (See Exhibit 8)	• Proposed	- - B	- - -	B - -	- - -	12.2	B
	• 95th Queue Length (ft)	- - 5	- - -	3 - -	- - -		

4. Greenwood Street at Site	**TWSC - NB Stop**	TH RT	LT TH	LT RT		**NB Approach Delay**	
A. Weekday Morning Peak Hour							
2026 Total Traffic (See *Exhibit 8*)	• Proposed	- - <	> A -	> - A	- - -	8.8	A
	• 95th Queue Length (ft)	- - -	0 - -	- - 0	- - -		
B. Weekday Midday Peak Hour							
2026 Total Traffic (See Exhibit 8)	• Proposed	- - <	> A -	> - A	- - -	8.6	A
	• 95th Queue Length (ft)	- - -	0 - -	- - 0	- - -		
C. Weekday Evening Peak Hour							
2026 Total Traffic (See Exhibit 8)	• Proposed	- - <	> A -	> - A	- - -	8.7	A
	• 95th Queue Length (ft)	- - -	0 - -	- - 0	- - -		
D. Saturday Midday Peak Hour							
2026 Total Traffic (See Exhibit 8)	• Proposed	- - <	> A -	> - A	- - -	8.6	A
	• 95th Queue Length (ft)	- - -	3 - -	- - 0	- - -		

GEWALT HAMILTON ASSOCIATES, INC.

APPENDIX A
Photo Inventory

Looking west along Greenwood St at Sayre Ave

Looking south along Sayre Ave at Greenwood St

Looking east along Greenwood St at Sayre Ave

Looking north along Sayre Ave at Greenwood St

Looking east along Greenwood St at Waukegan Rd

Looking south along Alleyway

Looking east along Greenwood St at Waukegan Rd

Looking south along Waukegan Rd at Greenwood St

Looking west from Hondo Access at Waukegan Rd

Looking north along Waukegan Rd at Greenwood St

Looking west across Waukegan Rd at Site

Looking west along Dempster Dt at Waukegan Rd

Looking north along Waukegan Rd at Dempster St

Looking east along Dempster St at Waukegan Rd

Looking south along Waukegan Rd at Dempster St

Looking north along west side of Waukegan Rd at Site

APPENDIX B

Traffic Count Summary Sheets

1367- IL-43/US-14 & IL-58 - T2 - TMC
Wed Mar 13, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 629662, Location: 42.040857, -87.799125

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	DEMPSTER ST					DEMPSTER ST					IL-43					IL-43					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2019-03-13 12:00AM	8	47	9	1	**65**	5	55	7	0	**67**	7	9	5	2	**23**	6	10	10	0	**26**	**181**
12:15AM	3	38	3	0	**44**	1	39	5	0	**45**	4	7	0	0	**11**	1	5	4	0	**10**	**110**
12:30AM	2	25	4	0	**31**	0	27	7	0	**34**	5	7	0	1	**13**	6	13	2	0	**21**	**99**
12:45AM	2	27	4	0	**33**	1	35	2	0	**38**	10	6	1	0	**17**	3	6	2	0	**11**	**99**
Hourly Total	15	137	20	1	**173**	7	156	21	0	**184**	26	29	6	3	**64**	16	34	18	0	**68**	**489**
1:00AM	1	19	3	0	**23**	2	22	3	0	**27**	7	6	5	0	**18**	2	9	3	0	**14**	**82**
1:15AM	1	22	5	0	**28**	1	24	1	0	**26**	10	9	3	0	**22**	2	1	4	0	**7**	**83**
1:30AM	1	25	2	0	**28**	0	22	1	0	**23**	7	8	6	0	**21**	3	2	2	0	**7**	**79**
1:45AM	1	10	1	0	**12**	0	13	2	0	**15**	2	3	1	0	**6**	1	1	3	0	**5**	**38**
Hourly Total	4	76	11	0	**91**	3	81	7	0	**91**	26	26	15	0	**67**	8	13	12	0	**33**	**282**
2:00AM	0	17	3	0	**20**	3	13	1	0	**17**	4	3	2	0	**9**	0	2	5	0	**7**	**53**
2:15AM	3	14	0	0	**17**	0	15	3	0	**18**	8	4	1	0	**13**	0	7	1	0	**8**	**56**
2:30AM	1	8	3	0	**12**	0	15	2	0	**17**	4	3	3	0	**10**	2	0	2	0	**4**	**43**
2:45AM	2	12	4	0	**18**	0	11	2	0	**13**	0	5	0	0	**5**	1	1	1	0	**3**	**39**
Hourly Total	6	51	10	0	**67**	3	54	8	0	**65**	16	15	6	0	**37**	3	10	9	0	**22**	**191**
3:00AM	1	10	3	0	**14**	0	5	1	0	**6**	1	3	1	0	**5**	3	4	2	0	**9**	**34**
3:15AM	2	13	0	0	**15**	0	11	4	0	**15**	2	4	0	0	**6**	1	0	2	0	**3**	**39**
3:30AM	0	16	4	0	**20**	1	9	1	0	**11**	2	3	1	0	**6**	1	3	1	0	**5**	**42**
3:45AM	0	16	2	0	**18**	1	11	2	0	**14**	1	1	1	0	**3**	3	4	1	0	**8**	**43**
Hourly Total	3	55	9	0	**67**	2	36	8	0	**46**	6	11	3	0	**20**	8	11	6	0	**25**	**158**
4:00AM	3	22	2	0	**27**	0	13	0	0	**13**	1	3	0	0	**4**	0	3	6	0	**9**	**53**
4:15AM	2	29	10	0	**41**	0	16	1	0	**17**	3	4	2	0	**9**	2	9	3	0	**14**	**81**
4:30AM	7	36	10	0	**53**	2	31	1	0	**34**	2	7	0	0	**9**	2	3	4	0	**9**	**105**
4:45AM	11	44	13	0	**68**	1	35	5	0	**41**	5	9	3	1	**18**	7	5	5	0	**17**	**144**
Hourly Total	23	131	35	0	**189**	3	95	7	0	**105**	11	23	5	1	**40**	11	20	18	0	**49**	**383**
5:00AM	5	75	10	0	**90**	1	53	4	0	**58**	7	21	3	0	**31**	3	8	9	0	**20**	**199**
5:15AM	13	97	15	0	**125**	5	54	8	0	**67**	6	17	6	0	**29**	8	16	6	0	**30**	**251**
5:30AM	18	147	21	0	**186**	0	83	8	0	**91**	16	29	10	0	**55**	14	16	11	0	**41**	**373**
5:45AM	29	161	34	0	**224**	8	94	18	0	**120**	9	35	9	0	**53**	23	22	15	0	**60**	**457**
Hourly Total	65	480	80	0	**625**	14	284	38	0	**336**	38	102	28	0	**168**	48	62	41	0	**151**	**1280**
6:00AM	56	231	40	0	**327**	4	108	18	0	**130**	7	55	13	0	**75**	23	41	8	0	**72**	**604**
6:15AM	47	195	60	0	**302**	7	172	20	0	**199**	14	62	12	0	**88**	22	36	21	0	**79**	**668**
6:30AM	59	227	47	0	**333**	11	187	17	0	**215**	22	106	16	0	**144**	20	47	28	0	**95**	**787**
6:45AM	70	253	57	0	**380**	14	203	20	0	**237**	24	125	29	0	**178**	28	52	28	0	**108**	**903**
Hourly Total	232	906	204	0	**1342**	36	670	75	0	**781**	67	348	70	0	**485**	93	176	85	0	**354**	**2962**
7:00AM	54	229	51	0	**334**	9	225	31	0	**265**	43	160	18	0	**221**	24	70	49	0	**143**	**963**
7:15AM	78	296	63	0	**437**	22	255	19	0	**296**	48	201	24	0	**273**	28	85	43	0	**156**	**1162**
7:30AM	94	317	55	0	**466**	21	248	43	0	**312**	40	209	31	0	**280**	29	91	43	0	**163**	**1221**
7:45AM	92	293	74	0	**459**	18	205	28	0	**251**	38	216	27	0	**281**	31	105	56	0	**192**	**1183**
Hourly Total	318	1135	243	0	**1696**	70	933	121	0	**1124**	169	786	100	0	**1055**	112	351	191	0	**654**	**4529**
8:00AM	77	235	68	0	**380**	26	247	35	0	**308**	55	243	30	0	**328**	36	105	63	0	**204**	**1220**
8:15AM	83	246	79	0	**408**	19	221	41	0	**281**	57	236	24	0	**317**	41	111	55	0	**207**	**1213**
8:30AM	80	306	88	0	**474**	24	247	32	0	**303**	59	186	22	0	**267**	43	114	73	0	**230**	**1274**
8:45AM	64	268	72	0	**404**	18	220	33	0	**271**	60	191	20	0	**271**	41	106	48	0	**195**	**1141**
Hourly Total	304	1055	307	0	**1666**	87	935	141	0	**1163**	231	856	96	0	**1183**	161	436	239	0	**836**	**4848**
9:00AM	62	243	54	0	**359**	31	204	35	1	**271**	45	150	23	0	**218**	31	90	69	0	**190**	**1038**
9:15AM	61	241	65	0	**367**	16	188	23	0	**227**	49	147	29	0	**225**	37	116	55	0	**208**	**1027**
9:30AM	75	239	52	0	**366**	20	183	33	0	**236**	49	124	20	0	**193**	44	99	38	0	**181**	**976**
9:45AM	61	238	58	0	**357**	27	209	48	0	**284**	44	99	20	0	**163**	40	87	67	0	**194**	**998**

Leg	DEMPSTER ST					DEMPSTER ST					IL-43					IL-43					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	259	961	229	0	**1449**	94	784	139	1	**1018**	187	520	92	0	**799**	152	392	229	0	**773**	**4039**
10:00AM	51	217	63	0	**331**	12	165	24	0	**201**	44	88	23	0	**155**	34	92	45	0	**171**	**858**
10:15AM	54	226	61	0	**341**	17	196	26	0	**239**	39	86	30	0	**155**	38	90	58	0	**186**	**921**
10:30AM	53	181	40	0	**274**	25	221	32	0	**278**	39	89	18	0	**146**	43	92	65	0	**200**	**898**
10:45AM	51	204	61	0	**316**	42	188	45	0	**275**	52	109	21	0	**182**	48	116	56	1	**221**	**994**
Hourly Total	209	828	225	0	**1262**	96	770	127	0	**993**	174	372	92	0	**638**	163	390	224	1	**778**	**3671**
11:00AM	50	230	66	0	**346**	27	207	39	0	**273**	35	91	19	1	**146**	42	104	61	0	**207**	**972**
11:15AM	45	189	56	0	**290**	31	202	40	0	**273**	54	95	23	0	**172**	50	104	58	0	**212**	**947**
11:30AM	41	233	56	0	**330**	29	204	34	0	**267**	55	118	18	1	**192**	38	121	67	0	**226**	**1015**
11:45AM	46	204	66	0	**316**	36	242	49	0	**327**	51	104	24	1	**180**	40	108	76	0	**224**	**1047**
Hourly Total	182	856	244	0	**1282**	123	855	162	0	**1140**	195	408	84	3	**690**	170	437	262	0	**869**	**3981**
12:00PM	43	181	65	0	**289**	31	188	45	0	**264**	60	123	19	0	**202**	47	103	75	0	**225**	**980**
12:15PM	40	190	88	0	**318**	25	240	39	0	**304**	53	109	13	0	**175**	46	106	73	0	**225**	**1022**
12:30PM	47	203	76	0	**326**	36	165	31	0	**232**	48	119	15	0	**182**	52	127	67	0	**246**	**986**
12:45PM	67	228	76	0	**371**	25	268	45	0	**338**	57	111	24	0	**192**	48	85	76	0	**209**	**1110**
Hourly Total	197	802	305	0	**1304**	117	861	160	0	**1138**	218	462	71	0	**751**	193	421	291	0	**905**	**4098**
1:00PM	53	206	60	0	**319**	25	241	39	0	**305**	63	119	14	0	**196**	57	121	67	0	**245**	**1065**
1:15PM	57	193	72	0	**322**	35	235	44	0	**314**	62	102	24	0	**188**	33	98	68	0	**199**	**1023**
1:30PM	42	221	82	0	**345**	24	242	53	0	**319**	65	124	22	0	**211**	38	113	81	0	**232**	**1107**
1:45PM	63	197	81	0	**341**	33	281	47	0	**361**	64	110	15	0	**189**	48	115	64	0	**227**	**1118**
Hourly Total	215	817	295	0	**1327**	117	999	183	0	**1299**	254	455	75	0	**784**	176	447	280	0	**903**	**4313**
2:00PM	53	220	60	0	**333**	26	207	36	1	**270**	71	109	13	0	**193**	48	131	79	0	**258**	**1054**
2:15PM	65	220	61	0	**346**	26	277	29	0	**332**	68	83	22	0	**173**	40	120	95	0	**255**	**1106**
2:30PM	59	228	90	0	**377**	36	279	45	0	**360**	66	116	15	0	**197**	50	143	103	0	**296**	**1230**
2:45PM	50	255	105	0	**410**	43	269	48	0	**360**	77	146	31	0	**254**	58	129	101	0	**288**	**1312**
Hourly Total	227	923	316	0	**1466**	131	1032	158	1	**1322**	282	454	81	0	**817**	196	523	378	0	**1097**	**4702**
3:00PM	58	239	86	0	**383**	38	244	42	0	**324**	73	131	19	0	**223**	45	163	97	0	**305**	**1235**
3:15PM	54	235	73	0	**362**	46	301	50	0	**397**	74	127	22	0	**223**	47	173	91	0	**311**	**1293**
3:30PM	61	245	91	0	**397**	38	293	34	0	**365**	65	106	14	0	**185**	48	176	89	0	**313**	**1260**
3:45PM	53	263	88	0	**404**	48	295	43	0	**386**	69	133	15	0	**217**	56	189	86	0	**331**	**1338**
Hourly Total	226	982	338	0	**1546**	170	1133	169	0	**1472**	281	497	70	0	**848**	196	701	363	0	**1260**	**5126**
4:00PM	64	247	81	0	**392**	30	202	30	0	**262**	101	143	24	0	**268**	47	227	94	0	**368**	**1290**
4:15PM	75	236	78	0	**389**	34	311	55	0	**400**	83	124	12	0	**219**	40	251	127	0	**418**	**1426**
4:30PM	69	271	96	0	**436**	47	344	44	0	**435**	93	120	27	0	**240**	45	212	125	0	**382**	**1493**
4:45PM	67	230	104	0	**401**	28	247	37	0	**312**	75	137	24	0	**236**	52	247	123	0	**422**	**1371**
Hourly Total	275	984	359	0	**1618**	139	1104	166	0	**1409**	352	524	87	0	**963**	184	937	469	0	**1590**	**5580**
5:00PM	53	260	96	0	**409**	40	343	46	0	**429**	67	132	29	0	**228**	53	264	117	0	**434**	**1500**
5:15PM	53	324	123	0	**500**	21	275	44	0	**340**	91	168	30	0	**289**	58	261	113	0	**432**	**1561**
5:30PM	60	279	107	0	**446**	47	282	29	0	**358**	98	176	30	0	**304**	44	249	109	0	**402**	**1510**
5:45PM	70	298	138	0	**506**	38	321	27	0	**386**	82	121	24	0	**227**	56	198	101	0	**355**	**1474**
Hourly Total	236	1161	464	0	**1861**	146	1221	146	0	**1513**	338	597	113	0	**1048**	211	972	440	0	**1623**	**6045**
6:00PM	66	279	88	0	**433**	38	251	38	0	**327**	85	148	24	0	**257**	43	242	77	0	**362**	**1379**
6:15PM	65	268	71	0	**404**	47	339	33	0	**419**	71	124	25	1	**221**	46	144	85	0	**275**	**1319**
6:30PM	45	232	77	0	**354**	29	254	36	0	**319**	69	99	27	0	**195**	31	155	61	0	**247**	**1115**
6:45PM	46	271	102	0	**419**	38	261	41	0	**340**	86	109	17	0	**212**	32	114	55	0	**201**	**1172**
Hourly Total	222	1050	338	0	**1610**	152	1105	148	0	**1405**	311	480	93	1	**885**	152	655	278	0	**1085**	**4985**
7:00PM	40	186	63	0	**289**	26	238	34	0	**298**	52	102	19	0	**173**	32	119	74	0	**225**	**985**
7:15PM	52	219	51	0	**322**	34	206	33	0	**273**	64	65	17	0	**146**	31	90	64	0	**185**	**926**
7:30PM	42	221	59	0	**322**	28	245	29	0	**302**	40	56	16	1	**113**	36	87	56	0	**179**	**916**
7:45PM	36	196	59	0	**291**	21	206	32	0	**259**	53	45	10	0	**108**	24	105	42	0	**171**	**829**
Hourly Total	170	822	232	0	**1224**	109	895	128	0	**1132**	209	268	62	1	**540**	123	401	236	0	**760**	**3656**
8:00PM	49	201	43	0	**293**	21	192	30	0	**243**	67	96	16	0	**179**	26	82	56	0	**164**	**879**
8:15PM	33	206	57	0	**296**	24	198	22	0	**244**	48	77	10	0	**135**	25	105	45	0	**175**	**850**
8:30PM	33	200	41	0	**274**	23	151	20	0	**194**	42	56	16	0	**114**	29	71	31	0	**131**	**713**
8:45PM	26	176	54	0	**256**	22	158	22	0	**202**	31	49	21	0	**101**	27	81	38	0	**146**	**705**

