Rush Oak Park Hospital Parking Garage Submission

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Application for Public Hearing
SPECIAL USE PERMITS

YOU MUST PROVIDE THE FOLLOWING INFORMATION: IF ADDITIONAL SPACE IS NEEDED, ATTACH EXTRA PAGES TO THE PETITION.

Name of Business (If applicable): _Rush Oak Park Hospital_____

Address/Location of Property in Question: Northwest Corner of Monroe and Wenonah intersection

Property Identification Number(s)(PIN):
16-18-102-009; 16-18-102-010; 16-18-102-011; 16-18-102-012; 16-18-102-013; 16-18-102-014; 16-18-102-015; 16-18-102-016; 16-18-102-017; 16-18-102-018; 16-18-102-019; 16-18-102-020; 16-18-102-021; 16-18-102-022; 16-18-102-023

Name of Property Owner(s):__Rush Oak Park Hospital _____

Address of Property Owner(s): 520 S Maple Ave, Oak Park, IL. 60304

E-Mail of Property Owner(s): Robert_Spadoni@rush.edu **Phone:**_ 708.660.6660

If Land Trust, name(s) of all beneficial owners: (A Certificate of Trust must be filed.) _____

_____

Name of Applicant(s): Rush Oak Park Hospital

Applicant's Address: 520 S Maple Ave, Oak Park, IL. 60304

Applicant's Phone Number: Office 708.660.6660 E-Mail:

Other: _____

Project Contact: (if Different than Applicant) **Robert S. Spadoni, JD, FACHE**

Contact's Address: 520 S Maple Ave, Oak Park, IL. 60304 Contact's Phone Number: 708.660.6660 E-Mail Robert_Spadoni@rush.edu

Other: _____

Property Interest of Applicant: _X__Owner _____Legal Representative _____Contract Purchaser _____Other

(If Other - Describe):_____

Existing Zoning: H District; Rush Oak Park Hospital ORD 17-263 **Describe Proposal**:

Applicant proposes construction of a 6 level parking structure with a parked roof. Proposed project will provide 700 new parking spaces for a net gain of 600 parking spaces.

Size of Parcel (from Plat of Survey): 102,589 Square Feet

Adjacent: Zoning Districts Land Uses

North: MS Madison Street Zoning District and Belmont Village 2003-0-42 ordinance

East: R-3-35 Single Family

South: R-3-50 Single Family abutting at the south end 3 lots north of Adam St. and R-3-35 Single family

West: R-7 Multi-family Harlem Avenue and the Village of Oak Park boundary

How the property in question is currently improved?

☐ Residential X Non-Residential ☐ Mixed Use ☐ OTHER:_____

Describe Improvement: Property is currently a surface parking lot.

Is the property in question currently in violation of the Zoning Ordinance? _____Yes _X____No

If *Yes*, how? _____

Is the property in question presently subject to a Special Use Permit? _X__Yes _____No

If *Yes*, how? _____

If *Yes*, please provide relevant Ordinance No.'s _____

Is the subject property located within any Historic District? _____ Yes _X__ No

If Yes: ☐ Frank Lloyd Wright ☐ Ridgeland/Oak Park ☐ Gunderson

From what Section(s) of the Zoning Ordinance are you requesting approval / relief?

Article:_____**Section:**_____

Article:_____**Section:**_____

Article:_____**Section:**_____

Explain why, in your opinion, the grant of this request will be in harmony with the neighborhood and not contrary to the intent and purpose of the Zoning Ordinance or Comprehensive Plan;

Applicant proposes construction of a multi-level parking structure in place of an existing surface parking lot. It is the intent of the 'H' district to accommodate the necessary service uses of the hospital. By consolidating the parking on the hospital site, it will allow relief to surrounding street parking and for both staff, patients, and visitors to the existing 'H' Hospital zoning district. The proposed project in the 'H' Hospital zoning district meets all applicable requirements, administrative procedures, and does not request deviation from standards of the Zoning Ordinance and Comprehensive Plan. A full explanation addressing compliance and to address the Special Use Standards has been appended to this application.

I (we) certify that all the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief.

I (we) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Oak Park for the purpose of securing information, posting, maintaining and removing such notices as may be required by law.

Robert S. Spadoni
(Printed Name) Applicant

(Signature) Applicant

9/26/19
Date

Robert S. Spadoni
(Printed Name) Owner

(Signature) Owner

9/26/19
Date

Owner's Signature must be notarized

SUBSCRIBED AND SWORN TO BEFORE ME THIS
26th DAY OF September 2019

CHERISE BROWN
Official Seal
Notary Public - State of Illinois
My Commission Expires May 6, 2023

(Notary Public)

Updated September 2017

Special Use Standards - Zoning Ordinance - Article 14.2 (E)

Please respond to each as the recommendation of the Zoning Board of Appeals or Plan Commission and the decision of the Village Board must make findings to support each of the following conclusions:

1. The establishment, maintenance, and operation of the proposed special use will not have a substantial or unduly adverse impact on the neighborhood or endanger the public health, safety, or welfare.

Proposed Project: It is our expectation that the proposed project, a new multi-level 700 space parking garage, will have a positive impact on the neighborhood and will not endanger the public health, safety, or welfare. This project will improve the parking of vehicles coming to the hospital in an orderly and efficient garage on the hospital campus. Rush Oak Park Hospital (ROPH) has been operating at a parking deficit for years. The parking shortage has caused overflow parking needs to extend into the residential neighborhoods adjacent to the hospital. Patients, visitors, and staff were parking within the neighborhood, and traffic is similarly filtering through the neighborhood. The proposed project will fix the parking deficit and limit traffic flow and open parking throughout the surrounding neighborhood.

According to a parking study completed in June 2019, the utilization of on-site parking was 98% and has no room for further capacity. Rush Oak Park Hospital intends to continue to serve the health and well-being of the Oak Park community and plans to grow, develop new facilities, and expand physician practices. In order to accommodate the current demand and growth 500 additional parking spaces are needed. The proposed project provides a net increase of over 600 spaces. This expansion will functionally eliminate the hospital's reliance on neighborhood parking to meet its needs.

The proposed parking structure will also improve traffic flow and reduce the impact on the surrounding neighborhood. ROPH proposes to direct all traffic for the parking structure through the ROPH campus. The proposed structure, located at the corner of Monroe St and Wenonah Ave, would have its entry be located on Monroe St. Monroe Street from Wenonah to Wisconsin is proposed to become part of the ROPH campus, be separated from the neighborhood through addition of cul-de-sacs and traffic divertors, and funnel traffic toward the Wisconsin and Madison intersection and traffic signal. By providing all required parking on the campus and controlling the flow of traffic through appropriate intersections, the proposed parking structure will provide a positive impact on the health and safety of the neighborhood.

2. The proposed special use is compatible with the general land use of adjacent properties and other properties within the immediate vicinity.

Proposed Project: It is the intent of the Special Purpose District 'H' zoning district to accommodate the necessary service uses of the hospital. Therefore, the proposed project and land use is consistent with the underlying zoning. By consolidating the parking on the hospital site, it will allow relief to surrounding street parking and for both staff, patients, and visitors to the existing 'H' Hospital zoning district.

The proposed site does not abut, nor is it adjacent to residential zones because of public streets and an alley boarding the site. The proposed structure will directly next to an existing, and aging, hospital parking structure. The structure will be a similar scale as the Belmont Village building north of the proposed structure. The new structure will site on the west edge of the buildable area of the site, allowing a greater setback from Wenonah Ave. The site of the garage will meet the required space for landscaping that will

partially screen the building from neighboring properties across streets or alleys. The project meets the required building design standards with texture, materials, architectural elements and contextual relationship with other buildings throughout the Village.

3. The special use in the specific location proposed is consistent with the spirit and intent of this Ordinance, adopted land use policies and the Comprehensive Plan.

Proposed Project: The proposed use on the site is consistent with the spirit and intent of the ordinance, adopted land use policies and the Comprehensive Plan. It is the intent of the 'H' district to accommodate the necessary service uses of the hospital which the parking. The proposed site has additional limitations placed on it that do not apply to the rest of the H district – a height limitation of 80'. The proposed project will comply with this additional requirement. The project will position the structure to allow for landscape to partially screen the structure from nearby properties. Additional information on the project's compliance with the ordinance is included below.

The comprehensive plan, Envision Oak Park, has a stated goal to "strengthen and protect the character, integrity, and cohesion of the village and its neighborhoods." The proposed project will strengthen the surrounding neighborhood. By providing all required parking on the Rush Oak Park Campus and directing the flow of traffic through appropriate intersections the project will relieve congestion from the neighborhood and protect the character of the neighborhood.

4. The special use meets the requirements for such classification in this Ordinance.

Proposed Project: The project team views the proposed land use for the Special Purpose District 'H' Zoning district as being an 'as of right' development as it substantially complies with the zoning ordinance. However, this site has previously utilized the Special Use process to allow for the existing surface parking lot. The replacement of that special use is, therefore, understood to require its own Special Use process.

Zoning Information

The current site is positioned in the following zoning district:

- H: Special Purpose Districts, Hospital Zoning District
  (3.1, C.) The 'H' district, as shown on the Oak Park zoning map, dated, "adopted September 18, 2017, amended through December 31, 2018". The 'H' Hospital District Zoning district is intended to accommodate major health care facilities, and their expansion, located within the Village. This zone is generally bounded on the north, by Madison St; east, by Wenonah Ave.; south by 3 lots, north of Adams St.; west by the Harlem Ave. also, the Village boundary line. This District is next to single family district on the east and south and partially next to multi- family on the west and north. This special purpose 'H' district is separated by public streets and alleys on all sides except for the southern-most boundary near Adams St. The proposed site does not abut, nor is it adjacent to other residential zones because of public streets and an alley boarding the site. It is the intent of the 'H' district to accommodate the necessary service use of the hospital. By consolidating the parking on the hospital site, it will allow relief to surrounding street parking and for both staff, patients, and visitors to the existing 'H 'Hospital zoning district. The proposed project in the 'H' Hospital zoning district meets all applicable requirements and administrative procedures here in:

Surrounding Zoning Districts

North: MS Madison Street Zoning District and Belmont Village 2003-0-42 ordinance
East: R-3-35 Single Family
South: R-3-50 Single Family abutting at the south end 3 lots north of Adam St. and R-3-35 Single family
West: R-7 Multi-family, Harlem Ave. and the Village of Oak Park boundary

Article 6. Special Purpose Districts' H' Hospital Zoning District (6.3)

'H' Hospital Zoning District (6.3)
Hospital, Major Health Care Facilities, and their expansion, located within the Village

Minimum Yard and Lot Requirements ***Exhibit 6: Site plan***

- Front Yard: 20'

  Proposed Project: 20' South, Monroe St

- Side Yard: 20' East, Wenonah Ave and None west side required abutting existing 'H' zoning and private alley

  Proposed Project: 20' East, 15' West

- Rear Yard: North: 30' Alley behind Belmont Village.

  Proposed Project: 30' from the adjacent property line on the alley behind Belmont Village that runs east and west

Maximum Height (6.3 Table 6-3 H. District Dimensional Standards) ***Exhibit 11: Building elevations***

- (6.3, C. 2. b.) From the centerline of Wisconsin Avenue (extending) to the east 'H' District property line, Buildings may not exceed 80' in height.

  Proposed Project: Top of building elevator parapet 77 '-6" from average existing grade. 100% of the floor area at grade is used for parking and screen allows the project height to be 85'.
  Complies with 80' maximum height.

- Maximum lot coverage 80% lot size with alley 49,764 s.f. x 80% = 39,812 s.f. maximum lot coverage.
  Proposed project: Complies with lot coverage, proposed square footage 35,280 s.f.

Article 7. Design Standards

- (7.2 Applicability A. 1.) The design standard of this article applies to the following instances: New construction of non-residential, mixed use developments, and multi- family dwellings of three or more units.

- (7.3 Design Review B. 1., Pre- Application Conference) Applicants prior to submitting a formal application permit may request at their option a pre-application conference with the Zoning Administration before submitting to the Department of Development customer service.

  Proposed Project: Pre-application conference occurred on 9/10/19.

- (7.3, C. 3., Circulation and Off-Street Parking Design) a. Provide adequate and safe access to the site for motor vehicles as well as alternative modes of transport, including pedestrians, bicyclists, and public transit users. b. Minimize potentially dangerous traffic movement. c. Minimize curb cuts by using cross access easements and shared parking (Definition per the Oak Park Ordinance states "Alley"; A private or dedicated public right of way that affords only a secondary means of access to the contiguous property and is less than 33' in width.) d. Clearly define a network of pedestrian connections in and between parking lots, street sidewalks, open spaces, and structures that is visible and identifiable.

  Proposed Project: See Exhibit #6 Site Plan and Exhibit #4 Traffic Study

- (7.4 Building Design Standard-Non-residential, mixed use, and multi-family) A.1., Building walls that face a street or connecting pedestrian walkway must not have a blank uninterrupted length exceeding 30' for non-residential without including at least two of the following categories: Change in plane; Change in texture or masonry pattern; Windows; An equivalent element that subdivides the wall into smaller sections.

  Proposed Project: Change in texture or masonry pattern and equivalent elements that subdivide the wall into smaller sections.

- (7.4,B.) Each building must have a clearly defined prominent customer/residential entrance.

  Proposed Project: Recess or projection, glass, brick, and architectural concrete.

- (7.4,E. Site Design) All development proposals must show evidence of coordination with the site plan, the arrangement of buildings, and planning elements of neighborhood property.

  Proposed Project: Minimize cross-traffic conflicts within parking areas. Locate vehicle access points on the site as far away from the street intersections. All public-facing sides of the building express consistent architectural detail and character. Provide an emergency exit of vehicles only onto the east-west alley. Consider emergency vehicles at the Belmont Village in the east-west alley.

- (7.6 Energy Efficient Construction) All development is required to follow all standards and codes adopted by the Village for energy efficient buildings and site design. Further, the Village encourages following the standards promulgated by organizations such as LEED, U.S. Green Building Council, SITES, and the GBCI rating system accepted by the Village.

  Proposed Project: Energy efficient lighting, and suggested EVCS, electrical vehicle charging station needs to be considered due to the electrical service on the site is being impacted by the project and possible long-term parking. LEED does not maintain a standard for parking structures.

- (9.2 Exterior Lighting) A. 1., A lighting plan is required for all non-residential uses. C.1., To be considered a cut off luminaire, the cut off angle must be 75 degrees or less. C.2., The maximum total height of the cut off luminaire, either free standing or attached to a structure, is 20'.

  Proposed Project: Light plan will be developed to meet the requirements, and footcandle at the property lines

Article 10 Off Street Parking and loading ***Exhibit #10: Floor Plans***

- (Table 10-1: Off Street Parking Space Dimensions) 90degree head in minimum size: Required off street standard parking space shall be at least 8' -3" in width and at least 18' in-depth, aisle width 22', a module of 58' and vertical clearance 7' -6" for spaces and drive aisles. Compact 7 '-3" in width, 15 '-6" in-depth, aisle width 19' and module of 50'

  Proposed Project: 8' -6" in width and at least 18' in-depth and 25' in the aisle and a module of 61' is provided.

- (10.3, B. Access, 3) All parking facilities must be designed with the vehicle egress and ingress points that least interfere with the traffic movement.

  Proposed project: Coordination with Village officials to have traffic go through Rush Oak Park Hospital campus and not through the neighborhood. See Exhibit #6 Site Plan

- (10.3 B. 5) Dead end parking lots without a turnaround space are prohibited. All turnaround space must have a minimum depth and width of 9' and must be designated with signs, "No Parking", and painted to indicate parking is prohibited.

  Proposed Project: Turn around space is provided.

- (10.3, H, 2) Parking structures must be designed to minimize blank facades through architectural details and landscaping.

  Proposed project: Architectural detailing of brick on the first two levels and full height at all corners. Architectural recessed patterns and details on the precast concrete panels with require landscape screening on the first floor. See Exhibit # 11 Elevations

- (10.3, H,3) On portions of the ground floor façade where parking spaces are visible, a decorative fence and landscaping or knee wall are required to screen parking spaces. Such fence or knee wall must be a minimum of 4' in height.

Proposed Project: 48“ in height, brick and architectural precast panel walls are provided with decorative metal screening above. Landscaping per ordinance in front of the wall. Exhibit #11 Elevation

- (10.3, H, 4) For parking structures with rooftop open-air parking, a 5’ parapet wall is required for screening.

  Proposed project: 5’ parapet wall on the top tier

- (10.3, H, 5 a, b, c,) A vehicular clear sight zone must be included at vehicular exits. The Façade of vehicular exit area must be set back from the pedestrian walkway along the façade at a minimum of 8’ from the portion of the façade that includes the vehicle exit area and 8’ on each side of the exit opening.

  Proposed project: The exits are set back from the pedestrian walk-ways or are on the east-west alley with no walkways. See Exhibit #6 Site Plan

10.4 Required off-street vehicle and bicycle parking space

(Table 10-2: Off-street Vehicle and Bicycle parking requirements) Hospital, minimum required vehicle spaces:

1 per 2.5 beds. Bicycles spaces: 1 per 10 beds and 30% of required spaces for bicycle long term. (Spaces are based on the hospital, not the garage).

Proposed Design: Verify the number of bicycle stalls on the entire site and number of licensed beds to meet requirements

(10.6, A. Required Bicycle Spaces) Where off-street parking facilities are provided, bicycle parking spaces must be provided as indicated in table 10-2.

(10.6, B, 1. Bicycle Parking Standards Design) The required bike stall is to be 2’ in width by 6’ in length, with a minimum vertical clearance of 7’. There must be a row at least 5’ wide aisle between each set of bicycle parking to allow maneuvering.

(10.6, B, 2, 3,4, 5) All long-term parking is to be located indoors or fully covered by an overhang, covered walkway or weatherproof outdoor bicycle locker Bicycles racks must permit the frame and one wheel to be locked to the rack with a U-shaped lock. All lockers and racks must be anchored to the ground, and if bicycle parking is not visible from the principal entrance, signs must be provided, Bicycle stalls must have a surface as a vehicle stall.

Proposed Design: Bicycle stall and double loaded aisle = 17 s.f. per stall on a hard surface and 30 % of stall must be indoors or fully covered for the long term. Total licensed beds 201 stated in the latest found IDPH Illinois Hospital Report Card: 201 /10 = 20 stalls x 30% = 6 long term stalls, Total bike stalls 20 Approx. 136 s.f. 8’x 17’ double loaded or single loaded 6’x 16’ plus aisle on the first floor

(10.6, C. Location, 1,2,3,) The bicycle parking must be convenient to the building entrance and street access but may not interfere with normal pedestrian and vehicle traffic. Bicycles must not travel over stairs to access parking; short term bicycle parking must have a high degree of convenience, Short term bicycle parking spaces are to be located no more than 50 feet from the principal entrance and on the same grade as the sidewalk or accessible route.

Proposed project: Campus review to determine existing stalls and required number of stalls based on bed count and table 10-2. Remaining bicycle parking is to be located on the first tier near the entrance located off Monroe St. for long term and short-term bicycle parking.

Article 11 Landscaping
(11.1, A, Landscape Plan Requirements) A landscape plan is required for any development of non-residential or parking lots of 15 more spaces.

Proposed Design: Landscape plan will be submitted to meet the design requirement for Wenonah Ave. and Monroe St.

Quantitative Summary (10-10-15-B-1-g)

- Gross site area = sq. ft. 49,764
- Total gross floor area of parking structure = 237,920 sq. ft.
- Parking: 700 parking stalls in the proposed parking structure, with 15 ft paved area between existing and new parking structures.
    - Approx.: 84 surface parking stalls existing on the parcel being removed. Net gain of 616 stalls on the parcel.

COMMITMENT FOR TITLE INSURANCE

ISSUED BY

FIRST AMERICAN TITLE INSURANCE COMPANY

Agreement to Issue Policy

We agree to issue a policy to you according to the terms of this Commitment. When we show the policy amount and your name as the proposed insured in Schedule A, this Commitment becomes effective as of the Commitment Date shown in Schedule A.

If the Requirements shown in this Commitment have not been met within six months after the Commitment Date, our obligation under this Commitment will end. Also, our obligation under this Commitment will end when the Policy is issued and then our obligation to you will be under the Policy.

Our obligation under this Commitment is limited by the following:

The Provisions in Schedule A.

The Exceptions in Schedule B.

The Conditions, Requirements and Standard Exceptions on the next page.

This Commitment is not valid without Schedule A and Schedule B.

First American Title Insurance Company

Dennis J. Gilmore
President

Jeffrey S. Robinson
Secretary

CONDITIONS

1. DEFINITIONS.
(a) "Mortgage" means mortgage, deed of trust or other security instrument.
(b) "Public Records" means title records that give constructive notice of matters affecting the title according to the state law where the land is located.

2. LATER DEFECTS.
The Exceptions in Schedule B may be amended to show any defects, liens or encumbrances that appear for the first time in the public records or are created or attach between the Commitment Date and the date on which all of the Requirements (a) and (c) shown below are met. We shall have no liability to you because of this amendment.

3. EXISTING DEFECTS
If any defects, liens or encumbrances existing at Commitment Date are not shown in Schedule B, we may amend Schedule B to show them. If we do amend Schedule B to show these defects, liens or encumbrances, we shall be liable to you according to Paragraph 4 below unless you knew of this information and did not tell us about it in writing.

4. LIMITATION OF OUR LIABILITY
Our only obligation is to issue to you the Policy referred to in this Commitment, when you have met its Requirements. If we have any liability to you for any loss you incur because of an error in this Commitment, our liability will be limited to your actual loss caused by your relying on this Commitment when you acted in good faith to:

comply with the Requirements shown below
or
eliminate with our written consent any Exceptions shown in
Schedule B or the Standard Exceptions noted below.

We shall not be liable for more than the Policy Amount show in Schedule A of this Commitment and our liability is subject to the terms of the Policy form to be issued to you.

5. CLAIMS MUST BE BASED ON THIS COMMITMENT
Any claim, whether or not based on negligence, which you may have against us concerning the title to the land must be based on this Commitment and is subject to its terms.

REQUIREMENTS

The following requirements must be met:

(a) Pay the agreed amounts for the interest in the land and/or the mortgage to be insured.
(b) Pay us the premiums, fees and charges for the policy.
(c) Documents satisfactory to us creating the interest in the land and/or the mortgage to be insured must be signed, delivered and recorded.
(d) You must tell us in writing the name of anyone not referred to in this Commitment who will get an interest in the land or who will make a loan on the land. We may then make additional requirements or exceptions.
(e) Proper documentation to dispose of such exceptions as you wish deleted from Schedule B or the Standard Exceptions noted below.

STANDARD EXCEPTIONS

The following Standard Exceptions will be shown on your policy:

1. Rights or claims of parties in possession not shown by the public records.
2. Easements, or claims of easements, not shown by the public records.
3. Any encroachments, encumbrance, violation, variation or adverse circumstance affecting title that would be disclosed by an accurate and complete survey of the land pursuant to the "Minimum Standards of Practice," 68 Ill. Admin. Code, Sec. 1270.56(b)(6)(P) for residential property or the ALTA/NSPS land title survey standards for commercial/industrial property..
4. Any lien, or right to lien, for services, labor, or other material heretofore or hereafter furnished, imposed by law and not shown by the public records.
5. Taxes, or special assessments, if any, not shown as existing liens by the public records.
6. Loss or damage by reason of there being recorded in the public records, any deeds, mortgages, lis pendens, liens or other title encumbrances subsequent to the Commitment date and prior to the effective date of the final Policy.

First American Title Insurance Company
Chicago Metro Commercial Center
27775 Diehl Rd, Warrenville, IL 60555
Phone (866) 563 7707 **/ Fax** (877) 315 1066 **/ Email:** cmcc.il@firstam.com
To Schedule Closing: **Phone** (877) 295 4328 / **Email:** scheduling.il@firstam.com

ALTA Commitment
Schedule A

Reference:

File No.: 2859877

1. **Effective Date: May 03, 2017**

2. **Policy or Policies to be issued:** **Amount:**

   a. **ALTA Owner's Policy**
   None $0.00

   Proposed Insured:
   None

   b. **ALTA Loan Policy**
   None $None

   Proposed Insured:
   None

3. **The estate or interest in the land described or referred to in this commitment and covered herein is fee simple and title to the estate or interest in said land is at the effective date hereof vested in:**

   Rush Oak Park Hospital, Inc.

4. **The mortgage and assignments, if any, covered by this Commitment are described as follows:**

   None

5. **The land referred to in this Commitment is described as follows:**

PARCEL 1: LOT 3 AND LOT 2 (EXCEPT THE NORTH 40 FEET THEREOF) IN BLOCK 5 IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF) IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST HALF OF THE SOUTHWEST QUARTER THEREOF), IN COOK COUNTY, ILLINOIS.

PARCEL 2: LOT 7 IN THE RESUBDIVISION OF LOTS 1, 2, 3 AND 4 IN BLOCK 4 IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF) IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST HALF OF THE SOUTHWEST QUARTER THEREOF), TOGETHER WITH LOTS 5, 6, 7, 8 AND 9 IN BLOCK FOUR IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT ONE (EXCEPT THE EAST FORTY ACRES THEREOF), IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST HALF OF THE SOUTHWEST QUARTER THEREOF), EXCEPTING THEREFROM THAT PART CONVEYED TO PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION BY WARRANTY DEED RECORDED MAY 13, 1996 AS DOCUMENT 96360409, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 9; THENCE NORTH 00 DEGREES 47 MINUTES 34 SECONDS WEST (ASSUMED) 5.00 FEET ALONG THE WEST LINE THEREOF, SAID WEST LINE BEING ALSO THE EAST RIGHT OF WAY LINE OF HARLEM AVENUE (ILLINOIS ROUTE 43); THENCE SOUTH 45 DEGREES 40 MINUTES 07 SECONDS EAST 7.09 FEET TO THE SOUTH LINE OF SAID LOT 9; THENCE SOUTH 89 DEGREES 27 MINUTES 21 SECONDS WEST 5.00 FEET ALONG SAID SOUTH LINE TO SAID POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

PARCEL 3: LOTS 1, 2, 3, 4 AND 5 (EXCEPT THE SOUTH 80 FEET OF THE WEST 70 FEET OF LOTS 2, 3 AND 4 TAKEN AS A TRACT AS MEASURED FROM THE WEST AND SOUTH LINES OF SAID LOTS) IN THE RESUBDIVISION OF LOTS 1 TO 4 IN BLOCK 4 IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF) IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), IN COOK COUNTY, ILLINOIS.

PARCEL 4: ALL OF LOTS 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 AND LOT 22 (EXCEPT THE SOUTH 3 FEET THEREOF) IN THE SUBDIVISION OF BLOCK 2 IN WALLEN AND PROBST'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF PART OF LOT 1 IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), IN COOK COUNTY, ILLINOIS.
ALSO, THE EAST HALF OF THE VACATED ALLEY LYING WESTERLY OF AND ADJACENT TO LOTS 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 AND LOT 22 (EXCEPT THE SOUTH 3 FEET THEREOF) AS VACATED BY ORDINANCE RECORDED JANUARY 7, 2015 AS DOCUMENT 1500729101, IN COOK COUNTY, ILLINOIS.

PARCEL 5: LOTS 1 TO 16, BOTH INCLUSIVE, IN THE SUBDIVISION OF LOTS 1, 2, 3 AND 4 IN BLOCK 2 AND OF LOTS 1, 2, 3 AND 4 IN BLOCK 3 INCLUDING ALLEY BETWEEN SAID LOTS 1 AND 2 AND THE NORTH 43 FEET OF LOT 3 IN SAID BLOCK 2 ON THE EAST AND SAID LOTS 1 AND 2 AND THE NORTH 43 FEET OF SAID LOT 3 IN BLOCK 3 ON THE WEST IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF) IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), TOGETHER WITH THE VACATED EAST-WEST ALLEY LYING SOUTH OF AND ADJOINING SAID LOTS 1 TO 14, BOTH INCLUSIVE, AND LYING NORTH AND

ADJOINING SAID LOTS 15 AND 16 VACATED BY ORDINANCE RECORDED NOVEMBER 27, 1959 AS DOCUMENT 17721850, ALSO THAT PART OF THE VACATED NORTH-SOUTH ALLEY LYING WEST OF AND ADJOINING SAID LOT 15 AND EAST OF AND ADJOINING SAID LOT 16 VACATED BY ORDINANCE RECORDED JUNE 1, 1922 AS DOCUMENT 7523912;
ALSO LOTS 5 TO 9, BOTH INCLUSIVE, IN BLOCK 2 AND LOTS 5 TO 9, BOTH INCLUSIVE, IN BLOCK 3 IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF) IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCPAL MERIDIAN (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), TOGETHER WITH THE VACATED NORTH-SOUTH ALLEY LYING WEST AND ADJOINING SAID LOTS 5 TO 9 IN BLOCK 2 AND EAST AND ADJOINING SAID LOTS 5 TO 9 IN BLOCK 3 VACATED BY ORDINANCE RECORDED JUNE 1, 1922 AS DOCUMENT 7523912;
ALSO LOTS 24 TO 35, BOTH INCLUSIVE, IN THE SUBDIVISION OF BLOCK 2 IN WALLEN & PROBST'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF PART OF LOT 1 IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), TOGETHER WITH ALL OF VACATED WISCONSIN AVENUE LYING WEST OF AND ADJOINING SAID LOTS 24 TO 35, BOTH INCLUSIVE, VACATED BY ORDINANCE RECORDED OCTOBER 24, 1975 AS DOCUMENT 23269659, ALL IN COOK COUNTY, ILLINOIS.
ALSO, THE WEST HALF OF THE VACATED ALLEY LYING EASTERLY OF LOTS 24 TO 35, AND NORTH OF A LINE DRAWN FROM THE SOUTH LINE LOT 22 (EXCEPT THE SOUTH 3 FEET THEREOF) EXTENDED WEST AND SOUTH OF THE NORTH LINE OF LOT 35 EXTENDED EAST, AS VACATED BY ORDINANCE RECORDED JANUARY 7, 2015 AS DOCUMENT 1500729101, IN COOK COUNTY, ILLINOIS.

PARCEL 6: THAT PART OF VACATED WEST MONROE STREET VACATED PER DOCUMENT 20181526 IN W. J. WILSON'S ADDITION TO OAK PARK LYING EAST OF A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 9 IN BLOCK 3 TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 6 AND LYING WEST OF A LINE DRAWN FROM THE SOUTHEAST CORNER OF LOT 9 IN BLOCK 2 TO THE NORTHEAST CORNER OF LOT 1 IN BLOCK 7 EXCEPT THAT PART DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 1 IN BLOCK 7 AFORESAID, THENCE NORTH 66.0 FEET TO THE SOUTHEAST CORNER OF LOT 9 IN BLOCK 2 AFORESAID, THENCE WEST ALONG THE SOUTH LINE OF LOT 9 AFORESAID AND ITS WESTERLY EXTENSION AND THE SOUTH LINE OF LOT 9 IN BLOCK 3 AFORESAID, 216.90 FEET; THENCE SOUTH, PERPENDICULAR TO THE AFORESAID LINE, 32.20 FEET; THENCE WEST, PERPENDICULAR TO THE AFORESAID LINE, 142.03 FEET TO A POINT ON A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 9 IN BLOCK 3 AFORESAID TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 6 AFORESAID; THENCE SOUTH ON THE AFORESAID DESCRIBED LINE 33.80 FEET TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 6 AFORESAID, THENCE EAST ALONG THE NORTH LINE OF LOT 1 IN BLOCK 6 AFORESAID, AND ITS EASTERLY EXTENSION AND THE NORTH LINE OF LOT 1 IN BLOCK 7 AFORESAID, 359.06 FEET TO THE HEREINABOVE DESIGNATED POINT OF BEGINNING, SAID ADDITION BEING A SUBDIVISION IN SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN , ALL IN COOK COUNTY, ILLINOIS.

Note: For informational purposes only, the land is known as:

Rush Oak Park Hospital, Inc.
Oak Park, IL

THIS COMMITMENT IS VALID ONLY IF SCHEDULE B IS ATTACHED.

ALTA Commitment

Schedule B

Part I

File No.: 2859877

Schedule B of the policy or policies to be issued will contain the exceptions shown on the inside front cover of this Commitment and the following exceptions, unless same are disposed of to the satisfaction of the Company:

If any document referenced herein contains a covenant, condition or restriction violative of 42USC 3604(c), such covenant, condition or restriction to the extent of such violation is hereby deleted.

1. Rights or claims of parties in possession not shown by the public records.

2. Easements or claims of easements, not shown by the public records.

3. Any encroachments, encumbrance, violation, variation or adverse circumstance affecting title that would be disclosed by an accurate survey of the land pursuant to the "Minimum Standards of Practice," 68 Ill. Admin Code, Sec. 1270.56(b)(6)(P) for residential property or the ALTA/NSPS land title survey standards for commercial/industrial property.

4. Any lien, or right to lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records.

5. Taxes, or special assessments, if any, not shown as existing liens by the public records.

6. Loss or damage by reason of there being recorded in the public records, any deeds, mortgages, lis pendens, liens or other title encumbrances subsequent to the Commitment date and prior to the effective date of the final Policy.

NOTE: THE LAND SUBJECT TO THIS COMMITMENT LIES WITHIN THE BOUNDARIES OF COOK COUNTY, KANE COUNTY, PEORIA COUNTY, OR WILL COUNTY ILLINOIS AND IS SUBJECT TO THE PREDATORY LENDING DATABASE PROGRAM (765 ILCS 77/70 ET SEQ) EFFECTIVE JULY 1, 2008 AS TO COOK COUNTY. THE PREDATORY LENDING DATABASE PROGRAM HAS BEEN EXPANDED TO INCLUDE KANE, PEORIA AND WILL COUNTIES AS TO ALL MORTGAGE APPLICATIONS MADE OR TAKEN ON OR AFTER THE EXPANSION INCEPTION DATE OF JULY 1, 2010. VALID CERTIFICATES OF COMPLIANCE OR EXEMPTION ISSUED IN CONFORMITY WITH THE ACT MUST BE OBTAINED AT TIME OF CLOSING IN ORDER TO RECORD ANY MORTGAGE. FOR ADDITIONAL INFORMATION, GO TO WWW.IDFPR.COM, THE DIVISION OF BANKING.

7. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

   Tax identification no.: 16-18-109-003-0000 Vol. 144
   (Affects Parcel 1)

   Note: Total 2015 taxes in the amount of $16,011.93 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $8,806.56 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

8. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-007-0000 Vol. 144
(Affects a portion of Parcel 2)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

9. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-008-0000 Vol. 144
(Affects a portion of Parcel 2)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

10. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-009-0000 Vol. 144
(Affects a portion of Parcel 2)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due

Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

11. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-010-0000 Vol. 144
(Affects a portion of Parcel 2)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

12. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-012-0000 Vol. 144
(Affects a portion of Parcel 2)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

13. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-013-0000 Vol. 144
(Affects the remainder of Parcel 2)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

14. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-002-0000 Vol. 144
(Affects a portion of Parcel 3)

Note: Total 2015 taxes in the amount of $4,711.12 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $2,591.12 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

15. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-006-0000 Vol. 144
(Affects a portion of Parcel 3)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

16. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-100-014-0000 Vol. 144
(Affects the remainder of Parcel 3)

Note: Total 2015 taxes in the amount of $9,690.21 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $5,329.62 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

17. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-017-0000 Vol. 144
(Affects a portion of Parcel 4)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

18. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-018-0000 Vol. 144
(Affects a portion of Parcel 4)

Note: Total 2015 taxes in the amount of $11,958.13 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $6,576.97 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

19. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-019-0000 Vol. 144
(Affects a portion of Parcel 4)

Note: Total 2015 taxes in the amount of $2,873.48 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $1,580.41 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

20. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-020-0000 Vol. 144
(Affects a portion of Parcel 4)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

21. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-021-0000 Vol. 144
(Affects a portion of Parcel 4)

Note: Total 2015 taxes in the amount of $11,131.35 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $6,122.24 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

22. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-022-0000 Vol. 144
(Affects the remainder of Parcel 4)

Note: Total 2015 taxes in the amount of $9,957.12 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $5,476.42 with a status of PAID. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

23. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-001-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

24. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-002-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

25. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-003-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

26. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-004-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

27. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-005-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

28. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-006-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

29. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-007-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

30. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-008-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

31. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-009-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

32. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-011-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

33. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-010-0000 Vol. 144
(Affects a portion of Parcel 5, all of Parcel 6, and other property)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

34. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-101-012-0000 Vol. 144
(Affects a portion of Parcel 5, and other property)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

35. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-009-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

36. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-010-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

37. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-011-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

38. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-012-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

39. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-013-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

40. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-014-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

41. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-015-0000 Vol. 144
(Affects a portion of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

42. General taxes and assessments for the year 2016 2nd Installment, 2017 and subsequent years which are not yet due and payable.

Tax identification no.: 16-18-102-016-0000 Vol. 144
(Affects the remainder of Parcel 5)

Note: Total 2015 taxes in the amount of $0.00 with a status of paid.

Note for informational purposes 2016 taxes:

1st Installment in the amount of $0.00 with a status of Not Billed. (Due Date 03/01/2017)
2nd Installment in the amount of $UNKNOWN with a status of UNKNOWN. (Due Date UNKNOWN)

Note: If applicable, an original tax bill must be presented if taxes are to be paid at time of closing.

43. Upon a conveyance or mortgage of the land, a certified copy of proper resolutions passed by the authorized representative(s) of Rush Oak Park Hospital, Inc. authorizing the execution of the deed of conveyance or mortgage should be furnished.

44. We should be furnished with a certificate of Good Standing from the Illinois Secretary of State for Rush Oak Park Hospital, Inc., a Corporation of Illinois.

45. Existing unrecorded leases, if any, and rights of parties in possession under such unrecorded leases.

46. Any lien, or right to a lien in favor of a property manager employed to manage the land. Note: we should be furnished either (a) an affidavit from the owner indicating that there is no property manager employed; or (b) a final lien waiver from the property manager acting on behalf of the owner.

47. It appears that the land described herein lies within the municipal boundaries of Oak Park, please contact the municipality for any requirements which must be complied with prior to closing. The municipal phone number may be found at www.firstam.com/title/il under Products and Resources, then Forms and Documents, then Municipal Transfer Stamp Requirements.

48. Relative to the deletion of Standard Exceptions 1 through 6, we should be furnished the following:

a) A current survey of the land, properly certified to the Company, made in accordance with (i) the accuracy requirements of a survey pursuant to the 'Minimum Standard Detail Requirements for Land Title Surveys' Jointly Established and Adopted by the American Land Title Association and National Society of Professional Surveyors (NSPS) February 23, 2016; and (ii) the Laws of the State of Illinois.

b) A properly executed ALTA 2006 Loan and Extended Coverage Statement.

49. Lease made by Oak Park Hospital, lessor, to Voicestream GSM 1 Operating Company, Inc., lessee, for a term of 5 years, with 5 five year options to renew, and the covenants and conditions as therein contained, as disclosed by Memorandum of Lease dated June 27, 2002, and recorded January 30, 2006 as document no. 0603015152.

Assignment and Assumption of Lease recorded as document 1034833006.

Memorandum of Amendment recorded as document 1034833007.

Memorandum of Site Sublease recorded as document 1034833008.

Recognition Agreement recorded as document 1034833009.

50. Terms, provisions, conditions and easements contained in Easement Agreement made by and between Partners 99, L.L.C. and Oak Park Hospital recorded December 20, 1999 as document 09181429.

51. Terms, conditions and provisions of Ordinance No. -- entitled An Ordinance Vacating an Alley recorded June 1, 1922 as document 7523912.

(Affects Parcel 5)

52. Terms, conditions and provisions of Ordinance No. -- entitled An Ordinance Vacating an Alley recorded November 27, 1959 as document 17721850.

(Affects Parcel 5)

53. Plat of Vacation recorded as document 20181526.

(Affects Parcel 6)

54. Terms, conditions and provisions of Ordinance No. -- entitled An Ordinance Vacating Part of Wisconsin Avenue recorded October 24, 1975 as document 23269659.

(Affects Parcel 5)

55. Terms, conditions and provisions of Ordinance No. 2014-O-80 entitled An Ordinance Authorizing the Vacation of a Certain Portion of an Alley recorded January 7, 2015 as document 1500729101.

(Affects Parcels 4 and 5)

56. Plat of Easement recorded January 7, 2015 as document 1500729102.

(Affects Parcels 4 and 5)

57. Terms, conditions and provisions of Ordinance No. -- entitled Orinance Amending the Oak Park Zoning Ordinance and Granting a Special Use Permit recorded December 21, 1999 as document 09184814.

58. Rights of public or quasi-public utilities, if any, in said vacated alley for the maintenance therein of poles, conduits, sewers, etc.

59. Any right of the United States to recover funds from the owner or from any transferee of the land, or of any portion thereof, by reason of advances of federal funds, including but not limited to those authorized under the Hill-Burton Act or similar acts or statutes.

60. Note: The Extended Coverage Endorsement, deleting Standard Exceptions 1 through 6, will be considered for approval upon receipt and review of the requirements referenced herein.