Leg	DEMPSTER ST					DEMPSTER ST					IL-43					IL-43					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
Hourly Total	141	783	195	0	**1119**	90	699	94	0	**883**	188	278	63	0	**529**	107	339	170	0	**616**	**3147**
9:00PM	18	135	36	0	**189**	18	181	14	0	**213**	36	49	8	1	**94**	33	65	50	0	**148**	**644**
9:15PM	19	146	32	0	**197**	13	189	25	0	**227**	31	40	7	0	**78**	19	75	36	0	**130**	**632**
9:30PM	7	128	31	0	**166**	18	190	18	0	**226**	28	49	13	1	**91**	20	46	31	0	**97**	**580**
9:45PM	25	146	23	0	**194**	15	134	15	0	**164**	23	34	6	0	**63**	17	36	29	0	**82**	**503**
Hourly Total	69	555	122	0	**746**	64	694	72	0	**830**	118	172	34	2	**326**	89	222	146	0	**457**	**2359**
10:00PM	21	134	15	0	**170**	13	104	13	0	**130**	39	49	6	0	**94**	26	55	23	0	**104**	**498**
10:15PM	8	112	25	0	**145**	11	123	18	0	**152**	27	31	6	0	**64**	17	37	14	0	**68**	**429**
10:30PM	12	99	22	0	**133**	17	106	6	0	**129**	31	40	14	0	**85**	19	33	6	0	**58**	**405**
10:45PM	11	57	12	0	**80**	9	105	3	0	**117**	24	34	9	1	**68**	7	19	7	0	**33**	**298**
Hourly Total	52	402	74	0	**528**	50	438	40	0	**528**	121	154	35	1	**311**	69	144	50	0	**263**	**1630**
11:00PM	6	64	14	0	**84**	16	112	10	0	**138**	18	22	5	0	**45**	14	21	5	0	**40**	**307**
11:15PM	8	58	8	0	**74**	4	74	10	0	**88**	13	6	8	0	**27**	11	15	4	0	**30**	**219**
11:30PM	6	67	7	0	**80**	5	59	3	0	**67**	10	15	2	0	**27**	5	13	8	0	**26**	**200**
11:45PM	7	55	10	0	**72**	9	55	8	0	**72**	13	9	2	0	**24**	7	12	8	0	**27**	**195**
Hourly Total	27	244	39	0	**310**	34	300	31	0	**365**	54	52	17	0	**123**	37	61	25	0	**123**	**921**
Total	3677	16196	4694	1	**24568**	1857	16134	2349	2	**20342**	3872	7889	1398	12	**13171**	2678	8155	4460	1	**15294**	**73375**
% Approach	15.0%	65.9%	19.1%	0%	-	9.1%	79.3%	11.5%	0%	-	29.4%	59.9%	10.6%	0.1%	-	17.5%	53.3%	29.2%	0%	-	-
% Total	5.0%	22.1%	6.4%	0%	**33.5%**	2.5%	22.0%	3.2%	0%	**27.7%**	5.3%	10.8%	1.9%	0%	**18.0%**	3.6%	11.1%	6.1%	0%	**20.8%**	-
Lights	3567	15816	4519	1	**23903**	1817	15738	2286	2	**19843**	3728	7696	1364	12	**12800**	2610	7947	4364	1	**14922**	71468
% Lights	97.0%	97.7%	96.3%	100%	**97.3%**	97.8%	97.5%	97.3%	100%	**97.5%**	96.3%	97.6%	97.6%	100%	**97.2%**	97.5%	97.4%	97.8%	100%	**97.6%**	97.4%
Articulated Trucks	35	96	94	0	**225**	11	108	12	0	**131**	82	63	7	0	**152**	10	56	26	0	**92**	600
% Articulated Trucks	1.0%	0.6%	2.0%	0%	**0.9%**	0.6%	0.7%	0.5%	0%	**0.6%**	2.1%	0.8%	0.5%	0%	**1.2%**	0.4%	0.7%	0.6%	0%	**0.6%**	0.8%
Buses and Single-Unit Trucks	75	284	81	0	**440**	29	288	51	0	**368**	62	130	27	0	**219**	58	152	70	0	**280**	1307
% Buses and Single-Unit Trucks	2.0%	1.8%	1.7%	0%	**1.8%**	1.6%	1.8%	2.2%	0%	**1.8%**	1.6%	1.6%	1.9%	0%	**1.7%**	2.2%	1.9%	1.6%	0%	**1.8%**	1.8%

*L: Left, R: Right, T: Thru, U: U-Turn

1367- IL-43/US-14 & IL-58 - T2 - TMC
Wed Mar 13, 2019
AM Peak (Mar 13 2019 7:45AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 629662, Location: 42.040857, -87.799125

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	DEMPSTER ST					DEMPSTER ST					IL-43					IL-43					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2019-03-13 7:45AM	92	293	74	0	**459**	18	205	28	0	**251**	38	216	27	0	**281**	31	105	56	0	**192**	**1183**
8:00AM	77	235	68	0	**380**	26	247	35	0	**308**	55	243	30	0	**328**	36	105	63	0	**204**	**1220**
8:15AM	83	246	79	0	**408**	19	221	41	0	**281**	57	236	24	0	**317**	41	111	55	0	**207**	**1213**
8:30AM	80	306	88	0	**474**	24	247	32	0	**303**	59	186	22	0	**267**	43	114	73	0	**230**	**1274**
Total	332	1080	309	0	**1721**	87	920	136	0	**1143**	209	881	103	0	**1193**	151	435	247	0	**833**	**4890**
% Approach	19.3%	62.8%	18.0%	0%	-	7.6%	80.5%	11.9%	0%	-	17.5%	73.8%	8.6%	0%	-	18.1%	52.2%	29.7%	0%	-	-
% Total	6.8%	22.1%	6.3%	0%	**35.2%**	1.8%	18.8%	2.8%	0%	**23.4%**	4.3%	18.0%	2.1%	0%	**24.4%**	3.1%	8.9%	5.1%	0%	**17.0%**	-
PHF	0.902	0.882	0.878	-	**0.908**	0.837	0.931	0.829	-	**0.928**	0.886	0.906	0.858	-	**0.909**	0.878	0.954	0.846	-	**0.905**	0.960
Lights	321	1051	296	0	**1668**	81	896	131	0	**1108**	205	860	100	0	**1165**	140	423	240	0	**803**	4744
% Lights	96.7%	97.3%	95.8%	0%	**96.9%**	93.1%	97.4%	96.3%	0%	**96.9%**	98.1%	97.6%	97.1%	0%	**97.7%**	92.7%	97.2%	97.2%	0%	**96.4%**	97.0%
Articulated Trucks	2	5	4	0	**11**	1	9	1	0	**11**	0	6	0	0	**6**	3	4	0	0	**7**	35
% Articulated Trucks	0.6%	0.5%	1.3%	0%	**0.6%**	1.1%	1.0%	0.7%	0%	**1.0%**	0%	0.7%	0%	0%	**0.5%**	2.0%	0.9%	0%	0%	**0.8%**	0.7%
Buses and Single-Unit Trucks	9	24	9	0	**42**	5	15	4	0	**24**	4	15	3	0	**22**	8	8	7	0	**23**	111
% Buses and Single-Unit Trucks	2.7%	2.2%	2.9%	0%	**2.4%**	5.7%	1.6%	2.9%	0%	**2.1%**	1.9%	1.7%	2.9%	0%	**1.8%**	5.3%	1.8%	2.8%	0%	**2.8%**	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

1367- IL-43/US-14 & IL-58 - T2 - TMC
Wed Mar 13, 2019
Midday Peak (Mar 13 2019 12PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 629662, Location: 42.040857, -87.799125

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	DEMPSTER ST					DEMPSTER ST					IL-43					IL-43					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2019-03-13 12:00PM	43	181	65	0	**289**	31	188	45	0	**264**	60	123	19	0	**202**	47	103	75	0	**225**	**980**
12:15PM	40	190	88	0	**318**	25	240	39	0	**304**	53	109	13	0	**175**	46	106	73	0	**225**	**1022**
12:30PM	47	203	76	0	**326**	36	165	31	0	**232**	48	119	15	0	**182**	52	127	67	0	**246**	**986**
12:45PM	67	228	76	0	**371**	25	268	45	0	**338**	57	111	24	0	**192**	48	85	76	0	**209**	**1110**
Total	197	802	305	0	**1304**	117	861	160	0	**1138**	218	462	71	0	**751**	193	421	291	0	**905**	**4098**
% Approach	15.1%	61.5%	23.4%	0%	-	10.3%	75.7%	14.1%	0%	-	29.0%	61.5%	9.5%	0%	-	21.3%	46.5%	32.2%	0%	-	-
% Total	4.8%	19.6%	7.4%	0%	**31.8%**	2.9%	21.0%	3.9%	0%	**27.8%**	5.3%	11.3%	1.7%	0%	**18.3%**	4.7%	10.3%	7.1%	0%	**22.1%**	-
PHF	0.735	0.879	0.866	-	**0.879**	0.813	0.803	0.889	-	**0.842**	0.908	0.939	0.740	-	**0.929**	0.928	0.829	0.957	-	**0.920**	0.923
Lights	185	771	286	0	**1242**	114	827	155	0	**1096**	208	448	70	0	**726**	189	408	284	0	**881**	3945
% Lights	93.9%	96.1%	93.8%	0%	**95.2%**	97.4%	96.1%	96.9%	0%	**96.3%**	95.4%	97.0%	98.6%	0%	**96.7%**	97.9%	96.9%	97.6%	0%	**97.3%**	96.3%
Articulated Trucks	2	6	11	0	**19**	1	9	1	0	**11**	4	5	0	0	**9**	0	5	1	0	**6**	45
% Articulated Trucks	1.0%	0.7%	3.6%	0%	**1.5%**	0.9%	1.0%	0.6%	0%	**1.0%**	1.8%	1.1%	0%	0%	**1.2%**	0%	1.2%	0.3%	0%	**0.7%**	1.1%
Buses and Single-Unit Trucks	10	25	8	0	**43**	2	25	4	0	**31**	6	9	1	0	**16**	4	8	6	0	**18**	108
% Buses and Single-Unit Trucks	5.1%	3.1%	2.6%	0%	**3.3%**	1.7%	2.9%	2.5%	0%	**2.7%**	2.8%	1.9%	1.4%	0%	**2.1%**	2.1%	1.9%	2.1%	0%	**2.0%**	2.6%

*L: Left, R: Right, T: Thru, U: U-Turn

1367- IL-43/US-14 & IL-58 - T2 - TMC
Wed Mar 13, 2019
PM Peak (Mar 13 2019 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 629662, Location: 42.040857, -87.799125

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	DEMPSTER ST					DEMPSTER ST					IL-43					IL-43					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2019-03-13 5:00PM	53	260	96	0	**409**	40	343	46	0	**429**	67	132	29	0	**228**	53	264	117	0	**434**	**1500**
5:15PM	53	324	123	0	**500**	21	275	44	0	**340**	91	168	30	0	**289**	58	261	113	0	**432**	**1561**
5:30PM	60	279	107	0	**446**	47	282	29	0	**358**	98	176	30	0	**304**	44	249	109	0	**402**	**1510**
5:45PM	70	298	138	0	**506**	38	321	27	0	**386**	82	121	24	0	**227**	56	198	101	0	**355**	**1474**
Total	236	1161	464	0	**1861**	146	1221	146	0	**1513**	338	597	113	0	**1048**	211	972	440	0	**1623**	**6045**
% Approach	12.7%	62.4%	24.9%	0%	-	9.6%	80.7%	9.6%	0%	-	32.3%	57.0%	10.8%	0%	-	13.0%	59.9%	27.1%	0%	-	-
% Total	3.9%	19.2%	7.7%	0%	**30.8%**	2.4%	20.2%	2.4%	0%	**25.0%**	5.6%	9.9%	1.9%	0%	**17.3%**	3.5%	16.1%	7.3%	0%	**26.8%**	-
PHF	0.843	0.896	0.841	-	**0.919**	0.777	0.890	0.793	-	**0.882**	0.862	0.848	0.942	-	**0.862**	0.909	0.920	0.940	-	**0.935**	0.968
Lights	235	1154	452	0	**1841**	142	1203	141	0	**1486**	336	590	113	0	**1039**	206	963	436	0	**1605**	5971
% Lights	99.6%	99.4%	97.4%	0%	**98.9%**	97.3%	98.5%	96.6%	0%	**98.2%**	99.4%	98.8%	100%	0%	**99.1%**	97.6%	99.1%	99.1%	0%	**98.9%**	98.8%
Articulated Trucks	1	2	8	0	**11**	2	3	0	0	**5**	2	3	0	0	**5**	0	1	0	0	**1**	22
% Articulated Trucks	0.4%	0.2%	1.7%	0%	**0.6%**	1.4%	0.2%	0%	0%	**0.3%**	0.6%	0.5%	0%	0%	**0.5%**	0%	0.1%	0%	0%	**0.1%**	0.4%
Buses and Single-Unit Trucks	0	5	4	0	**9**	2	15	5	0	**22**	0	4	0	0	**4**	5	8	4	0	**17**	52
% Buses and Single-Unit Trucks	0%	0.4%	0.9%	0%	**0.5%**	1.4%	1.2%	3.4%	0%	**1.5%**	0%	0.7%	0%	0%	**0.4%**	2.4%	0.8%	0.9%	0%	**1.0%**	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Thu Mar 19, 2020
Full Length (6 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759396, Location: 42.040791, -87.799106

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Dempster					Dempster					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 6:00AM	29	114	23	0	**166**	0	71	22	0	**93**	6	35	7	0	**48**	11	20	16	0	**47**	**354**
6:15AM	32	99	32	0	**163**	4	78	12	0	**94**	11	48	7	0	**66**	14	33	18	0	**65**	**388**
6:30AM	38	165	40	0	**243**	5	111	18	0	**134**	17	51	8	0	**76**	11	46	20	0	**77**	**530**
6:45AM	45	167	51	0	**263**	8	114	18	0	**140**	13	66	14	0	**93**	20	40	23	0	**83**	**579**
Hourly Total	144	545	146	0	**835**	17	374	70	0	**461**	47	200	36	0	**283**	56	139	77	0	**272**	**1851**
7:00AM	29	132	33	0	**194**	6	85	19	0	**110**	19	70	17	0	**106**	16	38	23	0	**77**	**487**
7:15AM	40	169	38	0	**247**	12	114	16	0	**142**	17	80	13	0	**110**	16	42	22	0	**80**	**579**
7:30AM	58	179	37	0	**274**	10	135	25	0	**170**	19	111	8	1	**139**	16	51	34	0	**101**	**684**
7:45AM	63	144	44	0	**251**	10	138	19	0	**167**	23	103	23	0	**149**	18	67	35	0	**120**	**687**
Hourly Total	190	624	152	0	**966**	38	472	79	0	**589**	78	364	61	1	**504**	66	198	114	0	**378**	**2437**
8:00AM	56	133	32	0	**221**	10	113	17	0	**140**	15	77	14	0	**106**	21	59	28	0	**108**	**575**
8:15AM	40	136	45	0	**221**	7	156	33	0	**196**	29	68	14	0	**111**	27	61	35	0	**123**	**651**
8:30AM	47	154	43	0	**244**	9	132	29	0	**170**	21	83	20	0	**124**	24	57	50	0	**131**	**669**
8:45AM	35	144	40	1	**220**	11	127	28	0	**166**	26	104	12	0	**142**	21	72	31	0	**124**	**652**
Hourly Total	178	567	160	1	**906**	37	528	107	0	**672**	91	332	60	0	**483**	93	249	144	0	**486**	**2547**
11:00AM	43	151	41	0	**235**	17	97	25	0	**139**	36	70	10	0	**116**	20	64	54	0	**138**	**628**
11:15AM	35	136	56	0	**227**	9	151	32	0	**192**	31	72	21	0	**124**	28	73	43	0	**144**	**687**
11:30AM	35	158	50	0	**243**	17	127	21	1	**166**	35	66	12	0	**113**	24	79	55	0	**158**	**680**
11:45AM	36	150	49	0	**235**	16	137	38	0	**191**	40	71	22	0	**133**	43	81	58	0	**182**	**741**
Hourly Total	149	595	196	0	**940**	59	512	116	1	**688**	142	279	65	0	**486**	115	297	210	0	**622**	**2736**
12:00PM	35	135	42	0	**212**	19	160	25	0	**204**	29	64	25	0	**118**	34	96	63	0	**193**	**727**
12:15PM	37	156	47	1	**241**	12	162	42	1	**217**	41	99	19	2	**161**	33	88	51	0	**172**	**791**
12:30PM	44	167	57	1	**269**	24	163	28	1	**216**	42	89	17	1	**149**	33	86	54	0	**173**	**807**
12:45PM	38	147	49	1	**235**	19	163	29	1	**212**	59	79	13	0	**151**	33	65	54	0	**152**	**750**
Hourly Total	154	605	195	3	**957**	74	648	124	3	**849**	171	331	74	3	**579**	133	335	222	0	**690**	**3075**
4:00PM	45	175	41	0	**261**	23	205	39	0	**267**	61	99	13	0	**173**	28	105	70	0	**203**	**904**
4:15PM	38	138	57	0	**233**	18	156	35	0	**209**	42	93	17	0	**152**	29	131	67	0	**227**	**821**
4:30PM	34	141	30	0	**205**	21	216	37	0	**274**	45	79	15	1	**140**	32	102	73	0	**207**	**826**
4:45PM	46	182	54	0	**282**	25	207	32	1	**265**	53	79	12	1	**145**	26	107	88	0	**221**	**913**
Hourly Total	163	636	182	0	**981**	87	784	143	1	**1015**	201	350	57	2	**610**	115	445	298	0	**858**	**3464**
5:00PM	32	152	44	1	**229**	7	184	22	1	**214**	45	79	17	1	**142**	29	114	65	0	**208**	**793**
5:15PM	31	183	35	0	**249**	22	207	31	0	**260**	67	75	12	0	**154**	36	96	57	0	**189**	**852**
5:30PM	29	176	41	0	**246**	18	152	25	0	**195**	48	86	21	0	**155**	25	107	60	0	**192**	**788**
5:45PM	31	139	44	0	**214**	15	222	28	1	**266**	50	84	17	0	**151**	21	84	49	0	**154**	**785**
Hourly Total	123	650	164	1	**938**	62	765	106	2	**935**	210	324	67	1	**602**	111	401	231	0	**743**	**3218**
6:00PM	28	152	57	0	**237**	11	162	22	0	**195**	47	56	15	0	**118**	32	71	36	0	**139**	**689**
6:15PM	24	136	42	0	**202**	6	164	21	0	**191**	43	59	16	0	**118**	26	69	38	0	**133**	**644**
6:30PM	32	130	31	1	**194**	9	125	22	0	**156**	33	64	7	0	**104**	26	66	48	0	**140**	**594**
6:45PM	10	110	38	0	**158**	13	122	13	0	**148**	30	52	12	0	**94**	22	55	21	0	**98**	**498**
Hourly Total	94	528	168	1	**791**	39	573	78	0	**690**	153	231	50	0	**434**	106	261	143	0	**510**	**2425**
Total	1195	4750	1363	6	**7314**	413	4656	823	7	**5899**	1093	2411	470	7	**3981**	795	2325	1439	0	**4559**	**21753**
% Approach	16.3%	64.9%	18.6%	0.1%	-	7.0%	78.9%	14.0%	0.1%	-	27.5%	60.6%	11.8%	0.2%	-	17.4%	51.0%	31.6%	0%	-	-
% Total	5.5%	21.8%	6.3%	0%	**33.6%**	1.9%	21.4%	3.8%	0%	**27.1%**	5.0%	11.1%	2.2%	0%	**18.3%**	3.7%	10.7%	6.6%	0%	**21.0%**	-
Lights	1152	4546	1288	6	**6992**	387	4473	791	7	**5658**	1044	2329	459	7	**3839**	759	2243	1405	0	**4407**	20896
% Lights	96.4%	95.7%	94.5%	100%	**95.6%**	93.7%	96.1%	96.1%	100%	**95.9%**	95.5%	96.6%	97.7%	100%	**96.4%**	95.5%	96.5%	97.6%	0%	**96.7%**	96.1%
Articulated Trucks	19	47	47	0	**113**	8	42	9	0	**59**	37	24	3	0	**64**	8	31	9	0	**48**	284