Limitation of Liability for Informational Report

IMPORTANT - READ CAREFULLY: THIS REPORT IS NOT AN INSURED PRODUCT OR SERVICE OR A REPRESENTATION OF THE CONDITION OF TITLE TO REAL PROPERTY. IT IS NOT AN ABSTRACT, LEGAL OPINION, OPINION OF TITLE, TITLE INSURANCE COMMITMENT OR PRELIMINARY REPORT, OR ANY FORM OF TITLE INSURANCE OR GUARANTY. THIS REPORT IS ISSUED EXCLUSIVELY FOR THE BENEFIT OF THE APPLICANT THEREFOR, AND MAY NOT BE USED OR RELIED UPON BY ANY OTHER PERSON. THIS REPORT MAY NOT BE REPRODUCED IN ANY MANNER WITHOUT FIRST AMERICAN'S PRIOR WRITTEN CONSENT. FIRST AMERICAN DOES NOT REPRESENT OR WARRANT THAT THE INFORMATION HEREIN IS COMPLETE OR FREE FROM ERROR, AND THE INFORMATION HEREIN IS PROVIDED WITHOUT ANY WARRANTIES OF ANY KIND, AS-IS, AND WITH ALL FAULTS. AS A MATERIAL PART OF THE CONSIDERATION GIVEN IN EXCHANGE FOR THE ISSUANCE OF THIS REPORT, RECIPIENT AGREES THAT FIRST AMERICAN'S SOLE LIABILITY FOR ANY LOSS OR DAMAGE CAUSED BY AN ERROR OR OMISSION DUE TO INACCURATE INFORMATION OR NEGLIGENCE IN PREPARING THIS REPORT SHALL BE LIMITED TO THE FEE CHARGED FOR THE REPORT. RECIPIENT ACCEPTS THIS REPORT WITH THIS LIMITATION AND AGREES THAT FIRST AMERICAN WOULD NOT HAVE ISSUED THIS REPORT BUT FOR THE LIMITATION OF LIABILITY DESCRIBED ABOVE. FIRST AMERICAN MAKES NO REPRESENTATION OR WARRANTY AS TO THE LEGALITY OR PROPRIETY OF RECIPIENT'S USE OF THE INFORMATION HEREIN.

NOTE for informational purposes: The final 2006 ALTA Policy issued will contain an arbitration provision. When the Amount of Insurance is $2,000,000 or less, all arbitral matters in dispute shall be arbitrated at the option of either the Company or the Insured and will be the exclusive remedy available to the Parties. You may review a copy of the arbitration rules at http://www.alta.org.

End of Schedule B - Part I **EWJ**

19 ----- No 7527818 Filed for Record Jun 5 A.D.1922 at 1 42 P.M.
Plat $2.50 JOSEPH F. HAAS, RECORDER.

Know all men by these Presents that ,Whereas the undersigned, Edmund A.Cummings a widower, of the Village of Oak Park County of Cook and State of Illinois,did by plat,executed and acknowledged by the undersigned on the 5th day of May 1885 and recorded in the Recorder's Office of Cook County Illinois on the 11th day of May 1885 as Document #623975 in Book 20 of Plats at page 13 subdivide

Lot Twenty (20) in Block One (1) of Cook & Anderson's Subdivision of the West half of the Northeast quarter of Section Twenty four (24) Township Thirty nine (39) North,Range Thirteen (13) East of the Third (3rd) Principal Meridian,

Situated in the City of Chicago County of Cook and State of Illinois and by said plat of Subdivision did offer to dedicate the West Sixteen and 5/10 (16.5) feet thereof for public street and

Whereas the City of Chicago has never accepted said offer of dedication and has done no act or deed indicating its desire or intention to accept such offer of dedication and

Whereas the owners of Lots 4,5 and 6 in said Subdivision did in the year 1897 improve said Lots 4,5 and 6 and said West Sixteen and 5/10 (16.5) feet of said Lot 20 with a brick building for manufacturing purposes; and

Whereas such owners and their grantees have ever since the erection of said building been in the exclusive possession of said property under claim of right of ownership.

Now Therefore in consideration of the premises the undersigned doth hereby revoke and withdraw such offer of dedication of said West Sixteen and 5/10 (16.5) feet of said Lot 20 for public street and does hereby certify and declare such offer of dedication to be of no further force and effect.

Witness the hand and seal of the undersigned, this 12th day of May A.D.1922.

Edmund A.Cummings (Seal)

State of Illinois)
County of Cook)SS I, Samuel S.Carman a Notary Public in and for said County and State of Illinois do hereby certify that Edmund A.Cummings personally known to me to be the person whose name is subscribed to the foregoing instrument appeared before me this day in person and acknowledged that he signed, sealed and delivered the said instrument as his free and voluntary act for the uses and purposes therein set forth.

Given under my hand and Notarial Seal this 6th day of June A.D.1922.

Samuel S.Carman
Notary Public
Cook County Ill
My Commission expires
Oct 4 1925

Samuel S.Carman Notary Public

7------ No 7532233 Filed for Record Jun 7 A.D.1922 at 3 59 P.M.
JOSEPH F. HAAS, RECORDER.

An Ordinance for the Vacation of the North and South alley in the Block bounded by Maple Avenue ,Wisconsin Avenue, Monroe Street and Madison Street and extending from the North line of Monroe Street to the South line of the East and West alley in said block all in the Village of Oak Park County of Cook and State of Illinois.

Be it ordained by the President and Board of Trustees of the Village of Oak Park.

Section 1. That the North and South alley in the block bounded by Maple Avenue,Wisconsin Avenue,Monroe Street and Madison Street and extending from the North

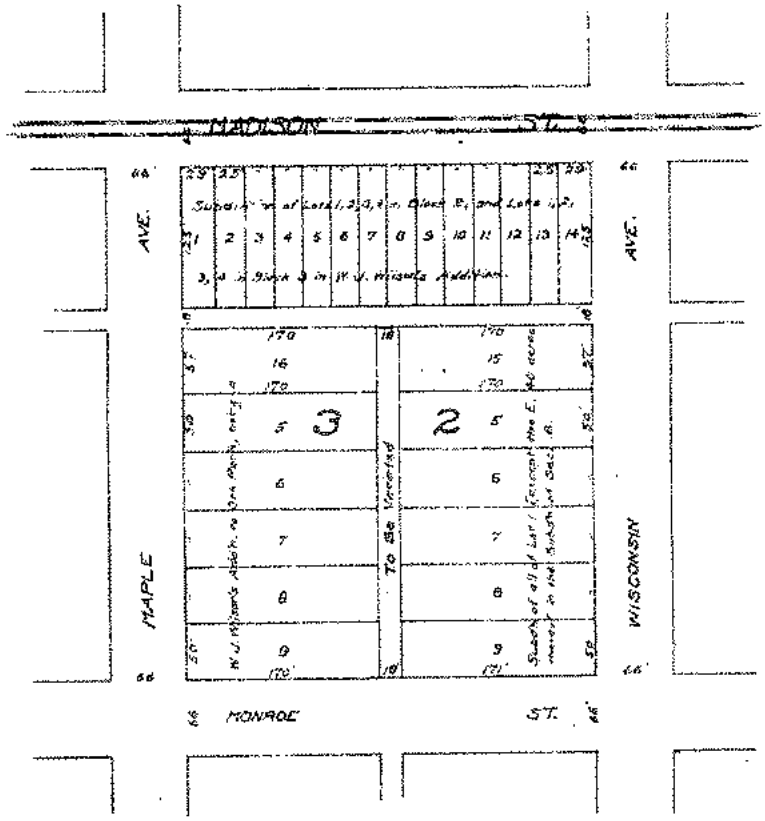
line of Monroe Street to the South line of the East and West alley in said block all in the Village of Oak Park County of Cook and State of Illinois be and the same is hereby vacated and closed inasmuch as the same is no longer required by the public as an alley and the public interest will be subserved by such vacation, and that the interest of the Village of Oak Park in and to said alley is hereby terminated.

Section II. Attached hereto and made a part hereof is a plat indicating in red that part of the alley to be vacated by this ordinance.

Section III. This ordinance shall take effect and be in force from and after its passage and the filing for record of a copy hereof in the Office of the Recorder of Deeds of Cook County Illinois.

PLAT

Showing Vacation of North and South Alley in Block Bounded by Maple Ave., Wisconsin Ave., Madison St., and Monroe St. in the Village of Oak Park, Cook County, Illinois.



I find no redeemable tax sales, unpaid forfeited taxes, or unpaid forfeited special assessments, against the land included in the above plat.

Robert M. Sweitzer.
County Clerk.

Date June 1, 1922.

Which said ordinance having been read was adopted by the following vote;

Yeas;Trustees, Blakeslee, Seden, Bruckert, Feron and Jones.

Nays; Trustees, None.

State of Illinois)
Cook County) SS
Village of Oak Park)

I, H.N.Leademan Village Clerk of the said Village of Oak Park do hereby certify that the above and foregoing is a true copy of a certain Ordinance entitled An Ordinance For The Vacation Of The North And South Alley In the Block Bounded by Maple Avenue, Wisconsin Avenue, Monroe Street And Madison Street,And Extending From the North Line Of Monroe Street To The South Line Of The East And West Alley In Said Block,All In The Village Of Oak Park, County Of Cook,And State Of Illinois.

Which said Ordinance was adopted by the Board of Trustees of the Village of Oak Park at a session held on the 18th day of January A.D.1922 and approved by the President pro tem of the Village of Oak Park on the 18th day of January 1922 all of which appears by the records of said Village.

And I further certify that I am keeper of the same.

In Witness Whereof I have hereunto set my hand and affixed the seal of said Village this 26th day of January A.D.1922.

H.N.Leademan Village Clerk
Village of Oak Park

Village of Oak Park Illinois
Village Seal
Organized 1901

Ill----- No 7523912 Filed for Record Jun 1 A.D.1922 at 3 07 P.M.

Plat $3.00 JOSEPH F. RAAS, RECORDER.

Be it ordained by the City Council of the City of Chicago;

Section 1. That all that part of the North and South Sixteen (16) foot public alley East of and adjoining the East line of Lots Forty six (46) Forty seven (47) and Forty eight (48) and West of and adjoining the West line of Lot Forty nine (49) lying Southerly of a line drawn from the Northwest corner of said Lot Forty nine (49) to the Northeast corner of said Lot Forty eight (48) in O.G.Fox's Colorado Avenue Addition to Chicago in Southwest quarter (SW¼) of Section Fifteen (15) Township Thirty nine (39) North,Range Thirteen (13) East of the Third Principal Meridian , said part of said alley being further described as the South 88.5 feet more or less measured on the East side and South 75 feet more or less measured on the West side of the first North and South public alley East of South Kolmar Avenue in the block bounded by Fifth Avenue ,right of way of Chicago Great Western Railroad,South Kilbourn Avenue and South Kolmar Avenue, as colored in red and indicated by the words "To Be Vacated" on the plat hereto attached, which plat for greater certainty is hereby made a part of this ordinance, be and the same is hereby vacated and closed ,inasmuch as same is no longer required for public use and the public interests will be subserved by such vacation.

Section 2. The vacation herein provided for is made upon the express condition that within sixty (60) days after the passage of this ordinance Mary B.Elliott shall pay to the City of Chicago the sum of Seven Hundred Eighty four and Eighty One-hundredths Dollars ($784.80) toward a fund for the payment and satisfaction of any and all claims for damages which may arise from the vacation of said alley provided that if said sum is not sufficient to pay any damages occasioned by the passage of this ordinance, said Mary B.Elliott shall not be liable to pay to the City of Chicago any further sum and if the damages occasioned by the passage of this ordinance do not amount to the sum above provided to be paid by said Mary B.Elliott or no damages are occasioned by the passage of this ordinance the City of Chicago shall not be liable to repay to said Mary B.Elliott any portion of said Seven

17 721 850

ORDINANCE VACATING AN ALLEY

WHEREAS a request has been made to the President and Board of Trustees of the Village of Oak Park, Illinois, by the Oak Park Hospital requesting the vacation of the public alley hereinafter described, and

WHEREAS said Oak Park Hospital owns all the property adjoining said alley, and

WHEREAS the public interest will be served by the vacation of said alley,

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Oak Park, as follows:

Section 1. That the East-West alley between Madison Street and Monroe Street from Wisconsin Avenue to Maple Avenue in the Village of Oak Park, Cook County, Illinois, be and the same hereby is vacated, said vacated alley being shown on the plat attached hereto and marked "Alley to be vacated."

Section 2. That this Ordinance shall be in full force and effect from and after its adoption as provided by law.

AYES: Trustees Cullicotty, Hanley, Huegli, Shea and Westcott.

NAYS: None.

ADOPTED and APPROVED this 16th day of June 1959.

Village President

ATTEST:

Village Clerk

17 721 850

STATE OF ILLINOIS }
COUNTY OF COOK } SS.

I, CLARENCE W. SCHILKE

Village Clerk of the Village of Oak Park, in the County of Cook and State of Illinois, do hereby certify that the annexed and foregoing is a true and correct copy of that certain ORDINANCE now on file in my office entitled ORDINANCE VACATING AN ALLEY

Edmund J. [illegible] RECORDER OF DEEDS COOK COUNTY, ILLINOIS FILED FOR RECORD

1959 NOV 27 AM 9 57

4.25 MAIL

NOV-27-59 95597 • 17721850 • A — 4.30

17721850

which said ORDINANCE 1959-0-40 was passed by the Board of Trustees of the Village of Oak Park at a session held on 16TH day of NOVEMBER, A. D. 19 59, and approved by the President of the Village of Oak Park on the 16TH day of NOVEMBER, 19 59.

17 721 850

I further certify that the vote on the question of the passage of the said ORDINANCE by the Board of Trustees of the Village of Oak Park was taken by yeas and nays and recorded in the Journal of the Proceedings of the Board of Trustees of the Village of Oak Park and that the result of said vote was as follows, to-wit:

Yeas—Trustees: TRUSTEES CULLICOTT, HANLEY, HUEGLI, SHEA AND WESTCOTT.
Nays— NONE.

I do further certify that the original ORDINANCE, of which the foregoing is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of said Village of Oak Park this 20th day of NOVEMBER, A. D. 1959

VILLAGE OF OAK PARK ILLINOIS VILLAGE SEAL 1901

4 28/mm 11/27/59 6 copies

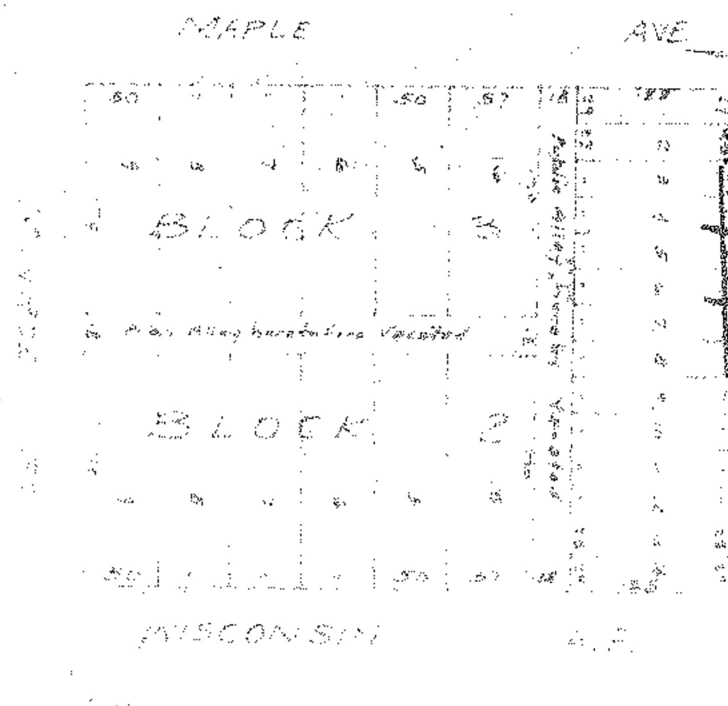
Clarence W. Schilke
Village Clerk, Village of Oak Park.

MAIL TO

JAMES J. GAUGHAN
38 SO. DEARBORN ST
CHICAGO, Illinois

To be hereby vacated:

All of the East and West 18 foot Public Alley lying East of the East line of Maple Ave and West of the West line of Wisconsin Ave. and lying South of and adjoining lots 1 to 14 inclusive and North of and adjoining lots 5 and 6 (extended across vacated North and South Alley) All in the Subdn. of lots 1 to 4 inclusive, in Block 2 and lots 1 to 4 inclusive in Block 3 including the alley lying between said lots 1, 2 and the North 43 ft of lot 3 in Block 2 on the East and lots 1, 2 and the North 43 ft of lot 3 in said Block 3 on the West in W. J. Wilson's Addition to Oak Park, being a Subdn. of lot 1 (except the East 40 Acres thereof) in the Subdn. of Section 18 (except the W½ of the SW¼ thereof) Township 39 North Range 13 East of the 3rd P.M. in Cook County, Illinois.



OR UNPAID CURRENT SPECIAL ASSESSMENTS STREETS AND ALLEYS INCLUDED IN THE ABOVE PLAT.

DATE 11/24/59

Edward J. Barrett
COUNTY CLERK

~~THIS DOES NOT REQUIRE THE COUNTY CLERK'S ENDORSEMENT REQUIRED BY SECTION 69 CHAPTER 120 REVENUE LAW OF ILLINOIS.~~

~~DATE~~ ~~COUNTY CLERK~~

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9731/0131 28 001 Page 1 of 18
1999-12-20 17:06:50
Cook County Recorder 55.50

This Document was Prepared by:

Betsy Mukamal
Sidley & Austin
Bank One Plaza
10 South Dearborn Street
Chicago, Illinois 60603

When Recorded Return to:

Robert J. Maganuco
Sidley & Austin
Bank One Plaza
10 South Dearborn Street
Chicago, IL 60603

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT ("Agreement") is entered into as of the 16th day of December, 1999, by and between PARTNERS 99, L.L.C., a Delaware limited liability company ("Partners 99"), and OAK PARK HOSPITAL, an Illinois not-for-profit corporation ("OPH").

W I T N E S S E T H:

(18)

WHEREAS OPH is the owner of fee simple title to certain property (the "Hospital Property") in Oak Park, Illinois legally described on Exhibit A attached hereto and made a part hereof, including the Oak Park Hospital (the "Hospital") and a parking garage ("Parking Garage"); and

WHEREAS, Partners 99 has acquired from OPH fee simple title to the property adjacent to the Hospital Property and described on Exhibit B attached hereto and made a part hereof (the "Partners 99 Property"), (the "Hospital Property" and the "Partners 99 Property" together comprise the "Property"); and

WHEREAS, Partners 99 intends to construct on the Partners 99 Property a medical office building (the "Medical Office Building") together with surface parking and certain other improvements (collectively, the "Medical Office Improvements" as depicted on the Site Plan attached hereto as Exhibit C and hereby made a part hereof); and

WHEREAS, the portion of the Partners 99 Property identified as Parcel A on Exhibit C (the "Vault Easement Area") contains, among other things, certain underground improvements (the "Vault"), and Partners 99 desires to grant to OPH, and OPH desires to receive from Partners 99 a subterranean easement under the Vault Easement Area for purposes of OPH's gaining access to and continued use, repair, maintenance and replacement of the Vault and any machinery or equipment contained therein; and

WHEREAS, Partners 99 intends that the Medical Office Improvements will include, in an area adjacent to the southeast corner of the Hospital adjoining the emergency room driveway, identified as Parcel B on Exhibit C (the "Emergency Egress Easement Area"), parking and other improvements that will limit egress from the Hospital's emergency room driveway, and Partners 99 desires to grant, and OPH desires to receive, an easement for egress by vehicles and pedestrians from the Hospital's emergency room driveway across the Emergency Egress Easement Area; and

WHEREAS, OPH desires to grant to Partners 99, and Partners 99 desires to receive from OPH: (i) an easement in, upon, under, over, across and along that portion of the Hospital Property identified as Parcel C on Exhibit C (the "Wisconsin Avenue Easement Area") for purposes of Partners 99 gaining vehicular and pedestrian access, ingress and egress over the Wisconsin Avenue Easement Area, (ii) an easement for vehicular and pedestrian access, ingress and egress to and the right to park vehicles in the Parking Garage at the location identified as Parcel D on Exhibit C and (iii) an easement for installation of a surface parking lot on property identified as Parcel E on Exhibit C (the "Harlem Avenue Parking Property") and for vehicular and pedestrian access, ingress and egress thereto and the right to park vehicles thereon; and

WHEREAS, Partners 99 intends that the Medical Office Improvements will include an enclosed corridor (the "Pedestrian Corridor") at the location identified as Parcel F on Exhibit C, extending from the Medical Office Building to the Hospital, and OPH desires to grant to Partners 99, and Partners 99 desires to receive from OPH, an easement to connect the Pedestrian Corridor to the Hospital, and Partners 99 and OPH (together, the "Parties") desire to grant to each other and to receive mutual easements for pedestrian access, ingress and egress through the Pedestrian Corridor between the Medical Office Building and the Hospital on the terms set forth herein; and

WHEREAS, the Parties desire to grant to each other, and the Parties desire to receive from each other mutual easements in, upon, under, over, across and along a strip fifteen (15) feet into each of the Partners 99 Property and the Hospital Property at each point where the Partners 99 Property abuts the Hospital Property for purposes of the continued maintenance of the Partners 99 Property and the Hospital Property and any improvements thereon; and

WHEREAS, Partners 99 intends that the Medical Office Improvements will include the reconfiguration of the driveway and pedestrian access adjoining the southwest corner of the Hospital, identified as Parcel G on Exhibit C (the "Driveway Easement Area"), and OPH desires to grant to Partners 99, and Partners 99 desires to receive from OPH, an easement for the construction and installation of the driveway, sidewalks and other improvements within that portion of the

Driveway Easement Area located on the Hospital Property, and, upon completion of such improvements, the Parties desire to grant to each other and to receive mutual easements for pedestrian and vehicular access, ingress and egress, over the driveway and sidewalks located on the Driveway Easement Area; and

WHEREAS, OPH desires to grant to Partners 99, and Partners 99 desires to receive from OPH a temporary easement for purposes of entering onto the Hospital Property as reasonably necessary for the development of any improvements on the Partners 99 Property during construction and development of the Partners 99 Property and the improvements thereon.

NOW, THEREFORE, in consideration of Ten and No/100 Dollars ($10.00), the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which is hereby expressly acknowledged, the Parties hereby agree and covenant with each other as follows:

1. **Vault Easement**. (a) Partners 99 does hereby give, grant and convey to OPH and its successors and assigns, an exclusive, perpetual right and subterranean easement under the Vault Easement Area for purposes of OPH's gaining access to and continued use, repair, maintenance and replacement of the Vault and any machinery or equipment contained therein and any new equipment, whether of the same or a different nature as the equipment currently contained therein. In the exercise of its rights hereunder, OPH may (subject to and in accordance with the provisions of Section 12 hereof) temporarily use the surface of the Vault Easement Area to gain access to the Vault as reasonably necessary to enable OPH to exercise its rights hereunder

(b) Partners 99 shall not construct on the surface above the Vault Easement Area any improvements, other than paving (whether for sidewalks or driveways), ancillary parking improvements (such as fences, gates and the like), lighting and landscaping. OPH reserves the right to enter upon the surface of the Vault Easement Area, upon prior notice to Partners 99 (except in the case of emergency where no such notice shall be required) to address any surface conditions (such as drainage) that are adversely affecting the Vault.

2. **OPH Emergency Egress Easement**. Partners 99 does hereby give, grant and convey to OPH and its successors and assigns, the non-exclusive, perpetual right and easement in, over, under, upon and across the Emergency Egress Easement Area for purposes of OPH's egress by vehicles and pedestrians from the Hospital's emergency room driveway across the Emergency Egress Easement Area.

3. **Wisconsin Avenue Easement**. (a) OPH does hereby give, grant and convey to Partners 99 and its successors and assigns, the non-exclusive perpetual right and easement in, over, under, upon and across the Wisconsin Avenue Easement Area for purposes of Partners 99 gaining vehicular and pedestrian access to, ingress and egress over the Wisconsin Avenue Easement Area.

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(b) In the event OPH hereafter desires to construct improvements that would interfere with the use by Partners 99 of the Wisconsin Avenue Easement Area, OPH shall propose to Partners 99 an alterative means of access to the Partners 99 Property whether by public street or private easement, and Partners 99 will not unreasonably withhold its approval thereof, provided that (i) such alternative access is reasonably equivalent to the Wisconsin Avenue Easement Areas in terms of convenience and accessibility and satisfies all requirements of the Village of Oak Park, (ii) OPH grants or causes to be granted to Partners 99 such perpetual easements as are necessary to provide such alternate access (which easements shall be reasonably satisfactory to Partners 99 in form and substance), (iii) any mortgagee of the Partners 99 Property consents to the foregoing and (iv) OPH pays or causes to be paid all costs and expenses related to the foregoing.

4. **Parking Easements**. (a) OPH does hereby give, grant and convey to Partners 99 and its successors and assigns (i) the non-exclusive perpetual right and easement, on the terms herein set forth, in, over, under, upon and across the Parking Garage for purposes of pedestrian and vehicular access to and ingress and egress over, access thereto and the perpetual right and easement to park vehicles within the Parking Garage and (ii) the perpetual right and easement, on the terms herein set forth, in, over, under, upon and across the Harlem Avenue Parking Property for purposes of Partners 99 gaining vehicular and pedestrian access to, ingress and egress over, and construction, maintenance, repair and replacement of a surface parking lot, and the perpetual right and easement to park vehicles thereon.

(b) Except to the extent that spaces are designated or restricted for exclusive use as hereinafter provided, the rights and easements granted to Partners 99 for use of parking spaces do not entitle Partners 99 to use of any specific designated space or spaces but shall entitle Partners 99 to the use of not less than 393 parking spaces (in the aggregate) in the Parking Garage and on the Harlem Avenue Parking Property.

(c) OPH reserves the right to designate spaces in the Parking Garage for exclusive use by OPH or exclusive use by Partners 99, subject to the limitations set forth in subparagraph (b) above and provided that the designation of spaces shall be done in a manner that provides Partners 99 with use of designated spaces that are substantially equivalent in terms of desirability and location to the spaces designated for use by OPH or not otherwise designated. OPH may, but shall not be required to, impose a parking fee for use of the Parking Garage and may elect to impose such fee either on members of the public using the Parking Garage, or on persons employed at the Hospital and the Medical Office Building, or on classes of either or both, provided that the fees that are imposed are not discriminatory against Partners 99 or occupants of the Medical Office Building or any of their invitees. OPH may, as reasonably necessary from time to time, close or otherwise limit the use of all or any portion of the Parking Garage to the extent necessary for repairs, maintenance or reconstruction, but, except in the case of emergency, only upon reasonable prior notice to Partners 99. Except in the case of an emergency, OPH shall consult with Partners 99 to devise and implement a plan to minimize the number of parking spaces that are unavailable by reason of such repairs, maintenance or reconstruction and the length of time of such unavailability.

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(d) If spaces within the Parking Garage are designated for specific use as herein permitted, neither OPH nor Partners 99 shall be responsible in the event that a person not authorized to do so parks in a designated space, but the parties shall cooperate in all reasonable respects to facilitate the use of designated spaces in the Parking Garage as designated as herein permitted and to ensure Partners 99's rights to a sufficient number of parking spaces in accordance with the provisions of paragraph (b) above.

(e) OPH may, upon not less than ninety days' notice to Partners 99, elect to replace the Parking Garage with a new parking structure ("New Parking Structure") either at the same location or at another location within the area bounded by Madison Street on the north, Harlem Avenue on the west, Wenonah Avenue on the east and Adams Street on the south, subject to the provisions hereof. Until such time as such New Parking Structure meeting the requirements of this Section 4 is open and available for use by Partners 99, the Parking Garage shall remain in operation and available for use by Partners 99. Upon relocation of the parking to such New Parking Structure in accordance with the provisions of this Agreement, the Parties shall enter into a supplement to this Agreement, in recordable form, confirming the replacement of the Parking Garage by such New Parking Structure.

(f) In order to ensure its right to the number of parking spaces set forth in paragraph (b) above, Partners 99 reserves the right to impose such restrictions on the use of the Harlem Avenue Parking Property as it may determine and to restrict the use thereof to owners and occupants of the Medical Office Building and their invitees and to enforce such restrictions in any commercially reasonable manner. OPH shall not be required to enforce any restrictions that Partners 99 elects to impose upon the use of the Harlem Avenue Parking Property and shall not be responsible for any unauthorized use of the Harlem Avenue Parking Property but shall cooperate as reasonably requested in the enforcement of such restrictions.

5. **Pedestrian Corridor Easements**. OPH does hereby give, grant and convey to Partners 99, its successors and assigns, an exclusive right and easement to connect the Pedestrian Corridor to the Hospital. The Parties do hereby give, grant and convey to each other, and their respective successors and assigns, mutual easements for pedestrian access, ingress and egress through the Pedestrian Corridor (when completed) between the Medical Office Building and the Hospital during business hours, such business hours to be reasonably established by the Parties from time to time. OPH shall have no responsibility for the cost of the construction or maintenance of the Pedestrian Corridor. Partners 99 shall cause the Pedestrian Corridor, when completed, to be maintained. Unless otherwise agreed in writing by the Parties, the Pedestrian Corridor (when completed) shall be maintained as a means of access between the Hospital and the Medical Office Building during business hours, for as long as the Hospital is operated as a hospital and the Medical Office Building is operated as a medical office building.

6. **Maintenance Easements**. The Parties do hereby give, grant and convey to each other and their respective successors and assigns, mutual easements in, upon, under, over, across and along a strip of land fifteen (15) feet into each of the Partners 99 Property and the Hospital

Property at each point where the Partners 99 Property abuts the Hospital Property (but not within any building) for purposes of continued maintenance by the grantee of such easement of its property and the improvements located thereon. Each Party agrees that when exercising the rights granted in this Section 5, said Party shall restore the affected portion of the Property to the condition it was in prior to the exercise of such rights, including but not limited to the removal of any trash or other debris.

7. **Parking Entrance and Driveway Easements**. OPH does hereby give, grant and convey to Partners 99, its successors and assigns, an easement in, over, under, upon and across the Driveway Easement Area (to the extent that it is part of the Hospital Property) for purposes of Partners 99's construction and installation of a driveway, sidewalks and other improvements within that portion of the Driveway Easement Area located on the Hospital Property. Upon completion of such improvements, the Parties grant to each other, and their respective successors and assigns, a mutual easement for pedestrian and vehicular access, ingress and egress over the driveway and sidewalks located on the Driveway Easement Area.

8. **Temporary Construction Easement**. (a) OPH does hereby give, grant and convey to Partners 99, a temporary easement, subject to the provisions herein set forth, for purposes of entering onto the Hospital Property as reasonably necessary for the development of any improvements on the Partners 99 Property during construction and development of the Partners 99 Property and the improvements thereon. Partners 99 agrees that when exercising the rights granted in this Section 8, Partners 99 shall restore the affected portion of the Hospital Property to the condition it was in prior to the exercise of such rights, including but not limited to the removal of any trash or other debris.

(b) Prior to entering upon the Hospital Property pursuant to the provisions of this Section 8 , Partners 99 shall give OPH reasonable notice of the location, nature and extent of any such entry required for purposes of such construction and development and shall comply with such reasonable requirements as OPH may impose upon any entry into the buildings on the Hospital Property. Partners 99 shall advise OPH of the schedule for construction of the Medical Office Building and shall, subject to the provisions hereof, cooperate with OPH in establishing a daily construction schedule that minimizes noise from construction activities during early morning hours to the extent necessary to enable OPH to provide good patient care within the Hospital, provided, however, that, in the event that OPH requests any reduction of early-morning construction activity and such restrictions would increase the costs of construction of the Medical Office Building, Partners 99 shall so advise OPH and shall not be required to comply with such restrictions unless OPH agrees in writing, or causes the tenant of the Medical Office Building to agree in writing, to bear such increased costs and to pay the same from time to time upon submission of invoices from Partners 99 evidencing such increased costs.

9. **Plans for Harlem Avenue Parking Property**. (a) Prior to the construction and installation of any surface parking lot on the Harlem Avenue Parking Property, Partners 99 shall submit to OPH for its approval, not to be unreasonably withheld or delayed, plans for such surface

parking (including landscaping and lighting), and Partners 99 shall construct such surface parking substantially in accordance with such approved plans (as modified, if necessary, to comply with applicable Village requirements).

(b) In the event that Partners 99 commences construction of the parking lot on the Harlem Avenue Parking Property but fails to complete the same within a reasonable period of time thereafter, OPH may, upon not less than sixty (60) days' prior notice to Partners 99, take such reasonable actions as OPH determines to be necessary to complete such construction. Partners 99 shall pay OPH all costs reasonably incurred by OPH in completing such construction and, if it fails to do so within sixty (60) days of demand therefor, OPH may suspend Partners 99's right to use the Harlem Avenue Parking Property until such payment is made, and in such event the number of parking spaces required under Paragraph 4(b) shall, during such suspension, be reduced by the number of spaces located, or that could reasonably be located, in the Harlem Avenue Parking Property.

10. **Indemnities**. (a) Partners 99 shall indemnify, defend and hold harmless the OPH Parties from and against any and all claims, proceedings, causes of action, suits, demands, damages, losses, liabilities, costs and expenses (including, without limitation, reasonable attorneys' fees and expenses) (collectively, "Claims and Losses") suffered or incurred by any of the OPH Parties connected with or arising out of any breach or violation of any of the terms or provisions of this Agreement by any Partners 99 Party. If so directed by OPH, Partners 99 shall, at its own cost and expense, defend (with counsel reasonably acceptable to OPH) any suit, cause of action, demand, claim and/or proceeding based upon any such Claims and Losses. OPH shall, when seeking indemnification under this paragraph (a) notify Partners 99 within a reasonable time of the nature and estimated amount of the Claims and Losses for which OPH is seeking indemnification; provided, that OPH's failure to provide such notice within such time shall not relieve Partners 99 of its duties and obligations under this paragraph (a).

(b) OPH shall indemnify, defend and hold harmless the Partners 99 Parties from and against any and all Claims and Losses suffered or incurred by any of the Partners 99 Parties connected with or arising out of any breach or violation of any of the terms or provisions of this Agreement by any OPH Party. If so directed by Partners 99, OPH shall, at its own cost and expense, defend (with counsel reasonably acceptable to Partners 99) any suit, cause of action, demand, claim and/or proceeding based upon any such Claims and Losses. Partners 99 shall, when seeking indemnification under this paragraph (a), notify OPH within a reasonable time of the nature and estimated amount of the Claims and Losses for which Partners 99 is seeking indemnification; provided, that Partners 99's failure to provide such notice within such time shall not relieve OPH of its duties and obligations under this paragraph (b).

(c) Each party hereto shall at all times maintain commercial general liability insurance in the amount of not less than $2,000,000 per occurrence, naming the other as an additional insured, and shall furnish a current certified certificate thereof to the other party at all times. Insurance maintained by the tenant of the Partners 99 Property in such amount shall satisfy the requirements for insurance by Partners 99 hereunder.

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11. **Maintenance**. Except as otherwise herein provided, each Party shall be responsible for the performance of, and any and all costs and expenses associated with, the maintenance, repair and upkeep of its own property and the improvement thereon. Notwithstanding the foregoing, OPH shall be responsible for the performance of, and any and all costs and expenses associated with, the maintenance, repair and upkeep of all underground improvements within the Vault Easement Area and Partners 99 shall be responsible for the performance of, and any and all costs and expenses associated with, the maintenance, repair and upkeep of any improvements constructed by it on the Harlem Avenue Parking Property. Maintenance of parking areas and driveways shall include snow removal, salting and sanding to standards that are consistent with the operation of a hospital.

12. **General Work Requirements**. Without limitation of the foregoing provisions of this Agreement, the Parties agree as follows:

(a) Each Party shall, prior to entering onto the property of the other Party for purposes of performing any construction, maintenance or other work that will interfere with such other Party's use of its property, (i) furnish reasonable prior notice of the nature and extent of such proposed entry, (ii) cooperate with the other Party in establishing a reasonable plan for minimizing such interference consistent with the expeditious completion of such construction, maintenance or other work and (iii) use all commercially reasonable efforts to comply with such plan so as to minimize such interference consistent with the expeditious completion of such construction, maintenance or other work. The provisions of this paragraph shall neither expand the rights of a Party herein set forth to enter upon the property of the other Party nor prevent the exercise of such rights but are intended to provide for mutual cooperation of the Parties to permit the exercise of such rights in a manner that will minimize, to the extent practicable, interference with the continuing operations of the properties of the Parties.

(b) In exercising its rights to perform any construction, maintenance or other work on the property of the other Party, each Party hereby agrees to discharge any and all liens filed against the property of such other Party promptly so as to protect the right, title and interest of such other Party therein.

13. **Legal Descriptions**. At any time and from time to time as the precise location of any easement granted hereunder has been determined (whether as a result of the completion of any improvements or otherwise), the Parties shall, promptly following the written request of either Party, enter into a supplement to this Agreement, in recordable form, setting forth the precise location, by legal description or as-built site plan, of any such easement, subject to the reasonable and mutual approval of the Parties.

14. **Related Parties**. Each Party shall have the right to allow its agents, contractors, tenants, licensees, employees, representatives, successors and assigns, to exercise any of the rights contained herein but the same shall not relieve either Party of its obligations under this Agreement.

15. **Covenants Running with Land**. The terms, conditions, rights and easements contained herein shall be covenants running with the land and, except as otherwise provided herein, shall be perpetual. This Agreement shall be recorded against the Property, and the terms and conditions contained herein shall bind, inure to the benefit of, and be enforceable by, Partners 99, OPH and their respective successors and assigns.

16. **Notice**. Whenever notice is required to be given pursuant to this Agreement, the same shall be either (a) personally delivered, (b) sent by a nationally recognized overnight delivery service, postage prepaid, or (c) sent via United States certified mail, return receipt requested, postage prepaid, and addressed to Partners 99 and/or OPH at their respective addresses as follows:

(a) If to OPH:

Oak Park Hospital
520 South Maple Street
Oak Park, Illinois 60304
Attention: President
Telecopy Number: (708) 660-6658
Confirmation Number: (708) 383-9300

with a copy to:

Michael Best & Friedrich LLP
100 East Wisconsin Avenue
Milwaukee, Wisconsin 53202
Attn: Hal Karas
Telecopy Number: (414) 277-0656
Confirmation Number: (414) 271-0650

(b) If to Partners 99:

Partners 99, L.L.C.
c/o Field Partners
100 N. Field Drive
Lake Forest, Illinois 60045
Attn: James F. Dorsey
Telecopy Number: (847) 295-9305

with a copy to:

Sidley & Austin
Bank One Plaza
10 South Dearborn Street

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Chicago, Illinois 60603
Attn: Robert J. Maganuco
Telecopy Number: (312) 853-7036

or at such other addresses (including the address of any mortgagee of a Party) as Partners 99 or OPH, by written notice in the manner specified above to the other, may designate from time to time. Unless otherwise specified to the contrary in this Agreement, notice shall be deemed to have been given on the date the notice is received, if personally delivered, on the business day after the date the notice is properly sent, if sent by nationally recognized overnight delivery service, or four (4) business days after the notice is properly sent, if sent by United States certified mail.

17. **Enforceability**. If any term, provision or condition in this Agreement shall, to any extent, be invalid or unenforceable, the remainder of this Agreement (or the application of such term, provision or condition to persons or circumstances other than in respect of which it is invalid or unenforceable) shall not be affected thereby, and each term, provision and condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

18. **Governing Law** The terms and provisions of this Agreement shall be governed by and construed in accordance with the laws of the State of Illinois.

19. **Changes in Use of the Property**. The rights granted pursuant to this Agreement shall not terminate or be in any way impaired by reason of a change of the present uses of any Parcel or the present improvements or fixtures thereon.

20. **Division of the Property**. If either the Hospital Property or the Partners 99 Property is hereafter divided into two or more parts by separation of ownership or lease, each portion of such property shall enjoy the benefits and be subject to the burdens, as applicable, of the rights, easements and restrictions created hereby. Notwithstanding the foregoing, in the event that the ownership of the Hospital Property or the Partners 99 Property is hereafter divided, the Party whose property is so divided shall designate a single owner or agent of the owner or owners to be responsible for dealing with the other Party on behalf of such owner or owners. If the owner or owners of the Partners 99 Property desire to designate certain persons to be assigned certain designated parking spaces in the Parking Garage or in any New Parking Structure, such owner or owners shall identify the single owner or agent that is authorized to make such designation. In the event that the Hospital Property or the Partners 99 Property is hereafter divided into two or more parts, this Agreement shall not be amended without the consent of all such owners except to the extent that a separate agreement entered into by such owners otherwise provides and such agreement is furnished to the other Party.

21. **Enforcement of this Agreement** Either Party hereto (or their respective representatives, successors and assigns) may enforce this instrument by appropriate action and the prevailing party in such action shall be entitled to recover as part of its costs reasonable attorneys' fees and expenses.

22. **Reasonable Construction**. This Agreement shall be given a reasonable construction in order that the intention of the parties to confer commercially useable rights of enjoyment with respect to such easements shall be effectuated.

23. **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be deemed an original; further the signature of the parties hereto on this Agreement may be executed and notarized on separate pages, and when attached to this Agreement shall constitute one complete document.

24. **Not a Partnership**. None of the terms and provisions of this Agreement shall be deemed to create a partnership between or among the parties hereto in their respective businesses or otherwise, nor shall any terms or provisions of this Agreement cause them to be considered joint venturers or members of any joint enterprise.

25. **No Cancellation of this Agreement**. It is expressly agreed that no breach of this Agreement shall entitle any party to cancel, rescind or otherwise terminate this Agreement.

26. **Further Action**. Each party agrees that it will execute and deliver such other documents and take such other action as may be reasonably requested by the other party to effectuate the intention of this Agreement.

27. **Rule of Construction**. The parties acknowledge that the parties and their counsel have reviewed and revised this Agreement and that the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement or any exhibits or amendments hereto.

28. **No Oral Agreements**. This Agreement cannot be changed orally or by course of conduct, and no executory agreement, oral agreement or course of conduct shall be effective to waive, change, modify or discharge it in whole or in part unless the same is in writing and is signed by the party against whom enforcement of any waiver, change, modification or discharge is sought.

29. **No Third Party Beneficiaries**. Partners 99 and OPH agree and acknowledge that, except as expressly set forth herein, there are no intended third party beneficiaries of this Agreement nor any of the rights and privileges conferred herein.