Leg Direction	Dempster Eastbound					Dempster Westbound					Waukegan Northbound					Waukegan Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
% Articulated Trucks	1.6%	1.0%	3.4%	0%	**1.5%**	1.9%	0.9%	1.1%	0%	**1.0%**	3.4%	1.0%	0.6%	0%	**1.6%**	1.0%	1.3%	0.6%	0%	**1.1%**	1.3%
Buses and Single-Unit Trucks	24	157	28	0	**209**	18	141	23	0	**182**	12	58	8	0	**78**	28	51	25	0	**104**	573
% Buses and Single-Unit Trucks	2.0%	3.3%	2.1%	0%	**2.9%**	4.4%	3.0%	2.8%	0%	**3.1%**	1.1%	2.4%	1.7%	0%	**2.0%**	3.5%	2.2%	1.7%	0%	**2.3%**	2.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Thu Mar 19, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759396, Location: 42.040791, -87.799106

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Dempster					Dempster					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 7:30AM	58	179	37	0	**274**	10	135	25	0	**170**	19	111	8	1	**139**	16	51	34	0	**101**	**684**
7:45AM	63	144	44	0	**251**	10	138	19	0	**167**	23	103	23	0	**149**	18	67	35	0	**120**	**687**
8:00AM	56	133	32	0	**221**	10	113	17	0	**140**	15	77	14	0	**106**	21	59	28	0	**108**	**575**
8:15AM	40	136	45	0	**221**	7	156	33	0	**196**	29	68	14	0	**111**	27	61	35	0	**123**	**651**
Total	217	592	158	0	**967**	37	542	94	0	**673**	86	359	59	1	**505**	82	238	132	0	**452**	**2597**
% Approach	22.4%	61.2%	16.3%	0%	-	5.5%	80.5%	14.0%	0%	-	17.0%	71.1%	11.7%	0.2%	-	18.1%	52.7%	29.2%	0%	-	-
% Total	8.4%	22.8%	6.1%	0%	**37.2%**	1.4%	20.9%	3.6%	0%	**25.9%**	3.3%	13.8%	2.3%	0%	**19.4%**	3.2%	9.2%	5.1%	0%	**17.4%**	-
PHF	0.861	0.827	0.878	-	**0.882**	0.925	0.869	0.712	-	**0.858**	0.741	0.809	0.641	0.250	**0.847**	0.759	0.888	0.943	-	**0.919**	0.945
Lights	204	547	147	0	**898**	32	519	87	0	**638**	78	343	55	1	**477**	78	221	127	0	**426**	2439
% Lights	94.0%	92.4%	93.0%	0%	**92.9%**	86.5%	95.8%	92.6%	0%	**94.8%**	90.7%	95.5%	93.2%	100%	**94.5%**	95.1%	92.9%	96.2%	0%	**94.2%**	93.9%
Articulated Trucks	6	4	9	0	**19**	0	7	1	0	**8**	7	5	1	0	**13**	1	3	1	0	**5**	45
% Articulated Trucks	2.8%	0.7%	5.7%	0%	**2.0%**	0%	1.3%	1.1%	0%	**1.2%**	8.1%	1.4%	1.7%	0%	**2.6%**	1.2%	1.3%	0.8%	0%	**1.1%**	1.7%
Buses and Single-Unit Trucks	7	41	2	0	**50**	5	16	6	0	**27**	1	11	3	0	**15**	3	14	4	0	**21**	113
% Buses and Single-Unit Trucks	3.2%	6.9%	1.3%	0%	**5.2%**	13.5%	3.0%	6.4%	0%	**4.0%**	1.2%	3.1%	5.1%	0%	**3.0%**	3.7%	5.9%	3.0%	0%	**4.6%**	4.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Thu Mar 19, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759396, Location: 42.040791, -87.799106

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Dempster Eastbound					Dempster Westbound					Waukegan Northbound					Waukegan Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2020-03-19 12:00PM	35	135	42	0	**212**	19	160	25	0	**204**	29	64	25	0	**118**	34	96	63	0	**193**	**727**
12:15PM	37	156	47	1	**241**	12	162	42	1	**217**	41	99	19	2	**161**	33	88	51	0	**172**	**791**
12:30PM	44	167	57	1	**269**	24	163	28	1	**216**	42	89	17	1	**149**	33	86	54	0	**173**	**807**
12:45PM	38	147	49	1	**235**	19	163	29	1	**212**	59	79	13	0	**151**	33	65	54	0	**152**	**750**
Total	154	605	195	3	**957**	74	648	124	3	**849**	171	331	74	3	**579**	133	335	222	0	**690**	**3075**
% Approach	16.1%	63.2%	20.4%	0.3%	-	8.7%	76.3%	14.6%	0.4%	-	29.5%	57.2%	12.8%	0.5%	-	19.3%	48.6%	32.2%	0%	-	-
% Total	5.0%	19.7%	6.3%	0.1%	**31.1%**	2.4%	21.1%	4.0%	0.1%	**27.6%**	5.6%	10.8%	2.4%	0.1%	**18.8%**	4.3%	10.9%	7.2%	0%	**22.4%**	-
PHF	0.875	0.906	0.855	0.750	**0.889**	0.771	0.994	0.738	0.750	**0.978**	0.725	0.836	0.740	0.375	**0.899**	0.978	0.872	0.881	-	**0.894**	0.953
Lights	150	578	183	3	**914**	71	615	119	3	**808**	160	316	74	3	**553**	130	317	213	0	**660**	2935
% Lights	97.4%	95.5%	93.8%	100%	**95.5%**	95.9%	94.9%	96.0%	100%	**95.2%**	93.6%	95.5%	100%	100%	**95.5%**	97.7%	94.6%	95.9%	0%	**95.7%**	95.4%
Articulated Trucks	1	10	6	0	**17**	0	5	1	0	**6**	9	5	0	0	**14**	1	6	1	0	**8**	45
% Articulated Trucks	0.6%	1.7%	3.1%	0%	**1.8%**	0%	0.8%	0.8%	0%	**0.7%**	5.3%	1.5%	0%	0%	**2.4%**	0.8%	1.8%	0.5%	0%	**1.2%**	1.5%
Buses and Single-Unit Trucks	3	17	6	0	**26**	3	28	4	0	**35**	2	10	0	0	**12**	2	12	8	0	**22**	95
% Buses and Single-Unit Trucks	1.9%	2.8%	3.1%	0%	**2.7%**	4.1%	4.3%	3.2%	0%	**4.1%**	1.2%	3.0%	0%	0%	**2.1%**	1.5%	3.6%	3.6%	0%	**3.2%**	3.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Thu Mar 19, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759396, Location: 42.040791, -87.799106

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Dempster					Dempster					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 4:00PM	45	175	41	0	**261**	23	205	39	0	**267**	61	99	13	0	**173**	28	105	70	0	**203**	**904**
4:15PM	38	138	57	0	**233**	18	156	35	0	**209**	42	93	17	0	**152**	29	131	67	0	**227**	**821**
4:30PM	34	141	30	0	**205**	21	216	37	0	**274**	45	79	15	1	**140**	32	102	73	0	**207**	**826**
4:45PM	46	182	54	0	**282**	25	207	32	1	**265**	53	79	12	1	**145**	26	107	88	0	**221**	**913**
Total	163	636	182	0	**981**	87	784	143	1	**1015**	201	350	57	2	**610**	115	445	298	0	**858**	**3464**
% Approach	16.6%	64.8%	18.6%	0%	-	8.6%	77.2%	14.1%	0.1%	-	33.0%	57.4%	9.3%	0.3%	-	13.4%	51.9%	34.7%	0%	-	-
% Total	4.7%	18.4%	5.3%	0%	**28.3%**	2.5%	22.6%	4.1%	0%	**29.3%**	5.8%	10.1%	1.6%	0.1%	**17.6%**	3.3%	12.8%	8.6%	0%	**24.8%**	-
PHF	0.886	0.874	0.798	-	**0.870**	0.870	0.907	0.917	0.250	**0.926**	0.824	0.884	0.838	0.500	**0.882**	0.898	0.849	0.847	-	**0.945**	0.949
Lights	160	621	177	0	**958**	84	766	140	1	**991**	198	342	56	2	**598**	114	438	296	0	**848**	3395
% Lights	98.2%	97.6%	97.3%	0%	**97.7%**	96.6%	97.7%	97.9%	100%	**97.6%**	98.5%	97.7%	98.2%	100%	**98.0%**	99.1%	98.4%	99.3%	0%	**98.8%**	98.0%
Articulated Trucks	2	3	3	0	**8**	3	1	1	0	**5**	3	2	0	0	**5**	0	2	1	0	**3**	21
% Articulated Trucks	1.2%	0.5%	1.6%	0%	**0.8%**	3.4%	0.1%	0.7%	0%	**0.5%**	1.5%	0.6%	0%	0%	**0.8%**	0%	0.4%	0.3%	0%	**0.3%**	0.6%
Buses and Single-Unit Trucks	1	12	2	0	**15**	0	17	2	0	**19**	0	6	1	0	**7**	1	5	1	0	**7**	48
% Buses and Single-Unit Trucks	0.6%	1.9%	1.1%	0%	**1.5%**	0%	2.2%	1.4%	0%	**1.9%**	0%	1.7%	1.8%	0%	**1.1%**	0.9%	1.1%	0.3%	0%	**0.8%**	1.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Sat Mar 21, 2020
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759399, Location: 42.040841, -87.799102

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Dempster					Dempster					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 11:00AM	36	107	32	0	**175**	7	156	32	1	**196**	31	65	23	0	**119**	31	74	45	0	**150**	**640**
11:15AM	29	114	48	0	**191**	19	153	29	1	**202**	42	80	18	1	**141**	26	66	53	0	**145**	**679**
11:30AM	27	150	41	0	**218**	11	146	29	0	**186**	38	67	17	1	**123**	36	69	50	0	**155**	**682**
11:45AM	38	153	49	0	**240**	18	149	34	0	**201**	39	71	21	0	**131**	40	70	55	0	**165**	**737**
Hourly Total	130	524	170	0	**824**	55	604	124	2	**785**	150	283	79	2	**514**	133	279	203	0	**615**	**2738**
12:00PM	36	132	54	0	**222**	19	175	32	0	**226**	40	61	22	1	**124**	38	74	44	0	**156**	**728**
12:15PM	36	157	41	0	**234**	17	134	30	0	**181**	49	71	20	0	**140**	36	64	53	0	**153**	**708**
12:30PM	37	150	42	0	**229**	12	155	18	1	**186**	35	78	16	0	**129**	25	85	49	0	**159**	**703**
12:45PM	38	129	53	0	**220**	10	153	27	0	**190**	31	66	14	0	**111**	24	73	49	0	**146**	**667**
Hourly Total	147	568	190	0	**905**	58	617	107	1	**783**	155	276	72	1	**504**	123	296	195	0	**614**	**2806**
1:00PM	36	124	52	0	**212**	8	154	28	0	**190**	52	60	14	0	**126**	30	64	48	0	**142**	**670**
1:15PM	37	152	61	0	**250**	18	177	25	1	**221**	32	83	14	0	**129**	28	75	38	0	**141**	**741**
1:30PM	38	142	46	0	**226**	14	157	26	0	**197**	43	95	8	0	**146**	33	76	42	0	**151**	**720**
1:45PM	36	137	41	0	**214**	15	171	32	0	**218**	48	85	23	1	**157**	22	79	48	0	**149**	**738**
Hourly Total	147	555	200	0	**902**	55	659	111	1	**826**	175	323	59	1	**558**	113	294	176	0	**583**	**2869**
Total	424	1647	560	0	**2631**	168	1880	342	4	**2394**	480	882	210	4	**1576**	369	869	574	0	**1812**	**8413**
% Approach	16.1%	62.6%	21.3%	0%	-	7.0%	78.5%	14.3%	0.2%	-	30.5%	56.0%	13.3%	0.3%	-	20.4%	48.0%	31.7%	0%	-	-
% Total	5.0%	19.6%	6.7%	0%	**31.3%**	2.0%	22.3%	4.1%	0%	**28.5%**	5.7%	10.5%	2.5%	0%	**18.7%**	4.4%	10.3%	6.8%	0%	**21.5%**	-
Lights	422	1617	551	0	**2590**	161	1848	333	4	**2346**	474	873	201	4	**1552**	366	859	564	0	**1789**	8277
% Lights	99.5%	98.2%	98.4%	0%	**98.4%**	95.8%	98.3%	97.4%	100%	**98.0%**	98.8%	99.0%	95.7%	100%	**98.5%**	99.2%	98.8%	98.3%	0%	**98.7%**	98.4%
Articulated Trucks	1	9	3	0	**13**	0	8	5	0	**13**	4	1	0	0	**5**	1	6	3	0	**10**	41
% Articulated Trucks	0.2%	0.5%	0.5%	0%	**0.5%**	0%	0.4%	1.5%	0%	**0.5%**	0.8%	0.1%	0%	0%	**0.3%**	0.3%	0.7%	0.5%	0%	**0.6%**	0.5%
Buses and Single-Unit Trucks	1	21	6	0	**28**	7	24	4	0	**35**	2	8	9	0	**19**	2	4	7	0	**13**	95
% Buses and Single-Unit Trucks	0.2%	1.3%	1.1%	0%	**1.1%**	4.2%	1.3%	1.2%	0%	**1.5%**	0.4%	0.9%	4.3%	0%	**1.2%**	0.5%	0.5%	1.2%	0%	**0.7%**	1.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Sat Mar 21, 2020
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759399, Location: 42.040841, -87.799102

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Dempster					Dempster					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 11:45AM	38	153	49	0	**240**	18	149	34	0	**201**	39	71	21	0	**131**	40	70	55	0	**165**	**737**
12:00PM	36	132	54	0	**222**	19	175	32	0	**226**	40	61	22	1	**124**	38	74	44	0	**156**	**728**
12:15PM	36	157	41	0	**234**	17	134	30	0	**181**	49	71	20	0	**140**	36	64	53	0	**153**	**708**
12:30PM	37	150	42	0	**229**	12	155	18	1	**186**	35	78	16	0	**129**	25	85	49	0	**159**	**703**
Total	147	592	186	0	**925**	66	613	114	1	**794**	163	281	79	1	**524**	139	293	201	0	**633**	**2876**
% Approach	15.9%	64.0%	20.1%	0%	-	8.3%	77.2%	14.4%	0.1%	-	31.1%	53.6%	15.1%	0.2%	-	22.0%	46.3%	31.8%	0%	-	-
% Total	5.1%	20.6%	6.5%	0%	**32.2%**	2.3%	21.3%	4.0%	0%	**27.6%**	5.7%	9.8%	2.7%	0%	**18.2%**	4.8%	10.2%	7.0%	0%	**22.0%**	-
PHF	0.967	0.943	0.861	-	**0.964**	0.868	0.876	0.838	0.250	**0.878**	0.832	0.901	0.898	0.250	**0.936**	0.869	0.862	0.914	-	**0.959**	0.976
Lights	146	578	183	0	**907**	61	604	110	1	**776**	162	278	75	1	**516**	138	286	198	0	**622**	2821
% Lights	99.3%	97.6%	98.4%	0%	**98.1%**	92.4%	98.5%	96.5%	100%	**97.7%**	99.4%	98.9%	94.9%	100%	**98.5%**	99.3%	97.6%	98.5%	0%	**98.3%**	98.1%
Articulated Trucks	0	5	0	0	**5**	0	2	2	0	**4**	0	0	0	0	**0**	1	4	0	0	**5**	14
% Articulated Trucks	0%	0.8%	0%	0%	**0.5%**	0%	0.3%	1.8%	0%	**0.5%**	0%	0%	0%	0%	**0%**	0.7%	1.4%	0%	0%	**0.8%**	0.5%
Buses and Single-Unit Trucks	1	9	3	0	**13**	5	7	2	0	**14**	1	3	4	0	**8**	0	3	3	0	**6**	41
% Buses and Single-Unit Trucks	0.7%	1.5%	1.6%	0%	**1.4%**	7.6%	1.1%	1.8%	0%	**1.8%**	0.6%	1.1%	5.1%	0%	**1.5%**	0%	1.0%	1.5%	0%	**0.9%**	1.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Dempster/Waukegan - TMC
Sat Mar 21, 2020
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759399, Location: 42.040841, -87.799102

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Dempster					Dempster					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 1:00PM	36	124	52	0	**212**	8	154	28	0	**190**	52	60	14	0	**126**	30	64	48	0	**142**	**670**
1:15PM	37	152	61	0	**250**	18	177	25	1	**221**	32	83	14	0	**129**	28	75	38	0	**141**	**741**
1:30PM	38	142	46	0	**226**	14	157	26	0	**197**	43	95	8	0	**146**	33	76	42	0	**151**	**720**
1:45PM	36	137	41	0	**214**	15	171	32	0	**218**	48	85	23	1	**157**	22	79	48	0	**149**	**738**
Total	147	555	200	0	**902**	55	659	111	1	**826**	175	323	59	1	**558**	113	294	176	0	**583**	**2869**
% Approach	16.3%	61.5%	22.2%	0%	-	6.7%	79.8%	13.4%	0.1%	-	31.4%	57.9%	10.6%	0.2%	-	19.4%	50.4%	30.2%	0%	-	-
% Total	5.1%	19.3%	7.0%	0%	**31.4%**	1.9%	23.0%	3.9%	0%	**28.8%**	6.1%	11.3%	2.1%	0%	**19.4%**	3.9%	10.2%	6.1%	0%	**20.3%**	-
PHF	0.967	0.913	0.820	-	**0.902**	0.764	0.931	0.867	0.250	**0.934**	0.841	0.850	0.641	0.250	**0.889**	0.856	0.930	0.917	-	**0.965**	0.968
Lights	147	545	198	0	**890**	54	652	111	1	**818**	174	318	57	1	**550**	112	292	172	0	**576**	2834
% Lights	100%	98.2%	99.0%	0%	**98.7%**	98.2%	98.9%	100%	100%	**99.0%**	99.4%	98.5%	96.6%	100%	**98.6%**	99.1%	99.3%	97.7%	0%	**98.8%**	98.8%
Articulated Trucks	0	3	1	0	**4**	0	2	0	0	**2**	1	1	0	0	**2**	0	2	1	0	**3**	11
% Articulated Trucks	0%	0.5%	0.5%	0%	**0.4%**	0%	0.3%	0%	0%	**0.2%**	0.6%	0.3%	0%	0%	**0.4%**	0%	0.7%	0.6%	0%	**0.5%**	0.4%
Buses and Single-Unit Trucks	0	7	1	0	**8**	1	5	0	0	**6**	0	4	2	0	**6**	1	0	3	0	**4**	24
% Buses and Single-Unit Trucks	0%	1.3%	0.5%	0%	**0.9%**	1.8%	0.8%	0%	0%	**0.7%**	0%	1.2%	3.4%	0%	**1.1%**	0.9%	0%	1.7%	0%	**0.7%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Thu Mar 19, 2020
Full Length (6 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759398, Location: 42.042616, -87.800479

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Greenwood					Sayre					Sayre					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 6:00AM	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
6:15AM	0	4	0	0	**4**	1	0	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	**6**
6:30AM	0	5	0	0	**5**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
6:45AM	0	11	0	0	**11**	0	1	0	0	**1**	0	0	1	0	**1**	0	0	0	0	**0**	**13**
Hourly Total	0	26	0	0	**26**	1	2	0	0	**3**	0	0	2	0	**2**	0	0	0	0	**0**	**31**
7:00AM	0	8	0	0	**8**	0	2	0	0	**2**	1	0	0	0	**1**	0	0	0	0	**0**	**11**
7:15AM	0	3	0	0	**3**	0	1	0	0	**1**	1	0	1	0	**2**	0	0	0	0	**0**	**6**
7:30AM	0	6	0	0	**6**	1	3	0	0	**4**	1	0	1	0	**2**	0	0	0	0	**0**	**12**
7:45AM	1	14	1	0	**16**	1	2	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
Hourly Total	1	31	1	0	**33**	2	8	0	0	**10**	3	0	2	0	**5**	0	0	0	0	**0**	**48**
8:00AM	0	8	1	0	**9**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
8:15AM	0	15	0	0	**15**	2	8	0	1	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**26**
8:30AM	0	6	0	0	**6**	1	5	0	1	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**13**
8:45AM	0	7	0	0	**7**	0	3	0	0	**3**	0	0	0	0	**0**	1	0	0	0	**1**	**11**
Hourly Total	0	36	1	0	**37**	3	23	0	2	**28**	0	0	0	0	**0**	1	0	0	0	**1**	**66**
11:00AM	1	7	0	0	**8**	1	9	0	0	**10**	1	0	0	0	**1**	0	1	0	0	**1**	**20**
11:15AM	0	3	1	0	**4**	1	4	0	0	**5**	1	1	1	0	**3**	0	0	1	0	**1**	**13**
11:30AM	0	1	2	0	**3**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
11:45AM	1	2	0	0	**3**	1	6	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
Hourly Total	2	13	3	0	**18**	3	21	0	0	**24**	2	1	1	0	**4**	0	1	1	0	**2**	**48**
12:00PM	0	10	1	0	**11**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**18**
12:15PM	0	5	0	0	**5**	1	8	0	0	**9**	1	0	1	0	**2**	0	0	0	0	**0**	**16**
12:30PM	0	7	0	0	**7**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
12:45PM	0	5	0	0	**5**	0	5	0	1	**6**	1	0	1	0	**2**	0	0	0	0	**0**	**13**
Hourly Total	0	27	1	0	**28**	1	24	0	1	**26**	2	0	2	0	**4**	0	0	0	0	**0**	**58**
4:00PM	0	3	0	0	**3**	4	12	0	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
4:15PM	0	4	0	0	**4**	3	4	0	0	**7**	0	0	1	0	**1**	0	0	0	0	**0**	**12**
4:30PM	0	4	0	0	**4**	2	5	1	0	**8**	0	0	0	0	**0**	0	1	0	0	**1**	**13**
4:45PM	0	1	1	0	**2**	0	4	0	0	**4**	0	0	1	0	**1**	0	0	0	0	**0**	**7**
Hourly Total	0	12	1	0	**13**	9	25	1	0	**35**	0	0	2	0	**2**	0	1	0	0	**1**	**51**
5:00PM	0	3	2	0	**5**	2	6	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**13**
5:15PM	1	1	0	0	**2**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	1	0	**1**	**7**
5:30PM	0	2	0	0	**2**	1	7	0	0	**8**	1	0	1	0	**2**	0	0	0	0	**0**	**12**
5:45PM	0	3	0	0	**3**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
Hourly Total	1	9	2	0	**12**	3	21	0	0	**24**	1	0	1	0	**2**	0	0	1	0	**1**	**39**
6:00PM	0	0	1	0	**1**	1	6	0	0	**7**	1	0	1	0	**2**	0	0	0	0	**0**	**10**
6:15PM	0	2	0	0	**2**	3	6	0	0	**9**	1	0	0	0	**1**	0	0	0	0	**0**	**12**
6:30PM	0	0	0	0	**0**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
6:45PM	0	4	1	0	**5**	1	2	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
Hourly Total	0	6	2	0	**8**	5	18	0	0	**23**	2	0	1	0	**3**	0	0	0	0	**0**	**34**
Total	4	160	11	0	**175**	27	142	1	3	**173**	10	1	11	0	**22**	1	2	2	0	**5**	**375**
% Approach	2.3%	91.4%	6.3%	0%	-	15.6%	82.1%	0.6%	1.7%	-	45.5%	4.5%	50.0%	0%	-	20.0%	40.0%	40.0%	0%	-	-
% Total	1.1%	42.7%	2.9%	0%	**46.7%**	7.2%	37.9%	0.3%	0.8%	**46.1%**	2.7%	0.3%	2.9%	0%	**5.9%**	0.3%	0.5%	0.5%	0%	**1.3%**	-
Lights	4	159	10	0	**173**	26	140	1	3	**170**	10	1	11	0	**22**	1	2	2	0	**5**	370
% Lights	100%	99.4%	90.9%	0%	**98.9%**	96.3%	98.6%	100%	100%	**98.3%**	100%	100%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	98.7%

Leg Direction	Greenwood Eastbound					Greenwood Westbound					Sayre Northbound					Sayre Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	3.7%	0%	0%	0%	**0.6%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.3%
Buses and Single-Unit Trucks	0	1	1	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	4
% Buses and Single-Unit Trucks	0%	0.6%	9.1%	0%	**1.1%**	0%	1.4%	0%	0%	**1.2%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	1.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Thu Mar 19, 2020
AM Peak (7:45 AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759398, Location: 42.042616, -87.800479

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Greenwood					Sayre					Sayre					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 7:45AM	1	14	1	0	**16**	1	2	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
8:00AM	0	8	1	0	**9**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
8:15AM	0	15	0	0	**15**	2	8	0	1	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**26**
8:30AM	0	6	0	0	**6**	1	5	0	1	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**13**
Total	1	43	2	0	**46**	4	22	0	2	**28**	0	0	0	0	**0**	0	0	0	0	**0**	**74**
% Approach	2.2%	93.5%	4.3%	0%	-	14.3%	78.6%	0%	7.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-
% Total	1.4%	58.1%	2.7%	0%	**62.2%**	5.4%	29.7%	0%	2.7%	**37.8%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	-
PHF	0.250	0.717	0.500	-	**0.719**	0.500	0.688	-	0.500	**0.636**	-	-	-	-	-	-	-	-	-	-	0.712
Lights	1	43	2	0	**46**	3	21	0	2	**26**	0	0	0	0	**0**	0	0	0	0	**0**	72
% Lights	100%	100%	100%	0%	**100%**	75.0%	95.5%	0%	100%	**92.9%**	0%	0%	0%	0%	-	0%	0%	0%	0%	-	97.3%
Articulated Trucks	0	0	0	0	**0**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	25.0%	0%	0%	0%	**3.6%**	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.4%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	4.5%	0%	0%	**3.6%**	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Thu Mar 19, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759398, Location: 42.042616, -87.800479

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Greenwood					Sayre					Sayre					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 12:00PM	0	10	1	0	**11**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**18**
12:15PM	0	5	0	0	**5**	1	8	0	0	**9**	1	0	1	0	**2**	0	0	0	0	**0**	**16**
12:30PM	0	7	0	0	**7**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
12:45PM	0	5	0	0	**5**	0	5	0	1	**6**	1	0	1	0	**2**	0	0	0	0	**0**	**13**
Total	0	27	1	0	**28**	1	24	0	1	**26**	2	0	2	0	**4**	0	0	0	0	**0**	**58**
% Approach	0%	96.4%	3.6%	0%	-	3.8%	92.3%	0%	3.8%	-	50.0%	0%	50.0%	0%	-	0%	0%	0%	0%	-	-
% Total	0%	46.6%	1.7%	0%	**48.3%**	1.7%	41.4%	0%	1.7%	**44.8%**	3.4%	0%	3.4%	0%	**6.9%**	0%	0%	0%	0%	**0%**	-
PHF	-	0.675	0.250	-	**0.636**	0.250	0.750	-	0.250	**0.722**	0.500	-	0.500	-	**0.500**	-	-	-	-	-	0.806
Lights	0	27	1	0	**28**	1	24	0	1	**26**	2	0	2	0	**4**	0	0	0	0	**0**	58
% Lights	0%	100%	100%	0%	**100%**	100%	100%	0%	100%	**100%**	100%	0%	100%	0%	**100%**	0%	0%	0%	0%	-	100%
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%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	-	0%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Thu Mar 19, 2020
PM Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759398, Location: 42.042616, -87.800479

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Greenwood Eastbound					Greenwood Westbound					Sayre Northbound					Sayre Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 4:00PM	0	3	0	0	**3**	4	12	0	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
4:15PM	0	4	0	0	**4**	3	4	0	0	**7**	0	0	1	0	**1**	0	0	0	0	**0**	**12**
4:30PM	0	4	0	0	**4**	2	5	1	0	**8**	0	0	0	0	**0**	0	1	0	0	**1**	**13**
4:45PM	0	1	1	0	**2**	0	4	0	0	**4**	0	0	1	0	**1**	0	0	0	0	**0**	**7**
Total	0	12	1	0	**13**	9	25	1	0	**35**	0	0	2	0	**2**	0	1	0	0	**1**	**51**
% Approach	0%	92.3%	7.7%	0%	-	25.7%	71.4%	2.9%	0%	-	0%	0%	100%	0%	-	0%	100%	0%	0%	-	-
% Total	0%	23.5%	2.0%	0%	**25.5%**	17.6%	49.0%	2.0%	0%	**68.6%**	0%	0%	3.9%	0%	**3.9%**	0%	2.0%	0%	0%	**2.0%**	-
PHF	-	0.750	0.250	-	**0.813**	0.563	0.521	0.250	-	**0.547**	-	-	0.500	-	**0.500**	-	0.250	-	-	**0.250**	0.671
Lights	0	12	0	0	**12**	9	25	1	0	**35**	0	0	2	0	**2**	0	1	0	0	**1**	50
% Lights	0%	100%	0%	0%	**92.3%**	100%	100%	100%	0%	**100%**	0%	0%	100%	0%	**100%**	0%	100%	0%	0%	**100%**	98.0%
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%
Buses and Single-Unit Trucks	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	0%	100%	0%	**7.7%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	2.0%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Sat Mar 21, 2020
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759401, Location: 42.042634, -87.8004

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Greenwood					Sayre					Sayre					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 11:00AM	0	4	0	0	**4**	0	4	0	0	**4**	0	0	1	0	**1**	0	0	0	0	**0**	**9**
11:15AM	0	2	1	0	**3**	3	1	0	0	**4**	0	0	1	0	**1**	0	0	0	0	**0**	**8**
11:30AM	0	3	0	0	**3**	0	6	0	0	**6**	0	0	1	0	**1**	0	0	0	0	**0**	**10**
11:45AM	0	3	0	0	**3**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
Hourly Total	0	12	1	0	**13**	3	18	0	0	**21**	0	0	3	0	**3**	0	0	0	0	**0**	**37**
12:00PM	0	2	1	0	**3**	1	4	0	0	**5**	1	0	0	0	**1**	0	0	0	0	**0**	**9**
12:15PM	0	2	0	0	**2**	0	7	0	0	**7**	0	0	1	0	**1**	0	0	0	0	**0**	**10**
12:30PM	0	6	1	0	**7**	0	5	0	0	**5**	0	0	1	0	**1**	0	0	0	0	**0**	**13**
12:45PM	0	0	0	0	**0**	0	3	0	0	**3**	1	1	1	0	**3**	0	1	0	0	**1**	**7**
Hourly Total	0	10	2	0	**12**	1	19	0	0	**20**	2	1	3	0	**6**	0	1	0	0	**1**	**39**
1:00PM	0	7	0	0	**7**	0	9	0	0	**9**	1	0	0	0	**1**	0	0	0	0	**0**	**17**
1:15PM	0	4	1	0	**5**	2	7	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	**14**
1:30PM	0	6	1	0	**7**	0	3	0	0	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**11**
1:45PM	0	5	1	0	**6**	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
Hourly Total	0	22	3	0	**25**	2	24	0	0	**26**	1	0	1	0	**2**	0	0	0	0	**0**	**53**
Total	0	44	6	0	**50**	6	61	0	0	**67**	3	1	7	0	**11**	0	1	0	0	**1**	**129**
% Approach	0%	88.0%	12.0%	0%	-	9.0%	91.0%	0%	0%	-	27.3%	9.1%	63.6%	0%	-	0%	100%	0%	0%	-	-
% Total	0%	34.1%	4.7%	0%	**38.8%**	4.7%	47.3%	0%	0%	**51.9%**	2.3%	0.8%	5.4%	0%	**8.5%**	0%	0.8%	0%	0%	**0.8%**	-
Lights	0	44	5	0	**49**	6	61	0	0	**67**	3	1	7	0	**11**	0	1	0	0	**1**	128
% Lights	0%	100%	83.3%	0%	**98.0%**	100%	100%	0%	0%	**100%**	100%	100%	100%	0%	**100%**	0%	100%	0%	0%	**100%**	99.2%
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%
Buses and Single-Unit Trucks	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	0%	16.7%	0%	**2.0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Sat Mar 21, 2020
Midday Peak (WKND) (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759401, Location: 42.042634, -87.8004

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Greenwood					Sayre					Sayre					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 11:45AM	0	3	0	0	**3**	0	7	0	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
12:00PM	0	2	1	0	**3**	1	4	0	0	**5**	1	0	0	0	**1**	0	0	0	0	**0**	**9**
12:15PM	0	2	0	0	**2**	0	7	0	0	**7**	0	0	1	0	**1**	0	0	0	0	**0**	**10**
12:30PM	0	6	1	0	**7**	0	5	0	0	**5**	0	0	1	0	**1**	0	0	0	0	**0**	**13**
Total	0	13	2	0	**15**	1	23	0	0	**24**	1	0	2	0	**3**	0	0	0	0	**0**	**42**
% Approach	0%	86.7%	13.3%	0%	-	4.2%	95.8%	0%	0%	-	33.3%	0%	66.7%	0%	-	0%	0%	0%	0%	-	-
% Total	0%	31.0%	4.8%	0%	**35.7%**	2.4%	54.8%	0%	0%	**57.1%**	2.4%	0%	4.8%	0%	**7.1%**	0%	0%	0%	0%	**0%**	-
PHF	-	0.542	0.500	-	**0.536**	0.250	0.821	-	-	**0.857**	0.250	-	0.500	-	**0.750**	-	-	-	-	-	0.808
Lights	0	13	2	0	**15**	1	23	0	0	**24**	1	0	2	0	**3**	0	0	0	0	**0**	42
% Lights	0%	100%	100%	0%	**100%**	100%	100%	0%	0%	**100%**	100%	0%	100%	0%	**100%**	0%	0%	0%	0%	-	100%
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%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	-	0%

*L: Left, R: Right, T: Thru, U: U-Turn

Greenwood/Sayre - TMC
Sat Mar 21, 2020
PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759401, Location: 42.042634, -87.8004