30. **Assignment or Transfer**. The term "Partners 99" as used in this Agreement means only the owner or owners at the time being of the Partners 99 Property, so that in the event of any assignment, transfer, conveyance or sale, once or successively, of all of the right, title and interest of Partners 99 in and to the Partners 99 Property, said Partners 99 making such assignment, transfer, conveyance or sale shall be entirely freed and relieved of all covenants and obligations of the Partners 99 hereunder accruing after the date of such assignment, transfer, conveyance or sale, and OPH shall look solely to the assignee, transferee or purchaser with respect thereto; provided, that upon such assignment, transfer, conveyance or sale, such assignee, transferee or purchaser shall

automatically, and without the necessity of further action of any kind, be deemed to have assumed all of Partners 99's covenants and obligations hereunder accruing after the date of such assignment, transfer, conveyance or sale, but such assignment, transfer, conveyance or sale shall not release the assignor, transferor or seller from any obligations accruing under this Agreement prior to such assignment, transfer, conveyance or sale. The term "OPH" as used in this Agreement means only the owner or owners at the time being of the Hospital Property, so that in the event of any assignment, transfer, conveyance or sale, once or successively, of all of the right, title and interest of OPH in and to the Hospital Property, said OPH making such assignment, transfer, conveyance or sale shall be entirely freed and relieved of all covenants and obligations of OPH hereunder accruing after the date of such assignment, transfer, conveyance or sale, and Partners 99 shall look solely to the assignee, transferee or purchaser with respect thereto; provided, that upon such assignment, transfer, conveyance or sale, such assignee, transferee or purchaser shall automatically, and without the necessity of further action of any kind, be deemed to have assumed all of OPH's covenants and obligations hereunder accruing after the date of such assignment, transfer, conveyance or sale but such assignment, transfer, conveyance or sale shall not release the assignor, transferor or seller from any obligations accruing under this Agreement prior to such assignment, transfer, sale or conveyance.

IN WITNESS WHEREOF, Partners 99 and OPH have caused this Agreement to be executed as of the date and year first above written.

PARTNERS 99

PARTNERS 99, L.L.C., a Delaware limited liability company

By: _____
James F. Dorsey, Managing Member

OPH

OAK PARK HOSPITAL, an Illinois not-for-profit corporation

By: _____
Bruce Elegant, President

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STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

I, the undersigned, , a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that Bruce Elegant, personally known to me to be the President of Oak Park Hospital, an Illinois not-for-profit corporation, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such President, he signed and delivered such instrument pursuant to authority given by the Board of Directors of such corporation, as his free and voluntary act and deed, and as the free and voluntary act and deed of such corporation, the uses and purposes therein set forth.

Given under my hand and official seal this 16th day of December, 1999.

Tina Gaddy
Notary Public

My Commission Expires:

"OFFICIAL SEAL"
Tina Gaddy
Notary Public, State of Illinois
My Commission Expires 9/6/2000

09181429

STATE OF ILLINOIS)
)SS
COUNTY OF Cook)

I, the undersigned, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that James F. Dorsey, personally known to me to be the Managing Member of Partners 99, L.L.C., a Delaware limited liability company, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Managing Member, he signed and delivered such instrument pursuant to authority given by the Members of such limited liability company, as his free and voluntary act and deed, and as the free and voluntary act and deed of such limited liability company, the uses and purposes therein set forth.

Given under my hand and official seal this 16th day of December, 1999.

Tina Gaddy
Notary Public

My Commission Expires:

"OFFICIAL SEAL"
Tina Gaddy
Notary Public, State of Illinois
My Commission Expires 9/6/2000

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EXHIBIT A

HOSPITAL
LOTS 1 TO 16, INCLUSIVE, AND THE VACATED 18-FOOT EAST AND WEST ALLEY LYING SOUTH OF AND ADJOINING LOTS 1 TO 14, INCLUSIVE, AFORESAID, AND NORTH OF AND ADJOINING LOTS 15 AND 16 AFORESAID (EXTENDED ACROSS THE VACATED NORTH AND SOUTH ALLEY) AND THE VACATED 18-FOOT NORTH AND SOUTH ALLEY LYING BETWEEN LOTS 15 AND 16, IN THE SUBDIVISION OF LOTS 1 TO 4, IN BLOCK 2 AND LOTS 1 TO 4 IN BLOCK 3 AND ALLEY BETWEEN LOTS 1, 2 AND THE NORTH 43 FEET OF LOT 3, IN BLOCK 2, AND LOTS 1, 2, AND THE NORTH 43 FEET OF LOT 3, IN BLOCK 3, IN WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF), IN THE SUBDIVISION OF SECTION 18 (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN;
ALSO,
LOTS 5 TO 9, INCLUSIVE, IN BLOCK 2, AND LOTS 5 TO 9, INCLUSIVE, IN BLOCK 3 AND THE VACATED 16-FOOT NORTH AND SOUTH ALLEY LYING BETWEEN LOTS 5, 6, 7, 8 AND 9 IN BLOCK 2, AND LOTS 5, 6, 7, 8 AND 9 IN BLOCK 3, IN WILSON'S ADDITION TO OAK PARK, AFORESAID;
ALSO,
THAT PART OF WEST MONROE STREET VACATED PER DOCUMENT NO. 20181526 IN W. J. WILSON'S ADDITION TO OAK PARK AFORESAID, LYING EAST OF A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 9 IN BLOCK 3 TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 8 AND LYING WEST OF A LINE DRAWN FROM THE SOUTHEAST CORNER OF LOT 9 IN BLOCK 2 TO THE NORTHEAST CORNER OF LOT 1 IN BLOCK 7, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF LOT 1 IN BLOCK 7 AFORESAID; THENCE NORTH 66.00 FEET TO THE SOUTHEAST CORNER OF LOT 9 IN BLOCK 2 AFORESAID; THENCE WEST, ALONG THE SOUTH LINE OF LOT 9 AFORESAID AND ITS WESTERLY EXTENSION AND THE SOUTH LINE OF LOT 9 IN BLOCK 3 AFORESAID, 216.90 FEET TO THE POINT OF BEGINNING; THENCE SOUTH, PERPENDICULAR TO THE AFORESAID LINE, 32.20 FEET; THENCE WEST, PERPENDICULAR TO THE AFORESAID LINE, 142.03 FEET TO A POINT ON A LINE DRAWN FROM THE SOUTHWEST CORNER OF LOT 9 IN BLOCK 3 AFORESAID TO THE NORTHWEST CORNER OF LOT 1 IN BLOCK 8 AFORESAID; THENCE NORTH ON THE AFORESAID DESCRIBED LINE, 32.20 FEET TO THE SOUTHWEST CORNER OF LOT 9 IN BLOCK 3 AFORESAID; THENCE EAST, ALONG THE SOUTH LINE OF LOT 9 IN BLOCK 3 AFORESAID, 142.16 FEET TO THE HEREINABOVE DESIGNATED POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS

PARKING GARAGE
ALL OF LOTS 24 TO 35, BOTH INCLUSIVE, IN BLOCK 2 IN THE SUBDIVISION OF BLOCKS 1, 2, 3, 4, 5, 6, 7, 8 AND 9 OF WALLEN AND PROBST'S ADDITION TO OAK PARK IN THE NORTHWEST 1/4 OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

HARLEM AVENUE PROPERTY
LOT 5, EXCEPT THE NORTH 43 FEET THEREOF, TOGETHER WITH LOTS 6 TO 9, INCLUSIVE, IN BLOCK 4 IN W. J. WILSON'S ADDITION TO OAK PARK, A SUBDIVISION OF ALL OF LOT 1 (EXCEPT THE EAST 40 ACRES THEREOF) IN THE SUBDIVISION OF SECTION 18 (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

16-18-101-010-0000
16-18-101-011-0000

520 S. Maple
Oak Park, IL 60304

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EXHIBIT B

LOTS 1, 2 AND 3, EXCEPT THE SOUTH 11.50 FEET OF SAID LOT 3, LOT 4, EXCEPT THE NORTH 8.50 FEET OF SAID LOT 4 AND LOT 5 IN BLOCK 6 AND LOTS 1, 2, 3 AND 5 IN BLOCK 7, TOGETHER WITH THE NORTH AND SOUTH 18 FOOT PUBLIC ALLEY VACATED PER DOCUMENT NO. 20181526 LYING BETWEEN THE EAST LINE OF SAID BLOCK 6 AND THE WEST LINE OF SAID BLOCK 7, LYING SOUTH OF A LINE DRAWN FROM THE NORTHEAST CORNER OF THE AFORESAID LOT 1 IN SAID BLOCK 6 TO THE NORTHWEST CORNER OF THE AFORESAID LOT 1 IN SAID BLOCK 7, AND LYING NORTH OF THE EASTERLY EXTENSION OF THE NORTH LINE OF THE SOUTH 11.50 FEET OF THE AFORESAID LOT 3 IN SAID BLOCK 6 ALL IN W. J. WILSON'S ADDITION TO OAK PARK, BEING A SUBDIVISION IN SECTION 18, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN

Address of Property

617 S. Wisconsin
618 S. Maple
620 S. Maple
Vacant land
Oak Park, IL 60304

16-18-110-016-0000
16-18-110-022-0000
16-18-110-006-0000
Parts of 16-18-110-023-0000 and 16-18-110-024-0000

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::ODMA\PCDOCS\CHICAGO4\1008023\1 December 14, 1999 (11:19am)

EXHIBIT C

A copy of the Site Plan designating the following:

Parcel A: [the area in the northwest corner of the Partners 99 Property containing the Vault]

Parcel B: [the Emergency Room driveway access area in the northeast corner of the parking lot to be built on the Partners 99 Property]

Parcel C: [vacated Wisconsin Avenue]

Parcel D: [Parking Garage]

Parcel E: [the Harlem Avenue Parking Property]

Parcel F: [the enclosed corridor that will extend northward from the medical office building on the Partners 99 Property]

Parcel G: [the parking entrance, driveway and pedestrian sidewalks to the extent to be located on the Hospital Property and the northwest corner of the Partners 99 Property]

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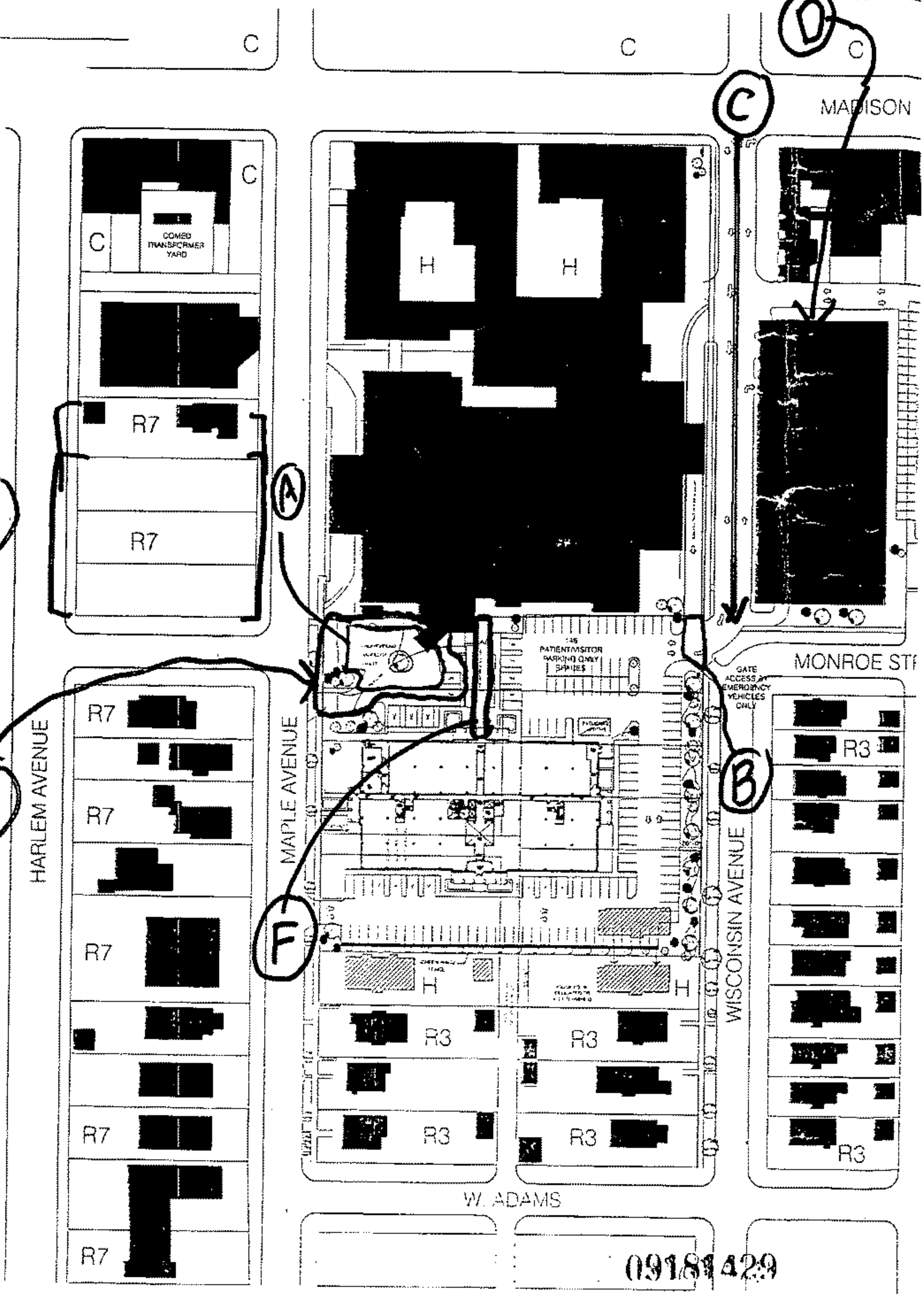
)/27/99



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BOOK 45708 PAGE 512

4

MEMORANDUM OF AGREEMENT

WHEREAS, SAMUEL L. GOLDBERG and GERTRUDE S. GOLDBERG, husband and wife, hereinafter called "First Parties", are now the owners of the following described real estate commonly known as 620 South Maple Avenue, Oak Park, Illinois, to-wit:

Lot five (5) in Block six (6) in W. J. Wilson's Addition to Oak Park, being a Subdivision of Lot one (1), (except the East forty (40) acres thereof), in the Subdivision of Section eighteen (18), Township thirty nine (39) North, Range thirteen (13), East of the Third Principal Meridian, (except the West half (W½) of the South West quarter (SW¼) thereof);

and,

WHEREAS, JOSEPH J. CROMER and AGNES D. CROMER hereinafter called "Second Parties", are the owners of the property adjoining the above premises to the South commonly known as 622 South Maple Avenue, Oak Park, Illinois; and,

WHEREAS, it has been claimed that the eaves of Second Parties building may encroach upon the property of First Parties, and that the sidewalk of Second Parties situated between the two buildings may also encroach; and,

WHEREAS, it is the desire of the parties to avoid any disputes on account thereof.

NOW, THEREFORE, it is hereby agreed as follows:

(1) First Parties hereby grant unto Second Parties a license to continue to maintain their eaves and sidewalk in their present locations.

(2) Second Parties hereby accept such license and do hereby disclaim any right, title or interest in and to the real estate of First Parties on account of the location of Second Parties' eaves and sidewalk aforesaid.

IN WITNESS WHEREOF, the parties have executed this agreement this 1st day of July, 1950.

Samuel L. Goldberg

Gertrude S. Goldberg

Joseph J. Cromer

Agnes D. Cromer

STATE OF ILLINOIS)
) SS:
COUNTY OF COOK)

I, Oscar Robert Behrman, a Notary Public, in and for the State and County aforesaid, do hereby certify that SAMUEL L. GOLDBERG and GERTRUDE S. GOLDBERG, husband and wife, personally known to me to be the persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed, sealed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 1st day of July, 1950.

Oscar Robert Behrman
NOTARY PUBLIC

STATE OF ILLINOIS)
) SS:
COUNTY OF COOK)

I, Gilbert O. Valke, a Notary Public, in and for the State and County aforesaid, do hereby certify that Joseph J. Cramer and Agnes D. Cramer, personally known to me to be the persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed, sealed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 1st day of July 1950.

Gilbert O. Valke
NOTARY PUBLIC

14842350
STATE OF ILLINOIS) SS. NO.
COOK COUNTY.
FILED FOR RECORD
1950 JUL 5 PM 1 38
[signature]
RECORDER OF DEEDS

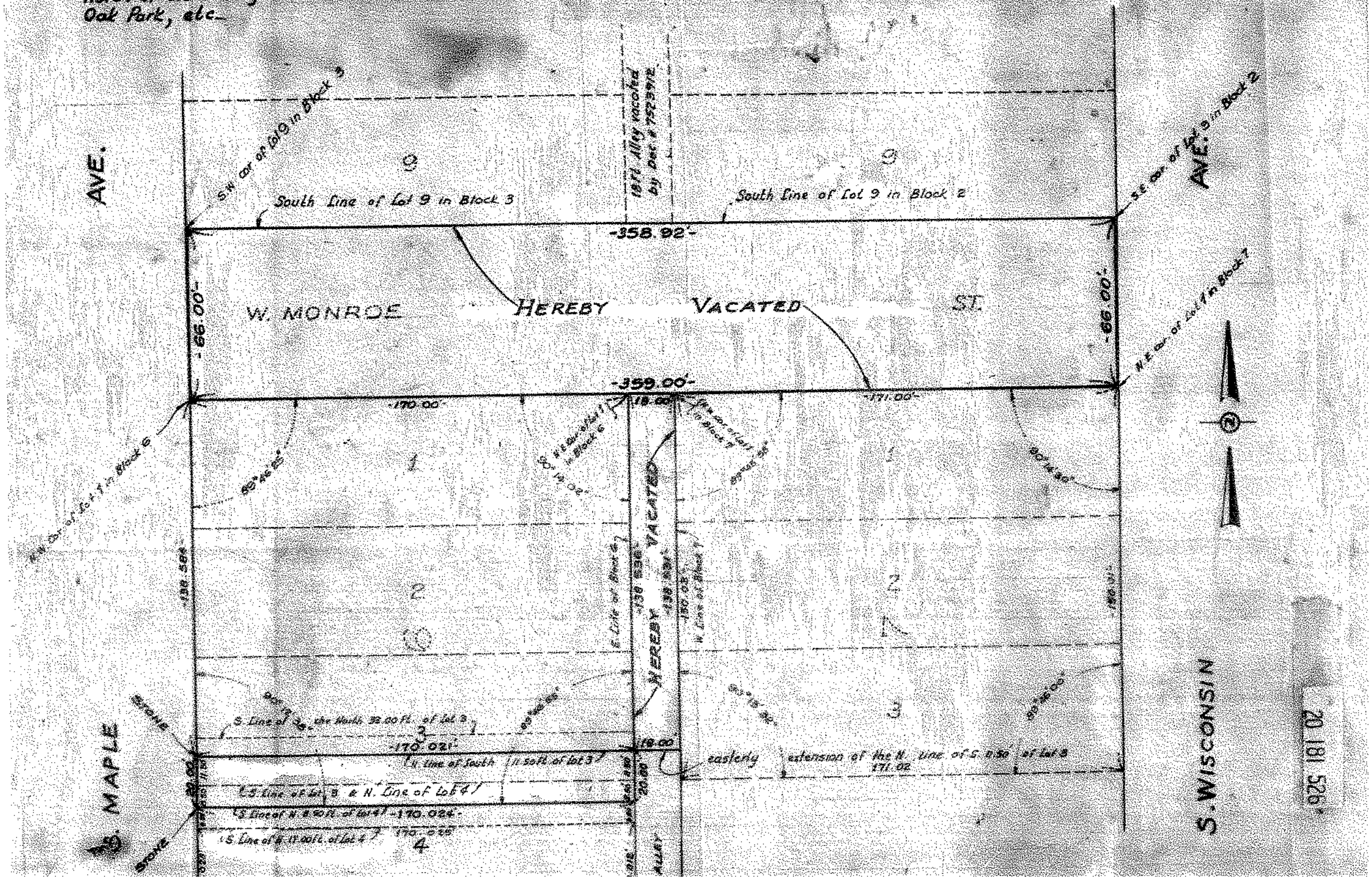
PLAT OF VACATION

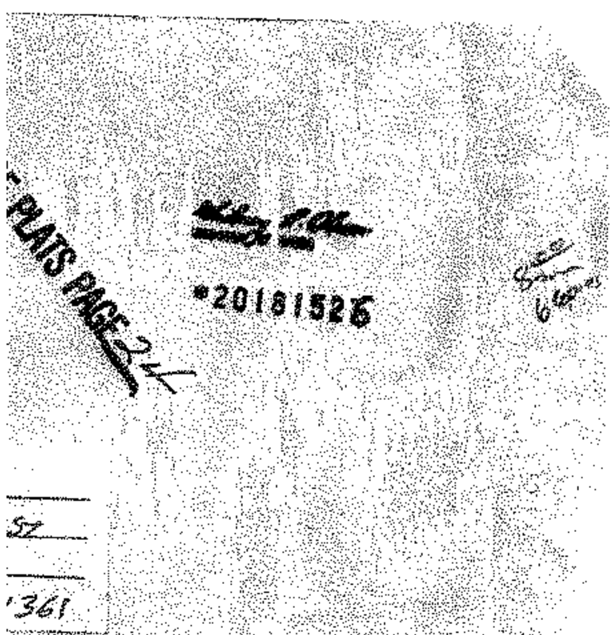
of

That part of Monroe Street in W. J. Wilson's Addition to Oak Park Lying East of a Line running from the Southwest Corner of Lot 9 in Block 3 to the Northwest corner of Lot 1 in Block 6 and Lying West of a Line running from the Southeast Corner of Lot 9 in Block 2 to the Northeast Corner of Lot 1 in Block 7, said Addition being a Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian.

also

That part of the North and South 18 Foot Public Alley lying between the East Line of Block 6 and the West Line of Block 7, South of a Line running from the Northeast corner of Lot 1 in Block 6 to the Northwest corner of Lot 1 in Block 7, and Lying North of the easterly extension of the North Line of the South 11.5 feet of Lot 3 in said Block 6, all in W. J. Wilson's Addition to Oak Park, etc.

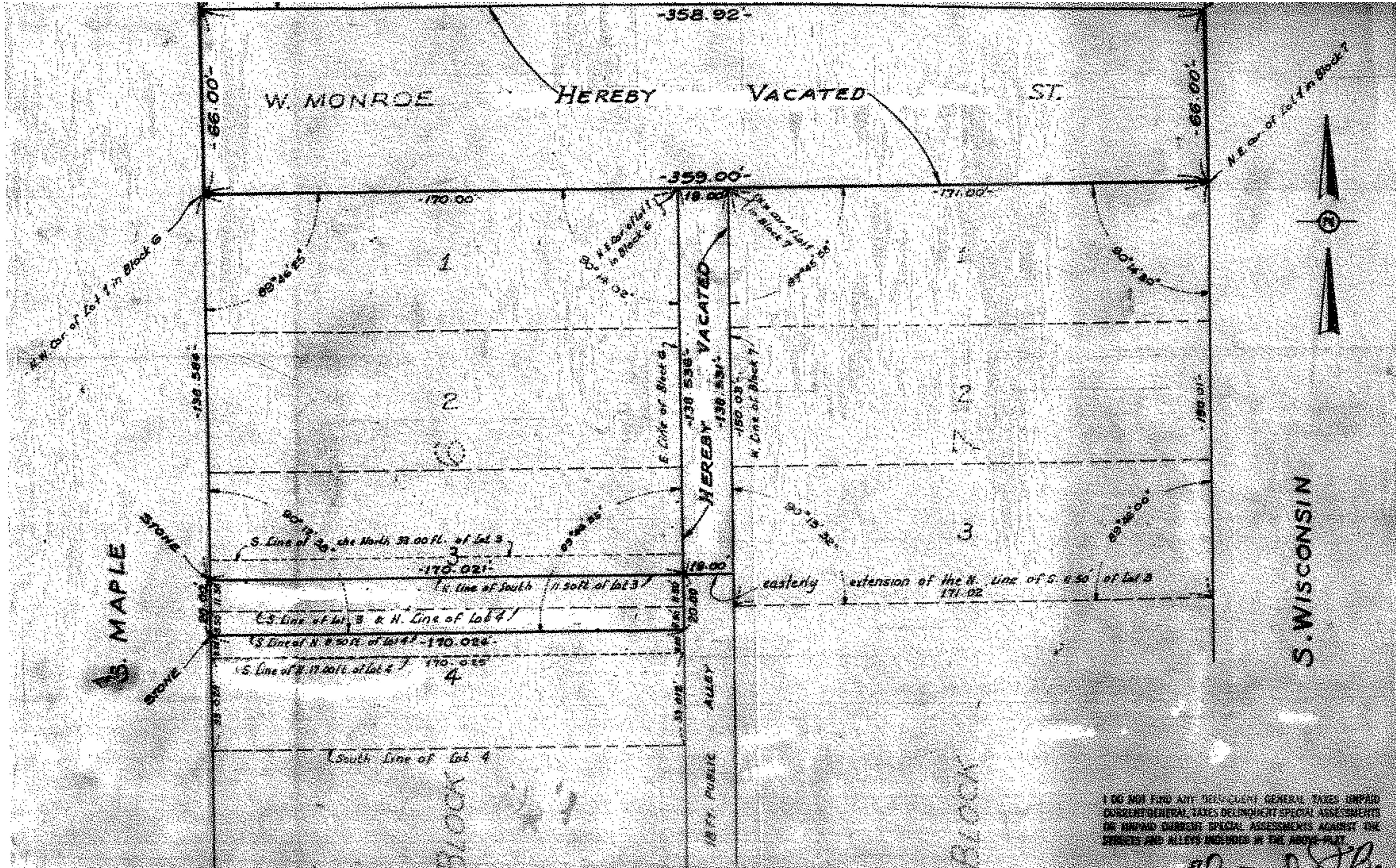




20 181 526

BOOK 740 OF PLATS PAGE 24

#20181526



STATE OF ILLINOIS, } SS.
COUNTY OF COOK.

We hereby Certify THAT WE HAVE SURVEYED THE ABOVE LEGALLY DESCRIBED PROPERTY IN ACCORDANCE WITH OFFICIAL RECORDS AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

DIMENSIONS ARE SHOWN IN FEET AND HUNDREDTHS AND ARE CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

SURVEY NO. U-92408 VAC. DATE June 19 1967

CHICAGO, June 19th A.D. 1967

NATIONAL SURVEY SERVICE, INC.
ENGINEERS AND LAND SURVEYORS
134 N. LA SALLE ST. CHICAGO 2, ILL.
FR. 2-7000

BY [signature]

I DO NOT FIND ANY DELINQUENT GENERAL TAXES UNPAID CURRENT GENERAL TAXES DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST THE STREETS AND ALLEYS INCLUDED IN THE ABOVE PLAT.

Edward J. Barrett [signature]
COUNTY CLERK

DATE 6/27/67

I find no deferred installment of outstanding unpaid special assessments due against the ~~~~ included on the Plat hereon shown.

Oak Park, Illinois 27 June A.D. 1967

William E. White [signature]
Village Collector

THIS DOCUMENT PREPARED BY,
and
WHEN RECORDED RETURN TO:

Michael Fraunces, President
(858) 799-7850
Md7 Capital Three, LLC
3721 Valley Centre Drive
Suite 303
San Diego, CA 92130

Doc#: 1034833009 Fee: $50.00
Eugene "Gene" Moore RHSP Fee:$10.00
Cook County Recorder of Deeds
Date: 12/14/2010 08:27 AM Pg: 1 of 8

Parcel #: 16-18-101-010-0000 ORDER'S USE

A00199593 - saw KJ - 4/4

RECOGNITION AGREEMENT

THIS RECOGNITION AGREEMENT ("**Recognition Agreement**") is entered into as of August 2, 2010, by and among **Rush Oak Park Hospital, Inc.**, an Illinois non-profit corporation, who acquired title as Oak Park Hospital ("**Landlord**"), whose mailing address for notices is 520 South Maple Avenue, Oak Park, IL 60304, **T-Mobile Central LLC**, a Delaware limited liability company ("**T-Mobile Subtenant**"), whose mailing address for notices is Attn: Lease Administrator and Legal Department, 2001 Butterfield Road, Suite 1900, Downers Grove, IL 60515; with a copy to Attn: Lease Administrator and Legal Department, T-Mobile USA, Inc., 12920 SE 38th Street, Bellevue, Washington 98006, and **Md7 Capital Three, LLC**, a Delaware limited liability company ("**Tenant**"), whose mailing address for notices is 3721 Valley Centre Drive, Suite 303, San Diego, California 92130. The effective date of this Recognition Agreement is October 10, 2010 ("**Effective Date**").

RECITALS

WHEREAS, Landlord and Tenant are parties to that certain Rooftop Lease with Option dated June 27, 2002, as amended by First Amendment to Rooftop Lease with Option dated February 24, 2003, and further amended by Second Amendment to Rooftop Lease with Option dated November 13, 2006, and further amended by that certain Third Amendment to Rooftop Lease with Option dated effective as of October 10, 2010 (as supplemented and amended from time to time, collectively, the "**Lease**"), which demises certain premises located at **520 South Maple Avenue, Oak Park, IL 60304**, previously referred to as 520 Maple Avenue, Oak Park, IL 60301 ("**Premises**"), as more particularly described on **Exhibit A** attached hereto and incorporated herein;

WHEREAS, pursuant to the terms and conditions of the Lease, the Modified Term (as defined in the Lease) of the Lease expires on October 9, 2035 (the "**Lease Expiration Date**"), and Landlord has agreed to modify the Rent (as defined in the Lease) due under the Lease in exchange for a Rent Lock-In Period (as defined in the Lease);

WHEREAS, Tenant is subleasing the Premises to T-Mobile Subtenant pursuant to that certain Site Sublease and Assignment Agreement between such parties (as supplemented and amended from time to time, the "**T-Mobile Sublease**");

WHEREAS, pursuant to the terms and conditions of the T-Mobile Sublease, T-Mobile Subtenant enjoys all of the rights of Tenant under the Lease during the term of the T-Mobile Sublease and T-Mobile Subtenant has agreed to perform all of the obligations of Tenant under the Lease other than the payment of Rent; and

S Y
P 8
S N
SC Y
INT Y

WHEREAS, Landlord, T-Mobile Subtenant and Tenant have agreed to enter into this Recognition Agreement on the terms and conditions set forth below.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals which are incorporated herein by reference and of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. **T-Mobile Sublease Permission**. Landlord hereby acknowledges and agrees that the T-Mobile Sublease is permitted under the terms and conditions of the Lease.

2. **Recognition; Nondisturbance**. Landlord agrees that T-Mobile Subtenant shall be a third party beneficiary under the Lease, and hereby recognizes T-Mobile Subtenant's rights to use, possess and enjoy the Premises pursuant to the T-Mobile Sublease as being valid and enforceable rights. Landlord agrees not to disturb or interfere with any of T-Mobile Subtenant's rights to use, possess or enjoy the Premises at any time prior to the Lease Expiration Date, for any reason, provided that T-Mobile Subtenant timely cures any T-Mobile Subtenant Default (defined below). Landlord further agrees to recognize and accept: (a) T-Mobile Subtenant's exercise of all rights and options under the Lease on behalf of Tenant as tenant thereunder (including, without limitation, all tenant remedies and rights to renew the term of the Lease beyond the Lease Expiration Date); (b) T-Mobile Subtenant's performance of the Tenant's obligations as tenant under the Lease; and (c) any assignment by Tenant of the tenant's rights under the Lease to T-Mobile Subtenant. For purposes hereof, the term "**T-Mobile Subtenant Default**" means any material default under the Lease on account of T-Mobile Subtenant's use of the Premises in a manner prohibited thereby or on account of any failure by T-Mobile Subtenant to pay any monetary obligations (excluding Rent) that are required to be paid or reimbursed under the Lease (if applicable).

3. **Sublease Rent Payments and Rent Lock-In**. The parties acknowledge and agree that, pursuant to the Sublease, T-Mobile Subtenant is responsible for paying monthly base rent payments to Tenant and that T-Mobile Subtenant has agreed to a rent lock-in period ("**Sublease Rent Lock-In Period**") that runs concurrently with the Rent Lock-In Period.

4. **Additional Rent and Other Payments under Lease**. Landlord acknowledges and agrees that T-Mobile Subtenant shall not be required to pay any Rent under the Lease, unless and until T-Mobile Subtenant becomes the "tenant" under a New Lease (defined below) pursuant to **Section 6** below; provided, however, the parties agree that T-Mobile Subtenant shall be responsible for, and shall timely pay directly to Landlord: (a) any payments due under the Lease for utilities, insurance, real property taxes and maintenance charges (collectively, "**Owner Reserved Payments**"), (b) any Additional Premises Rent (as defined in the Lease), and Landlord agrees to look only to T-Mobile Subtenant for such payments under the Lease.

5. **No Amendment**. Landlord agrees that it will not amend or modify the Lease without the consent of T-Mobile Subtenant, which consent T-Mobile Subtenant may withhold in its sole and absolute discretion if (in T-Mobile Subtenant's reasonable judgment) the amendment or modification would materially or adversely affect T-Mobile Subtenant's rights in and to the Premises, including, without limitation, any and all changes to the Rent and other charges payable under the Lease, any modifications of the term of the Lease and any modifications to the Premises or rights appurtenant to the Premises. If (in T-Mobile Subtenant's reasonable judgment) the amendment or modification would not materially or adversely affect T-Mobile Subtenant's rights in and to the Premises, then T-Mobile Subtenant may not unreasonably withhold, condition or delay its consent to such amendment or modification. Landlord shall

not cause or join in any rescission, rejection or other termination of the Lease prior to the Lease Expiration Date, without the express prior written consent of T-Mobile Subtenant.

6. **Direct Lease; Attornment by T-Mobile Subtenant**. If, at any time during the term of the T-Mobile Sublease, the Lease is either rescinded, rejected or otherwise terminated (except in connection with an uncured T-Mobile Subtenant Default), then Landlord shall promptly notify T-Mobile Subtenant thereof, and Landlord agrees, upon T-Mobile Subtenant's request, to enter into a direct lease between Landlord, as landlord, and T-Mobile Subtenant, as tenant, for the remainder of the period prior to the Lease Expiration Date, on the same terms and conditions as set forth in the Lease, including, without limitation, all Rent, any remaining portion of the Rent Lock-In Period, and the Renewal Terms (a "**New Lease**"). From and after the first day of the first full month following the date Landlord and T-Mobile Subtenant enter into a New Lease, if at all, T-Mobile Subtenant shall commence paying Rent directly to Landlord and T-Mobile Subtenant shall not be responsible for any Rent unpaid by Tenant; provided, however, that T-Mobile Subtenant shall continue to be responsible for the payment of all Owner Reserved Payments and Additional Premises Rent, if applicable.

7. **General Provisions**.

a. This Recognition Agreement constitutes the final, complete and exclusive statement between the parties to this Recognition Agreement, supersedes all prior and contemporaneous understandings or agreements of the parties with regard to the subject matter hereof, and is binding on and inures to the benefit of their respective heirs, representatives, successors and assigns. Any agreement made after the date of this Recognition Agreement is ineffective to modify, waive, or terminate this Recognition Agreement, in whole or in part, unless that agreement is in writing, is signed by all parties to this Recognition Agreement, and specifically states that the agreement modifies this Recognition Agreement.

b. This Recognition Agreement will be governed by, and construed in accordance with the internal laws of the state where the Premises is located.

c. If any provision of this Recognition Agreement is, to any extent, held to be invalid or unenforceable, the remainder of this Recognition Agreement will not be affected, and each provision of this Recognition Agreement will be valid and be enforced to the fullest extent permitted by law.

d. Landlord shall promptly deliver to T-Mobile Subtenant a copy of any and all notices which Landlord is required to give under the Lease, and any other notice or official communication given by Landlord to Tenant with respect to the Lease. Any notice under this Recognition Agreement will be delivered personally, by certified mail, return receipt requested, or by a nationally recognized overnight courier, addressed to the party to whom it is intended. Any notice given to Landlord or T-Mobile Subtenant shall be sent to the respective address set forth below, or to such other address as that party may designate for service of notice by a notice given in accordance with the provisions of this paragraph. A notice sent pursuant to the terms of this paragraph shall be deemed delivered when delivery is attempted, if delivered personally, two (2) business days after deposit into the United States mail, or the day following deposit with a nationally recognized overnight courier.

Landlord's Address:	**T-Mobile Subtenant:**	**Tenant:**
Rush Oak Park Hospital, Inc. 520 South Maple Avenue Oak Park, IL 60304	T-Mobile Central LLC 2001 Butterfield Road Suite 1900 Downers Grove, IL 60515 Attn: Lease Administrator With a copy to: Attn: Legal Department	Md7 Capital Three, LLC 3721 Valley Centre Drive Suite 303 San Diego, California 92130 Attn: Legal Department
Send Rent Schedule Payments to: Rush Oak Park Hospital, Inc. 520 South Maple Avenue Oak Park, IL 60304	**With a copy to:** T-Mobile USA, Inc. 12920 SE 38th Street Bellevue, Washington 98006 Attn: Lease Administrator And with a copy to: Attn: Legal Department	

e. If, after the Effective Date of this Recognition Agreement, either party commences any litigation or other legal proceeding against the other party arising out of, or in connection with, this Recognition Agreement, the prevailing party shall be entitled to recover from the losing party reasonable attorneys' fees and costs of suit.

f. Each party to this Recognition Agreement will, at its own cost and expense, execute and deliver such further documents and instruments and will take such other actions as may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Recognition Agreement.

g. Landlord acknowledges and agrees that T-Mobile Subtenant lacks an adequate remedy at law if Landlord does not honor its obligations under this Recognition Agreement, and that Landlord's obligations hereunder shall be enforceable by means of an action for specific performance and other equitable relief.

h. This Recognition Agreement runs with the land of which the Premises is a part, and shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

i. This Recognition Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one instrument.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have entered into this Recognition Agreement as of the day and year first above written.

LANDLORD:

Rush Oak Park Hospital, Inc.,
an Illinois non-profit corporation

By: _____
Bruce M. Elegant, President/CEO

TENANT:

Md7 Capital Three, LLC,
a Delaware limited liability company

By: _____

Print Name: Thomas E. Leddo

Title: Vice President

T-MOBILE SUBTENANT:

T-Mobile Central LLC,
a Delaware limited liability company

By: _____

Print Name: Kim Curtis

Title: Director - Engineering Development

APPROVED as to form

_____
David W. Grinquist

LANDLORD ACKNOWLEDGEMENT

STATE OF Illinois)

COUNTY OF Cook)

On August 20, 2010 before me, **[print name and title of notarial officer here]** Dyan Trimble, notary public, personally appeared **Bruce M. Elegant**, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Dyan Trimble

My commission expires: 10/14/13

OFFICIAL SEAL
DYAN TRIMBLE
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:10/14/13

(Seal)

TENANT ACKNOWLEDGEMENT

STATE OF CALIFORNIA)
) ss:
COUNTY OF SAN DIEGO)

On Sept. 22, 2010, before me, K. Waggoner, a Notary Public, personally appeared Thomas E. Leddo, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: K. Waggoner

(Seal)

K. WAGGONER
Commission # 1766299
Notary Public - California
San Diego County
My Comm. Expires Sep 8, 2011

T-MOBILE SUBTENANT ACKNOWLEDGEMENT

STATE OF ILLINOIS)

COUNTY OF DUPAGE)

I certify that I know or have satisfactory evidence that **Kim Curtis** is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she was authorized to execute the instrument and acknowledged it as **Director - Engineering Development** of T-Mobile Central LLC as the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated 10/14/10

Signature Marianne Grant

Title: Notary Public

My commission expires: 12/19/10

(Seal)

OFFICIAL SEAL
MARIANNE GRANT
Notary Public, State of Illinois
My Commission Expires Dec. 19, 2010

EXHIBIT A

LEGAL DESCRIPTION

Street Address: 520 South Maple Avenue, Oak Park, IL 60304

Parcel #: 16-18-101-010-0000

Legal Description:

That certain communications facility site (and access and utility easements) on a portion of the real property described as follows:

Lots 1 and 4 to 16 both inclusive, and the vacated 18 foot North and South alley lying between Lots 15 and 16 in the Subdivision of Lots 1 to 4 inclusive in Block 2 and Lots 1 to 4 inclusive in Block 3 and alley between Lots 1, 2 and the North 43 feet of Lot 3 in Block 2 and Lots 1 and 2 and the North 43 feet of Lot 3 in Block 3 in Wilsons Addition to Oak Park, being a subdivision of Lot 1 (except the East 40 acres thereof) in the Subdivision of Section 18 (except the West half of the South West quarter thereof), Township 39, North, Range 13, East of the Third Principal Meridian;

Also

Lots 5 to 9 both inclusive in Block 2, and Lots 5 to 9 both inclusive in Block 3 and the vacated 18 foot North and South alley lying between lots 5,6,7,8 and 9 in Block 2 and Lots 5,6,7,8 and 9 in Block 3 in Wilsons Addition to Oak Park situate in the Village of Oak Park, County of Cook and State of Illinois.