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Greenwood					Sayre					Sayre					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 1:00PM	0	7	0	0	**7**	0	9	0	0	**9**	1	0	0	0	**1**	0	0	0	0	**0**	**17**
1:15PM	0	4	1	0	**5**	2	7	0	0	**9**	0	0	0	0	**0**	0	0	0	0	**0**	**14**
1:30PM	0	6	1	0	**7**	0	3	0	0	**3**	0	0	1	0	**1**	0	0	0	0	**0**	**11**
1:45PM	0	5	1	0	**6**	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
Total	0	22	3	0	**25**	2	24	0	0	**26**	1	0	1	0	**2**	0	0	0	0	**0**	**53**
% Approach	0%	88.0%	12.0%	0%	-	7.7%	92.3%	0%	0%	-	50.0%	0%	50.0%	0%	-	0%	0%	0%	0%	-	-
% Total	0%	41.5%	5.7%	0%	**47.2%**	3.8%	45.3%	0%	0%	**49.1%**	1.9%	0%	1.9%	0%	**3.8%**	0%	0%	0%	0%	**0%**	-
PHF	-	0.786	0.750	-	**0.893**	0.250	0.667	-	-	**0.722**	0.250	-	0.250	-	**0.500**	-	-	-	-	-	0.779
Lights	0	22	2	0	**24**	2	24	0	0	**26**	1	0	1	0	**2**	0	0	0	0	**0**	52
% Lights	0%	100%	66.7%	0%	**96.0%**	100%	100%	0%	0%	**100%**	100%	0%	100%	0%	**100%**	0%	0%	0%	0%	-	98.1%
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%
Buses and Single-Unit Trucks	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	0%	33.3%	0%	**4.0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	-	1.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Thu Mar 19, 2020
Full Length (6 AM-9 AM, 11 AM-1 PM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759397, Location: 42.04262, -87.799224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Access					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 6:00AM	3	0	3	0	**6**	0	0	0	0	**0**	0	84	0	0	**84**	0	47	0	0	**47**	**137**
6:15AM	2	1	2	0	**5**	0	0	0	0	**0**	0	88	1	0	**89**	0	60	1	0	**61**	**155**
6:30AM	4	0	1	0	**5**	0	0	0	0	**0**	0	98	3	0	**101**	0	74	1	0	**75**	**181**
6:45AM	6	1	4	0	**11**	0	0	1	0	**1**	1	126	0	0	**127**	6	80	0	0	**86**	**225**
Hourly Total	15	2	10	0	**27**	0	0	1	0	**1**	1	396	4	0	**401**	6	261	2	0	**269**	**698**
7:00AM	7	0	2	0	**9**	0	0	0	0	**0**	2	111	1	0	**114**	0	71	1	0	**72**	**195**
7:15AM	1	0	1	0	**2**	1	0	0	0	**1**	0	134	1	0	**135**	0	78	1	0	**79**	**217**
7:30AM	2	0	5	0	**7**	0	0	0	0	**0**	4	190	0	1	**195**	0	96	0	0	**96**	**298**
7:45AM	8	1	2	0	**11**	0	0	0	0	**0**	1	191	0	0	**192**	1	117	3	0	**121**	**324**
Hourly Total	18	1	10	0	**29**	1	0	0	0	**1**	7	626	2	1	**636**	1	362	5	0	**368**	**1034**
8:00AM	3	0	3	0	**6**	1	1	0	0	**2**	0	156	0	0	**156**	0	107	5	0	**112**	**276**
8:15AM	8	0	8	0	**16**	1	0	3	0	**4**	7	135	1	0	**143**	2	123	7	0	**132**	**295**
8:30AM	6	0	3	0	**9**	1	0	0	0	**1**	3	163	2	0	**168**	0	119	3	0	**122**	**300**
8:45AM	3	0	6	0	**9**	0	0	1	0	**1**	2	161	2	0	**165**	0	119	1	0	**120**	**295**
Hourly Total	20	0	20	0	**40**	3	1	4	0	**8**	12	615	5	0	**632**	2	468	16	0	**486**	**1166**
11:00AM	5	1	3	0	**9**	1	0	2	0	**3**	5	131	3	1	**140**	0	138	7	0	**145**	**297**
11:15AM	2	0	2	0	**4**	0	0	0	0	**0**	2	135	1	0	**138**	2	141	2	0	**145**	**287**
11:30AM	0	0	1	0	**1**	0	0	1	0	**1**	0	124	1	0	**125**	2	162	1	0	**165**	**292**
11:45AM	2	0	0	0	**2**	0	0	1	0	**1**	3	142	2	0	**147**	1	182	4	0	**187**	**337**
Hourly Total	9	1	6	0	**16**	1	0	4	0	**5**	10	532	7	1	**550**	5	623	14	0	**642**	**1213**
12:00PM	3	1	3	0	**7**	1	0	4	0	**5**	0	120	2	0	**122**	2	184	6	0	**192**	**326**
12:15PM	3	0	2	0	**5**	1	0	1	0	**2**	4	173	1	1	**179**	0	176	5	1	**182**	**368**
12:30PM	7	0	4	0	**11**	1	0	2	0	**3**	3	160	1	0	**164**	2	166	4	0	**172**	**350**
12:45PM	4	1	3	0	**8**	1	0	0	0	**1**	5	143	0	1	**149**	0	160	3	0	**163**	**321**
Hourly Total	17	2	12	0	**31**	4	0	7	0	**11**	12	596	4	2	**614**	4	686	18	1	**709**	**1365**
4:00PM	2	0	1	0	**3**	4	0	1	0	**5**	8	196	2	1	**207**	0	217	8	0	**225**	**440**
4:15PM	1	0	4	0	**5**	1	1	0	0	**2**	4	152	0	0	**156**	0	197	4	0	**201**	**364**
4:30PM	2	0	5	0	**7**	2	0	1	0	**3**	3	141	2	1	**147**	1	203	7	0	**211**	**368**
4:45PM	0	0	4	0	**4**	1	0	1	0	**2**	2	150	0	0	**152**	1	213	2	0	**216**	**374**
Hourly Total	5	0	14	0	**19**	8	1	3	0	**12**	17	639	4	2	**662**	2	830	21	0	**853**	**1546**
5:00PM	2	0	4	0	**6**	0	1	3	0	**4**	4	128	1	2	**135**	1	205	8	0	**214**	**359**
5:15PM	3	0	1	0	**4**	0	0	0	0	**0**	2	137	1	0	**140**	0	191	5	0	**196**	**340**
5:30PM	1	0	1	0	**2**	0	0	1	0	**1**	2	119	0	0	**121**	0	177	4	0	**181**	**305**
5:45PM	1	0	1	0	**2**	0	0	0	0	**0**	2	143	3	0	**148**	2	157	4	0	**163**	**313**
Hourly Total	7	0	7	0	**14**	0	1	4	0	**5**	10	527	5	2	**544**	3	730	21	0	**754**	**1317**
6:00PM	0	0	3	0	**3**	3	0	4	0	**7**	4	106	0	1	**111**	1	135	3	0	**139**	**260**
6:15PM	1	0	1	0	**2**	1	0	1	0	**2**	3	108	1	1	**113**	0	131	3	0	**134**	**251**
6:30PM	0	0	0	0	**0**	0	0	0	0	**0**	1	112	0	0	**113**	0	141	2	0	**143**	**256**
6:45PM	1	0	3	0	**4**	4	0	0	0	**4**	1	74	0	0	**75**	0	87	1	0	**88**	**171**
Hourly Total	2	0	7	0	**9**	8	0	5	0	**13**	9	400	1	2	**412**	1	494	9	0	**504**	**938**
Total	93	6	86	0	**185**	25	3	28	0	**56**	78	4331	32	10	**4451**	24	4454	106	1	**4585**	**9277**
% Approach	50.3%	3.2%	46.5%	0%	-	44.6%	5.4%	50.0%	0%	-	1.8%	97.3%	0.7%	0.2%	-	0.5%	97.1%	2.3%	0%	-	-
% Total	1.0%	0.1%	0.9%	0%	**2.0%**	0.3%	0%	0.3%	0%	**0.6%**	0.8%	46.7%	0.3%	0.1%	**48.0%**	0.3%	48.0%	1.1%	0%	**49.4%**	-
Lights	91	6	85	0	**182**	25	3	27	0	**55**	77	4185	30	10	**4302**	21	4310	105	1	**4437**	8976
% Lights	97.8%	100%	98.8%	0%	**98.4%**	100%	100%	96.4%	0%	**98.2%**	98.7%	96.6%	93.8%	100%	**96.7%**	87.5%	96.8%	99.1%	100%	**96.8%**	96.8%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	1	51	0	0	**52**	0	48	0	0	**48**	100

Leg Direction	Greenwood Eastbound					Access Westbound					Waukegan Northbound					Waukegan Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	1.3%	1.2%	0%	0%	**1.2%**	0%	1.1%	0%	0%	**1.0%**	1.1%
Buses and Single-Unit Trucks	2	0	1	0	**3**	0	0	1	0	**1**	0	95	2	0	**97**	3	96	1	0	**100**	201
% Buses and Single-Unit Trucks	2.2%	0%	1.2%	0%	**1.6%**	0%	0%	3.6%	0%	**1.8%**	0%	2.2%	6.3%	0%	**2.2%**	12.5%	2.2%	0.9%	0%	**2.2%**	2.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Thu Mar 19, 2020
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759397, Location: 42.04262, -87.799224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Access					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 7:45AM	8	1	2	0	**11**	0	0	0	0	**0**	1	191	0	0	**192**	1	117	3	0	**121**	**324**
8:00AM	3	0	3	0	**6**	1	1	0	0	**2**	0	156	0	0	**156**	0	107	5	0	**112**	**276**
8:15AM	8	0	8	0	**16**	1	0	3	0	**4**	7	135	1	0	**143**	2	123	7	0	**132**	**295**
8:30AM	6	0	3	0	**9**	1	0	0	0	**1**	3	163	2	0	**168**	0	119	3	0	**122**	**300**
Total	25	1	16	0	**42**	3	1	3	0	**7**	11	645	3	0	**659**	3	466	18	0	**487**	**1195**
% Approach	59.5%	2.4%	38.1%	0%	-	42.9%	14.3%	42.9%	0%	-	1.7%	97.9%	0.5%	0%	-	0.6%	95.7%	3.7%	0%	-	-
% Total	2.1%	0.1%	1.3%	0%	**3.5%**	0.3%	0.1%	0.3%	0%	**0.6%**	0.9%	54.0%	0.3%	0%	**55.1%**	0.3%	39.0%	1.5%	0%	**40.8%**	-
PHF	0.781	0.250	0.500	-	**0.656**	0.750	0.250	0.250	-	**0.438**	0.393	0.844	0.375	-	**0.858**	0.375	0.947	0.643	-	**0.922**	0.922
Lights	25	1	15	0	**41**	3	1	2	0	**6**	10	615	3	0	**628**	2	435	18	0	**455**	1130
% Lights	100%	100%	93.8%	0%	**97.6%**	100%	100%	66.7%	0%	**85.7%**	90.9%	95.3%	100%	0%	**95.3%**	66.7%	93.3%	100%	0%	**93.4%**	94.6%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	1	14	0	0	**15**	0	8	0	0	**8**	23
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	9.1%	2.2%	0%	0%	**2.3%**	0%	1.7%	0%	0%	**1.6%**	1.9%
Buses and Single-Unit Trucks	0	0	1	0	**1**	0	0	1	0	**1**	0	16	0	0	**16**	1	23	0	0	**24**	42
% Buses and Single-Unit Trucks	0%	0%	6.3%	0%	**2.4%**	0%	0%	33.3%	0%	**14.3%**	0%	2.5%	0%	0%	**2.4%**	33.3%	4.9%	0%	0%	**4.9%**	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Thu Mar 19, 2020
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759397, Location: 42.04262, -87.799224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Access					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 11:45AM	2	0	0	0	**2**	0	0	1	0	**1**	3	142	2	0	**147**	1	182	4	0	**187**	**337**
12:00PM	3	1	3	0	**7**	1	0	4	0	**5**	0	120	2	0	**122**	2	184	6	0	**192**	**326**
12:15PM	3	0	2	0	**5**	1	0	1	0	**2**	4	173	1	1	**179**	0	176	5	1	**182**	**368**
12:30PM	7	0	4	0	**11**	1	0	2	0	**3**	3	160	1	0	**164**	2	166	4	0	**172**	**350**
Total	15	1	9	0	**25**	3	0	8	0	**11**	10	595	6	1	**612**	5	708	19	1	**733**	**1381**
% Approach	60.0%	4.0%	36.0%	0%	-	27.3%	0%	72.7%	0%	-	1.6%	97.2%	1.0%	0.2%	-	0.7%	96.6%	2.6%	0.1%	-	-
% Total	1.1%	0.1%	0.7%	0%	**1.8%**	0.2%	0%	0.6%	0%	**0.8%**	0.7%	43.1%	0.4%	0.1%	**44.3%**	0.4%	51.3%	1.4%	0.1%	**53.1%**	-
PHF	0.536	0.250	0.563		**0.568**	0.750	-	0.500		**0.550**	0.625	0.860	0.750	0.250	**0.855**	0.625	0.962	0.792	0.250	**0.954**	0.938
Lights	15	1	9	0	**25**	3	0	8	0	**11**	10	574	6	1	**591**	4	678	19	1	**702**	1329
% Lights	100%	100%	100%	0%	**100%**	100%	0%	100%	0%	**100%**	100%	96.5%	100%	100%	**96.6%**	80.0%	95.8%	100%	100%	**95.8%**	96.2%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	9	0	0	**9**	0	8	0	0	**8**	17
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	1.5%	0%	0%	**1.5%**	0%	1.1%	0%	0%	**1.1%**	1.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	12	0	0	**12**	1	22	0	0	**23**	35
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	2.0%	0%	0%	**2.0%**	20.0%	3.1%	0%	0%	**3.1%**	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Thu Mar 19, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759397, Location: 42.04262, -87.799224

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Access					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-19 4:00PM	2	0	1	0	**3**	4	0	1	0	**5**	8	196	2	1	**207**	0	217	8	0	**225**	**440**
4:15PM	1	0	4	0	**5**	1	1	0	0	**2**	4	152	0	0	**156**	0	197	4	0	**201**	**364**
4:30PM	2	0	5	0	**7**	2	0	1	0	**3**	3	141	2	1	**147**	1	203	7	0	**211**	**368**
4:45PM	0	0	4	0	**4**	1	0	1	0	**2**	2	150	0	0	**152**	1	213	2	0	**216**	**374**
Total	5	0	14	0	**19**	8	1	3	0	**12**	17	639	4	2	**662**	2	830	21	0	**853**	**1546**
% Approach	26.3%	0%	73.7%	0%	-	66.7%	8.3%	25.0%	0%	-	2.6%	96.5%	0.6%	0.3%	-	0.2%	97.3%	2.5%	0%	-	-
% Total	0.3%	0%	0.9%	0%	**1.2%**	0.5%	0.1%	0.2%	0%	**0.8%**	1.1%	41.3%	0.3%	0.1%	**42.8%**	0.1%	53.7%	1.4%	0%	**55.2%**	-
PHF	0.625	-	0.700	-	**0.679**	0.500	0.250	0.750	-	**0.600**	0.531	0.815	0.500	0.500	**0.800**	0.500	0.956	0.656	-	**0.948**	0.878
Lights	5	0	14	0	**19**	8	1	3	0	**12**	17	625	4	2	**648**	2	821	21	0	**844**	1523
% Lights	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	100%	97.8%	100%	100%	**97.9%**	100%	98.9%	100%	0%	**98.9%**	98.5%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	1	0	0	**1**	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.6%	0%	0%	**0.6%**	0%	0.1%	0%	0%	**0.1%**	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	10	0	0	**10**	0	8	0	0	**8**	18
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	1.6%	0%	0%	**1.5%**	0%	1.0%	0%	0%	**0.9%**	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Sat Mar 21, 2020
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759400, Location: 42.04265, -87.799156

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Greenwood Eastbound					Access Westbound					Waukegan Northbound					Waukegan Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 11:00AM	3	0	3	0	**6**	0	0	0	0	**0**	3	124	2	1	**130**	3	144	4	0	**151**	**287**
11:15AM	3	0	2	0	**5**	1	0	3	0	**4**	1	136	2	1	**140**	1	135	2	0	**138**	**287**
11:30AM	3	0	2	0	**5**	2	0	4	0	**6**	3	120	4	0	**127**	1	150	3	0	**154**	**292**
11:45AM	1	0	4	0	**5**	2	0	0	0	**2**	2	140	0	1	**143**	1	150	6	0	**157**	**307**
Hourly Total	10	0	11	0	**21**	5	0	7	0	**12**	9	520	8	3	**540**	6	579	15	0	**600**	**1173**
12:00PM	1	0	2	0	**3**	0	0	2	0	**2**	3	129	0	1	**133**	0	170	3	0	**173**	**311**
12:15PM	2	0	0	0	**2**	1	0	0	0	**1**	0	136	1	2	**139**	0	148	7	0	**155**	**297**
12:30PM	5	0	2	0	**7**	3	0	1	0	**4**	2	136	2	2	**142**	1	149	3	0	**153**	**306**
12:45PM	1	0	0	0	**1**	0	0	6	0	**6**	3	135	3	0	**141**	1	144	4	1	**150**	**298**
Hourly Total	9	0	4	0	**13**	4	0	9	0	**13**	8	536	6	5	**555**	2	611	17	1	**631**	**1212**
1:00PM	6	0	2	0	**8**	0	1	0	0	**1**	4	118	1	0	**123**	0	143	5	0	**148**	**280**
1:15PM	3	0	2	0	**5**	1	0	1	0	**2**	3	140	5	0	**148**	3	140	6	0	**149**	**304**
1:30PM	0	0	8	0	**8**	3	0	0	0	**3**	1	152	3	0	**156**	0	140	2	0	**142**	**309**
1:45PM	3	0	1	0	**4**	3	0	1	0	**4**	4	147	1	1	**153**	2	142	1	0	**145**	**306**
Hourly Total	12	0	13	0	**25**	7	1	2	0	**10**	12	557	10	1	**580**	5	565	14	0	**584**	**1199**
Total	31	0	28	0	**59**	16	1	18	0	**35**	29	1613	24	9	**1675**	13	1755	46	1	**1815**	**3584**
% Approach	52.5%	0%	47.5%	0%	-	45.7%	2.9%	51.4%	0%	-	1.7%	96.3%	1.4%	0.5%	-	0.7%	96.7%	2.5%	0.1%	-	-
% Total	0.9%	0%	0.8%	0%	**1.6%**	0.4%	0%	0.5%	0%	**1.0%**	0.8%	45.0%	0.7%	0.3%	**46.7%**	0.4%	49.0%	1.3%	0%	**50.6%**	-
Lights	31	0	28	0	**59**	16	1	18	0	**35**	29	1588	24	9	**1650**	13	1732	46	1	**1792**	3536
% Lights	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	100%	98.5%	100%	100%	**98.5%**	100%	98.7%	100%	100%	**98.7%**	98.7%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	12	0	0	**12**	0	10	0	0	**10**	22
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.7%	0%	0%	**0.7%**	0%	0.6%	0%	0%	**0.6%**	0.6%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	13	0	0	**13**	0	13	0	0	**13**	26
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.8%	0%	0%	**0.8%**	0%	0.7%	0%	0%	**0.7%**	0.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Sat Mar 21, 2020
Midday Peak (WKND) (11:45 AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759400, Location: 42.04265, -87.799156

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Access					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 11:45AM	1	0	4	0	**5**	2	0	0	0	**2**	2	140	0	1	**143**	1	150	6	0	**157**	**307**
12:00PM	1	0	2	0	**3**	0	0	2	0	**2**	3	129	0	1	**133**	0	170	3	0	**173**	**311**
12:15PM	2	0	0	0	**2**	1	0	0	0	**1**	0	136	1	2	**139**	0	148	7	0	**155**	**297**
12:30PM	5	0	2	0	**7**	3	0	1	0	**4**	2	136	2	2	**142**	1	149	3	0	**153**	**306**
Total	9	0	8	0	**17**	6	0	3	0	**9**	7	541	3	6	**557**	2	617	19	0	**638**	**1221**
% Approach	52.9%	0%	47.1%	0%	-	66.7%	0%	33.3%	0%	-	1.3%	97.1%	0.5%	1.1%	-	0.3%	96.7%	3.0%	0%	-	-
% Total	0.7%	0%	0.7%	0%	**1.4%**	0.5%	0%	0.2%	0%	**0.7%**	0.6%	44.3%	0.2%	0.5%	**45.6%**	0.2%	50.5%	1.6%	0%	**52.3%**	-
PHF	0.450	-	0.500	-	**0.607**	0.500	-	0.375	-	**0.563**	0.583	0.966	0.375	0.750	**0.974**	0.500	0.907	0.679	-	**0.922**	0.982
Lights	9	0	8	0	**17**	6	0	3	0	**9**	7	532	3	6	**548**	2	608	19	0	**629**	1203
% Lights	100%	0%	100%	0%	**100%**	100%	0%	100%	0%	**100%**	100%	98.3%	100%	100%	**98.4%**	100%	98.5%	100%	0%	**98.6%**	98.5%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	3	0	0	**3**	0	5	0	0	**5**	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.6%	0%	0%	**0.5%**	0%	0.8%	0%	0%	**0.8%**	0.7%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	6	0	0	**6**	0	4	0	0	**4**	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	1.1%	0%	0%	**1.1%**	0%	0.6%	0%	0%	**0.6%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Waukegan/Greenwood - TMC
Sat Mar 21, 2020
PM Peak (WKND) (1 PM - 2 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 759400, Location: 42.04265, -87.799156

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Greenwood					Access					Waukegan					Waukegan					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-03-21 1:00PM	6	0	2	0	**8**	0	1	0	0	**1**	4	118	1	0	**123**	0	143	5	0	**148**	**280**
1:15PM	3	0	2	0	**5**	1	0	1	0	**2**	3	140	5	0	**148**	3	140	6	0	**149**	**304**
1:30PM	0	0	8	0	**8**	3	0	0	0	**3**	1	152	3	0	**156**	0	140	2	0	**142**	**309**
1:45PM	3	0	1	0	**4**	3	0	1	0	**4**	4	147	1	1	**153**	2	142	1	0	**145**	**306**
Total	12	0	13	0	**25**	7	1	2	0	**10**	12	557	10	1	**580**	5	565	14	0	**584**	**1199**
% Approach	48.0%	0%	52.0%	0%	-	70.0%	10.0%	20.0%	0%	-	2.1%	96.0%	1.7%	0.2%	-	0.9%	96.7%	2.4%	0%	-	-
% Total	1.0%	0%	1.1%	0%	**2.1%**	0.6%	0.1%	0.2%	0%	**0.8%**	1.0%	46.5%	0.8%	0.1%	**48.4%**	0.4%	47.1%	1.2%	0%	**48.7%**	-
PHF	0.500	-	0.406	-	**0.781**	0.583	0.250	0.500	-	**0.625**	0.750	0.916	0.500	0.250	**0.929**	0.417	0.988	0.583	-	**0.980**	0.970
Lights	12	0	13	0	**25**	7	1	2	0	**10**	12	551	10	1	**574**	5	557	14	0	**576**	1185
% Lights	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	100%	98.9%	100%	100%	**99.0%**	100%	98.6%	100%	0%	**98.6%**	98.8%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	3	0	0	**3**	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.2%	0%	0%	**0.2%**	0%	0.5%	0%	0%	**0.5%**	0.3%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	5	0	0	**5**	0	5	0	0	**5**	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.9%	0%	0%	**0.9%**	0%	0.9%	0%	0%	**0.9%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

APPENDIX C
Crash Summary

Appendix C
Crash Data Summary
Waukegan Road at Greenwood Street, Morton Grove, IL

	2014		2015		2016		2017		2018	
	No.	%	No.	%	No.	%	No.	%	No.	%
Type of Crash										
Turning	-	-	2	50%	2	50%	-	-	1	50%
Rear End	2	100%	1	25%	1	25%	-	-	1	50%
Sideswipe Opposite Direction	-	-	-	-	-	-	1	50%	-	-
Sideswipe Same Direction	-	-	1	25%	1	25%	1	50%	-	-
Pavement Conditions										
Snowy or Icy Conditions	1	50%	-	-	-	-	-	-	-	-
Wet Conditions	-	-	1	25%	2	50%	1	50%	-	-
Dry Conditions	1	50%	3	75%	2	50%	1	50%	2	100%
Light Conditions										
Dawn or Dusk Conditions	-	-	1	25%	-	-	-	-	-	-
Night Conditions	2	100%	1	25%	-	-	-	-	-	-
Day Conditions	-	-	2	50%	4	100%	2	100%	2	100%
Crash Severity										
Fatal	-	-	-	-	-	-	-	-	-	-
Injury										
-A (Incapacitating)	-	-	-	-	-	-	-	-	1	50%
-B (Non-incapacitating	-	-	-	-	-	-	1	50%	-	-
-C (Reported/Not evident)	1	50%	1	25%	-	-	-	-	-	-
Property Damage Only	1	50%	3	75%	4	100%	1	50%	1	50%
Total Crashes	2		4		4		2		2	

	2014-2018	
	No.	%
5-Year Crash Summary		
Total Crashes	14	
Type of Crash		
-Turning	5	36%
-Rear End	5	36%
-Sideswipe Opposite	1	7%
-Sideswipe Same	3	21%
Pavement Condition		
-Dry	9	64%
-Wet/Snow/Ice	5	36%
Light Condition		
-Daylight	10	72%
-Dark	4	28%
Crash Severity		
-Fatal	0	0%
-Injury	4	28%
-PDO	10	72%

GEWALT HAMILTON ASSOCIATES, INC.

Appendix C
Crash Data Summary
Sayre Avenue at Greenwood Street, Morton Grove, IL

Type of Crash	2014		2015		2016		2017		2018	
	No.	%	No.	%	No.	%	No.	%	No.	%
Angle	-	-	1	100%	-	-	-	-	-	-
Pavement Conditions										
Snowy or Icy Conditions	-	-	1	100%	-	-	-	-	-	-
Wet Conditions	-	-	-	-	-	-	-	-	-	-
Dry Conditions	-	-	-	-	-	-	-	-	-	-
Light Conditions										
Dawn or Dusk Conditions	-	-	-	-	-	-	-	-	-	-
Night Conditions	-	-	-	-	-	-	-	-	-	-
Day Conditions	-	-	1	100%	-	-	-	-	-	-
Crash Severity										
Fatal	-	-	-	-	-	-	-	-	-	-
Injury										
-A (Incapacitating)	-	-	-	-	-	-	-	-	-	-
-B (Non-incapacitating	-	-	-	-	-	-	-	-	-	-
-C (Reported/Not evident)	-	-	1	100%	-	-	-	-	-	-
Property Damage Only	-	-	-	-	-	-	-	-	-	-
Total Crashes	0		1		0		0		0	

5-Year Crash Summary	2014-2018	
	No.	%
Total Crashes	1	
Type of Crash		
-Angle	1	100%
Pavement Condition		
-Dry	0	0%
-Wet/Snow/Ice	1	100%
Light Condition		
-Daylight	1	100%
-Dark	0	0%
Crash Severity		
-Fatal	0	0%
-Injury	1	100%
-PDO	0	0%

Appendix C
Crash Data Summary
Waukegan Road at Dempster Street, Morton Grove, IL

	2014		2015		2016		2017		2018	
	No.	%	No.	%	No.	%	No.	%	No.	%
Type of Crash										
Angle	-	-	-	-	-	-	2	7%	2	6%
Turning	7	27%	2	6%	6	21%	8	28%	9	29%
Rear End	15	57%	24	70%	15	54%	9	31%	14	46%
Sideswipe Same Direction	2	8%	5	15%	7	25%	9	31%	4	13%
Fixed Object	1	4%	2	6%	-	-	1	3%	2	6%
Pedestrian / Pedalcyclist	1	4%	1	3%	-	-	-	-	-	-
Pavement Conditions										
Snowy or Icy Conditions	6	23%	2	6%	-	-	1	3%	-	-
Wet Conditions	2	8%	6	18%	2	7%	4	14%	3	10%
Dry Conditions	18	69%	26	76%	26	93%	24	83%	28	90%
Light Conditions										
Dawn or Dusk Conditions	1	4%	1	3%	-	-	-	-	2	6%
Night Conditions	5	19%	6	18%	5	18%	3	10%	7	23%
Day Conditions	20	77%	27	79%	23	82%	26	90%	22	71%
Crash Severity										
Fatal	-	-	-	-	-	-	-	-	1	3%
Injury										
-A (Incapacitating)	-	-	-	-	-	-	-	-	-	-
-B (Non-incapacitating	-	-	-	-	2	7%	1	3%	-	-
-C (Reported/Not evident)	2	8%	5	15%	2	7%	-	-	3	10%
Property Damage Only	24	92%	29	85%	24	86%	28	97%	27	87%
Total Crashes	26		34		28		29		31	

	2014-2018	
	No.	%
5-Year Crash Summary		
Total Crashes	148	
Type of Crash		
-Angle	4	3%
-Turning	32	22%
-Rear End	77	52%
-Sideswipe Same Direction	27	18%
-Fixed Object	6	4%
-Pedestrian / Pedalcyclist	2	1%
Pavement Condition		
-Dry	122	82%
-Wet/Snow/Ice	26	18%
Light Condition		
-Daylight	118	80%
-Dark	30	20%

	2014-2018	
	No.	%
Crash Severity		
-Fatal	1	1%
-Injury	15	10%
-PDO	132	89%

Lone fatality involved vehicle traveling westbound along Dempster Street. Vehicle skidded off roadway and struck a signal/lighting pole.

GEWALT HAMILTON ASSOCIATES, INC.

APPENDIX D

Taco Bell Sales Data

Appendix D

Transactions	May		June		July		August		September		October		November	
	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In
12:00AM - 1:00AM	743	14	295	9	326	9	659	18	222	12	242	14	567	16
1:00AM - 2:00AM	351	4	108	1	116	7	317	10	52	8	69	8	286	10
2:00AM - 3:00AM	100	1	3	1	3	1	108	1	2	1	13	-	90	2
3:00AM - 4:00AM	1	1	-	-	-	-	1	-	-	-	-	-	2	-
4:00AM - 5:00AM	-	2	-	-	-	-	1	-	-	-	-	-	-	-
5:00AM - 6:00AM	-	1	-	-	-	-	-	-	-	-	-	-	-	-
6:00AM - 7:00AM	21	37	4	5	23	21	9	3	28	10	18	14	13	5
7:00AM - 8:00AM	322	81	98	36	250	86	158	50	228	82	209	78	126	44
8:00AM - 9:00AM	336	166	176	75	290	142	266	112	290	107	308	116	188	79
9:00AM - 10:00AM	323	252	242	145	283	169	367	170	310	144	275	144	263	124
10:00AM - 11:00AM	449	293	416	216	399	299	452	205	386	278	352	222	369	181
11:00AM - 12:00PM	992	751	600	372	840	665	674	384	900	623	782	527	644	319
12:00PM - 1:00PM	1,445	1,043	861	573	1,425	986	958	609	1,436	921	1,169	554	809	450
1:00PM - 2:00PM	1,140	725	893	565	1,129	676	962	620	1,088	598	848	380	924	476
2:00PM - 3:00PM	1,018	563	920	499	863	442	921	528	837	460	717	299	851	433
3:00PM - 4:00PM	872	518	852	409	763	424	765	469	886	481	740	291	690	339
4:00PM - 5:00PM	900	615	747	475	795	447	732	413	864	508	726	338	732	371
5:00PM - 6:00PM	972	587	801	440	880	511	758	500	886	522	746	316	755	432
6:00PM - 7:00PM	1,058	665	821	423	1,033	573	846	476	1,069	507	773	369	764	402
7:00PM - 8:00PM	1,071	598	789	433	934	502	766	499	1,046	569	822	380	684	350
8:00PM - 9:00PM	1,044	549	808	357	888	436	826	405	902	338	649	335	616	317
9:00PM - 10:00PM	976	436	793	293	976	367	807	348	728	211	585	192	633	288
10:00PM - 11:00PM	1,072	177	751	99	945	115	828	145	737	66	589	68	795	159
11:00PM - 12:00AM	952	59	609	16	702	31	789	56	514	14	461	21	738	58
Total	**16,158**	**8,138**	**11,587**	**5,442**	**13,863**	**6,909**	**12,970**	**6,021**	**13,411**	**6,460**	**11,093**	**4,666**	**11,539**	**4,855**

	December		January		February		Total		Total		
	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Drive Thru	Dine In	Total %
12:00AM - 1:00AM	163	15	552	28	527	28	4,296	163	3.38%	0.27%	2.38%
1:00AM - 2:00AM	92	14	235	11	293	8	1,919	81	1.51%	0.13%	1.07%
2:00AM - 3:00AM	1	8	66	3	61	1	447	19	0.35%	0.03%	0.25%
3:00AM - 4:00AM	-	-	1	1	2	-	7	2	0.01%	0.00%	0.00%
4:00AM - 5:00AM	-	-	-	-	-	-	1	2	0.00%	0.00%	0.00%
5:00AM - 6:00AM	-	-	-	-	1	-	1	1	0.00%	0.00%	0.00%
6:00AM - 7:00AM	12	4	32	12	11	3	171	114	0.13%	0.19%	0.15%
7:00AM - 8:00AM	156	40	256	74	142	56	1,945	627	1.53%	1.04%	1.37%
8:00AM - 9:00AM	192	59	310	134	245	104	2,601	1,094	2.04%	1.82%	1.97%
9:00AM - 10:00AM	249	131	301	190	342	161	2,955	1,630	2.32%	2.71%	2.45%
10:00AM - 11:00AM	341	194	399	360	440	266	4,003	2,514	3.15%	4.18%	3.48%
11:00AM - 12:00PM	657	416	925	715	631	439	7,645	5,211	6.01%	8.66%	6.86%
12:00PM - 1:00PM	1,129	645	1,386	849	923	624	11,541	7,254	9.07%	12.06%	10.03%
1:00PM - 2:00PM	980	482	1,061	569	975	544	10,000	5,635	7.86%	9.37%	8.34%
2:00PM - 3:00PM	875	431	888	449	887	516	8,777	4,620	6.90%	7.68%	7.15%
3:00PM - 4:00PM	727	388	884	463	758	463	7,937	4,245	6.24%	7.06%	6.50%
4:00PM - 5:00PM	720	386	799	482	770	474	7,785	4,509	6.12%	7.50%	6.56%
5:00PM - 6:00PM	673	320	961	592	766	489	8,198	4,709	6.44%	7.83%	6.89%
6:00PM - 7:00PM	631	311	1,077	666	852	491	8,924	4,883	7.01%	8.12%	7.37%
7:00PM - 8:00PM	486	299	924	534	745	459	8,267	4,623	6.50%	7.68%	6.88%
8:00PM - 9:00PM	496	200	844	440	751	337	7,824	3,714	6.15%	6.17%	6.16%
9:00PM - 10:00PM	522	174	876	354	750	262	7,646	2,925	6.01%	4.86%	5.64%
10:00PM - 11:00PM	445	82	921	206	735	89	7,818	1,206	6.15%	2.00%	4.82%
11:00PM - 12:00AM	342	40	724	31	679	52	6,510	378	5.12%	0.63%	3.68%
Total	**9,889**	**4,639**	**14,422**	**7,163**	**12,286**	**5,866**	**127,218**	**60,159**	**100.00%**	**100.00%**	**100.00%**

Transactions

Day Part	Time	Drive Thru %	Dine In %	Total %
Bfast	5 AM - 11 AM	9.18%	9.94%	9.42%
Lunch	11 AM - 5 PM	42.20%	52.32%	45.45%
Dinner	5 pm - 10 pm	32.12%	34.66%	32.94%
Late Night	10 pm - 3 AM	16.50%	3.07%	12.19%