Oak Park Hospital
Owner

Route : FAP 348 (IL 43)
Section : 16th St.-Division St.
Job No. : R-90-002-92
County : Cook
Parcel : 0B20056
Station : 201+45.54
to Station: 201+50.56

P.I.N.(s): 16-18-100-012

Address: None (NEC Harlem & Monroe St.
City: Oak Park 60304

96360409

DEPT-01 RECORDING $23.50
T#0003 TRAN 8005 05/13/96 10:40:00
#1548 # LM *-96-360409
COOK COUNTY RECORDER

WARRANTY DEED (Corporation)
(Non-Freeway)

This Indenture, made this 22ND day of MARCH, 1996,

by Oak Park Hospital, an Illinois Not for Profit Corporation

a Corporation, organized and existing under and by virtue of the laws of the State of Illinois and duly authorized to do business under the Statutes of the State of Illinois, party of the first part, and the People of the State of Illinois, Department of Transportation, party of the second part;

Witnesseth, that the said party of the first part, in consideration of the sum of Two Hundred Fifty Dollars ($ 250.00), in hand paid by the party of the second part, the receipt whereof is hereby acknowledged, does hereby grant, convey and warrant unto said party of the second part the following described real estate in Cook County, Illinois, to-wit:

96360409

A parcel of land being part of the following described tract:

Lots 7 and 9 in the W.J. Wilson's Addition to Oak Park, being a Subdivision of all of Lot One (1) (except the East Forty (40) Acres thereof), in the Subdivision of Section 18 (except the West Half (1/2) of the Southwest Quarter (1/4) thereof) in Township 39 North, Range 13, East of the Third Principal Meridian) also all of Lot Six (6) in Block 4 in W.J. Wilson's Addition to Oak Park Subdivision of Lot 1 (Except the East 40 Acres thereof) in the Subdivision of Section 18, Township 39 North, Range 13, East of the Third Principal Meridian (except the West Half of the Southwest Quarter thereof).

Said Parcel described as follows: Beginning at the Southwest Corner of Said Lot 9; thence North 00 Degrees 47 Minutes 34 Seconds West (assumed) 5.00 Feet along the Westerly Line thereof said Westerly Line being also the Easterly Right of Way Line of Harlem Avenue (Illinois Route 43); thence South 45 Degrees 40 Minutes 07 Seconds East 7.09 Feet to the Southerly Line of said Lot 9; thence South 89 Degrees 27 Minutes 21 Seconds West 5.00 Feet along said Southerly Line to said Point of Beginning in Cook County, Illinois. Said Parcel contains 0.001 Acres or 12.5 square feet more or less.

EXEMPTION APPROVED
VILLAGE CLERK
VILLAGE OF OAK PARK

The party of the first part, without limiting the fee simple interest above granted and conveyed, does hereby release the party of the second part, or any agency thereof forever, from any and all claims for damages sustained by the party of the first part, its successors and assigns, by reason of the opening, improving and using the above described premises for highway purposes.

The party of the first part, without limiting the fee simple interest above granted and conveyed, does hereby release the party of the second part, or any agency thereof, forever, from any claims for damages sustained by the party of the first part, its sucessors and assigns, by reason of the opening, improving and using the above described premises for highway purposes.

IN WITNESS WHEREOF, the party of the first part has caused its corporate name to be hereunto subscribed by its Executive Vice President, and its duly attested corporate seal to be hereunto affixed by its Secretary, all in the City of Oak Park, the day and year first above written.

(Corporate Seal)

Oak Park Hospital
(Corporate Name)

By: [signature]
e.v. President

Attest:
x [signature]
Secretary

"Exempt under provisions of Paragraph B, Section 4, Real Estate Transfer Tax Act."
5/17/96 [signature]
DATE BUYER

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, Edith Constien, a Notary Public in and for the State of Illinois, DO HEREBY CERTIFY that David R. Hey, Exc. V. President and Leonard J. Muller, Secretary of Oak Park Hospital, who are personally known to me to be the same persons whose names are subscribed to the foregoing instrument appeared before me this day in person and severally acknowledged that as such Exc. Vice President and Secretary, they signed and delivered the said instrument as Exc. V.President and Secretary of said corporation, and caused the corporate seal of said corporation to be affixed thereto, pursuant to authority, given by the Board of Commisioners of said corporation as their free and voluntary act, and as the free and voluntary act and deed of said corporation, for the uses and purposes therein set forth.

Given under my hand and Notarial Seal this 22nd day of March, 1996.

THIS DOCUMENT PREPARED BY:
JOHN CONTE
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT., SCHAUMBURG, IL 60196-1096

(Seal)

[signature]
Notary Public

OFFICIAL SEAL
EDITH K. CONSTIEN
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 4-8-97

MAIL TO

MAIL TO, TAXES and GRANTEE:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER CT., SCHAUMBURG, IL 60196-1096
ATTN: S. DERKA

STATE OF ILLINOIS }
COUNTY OF COOK } SS.

23 269 659

I, VIRGINIA R. CASEY,

Village Clerk of the Village of Oak Park, in the County of Cook and State of Illinois, do hereby certify that the annexed and foregoing is a true and correct copy of that certain ORDINANCE *now on file in my office entitled* AN ORDINANCE VACATING PART OF WISCONSIN AVENUE

which said ORDINANCE *was passed by the Board of Trustees of the Village of Oak Park at a session held on the* 6th *day of* OCTOBER *A. D. 19* 75, *and approved by the President of the Village of Oak Park on the* 6th *day of* OCTOBER *19* 75.

I further certify that the vote on the question of the passage of the said ORDINANCE *by the Board of Trustees of the Village of Oak Park was taken by yeas and nays and recorded in the Journal of the Proceedings of the Board of Trustees of the Village of Oak Park and that the result of said vote was as follows, to-wit:*

Yeas—Trustees: CALLAHAN, HOPPE, KLEN, LOEVY, OSBORN, VANNES AND PRESIDENT MC CLURE

Nays— NONE

I do further certify that the original ORDINANCE, *of which the foregoing is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.*

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of said Village of Oak Park this 13th *day of* OCTOBER *A. D. 19* 75.

VILLAGE OF OAK PARK CORPORATE SEAL 1901

Virginia R. Casey
Village Clerk, Village of Oak Park.

AN ORDINANCE VACATING PART OF WISCONSIN AVENUE

BE IT ORDAINED by the President and Board of Trustees of the Village of Oak Park, Cook County, Illinois, as follows:

SECTION 1: This Board finds that by Ordinance adopted January 7, 1974, a portion of Wisconsin Avenue was vacated subject to certain conditions set forth in Section 3 of said Ordinance. This Board further finds that all of said conditions have now been met by the owner.

SECTION 2: That that portion of Wisconsin Avenue lying west of and adjoining the following described premises:

Lots 24 to 35, inclusive, in Block 2 in Wallen and Probst's Addition to Oak Park, in the Northwest Quarter of Section 18, Township 39 North, Range 13, East of the Third Principal Meridian, Cook County, Illinois,

and lying east of and adjoining the following described premises:

Lot 15 in Block 1 and Lots 5 through 9, inclusive, in Block 2 in the subdivision of Lots 1 to 4 of Block 2 and Lots 1 to 4 of Block 3 in W. J. Wilson's Addition to Oak Park, a subdivision of part of Lot 1 in B. F. Jervis Subdivision of Section 18, Township 39 North, Range 13 (except the West 1/2 of the Southwest 1/4), East of the Third Principal Meridian, Cook County, Illinois,

23 269 659

all as shown on the plat attached hereto as Exhibit "A" and designated to be vacated, be and the same hereby is vacated.

SECTION 3: This Ordinance shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED this 6th day of October, 1975, pursuant to a roll call vote as follows:

AYES: Trustees Callahan, Hoppe, Klem, Loevy, Osborn, Varnes and President McClure

NAYS: None

ABSENT: None

DOCUMENT HAS BEEN MICROFILMED
SEE JACKET FILE No. 23269659

APPROVED by me this 6th day of October, 1975.

James J. McClure Jr.
Village President

ATTEST:

Virginia R. Cassidy
Village Clerk

OCT 24 '75 4 1 5

RECORDER OF DEEDS COOK COUNTY ILLINOIS

OCT-24-75 4 4 7 7 9 • 23269659 • A — Rec 6.00

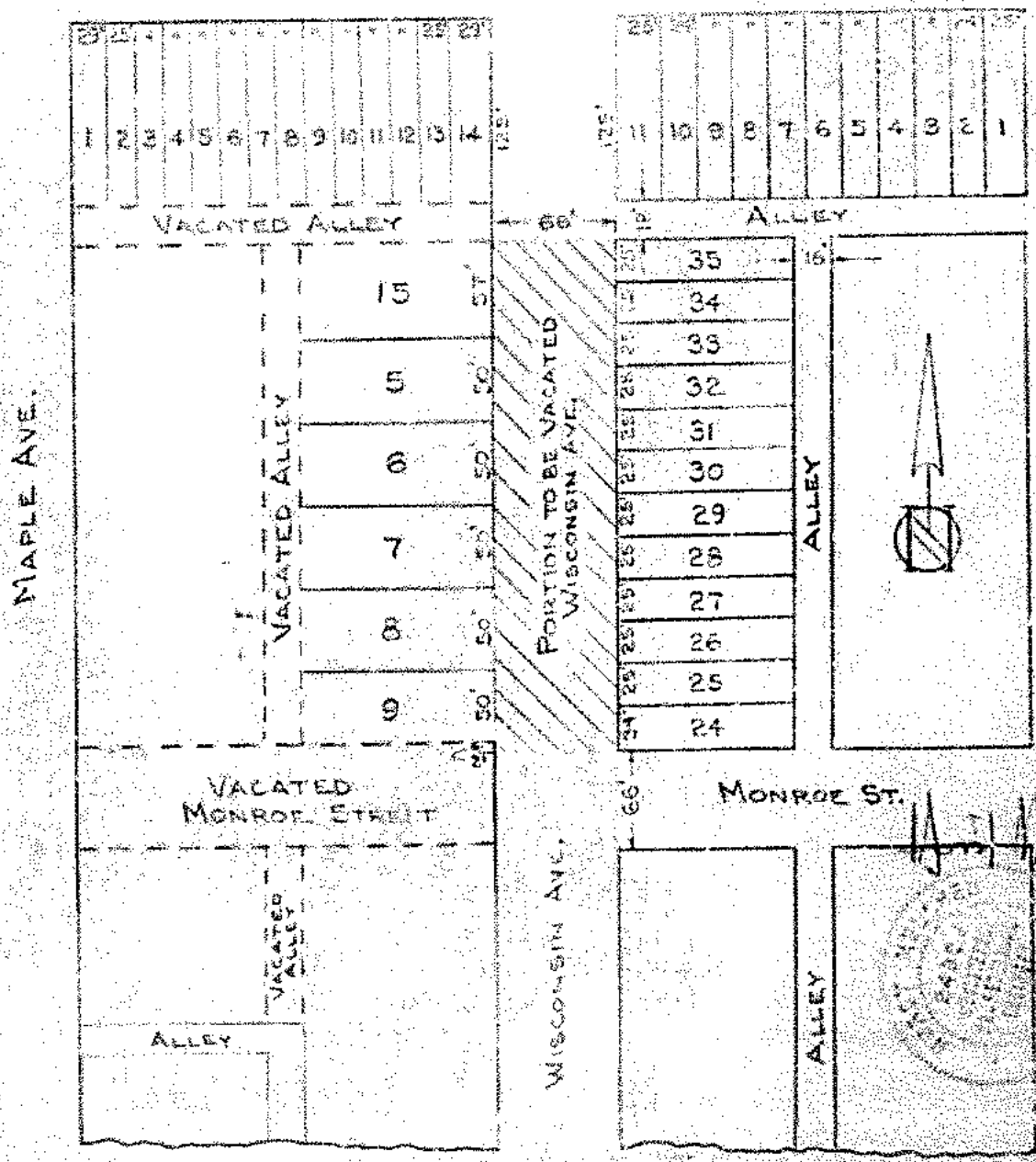
6.00

6 ord
6 copy

23269659

STREET VACATION PLAT

MADISON STREET



Legal Description: That portion of Wisconsin Avenue lying west of and adjacent to Lots 24 through 35 of the Subdivision of block 2 in Wallen and Probst's Addition to Oak Park, a subdivision of part of Lot 1 in B.F. Jervis' Subdivision of Section 18, Township 39, Range 13 (except the west 1/2 of the southwest 1/4), Cook County, Illinois.

I hereby certify that I am the Village Engineer of Oak Park and that I prepared this plat on the 13th day of October

EXHIBIT A

23 289 559

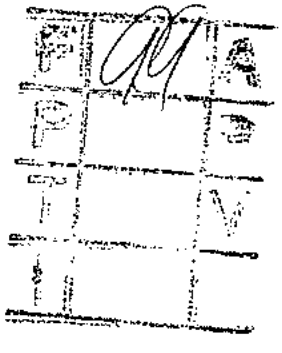
09184814
9758/0131 33 001 Page 1 of 38
1999-12-21 14:45:39
Cook County Recorder 99.00

VILLAGE OF OAK PARK ZONING ORDINANCE GRANTING A SPECIAL USE PERMIT (OAK PARK HOSPITAL) ADOPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OAK PARK ON DECEMBER 2, 1999.

Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302
(708) 383-6400

DELIVER TO BOX 321

Box 321 2099 COPIES 6



09184814

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, Sandra Sokol,
Village Clerk of the Village of Oak Park, in the County of Cook and State of Illinois do hereby certify that the annexed and foregoing is a true and correct copy of that certain Ordinance now on file in my office entitled
ORDINANCE AMENDING THE OAK PARK ZONING ORDINANCE AND GRANTING A SPECIAL USE PERMIT (OAK PARK HOSPITAL)

which said Ordinance was passed by the Board of Trustees of the Village of Oak Park at a session held on the 2nd day of December A.D. 1999, and approved by the President of the Village of Oak Park on the 2nd day of December, 1999.

I further certify that the vote on the question of the passage of the said Ordinance by the Board of Trustees of the Village of Oak Park was taken by ayes and nays and recorded in the Journal of the Proceedings of the Board of Trustees of the Village of Oak Park and that the result of said vote was as follows, to-wit:

Ayes - - - Trustees: Ebner, Hodge-West, Kostopulos, Kuner, Trapani and Turner and President Furlong
Nays - - - None
Absent - - None

I do further certify that the Original Ordinance, of which the foregoing is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of said Village of Oak Park this 17th day of December, A.D. 1999.

Sandra Sokol
Village Clerk, Village of Oak Park

RLH:kmc 12/99

99184814

ORDINANCE AMENDING THE OAK PARK ZONING ORDINANCE AND GRANTING A SPECIAL USE PERMIT (OAK PARK HOSPITAL)

BE IT ORDAINED by the President and Board of Trustees of the Village of Oak Park, County of Cook, State of Illinois, in accordance with the Home Rule Powers granted to it under Article VII, Section 6 of the Constitution of the State of Illinois (1970), as amended, as follows:

SECTION 1: That the Oak Park Plan Commission, acting as the hearing body in accordance with the Zoning Ordinance, has considered a petition for rezoning of certain property and issuance of a special use permit pursuant to notice duly published and pursuant to a public hearing held in accordance with said notice.

SECTION 2: That the Plan Commission delivered to the President and Board of Trustees, for the Board's consideration, written Findings of Fact and its Recommendations adopted by the Plan Commission on November 17, 1999 and which are attached hereto as Exhibit A. (hereinafter sometimes referred to as "Plan Commission Report")

SECTION 3: That except as modified in Section 4 of this Ordinance, the President and Board of Trustees hereby adopt the Findings of Fact and Recommendations of the Plan Commission, as set forth in Exhibit A attached hereto and made a part hereof.

SECTION 4: That the President and Board of Trustees modify the following in the Plan Commission Report: 1) That Paragraph 8c of the Findings of Fact is amended by replacing the word "east" with the word "west" as the last word in the Paragraph. 2) That Paragraph 1 of the RECOMMENDATIONS set forth on page 21 of the Plan Commission Report is amended to include the property identified by street address as 620 South Maple.

3) That the term "condition 3" set forth on Line 2 of Recommendation 2 of the RECOMMENDATIONS set forth on page 21 of the Plan Commission's Report is hereby amended to read "condition 4" and 4) that the conditions set forth as part of Recommendation 3 in the Plan Commission Report are hereby amended by changing condition "r" to condition "bb" and by adding conditions "r" through "aa" as follows:

r) That the Applicants shall develop and implement a Transportation Demand Management Plan ("TDM Plan") for the hospital and new medical office building. The purpose of the TDM Plan is to reduce automobile traffic to and from the hospital and new medical office building through the use of car pooling, flextime, free bus passes and other means. The Applicant shall submit this Plan to the Village Engineer for his/her review and required approval.

s) Parking in the parking structure shall be marked and reserved for hospital/medical office building employees. The Applicant shall give visitors and patients a priority with regard to the use of the surface lots.

t) The Applicant shall prepare an updated, comprehensive landscaping and lighting plan in a timely manner and shall present same to the Oak Park Community Design Commission for its review and recommendation to the President and Board of Trustees for final approval by the Board. The Applicants shall abide by the approved plan.

u) In the event zoning relief is granted to permit the removal of parking from the Wenonah Avenue site to the Harlem Avenue site, the vacant land parcels shall remain as open space and although the zoning will be "H" Hospital, the buildings

remaining on the Wenonah site shall be subject to the "R-3" Single Family zoning requirements of the Oak Park Zoning Ordinance and shall continue to provide a buffer between the hospital and the residential neighborhood to strengthen the neighborhood, preserve open space and protect the existing housing.

If, however, the owners of 75% of the property along the East side of the 500 block of South Wenonah and the Applicants present the Village with a joint written request that the Village consider and approve a proposal for the residential development of all or a portion of the Applicant-owned property along the West side of the 500 block of South Wenonah, including the possible sale by the Applicant of the green space and/or the existing houses owned by the Applicant along the West side of the 500 block of South Wenonah for new residential development and/or continued residential use, the Village will consider and may approve such a proposal without further zoning hearings. No such action may be taken by the Applicants, however, without the joint participation of the requisite number of property owners in the request to the Village and the express written approval of the President and Board of Trustees.

v) That prior to the demolition of any buildings, the Applicant shall file a certificate from a licensed pest control agency with the Village of Oak Park Health Department and Code Administration that the area is pest free.

w) That the Applicant shall present a demolition, construction management and mitigation plan to the Village Engineer for his/her approval, which plan calls for the monitoring of same by the Village Engineer.

x) That in cooperation with area residents, the Applicant shall establish a neighborhood advisory committee composed of not less than five members, including two area residents, one representative of Partners '99, one representative of Oak Park Hospital, and one representative of the Village of Oak Park to meet monthly during construction to discuss items of common concern.

y) That the Applicant shall pay for the signal preemption at the Madison and Wisconsin signal.

z) That the Applicant shall work with the Village and area residents to assess opportunities for traffic calming on residential streets near the Hospital.

aa) That in the event of a conflict between any term or provision contained in conditions "a" through "q" recommended by the Plan Commission and adopted by the President and Board of Trustees and the term or provision set forth in conditions "r" through "z" established by the President and Board of Trustees, the terms and provisions of conditions "r" through "z" shall prevail.

bb) That in the event the Applicants or their successors fail to comply with one or more of the foregoing conditions and restrictions after 30 days written notice to do so by the Village or its agents, the President and Board of Trustees may thereafter revoke or limit this special use permit; provided, however, that the Applicants or their successors shall be deemed to have complied if they promptly commence a cure and diligently pursue that cure to completion but such cure is not reasonably susceptible to completion within such 30-day period.

SECTION 5: That the Oak Park Zoning Ordinance is amended by changing the

zoning classification of the property identified by the street addresses 618 S. Maple, 620 S. Maple, 622 S. Maple, 613 S. Wisconsin, 617 S. Wisconsin, and 621 S. Wisconsin and legally described as follows:

> Lots 4, 5, and 6 in Block 6 and Lots 4, 5, and 6 in Block 7 in W. J. Wilson's Addition to Oak Park, a Subdivision of part of Lot 1 in B. F. Jervis' Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian (except the West 1/2 of the Southwest 1/4) in Cook County, Illinois.

and the property identified by the street addresses 513 S Wenonah, 517 S. Wenonah, 521 S. Wenonah, 525 S. Wenonah, 529 S. Wenonah, and 533 S. Wenonah and legally described as follows:

> Lots 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and the North 22 feet of Lot 22 in Block 2 in the Subdivision of Block 2 in Wallen and Probst's Addition to Oak Park, a Subdivision of part of Lot 1 in B. F. Jervis' Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian (except the West 1/2 of the Southwest 1/4) in Cook County, Illinois.

from "R-3" Single Family to "H" Hospital and that the zoning map of the Village of Oak Park be amended accordingly.

SECTION 6: That a special use permit be granted to Oak Park Hospital, Partners '99 and their respective successors and assigns, under the provisions of Section 21.2-15 of the Zoning Ordinance to allow construction of an approximately 139,800 square foot medical office building and accessory surface parking lots and the maintenance of designated buffer zones on the Subject Properties legally described on Exhibit B attached hereto and made a part hereof, SUBJECT TO the conditions set forth in the Plan Commission's Recommendation #3 contained in the Plan Commission's Report, attached hereto as Exhibit A, as modified by Section 4 of this Ordinance.

SECTION 7: The Village Clerk is hereby authorized and directed to record this Ordinance, at the Applicants expense, with the Cook County Recorder of Deeds.

THIS ORDINANCE shall be in full force and effect from and after its adoption. The Village Clerk is directed to publish this ordinance in pamphlet form.

ADOPTED this 2nd day of December, 1999, pursuant to a roll call vote as follows:

AYES: Trustees Ebner, Hodge-West, Kostopulos, Kuner, Trapani and Turner and President Furlong

NAYS: None

ABSENT: None

APPROVED by me this 2nd day of December, 1999.

Barbara Furlong
Barbara Furlong
Village President

ATTEST:

Sandra Sokol
Sandra Sokol
Village Clerk

by: I. Rosmarie Shaw
I. Rosmarie Shaw, Deputy Village Clerk

Published by me in pamphlet form this 3rd day of December, 1999.

Sandra Sokol
Sandra Sokol
Village Clerk

by: I. Rosmarie Shaw
I. Rosmarie Shaw
Deputy Village Clerk

November 17, 1999

President and Board of Trustees
Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302

Re: Petition of Oak Park Hospital and Partners '99
for Rezoning, Special Use Permit,
Alley Vacation and Related Relief

Dear Ladies and Gentlemen:

The Petition and Notice. On July 6, 1999, the President and Board of Trustees of the Village of Oak Park referred to the Plan Commission, sitting as a Zoning Commission (hereinafter sometimes referred to as the "Commission"), for public hearing and recommendation, a Petition by Oak Park Hospital, Partners '99 (a joint venture of Healthcare Development Partners L.L.C. and Field Partners L.L.C.) (hereinafter sometimes referred to as "the Applicants"), and Gus Psichogios for rezoning, special use permit, alley vacation and related relief.

On July 14, 1999, legal notice was published in the Wednesday Journal, a newspaper of general circulation in the Village of Oak Park. Letters were also mailed by the Secretary of the Plan Commission to Village water service users in the neighborhood advising them of the proposal and the public hearing to be held.

Pursuant to the legal notice, this Plan Commission commenced the public hearing on the petition on July 29,1999 at 7:30 p.m. and continued the matter for further hearing

on August 19, 1999; September 2, 1999; September 16, 1999; September 23, 1999; September 30, 1999; October 14, 1999; October 28, 1999; November 11, 1999; and November 17, 1999. A quorum of members of the Plan Commission was present on each of these dates, and any members who voted on this report have either read the transcript or listened to the tape recording of any of the sessions for which they were absent.

Having heard and considered the testimony and evidence at the public hearing, the Commission makes the following findings of fact:

FINDINGS OF FACT

The Applicants.

1. That Oak Park Hospital is a 216-bed, not-for-profit healthcare facility located at 520 S. Maple, Oak Park, Illinois. It is a Catholic institution founded by the Sisters of Misericordia; sponsorship of the hospital was transferred to the Wheaton Franciscan Sisters in 1986. The Hospital is a member of the Rush System for Health and since 1997 Rush-Presbyterian-St. Luke's Medical Center has managed the hospital's operations. There are currently 349 active members of the hospital medical staff. Oak Park Hospital was the first hospital built in Oak Park and has served the healthcare needs of area residents at or near its present location since 1906.

2. That Oak Park Hospital is the owner of the properties which are the subject of this request, with the exception of 613 Wisconsin, which is owned by Gus Psichogios.

3. That Partners '99 is a limited liability company whose sole purpose is to develop and own the properties which are the subject of this request. Partners '99 is a joint venture between two partnerships - Field Partners and Healthcare Development Partners, both of whom have had extensive real estate development experience.

The Subject Properties.

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4. That following is a list of the properties which are the subject of this request (collectively sometimes referred to as the "Subject Properties"), their current and requested zoning classifications and their current uses:

Street Address	Current Zoning Classification	Requested Zoning Classification	Current Use
618 S. Maple	R-3	H	SFD
620 S. Maple	R-3	H	SFD
622 S. Maple	R-3	H	SFD
613 S. Wisconsin	R-3	H	SFD
617 S. Wisconsin	R-3	H	2-Flat
621 S. Wisconsin	R-3	H	Vacant
513 S. Wenonah	R-3	H	Vacant
517 S. Wenonah	R-3	H	2-Flat
521 S. Wenonah	R-3	H	Vacant
525 S. Wenonah	R-3	H	Vacant
529 S. Wenonah	R-3	H	SFD
533 S. Wenonah	R-3	H	SFD

Note:

R-3 stands for "R-3" Single Family District
H stands for "H" Hospital District
SFD standards for single-family dwelling
Each of the lots on Maple and Wisconsin are roughly 50' x 170'. The lots on Wenonah are approximately 36' x 125'. Some addresses are double lots.

5. That Partners '99 has contracts to purchase all of the properties, subject to

obtaining the requested zoning relief.

The Requested Zoning and Alley Vacation Relief.

6. That the Applicants have requested that the Subject Properties be rezoned "H" Hospital District.

7. That the Applicants have requested that a special use permit be granted to allow construction of an approximately 139,800 square foot medical office building and accessory surface parking lots on the Subject Properties, with the exception of 622 S. Maple, 621 S. Wisconsin and 533 S. Wenonah, which would be used as homes or as offices for Oak Park Hospital. There are currently homes at 622 S. Maple and 533 S. Wenonah. The Applicants propose to move the existing home at 617 S. Wisconsin, or another home as engineering analyses provide, to the vacant lot at 621 S. Wisconsin or to build a new home at 621 S. Wisconsin with a garage, if the requested zoning relief is granted.

8. That the Applicants propose that all or portions of the following alleys be vacated:

a) That part of the east/west alley adjacent to the hospital parking lot on the north and 618 S. Maple on the south;

b) That part of the north/south alley adjacent to 618 and 620 S. Maple on the west and 613 and 617 S. Wisconsin on the east; and

c) That part of the north/south alley adjacent to 513 to and including 529 Wenonah on the east and land improved with the hospital parking structures on the east.

The Applicants are requesting that the vacated portions of the above alleys be zoned "H" Hospital District.

Existing Zoning and Surrounding Uses.

9. That Oak Park Hospital is located in approximately the center of a roughly

six block area bounded by Madison Street, a primary arterial street on the north; Wenonah, a local residential street on the east; Adams, a local residential street on the south; and Harlem Avenue, a primary arterial street and state highway (Illinois Route 43) on the west.

a) That the main Oak Park Hospital building is an eight-story structure constructed in the 1960's which adjoins the original six-story hospital building. The hospital entrance is approximately 140 feet north of the intersection of Maple Avenue and Monroe.

b) That north of the main hospital building are ancillary hospital uses which extend to Madison Street.

c) That east of the main hospital building is the four-level hospital parking structure followed by single-family dwellings which face Wenonah. There are single-family dwellings south on Wenonah and there are single-family dwellings south of the parking structure along Wisconsin.

d) That east and north of the main hospital building (and directly north of the parking structure and the single-family dwellings on Wenonah), is a commercial strip of mostly one-story stores, although a three story commercial/three-story multi-family building is located at the southeast corner of Madison and Wisconsin.

e) That south of the main hospital building is a 128 space surface parking lot followed by one and two family dwellings along Maple and Wisconsin.

f) That west of the main hospital building are a landscaped vacant parcel, single-family home and the hospital power plant.

g) That northwest of the main hospital building there are stores along Madison Street.

A copy of the Zoning Map for the roughly six block area is attached as an exhibit; this area contains "C" Commercial, "H" Hospital, "R-7" Multiple-Family and "R-3" Single Family Zone Districts.

Oak Park Hospital's Current Utilization and Healthcare Trends.

10. That the evidence indicated that Oak Park Hospital, which has 216 beds, is

currently under-utilized. The president of the hospital testified that the current daily (patient) occupancy of the hospital is about 80 patients, which peaks at about 110 patients a day during the winter months.

11. That the evidence indicated that in the health care industry, there has been a shift from inpatient delivery of care (staying in the hospital for over 24 hours) to outpatient delivery of care (staying in the hospital for less than 24 hours). Predictions from the American Hospital Association are that by the year 2007:

a) 88% of all health care will be delivered in the outpatient setting;

b) 90% of all surgical procedures will be in the outpatient setting; and

c) 85% of all inpatient admissions will come through outpatient referrals.

12. That if Oak Park Hospital is to remain competitive for scarce health care resources, excellent doctors and patients, it must significantly increase its outpatient hospital space, space where people can interact with physicians in close proximity to the hospital.

13. That Oak Park Hospital seeks to increase its outpatient functions in a cost-efficient manner, without duplication of diagnostic and treatment facilities.

The Proposed Medical Office Building.

14. That the Applicants propose to significantly increase the outpatient functions at the hospital campus, and thereby keep Oak Park Hospital viable, by the construction of a 139,800 square foot, five-story office building 225 feet long by 125 feet wide. This building would house approximately 50 physician practices and would also contain an MRI unit. The hospital currently is periodically renting an MRI unit which is housed in a truck trailer. This practice would be eliminated if the proposed building is approved.

15. That the Applicants originally proposed siting the 125' x 225' medical office building on a north-south axis, parallel to Maple Avenue and approximately 80 feet south of the eight-story main hospital. By a unanimous consensus, this Commission rejected siting the proposed building in this way. At the suggestion of this Commission, the Applicants submitted an alternate site plan in which the medical office building is rotated 90 degrees, thereby running on an east-west axis perpendicular to Maple Avenue, as do the residential uses in the area. Thus, the "short" side of the building is parallel to Maple Avenue (a north/south street). This orientation allowed a greater buffer for the residential uses to the south and provided greater access to light and air for the residential uses to the east. This site plan, drawn by the HLM Design and dated 9/27/99 is attached as an exhibit. The Applicants testified that the new building could not cost effectively be sited immediately next to the existing hospital, because there is a linear accelerator (radiology) vault located just south of the main hospital.

The Community's Plan for This Area

16. That the Village's Comprehensive Plan, adopted in 1990 and currently in effect, shows the area bounded by Madison Street on the north, Wenonah on the east, Adams on the south, and Harlem on the west as a Hospital/medical complex development Area. This is the same roughly six-block area which is described in paragraph 9 and shown on the Zoning Map exhibit. As a development area, the plan identifies this area as "most appropriate for future development," 1990 Comprehensive Plan, page 67. (The 1979 Comprehensive Plan also identified this roughly six-block area as a Hospital Medical Complex development area, 1979 Comprehensive Plan, pages 51, 54).

17. That the 1990 Comprehensive Plan states, in part, under Economic

Development Policy number 5 entitled "Retain and increase local employment opportunities":

> The five largest employers in Oak Park are non-profit entities, including the Village government and the two school districts. The two largest are the West Suburban Hospital Medical Center and Oak Park Hospital, which anchor the community's health-service industry. That industry serves a wide market and attracts other basic activities such as extended-care facilities, doctors offices, nursing homes and related functions. The economic and professional vitality of health-related facilities is important to the village because it increases the tax base by providing jobs, brings potential spending power into the community, and enhances the village's image. Some expansion of the two hospital complexes may be necessary, which is discussed at policy number six.

1990 Comprehensive Plan, p. 67.

18. That Economic Development policy number six of the 1990 Comprehensive Plan is entitled "Encourage new development and expansion in an orderly manner." The discussion under this policy indicates that because Oak Park is a virtually built-up community with little vacant land available for new development, the Comprehensive Plan does not predict which properties will become available for development, redevelopment or expansion. Instead, the Plan describes only general areas in which new construction or expansion would be most appropriate, (see 1990 Comprehensive Plan, p. 67). The Plan goes on to discuss a development category entitled "Hospital/medical complex development areas":

> Oak Park's two hospitals are, of course, major contributors to the village, both socially and economically. The health-services industry is a constantly changing one, and some expansion of the hospital campuses may be necessary. The Development Map sets precise boundaries that limit the scope of expansion during the life of this plan. Those boundaries are larger than the current "H" Hospital zoning district. To extend beyond this zoning district into the larger area designated on the Development Map, the hospital would have to obtain a rezoning, which requires a public hearing and approval by the President and Board of Trustees.

Before granting such a rezoning, the following requirements should be considered:

- The proposal is in accord with a written hospital master plan on file with the Village
- A cost-benefit analysis is prepared demonstrating the probable effects on the tax base, employment opportunities and the delivery of health services
- The proposal will be compatible with the surrounding area, and will be adequately landscaped and screened to maintain the adjacent residential environment;
- The proposal is considered in terms of the goals and objectives and policies of this comprehensive plan

1990 Comprehensive Plan, p. 71.

The Rezoning Request.

19. That there is some confusion about whether the hospital had a "master plan on file with the village" prior to the hearing. There was no written master plan produced which was on file with the Village prior to the hearing. The hospital produced hand drawn architectural plans entitled master plan and dated 1973. It also produced a three-dimensional model of a master plan dated 1980. In any event, the hospital has now filed with the Village two alternate site plans for this project, which are attached as exhibits and which consist of single sheets drawn by HLM Design dated 9/27/99 and 10/28/99 respectively. The hospital has designated these site plans as its current master plan. The president of the hospital testified that the hospital currently has no expansion plans not shown in these site plans.

20. That an analysis of the costs and benefits of the project, the compatibility of the project with surrounding uses, and the goals, objectives and policies of the

Comprehensive Plan were considered by the Commission in its consideration of nine factors which must be considered in a request for rezoning pursuant to Section 24-7-4 of the Zoning Ordinance. These factors are:

a) The character of the neighborhood. As noted in paragraph 9 (existing uses), the character of the neighborhood is mixed; there are commercial, hospital, single-family and multi-family uses in the area. The main hospital building and parking lot located at 520 S. Maple, a block south of Madison and a block east of Harlem, is partially bordered by residential uses. The hospital has defined this area since 1906.

b) The extent to which property values are diminished by the particular zoning restrictions; and

c) The extent to which the removal of the existing limitation would depreciate the value of other property in the area.

The values of the homes in the area of the hospital have since 1906 reflected the presence of the hospital and its related parking and traffic. These homes have been located in a hospital/medical development area for more than twenty years. All properties for which rezoning is sought are owned by the hospital or are under contract. These properties, now used as homes, are more valuable to the hospital as part of its proposed redevelopment plan. Rezoning these properties from "R-3" to "H" will result in different homes bordering a larger "H" district than presently exists. The evidence is inconclusive regarding the extent to which these newly bordering homes or other property in the area would be depreciated due to the proposed

rezoning.

d) The suitability of the property for the zoned purpose. Because the Subject Properties are adjacent to the hospital campus and are part of the hospital/medical complex development area, they are suitable for "H" zoning.

e) The length of time under the existing zoning that the property has remained unimproved, considered in the context of land development in the area. Although there are a few vacant parcels among the Subject Properties, this factor is largely inapplicable.

f) The existing uses and zoning of nearby property. This factor is discussed in paragraph 9 above. The proposed rezoning is generally consistent with other zoning in the area.

g) The relative gain to the public as compared to the hardship imposed on the individual property owners. The proposed rezoning will allow the hospital to increase the utilization of existing facilities, increase market share and remain viable. Because Oak Park Hospital is the second largest employer in the Village and owns a large medical complex in the Village, the Village has a substantial interest in the health and well-being of Oak Park Hospital. As noted in the 1990 and 1979 Comprehensive Plans, the hospital may have need to expand. The hardship to the residential neighbors is real. The proposed project will increase traffic congestion and noise, affect neighborhood aesthetics and decrease neighborhood housing stock. Some hospital-owned homes will be demolished. However, on balance, the gain to

the public in affording the hospital an opportunity to be viable and competitive in the industry outweighs the hardship to the individual property owners.

h) The extent to which the ordinance promotes the health, safety, morals or general welfare of the public. The rezoning will likely result in significant real estate tax revenues for the Village, as discussed below in the "Special Use" section of this report (see paragraph 23). Helping to keep Oak Park Hospital alive and well by the proposed rezoning significantly promotes the health, safety, morals or general welfare of the public.

i) Where applicable, the goals, objectives and policies presented in the Comprehensive Plan. Portions of the Comprehensive Plan are addressed above. The proposed rezoning furthers the following goals, objectives, policies from Chapter V ("Economic Development") of the 1990 Comprehensive Plan:

Goal 1:	To expand the Village's tax base in order to maintain a high level of services, programs and facilities
Objective A:	To maximize the potential for establishing tax-generating commercial development and redevelopment
Objective B:	To stimulate increased private investment in Oak Park.
Goal 2:	To encourage broad range of convenient retail and service facilities to serve Oak Park residents and others
Objective A:	To encourage existing businesses to remain and expand, and to attract new businesses that improve the mix of retail and service establishments.
Objective B:	To attract a larger proportion of retail purchases from within Oak Park's market area.

Policies: Retain and increase local employment opportunities.

Encourage new development and expansion in an orderly manner.

The Special Use Request - Standards.

21. That assuming the requested rezoning is granted, the Applicants have requested that a special use permit be granted pursuant to Section 21.2-15 of the Zoning Ordinance to allow construction of the medical office building and accessory parking. Section 21.2-15 allows as a special use medical offices and uses accessory to a principal medical service use located on a lot in an "H" District other than the lot on which such principal use is located.

22. That Section 24.8-4 of the Zoning Ordinance sets forth six standards which must be met before a special use is granted. These standards are:

a) The proposed building or use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of the public convenience and will contribute to the general welfare of the neighborhood or community;

b) The proposed building or use will not have a substantial or undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, utility facilities and other matters affecting the public health, safety and general welfare;

c) The proposed building or use will be designed, arranged and operated so as to permit the development and use of neighboring property in accordance with the applicable district regulations;

d) The proposed building or use complies with the more specific standards and criteria established for the particular building or use in question by Articles 21 and 22 of this Zoning Ordinance;

e) The proposed building or use has been considered in relation to the goals and objectives of the Comprehensive Plan of the Village of Oak Park; and

f) There shall be reasonable assurance that the proposed buildings or use will be completed and maintained in a timely manner, if authorized.

23. That as conditioned below, the proposed building or use at the particular location requested is desirable to provide a service or a facility which is in the best interest of the public convenience and will contribute to the general welfare of the community with improved access to high quality primary care physicians and specialists who locate in the new building. The additional physicians and specialists in the medical office building immediately adjacent to the hospital will provide the hospital with the opportunity to flourish in today's competitive health care market by better utilizing its existing diagnostic and treatment facilities for outpatient services and by expanding the types and quality of outpatient and other health care services. The presence of an attractive new development in the existing hospital campus will enhance the delivery of medical services and the stature of the hospital. With roughly fifty physician practices in the new building, there will be significant employment opportunities created. Finally, the medical office building, which will be privately owned by a for-profit venture, will generate real estate tax revenues of approximately $800,000 - $1.1 million per year.

24. That as conditioned below, the proposed building or use will not have a substantial or undue adverse impact upon the adjacent property, the character of the neighborhood, traffic conditions, utility facilities and other matters affecting the public health, safety and general welfare.

a) That as conditioned below, the proposed building or use <u>will not have a substantial or undue adverse effect upon adjacent property.</u>

1) Oak Park Hospital is the landmark in this neighborhood and has

been so for the past ninety years. The original hospital building was six stories high; the 1960s addition, which now occupies the main hospital, is eight stories high. The eight-story hospital building is visible from nearly every residential yard in the roughly six-block area comprising the Comprehensive Plan's Hospital/medical complex development area. Many residential neighbors complained about the bulk and five-story height of the proposed medical office building at its proposed location on Maple Avenue, yet the proposed new building will be substantially shorter than the main hospital building and slightly shorter than the original hospital building, with which it will be physically connected by a covered walkway. For reasons of cost, the new building could not be sited immediately next to the existing hospital, because there is a linear accelerator (radiology) vault located just south of the main hospital.

2) By its conditions below, this Commission is requiring significant buffers from the adjoining residential areas. Homes, owned by the hospital, will be retained at 622 S. Maple, 621 Wisconsin and 533 S. Wenonah to provide additional buffering to nearby residential uses. Significant plantings, berming and other landscaping provide additional buffering.

3) The Commission readopts its findings in paragraph 20(b) and (c) in further support of its finding that, as conditioned below, the proposed special use will not have a substantial or undue adverse

effect upon adjacent property.

b) That as conditioned below, the proposed building or use will not have a substantial or undue adverse effect upon the character of the neighborhood. In support of this finding, the Commission readopts its findings in paragraphs 9, 20(a) and 24(a)(1), (2) and (3).

c) That as conditioned below, the proposed building or use will not have a substantial or undue adverse effect upon traffic conditions.

1) The Commission has imposed conditions regarding a traffic signal at the intersection of Wisconsin and Madison, a "no left turn" sign at the east/west alley south of Madison Street on Wenonah for northbound traffic, a "do not enter" sign in the east/west alley between Wenonah and Wisconsin (approximately 40' from Wenonah), and a possible traffic diverter on Maple between Adams and Monroe.

2) As for parking, under Village Code, 118 parking spaces are required for the hospital and 282 spaces for the proposed medical office building (total of 400 spaces). These requirements are significantly below industry standards, which would suggest 500 parking spaces for the hospital and 343 spaces for the proposed medical office building (total of 843 spaces). The hospital currently provides 520 spaces on its campus, which can be increased to 548 by restriping the parking structure. The site plan dated 9/27/99 provides an additional 106 parking spaces (total of 654 spaces.) Partners '99 may lease from the hospital whatever additional spaces it needs to

meet the 282 spaces required by the Village Code.