Drive-Thru	67.89%
Dine In	32.11%

Source: Taco Bell sales information for 43 Chicagoland locations

APPENDIX E
CMAP Correspondence

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

April 30, 2020

Antonio Maravillas, P.E.
Transportation Engineer
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: IL 43 (Waukegan Road) @ Dempster Street
IDOT

Dear Mr. Maravillas:

In response to a request made on your behalf and dated April 30, 2020, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
IL 43 north of Dempster St	26,200	29,900
IL 43 south of Dempster St	25,000	29,700
Dempster St east of IL 43	36,500	41,500
Dempster St east of IL 43	44,100	50,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Quigley (IDOT)
2020_TrafficForecast\MortonGrove\ck-44-20\ck-44-20.docx

APPENDIX F

Capacity Analysis Worksheets

HCS7 Two-Way Stop-Control Report

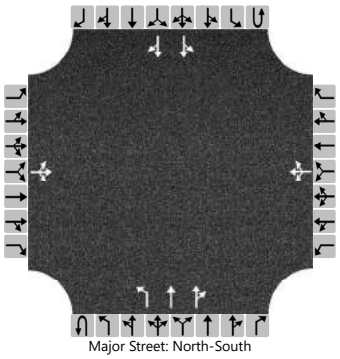
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Existing Weekday AM

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		47	2	30		6	2	6	0	21	1322	6		6	797	34
Percent Heavy Vehicles (%)		0	0	6		0	0	33	0	9				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	7.02		7.50	6.50	7.56		4.28				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.36		3.50	4.00	3.63		2.29				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			86				15			23				7		
Capacity, c (veh/h)			198				99			706				476		
v/c Ratio			0.43				0.15			0.03				0.01		
95% Queue Length, Q_{95} (veh)			2.0				0.5			0.1				0.0		
Control Delay (s/veh)			36.5				47.9			10.3				12.7		
Level of Service (LOS)			E				E			B				B		
Approach Delay (s/veh)		36.5				47.9				0.2				0.3		
Approach LOS		E				E										

HCS7 Two-Way Stop-Control Report

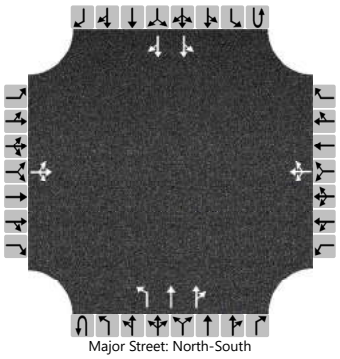
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	No-Build Weekday AM

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		47	2	30		6	2	6	0	21	1403	6		6	846	34
Percent Heavy Vehicles (%)		0	0	6		0	0	33	0	9				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	7.02		7.50	6.50	7.56		4.28				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.36		3.50	4.00	3.63		2.29				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			86				15			23				7		
Capacity, c (veh/h)			177				84			673				440		
v/c Ratio			0.48				0.18			0.03				0.01		
95% Queue Length, Q_{95} (veh)			2.3				0.6			0.1				0.0		
Control Delay (s/veh)			43.1				56.9			10.5				13.3		
Level of Service (LOS)			E				F			B				B		
Approach Delay (s/veh)		43.1				56.9				0.2				0.3		
Approach LOS		E				F										

HCS7 Two-Way Stop-Control Report

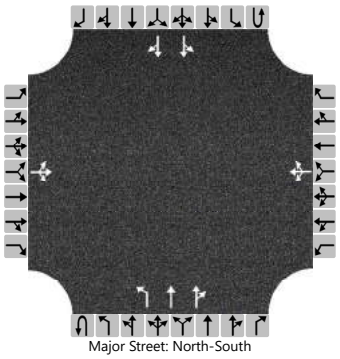
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Total Weekday AM

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		49	2	30		6	2	6	0	21	1403	6		6	851	34
Percent Heavy Vehicles (%)		0	0	6		0	0	33	0	9				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	7.02		7.50	6.50	7.56		4.28				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.36		3.50	4.00	3.63		2.29				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			88				15			23				7		
Capacity, c (veh/h)			175				84			670				440		
v/c Ratio			0.50				0.18			0.03				0.01		
95% Queue Length, Q_{95} (veh)			2.5				0.6			0.1				0.0		
Control Delay (s/veh)			44.6				57.1			10.6				13.3		
Level of Service (LOS)			E				F			B				B		
Approach Delay (s/veh)		44.6				57.1				0.2				0.3		
Approach LOS		E				F										

HCS7 Two-Way Stop-Control Report

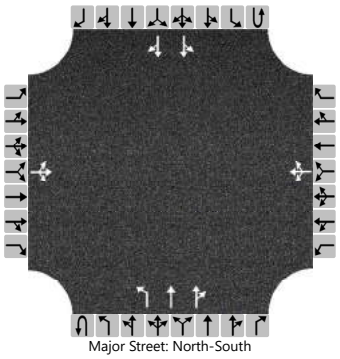
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Time Analyzed	12:00-1:00 PM
Intersection Orientation	North-South
Project Description	Existing Weekday MID

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		20	1	12		4	0	11	0	13	798	8		7	889	25
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				20		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.50		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			35				16			14				7		
Capacity, c (veh/h)			240				399			717				674		
v/c Ratio			0.15				0.04			0.02				0.01		
95% Queue Length, Q_{95} (veh)			0.5				0.1			0.1				0.0		
Control Delay (s/veh)			22.5				14.4			10.1				10.4		
Level of Service (LOS)			C				B			B				B		
Approach Delay (s/veh)	22.5				14.4				0.2				0.2			
Approach LOS	C				B											

HCS7 Two-Way Stop-Control Report

General Information

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Analysis Year	2026
Time Analyzed	12:00-1:00 PM
Intersection Orientation	North-South
Project Description	No-Build Weekday MID

Site Information

Intersection	Waukegan at Greenwood
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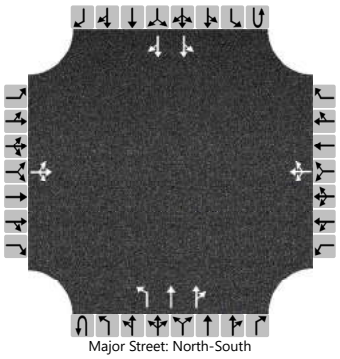
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		20	1	12		4	0	11	0	13	847	8		7	944	25
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				20		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.50		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			35				16			14				7		
Capacity, c (veh/h)			220				375			682				642		
v/c Ratio			0.16				0.04			0.02				0.01		
95% Queue Length, Q_{95} (veh)			0.6				0.1			0.1				0.0		
Control Delay (s/veh)			24.4				15.0			10.4				10.7		
Level of Service (LOS)			C				C			B				B		
Approach Delay (s/veh)	24.4				15.0				0.2				0.2			
Approach LOS	C				C											

HCS7 Two-Way Stop-Control Report

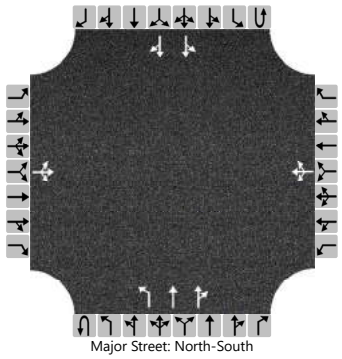
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	12:00-1:00 PM
Intersection Orientation	North-South
Project Description	Total Weekday MID

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		29	1	12		4	0	11	0	13	847	8		7	963	25
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				20		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.50		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.40		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			45				16			14				7		
Capacity, c (veh/h)			206				374			670				642		
v/c Ratio			0.22				0.04			0.02				0.01		
95% Queue Length, Q_{95} (veh)			0.8				0.1			0.1				0.0		
Control Delay (s/veh)			27.3				15.1			10.5				10.7		
Level of Service (LOS)			D				C			B				B		
Approach Delay (s/veh)	27.3				15.1				0.2				0.2			
Approach LOS	D				C											

HCS7 Two-Way Stop-Control Report

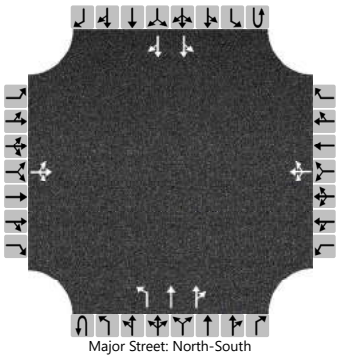
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Time Analyzed	5:00-6:00 PM
Intersection Orientation	North-South
Project Description	Existing Weekday PM

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		9	0	24		14	2	5	0	30	942	7		3	1585	37
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				24			34				3		
Capacity, c (veh/h)			144				71			334				654		
v/c Ratio			0.26				0.34			0.10				0.01		
95% Queue Length, Q_{95} (veh)			1.0				1.3			0.3				0.0		
Control Delay (s/veh)			38.7				79.9			17.0				10.5		
Level of Service (LOS)			E				F			C				B		
Approach Delay (s/veh)	38.7				79.9				0.5				0.0			
Approach LOS	E				F											

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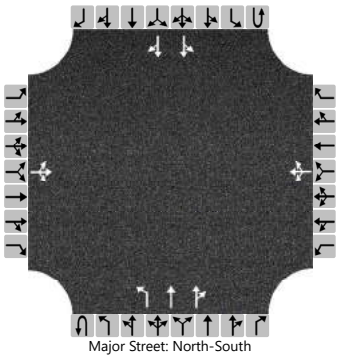
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		9	0	24		14	2	5	0	30	1000	7		3	1683	37
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				24			34				3		
Capacity, c (veh/h)			125				58			303				618		
v/c Ratio			0.30				0.41			0.11				0.01		
95% Queue Length, Q_{95} (veh)			1.2				1.6			0.4				0.0		
Control Delay (s/veh)			45.5				106.2			18.4				10.9		
Level of Service (LOS)			E				F			C				B		
Approach Delay (s/veh)	45.5				106.2				0.5				0.0			
Approach LOS	E				F											

HCS7 Two-Way Stop-Control Report

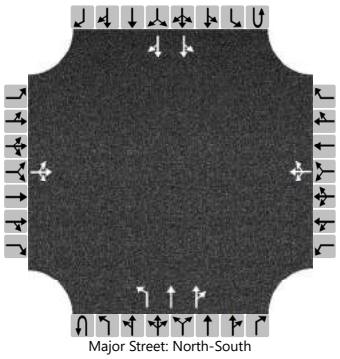
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	5:00-6:00 PM
Intersection Orientation	North-South
Project Description	Total Weekday PM

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		16	0	24		14	2	5	0	30	1000	7		3	1698	37
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			45				24			34				3		
Capacity, c (veh/h)			99				56			298				618		
v/c Ratio			0.46				0.42			0.11				0.01		
95% Queue Length, Q_{95} (veh)			2.0				1.6			0.4				0.0		
Control Delay (s/veh)			68.8				109.3			18.6				10.9		
Level of Service (LOS)			F				F			C				B		
Approach Delay (s/veh)	68.8				109.3				0.5				0.0			
Approach LOS	F				F											

HCS7 Two-Way Stop-Control Report

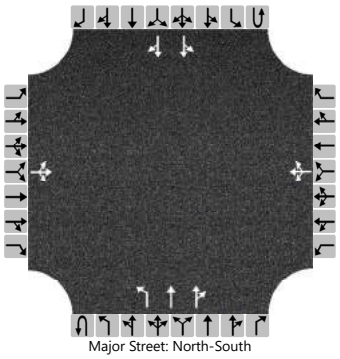
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Time Analyzed	11:45 AM -12:45 PM
Intersection Orientation	North-South
Project Description	Existing Saturday MID

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		12	0	11		8	0	4	0	9	710	4		3	824	25
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				13			9				3		
Capacity, c (veh/h)			324				319			767				867		
v/c Ratio			0.07				0.04			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.1			0.0				0.0		
Control Delay (s/veh)			17.0				16.7			9.7				9.2		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	17.0				16.7				0.1				0.1			
Approach LOS	C				C											

HCS7 Two-Way Stop-Control Report

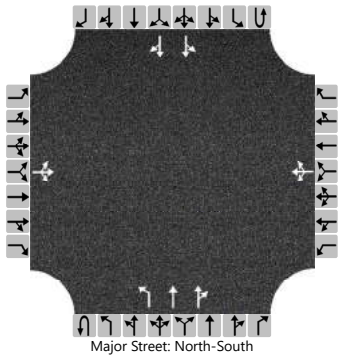
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	11:45 AM -12:45 PM
Intersection Orientation	North-South
Project Description	No-Build Saturday MID

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		12	0	11		8	0	4	0	9	754	4		3	875	25
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				13			9				3		
Capacity, c (veh/h)			303				299			733				833		
v/c Ratio			0.08				0.04			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.1			0.0				0.0		
Control Delay (s/veh)			17.9				17.6			10.0				9.3		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	17.9				17.6				0.1				0.1			
Approach LOS	C				C											

HCS7 Two-Way Stop-Control Report

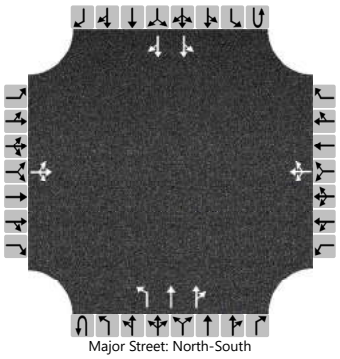
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	11:45 AM -12:45 PM
Intersection Orientation	North-South
Project Description	Total Saturday MID

Site Information

Intersection	Waukegan at Greenwood
Jurisdiction	IDOT
East/West Street	Greenwood Street
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	0	2	0
Configuration			LTR				LTR			L	T	TR		LT		TR
Volume (veh/h)		21	0	11		8	0	4	0	9	754	4		3	894	25
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			34				13			9				3		
Capacity, c (veh/h)			266				297			720				833		
v/c Ratio			0.13				0.04			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.1			0.0				0.0		
Control Delay (s/veh)			20.5				17.6			10.1				9.3		
Level of Service (LOS)			C				C			B				A		
Approach Delay (s/veh)	20.5				17.6				0.1				0.1			
Approach LOS	C				C											

HCS7 All-Way Stop Control Report

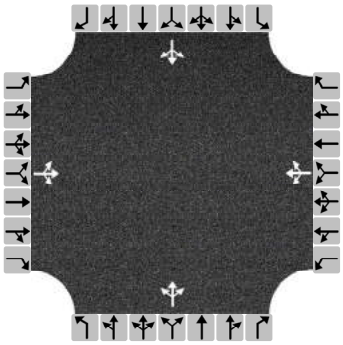
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Analysis Time Period (hrs)	0.25
Time Analyzed	7:45-8:45 AM
Project Description	Existing Weekday AM

Site Information

Intersection	Greenwood at Sayre
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Sayre Avenue
Peak Hour Factor	0.71

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	2	79	4	8	49	0	0	0	0	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	120			80			0			0		
Percent Heavy Vehicles	0			25			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.106			0.071			0.000			0.000		
Final Departure Headway, hd (s)	3.96			4.46			4.33			4.33		
Final Degree of Utilization, x	0.132			0.099			0.000			0.000		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.96			2.46			2.33			2.33		

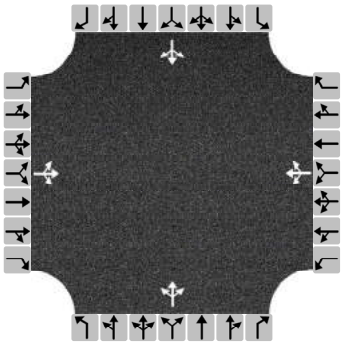
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	120			80			0			0		
Capacity	910			807			0			0		
95% Queue Length, Q_{95} (veh)	0.5			0.3			0.0			0.0		
Control Delay (s/veh)	7.6			8.0			7.3			7.3		
Level of Service, LOS	A			A								
Approach Delay (s/veh)	7.6			8.0			0.0			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.7						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	TM	Intersection	Greenwood at Sayre
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	4/30/2020	East/West Street	Greenwood Street
Analysis Year	2026	North/South Street	Sayre Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.71
Time Analyzed	7:45-8:45 AM		
Project Description	Total Weekday AM		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	2	79	4	8	49	0	0	0	0	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	120			80			0			0		
Percent Heavy Vehicles	0			25			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.106			0.071			0.000			0.000		
Final Departure Headway, hd (s)	3.96			4.46			4.33			4.33		
Final Degree of Utilization, x	0.132			0.099			0.000			0.000		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.96			2.46			2.33			2.33		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	120			80			0			0		
Capacity	910			807			0			0		
95% Queue Length, Q_{95} (veh)	0.5			0.3			0.0			0.0		
Control Delay (s/veh)	7.6			8.0			7.3			7.3		
Level of Service, LOS	A			A								
Approach Delay (s/veh)	7.6			8.0			0.0			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.7						A					

HCS7 All-Way Stop Control Report

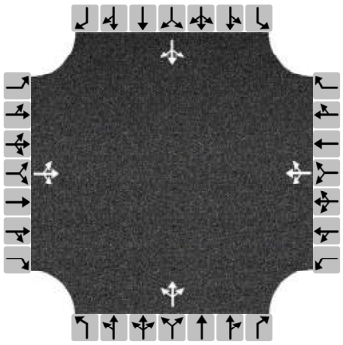
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Analysis Time Period (hrs)	0.25
Time Analyzed	12:00-1:00 PM
Project Description	Existing Weekday MID

Site Information

Intersection	Greenwood at Sayre
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Sayre Avenue
Peak Hour Factor	0.81

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	30	1	1	37	0	3	0	3	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	38			47			7			0		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.034			0.042			0.007			0.000		
Final Departure Headway, hd (s)	3.94			3.96			3.88			4.09		
Final Degree of Utilization, x	0.042			0.052			0.008			0.000		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.94			1.96			1.88			2.09		

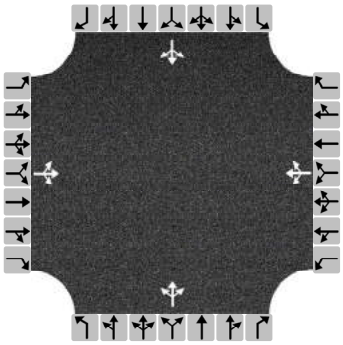
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	38			47			7			0		
Capacity	914			910			928			0		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.0			0.0		
Control Delay (s/veh)	7.1			7.2			6.9			7.1		
Level of Service, LOS	A			A			A					
Approach Delay (s/veh)	7.1			7.2			6.9			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.1						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	TM	Intersection	Greenwood at Sayre
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	4/30/2020	East/West Street	Greenwood Street
Analysis Year	2026	North/South Street	Sayre Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.81
Time Analyzed	12:00-1:00 PM		
Project Description	Total Weekday MID		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	32	1	1	39	0	3	0	3	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	41			49			7			0		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.036			0.044			0.007			0.000		
Final Departure Headway, hd (s)	3.94			3.96			3.89			4.10		
Final Degree of Utilization, x	0.045			0.054			0.008			0.000		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.94			1.96			1.89			2.10		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	41			49			7			0		
Capacity	913			910			926			0		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.0			0.0		
Control Delay (s/veh)	7.1			7.2			6.9			7.1		
Level of Service, LOS	A			A			A					
Approach Delay (s/veh)	7.1			7.2			6.9			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.1						A					

HCS7 All-Way Stop Control Report

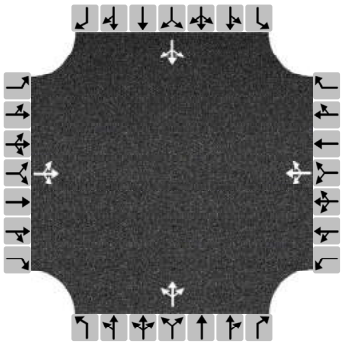
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2020
Analysis Time Period (hrs)	0.25
Time Analyzed	5:00-6:00 PM
Project Description	Existing Weekday PM

Site Information

Intersection	Greenwood at Sayre
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Sayre Avenue
Peak Hour Factor	0.67

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	29	2	16	51	2	0	0	4	0	2	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	46			103			6			3		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.041			0.092			0.005			0.003		
Final Departure Headway, hd (s)	3.97			3.99			3.62			4.22		
Final Degree of Utilization, x	0.051			0.114			0.006			0.003		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.97			1.99			1.62			2.22		

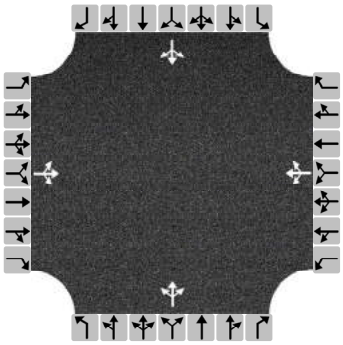
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	46			103			6			3		
Capacity	906			902			995			853		
95% Queue Length, Q_{95} (veh)	0.2			0.4			0.0			0.0		
Control Delay (s/veh)	7.2			7.5			6.6			7.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.2			7.5			6.6			7.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.4						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	TM	Intersection	Greenwood at Sayre
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	4/30/2020	East/West Street	Greenwood Street
Analysis Year	2026	North/South Street	Sayre Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.67
Time Analyzed	5:00-6:00 PM		
Project Description	Total Weekday PM		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	30	2	16	52	2	0	0	4	0	2	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	48			104			6			3		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.042			0.093			0.005			0.003		
Final Departure Headway, hd (s)	3.98			3.99			3.62			4.23		
Final Degree of Utilization, x	0.053			0.116			0.006			0.004		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.98			1.99			1.62			2.23		

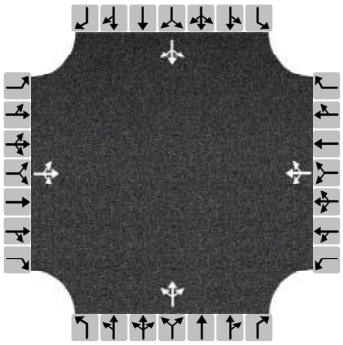
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	48			104			6			3		
Capacity	905			902			994			852		
95% Queue Length, Q_{95} (veh)	0.2			0.4			0.0			0.0		
Control Delay (s/veh)	7.2			7.5			6.6			7.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.2			7.5			6.6			7.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.4						A					

HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	TM	Intersection	Greenwood at Sayre
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	4/30/2020	East/West Street	Greenwood Street
Analysis Year	2020	North/South Street	Sayre Avenue
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.78
Time Analyzed	11:45 AM - 12:45 PM		
Project Description	Existing Saturday MID		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	22	4	3	31	0	1	0	1	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	33			44			3			0		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.030			0.039			0.002			0.000		
Final Departure Headway, hd (s)	3.85			3.95			3.86			4.06		
Final Degree of Utilization, x	0.036			0.048			0.003			0.000		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.85			1.95			1.86			2.06		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	33			44			3			0		
Capacity	934			911			933			886		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.0			0.0		
Control Delay (s/veh)	7.0			7.2			6.9			7.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.0			7.2			6.9			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.1						A					

HCS7 All-Way Stop Control Report

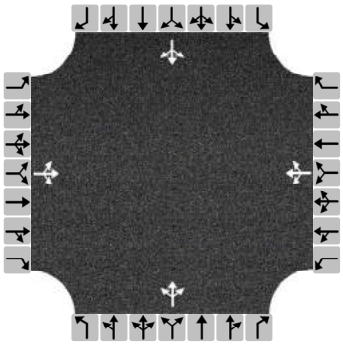
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Analysis Time Period (hrs)	0.25
Time Analyzed	11:45 AM - 12:45 PM
Project Description	Total Saturday MID

Site Information

Intersection	Greenwood at Sayre
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Sayre Avenue
Peak Hour Factor	0.78

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	24	4	3	33	0	1	0	1	0	0	0
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	36			46			3			0		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.032			0.041			0.002			0.000		
Final Departure Headway, hd (s)	3.86			3.95			3.87			4.07		
Final Degree of Utilization, x	0.039			0.051			0.003			0.000		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	1.86			1.95			1.87			2.07		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	36			46			3			0		
Capacity	932			911			930			0		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.0			0.0		
Control Delay (s/veh)	7.0			7.2			6.9			7.1		
Level of Service, LOS	A			A			A					
Approach Delay (s/veh)	7.0			7.2			6.9			0.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.1						A					

HCS7 Two-Way Stop-Control Report

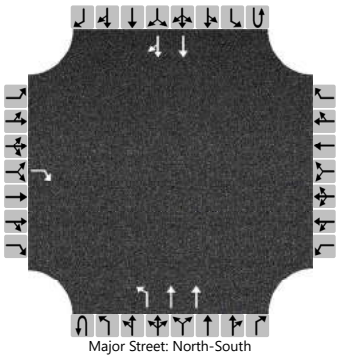
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	7:45-8:45 AM
Intersection Orientation	North-South
Project Description	Total Weekday AM

Site Information

Intersection	Waukegan at Site
Jurisdiction	IDOT
East/West Street	Site
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				7					0	4	1430				882	5
Percent Heavy Vehicles (%)				0					0	0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.90						4.10						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				8						4						
Capacity, c (veh/h)				536						722						
v/c Ratio				0.01						0.01						
95% Queue Length, Q_{95} (veh)				0.0						0.0						
Control Delay (s/veh)				11.8						10.0						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)		11.8								0.0						
Approach LOS		B														

HCS7 Two-Way Stop-Control Report

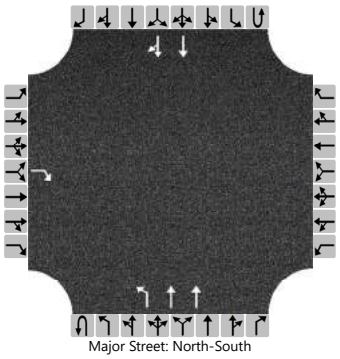
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	12:00-1:00 PM
Intersection Orientation	North-South
Project Description	Total Weekday MID

Site Information

Intersection	Waukegan at Site
Jurisdiction	IDOT
East/West Street	Site
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				33					0	23	868				960	19
Percent Heavy Vehicles (%)				0					0	0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.90						4.10						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				35						24						
Capacity, c (veh/h)				506						676						
v/c Ratio				0.07						0.04						
95% Queue Length, Q_{95} (veh)				0.2						0.1						
Control Delay (s/veh)				12.6						10.5						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)		12.6								0.3						
Approach LOS		B														

HCS7 Two-Way Stop-Control Report

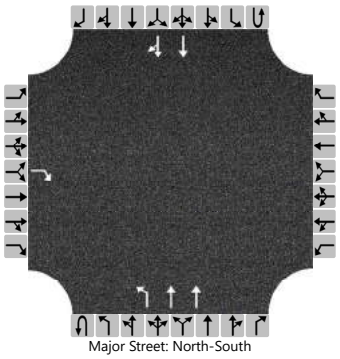
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	5:00-6:00 PM
Intersection Orientation	North-South
Project Description	Total Weekday PM

Site Information

Intersection	Waukegan at Site
Jurisdiction	IDOT
East/West Street	Site
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				25					0	17	1037				1721	15
Percent Heavy Vehicles (%)				0					0	0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.90						4.10						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				28						19						
Capacity, c (veh/h)				250						298						
v/c Ratio				0.11						0.06						
95% Queue Length, Q_{95} (veh)				0.4						0.2						
Control Delay (s/veh)				21.2						17.9						
Level of Service (LOS)				C						C						
Approach Delay (s/veh)	21.2								0.3							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

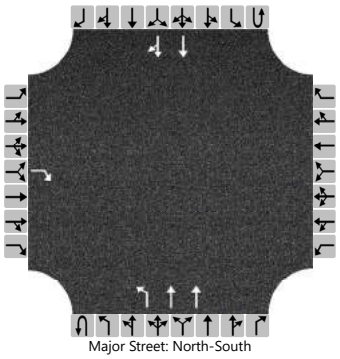
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	11:45 AM -12:45 PM
Intersection Orientation	North-South
Project Description	Total Saturday MID

Site Information

Intersection	Waukegan at Site RIRO
Jurisdiction	IDOT
East/West Street	Site RIRO
North/South Street	Waukegan Road (IL 43)
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				33					0	23	767				894	19
Percent Heavy Vehicles (%)				0					0	0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.90						4.10						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				35						24						
Capacity, c (veh/h)				537						724						
v/c Ratio				0.06						0.03						
95% Queue Length, Q_{95} (veh)				0.2						0.1						
Control Delay (s/veh)				12.2						10.1						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	12.2								0.3							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

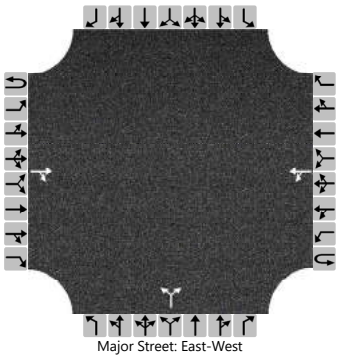
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	Total Weekday AM

Site Information

Intersection	Greenwood at Site
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Site Access
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			79	0		0	57			0		2				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					3					
Capacity, c (veh/h)						1491					947					
v/c Ratio						0.00					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.4					8.8					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				8.8						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

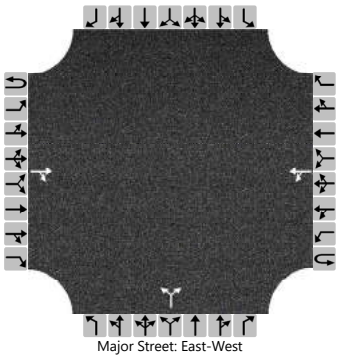
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	12:00-1:00 PM
Intersection Orientation	East-West
Project Description	Total Weekday MID

Site Information

Intersection	Greenwood at Site
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Site Access
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			33	2		0	38			2		9				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

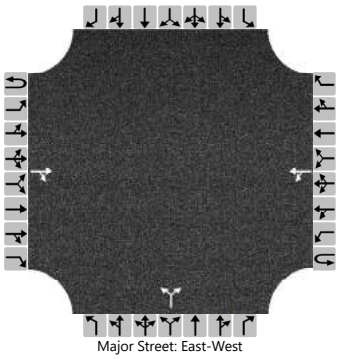
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					14					
Capacity, c (veh/h)						1578					1011					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				8.6						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TM	Intersection	Greenwood at Site
Agency/Co.	GHA	Jurisdiction	Local
Date Performed	4/30/2020	East/West Street	Greenwood Street
Analysis Year	2026	North/South Street	Site Access
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.67
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total Weekday PM		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			33	1		0	69			1		7				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					12					
Capacity, c (veh/h)						1569					997					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.7					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				8.7						
Approach LOS										A						

HCS7 Two-Way Stop-Control Report

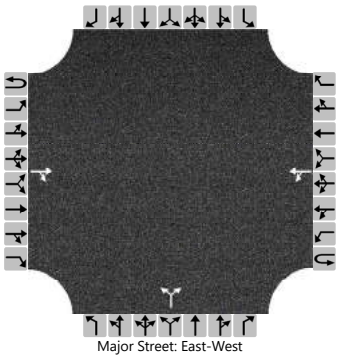
General Information

Analyst	TM
Agency/Co.	GHA
Date Performed	4/30/2020
Analysis Year	2026
Time Analyzed	11:45 AM - 12:45 PM
Intersection Orientation	East-West
Project Description	Total Saturday MID

Site Information

Intersection	Greenwood at Site
Jurisdiction	Local
East/West Street	Greenwood Street
North/South Street	Site Access
Peak Hour Factor	0.78
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			23	2		0	34			2		9				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					14					
Capacity, c (veh/h)						1593					1026					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3					8.6					
Level of Service (LOS)						A					A					
Approach Delay (s/veh)						0.0				8.6						
Approach LOS										A						

APPENDIX G

GHA Taco Bell Survey Data

Appendix G
Taco Bell Survey Data Summary - January 2018

Group 1 - Weekday Midday Peak Period (11 AM to 1 PM)

Location	Parking Demand Maximum	Drive-Thru Queue Maximum	Drive-Thru Queue Average	Annual Average Daily Traffic (Year)	Notes
Mundelein, IL 2015 South Lake (US 45)	10	4	2	27,800 (2015)	Also contains a Long John Silvers.
Libertyville, IL 1308 North Milwaukee (IL 21)	16	3	2	23,100 (2015)	Also contains a Pizza Hut.
Glenview, IL 1757 Waukegan Road (Il 43)	6	4	2	21,800 (2015)	
Niles, IL 7535 North Harlem Avenue (IL 43)	8	3	1	22,800 (2013)	

Group 2 - Weekday Evening Peak Period (4 to 6 PM)

Location	Parking Demand Maximum	Drive-Thru Queue Maximum	Drive-Thru Queue Average	Annual Average Daily Traffic (Year)
Mundelein, IL 900 Route 83	4	2	1	16,100 (2015)
Lake Zurich, IL 801 West Main Street (IL 22)	6	3	1	19,800 (2015)

Group 3 - Saturday Midday Peak Period (11 AM to 1 PM)

Location	Parking Demand Maximum	Drive-Thru Queue Maximum	Drive-Thru Queue Average	Annual Average Daily Traffic (Year)
Mundelein, IL 900 Route 83	6	2	1	16,100 (2015)
Chicago, IL 3511 West Devon Ave	8	5	3	24,800 (2014)

Appendix G
Taco Bell Survey Data Summary - June/July 2019

Taco Bell Weekday Midday Peak Hour Comparison (11 AM to 1 PM)													
												Average Daily Traffic *Source: IDOT*	
Location	Peak Hour	Drive-Thru	In Store	Total	Average Parking Supply	Average Parking Demand	Max. Parking Demand	Average Occupied Parking	Max. Occupied Parking	Average Queue	Max Queue	Major	Minor
Chicago, IL													
3511 W Devon Ave	11:45-12:45 PM	26	21	47	20	12	13	60%	65%	3	5	24,800 (Devon) (2018)	
Glenview, IL													
1757 Waukegan Rd	11:30-12:30 PM	35	36	71	30	12	18	40%	60%	4	5	25,100 (Waukegan) (2017)	11,400 (Chestnut) (2018)
Lake Zurich, IL													
801 W Main St	12:00-1:00 PM	33	25	58	24	9	11	38%	46%	4	5	19,500 (Main) (2017)	
Libertyville, IL													
1308 N Milwaukee	11:30-12:30 PM	34	22	56	30	6	8	20%	27%	4	7	26,800 (Milwaukee) (2017)	
Mundelein, IL													
2015 S Lake St	11:45-12:45 PM	26	29	55	31	8	10	26%	32%	6	7	28,200 (Lake) (2017)	
Mundelein, IL													
900 Rte 83	11:45-12:45 PM	39	31	70	37	8	9	22%	24%	2	2	15,700 (IL 83) (2017)	
Niles, IL													
7535 N Harlem Ave	12:00-1:00 PM	34	24	58	36	8	10	22%	28%	2	5	17,600 (Harlem) (2017)	

Taco Bell Weekday Evening Peak Hour Comparison (4 to 6 PM)													
												Average Daily Traffic *Source: IDOT*	
Location	Peak Hour	Drive-Thru	In Store	Total	Average Parking Supply	Average Parking Demand	Max. Parking Demand	Average Occupied Parking	Max. Occupied Parking	Average Queue	Max Queue	Major	Minor
Lake Zurich, IL													
801 W Main St	4:45-5:45 PM	23	10	33	24	8	9	33%	38%	3	4	19,500 (Main) (2017)	
Libertyville, IL													
1308 N Milwaukee	5:00-6:00 PM	11	11	22	30	3	4	10%	13%	1	2	26,800 (Milwaukee) (2017)	
Mundelein, IL													
900 Rte 83	4:45-5:45 PM	22	24	46	37	6	8	16%	22%	2	3	15,700 (IL 83) (2017)	

GEWALT HAMILTON ASSOCIATES, INC.