Second Alternate Site Plan dated 10/28/99

3) In the course of these proceedings, a number of residential neighbors suggested that the Applicants should use the roughly 170' x 207' landscaped vacant parcel owned by the hospital at the northwest corner of Maple and Monroe for a surface parking lot, rather than the proposed lot on Wenonah. The Applicants have agreed to apply for rezoning and a special use to use the Maple/Monroe parcel for a 97 space surface parking lot pursuant to a site plan dated 10/28/99 which is attached. If the rezoning and special use for the 97 space Maple/Monroe parking lot is granted, the Applicants stated that they would not develop the Wenonah parcel with hospital uses and would maintain the parcel as residential and/or green space until otherwise directed by the President and Board of Trustees.

d) That as conditioned below, the proposed building or use will not have a substantial or undue adverse effect upon utility facilities and other matters affecting the public health, safety and welfare. There is no evidence or testimony that the proposed special use would have a substantial or undue adverse effect upon utility facilities. The proposed special use will help Oak Park Hospital, the Village's second largest employer, to remain competitive in its industry and allow it to offer new employment opportunities. The proposed special use will

improve access to high quality health care and increase the Village's tax base.

25. That as conditioned below, the proposed building or use will be designed, arranged and operated so as to permit the development and use of neighboring property in accordance with the applicable district regulations. The hospital has co-existed with its neighbors, both residential and commercial, for over ninety years. The proposed medical office building will be buffered by certain landscaping, some hospital owned houses and other setbacks as shown on the attached site plans.

26. That the proposed building or use complies with the more specific standards and criteria established for the particular building or use in question by Article 21 of the Zoning Ordinance.

27. That the proposed building or use has been considered in relation to the goals and objectives of the Comprehensive Plan of the Village of Oak Park. In support of this finding, the Commission readopts the findings set forth in paragraphs 16 through 18, and 20(i).

28. That as conditioned below, there were reasonable assurances that the proposed building or use will be completed and maintained in a timely manner, if authorized. The Applicants testified that Rush-Presbyterian-St Lukes Medical Center has a 19-year master lease for the entire medical office building which requires full payment of rent from the time the building is constructed or a certificate of occupancy is issued, whether or not it is fully rented. The Applicants testified that the lease includes three, five-year options for Rush to extend the master lease. Rush is the largest academic medical center in Chicago and has over $700 million in annual revenues. Rush has non-binding

letters of intent from various physician practices for roughly half the office space. A representative of Partners '99 stated that Partners '99 has agreed in its lease with Rush that Partners '99 will not sell the building for the majority of the term of the lease. The evidence indicated that Partners' 99, the developer, is able to construct and complete the project.

The Alley Vacation Requests.

29. That State Statute requires that the corporate authorities (President and Board of Trustees) determine whether the public interest will be subserved by vacating any street or alley or part thereof within their jurisdiction.

30. That Oak Park Hospital is the owner of the properties adjoining all of the alleys or portions of alleys which it proposes for vacation (see paragraph 8 for a description of the proposed alleys).

31. That the vacation of these alleys or portions thereof is necessary or desirable for the development of the proposed medical office building and accessory parking.

32. That the Applicants are requesting that the vacated alleys or portions thereof be zoned "H" Hospital District.

33. That the public interest will be subserved by vacating the proposed alleys or portions thereof. Certain conditions to the alley vacations are set forth below.

Additional Findings.

34. That in the roughly fifty-five hours of testimony and deliberations over ten nights that the Commission has met to hear and consider the Applicants' proposal, the Commission has heard from the Applicants, proponents, objectors, and those who simply wished to testify on the matter. All parties were given a fair opportunity to present

testimony and evidence, ask questions and on November 17, 1999, cross-examine witnesses.

35. That the Applicants' proposal generated controversy, particularly among many residential neighbors in the area, some of whom formed an entity with the acronym R.U.S.H. (Residents United to Save our Homes). The R.U.S.H. group and others who objected have probably provided this Commission with more pages of exhibits than did the Applicants. Frequently the objectors would raise questions about the proposal which members of the Commission would directly ask the Applicants. The objectors were given at least equal (and ample) time to present their views. Both those in favor and those opposed to the application made excellent presentations.

36. That as the Village's Plan Commission, this body often returns to the Comprehensive Plan for the guidance which it may offer. The 1990 Comprehensive Plan states at pages 4 - 5:

> Governmental decisions often involve trade-offs between competing interests. The village presents the comprehensive plan to all elected and appointed village bodies to help them make those difficult choices between competing interests and to serve as a guide for decision making. For example, bodies that hear applications for rezonings, variations, or special-use permits should evaluate them not only in terms of specific zoning ordinance standards, but also in terms of how well the proposed action would help attain the goals and objectives of this plan and fulfill its policies.

37. That as set forth in the above findings, this Commission has reviewed not only the Comprehensive Plan, but the specific Zoning Ordinance requirements that pertain to the pending application.

38. That it is in the best interests of the Village of Oak Park that the Subject Properties be rezoned from "R-3" Single-Family to "H" Hospital.

39. That as conditioned below, it is in the best interest of the Village of Oak

Park that a special use be granted for the construction of a medical office building and accessory parking at or near Oak Park Hospital.

RECOMMENDATIONS

Pursuant to the authority vested in it by the statutes of the State of Illinois and the ordinances of the Village of Oak Park, and based on the above findings, the testimony and the evidence presented at the public hearing, this Plan Commission sitting as a Zoning Commission, hereby recommends to the President and Board of Trustees:

1) That the Zoning Ordinance and Map of the Village of Oak Park be amended by changing the zoning classification of the below vacated alley or portions thereof and the properties commonly known as 618 S. Maple, 622 S. Maple, 613 Wisconsin, 617 Wisconsin, 621 Wisconsin, 513 S. Wenonah, 517 S. Wenonah, 521 S. Wenonah, 525 S. Wenonah, 529 S. Wenonah, and 533 S. Wenonah, Oak Park, Illinois (collectively the "Subject Properties") from "R-3" Single-Family Zone District to "H" Hospital Zone District.

2) That the rezoning described in condition 1 be effectuated before the alley vacation described in condition 3, so that pursuant to Section 4.2-3 of the Zoning Ordinance, said alleys or portions thereof will become zoned "H" Hospital District.

3) That a special-use permit be granted to Oak Park Hospital, Partners '99, and their respective successors and assigns, under the provisions of Section 21.2-15 of the Zoning Ordinance to allow construction of an approximately 139,800 square foot medical office building and accessory surface parking lots on the Subject Properties, with the

exception of 622 S. Maple, 621 Wisconsin and 533 S. Wenonah, SUBJECT TO the following conditions and restrictions:

a) That except as modified below, the Applicants shall develop the project in substantial conformity with the attached site plan drawn by HLM Design dated 9/27/99 and the renderings and elevations which the Applicants submitted into evidence as Exhibits 1 and 2.

b) The Applicants shall maintain the three hospital-owned houses on the lots commonly known as 622 S. Maple Avenue, 621 Wisconsin Avenue, and 533 S. Wenonah Avenue, as shown on the 9/27/99 Site Plan, in perpetuity for single family residential purposes, unless only a change thereof is specifically approved by the President and Board of Trustees after a public hearing thereon. The Applicants shall move a selected dwelling based on engineering analyses to the vacant lot at 621 S. Wisconsin or build a new dwelling compatible with other houses in the neighborhood and construct a two car garage at 621 S. Wisconsin. The Applicants must maintain the houses in good condition and repair.

c) That as set forth in finding 23(c)(3), the Applicants have agreed to apply for zoning relief to permit the 97 space parking lot at Maple/Monroe. In the event such relief is granted, the number of parking spaces in the Wenonah Street parking lot shall be reduced one for one.

d) That as set forth in finding 23(c)(3), the Applicants have agreed to apply for zoning relief to permit the 97 space parking lot at Maple/Monroe. Prior to the hearing on that zoning relief, the Applicants shall notify the water service users within two blocks of the Wenonah lot and request input, particularly from those residents near the Wenonah lot, on whether the home at 529 S. Wenonah should be retained, or whether it should be demolished in favor of more green space, if the special use permit for the Maple/Monroe lot is granted.

e) That as set forth in finding 23(c)(3), the Applicants have agreed to apply for zoning relief to permit the 97 space parking lot at Maple/Monroe. In the event the Village grants such relief, the Wenonah lot shall be configured in substantial conformity with the 10/28/99 site plan, or as otherwise modified by the Village Board without further hearings.

f) That the Applicants shall install landscaping in the parkways of

Wenonah Avenue and Wisconsin Avenue as directed and approved by the Village staff.

g) That the project shall be constructed and maintained in substantial conformity with a revised landscape plan which the Applicants are finalizing and which they will present to the President and Board of Trustees in November, 1999 for their review and approval.

h) That the project shall be constructed and maintained in substantial conformity with a revised lighting plan which the Applicants are finalizing and which they will present to the President and Board of Trustees in November, 1999 for their review and approval.

i) That the Applicants shall construct the exterior of the medical office building with face brick and limestone as indicated in the renderings.

j) That the Applicants, their successors, and assigns shall not seek an exemption from real estate taxes on the Subject Properties for so long as this special use permit is in effect.

k) That during the term of this special use, the Applicants shall provide a local telephone number which interested parties may call to obtain answers to questions about the project and its construction and operation. Such telephone number shall be staffed during normal business hours, Monday through Friday except legal holidays, by a person with authority to address and remedy routine problems regarding traffic, noise, maintenance, and landscaping. With regard to problems of a more serious nature, such person shall report to the chief operating officer of the hospital and shall facilitate and expedite timely decision-making by the Applicants with respect to the concerns of neighbors.

l) That the Applicants shall re-stripe the parking spaces in the existing parking garage in a manner approved by the Village Engineer to provide the maximum number of spaces. In addition, Partners '99 shall enter into a lease with Oak Park Hospital for a 20-year term for not less than 29 parking spaces in the parking garage. The lease shall provide that all hospital employees shall park their vehicles in the parking garage.

m) That the Applicants shall engineer and pay for a traffic signal at the intersection of Wisconsin/Madison which must be interconnected with the existing traffic signal at Home Avenue.

n) That the Applicants shall pay for a "no left turn" sign which the

Village will post at the east/west alley south of Madison Street on Wenonah Avenue for northbound traffic.

o) That the Applicants shall pay for a "do not enter" sign which the Village will post in the east/west alley between Wenonah and Wisconsin approximately 40' from Wenonah.

p) That the Applicants shall post $50,000 in an interest bearing escrow for five years following completion of the project with the Village of Oak Park for construction of a possible traffic diverter on Maple between Adams and Monroe. In the event that traffic volumes on Adams between Wisconsin and Maple and/or Maple Avenue between Adams and Jackson exceed 1,500 vehicles per day as determined by the Village's Department of Public Works, the Village shall apply the escrow for construction of the traffic diverter on Maple between Adams and Monroe. Any funds not disbursed shall be returned to the Applicants with any accrued interest at the end of the five year term.

q) That the Applicants shall pay all costs associated with all off-site traffic improvements including signs, diverters, cul-de-sacs, striping and other traffic, water or sewer improvements attributable to this project as determined by the Village Engineer.

r) That in the event the Applicants or their successors fail to comply with one or more of the foregoing conditions and restrictions after 30 days written notice to do so by the Village or its agents, the President and Board of Trustees may thereafter revoke or limit this special use permit; provided, however, that the Applicants or their successors shall be deemed to have complied if they promptly commence a cure and diligently pursue that cure to completion but such cure is not reasonably susceptible to completion within such 30-day period.

4) That the following alleys or portions thereof be vacated:

a) That part of the east/west alley adjacent to the hospital parking lot on the north and 618 S. Maple on the south;

b) That part of the north/south alley adjacent to 618 and 620 on the west and 613 and 617 Wisconsin on the east; and

c) That part of the north/south alley adjacent to 513 to and including 529 Wenonah on the east and land improved with the hospital parking structure on the west.

SUBJECT TO the Applicants and President and Board of Trustees negotiating just and adequate compensation for the vacated alleys. In the event that the Applicants apply for and are granted a special use for a parking lot at Maple/Monroe, the north/south alley between Wenonah on the east and the hospital parking structure on the west should not be vacated.

J. Michael Williams
Chairperson

Plan Commission sitting
as a Zoning Commission

This report adopted by a 5 to 4
vote of the Plan Commission sitting
as a Zoning Commission this 17th day
of November, 1999.

09184814

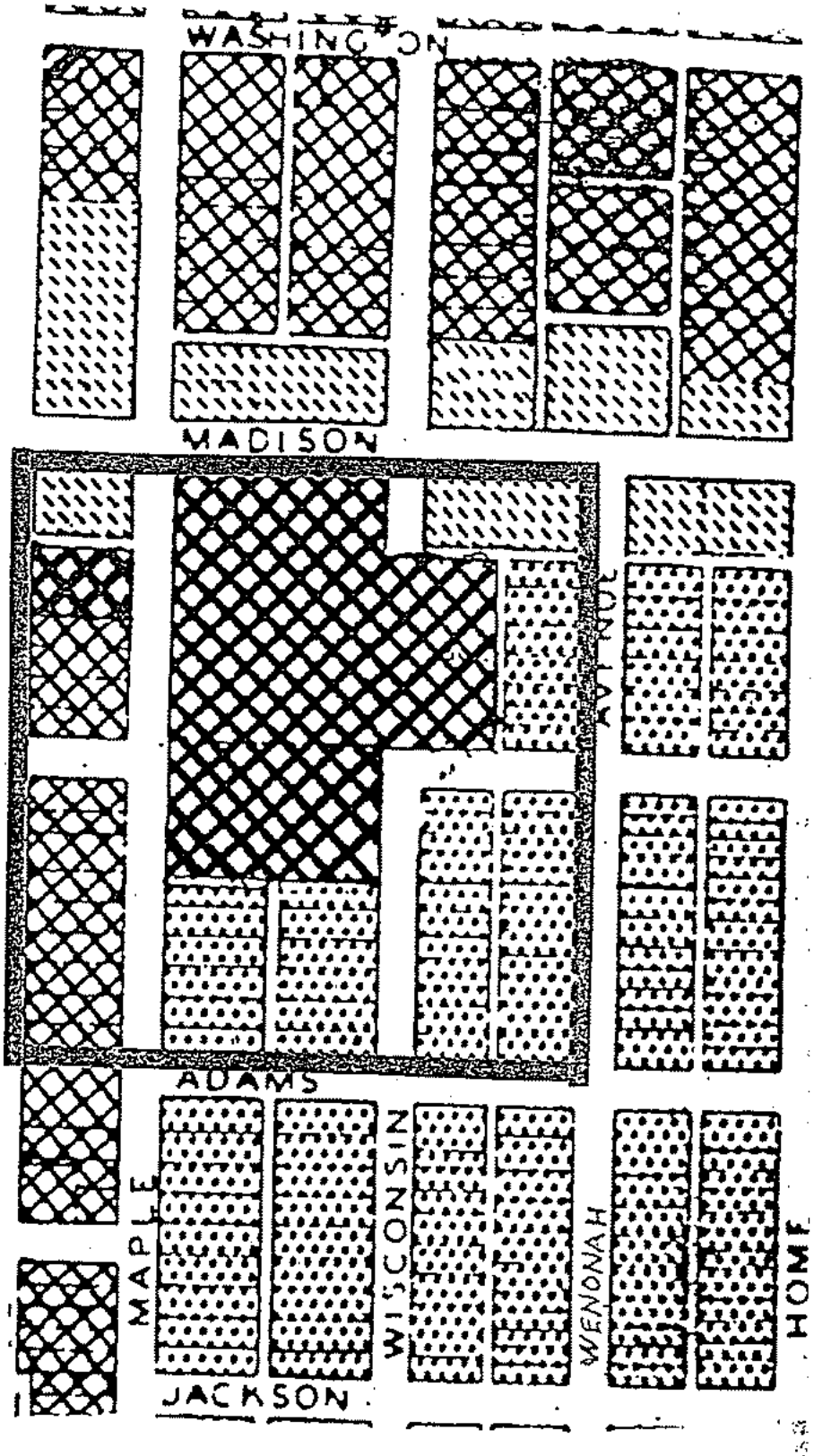
LEGEND

R-3' SINGLE FAMILY

R-7' MULTIPLE FAMILY

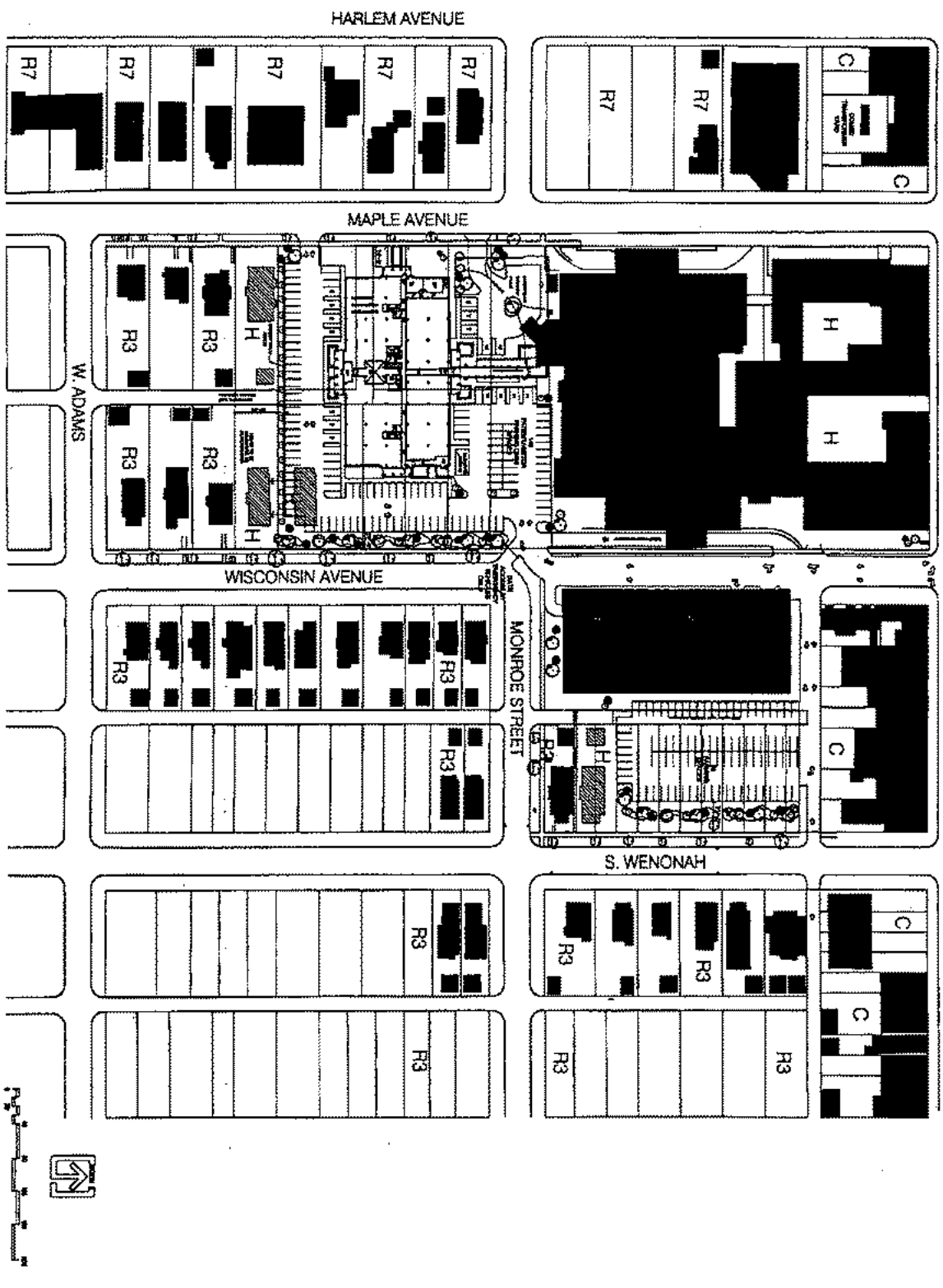
H' HOSPITAL

' COMMERCIAL



09184814

SITE PLAN-9/27/99



Oak Park Medical Office Building, Oak Park, IL

SITE PLAN

PLAN COMMISSION FINAL SITE PLAN-10/28/99

09184814

Oak Park Medical Office Building, Oak Park, IL

PLAN COMMISSION FINAL SITE PLAN

Legal Description of Property for Special Use Permit

Lots 4, 5, and 6 in Block 6 and Lots 4, 5, and 6 in Block 7 in W.J. Wilson's Addition to Oak Park, a Subdivision of part of Lot 1 in B.F. Jervis' Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian (except the West 1/2 of the Southwest 1/4) in Cook County, Illinois.

P.I.N. 16-18-110-006-0000
16-18-110-007-0000
16-18-110-015-0000
16-18-110-016-0000
16-18-110-017-0000
16-18-110-022-0000

Common Addresses:

618 South Maple Avenue, Oak Park, Illinois 60304
620 South Maple Avenue, Oak Park, Illinois 60304
622 South Maple Avenue, Oak Park, Illinois 60304
613 South Wisconsin Avenue, Oak Park, Illinois 60304
617 South Wisconsin Avenue, Oak Park, Illinois 60304
621 South Wisconsin Avenue, Oak Park, Illinois 60304

and

Lots 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and the North 22 feet of Lot 22 in Block 2 in the Subdivision of Block 2 in Wallen and Probst's Addition to Oak Park, a Subdivision of part of Lot 1 in B.F. Jervis' Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian (except the West 1/2 of the Southwest 1/4) in Cook County, Illinois.

P.I.N. 16-18-102-017-0000
16-18-102-018-0000
16-18-102-019-0000
16-18-102-020-0000
16-18-102-021-0000
16-18-102-022-0000

Common Addresses:

513 South Wenonah Avenue, Oak Park, Illinois 60304
517 South Wenonah Avenue, Oak Park, Illinois 60304
521 South Wenonah Avenue, Oak Park, Illinois 60304
525 South Wenonah Avenue, Oak Park, Illinois 60304
529 South Wenonah Avenue, Oak Park, Illinois 60304
533 South Wenonah Avenue, Oak Park, Illinois 60304

and

Northwest Corner of Lot 12 to the Northeast Corner of Lot 35, and lying North of the Westerly extension of the North line of the South 3 feet of Lot 22 aforesaid all in Block 2 in the Subdivision of Blocks 1 to 9, inclusive in Wallen and Probst's Addition to Oak Park,being a Subdivision of Section 18, Township 39 North, Range 13, East of the Third Principal Meridian in Cook County, Illinois.

and

That part of the North and South 18 foot public alley lying between the East line of Block 6 in W.J. Wilson's Addition to Oak Park, being a Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian and the West line of Block 7 in said W.J.Wilson's Addition to Oak Park, lying South of the Easterly extension of the North line of the South 11.50 feet of Lot 3 in said Block 6, and lying North of a line drawn from the Southeast Corner of Lot 5 in said Block 6 to the Southwest Corner of Lot 5 in said Block 7 all in W.J. Wilson's Addition to Oak Park, being a Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian in Cook County, Illinois.

and

The South 11.50 feet of Lot 3 and the North 8.50 feet of Lot 4 in Block 6 in W.J. Wilson's Addition to Oak Park, being a Subdivision in Section 18, Township 39 North, Range 13, East of the Third Principal Meridian dedicated for a 20 foot public alley per document no. 20202115 in Cook County, Illinois.

EXHIBIT 2

AFFIDAVIT OF OWNERSHIP

COUNTY OF COOK)

)SS

STATE OF ILLINOIS)

I Robert S. Spadoni, under oath, state that I am
(Print Name)

☐ the sole owner of the property

☐ an owner of the property

☑ an authorized officer for the owner of the property

commonly described as 520 S. Maple Ave., Oak Park, IL 60304 as well as

16-18-102-017	513 Wenonah Ave., Oak Park, IL 60304
16-18-102-018	517 Wenonah Ave., Oak Park, IL 60304
16-18-102-019	525 Wenonah Ave., Oak Park, IL 60304
16-18-102-021	529 Wenonah Ave., Oak Park, IL 60304
16-18-102-022	533 Wenonah Ave., Oak Park, IL 60304
16-18-102-023	535 Wenonah Ave., Oak Park, IL 60304

and that such property is owned by Rush Oak Park Hospital, an Illinois Corporation, as of this date
(Print Name / Company)

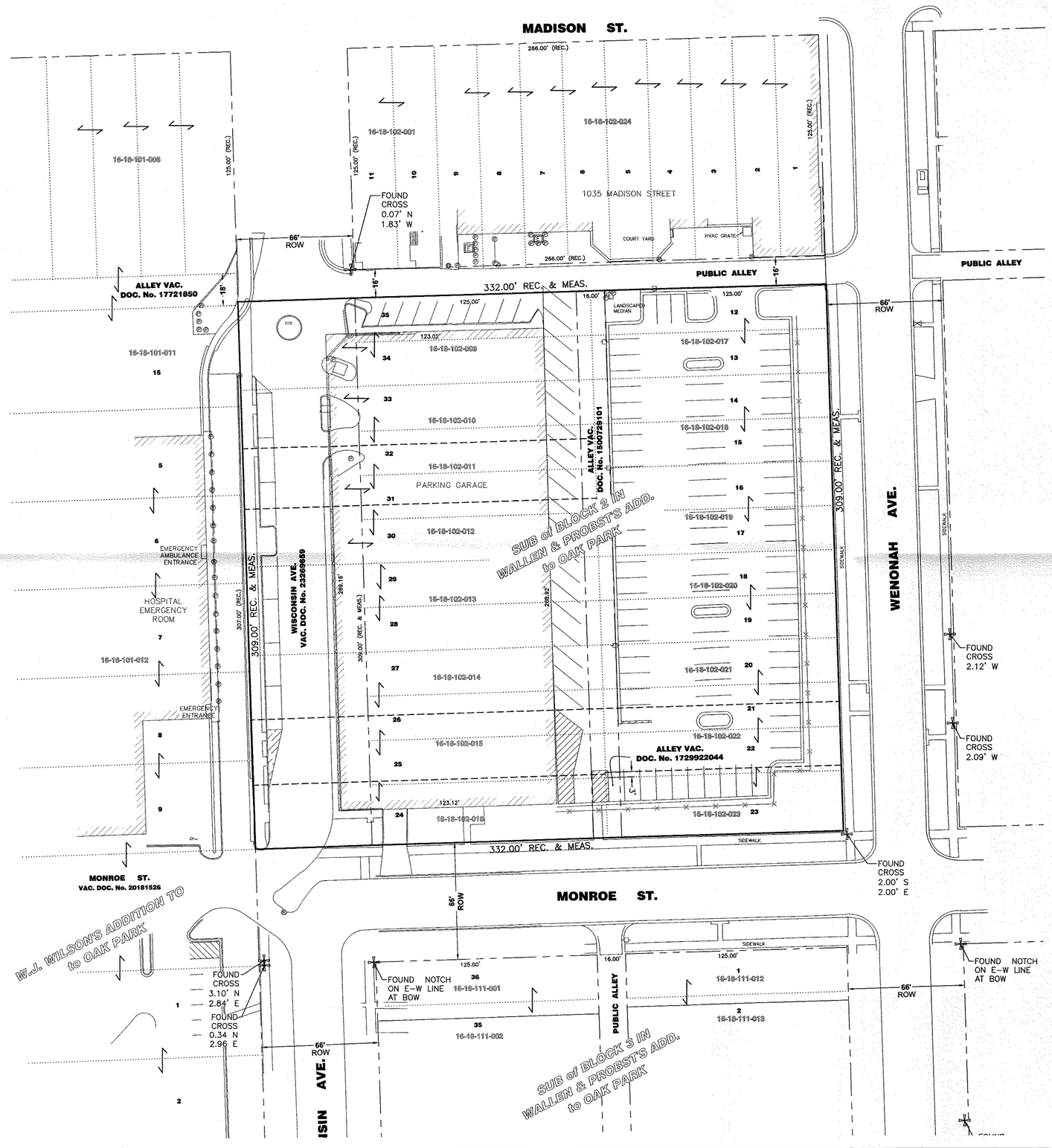
(Signature)

SUBSCRIBED AND SWORN TO BEFORE ME THIS
1st DAY OF October, 2019

(Notary Public)

CHERISE BROWN
Official Seal
Notary Public - State of Illinois
My Commission Expires May 6, 2023

EXHIBIT 3



30' 0 30' 60'

SCALE: 1" = 30'

PLAT OF SURVEY

REPORT OF SURVEY

THE LAND REFERRED TO IN THIS COMMITMENT IS DESCRIBED AS FOLLOWS:

ALL OF LOTS 12 TO 35, BOTH INCLUSIVE IN THE SUBDIVISION OF BLOCK 2 IN WALLEN AND PROBST'S ADDITION TO OAK PARK, BEING A SUBDIVISION OF PART OF LOT 1 IN THE SUBDIVISION OF SECTION 18, TOWNSHIP 39 NORTH, RANGE 13, EAST OF THIRD PRINCIPAL MERIDIAN (EXCEPT THE WEST 1/2 OF THE SOUTHWEST 1/4 THEREOF), TOGETHER WITH ALL OF THE VACATED WISCONSIN AVENUE LYING WEST OF AND ADJOINING LOTS 24 TO 35, BOTH INCLUSIVE, VACATED BY ORDINANCE RECORDED OCTOBER 24, 1975 AS DOCUMENT 23269659, ALL IN COOK COUNTY, ILLINOIS.

ALSO ALL OF THE THE VACATED ALLEY LYING WESTERLY OF AND ADJACENT TO LOTS 12 TO 23, BOTH INCLUSIVE, AS VACATED BY DOCUMENTS 1500729101 AND 1729922044 IN COOK COUNTY, ILLINOIS.

CONTAINING 102,589 ± Sq.Ft. (2.36 Ac. ±)

Tax ID Nos.:

16-18-102-009	16-18-102-017
16-18-102-010	16-18-102-018
16-18-102-011	16-18-102-019
16-18-102-012	16-18-102-020
16-18-102-013	16-18-102-021
16-18-102-014	16-18-102-022
16-18-102-015	16-18-102-023
16-18-102-016	

STATE OF ILLINOIS)
S.S.
COUNTY OF LAKE)

I, THEODORE E. MORRILL, AN ILLINOIS REGISTERED PROFESSIONAL LAND SURVEYOR WITH IMEG. DO HEREBY CERTIFY THAT A SURVEY WAS MADE, UNDER MY DIRECT SUPERVISION, OF THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT CORRECTLY REPRESENTS THE FACTS FOUND AT THE TIME OF THE SURVEY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT APPLICABLE ILLINOIS PROFESSIONAL LAND SURVEYOR ASSOCIATION STANDARDS.

DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND ARE CORRECTED TO A TEMPERATURE OF 68 DEGREES FAHRENHEIT.

GURNEE, ILLINOIS, THIS 16th DAY OF October, A.D., 2019.

PROFESSIONAL LAND SURVEYOR THEODORE E. MORRILL 035-003395 WAUKEGAN STATE OF ILLINOIS

BY: ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3395
LICENSE EXPIRES: 11-30-2020

PROPERTY OWNER:
RUSH OAK PARK HOSPITAL
520 S. MAPLE AVE.
OAK PARK, IL 60304
(708)660-6660

REVISIONS

No.	DESCRIPTION	DATE

IMEG
4550 GRAND AVENUE
GURNEE, IL 60031
PH: 847.336.7100
www.imegcorp.com
Illinois Design Firm Registration #184.007637-0014

RUSH OAK PARK HOSPITAL PARKING GARAGE
OAK PARK, ILLINOIS

PLAT OF SURVEY

IMEG Project No: 19002338.00
File Name: 19002338.00-RUSHPKING-Plat.dwg

Field Book No: ####
Drawn By: TEM
Checked By: HMD
Date: 09/27/2019
1
Sheet 1 of 1

Wednesday, October 16, 2019 2:36:04 PM
G:\2019\19002338.00\CAD-BIM FOLDERS\CIVIL3D\DWG\SURVEY\19002338.00-RUSHPKING-PLAT.DWG

EXHIBIT 4

Traffic Impact Study
Rush Oak Park Hospital Parking Garage

Oak Park, Illinois

Prepared For:

RUSH
OAK PARK HOSPITAL

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

October 28, 2019

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed parking garage to be located within the Rush Oak Park Hospital (ROPH) campus in Oak Park, Illinois. The new parking garage will replace the existing employee parking lot located in the northwest quadrant of the intersection of Wenonah Avenue with Monroe Street. Furthermore, as part of the proposed parking garage, Monroe Street between Wisconsin Avenue and Wenonah Avenue will be vacated, Wisconsin Avenue at Monroe Avenue will be cul-de-saced, the west leg of Monroe Street with Wenonah Avenue will be restricted to eastbound emergency vehicles only, and the north-south public alley at its intersection with Monroe Street will be disconnected. The vacated segment of roadway will connect to the existing hospital campus roadway network and will provide access to the proposed parking garage. As proposed, the parking garage will be developed to provide a total of 713 parking spaces with access provided via the vacated roadway segment of Monroe Street.

The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed parking garage and vacation of Monroe Street will have on traffic conditions in the area, and determine recommendations to mitigate any impacts and enhance the area's streets and alternative modes of transportation. **Figure 1** shows the location of the site in relation to the area street system. **Figure 2** shows an aerial view of the site.

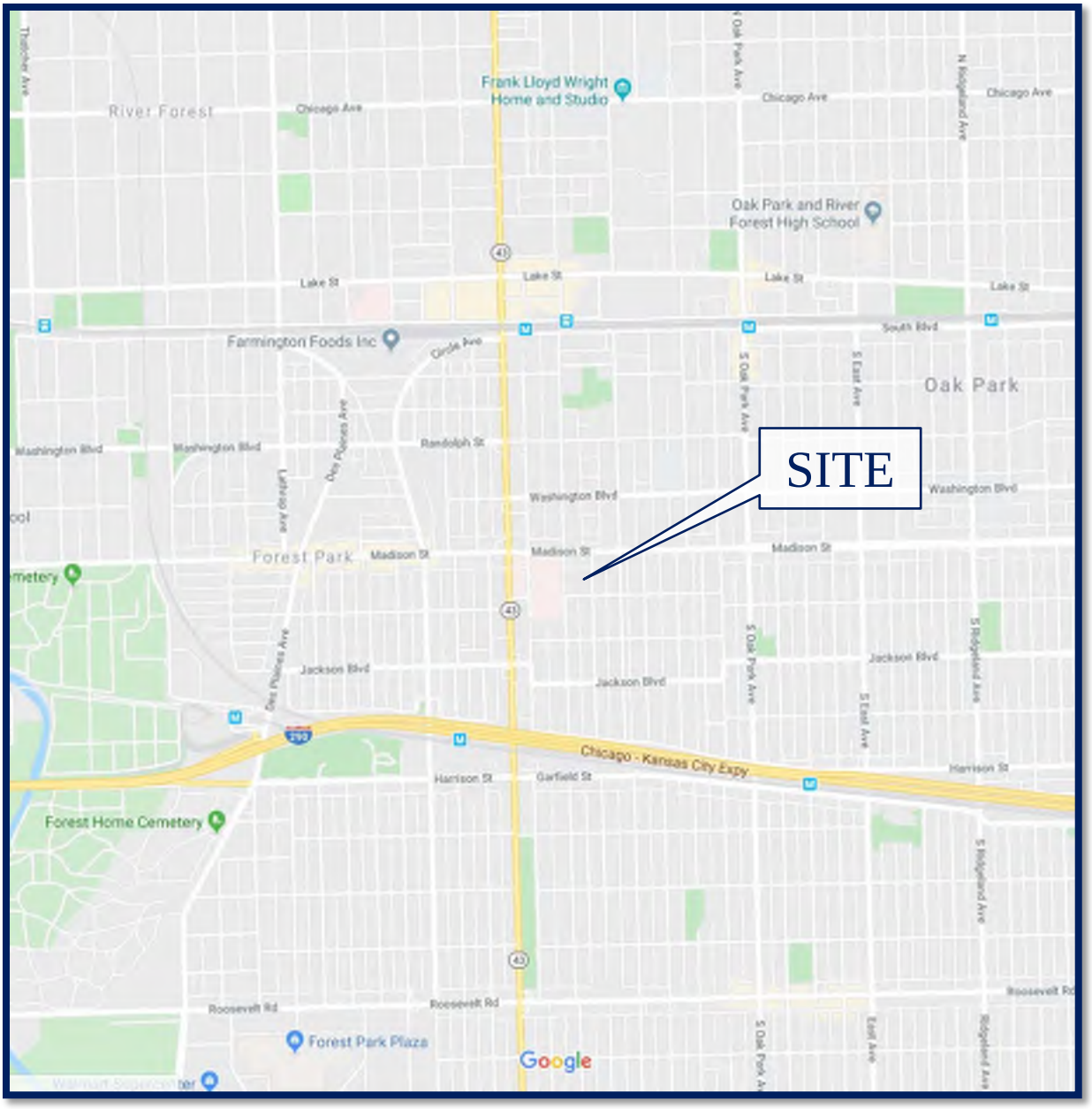
The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed parking garage
- Directional distribution of the traffic generated by the proposed parking garage
- Vehicle trip generation for the parking garage
- Future traffic conditions including access to the parking garage
- Traffic analyses for a weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to adequacy of the access to the site, the adjacent roadway system, and alternate forms of transportation

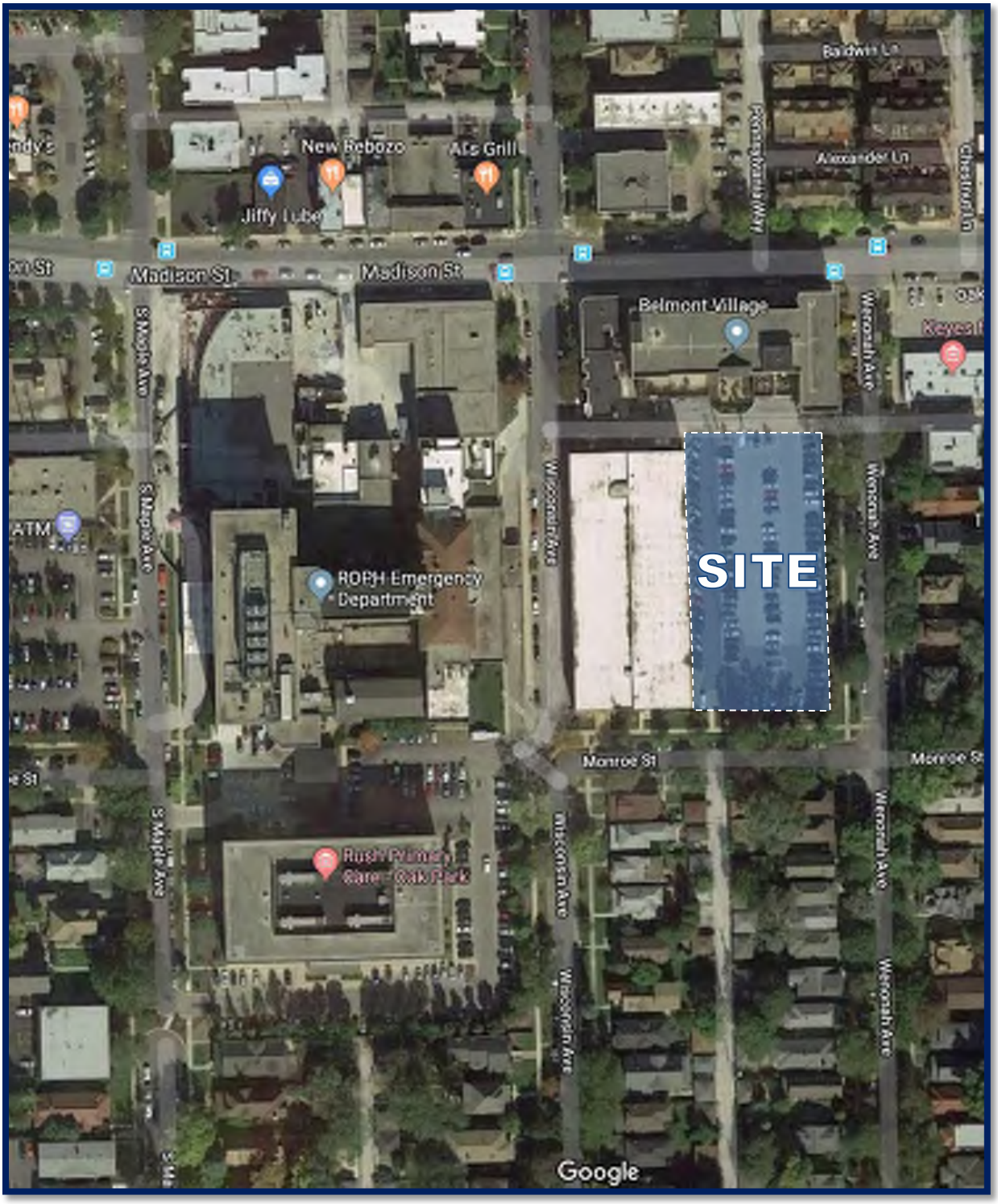
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Year 2023 (Future) Base Conditions with Road Diet – This condition analyzes Year 2023 traffic volumes assuming the currently under construction road diet plans for Madison Street by the Village of Oak Park. These plans will reduce the cross-section of Madison Street from a five-lane cross-section to a three-lane cross-section (one through lane in each direction with a center lane providing left-turn storage) at all signalized and unsignalized intersections and exclusive right-turn lanes at key intersections.

2. Year 2023 (Future Total) Projected Conditions – This condition includes the Year 2023 Base Conditions with Road Diet and the addition of the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

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

Site Location

The site, which is currently occupied by an employee parking lot, is located in the northwest quadrant of the intersection of Monroe Street with Wenonah Avenue. Land uses in the vicinity of the site are primarily include the hospital campus to the west, commercial to the north and residential to the east and south.

Existing Street System Characteristics

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

Madison Street is an east-west, minor arterial roadway that is currently under construction as part of Oak Park's ongoing road diet project. A description of the road diet project and the planned characteristics of Madison Street are included later in this report. Madison Street is under the jurisdiction of the Village of Oak Park, has a posted speed limit of 30 mph, and carries an annual average daily traffic (AADT) volume of 19,100 vehicles (Illinois Department of Transportation [IDOT] 2018).

Wisconsin Avenue is a north-south local roadway that provides one lane in each direction. In order to reduce the impact of Hospital traffic on the surrounding neighborhood, Wisconsin Avenue is broken in to two segments divided by a gated access drive in the southeast corner of the hospital property. The northern segment extends from Randolph Street to its terminus approximately 500 feet south of Madison Street. The southern segment extends from Monroe Street to Harrison Street. At its signalized intersection with Madison Street, Wisconsin Street provides one lane in each direction. Crosswalks and pedestrian signals are provided on both legs of the intersection. At its unsignalized intersections with Monroe Street Wisconsin Avenue provides one lane on the northbound approach and is under stop sign control. At its unsignalized intersections with Adams Street, Wisconsin Avenue provides one lane on one lane in each direction. Wisconsin Street is under the jurisdiction of the Village of Oak Park and has a posted speed limit of 25 mph.

Wenonah Avenue is a north-south, local roadway that extends south from Madison Street and provides one lane in each direction. At its unsignalized intersections with Madison Street, Wisconsin Avenue provides one lane on the northbound approach and is under stop sign control. At its unsignalized intersections with Monroe Street and Adams Street, Wenonah Avenue provides one lane in each direction under stop sign control. At its unsignalized intersection with the east-west alley, Wenonah Avenue provides one lane in each direction. Wenonah Avenue is under the jurisdiction of the Village of Oak Park and has a posted speed limit of 25 mph.

NOT TO SCALE

MADISON STREET

RUSH OAK PARK HOSPITAL

EXIT ONLY

ENTER ONLY

ONE-WAY

SITE

2HR 9AM-5PM MON-SAT

2HR 9AM-5PM MON-SAT

ALLEY

MONROE STREET

HOME AVENUE

NO PARKING 10AM-4PM MON-FRI

8AM-10AM MON-FRI

9AM-9PM

ADAMS STREET

WISCONSIN AVENUE

ALLEY

WENONAH AVENUE

LEGEND

- TRAVEL LANE
- TRAFFIC SIGNAL
- STOP SIGN
- SPEED LIMIT
- ON-STREET PARKING
- NO PARKING
- PAYBOX PARKING
- RESIDENT PERMIT PARKING
- LOADING ZONE
- NO RIGHT TURN
- HANDICAP PARKING
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK

RUSH HOSPITAL
PARKING GARAGE
CHICAGO, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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

Job No: 19-240

Figure: 3

Home Avenue is a north-south, local roadway that provides one lane in each direction. At its signalized intersection with Madison Street, Home Avenue provides one lane in each direction. Crosswalks and pedestrian signals are provided on both legs of the intersection. At its all-way stop controlled intersection with Monroe Street, Home Avenue provides one lane in each direction. Home Avenue is under the jurisdiction of the Village of Oak Park and has a posted speed limit of 25 mph.

Monroe Street is an east-west, local roadway that extends east from Wisconsin Avenue and provides one lane in each direction. At its all-way stop controlled intersection with Monroe Street, Home Avenue provides one lane in each direction. At its unsignalized intersection with Wisconsin Avenue, Monroe Street provides one lane on the westbound approach and is under stop sign control. At its unsignalized intersections with Wenonah Avenue and the north-south alley, Monroe Street provides one lane in each direction. Monroe Street is under the jurisdiction of the Village of Oak Park.

Adams Street is an east-west local roadway that provides one lane in each direction. At its unsignalized intersection with Wisconsin Avenue, Adams Street provides one lane in each direction and is under stop sign control. At its unsignalized intersections with Wenonah Avenue and the north-south alley, Adams Street provides one lane in each direction. Wenonah Avenue is under the jurisdiction of the Village of Oak.

East-West Public Alley is an east-west alley that extends from Wisconsin Avenue to Home Avenue. The alley provides one lane in each direction and serves the commercial developments along Madison Street, the hospital employee parking lot, and the residential homes south of the alley.

North-South Public Alley is a north-south alley that extends south Monroe Street. The alley provides one lane in each direction and serves the residential homes along Wisconsin Avenue and Wenonah Avenue

Madison Street Improvements

The Village of Oak Park is currently reconstructing Madison Street with a road diet in order to enhance conditions for all modes of transportation and to install bike lanes along both sides of Madison Street. Madison Street is being improved and/or modified as follows:

- *Madison Street – Harlem Avenue to Oak Park Avenue:* This section will be modified to generally provide a three-lane cross section (one lane in each direction and a center striped median) with a striped bike lanes and parking on both sides of the road. As proposed, this section will generally provide a ten-foot striped median, a ten-foot vehicle lane in each direction, a five-foot bike lane in each direction, and seven-foot parking lanes on both sides of the road.

As part of the road diet, exclusive left-turn lanes with protected left-turn phases are proposed to be provided in the eastbound and westbound directions at the intersections of Madison Street with Wisconsin Avenue and Home Avenue and a two way left-turn lane will be provided at the intersection of Madison Street with Wenonah Avenue. Furthermore, exclusive right-turn lanes will be provided on the east and west legs of the intersection of Madison Street with Wisconsin Avenue and on the east leg of the intersection of Madison Street with Home Avenue.

In addition, a number of enhancements to the pedestrian and bicycle facilities are proposed along the corridor including dedicated bike lanes, bus stops, high visibility crosswalks, pedestrian refuge islands and curb extensions, and additional pedestrian crossing signage.

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts utilizing Miovision Scout Collection Units on Tuesday, October 15, 2019 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 7:00 P.M.) peak periods at the following intersections:

- Monroe Street with Wenonah Avenue
- Monroe Street with Home Avenue
- Adams Street with Wisconsin Avenue
- Adams Street with Wenonah Avenue
- Wenonah Avenue with the East-West Public Alley
- Monroe Street with the North-South Public Alley
- Adams Street with the North-South Public Alley
- The East-West Public Alley with the Employee Parking Lot Access Drives
- Wisconsin Avenue with the East-West Public Alley/Emergency Room Drop-Off Lane/Parking Garage Access

In addition, given that Madison Street is currently under construction, the through traffic volumes are much lower than what they normally would be. As such and in order to reflect traffic volumes under normal conditions, the existing traffic volumes that were collected as part of the Madison Street Road Diet traffic study (Year 2018) on behalf of the Village of Oak Park were utilized at the intersections of Madison Street with Wisconsin Avenue and Madison Street with Home Avenue. The results of the traffic counts indicated that the system peak hours generally occur from 7:45 A.M. to 8:45 A.M. during the weekday morning peak hour and from 5:00 P.M. to 6:00 P.M. during the weekday evening peak. Furthermore, 24-hour two-way traffic counts were conducted at the following roadway segments:

- Wenonah Avenue between the Public Alley and Monroe Street
- Monroe Street east of Wenonah Avenue
- Monroe Street between the Public Alley and Wenonah Avenue
- Wisconsin Avenue between Monroe Street and Adams Street

Figure 4 illustrates the existing peak hour vehicle traffic volumes.

NOT TO SCALE

E-W ALLEY @
PROPOSED ACCESS DRIVES

MADISON STREET

MONROE STREET

ADAMS STREET

RUSH OAK PARK HOSPITAL

ONE-WAY

EXIT ONLY

ENTER ONLY

SITE

843

443

427

415

ALLEY

HOME AVENUE

WISCONSIN AVENUE

WENONAH AVENUE

MONROE AVENUE
@ N-S ALLEY

ADAMS STREET
@ N-S ALLEY

WISCONSIN AVENUE @
PARKING GARAGE ACCESS DRIVES

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

00 - AVERAGE DAILY TRAFFIC (ADT)

RUSH HOSPITAL
PARKING GARAGE
CHICAGO, ILLINOIS

EXISTING TRAFFIC VOLUMES

KLOA
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Job No: 19-240 Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Development Plan

As proposed, the existing 107-space employee parking located in the northwest quadrant of the intersection of Monroe Street with Wenonah Avenue will be redeveloped to provide a 713-space parking garage. As part of the proposed parking garage Monroe Street between Wisconsin Avenue and Wenonah Avenue will be vacated to provide access to the parking garage, which will result in the following roadway modifications:

- The vacated roadway segment will be reconstructed to connect to the Wisconsin Avenue roadway segment that serves the hospital campus
- Wisconsin Avenue at its intersection with Monroe Street will be cul-de-saced to prohibit traffic movements between the two roadways.
- The west leg of the intersection of Monroe Street with Wenonah Avenue will be modified to provide a single lane eastbound lane that will be restricted to emergency vehicles only. Signage will be provided accordingly.
- The north-south alley's intersection located between Wenonah Avenue and Wisconsin Avenue with Monroe Street will be disconnected
- The existing access drives off the public alley serving the employee parking lot will be closed. The proposed parking garage will provide a single outbound lane as an emergency exit from the parking garage.

As part of the vacation of Monroe Street, it is recommended that the westbound approach of Monroe Street at Wenonah Avenue be under stop-sign control to convert the new three-legged intersection to all-way stop-sign control. Furthermore, it should be noted that emergency outbound only access for the parking garage will be provided off the east-west public alley. A site plan depicting the proposed parking garage, access, and roadway modifications is provided in the Appendix.

Directional Distribution

The directions from which employees and guests of the hospital will approach and depart the site were estimated based on existing travel patterns (as determined from the traffic counts), one-way restrictions, and the available access to the area. **Figure 5** illustrates the general directional distribution of traffic to and from the site.

N

NOT TO SCALE

MADISON STREET

45%

5%

35%

EXIT ONLY

ENTER ONLY

ALLEY

ONE-WAY

RUSH OAK PARK HOSPITAL

SITE

MONROE STREET

HOME AVENUE

ADAMS STREET

WISCONSIN AVENUE

ALLEY

WENONAH AVENUE

15%

LEGEND

00% - PERCENT DISTRIBUTION

- PROPOSED STOP SIGN

RUSH HOSPITAL
PARKING GARAGE
CHICAGO, ILLINOIS

ESTIMATED DIRECTIONAL DISTRIBUTION

KLOA
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Job No: 19-240 Figure: 5

Estimated Peak Hour Traffic Volumes

The number of peak hour vehicle trips estimated to be generated by the proposed parking garage was based on trip generation rates established based on the traffic counts conducted at the entrance to the existing parking garage serving the hospital. As can be seen from Figure 4, the existing parking garage (which has approximately 404 parking spaces) generates 143 total trips during the weekday morning peak hour and 89 trips during the weekday evening peak hour. The resulting trips rates are 0.35 trips per parking space during the weekday morning peak hour and 0.22 trips per parking space during the weekday evening peak hour.

As previously indicated, the proposed parking garage will replace an existing 107 space parking lot and 20 on-street parking spaces (due to the vacation of Monroe Street) resulting in a net increase of 586 parking spaces. Since the existing parking locations are currently generating traffic during the peak hours, the traffic estimated to be generated by the proposed parking garage was based on the net increase in parking spaces. The existing parking garage trip generation, calculated trip generation rates and the estimated trip generation for the proposed parking garage is shown in **Table 1**.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Land Use Type and Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Existing Parking Garage (404 Parking Spaces)	120	23	143	6	83	89
Rush Oak Park Hospital Parking Garage Trip Generation Rates[1]	0.29	0.06	0.35	0.02	0.20	0.22
Proposed Parking Garage (Net Increase of 586 Parking Spaces)	172	33	205	9	120	129
Existing Employee Parking Lot (107 Parking Spaces)	23	18	41	0	15	15
Parking Garage Total (713 Parking Spaces)	**185**	**51**	**246**	**9**	**135**	**144**

1 – Trip generation per number of parking spaces

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips for the development. Additionally, due to the vacation of Monroe Street, between Wisconsin Avenue and Wenonah Avenue the existing peak hour and daily traffic volumes currently utilizing the roadway segment were reassigned to the area roadway network. The reassignment of existing traffic volume is illustrated in **Figure 7**.

Year 2023 Base (with Road Diet) Traffic Conditions

Due to the ongoing construction of the Madison Street Road Diet, Year 2023 base traffic condition were developed which take into consideration the Madison Street Road Diet, the Rush Oak Park Hospital emergency room relocation and expansion, and the proposed Senior Living Development located in the southwest quadrant of the intersection of Madison Street with Wesley Avenue.

It should be noted that as discussed in the Madison Street Road Diet traffic study prepared on behalf of the Village of Oak Park, the Madison Street corridor is projected to experience an ambient area traffic growth of approximately one-half percent or less per year. Furthermore, it is likely that approximately 20 percent of the Madison Street traffic will be diverted to other east-west roads with the road diet, primarily during the weekday morning and evening peak periods. Based on the Madison Street traffic study, it is anticipated that this traffic will be diverted to Washington Boulevard and Jackson Boulevard. As such, this diversion will offset the increase in ambient growth in the area.

Total Projected Traffic Volumes

The development generated traffic was added to the Year 2023 base traffic volumes to determine the Year 2023 total projected traffic volumes as shown in **Figure 8.**

NOT TO SCALE

MADISON STREET

9 (0)

60 (3)

77 (4)

15 (54) 1 (6) 17 (60)

146 (7)

26 (2)

EXIT ONLY

ENTER ONLY

ONE-WAY

33 (120)

RUSH OAK PARK HOSPITAL

SITE

33 (120)

172 (9)

60 (3)

17 (60)

60 (3)

17 (60)

60 (3)

ALLEY

2 (0)

24 (2)

MONROE STREET

24 (2)

2 (0)

HOME AVENUE

ADAMS STREET

WISCONSIN AVENUE

ALLEY

24 (2)

WENONAH AVENUE

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

- PROPOSED STOP SIGN

RUSH HOSPITAL
PARKING GARAGE
CHICAGO, ILLINOIS

ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

KLOA
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Job No: 19-240 Figure: 6

NOT TO SCALE

MADISON STREET

22 (20)
10 (4)
15 (14)

32 (65)
1038 (775)
74 (25)

8 (13)
975 (750)
95 (12)

24 (65)
9 (10)
39 (79)

68 (101)
76 (124)
93 (42)

81 (79)
1003 (836)
11 (19)

22 (27)
1005 (787)
9 (20)

23 (16)
88 (87)
8 (13)

26 (46)
13 (4)

0 (2)
3 (3)
1 (3)

ALLEY

EXIT ONLY

ENTER ONLY

ONE-WAY

RUSH OAK PARK HOSPITAL

SITE

29 (3)
11 (23)
0 (2)

21 (56)
10 (9)

10 (7)
21 (14)

35 (19)
8 (3)

51 (108)
13 (8)

13 (25)

40 (24)
18 (8)
2 (3)

MONROE STREET

6 (5)
7 (8)
7 (5)

9 (3)
86 (75)
3 (2)

HOME AVENUE

ADAMS STREET

1 (5)
1 (3)
13 (20)

2 (1)
47 (33)
3 (5)

33 (33)
9 (35)
1 (6)

0 (0)
13 (35)
2 (7)

0 (2)
12 (14)
2 (1)

4 (5)
9 (7)
6 (6)

12 (9)
24 (26)
1 (7)

5 (2)
28 (11)
2 (2)

WISCONSIN AVENUE

ALLEY

WENONAH AVENUE

80 (35)
7 (2)
92 (5)

0 (7)
0 (0)
17 (2)
28 (1)

EXIT ONLY

22 (81)
0 (0)
1 (2)

ENTER ONLY

0 (2)
59 (59)
0 (0)

WISCONSIN AVENUE @
PARKING GARAGE ACCESS DRIVES

4 (1)
0 (0)
4 (2)

2 (8)
48 (58)
1 (4)

0 (2)
31 (37)
0 (1)

2 (3)
0 (1)
0 (0)

ADAMS STREET
@ N-S ALLEY

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)
(00) - PM PEAK HOUR (5:00-6:00 PM)
- PROPOSED STOP SIGN

RUSH HOSPITAL
PARKING GARAGE
CHICAGO, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES

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

Job No: 19-240 Figure: 7

NOT TO SCALE

MADISON STREET

22 (20) 19 (4) 15 (14)
32 (65) 1045 (785) 134 (28)
8 (13) 981 (758) 172 (16)
39 (119) 10 (16) 56 (139)
68 (101) 76 (124) 93 (42)
81 (79) 1070 (849) 11 (19)
22 (27) 1028 (855) 9 (20)
23 (16) 88 (87) 8 (13)

RUSH OAK PARK HOSPITAL

EXIT ONLY

ENTER ONLY

ONE-WAY

SITE

26 (46) 13 (4)
0 (2) 5 (3) 1 (3)
53 (5) 11 (23) 0 (2)

ALLEY

33 (120) 21 (56) 10 (9)
10 (7) 21 (14)
172 (9)
59 (21) 8 (3)

13 (25) 51 (108) 13 (8)
40 (24) 18 (8) 2 (3)
6 (5) 7 (8) 7 (5)
9 (3) 88 (75) 3 (2)

MONROE STREET

HOME AVENUE

ADAMS STREET

13 (20) 1 (3) 1 (5)
2 (1) 47 (33) 3 (5)
0 (2) 12 (14) 2 (1)
4 (5) 9 (7) 6 (6)
1 (6) 9 (35) 33 (33)
0 (0) 13 (35) 2 (7)
12 (9) 24 (26) 1 (7)
5 (2) 52 (13) 2 (2)

WISCONSIN AVENUE

ALLEY

WENONAH AVENUE

92 (5) 226 (42) 7 (2)
0 (7) 0 (0) 43 (4) 28 (1)
22 (81) 0 (0) 1 (2)
0 (0) 92 (179) 0 (2)

EXIT ONLY

ENTER ONLY

WISCONSIN AVENUE @ PARKING GARAGE ACCESS DRIVES

4 (2) 0 (0) 4 (1)
2 (8) 48 (58) 1 (4)
0 (2) 31 (37) 0 (1)
2 (3) 0 (1) 0 (0)

ADAMS STREET @ N-S ALLEY

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

- PROPOSED STOP SIGN

RUSH HOSPITAL
PARKING GARAGE
CHICAGO, ILLINOIS

YEAR 2023 TOTAL PROJECTED TRAFFIC VOLUMES

KLOA
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Job No: 19-240 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the Year 2023 Base traffic volumes and Year 2023 Total traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 10 computer software. The analyses for signalized intersection were conducted utilizing actual cycle lengths, phasings, and offsets.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2023 base and total projected conditions are presented in **Tables 2, 3,** and **4.** A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – MADISON STREET WITH WISCONSIN AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound	Southbound	Overall
		L	T	R	L	T	R	LTR	LTR	
Year 2023 Base Conditions	Weekday Morning Peak Hour	A 2.9	B 17.3	A 3.0	A 2.9	A 5.7	A 0.2	C 30.0	C 32.9	B – 11.5
		B – 16.0			A – 5.4					
	Weekday Evening Peak Hour	A 4.1	B 12.4	A 0.1	A 1.5	A 3.6	A 0.3	C 30.6	C 23.1	A – 9.4
		B – 12.1			A – 3.3					
Year 2023 Total Projected Conditions	Weekday Morning Peak Hour	A 3.9	D 37.4	A 6.7	C 26.7	A 6.9	A 0.2	C 27.9	C 33.4	C – 21.1
		C – 32.7			A – 8.9					
	Weekday Evening Peak Hour	A 6.9	B 19.8	A 0.1	A 2.3	A 6.7	A 0.3	D 36.1	B 17.7	B – 15.7
		B – 19.2			A – 6.1					

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

Table 3
CAPACITY ANALYSIS RESULTS – MADISON STREET WITH HOME AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound			Northbound	Southbound	Overall
		L	TR	L	T	R	LTR	LTR	
Year 2023 Base Conditions	Weekday Morning Peak Hour	A 9.2	C 24.9	A 2.9	B 15.5	A 0.8	C – 34.4	D – 46.7	C – 22.6
		C – 24.5		B – 14.3					
	Weekday Evening Peak Hour	B 10.6	C 23.6	A 4.1	B 12.9	A 0.3	C – 26.0	D – 46.8	C – 21.3
		C – 23.2		B – 11.7					
Year 2023 Total Projected Conditions	Weekday Morning Peak Hour	B 10.7	C 28.0	A 2.6	B 16.8	A 0.7	C – 34.4	D – 46.7	C – 24.3
		C – 27.7		B – 15.6					
	Weekday Evening Peak Hour	B 11.0	C 25.6	A 4.0	B 12.8	A 0.3	C – 26.0	D – 46.8	C – 22.0
		C – 25.1		B – 11.6					

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

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Monroe Street with Wenonah Avenue				
• Northbound Approach	A	9.5	A	9.3
• Southbound Approach	A	9.4	A	9.6
• Eastbound Left Turn	A	7.3	A	7.3
• Westbound Left Turn	A	7.3	A	7.3
Monroe Street with Public Alley				
• Northbound Approach	A	8.6	A	8.4
• Westbound Left Turn	A	7.3	A	7.3
Monroe Street with Home Avenue				
• Overall	A	7.6	A	7.8
• Eastbound Approach	A	7.3	A	7.5
• Westbound Approach	A	7.2	A	7.3
• Northbound Approach	A	7.7	A	7.7
• Southbound Approach	A	7.7	A	8.1
Adams Street with Wisconsin Avenue				
• Eastbound Approach	A	9.3	A	9.4
• Westbound Approach	A	9.4	A	9.6
• Northbound Left Turn	A	7.5	A	7.2
• Southbound Left Turn	A	7.3	A	7.3
Adams Street with Public Alley				
• Northbound Approach	A	8.4	A	8.7
• Southbound Approach	A	8.6	A	8.9
• Eastbound Left Turn	--	--	A	7.3
• Westbound Left Turn	A	7.2	A	7.3
Adams Street with Wenonah Avenue				
• Northbound Approach	A	9.7	A	9.5
• Southbound Approach	A	9.2	A	9.6
• Eastbound Left Turn	A	7.3	A	7.3
• Westbound Left Turn	A	7.3	A	7.3
Wenonah Avenue with Public Alley				
• Eastbound Approach	A	8.9	A	9.0
• Westbound Approach	A	9.8	A	9.2
• Northbound Left Turn	A	7.4	A	7.3
• Southbound Left Turn	--	--	A	7.3
Wisconsin Avenue with Public Alley/Garage Access				
• ICU Level of Service	A	40.1%	A	28.8%

LOS = Level of Service
Delay is measured in seconds.

1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Table 5
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Monroe Street with Wenonah Avenue				
• Overall	A	7.3	A	7.3
• Westbound Approach	A	7.3	A	7.2
• Northbound Approach	A	7.3	A	7.1
• Southbound Approach	A	7.3	A	7.4
Monroe Street with Home Avenue				
• Overall	A	7.6	A	7.8
• Eastbound Approach	A	7.3	A	7.5
• Westbound Approach	A	7.2	A	7.3
• Northbound Approach	A	7.7	A	7.7
• Southbound Approach	A	7.7	A	8.1
Adams Street with Wisconsin Avenue				
• Eastbound Approach	A	9.4	A	9.6
• Westbound Approach	A	9.7	A	9.9
• Northbound Left Turn	A	7.4	A	7.2
• Southbound Left Turn	A	7.3	A	7.3
Adams Street with Public Alley				
• Northbound Approach	A	8.4	A	8.9
• Southbound Approach	A	8.8	A	9.1
• Eastbound Left Turn	--	--	A	7.4
• Westbound Left Turn	A	7.3	A	7.3
Adams Street with Wenonah Avenue				
• Northbound Approach	B	10.2	A	9.7
• Southbound Approach	A	9.0	A	9.6
• Eastbound Left Turn	A	7.3	A	7.3
• Westbound Left Turn	A	7.3	A	7.3
Wenonah Avenue with Public Alley				
• Eastbound Approach	--	--	--	--
• Westbound Approach	B	10.4	A	9.2
• Northbound Left Turn	A	7.4	A	7.3
• Southbound Left Turn	--	--	A	7.3
Wisconsin Avenue with Public Alley/Garage Access				
• ICU Level of Service	A	47.9%	A	32.2%

LOS = Level of Service
Delay is measured in seconds.
1 - The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.

Discussion and Recommendations

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

Madison Street with Wisconsin Avenue

The results of the capacity analysis indicate that under Year 2023 base conditions, assuming the Madison Street road diet, this intersection will operate at the acceptable level of service (LOS) B during the weekday morning peak hour and at the acceptable LOS A during the weekday evening peak hour. Under Year 2023 total projected conditions, which include the reassignment of existing traffic volumes with the proposed modifications to the roadway network and the traffic estimated to be generated by the proposed parking garage, this intersection overall is projected to operate at the acceptable LOS C during the weekday morning peak hour and at LOS B during the weekday evening peak hour with increases in delay of approximately ten and six seconds, respectively. Overall, all of the approaches are projected to operate at the acceptable LOS D or better during the peak hours. The 95th percentile queues for the northbound approach are projected to be approximately 80 feet during the weekday morning peak hour and approximately 200 feet during the weekday evening peak hour. During the weekday morning peak hour, these queues will not extend to the internal intersection of Wisconsin Avenue with the east-west alley and will not obstruct inbound/outbound movements from the parking garage. During the weekday evening peak hour, these queues will extend beyond the entrance/exit to the existing parking garage. However, during this time a minimal number of vehicles are entering the parking garage. Additionally, a review of the simulation indicate that the northbound queues will clear the intersection with each green phase, allowing vehicles to exit the parking garage. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed parking garage as well as the reassignment of existing traffic due to the vacation of Monroe Street and no roadway improvements or signal modifications will be required.

Madison Street with Home Avenue

The results of the capacity analysis indicate that under Year 2023 base conditions, assuming the existing traffic volumes and the Madison Street road diet, this intersection will operate at LOS C during the weekday morning and weekday evening peak hours. Under Year 2023 total projected conditions, which include the reassignment of existing traffic volumes with the proposed modifications to the roadway network and the traffic estimated to be generated by the proposed parking garage, this intersection overall is projected to continue operating at LOS C during the peak hours with increases in delay of approximately two seconds or less. Furthermore, all of the approaches are projected to continue operating at LOS D or better during the peak hours with increase in delay of approximately three seconds or less. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed parking garage as well as the reassignment of existing traffic due to the vacation of Monroe Street and no roadway improvements or signal modifications will be required.

Unsignalized Intersections

The results of the capacity analysis indicate that under Year 2023 base conditions, assuming the existing traffic volumes and the Madison Street road diet, all of the unsignalized intersections within the study area will operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2023 total projected conditions, which include the reassignment of existing traffic volumes with the proposed modifications to the roadway network and the traffic estimated to be generated by the proposed parking garage, all of the unsignalized intersections within the study are projected to operate at LOS B or better during the peak hours with increases in delay of approximately one second or less.

It should be noted that due to the roadway configuration and traffic control at the intersection of Wisconsin Avenue with the east-west public alley, parking garage entrance and exit and the emergency room lay-by lane, the intersection could not be analyzed using HCM procedures. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity. Based on the ICU analysis, the intersection currently utilizes approximately 40 to 29 percent of the capacity of the intersection. Under future conditions, assuming the reassignment of existing traffic volumes and the traffic estimated to be generated by the proposed development, it is projected that the intersection will utilize approximately 48 to 32 percent of the capacity of the intersection. As a result, the intersection will continue to operate efficiently and with minimal delays.

Monroe Street Roadway Vacation

As previously indicated, the proposed parking garage will have access off of Monroe Street which is proposed to be vacated to local traffic between Wisconsin Avenue and Wenonah Avenue. With the proposed vacation of the roadway, Wisconsin Avenue at Monroe Street will be cul-de-saced, intersection of the north-south alley with Monroe Street will be disconnected and the west leg of the intersection of Monroe Street with Wenonah Avenue will be restricted to eastbound emergency vehicles only. The proposed roadway modifications will result in the redistribution of the existing traffic volumes, particularly through the intersections of Adams Street with Wisconsin Avenue, the north-south public alley and Wenonah Avenue and the intersection of Wenonah Avenue with Monroe Street. As part of the proposed roadway vacation, it is recommended that the intersection of Wenonah Avenue with Monroe Street be converted to all-way stop sign control. As can be seen from the results of the capacity analyses, the proposed vacation of Monroe Street and the resulting redistribution of traffic will have a minimal impact on the existing study area intersections as all of the intersections and critical movements are projected to operate a LOS B or better during the peak hours. Furthermore, by vacating the roadway segment, it will ensure efficient access is provided for the proposed parking garage and will mitigate the impact of the proposed parking garage on the unsignalized intersections within the study area.

6. Conclusion

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

- The signalized intersection of Madison Street with Wisconsin Avenue, taking into consideration the proposed Madison Street road diet, has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed parking garage and the reassignment of existing hospital traffic given the proposed vacation of Monroe Street.

- Providing access to the parking garage via the vacated Monroe Street will be adequate in accommodating the traffic estimated to be generated by the proposed parking garage.

- With the proposed vacation of Monroe Street, the intersections of Adams Street with Wisconsin Avenue, Adams Street with Wenonah Avenue and Monroe Street with Wenonah Avenue, will continue to operate at acceptable levels of service with limited increases in delay.

- The proposed modifications to the roadway, including Wisconsin Avenue at Monroe Street which will be cul-de-saced, the intersection of the north-south alley with Monroe Street which will be disconnected and the west leg of the intersection of Monroe Street with Wenonah Avenue which will be restricted to eastbound emergency vehicles only will eliminate the potential of hospital traffic from cutting through the adjacent neighborhoods.

- Under projected conditions, the east leg of the intersection of Monroe Street with Wenonah Avenue should be under stop-sign control, converting the proposed, three-legged, intersection to all-way stop sign control.

Appendix

Traffic Count Summary Sheets
Site Plan
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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

Count Name: Adams Street with Public Alley
Site Code:
Start Date: 10/16/2019

Turning Movement Data

Start Time	Adams Street Eastbound						Adams Street Westbound						Public Alley Northbound						Public Alley Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
6:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	6
6:30 AM	0	0	3	0	0	3	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	0	2	0	0	2	0	0	5	0	0	5	0	0	0	1	0	1	0	0	0	1	0	1	9
Hourly Total	0	0	5	0	0	5	0	1	13	0	0	14	0	0	0	3	0	3	0	0	0	2	0	2	24
7:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	2	2	6
7:15 AM	0	1	2	0	0	3	0	0	12	0	0	12	0	1	1	2	1	4	0	1	0	1	0	2	21
7:30 AM	0	0	2	0	0	2	0	0	7	0	0	7	0	1	0	1	5	2	0	2	0	0	0	2	13
7:45 AM	0	0	5	0	0	5	0	1	8	1	1	10	0	0	0	1	2	1	0	2	0	1	4	3	19
Hourly Total	0	1	9	0	0	10	0	1	31	1	1	33	0	2	1	4	8	7	0	6	0	3	6	9	59
8:00 AM	0	0	2	0	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	1	2	1	11
8:15 AM	0	0	7	0	0	7	1	0	3	0	1	4	0	0	0	1	0	1	0	0	0	1	6	1	13
8:30 AM	0	0	7	0	0	7	0	0	4	0	0	4	0	0	0	0	2	0	0	0	0	0	6	0	11
8:45 AM	0	0	4	0	0	4	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	6	0	7
Hourly Total	0	0	20	0	0	20	1	1	17	0	1	19	0	0	0	1	2	1	0	0	0	2	20	2	42
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	0	1	1	0	1	10	0	1	11	0	0	0	0	4	0	0	0	0	0	4	0	12
4:15 PM	0	0	2	0	0	2	0	0	10	0	0	10	0	0	0	1	2	1	0	0	0	0	0	0	13
4:30 PM	1	0	4	0	0	5	0	0	5	0	0	5	0	0	1	1	2	2	0	0	0	0	3	0	12
4:45 PM	0	0	5	0	0	5	0	2	6	0	0	8	0	0	0	1	0	1	0	1	0	0	4	1	15
Hourly Total	1	0	12	0	1	13	0	3	31	0	1	34	0	0	1	3	8	4	0	1	0	0	11	1	52
5:00 PM	0	2	3	0	0	5	0	2	12	0	0	14	0	0	0	0	1	0	0	0	0	1	2	1	20
5:15 PM	0	0	7	0	0	7	0	1	7	0	0	8	0	0	1	1	1	2	0	1	0	0	1	1	18
5:30 PM	0	0	6	1	0	7	0	0	14	0	1	14	0	0	0	1	0	1	0	0	0	0	3	0	22
5:45 PM	0	0	7	0	0	7	0	1	11	0	0	12	0	0	0	1	1	1	0	0	0	0	3	0	20
Hourly Total	0	2	23	1	0	26	0	4	44	0	1	48	0	0	1	3	3	4	0	1	0	1	9	2	80
6:00 PM	0	0	3	0	0	3	0	0	8	0	0	8	0	0	0	0	3	0	0	0	0	0	3	0	11
6:15 PM	0	1	5	0	0	6	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	2	0	9
6:30 PM	0	0	1	0	0	1	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	10
6:45 PM	0	0	2	0	0	2	0	0	7	0	0	7	0	0	0	2	0	2	0	0	0	0	0	0	11
Hourly Total	0	1	11	0	0	12	0	0	27	0	1	27	0	0	0	2	3	2	0	0	0	0	5	0	41
Grand Total	1	4	80	1	1	86	1	10	163	1	5	175	0	2	3	16	24	21	0	8	0	8	51	16	298
Approach %	1.2	4.7	93.0	1.2	-	-	0.6	5.7	93.1	0.6	-	-	0.0	9.5	14.3	76.2	-	-	0.0	50.0	0.0	50.0	-	-	-
Total %	0.3	1.3	26.8	0.3	-	28.9	0.3	3.4	54.7	0.3	-	58.7	0.0	0.7	1.0	5.4	-	7.0	0.0	2.7	0.0	2.7	-	5.4	-
Lights	1	4	78	1	-	84	1	9	158	1	-	169	0	2	2	16	-	20	0	8	0	8	-	16	289

% Lights	100.0	100.0	97.5	100.0	-	97.7	100.0	90.0	96.9	100.0	-	96.6	-	100.0	66.7	100.0	-	95.2	-	100.0	-	100.0	-	100.0	97.0
Buses	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	1.2	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	2	0	-	2	0	1	2	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	6
% Bicycles on Road	0.0	0.0	2.5	0.0	-	2.3	0.0	10.0	1.2	0.0	-	1.7	-	0.0	33.3	0.0	-	4.8	-	0.0	-	0.0	-	0.0	2.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	24	-	-	-	-	-	51	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Adams Street with Public Alley
Site Code:
Start Date: 10/16/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Adams Street Eastbound						Adams Street Westbound						Public Alley Northbound						Public Alley Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	5	0	0	5	0	1	8	1	1	10	0	0	0	1	2	1	0	2	0	1	4	3	19
8:00 AM	0	0	2	0	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	1	2	1	11
8:15 AM	0	0	7	0	0	7	1	0	3	0	1	4	0	0	0	1	0	1	0	0	0	1	6	1	13
8:30 AM	0	0	7	0	0	7	0	0	4	0	0	4	0	0	0	0	2	0	0	0	0	0	6	0	11
Total	0	0	21	0	0	21	1	1	23	1	2	26	0	0	0	2	4	2	0	2	0	3	18	5	54
Approach %	0.0	0.0	100.0	0.0	-	-	3.8	3.8	88.5	3.8	-	-	0.0	0.0	0.0	100.0	-	-	0.0	40.0	0.0	60.0	-	-	-
Total %	0.0	0.0	38.9	0.0	-	38.9	1.9	1.9	42.6	1.9	-	48.1	0.0	0.0	0.0	3.7	-	3.7	0.0	3.7	0.0	5.6	-	9.3	-
PHF	0.000	0.000	0.750	0.000	-	0.750	0.250	0.250	0.719	0.250	-	0.650	0.000	0.000	0.000	0.500	-	0.500	0.000	0.250	0.000	0.750	-	0.417	0.711
Lights	0	0	20	0	-	20	1	1	23	1	-	26	0	0	0	2	-	2	0	2	0	3	-	5	53
% Lights	-	-	95.2	-	-	95.2	100.0	100.0	100.0	100.0	-	100.0	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	-	4.8	-	-	4.8	0.0	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.9
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Adams Street with Public Alley
Site Code:
Start Date: 10/16/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Adams Street Eastbound						Adams Street Westbound						Public Alley Northbound						Public Alley Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	2	3	0	0	5	0	2	12	0	0	14	0	0	0	0	1	0	0	0	0	1	2	1	20
5:15 PM	0	0	7	0	0	7	0	1	7	0	0	8	0	0	1	1	1	2	0	1	0	0	1	1	18
5:30 PM	0	0	6	1	0	7	0	0	14	0	1	14	0	0	0	1	0	1	0	0	0	0	3	0	22
5:45 PM	0	0	7	0	0	7	0	1	11	0	0	12	0	0	0	1	1	1	0	0	0	0	3	0	20
Total	0	2	23	1	0	26	0	4	44	0	1	48	0	0	1	3	3	4	0	1	0	1	9	2	80
Approach %	0.0	7.7	88.5	3.8	-	-	0.0	8.3	91.7	0.0	-	-	0.0	0.0	25.0	75.0	-	-	0.0	50.0	0.0	50.0	-	-	-
Total %	0.0	2.5	28.8	1.3	-	32.5	0.0	5.0	55.0	0.0	-	60.0	0.0	0.0	1.3	3.8	-	5.0	0.0	1.3	0.0	1.3	-	2.5	-
PHF	0.000	0.250	0.821	0.250	-	0.929	0.000	0.500	0.786	0.000	-	0.857	0.000	0.000	0.250	0.750	-	0.500	0.000	0.250	0.000	0.250	-	0.500	0.909
Lights	0	2	22	1	-	25	0	4	42	0	-	46	0	0	1	3	-	4	0	1	0	1	-	2	77
% Lights	-	100.0	95.7	100.0	-	96.2	-	100.0	95.5	-	-	95.8	-	-	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	2.3	-	-	2.1	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.3
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	4.3	0.0	-	3.8	-	0.0	2.3	-	-	2.1	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.5
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Adams Street with Wenonah Avenue
Site Code:
Start Date: 10/15/2019

Turning Movement Data

Start Time	Adams Street Eastbound						Adams Street Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	3	0	1	3	0	0	2	0	0	2	0	0	1	2	0	3	8
6:15 AM	0	0	0	2	0	2	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
6:30 AM	0	0	1	0	1	1	0	0	4	0	0	4	0	0	5	0	0	5	0	0	0	0	2	0	10
6:45 AM	0	0	2	0	0	2	0	0	4	0	0	4	0	0	14	0	0	14	0	1	0	1	0	2	22
Hourly Total	0	0	3	2	1	5	0	0	13	0	1	13	0	0	22	0	0	22	0	1	1	3	2	5	45
7:00 AM	0	0	3	0	0	3	0	0	4	1	0	5	0	1	7	0	0	8	0	0	1	2	0	3	19
7:15 AM	0	0	1	0	1	1	0	0	5	1	4	6	0	0	6	0	1	6	0	1	0	1	0	2	15
7:30 AM	0	0	9	1	10	10	0	1	8	0	8	9	0	2	5	2	5	9	0	1	2	1	8	4	32
7:45 AM	0	1	6	0	0	7	0	1	4	0	3	5	0	3	7	1	4	11	0	0	5	3	5	8	31
Hourly Total	0	1	19	1	11	21	0	2	21	2	15	25	0	6	25	3	10	34	0	2	8	7	13	17	97
8:00 AM	0	1	3	0	3	4	0	1	6	0	3	7	0	1	8	0	0	9	0	1	0	2	2	3	23
8:15 AM	0	1	1	0	2	2	0	0	5	0	0	5	0	0	10	0	0	10	0	0	2	1	4	3	20
8:30 AM	0	1	4	0	0	5	0	0	5	0	1	5	0	1	3	1	2	5	0	0	2	1	2	3	18
8:45 AM	0	0	7	0	2	7	0	0	9	1	1	10	0	1	5	0	0	6	0	1	0	1	3	2	25
Hourly Total	0	3	15	0	7	18	0	1	25	1	5	27	0	3	26	1	2	30	0	2	4	5	11	11	86
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	2	0	2	3	0	1	6	0	2	7	0	0	2	1	1	3	0	0	7	2	2	9	22
4:15 PM	0	1	3	0	1	4	0	0	2	0	0	2	0	0	3	0	1	3	0	0	4	3	3	7	16
4:30 PM	0	2	6	0	0	8	0	0	6	1	3	7	0	1	6	1	0	8	0	0	9	3	0	12	35
4:45 PM	0	2	2	0	0	4	0	0	6	1	0	7	0	1	1	1	0	3	0	3	8	2	0	13	27
Hourly Total	0	6	13	0	3	19	0	1	20	2	5	23	0	2	12	3	2	17	0	3	28	10	5	41	100
5:00 PM	0	0	4	2	3	6	0	0	4	0	1	4	0	0	2	0	0	2	0	4	8	4	2	16	28
5:15 PM	0	0	0	0	1	0	0	2	8	0	1	10	0	0	2	2	0	4	0	1	6	4	1	11	25
5:30 PM	0	1	4	0	0	5	0	2	4	0	1	6	0	1	5	0	0	6	0	1	12	2	5	15	32
5:45 PM	0	2	6	1	1	9	0	3	6	0	2	9	0	0	3	0	2	3	0	0	9	2	0	11	32
Hourly Total	0	3	14	3	5	20	0	7	22	0	5	29	0	1	12	2	2	15	0	6	35	12	8	53	117
6:00 PM	0	0	2	1	2	3	0	0	5	0	1	5	0	0	2	5	5	7	0	0	6	4	1	10	25
6:15 PM	0	1	3	0	0	4	0	0	10	1	1	11	0	0	2	0	0	2	0	0	5	1	1	6	23
6:30 PM	0	0	4	0	0	4	0	0	3	1	0	4	0	0	0	0	1	0	0	2	1	2	1	5	13
6:45 PM	0	0	1	0	0	1	0	0	4	0	0	4	0	0	3	1	1	4	0	2	2	1	0	5	14
Hourly Total	0	1	10	1	2	12	0	0	22	2	2	24	0	0	7	6	7	13	0	4	14	8	3	26	75
Grand Total	0	14	74	7	29	95	0	11	123	7	33	141	0	12	104	15	23	131	0	18	90	45	42	153	520
Approach %	0.0	14.7	77.9	7.4	-	-	0.0	7.8	87.2	5.0	-	-	0.0	9.2	79.4	11.5	-	-	0.0	11.8	58.8	29.4	-	-	-
Total %	0.0	2.7	14.2	1.3	-	18.3	0.0	2.1	23.7	1.3	-	27.1	0.0	2.3	20.0	2.9	-	25.2	0.0	3.5	17.3	8.7	-	29.4	-
Lights	0	14	74	7	-	95	0	11	117	7	-	135	0	11	100	15	-	126	0	18	87	45	-	150	506

% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	95.1	100.0	-	95.7	-	91.7	96.2	100.0	-	96.2	-	100.0	96.7	100.0	-	98.0	97.3
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	1	1	0	-	2	0	0	1	0	-	1	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	8.3	1.0	0.0	-	1.5	-	0.0	1.1	0.0	-	0.7	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	0.7	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	5	0	-	5	0	0	3	0	-	3	0	0	1	0	-	1	9
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	4.1	0.0	-	3.5	-	0.0	2.9	0.0	-	2.3	-	0.0	1.1	0.0	-	0.7	1.7
Pedestrians	-	-	-	-	29	-	-	-	-	-	33	-	-	-	-	-	23	-	-	-	-	-	42	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Adams Street with Wenonah Avenue
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Adams Street Eastbound						Adams Street Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	1	6	0	0	7	0	1	4	0	3	5	0	3	7	1	4	11	0	0	5	3	5	8	31
8:00 AM	0	1	3	0	3	4	0	1	6	0	3	7	0	1	8	0	0	9	0	1	0	2	2	3	23
8:15 AM	0	1	1	0	2	2	0	0	5	0	0	5	0	0	10	0	0	10	0	0	2	1	4	3	20
8:30 AM	0	1	4	0	0	5	0	0	5	0	1	5	0	1	3	1	2	5	0	0	2	1	2	3	18
Total	0	4	14	0	5	18	0	2	20	0	7	22	0	5	28	2	6	35	0	1	9	7	13	17	92
Approach %	0.0	22.2	77.8	0.0	-	-	0.0	9.1	90.9	0.0	-	-	0.0	14.3	80.0	5.7	-	-	0.0	5.9	52.9	41.2	-	-	-
Total %	0.0	4.3	15.2	0.0	-	19.6	0.0	2.2	21.7	0.0	-	23.9	0.0	5.4	30.4	2.2	-	38.0	0.0	1.1	9.8	7.6	-	18.5	-
PHF	0.000	1.000	0.583	0.000	-	0.643	0.000	0.500	0.833	0.000	-	0.786	0.000	0.417	0.700	0.500	-	0.795	0.000	0.250	0.450	0.583	-	0.531	0.742
Lights	0	4	14	0	-	18	0	2	20	0	-	22	0	5	27	2	-	34	0	1	9	7	-	17	91
% Lights	-	100.0	100.0	-	-	100.0	-	100.0	100.0	-	-	100.0	-	100.0	96.4	100.0	-	97.1	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	3.6	0.0	-	2.9	-	0.0	0.0	0.0	-	0.0	1.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Adams Street with Wenonah Avenue
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Adams Street Eastbound						Adams Street Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	4	2	3	6	0	0	4	0	1	4	0	0	2	0	0	2	0	4	8	4	2	16	28
5:15 PM	0	0	0	0	1	0	0	2	8	0	1	10	0	0	2	2	0	4	0	1	6	4	1	11	25
5:30 PM	0	1	4	0	0	5	0	2	4	0	1	6	0	1	5	0	0	6	0	1	12	2	5	15	32
5:45 PM	0	2	6	1	1	9	0	3	6	0	2	9	0	0	3	0	2	3	0	0	9	2	0	11	32
Total	0	3	14	3	5	20	0	7	22	0	5	29	0	1	12	2	2	15	0	6	35	12	8	53	117
Approach %	0.0	15.0	70.0	15.0	-	-	0.0	24.1	75.9	0.0	-	-	0.0	6.7	80.0	13.3	-	-	0.0	11.3	66.0	22.6	-	-	-
Total %	0.0	2.6	12.0	2.6	-	17.1	0.0	6.0	18.8	0.0	-	24.8	0.0	0.9	10.3	1.7	-	12.8	0.0	5.1	29.9	10.3	-	45.3	-
PHF	0.000	0.375	0.583	0.375	-	0.556	0.000	0.583	0.688	0.000	-	0.725	0.000	0.250	0.600	0.250	-	0.625	0.000	0.375	0.729	0.750	-	0.828	0.914
Lights	0	3	14	3	-	20	0	7	20	0	-	27	0	1	11	2	-	14	0	6	35	12	-	53	114
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	90.9	-	-	93.1	-	100.0	91.7	100.0	-	93.3	-	100.0	100.0	100.0	-	100.0	97.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	9.1	-	-	6.9	-	0.0	8.3	0.0	-	6.7	-	0.0	0.0	0.0	-	0.0	2.6
Pedestrians	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Home Avenue with Monroe Street
Site Code:
Start Date: 10/15/2019

Turning Movement Data

Start Time	Monroe Street Eastbound						Monroe Street Westbound						Home Avenue Northbound						Home Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	2	1	3	3	0	0	1	0	2	1	0	1	2	0	0	3	7
6:15 AM	0	0	0	0	1	0	0	0	0	0	3	0	0	2	0	0	0	2	0	0	4	0	1	4	6
6:30 AM	0	2	0	0	0	2	0	1	1	0	0	2	0	0	3	1	1	4	0	0	6	0	0	6	14
6:45 AM	0	1	0	0	2	1	0	1	5	1	1	7	0	3	6	0	0	9	0	0	7	1	0	8	25
Hourly Total	0	3	0	0	3	3	0	2	8	2	7	12	0	5	10	1	3	16	0	1	19	1	1	21	52
7:00 AM	0	3	0	1	0	4	0	0	1	2	1	3	0	4	4	2	2	10	0	0	4	0	0	4	21
7:15 AM	0	1	4	0	1	5	0	0	1	3	0	4	0	2	9	1	0	12	0	1	6	2	0	9	30
7:30 AM	0	1	3	2	2	6	0	2	1	6	3	9	0	0	25	0	8	25	0	2	13	0	1	15	55
7:45 AM	0	2	2	1	2	5	0	0	5	8	2	13	0	2	24	1	0	27	0	0	14	8	0	22	67
Hourly Total	0	7	9	4	5	20	0	2	8	19	6	29	0	8	62	4	10	74	0	3	37	10	1	50	173
8:00 AM	0	1	0	2	0	3	0	2	5	8	1	15	0	3	20	1	4	24	1	2	11	3	2	17	59
8:15 AM	0	2	3	3	0	8	0	0	4	9	20	13	0	4	17	1	5	22	0	5	12	2	2	19	62
8:30 AM	0	1	2	1	9	4	0	0	4	15	40	19	0	0	25	0	2	25	0	6	14	0	1	20	68
8:45 AM	0	2	1	1	3	4	0	0	2	7	2	9	0	1	22	0	1	23	0	2	15	3	2	20	56
Hourly Total	0	6	6	7	12	19	0	2	15	39	63	56	0	8	84	2	12	94	1	15	52	8	7	76	245
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	1	1	0	5	0	1	4	7	5	12	0	1	15	0	3	16	0	4	25	3	2	32	65
4:15 PM	0	4	0	3	0	7	0	1	2	4	1	7	0	1	18	0	0	19	0	1	19	2	1	22	55
4:30 PM	0	2	5	3	0	10	0	0	5	4	1	9	0	0	16	1	0	17	0	9	22	2	0	33	69
4:45 PM	0	1	3	1	5	5	0	1	3	2	1	6	0	0	24	2	2	26	0	4	18	2	0	24	61
Hourly Total	0	10	9	8	5	27	0	3	14	17	8	34	0	2	73	3	5	78	0	18	84	9	3	111	250
5:00 PM	0	0	1	2	1	3	0	0	2	8	5	10	0	0	23	0	0	23	0	9	35	1	1	45	81
5:15 PM	0	1	1	0	0	2	0	2	4	5	0	11	0	1	11	1	1	13	0	6	17	3	1	26	52
5:30 PM	0	2	3	2	0	7	0	1	1	5	1	7	0	1	18	0	6	19	0	5	30	3	2	38	71
5:45 PM	0	2	3	1	1	6	0	0	1	6	0	7	0	1	23	1	1	25	0	5	26	1	0	32	70
Hourly Total	0	5	8	5	2	18	0	3	8	24	6	35	0	3	75	2	8	80	0	25	108	8	4	141	274
6:00 PM	0	1	3	0	1	4	0	0	4	13	2	17	0	2	20	0	1	22	0	3	28	5	4	36	79
6:15 PM	0	1	1	0	1	2	0	0	2	3	7	5	0	0	11	1	4	12	0	5	23	2	1	30	49
6:30 PM	0	1	1	2	2	4	0	1	3	5	0	9	0	3	11	1	1	15	0	2	18	3	0	23	51
6:45 PM	0	0	2	0	0	2	0	1	1	3	1	5	0	0	7	1	0	8	0	2	14	2	0	18	33
Hourly Total	0	3	7	2	4	12	0	2	10	24	10	36	0	5	49	3	6	57	0	12	83	12	5	107	212
Grand Total	0	34	39	26	31	99	0	14	63	125	100	202	0	31	353	15	44	399	1	74	383	48	21	506	1206
Approach %	0.0	34.3	39.4	26.3	-	-	0.0	6.9	31.2	61.9	-	-	0.0	7.8	88.5	3.8	-	-	0.2	14.6	75.7	9.5	-	-	-
Total %	0.0	2.8	3.2	2.2	-	8.2	0.0	1.2	5.2	10.4	-	16.7	0.0	2.6	29.3	1.2	-	33.1	0.1	6.1	31.8	4.0	-	42.0	-
Lights	0	31	35	24	-	90	0	13	59	118	-	190	0	31	314	13	-	358	1	67	360	48	-	476	1114

% Lights	-	91.2	89.7	92.3	-	90.9	-	92.9	93.7	94.4	-	94.1	-	100.0	89.0	86.7	-	89.7	100.0	90.5	94.0	100.0	-	94.1	92.4
Buses	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	1	5	0	-	6	8
% Buses	-	0.0	2.6	0.0	-	1.0	-	0.0	0.0	0.8	-	0.5	-	0.0	0.0	0.0	-	0.0	0.0	1.4	1.3	0.0	-	1.2	0.7
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	2.9	0.0	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	3	2	-	7	0	1	4	6	-	11	0	0	38	2	-	40	0	6	18	0	-	24	82
% Bicycles on Road	-	5.9	7.7	7.7	-	7.1	-	7.1	6.3	4.8	-	5.4	-	0.0	10.8	13.3	-	10.0	0.0	8.1	4.7	0.0	-	4.7	6.8
Pedestrians	-	-	-	-	31	-	-	-	-	-	100	-	-	-	-	-	44	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Home Avenue with Monroe Street
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Monroe Street Eastbound						Monroe Street Westbound						Home Avenue Northbound						Home Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	2	2	1	2	5	0	0	5	8	2	13	0	2	24	1	0	27	0	0	14	8	0	22	67
8:00 AM	0	1	0	2	0	3	0	2	5	8	1	15	0	3	20	1	4	24	1	2	11	3	2	17	59
8:15 AM	0	2	3	3	0	8	0	0	4	9	20	13	0	4	17	1	5	22	0	5	12	2	2	19	62
8:30 AM	0	1	2	1	9	4	0	0	4	15	40	19	0	0	25	0	2	25	0	6	14	0	1	20	68
Total	0	6	7	7	11	20	0	2	18	40	63	60	0	9	86	3	11	98	1	13	51	13	5	78	256
Approach %	0.0	30.0	35.0	35.0	-	-	0.0	3.3	30.0	66.7	-	-	0.0	9.2	87.8	3.1	-	-	1.3	16.7	65.4	16.7	-	-	-
Total %	0.0	2.3	2.7	2.7	-	7.8	0.0	0.8	7.0	15.6	-	23.4	0.0	3.5	33.6	1.2	-	38.3	0.4	5.1	19.9	5.1	-	30.5	-
PHF	0.000	0.750	0.583	0.583	-	0.625	0.000	0.250	0.900	0.667	-	0.789	0.000	0.563	0.860	0.750	-	0.907	0.250	0.542	0.911	0.406	-	0.886	0.941
Lights	0	5	7	7	-	19	0	2	15	39	-	56	0	9	70	1	-	80	1	12	50	13	-	76	231
% Lights	-	83.3	100.0	100.0	-	95.0	-	100.0	83.3	97.5	-	93.3	-	100.0	81.4	33.3	-	81.6	100.0	92.3	98.0	100.0	-	97.4	90.2
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	1	1	0	-	2	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.5	-	1.7	-	0.0	0.0	0.0	-	0.0	0.0	7.7	2.0	0.0	-	2.6	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	0	-	1	0	0	3	0	-	3	0	0	16	2	-	18	0	0	0	0	-	0	22
% Bicycles on Road	-	16.7	0.0	0.0	-	5.0	-	0.0	16.7	0.0	-	5.0	-	0.0	18.6	66.7	-	18.4	0.0	0.0	0.0	0.0	-	0.0	8.6
Pedestrians	-	-	-	-	11	-	-	-	-	-	63	-	-	-	-	-	11	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Home Avenue with Monroe Street
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Monroe Street Eastbound						Monroe Street Westbound						Home Avenue Northbound						Home Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	1	2	1	3	0	0	2	8	5	10	0	0	23	0	0	23	0	9	35	1	1	45	81
5:15 PM	0	1	1	0	0	2	0	2	4	5	0	11	0	1	11	1	1	13	0	6	17	3	1	26	52
5:30 PM	0	2	3	2	0	7	0	1	1	5	1	7	0	1	18	0	6	19	0	5	30	3	2	38	71
5:45 PM	0	2	3	1	1	6	0	0	1	6	0	7	0	1	23	1	1	25	0	5	26	1	0	32	70
Total	0	5	8	5	2	18	0	3	8	24	6	35	0	3	75	2	8	80	0	25	108	8	4	141	274
Approach %	0.0	27.8	44.4	27.8	-	-	0.0	8.6	22.9	68.6	-	-	0.0	3.8	93.8	2.5	-	-	0.0	17.7	76.6	5.7	-	-	-
Total %	0.0	1.8	2.9	1.8	-	6.6	0.0	1.1	2.9	8.8	-	12.8	0.0	1.1	27.4	0.7	-	29.2	0.0	9.1	39.4	2.9	-	51.5	-
PHF	0.000	0.625	0.667	0.625	-	0.643	0.000	0.375	0.500	0.750	-	0.795	0.000	0.750	0.815	0.500	-	0.800	0.000	0.694	0.771	0.667	-	0.783	0.846
Lights	0	5	7	4	-	16	0	3	8	21	-	32	0	3	74	2	-	79	0	24	98	8	-	130	257
% Lights	-	100.0	87.5	80.0	-	88.9	-	100.0	100.0	87.5	-	91.4	-	100.0	98.7	100.0	-	98.8	-	96.0	90.7	100.0	-	92.2	93.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.7	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.3	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	0	3	-	3	0	0	0	0	-	0	0	1	9	0	-	10	15
% Bicycles on Road	-	0.0	12.5	20.0	-	11.1	-	0.0	0.0	12.5	-	8.6	-	0.0	0.0	0.0	-	0.0	-	4.0	8.3	0.0	-	7.1	5.5
Pedestrians	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	8	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Monroe Street with Public Alley
Site Code:
Start Date: 10/15/2019

Turning Movement Data

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	0	0	0	0	0	2	0	2	0	2	0	2	2	4
6:15 AM	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	7
6:30 AM	0	2	0	0	2	1	0	0	2	1	0	0	1	2	1	4
6:45 AM	0	0	0	0	0	0	0	4	0	4	0	1	0	1	1	5
Hourly Total	0	7	0	0	7	1	0	8	2	9	0	3	1	5	4	20
7:00 AM	0	4	0	0	4	1	0	1	0	2	0	0	1	3	1	7
7:15 AM	0	5	0	1	5	0	0	1	0	1	0	1	2	3	3	9
7:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	2
7:45 AM	0	3	0	0	3	0	0	6	0	6	0	0	1	4	1	10
Hourly Total	0	13	0	1	13	1	0	9	0	10	0	1	4	11	5	28
8:00 AM	0	2	0	0	2	0	1	5	1	6	0	1	0	6	1	9
8:15 AM	0	2	0	0	2	0	0	8	0	8	0	0	0	2	0	10
8:30 AM	0	3	0	0	3	0	0	6	0	6	0	0	1	3	1	10
8:45 AM	0	3	0	0	3	0	1	4	0	5	0	0	0	0	0	8
Hourly Total	0	10	0	0	10	0	2	23	1	25	0	1	1	11	2	37
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	6	0	0	6	0	1	6	0	7	0	0	0	2	0	13
4:15 PM	0	3	0	0	3	0	0	5	0	5	0	0	0	4	0	8
4:30 PM	0	5	0	0	5	0	0	10	0	10	0	0	1	3	1	16
4:45 PM	0	2	0	0	2	0	0	5	0	5	0	0	0	3	0	7
Hourly Total	0	16	0	0	16	0	1	26	0	27	0	0	1	12	1	44
5:00 PM	0	0	0	0	0	0	3	3	0	6	0	0	0	1	0	6
5:15 PM	0	1	1	0	2	0	1	5	0	6	0	0	1	0	1	9
5:30 PM	0	5	0	0	5	0	3	2	0	5	0	0	0	2	0	10
5:45 PM	0	7	0	0	7	0	1	5	0	6	0	0	0	1	0	13
Hourly Total	0	13	1	0	14	0	8	15	0	23	0	0	1	4	1	38
6:00 PM	0	3	1	0	4	0	1	8	0	9	0	0	0	0	0	13
6:15 PM	0	2	0	0	2	0	0	1	1	1	0	0	0	8	0	3
6:30 PM	0	1	0	0	1	0	3	4	0	7	0	0	0	1	0	8
6:45 PM	0	4	0	0	4	0	3	3	0	6	0	0	1	1	1	11
Hourly Total	0	10	1	0	11	0	7	16	1	23	0	0	1	10	1	35
Grand Total	0	69	2	1	71	2	18	97	4	117	0	5	9	53	14	202
Approach %	0.0	97.2	2.8	-	-	1.7	15.4	82.9	-	-	0.0	35.7	64.3	-	-	-
Total %	0.0	34.2	1.0	-	35.1	1.0	8.9	48.0	-	57.9	0.0	2.5	4.5	-	6.9	-
Lights	0	68	1	-	69	2	16	93	-	111	0	2	9	-	11	191
% Lights	-	98.6	50.0	-	97.2	100.0	88.9	95.9	-	94.9	-	40.0	100.0	-	78.6	94.6

Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	-	2	0	2	4	-	6	0	3	0	-	3	11
% Bicycles on Road	-	1.4	50.0	-	2.8	0.0	11.1	4.1	-	5.1	-	60.0	0.0	-	21.4	5.4
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	53	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Monroe Street with Public Alley
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Start Date: 10/15/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	3	0	0	3	0	0	6	0	6	0	0	1	4	1	10
8:00 AM	0	2	0	0	2	0	1	5	1	6	0	1	0	6	1	9
8:15 AM	0	2	0	0	2	0	0	8	0	8	0	0	0	2	0	10
8:30 AM	0	3	0	0	3	0	0	6	0	6	0	0	1	3	1	10
Total	0	10	0	0	10	0	1	25	1	26	0	1	2	15	3	39
Approach %	0.0	100.0	0.0	-	-	0.0	3.8	96.2	-	-	0.0	33.3	66.7	-	-	-
Total %	0.0	25.6	0.0	-	25.6	0.0	2.6	64.1	-	66.7	0.0	2.6	5.1	-	7.7	-
PHF	0.000	0.833	0.000	-	0.833	0.000	0.250	0.781	-	0.813	0.000	0.250	0.500	-	0.750	0.975
Lights	0	10	0	-	10	0	1	22	-	23	0	0	2	-	2	35
% Lights	-	100.0	-	-	100.0	-	100.0	88.0	-	88.5	-	0.0	100.0	-	66.7	89.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	3	-	3	0	1	0	-	1	4
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	12.0	-	11.5	-	100.0	0.0	-	33.3	10.3
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Start Date: 10/15/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Northbound St. Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	0	0	0	0	3	3	0	6	0	0	0	1	0	6
5:15 PM	0	1	1	0	2	0	1	5	0	6	0	0	1	0	1	9
5:30 PM	0	5	0	0	5	0	3	2	0	5	0	0	0	2	0	10
5:45 PM	0	7	0	0	7	0	1	5	0	6	0	0	0	1	0	13
Total	0	13	1	0	14	0	8	15	0	23	0	0	1	4	1	38
Approach %	0.0	92.9	7.1	-	-	0.0	34.8	65.2	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	34.2	2.6	-	36.8	0.0	21.1	39.5	-	60.5	0.0	0.0	2.6	-	2.6	-
PHF	0.000	0.464	0.250	-	0.500	0.000	0.667	0.750	-	0.958	0.000	0.000	0.250	-	0.250	0.731
Lights	0	12	1	-	13	0	6	15	-	21	0	0	1	-	1	35
% Lights	-	92.3	100.0	-	92.9	-	75.0	100.0	-	91.3	-	-	100.0	-	100.0	92.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	2	0	-	2	0	0	0	-	0	3
% Bicycles on Road	-	7.7	0.0	-	7.1	-	25.0	0.0	-	8.7	-	-	0.0	-	0.0	7.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Wenonah Avenue with Monroe Street
Site Code:
Start Date: 10/15/2019

Turning Movement Data

Start Time	Monroe Street Eastbound						Monroe Street Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1	0	1	3	0	0	3	0	0	3	7
6:15 AM	0	3	0	0	0	3	0	0	1	1	0	2	0	0	1	0	0	1	0	0	0	1	0	1	7
6:30 AM	0	1	2	0	0	3	0	0	1	1	1	2	0	1	4	0	1	5	0	0	0	1	0	1	11
6:45 AM	0	0	0	0	0	0	0	0	4	6	0	10	0	3	8	0	0	11	0	0	2	0	0	2	23
Hourly Total	0	4	2	0	0	6	0	0	6	9	1	15	0	6	14	0	2	20	0	0	5	2	0	7	48
7:00 AM	0	3	1	0	0	4	0	0	0	4	0	4	0	2	7	1	3	10	1	0	3	0	0	4	22
7:15 AM	0	4	2	0	1	6	0	0	1	3	1	4	0	0	6	0	2	6	0	0	2	1	0	3	19
7:30 AM	0	0	0	1	0	1	0	0	0	1	4	1	0	0	3	1	14	4	0	3	3	1	0	7	13
7:45 AM	0	4	0	0	0	4	1	1	6	1	0	9	0	0	7	2	3	9	0	3	7	0	1	10	32
Hourly Total	0	11	3	1	1	15	1	1	7	9	5	18	0	2	23	4	22	29	1	6	15	2	1	24	86
8:00 AM	0	1	0	1	0	2	0	1	5	1	4	7	0	0	8	2	6	10	0	3	2	1	2	6	25
8:15 AM	0	1	1	0	0	2	0	0	4	7	2	11	0	0	8	3	5	11	0	3	3	4	0	10	34
8:30 AM	0	2	2	0	0	4	0	0	4	1	0	5	0	0	4	1	2	5	0	1	2	2	0	5	19
8:45 AM	0	3	0	0	0	3	0	0	4	1	0	5	0	0	1	1	5	2	0	1	2	1	0	4	14
Hourly Total	0	7	3	1	0	11	0	1	17	10	6	28	0	0	21	7	18	28	0	8	9	8	2	25	92
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	0	2	0	6	0	1	4	2	1	7	0	0	1	1	2	2	0	1	8	3	0	12	27
4:15 PM	0	2	1	0	0	3	0	1	2	1	1	4	0	0	2	3	0	5	0	2	8	2	1	12	24
4:30 PM	0	2	2	1	0	5	0	2	6	2	4	10	0	0	6	3	3	9	0	3	8	5	1	16	40
4:45 PM	0	1	1	1	1	3	0	1	3	1	0	5	0	0	2	0	1	2	0	2	10	2	0	14	24
Hourly Total	0	9	4	4	1	17	0	5	15	6	6	26	0	0	11	7	6	18	0	8	34	12	2	54	115
5:00 PM	0	0	1	0	0	1	0	1	2	1	0	4	0	0	3	0	1	3	0	1	12	4	0	17	25
5:15 PM	0	1	1	0	0	2	0	1	4	3	0	8	0	0	0	1	1	1	0	1	10	2	0	13	24
5:30 PM	0	2	0	2	0	4	0	1	3	1	2	5	0	1	4	2	5	7	0	5	13	1	1	19	35
5:45 PM	0	3	3	2	1	8	0	1	1	2	2	4	0	0	6	0	2	6	0	2	10	4	0	16	34
Hourly Total	0	6	5	4	1	15	0	4	10	7	4	21	0	1	13	3	9	17	0	9	45	11	1	65	118
6:00 PM	0	1	2	0	0	3	0	0	4	2	0	6	0	0	0	0	0	0	0	1	9	5	0	15	24
6:15 PM	0	1	1	0	0	2	0	1	1	2	1	4	0	0	5	0	5	5	0	0	4	0	0	4	15
6:30 PM	0	0	0	0	0	0	0	1	3	2	0	6	0	0	0	1	3	1	0	2	4	4	0	10	17
6:45 PM	0	2	3	1	0	6	0	0	3	1	0	4	0	0	3	0	1	3	0	0	4	3	1	7	20
Hourly Total	0	4	6	1	0	11	0	2	11	7	1	20	0	0	8	1	9	9	0	3	21	12	1	36	76
Grand Total	0	41	23	11	3	75	1	13	66	48	23	128	0	9	90	22	66	121	1	34	129	47	7	211	535
Approach %	0.0	54.7	30.7	14.7	-	-	0.8	10.2	51.6	37.5	-	-	0.0	7.4	74.4	18.2	-	-	0.5	16.1	61.1	22.3	-	-	-
Total %	0.0	7.7	4.3	2.1	-	14.0	0.2	2.4	12.3	9.0	-	23.9	0.0	1.7	16.8	4.1	-	22.6	0.2	6.4	24.1	8.8	-	39.4	-
Lights	0	41	22	11	-	74	1	13	63	47	-	124	0	7	90	20	-	117	1	33	126	46	-	206	521

% Lights	-	100.0	95.7	100.0	-	98.7	100.0	100.0	95.5	97.9	-	96.9	-	77.8	100.0	90.9	-	96.7	100.0	97.1	97.7	97.9	-	97.6	97.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	4.5	-	0.8	0.0	0.0	0.8	0.0	-	0.5	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	2.9	0.8	0.0	-	0.9	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	3	1	-	4	0	2	0	1	-	3	0	0	1	1	-	2	10
% Bicycles on Road	-	0.0	4.3	0.0	-	1.3	0.0	0.0	4.5	2.1	-	3.1	-	22.2	0.0	4.5	-	2.5	0.0	0.0	0.8	2.1	-	0.9	1.9
Pedestrians	-	-	-	-	3	-	-	-	-	-	23	-	-	-	-	-	66	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Wenonah Avenue with Monroe Street
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Monroe Street Eastbound						Monroe Street Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	4	0	0	0	4	1	1	6	1	0	9	0	0	7	2	3	9	0	3	7	0	1	10	32
8:00 AM	0	1	0	1	0	2	0	1	5	1	4	7	0	0	8	2	6	10	0	3	2	1	2	6	25
8:15 AM	0	1	1	0	0	2	0	0	4	7	2	11	0	0	8	3	5	11	0	3	3	4	0	10	34
8:30 AM	0	2	2	0	0	4	0	0	4	1	0	5	0	0	4	1	2	5	0	1	2	2	0	5	19
Total	0	8	3	1	0	12	1	2	19	10	6	32	0	0	27	8	16	35	0	10	14	7	3	31	110
Approach %	0.0	66.7	25.0	8.3	-	-	3.1	6.3	59.4	31.3	-	-	0.0	0.0	77.1	22.9	-	-	0.0	32.3	45.2	22.6	-	-	-
Total %	0.0	7.3	2.7	0.9	-	10.9	0.9	1.8	17.3	9.1	-	29.1	0.0	0.0	24.5	7.3	-	31.8	0.0	9.1	12.7	6.4	-	28.2	-
PHF	0.000	0.500	0.375	0.250	-	0.750	0.250	0.500	0.792	0.357	-	0.727	0.000	0.000	0.844	0.667	-	0.795	0.000	0.833	0.500	0.438	-	0.775	0.809
Lights	0	8	3	1	-	12	1	2	16	10	-	29	0	0	27	7	-	34	0	10	14	7	-	31	106
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	100.0	84.2	100.0	-	90.6	-	-	100.0	87.5	-	97.1	-	100.0	100.0	100.0	-	100.0	96.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	1	-	1	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	15.8	0.0	-	9.4	-	-	0.0	12.5	-	2.9	-	0.0	0.0	0.0	-	0.0	3.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	16	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Wenonah Avenue with Monroe Street
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Monroe Street Eastbound						Monroe Street Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	1	0	0	1	0	1	2	1	0	4	0	0	3	0	1	3	0	1	12	4	0	17	25
5:15 PM	0	1	1	0	0	2	0	1	4	3	0	8	0	0	0	1	1	1	0	1	10	2	0	13	24
5:30 PM	0	2	0	2	0	4	0	1	3	1	2	5	0	1	4	2	5	7	0	5	13	1	1	19	35
5:45 PM	0	3	3	2	1	8	0	1	1	2	2	4	0	0	6	0	2	6	0	2	10	4	0	16	34
Total	0	6	5	4	1	15	0	4	10	7	4	21	0	1	13	3	9	17	0	9	45	11	1	65	118
Approach %	0.0	40.0	33.3	26.7	-	-	0.0	19.0	47.6	33.3	-	-	0.0	5.9	76.5	17.6	-	-	0.0	13.8	69.2	16.9	-	-	-
Total %	0.0	5.1	4.2	3.4	-	12.7	0.0	3.4	8.5	5.9	-	17.8	0.0	0.8	11.0	2.5	-	14.4	0.0	7.6	38.1	9.3	-	55.1	-
PHF	0.000	0.500	0.417	0.500	-	0.469	0.000	1.000	0.625	0.583	-	0.656	0.000	0.250	0.542	0.375	-	0.607	0.000	0.450	0.865	0.688	-	0.855	0.843
Lights	0	6	4	4	-	14	0	4	10	7	-	21	0	0	13	3	-	16	0	9	45	10	-	64	115
% Lights	-	100.0	80.0	100.0	-	93.3	-	100.0	100.0	100.0	-	100.0	-	0.0	100.0	100.0	-	94.1	-	100.0	100.0	90.9	-	98.5	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	1	-	1	3
% Bicycles on Road	-	0.0	20.0	0.0	-	6.7	-	0.0	0.0	0.0	-	0.0	-	100.0	0.0	0.0	-	5.9	-	0.0	0.0	9.1	-	1.5	2.5
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Wenonah Avenue with Public Alley
Site Code:
Start Date: 10/15/2019

Turning Movement Data

Start Time	Public Alley Eastbound						Public Alley Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	1	1	1	2	3	0	7	9
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	1	0	0	4	0	0	1	2	0	3	8
6:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0	0	6	1	0	1	9	0	11	17
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	14	1	0	0	15	1	0	3	10	0	14	29
Hourly Total	0	0	0	1	2	1	0	0	0	1	1	1	0	21	5	0	0	26	3	1	7	24	0	35	63
7:00 AM	0	1	0	1	0	2	0	0	0	1	0	1	0	12	1	0	0	13	0	0	2	9	1	11	27
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	1	0	14	0	0	4	6	0	10	24
7:30 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	5	0	0	0	5	0	0	5	6	0	11	19
7:45 AM	0	1	0	4	0	5	0	0	0	0	0	0	0	8	3	0	0	11	0	0	7	6	0	13	29
Hourly Total	0	2	0	6	0	8	0	0	2	1	0	3	0	35	7	1	0	43	0	0	18	27	1	45	99
8:00 AM	0	2	0	1	0	3	0	0	0	0	1	0	0	6	4	0	0	10	0	0	5	3	1	8	21
8:15 AM	0	0	0	2	1	2	0	1	0	0	0	1	0	11	3	0	0	14	0	0	9	2	0	11	28
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	5	2	0	7	12
8:45 AM	0	0	0	2	2	2	0	0	0	1	0	1	0	2	3	0	0	5	0	0	3	1	0	4	12
Hourly Total	0	2	0	5	6	7	0	1	0	1	1	2	0	23	11	0	0	34	0	0	22	8	1	30	73
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	0	5	4	8	0	0	0	0	0	0	0	1	4	0	0	5	0	0	7	1	0	8	21
4:15 PM	0	4	0	4	0	8	0	0	0	0	0	0	0	1	5	0	0	6	0	1	6	0	0	7	21
4:30 PM	0	4	3	9	0	16	0	0	0	0	0	0	0	4	7	1	0	12	0	1	6	0	0	7	35
4:45 PM	0	8	1	5	0	14	0	0	0	1	0	1	0	2	3	0	0	5	0	2	6	0	0	8	28
Hourly Total	0	19	4	23	4	46	0	0	0	1	0	1	0	8	19	1	0	28	0	4	25	1	0	30	105
5:00 PM	0	1	3	6	0	10	0	0	0	2	0	2	0	0	3	1	0	4	0	0	14	1	0	15	31
5:15 PM	0	2	1	5	2	8	0	1	0	0	1	1	0	0	5	0	0	5	0	1	6	0	0	7	21
5:30 PM	0	1	0	5	1	6	0	1	0	0	0	1	0	0	5	1	0	6	0	1	11	1	0	13	26
5:45 PM	0	1	2	2	0	5	0	1	1	0	0	2	0	0	10	0	0	10	0	0	15	2	0	17	34
Hourly Total	0	5	6	18	3	29	0	3	1	2	1	6	0	0	23	2	0	25	0	2	46	4	0	52	112
6:00 PM	0	1	0	3	2	4	0	0	0	0	0	0	0	0	1	0	0	1	0	2	12	0	0	14	19
6:15 PM	0	0	1	1	1	2	0	0	0	0	0	0	0	0	7	0	0	7	0	0	5	0	0	5	14
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	7	1	0	8	10
6:45 PM	0	0	0	0	2	0	0	0	0	1	0	1	0	0	5	0	0	5	1	0	7	0	0	8	14
Hourly Total	0	1	1	4	5	6	0	0	0	1	0	1	0	1	14	0	0	15	1	2	31	1	0	35	57
Grand Total	0	29	11	57	20	97	0	4	3	7	3	14	0	88	79	4	0	171	4	9	149	65	2	227	509
Approach %	0.0	29.9	11.3	58.8	-	-	0.0	28.6	21.4	50.0	-	-	0.0	51.5	46.2	2.3	-	-	1.8	4.0	65.6	28.6	-	-	-
Total %	0.0	5.7	2.2	11.2	-	19.1	0.0	0.8	0.6	1.4	-	2.8	0.0	17.3	15.5	0.8	-	33.6	0.8	1.8	29.3	12.8	-	44.6	-
Lights	0	29	11	55	-	95	0	3	3	6	-	12	0	88	79	4	-	171	4	8	148	63	-	223	501

% Lights	-	100.0	100.0	96.5	-	97.9	-	75.0	100.0	85.7	-	85.7	-	100.0	100.0	100.0	-	100.0	100.0	88.9	99.3	96.9	-	98.2	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	2	-	3	4
% Single-Unit Trucks	-	0.0	0.0	1.8	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.7	3.1	-	1.3	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	1	-	1	0	1	0	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	4
% Bicycles on Road	-	0.0	0.0	1.8	-	1.0	-	25.0	0.0	14.3	-	14.3	-	0.0	0.0	0.0	-	0.0	0.0	11.1	0.0	0.0	-	0.4	0.8
Pedestrians	-	-	-	-	20	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Wenonah Avenue with Public Alley
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Public Alley Eastbound						Public Alley Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	1	0	4	0	5	0	0	0	0	0	0	0	8	3	0	0	11	0	0	7	6	0	13	29
8:00 AM	0	2	0	1	0	3	0	0	0	0	1	0	0	6	4	0	0	10	0	0	5	3	1	8	21
8:15 AM	0	0	0	2	1	2	0	1	0	0	0	1	0	11	3	0	0	14	0	0	9	2	0	11	28
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	5	2	0	7	12
Total	0	3	0	7	4	10	0	1	0	0	1	1	0	29	11	0	0	40	0	0	26	13	1	39	90
Approach %	0.0	30.0	0.0	70.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	72.5	27.5	0.0	-	-	0.0	0.0	66.7	33.3	-	-	-
Total %	0.0	3.3	0.0	7.8	-	11.1	0.0	1.1	0.0	0.0	-	1.1	0.0	32.2	12.2	0.0	-	44.4	0.0	0.0	28.9	14.4	-	43.3	-
PHF	0.000	0.375	0.000	0.438	-	0.500	0.000	0.250	0.000	0.000	-	0.250	0.000	0.659	0.688	0.000	-	0.714	0.000	0.000	0.722	0.542	-	0.750	0.776
Lights	0	3	0	7	-	10	0	1	0	0	-	1	0	29	11	0	-	40	0	0	26	13	-	39	90
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	-	-	100.0	-	100.0	100.0	-	-	100.0	-	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Wenonah Avenue with Public Alley
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Public Alley Eastbound						Public Alley Westbound						Wenonah Avenue Northbound						Wenonah Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	1	3	6	0	10	0	0	0	2	0	2	0	0	3	1	0	4	0	0	14	1	0	15	31
5:15 PM	0	2	1	5	2	8	0	1	0	0	1	1	0	0	5	0	0	5	0	1	6	0	0	7	21
5:30 PM	0	1	0	5	1	6	0	1	0	0	0	1	0	0	5	1	0	6	0	1	11	1	0	13	26
5:45 PM	0	1	2	2	0	5	0	1	1	0	0	2	0	0	10	0	0	10	0	0	15	2	0	17	34
Total	0	5	6	18	3	29	0	3	1	2	1	6	0	0	23	2	0	25	0	2	46	4	0	52	112
Approach %	0.0	17.2	20.7	62.1	-	-	0.0	50.0	16.7	33.3	-	-	0.0	0.0	92.0	8.0	-	-	0.0	3.8	88.5	7.7	-	-	-
Total %	0.0	4.5	5.4	16.1	-	25.9	0.0	2.7	0.9	1.8	-	5.4	0.0	0.0	20.5	1.8	-	22.3	0.0	1.8	41.1	3.6	-	46.4	-
PHF	0.000	0.625	0.500	0.750	-	0.725	0.000	0.750	0.250	0.250	-	0.750	0.000	0.000	0.575	0.500	-	0.625	0.000	0.500	0.767	0.500	-	0.765	0.824
Lights	0	5	6	17	-	28	0	2	1	2	-	5	0	0	23	2	-	25	0	2	46	4	-	52	110
% Lights	-	100.0	100.0	94.4	-	96.6	-	66.7	100.0	100.0	-	83.3	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	1	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	5.6	-	3.4	-	33.3	0.0	0.0	-	16.7	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.8
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Wisconsin Avenue with Adams Street
Site Code:
Start Date: 10/15/2019

Turning Movement Data

Start Time	Adams Street Eastbound						Adams Street Westbound						Wisconsin Avenue Northbound						Wisconsin Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	2	1	0	3	0	0	0	1	0	1	7
6:15 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	1	4	0	0	5	0	0	0	0	0	0	7
6:30 AM	0	0	1	0	0	1	0	0	4	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	7
6:45 AM	0	0	1	0	0	1	0	0	6	0	0	6	0	0	1	0	0	1	0	0	2	3	0	5	13
Hourly Total	0	0	2	0	0	2	0	1	13	1	0	15	0	1	9	1	0	11	0	0	2	4	0	6	34
7:00 AM	0	2	1	1	0	4	0	0	7	0	0	7	0	1	2	1	0	4	0	0	0	0	0	0	15
7:15 AM	0	2	1	1	0	4	0	0	5	0	2	5	0	1	4	1	1	6	0	0	1	2	0	3	18
7:30 AM	0	0	3	0	0	3	0	2	6	1	7	9	0	1	0	2	4	3	0	0	0	1	0	1	16
7:45 AM	0	0	4	0	0	4	0	0	7	1	0	8	0	0	3	1	6	4	0	2	1	3	0	6	22
Hourly Total	0	4	9	2	0	15	0	2	25	2	9	29	0	3	9	5	11	17	0	2	2	6	0	10	71
8:00 AM	0	0	1	1	1	2	0	2	5	1	3	8	0	1	1	3	1	5	0	0	0	2	0	2	17
8:15 AM	0	0	2	1	0	3	0	1	4	0	0	5	0	3	1	0	0	4	0	0	0	2	0	2	14
8:30 AM	0	0	2	0	0	2	0	0	6	0	2	6	0	0	4	2	0	6	0	1	0	2	0	3	17
8:45 AM	0	3	5	0	1	8	0	1	8	1	0	10	0	2	1	1	1	4	0	1	1	2	0	4	26
Hourly Total	0	3	10	2	2	15	0	4	23	2	5	29	0	6	7	6	2	19	0	2	1	8	0	11	74
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	1	1	0	3	0	0	6	1	1	7	0	3	1	2	1	6	0	0	2	5	0	7	23
4:15 PM	0	1	3	1	0	5	0	0	5	2	0	7	0	2	0	1	1	3	1	0	1	2	0	4	19
4:30 PM	0	3	1	0	0	4	0	0	7	1	2	8	0	6	2	1	1	9	0	2	1	7	1	10	31
4:45 PM	0	0	0	0	0	0	0	3	7	1	1	11	0	10	2	2	0	14	0	0	1	6	0	7	32
Hourly Total	0	5	5	2	0	12	0	3	25	5	4	33	0	21	5	6	3	32	1	2	5	20	1	28	105
5:00 PM	0	0	0	0	1	0	0	2	7	0	1	9	0	1	1	0	1	2	0	3	1	4	0	8	19
5:15 PM	0	0	0	1	0	1	0	1	11	1	2	13	0	2	0	2	0	4	0	0	1	6	2	7	25
5:30 PM	0	0	2	0	0	2	0	1	6	0	0	7	0	1	3	3	0	7	0	0	1	2	0	3	19
5:45 PM	0	2	5	0	0	7	0	1	7	0	1	8	0	1	3	1	2	5	0	3	0	3	0	6	26
Hourly Total	0	2	7	1	1	10	0	5	31	1	4	37	0	5	7	6	3	18	0	6	3	15	2	24	89
6:00 PM	0	1	3	1	0	5	0	0	6	1	2	7	0	3	2	0	1	5	0	0	1	6	0	7	24
6:15 PM	0	0	3	0	1	3	0	0	9	0	3	9	0	3	2	0	1	5	0	1	0	0	0	1	18
6:30 PM	0	1	3	0	0	4	0	0	5	1	1	6	0	2	0	0	0	2	0	0	0	4	0	4	16
6:45 PM	0	1	0	1	1	2	0	0	6	1	1	7	0	1	1	1	0	3	0	0	1	2	0	3	15
Hourly Total	0	3	9	2	2	14	0	0	26	3	7	29	0	9	5	1	2	15	0	1	2	12	0	15	73
Grand Total	0	17	42	9	5	68	0	15	143	14	29	172	0	45	42	25	21	112	1	13	15	65	3	94	446
Approach %	0.0	25.0	61.8	13.2	-	-	0.0	8.7	83.1	8.1	-	-	0.0	40.2	37.5	22.3	-	-	1.1	13.8	16.0	69.1	-	-	-
Total %	0.0	3.8	9.4	2.0	-	15.2	0.0	3.4	32.1	3.1	-	38.6	0.0	10.1	9.4	5.6	-	25.1	0.2	2.9	3.4	14.6	-	21.1	-
Lights	0	17	42	9	-	68	0	13	139	13	-	165	0	44	42	25	-	111	1	12	14	65	-	92	436

% Lights	-	100.0	100.0	100.0	-	100.0	-	86.7	97.2	92.9	-	95.9	-	97.8	100.0	100.0	-	99.1	100.0	92.3	93.3	100.0	-	97.9	97.8
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	13.3	0.0	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	2.2	0.0	0.0	-	0.9	0.0	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	4	1	-	5	0	0	0	0	-	0	0	1	1	0	-	2	7
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	2.8	7.1	-	2.9	-	0.0	0.0	0.0	-	0.0	0.0	7.7	6.7	0.0	-	2.1	1.6
Pedestrians	-	-	-	-	5	-	-	-	-	-	29	-	-	-	-	-	21	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Wisconsin Avenue with Adams Street
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Adams Street Eastbound						Adams Street Westbound						Wisconsin Avenue Northbound						Wisconsin Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	4	0	0	4	0	0	7	1	0	8	0	0	3	1	6	4	0	2	1	3	0	6	22
8:00 AM	0	0	1	1	1	2	0	2	5	1	3	8	0	1	1	3	1	5	0	0	0	2	0	2	17
8:15 AM	0	0	2	1	0	3	0	1	4	0	0	5	0	3	1	0	0	4	0	0	0	2	0	2	14
8:30 AM	0	0	2	0	0	2	0	0	6	0	2	6	0	0	4	2	0	6	0	1	0	2	0	3	17
Total	0	0	9	2	1	11	0	3	22	2	5	27	0	4	9	6	7	19	0	3	1	9	0	13	70
Approach %	0.0	0.0	81.8	18.2	-	-	0.0	11.1	81.5	7.4	-	-	0.0	21.1	47.4	31.6	-	-	0.0	23.1	7.7	69.2	-	-	-
Total %	0.0	0.0	12.9	2.9	-	15.7	0.0	4.3	31.4	2.9	-	38.6	0.0	5.7	12.9	8.6	-	27.1	0.0	4.3	1.4	12.9	-	18.6	-
PHF	0.000	0.000	0.563	0.500	-	0.688	0.000	0.375	0.786	0.500	-	0.844	0.000	0.333	0.563	0.500	-	0.792	0.000	0.375	0.250	0.750	-	0.542	0.795
Lights	0	0	9	2	-	11	0	3	22	2	-	27	0	3	9	6	-	18	0	3	1	9	-	13	69
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	75.0	100.0	100.0	-	94.7	-	100.0	100.0	100.0	-	100.0	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	25.0	0.0	0.0	-	5.3	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: Wisconsin Avenue with Adams Street
Site Code:
Start Date: 10/15/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Adams Street Eastbound						Adams Street Westbound						Wisconsin Avenue Northbound						Wisconsin Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	0	0	1	0	0	2	7	0	1	9	0	1	1	0	1	2	0	3	1	4	0	8	19
5:15 PM	0	0	0	1	0	1	0	1	11	1	2	13	0	2	0	2	0	4	0	0	1	6	2	7	25
5:30 PM	0	0	2	0	0	2	0	1	6	0	0	7	0	1	3	3	0	7	0	0	1	2	0	3	19
5:45 PM	0	2	5	0	0	7	0	1	7	0	1	8	0	1	3	1	2	5	0	3	0	3	0	6	26
Total	0	2	7	1	1	10	0	5	31	1	4	37	0	5	7	6	3	18	0	6	3	15	2	24	89
Approach %	0.0	20.0	70.0	10.0	-	-	0.0	13.5	83.8	2.7	-	-	0.0	27.8	38.9	33.3	-	-	0.0	25.0	12.5	62.5	-	-	-
Total %	0.0	2.2	7.9	1.1	-	11.2	0.0	5.6	34.8	1.1	-	41.6	0.0	5.6	7.9	6.7	-	20.2	0.0	6.7	3.4	16.9	-	27.0	-
PHF	0.000	0.250	0.350	0.250	-	0.357	0.000	0.625	0.705	0.250	-	0.712	0.000	0.625	0.583	0.500	-	0.643	0.000	0.500	0.750	0.625	-	0.750	0.856
Lights	0	2	7	1	-	10	0	5	29	1	-	35	0	5	7	6	-	18	0	5	3	15	-	23	86
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	93.5	100.0	-	94.6	-	100.0	100.0	100.0	-	100.0	-	83.3	100.0	100.0	-	95.8	96.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	6.5	0.0	-	5.4	-	0.0	0.0	0.0	-	0.0	-	16.7	0.0	0.0	-	4.2	3.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Study Name Wisconsin Avenue with Public Alley
Start Date Tuesday, October 15, 2019 6:00 AM
End Date Tuesday, October 15, 2019 7:00 PM
Site Code

Report Summary

		Westbound							Northbound							Southbound							Northwestbound							Northeastbound								Crosswalk	
Time Period	Class.	U	HL	L	BL	R	I	O	U	HL	T	R	HR	I	O	U	L	BL	T	BR	I	O	U	HL	L	BR	HR	I	O	U	BL	BR	R	HR	I	O	Total		destria	Total
Peak 1	Lights	0	28	10	0	2	40	11	1	0	33	4	0	38	83	3	7	92	71	6	179	60	0	1	0	22	0	23	120	0	0	0	0	0	0	6	280	E	4	4
Specified Period	%	0%	100%	100%	0%	100%	100%	100%	100%	0%	89%	100%	0%	90%	98%	100%	100%	100%	97%	86%	98%	94%	0%	100%	0%	100%	0%	100%	100%	0%	0%	0%	0%	0%	0%	86%	98%		100%	
7:45 AM - 8:45 AM	Buses	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	S	24	24
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	1%	0%	0%	0%	1%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
7:45 AM - 8:45 AM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	N	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	SW	11	11
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	7%	0%	0%	0%	0%	0%	14%	1%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	1%		100%	
	Total	**0**	**28**	**10**	**0**	**2**	**40**	**11**	**1**	**0**	**37**	**4**	**0**	**42**	**85**	**3**	**7**	**92**	**73**	**7**	**182**	**64**	**0**	**1**	**0**	**22**	**0**	**23**	**120**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**287**		**43**	**43**
	PHF	0	0.54	0.62	0	0.25	0.62	0.34	0.25	0	0.92	0.5	0	0.95	0.85	0.75	0.29	0.77	0.83	0.58	0.8	0.84	0	0.25	0	0.61	0	0.64	0.86	0	0	0	0	0	0	0.58	0.85			
	Approach %						14%	4%						15%	30%						63%	22%						8%	42%						0%	2%				
Peak 2	Lights	0	1	2	0	9	12	16	1	2	42	4	0	49	36	1	1	4	31	1	38	122	0	2	0	70	11	83	5	0	0	0	0	0	0	3	182	E	2	2
Specified Period	%	0%	100%	100%	0%	100%	100%	100%	100%	100%	95%	100%	0%	96%	92%	100%	100%	80%	91%	50%	88%	98%	0%	100%	0%	100%	100%	100%	83%	0%	0%	0%	0%	0%	0%	75%	96%		100%	
5:00 PM - 6:00 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	S	10	10
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
5:00 PM - 6:00 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	N	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	1%		0%	
	ticulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	6	6
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	1	2	0	3	3	0	0	0	0	0	0	1	0	1	0	0	0	1	0	6	SW	9	9
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	4%	5%	0%	0%	20%	6%	0%	7%	2%	0%	0%	0%	0%	0%	0%	17%	0%	100%	0%	0%	0%	100%	0%	3%		100%	
	Total	**0**	**1**	**2**	**0**	**9**	**12**	**16**	**1**	**2**	**44**	**4**	**0**	**51**	**39**	**1**	**1**	**5**	**34**	**2**	**43**	**125**	**0**	**2**	**0**	**70**	**11**	**83**	**6**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**190**		**27**	**27**
	PHF	0	0.25	0.25	0	0.56	0.6	0.67	0.25	0.25	0.79	0.5	0	0.75	0.7	0.25	0.25	0.62	0.77	0.5	0.83	0.87	0	0.5	0	0.8	0.46	0.8	0.75	0	0.25	0	0	0	0.25	0.33	0.9			
	Approach %						6%	8%						27%	21%						23%	66%						44%	3%						1%	2%				

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

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

Count Name: Monroe Street East of Alley Two-Way Traffic
Site Code:
Start Date: 10/15/2019

Direction (Westbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	1	0	0	0	0	1
12:30 AM	1	0	0	0	0	1
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	1
5:15 AM	0	0	0	0	0	0
5:30 AM	1	0	0	0	0	1
5:45 AM	3	0	0	0	0	3
6:00 AM	2	0	0	0	0	2
6:15 AM	2	0	0	0	0	2
6:30 AM	1	0	0	0	0	1
6:45 AM	4	0	0	0	0	4
7:00 AM	1	0	0	0	1	2
7:15 AM	2	0	0	0	0	2
7:30 AM	1	0	0	0	0	1
7:45 AM	5	0	0	0	1	6
8:00 AM	5	0	0	0	1	6
8:15 AM	8	0	0	0	0	8
8:30 AM	5	0	0	0	1	6
8:45 AM	5	0	0	0	0	5
9:00 AM	6	0	1	0	0	7
9:15 AM	3	0	0	0	0	3
9:30 AM	1	0	0	0	0	1

9:45 AM	0	0	0	0	0	0
10:00 AM	2	0	0	0	0	2
10:15 AM	6	0	0	0	0	6
10:30 AM	6	0	0	0	0	6
10:45 AM	1	0	0	0	0	1
11:00 AM	3	0	0	0	0	3
11:15 AM	2	0	0	0	0	2
11:30 AM	4	0	0	0	0	4
11:45 AM	8	0	0	0	0	8
12:00 PM	3	0	0	0	0	3
12:15 PM	2	0	0	0	0	2
12:30 PM	4	0	0	0	0	4
12:45 PM	7	0	0	0	0	7
1:00 PM	0	0	0	0	0	0
1:15 PM	2	0	0	0	0	2
1:30 PM	5	0	0	0	0	5
1:45 PM	3	0	0	0	0	3
2:00 PM	4	0	0	0	0	4
2:15 PM	0	0	0	0	0	0
2:30 PM	3	0	0	0	0	3
2:45 PM	5	0	0	0	0	5
3:00 PM	3	0	0	0	0	3
3:15 PM	6	0	0	0	0	6
3:30 PM	2	0	0	0	0	2
3:45 PM	7	0	0	0	0	7
4:00 PM	7	0	0	0	0	7
4:15 PM	5	0	0	0	0	5
4:30 PM	10	0	0	0	0	10
4:45 PM	5	0	0	0	0	5
5:00 PM	6	0	0	0	0	6
5:15 PM	6	0	0	0	0	6
5:30 PM	4	0	0	0	1	5
5:45 PM	5	0	0	0	1	6
6:00 PM	9	0	0	0	0	9
6:15 PM	1	0	0	0	0	1
6:30 PM	7	0	0	0	0	7
6:45 PM	6	0	0	0	0	6
7:00 PM	7	0	0	0	0	7
7:15 PM	2	0	0	0	0	2
7:30 PM	5	0	0	0	0	5
7:45 PM	4	0	0	0	1	5
8:00 PM	2	0	0	0	0	2
8:15 PM	3	0	0	0	0	3
8:30 PM	3	0	0	0	0	3
8:45 PM	1	0	0	0	0	1
9:00 PM	2	0	0	0	0	2
9:15 PM	0	0	0	0	0	0
9:30 PM	2	0	0	0	0	2
9:45 PM	1	0	0	0	0	1
10:00 PM	2	0	0	0	1	3
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	251	0	1	0	8	260
Total %	96.5	0.0	0.4	0.0	3.1	100.0
AM Times	7:45 AM	12:00 AM	8:15 AM	12:00 AM	7:00 AM	7:45 AM
AM Peaks	23	0	1	0	2	26
PM Times	3:45 PM	2:30 PM	12:00 PM	12:00 PM	5:00 PM	3:45 PM
PM Peaks	29	0	0	0	2	29

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Monroe Street East of Alley Two-Way Traffic
Site Code:
Start Date: 10/15/2019

Direction (Eastbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	1	0	0	0	0	1
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	1	0	0	0	0	1
5:00 AM	0	0	0	0	0	0
5:15 AM	1	0	0	0	0	1
5:30 AM	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
6:15 AM	5	0	0	0	0	5
6:30 AM	4	0	0	0	0	4
6:45 AM	0	0	0	0	0	0
7:00 AM	6	0	0	0	0	6
7:15 AM	6	0	0	0	1	7
7:30 AM	1	0	0	0	0	1
7:45 AM	4	0	0	0	0	4
8:00 AM	2	0	0	0	0	2
8:15 AM	2	0	0	0	0	2
8:30 AM	4	0	0	0	0	4
8:45 AM	3	0	0	0	0	3
9:00 AM	2	0	0	0	0	2
9:15 AM	3	0	0	0	0	3
9:30 AM	3	0	0	0	0	3

9:45 AM	3	0	0	0	0	3
10:00 AM	3	0	0	0	1	4
10:15 AM	1	0	0	0	0	1
10:30 AM	3	0	0	0	0	3
10:45 AM	2	0	0	0	0	2
11:00 AM	1	0	0	0	0	1
11:15 AM	4	0	1	0	1	6
11:30 AM	5	0	0	0	0	5
11:45 AM	3	0	0	0	0	3
12:00 PM	3	0	0	0	0	3
12:15 PM	3	0	0	0	0	3
12:30 PM	1	0	0	0	0	1
12:45 PM	1	0	0	0	0	1
1:00 PM	2	0	0	0	0	2
1:15 PM	5	0	0	0	0	5
1:30 PM	5	0	0	0	0	5
1:45 PM	0	0	0	0	0	0
2:00 PM	2	0	0	0	0	2
2:15 PM	1	0	0	0	0	1
2:30 PM	3	0	0	0	0	3
2:45 PM	5	0	0	0	0	5
3:00 PM	2	0	0	0	1	3
3:15 PM	3	1	0	0	0	4
3:30 PM	2	0	0	0	0	2
3:45 PM	2	0	0	0	0	2
4:00 PM	6	0	0	0	0	6
4:15 PM	3	0	0	0	0	3
4:30 PM	6	0	0	0	0	6
4:45 PM	2	0	0	0	0	2
5:00 PM	1	0	0	0	0	1
5:15 PM	2	0	0	0	0	2
5:30 PM	5	0	0	0	0	5
5:45 PM	6	0	0	0	1	7
6:00 PM	3	0	0	0	0	3
6:15 PM	2	0	0	0	0	2
6:30 PM	1	0	0	0	0	1
6:45 PM	5	0	0	0	0	5
7:00 PM	2	0	0	0	0	2
7:15 PM	0	0	0	0	0	0
7:30 PM	5	0	0	0	0	5
7:45 PM	2	0	0	0	0	2
8:00 PM	1	0	0	0	0	1
8:15 PM	6	0	0	0	0	6
8:30 PM	3	0	0	0	0	3
8:45 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0
10:15 PM	1	0	0	0	0	1
10:30 PM	1	0	0	0	0	1

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	176	1	1	0	5	183
Total %	96.2	0.5	0.5	0.0	2.7	100.0
AM Times	7:45 AM	12:00 AM	8:15 AM	12:00 AM	7:00 AM	7:45 AM
AM Peaks	12	0	0	0	1	12
PM Times	3:45 PM	2:30 PM	12:00 PM	12:00 PM	5:00 PM	3:45 PM
PM Peaks	17	1	0	0	1	17

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

Count Name: Monroe Street east of Wenonah Avenue Two-Way Traffic
Site Code:
Start Date: 10/15/2019

Direction (Westbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
12:30 AM	1	0	0	0	0	1
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	1
5:15 AM	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	1
6:15 AM	2	0	0	0	0	2
6:30 AM	2	0	0	0	0	2
6:45 AM	10	0	0	0	0	10
7:00 AM	4	0	0	0	0	4
7:15 AM	4	0	0	0	0	4
7:30 AM	1	0	0	0	0	1
7:45 AM	8	0	0	0	1	9
8:00 AM	6	0	0	0	1	7
8:15 AM	11	0	0	0	0	11
8:30 AM	4	0	0	0	0	4
8:45 AM	6	0	0	0	0	6
9:00 AM	6	0	0	0	0	6
9:15 AM	1	0	0	0	0	1
9:30 AM	2	0	0	0	0	2

9:45 AM	3	0	0	0	0	3
10:00 AM	2	0	0	0	0	2
10:15 AM	4	0	0	0	0	4
10:30 AM	6	0	0	0	0	6
10:45 AM	2	0	0	0	0	2
11:00 AM	7	0	0	0	0	7
11:15 AM	1	0	0	0	0	1
11:30 AM	4	0	0	0	0	4
11:45 AM	7	0	0	0	0	7
12:00 PM	3	0	0	0	0	3
12:15 PM	5	0	0	0	0	5
12:30 PM	2	0	0	0	0	2
12:45 PM	6	0	0	1	0	7
1:00 PM	3	0	0	0	0	3
1:15 PM	2	0	0	0	0	2
1:30 PM	3	0	0	0	0	3
1:45 PM	3	0	0	0	0	3
2:00 PM	3	0	0	0	0	3
2:15 PM	3	0	0	0	0	3
2:30 PM	3	0	0	0	1	4
2:45 PM	3	0	0	0	0	3
3:00 PM	4	0	0	0	0	4
3:15 PM	5	0	0	0	0	5
3:30 PM	5	0	0	0	0	5
3:45 PM	5	0	0	0	0	5
4:00 PM	7	0	0	0	0	7
4:15 PM	4	0	0	0	0	4
4:30 PM	9	0	0	0	0	9
4:45 PM	5	0	0	0	0	5
5:00 PM	4	0	0	0	0	4
5:15 PM	8	0	0	0	0	8
5:30 PM	5	0	0	0	0	5
5:45 PM	4	0	0	0	0	4
6:00 PM	6	0	0	0	0	6
6:15 PM	4	0	0	0	0	4
6:30 PM	6	0	0	0	0	6
6:45 PM	4	0	0	0	0	4
7:00 PM	4	0	0	0	0	4
7:15 PM	2	0	0	0	0	2
7:30 PM	3	0	0	0	0	3
7:45 PM	1	0	0	0	1	2
8:00 PM	1	0	0	0	0	1
8:15 PM	1	0	0	0	0	1
8:30 PM	3	0	0	0	0	3
8:45 PM	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	1
9:15 PM	1	0	0	0	0	1
9:30 PM	0	0	0	0	0	0
9:45 PM	1	0	0	0	0	1
10:00 PM	2	0	0	0	1	3
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	249	0	0	1	6	256
Total %	97.3	0.0	0.0	0.4	2.3	100.0
AM Times	7:45 AM	6:45 AM	6:45 AM	12:00 AM	7:30 AM	7:45 AM
AM Peaks	29	0	0	0	2	31
PM Times	3:45 PM	2:30 PM	12:00 PM	12:00 PM	2:15 PM	3:45 PM
PM Peaks	25	0	0	1	1	25

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Count Name: Monroe Street east of Wenonah Avenue Two-Way Traffic
Site Code:
Start Date: 10/15/2019

Direction (Eastbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	1
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0
6:30 AM	2	0	0	0	0	2
6:45 AM	0	0	0	0	0	0
7:00 AM	2	0	0	0	0	2
7:15 AM	2	0	0	0	0	2
7:30 AM	2	1	1	0	0	4
7:45 AM	5	0	0	0	0	5
8:00 AM	5	0	0	0	0	5
8:15 AM	5	0	0	0	1	6
8:30 AM	4	0	0	0	0	4
8:45 AM	2	0	0	0	0	2
9:00 AM	3	0	0	0	0	3
9:15 AM	0	0	0	0	0	0
9:30 AM	3	0	0	0	0	3

9:45 AM	6	0	0	0	1	7
10:00 AM	1	0	0	0	1	2
10:15 AM	2	0	0	0	1	3
10:30 AM	0	0	0	0	0	0
10:45 AM	4	0	0	0	0	4
11:00 AM	7	0	0	0	0	7
11:15 AM	3	0	0	0	1	4
11:30 AM	0	0	0	0	0	0
11:45 AM	1	0	0	0	0	1
12:00 PM	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0
12:30 PM	3	0	0	0	0	3
12:45 PM	2	0	0	0	0	2
1:00 PM	1	0	0	0	0	1
1:15 PM	2	0	0	0	0	2
1:30 PM	1	0	0	0	0	1
1:45 PM	1	0	0	0	0	1
2:00 PM	3	0	0	0	0	3
2:15 PM	3	0	0	0	1	4
2:30 PM	2	0	0	0	1	3
2:45 PM	1	0	0	0	0	1
3:00 PM	3	1	0	0	1	5
3:15 PM	3	2	0	0	0	5
3:30 PM	3	0	0	0	0	3
3:45 PM	4	0	0	0	0	4
4:00 PM	2	0	0	0	0	2
4:15 PM	7	0	0	0	0	7
4:30 PM	8	0	0	0	0	8
4:45 PM	3	0	0	0	0	3
5:00 PM	2	0	0	0	0	2
5:15 PM	2	0	0	0	0	2
5:30 PM	7	0	0	0	0	7
5:45 PM	4	0	0	0	0	4
6:00 PM	3	0	0	0	0	3
6:15 PM	1	0	0	0	0	1
6:30 PM	3	0	0	0	0	3
6:45 PM	3	0	0	0	0	3
7:00 PM	1	0	0	0	0	1
7:15 PM	3	0	0	0	0	3
7:30 PM	2	0	0	0	0	2
7:45 PM	1	0	0	0	0	1
8:00 PM	1	0	0	0	1	2
8:15 PM	3	0	0	0	0	3
8:30 PM	3	0	0	0	0	3
8:45 PM	1	0	0	0	1	2
9:00 PM	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0
9:30 PM	1	0	0	0	0	1
9:45 PM	2	0	0	0	0	2
10:00 PM	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	156	4	1	0	10	171
Total %	91.2	2.3	0.6	0.0	5.8	100.0
AM Times	7:45 AM	6:45 AM	6:45 AM	12:00 AM	7:30 AM	7:45 AM
AM Peaks	19	1	1	0	1	20
PM Times	3:45 PM	2:30 PM	12:00 PM	12:00 PM	2:15 PM	3:45 PM
PM Peaks	21	3	0	0	3	21

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Count Name: Monroe Street West of Alley Two-Way Traffic
Site Code:
Start Date: 10/15/2019

Direction (Westbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
12:30 AM	1	0	0	0	0	1
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	1
5:15 AM	0	0	0	0	0	0
5:30 AM	1	0	0	0	0	1
5:45 AM	2	0	0	0	0	2
6:00 AM	1	0	0	0	0	1
6:15 AM	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0
6:45 AM	5	0	0	0	0	5
7:00 AM	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	2
7:30 AM	1	0	0	0	0	1
7:45 AM	6	0	0	0	0	6
8:00 AM	3	0	0	0	0	3
8:15 AM	9	0	0	0	0	9
8:30 AM	4	0	0	0	0	4
8:45 AM	4	0	0	0	0	4
9:00 AM	6	0	1	0	0	7
9:15 AM	2	0	0	0	0	2
9:30 AM	1	0	0	0	0	1

9:45 AM	0	0	0	0	0	0
10:00 AM	3	0	0	0	0	3
10:15 AM	7	0	0	0	0	7
10:30 AM	5	0	0	0	1	6
10:45 AM	1	0	0	0	0	1
11:00 AM	3	0	0	0	0	3
11:15 AM	2	0	0	0	0	2
11:30 AM	4	0	0	0	0	4
11:45 AM	9	0	0	0	0	9
12:00 PM	5	0	0	0	0	5
12:15 PM	0	0	0	0	0	0
12:30 PM	4	0	0	0	0	4
12:45 PM	7	0	0	0	0	7
1:00 PM	1	0	0	0	1	2
1:15 PM	3	0	0	0	0	3
1:30 PM	3	0	0	0	0	3
1:45 PM	3	0	0	0	0	3
2:00 PM	4	0	0	0	0	4
2:15 PM	0	0	0	0	0	0
2:30 PM	5	0	0	0	0	5
2:45 PM	5	0	0	0	0	5
3:00 PM	3	0	0	0	0	3
3:15 PM	5	0	0	0	0	5
3:30 PM	4	0	0	0	0	4
3:45 PM	6	0	0	0	0	6
4:00 PM	7	0	0	0	0	7
4:15 PM	5	0	0	0	0	5
4:30 PM	9	0	0	0	0	9
4:45 PM	4	0	0	0	1	5
5:00 PM	4	0	0	0	0	4
5:15 PM	6	0	0	0	0	6
5:30 PM	3	0	0	0	0	3
5:45 PM	4	0	0	0	1	5
6:00 PM	7	0	0	0	0	7
6:15 PM	0	0	0	0	0	0
6:30 PM	4	0	0	0	0	4
6:45 PM	3	0	0	0	0	3
7:00 PM	9	0	0	0	1	10
7:15 PM	1	0	0	0	0	1
7:30 PM	5	0	0	0	0	5
7:45 PM	3	0	0	0	0	3
8:00 PM	1	0	0	0	0	1
8:15 PM	3	0	0	0	0	3
8:30 PM	2	0	0	0	0	2
8:45 PM	0	0	0	0	0	0
9:00 PM	2	0	0	0	0	2
9:15 PM	0	0	0	0	0	0
9:30 PM	3	0	0	0	0	3
9:45 PM	1	0	0	0	0	1
10:00 PM	3	0	0	0	1	4
10:15 PM	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	230	0	1	0	6	237
Total %	97.0	0.0	0.4	0.0	2.5	100.0
AM Times	8:15 AM	12:00 AM	8:15 AM	12:00 AM	8:00 AM	8:15 AM
AM Peaks	23	0	1	0	0	24
PM Times	3:45 PM	2:30 PM	12:00 PM	12:00 PM	2:15 PM	3:45 PM
PM Peaks	27	0	0	0	0	27

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Site Code:
Start Date: 10/15/2019

Direction (Eastbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	1	0	0	0	0	1
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	1	0	0	0	0	1
5:00 AM	0	0	0	0	0	0
5:15 AM	1	0	0	0	0	1
5:30 AM	0	0	0	0	0	0
5:45 AM	2	0	0	0	0	2
6:00 AM	3	0	0	0	0	3
6:15 AM	4	0	0	0	0	4
6:30 AM	2	0	0	0	0	2
6:45 AM	0	0	0	0	0	0
7:00 AM	4	0	0	0	0	4
7:15 AM	5	0	0	0	0	5
7:30 AM	1	0	0	0	0	1
7:45 AM	4	0	0	0	0	4
8:00 AM	1	0	0	0	1	2
8:15 AM	2	0	0	0	0	2
8:30 AM	3	0	0	0	0	3
8:45 AM	4	0	0	0	1	5
9:00 AM	1	0	0	0	0	1
9:15 AM	2	0	0	0	0	2
9:30 AM	2	0	0	0	0	2

9:45 AM	3	0	0	0	0	3
10:00 AM	3	0	0	0	0	3
10:15 AM	1	0	0	0	0	1
10:30 AM	4	0	0	0	0	4
10:45 AM	2	0	0	0	0	2
11:00 AM	1	0	0	0	0	1
11:15 AM	2	0	1	0	0	3
11:30 AM	6	0	0	0	1	7
11:45 AM	2	0	0	0	0	2
12:00 PM	3	0	0	0	1	4
12:15 PM	3	0	0	0	0	3
12:30 PM	1	0	0	0	0	1
12:45 PM	1	0	0	0	0	1
1:00 PM	1	0	0	0	0	1
1:15 PM	7	0	0	0	0	7
1:30 PM	4	0	0	0	0	4
1:45 PM	0	0	0	0	0	0
2:00 PM	2	0	0	0	0	2
2:15 PM	1	0	0	0	2	3
2:30 PM	2	0	0	0	0	2
2:45 PM	4	0	0	0	0	4
3:00 PM	2	0	0	0	1	3
3:15 PM	3	1	0	0	0	4
3:30 PM	2	0	0	0	1	3
3:45 PM	3	0	0	0	0	3
4:00 PM	3	0	0	0	0	3
4:15 PM	4	0	0	0	0	4
4:30 PM	7	0	0	0	0	7
4:45 PM	2	0	0	0	0	2
5:00 PM	1	0	0	0	0	1
5:15 PM	2	0	0	0	0	2
5:30 PM	3	0	0	0	0	3
5:45 PM	5	0	0	0	0	5
6:00 PM	3	0	0	0	0	3
6:15 PM	2	0	0	0	0	2
6:30 PM	1	0	0	0	0	1
6:45 PM	5	0	0	0	1	6
7:00 PM	1	0	0	0	0	1
7:15 PM	0	0	0	0	0	0
7:30 PM	6	0	0	0	0	6
7:45 PM	2	0	0	0	0	2
8:00 PM	3	0	0	0	0	3
8:15 PM	5	0	0	0	0	5
8:30 PM	3	0	0	0	0	3
8:45 PM	1	0	0	0	0	1
9:00 PM	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0
10:15 PM	1	0	0	0	0	1
10:30 PM	1	0	0	0	0	1

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	167	1	1	0	9	178
Total %	93.8	0.6	0.6	0.0	5.1	100.0
AM Times	8:15 AM	12:00 AM	8:15 AM	12:00 AM	8:00 AM	8:15 AM
AM Peaks	10	0	0	0	2	11
PM Times	3:45 PM	2:30 PM	12:00 PM	12:00 PM	2:15 PM	3:45 PM
PM Peaks	17	1	0	0	3	17

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

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

Count Name: Wenonah Avenue Two-Way Traffic
Site Code:
Start Date: 10/15/2019

Direction (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0
12:45 AM	1	0	0	0	0	1
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	1
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1
4:15 AM	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0
4:45 AM	1	0	0	0	0	1
5:00 AM	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0
5:30 AM	1	0	0	0	0	1
5:45 AM	4	0	0	0	0	4
6:00 AM	3	0	0	0	0	3
6:15 AM	1	0	0	0	0	1
6:30 AM	1	0	0	0	0	1
6:45 AM	3	0	0	0	0	3
7:00 AM	3	0	0	0	0	3
7:15 AM	4	0	0	0	0	4
7:30 AM	4	1	1	0	0	6
7:45 AM	12	0	0	0	0	12
8:00 AM	5	0	0	0	0	5
8:15 AM	12	0	0	0	0	12
8:30 AM	5	0	0	0	0	5
8:45 AM	5	0	0	0	0	5
9:00 AM	7	0	1	0	0	8
9:15 AM	6	0	1	0	0	7
9:30 AM	4	1	0	0	0	5

9:45 AM	2	0	0	0	0	2
10:00 AM	11	0	0	0	0	11
10:15 AM	5	0	0	0	0	5
10:30 AM	12	0	0	0	0	12
10:45 AM	4	0	0	0	0	4
11:00 AM	9	0	0	0	0	9
11:15 AM	6	0	1	0	0	7
11:30 AM	6	0	0	0	0	6
11:45 AM	4	0	0	0	0	4
12:00 PM	7	0	0	0	0	7
12:15 PM	3	0	0	0	0	3
12:30 PM	10	0	0	0	0	10
12:45 PM	6	0	0	0	0	6
1:00 PM	7	0	0	0	0	7
1:15 PM	7	0	1	0	0	8
1:30 PM	6	0	0	0	0	6
1:45 PM	6	0	0	0	0	6
2:00 PM	9	0	0	0	0	9
2:15 PM	3	0	0	0	0	3
2:30 PM	11	0	0	0	0	11
2:45 PM	11	0	0	0	0	11
3:00 PM	6	0	0	0	0	6
3:15 PM	4	0	0	0	0	4
3:30 PM	10	0	0	0	0	10
3:45 PM	8	0	0	0	0	8
4:00 PM	11	0	1	0	0	12
4:15 PM	10	0	0	0	0	10
4:30 PM	15	0	0	0	1	16
4:45 PM	12	0	0	0	0	12
5:00 PM	20	0	0	0	0	20
5:15 PM	11	0	0	0	0	11
5:30 PM	16	0	0	0	0	16
5:45 PM	17	0	0	0	1	18
6:00 PM	15	0	0	0	0	15
6:15 PM	6	0	0	0	0	6
6:30 PM	7	0	0	0	0	7
6:45 PM	7	0	0	0	0	7
7:00 PM	8	0	0	0	0	8
7:15 PM	5	0	0	0	0	5
7:30 PM	5	0	0	0	0	5
7:45 PM	5	0	0	0	0	5
8:00 PM	4	0	0	0	0	4
8:15 PM	4	0	0	0	0	4
8:30 PM	2	0	0	0	0	2
8:45 PM	3	0	0	0	1	4
9:00 PM	3	0	0	0	0	3
9:15 PM	2	0	0	0	0	2
9:30 PM	4	0	0	0	0	4
9:45 PM	4	0	0	0	0	4
10:00 PM	1	0	0	0	0	1
10:15 PM	1	0	0	0	0	1
10:30 PM	2	0	0	0	0	2

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	458	2	6	0	3	469
Total %	97.7	0.4	1.3	0.0	0.6	100.0
AM Times	7:45 AM	6:45 AM	8:30 AM	12:00 AM	12:00 AM	7:30 AM
AM Peaks	34	1	2	0	0	35
PM Times	5:00 PM	12:00 PM	1:45 PM	12:00 PM	12:30 PM	5:00 PM
PM Peaks	64	0	0	0	0	65

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

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Count Name: Wenonah Avenue Two-Way Traffic
Site Code:
Start Date: 10/15/2019

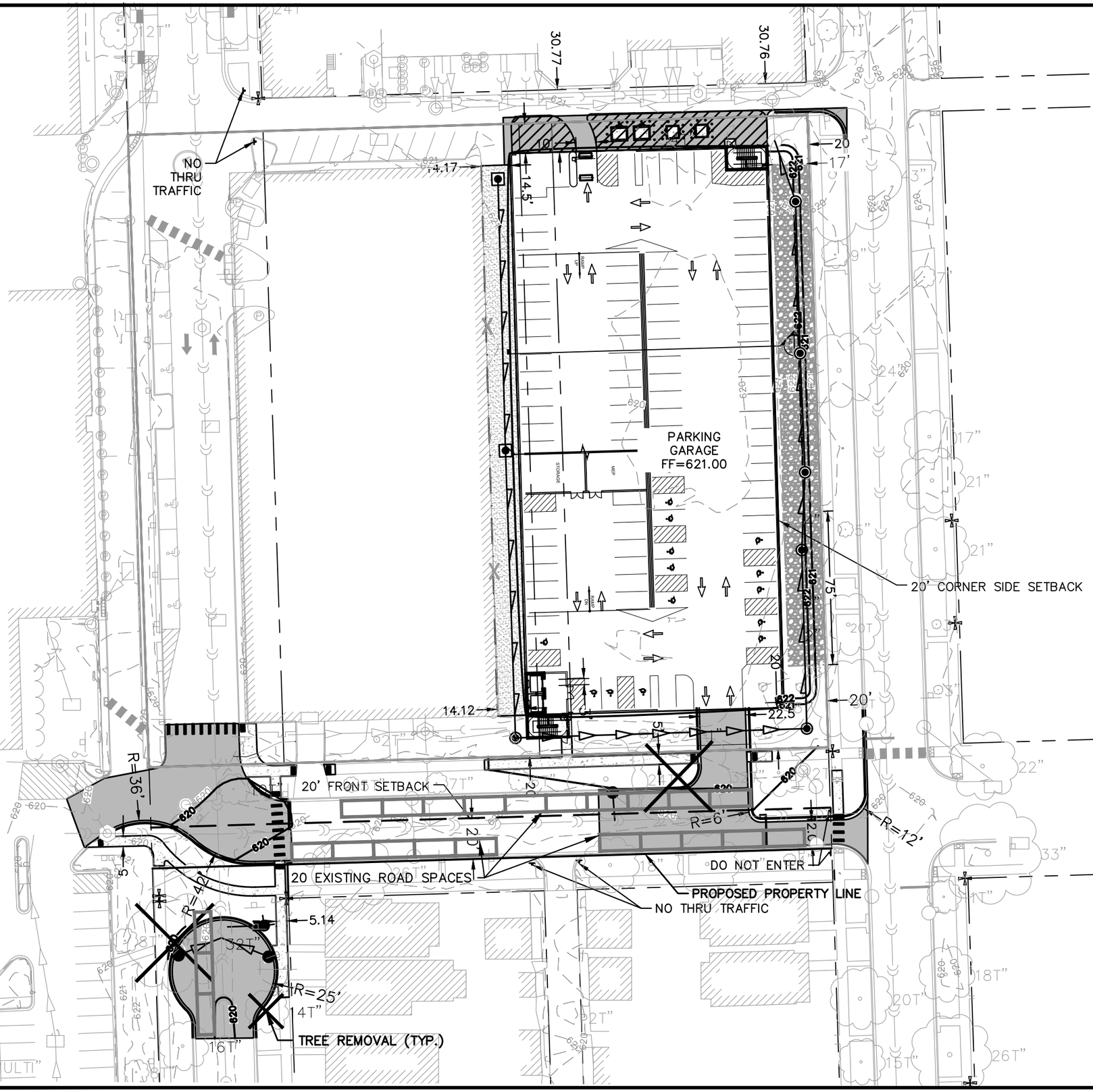
Direction (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
10/15/2019 12:00 AM	0	0	0	0	0	0
12:15 AM	2	0	0	0	0	2
12:30 AM	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0
2:45 AM	1	0	0	0	0	1
3:00 AM	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
4:15 AM	1	0	0	0	0	1
4:30 AM	0	0	0	0	0	0
4:45 AM	2	0	0	0	0	2
5:00 AM	0	0	0	0	0	0
5:15 AM	1	0	0	0	0	1
5:30 AM	2	0	0	0	0	2
5:45 AM	2	0	0	0	0	2
6:00 AM	2	0	0	0	0	2
6:15 AM	4	0	0	0	0	4
6:30 AM	7	0	0	0	0	7
6:45 AM	16	0	0	0	0	16
7:00 AM	13	0	0	0	0	13
7:15 AM	14	0	0	0	0	14
7:30 AM	5	0	0	0	0	5
7:45 AM	11	0	0	0	0	11
8:00 AM	10	0	0	0	0	10
8:15 AM	14	0	0	0	0	14
8:30 AM	5	0	0	0	0	5
8:45 AM	5	0	0	0	0	5
9:00 AM	7	0	0	0	0	7
9:15 AM	3	0	1	0	0	4
9:30 AM	0	0	0	0	0	0

9:45 AM	3	0	0	0	0	3
10:00 AM	3	0	1	0	0	4
10:15 AM	2	0	0	0	0	2
10:30 AM	8	0	0	0	0	8
10:45 AM	3	0	0	0	0	3
11:00 AM	6	0	0	0	0	6
11:15 AM	7	0	1	0	0	8
11:30 AM	9	0	0	0	0	9
11:45 AM	7	0	1	0	0	8
12:00 PM	8	0	0	0	0	8
12:15 PM	10	0	0	0	0	10
12:30 PM	3	0	0	0	0	3
12:45 PM	4	0	0	0	0	4
1:00 PM	3	0	0	0	0	3
1:15 PM	9	0	0	0	1	10
1:30 PM	4	0	0	0	0	4
1:45 PM	4	0	0	0	0	4
2:00 PM	5	0	0	0	0	5
2:15 PM	3	0	1	0	0	4
2:30 PM	7	0	1	0	0	8
2:45 PM	5	0	0	0	1	6
3:00 PM	3	0	0	0	0	3
3:15 PM	3	0	0	0	0	3
3:30 PM	5	0	0	0	0	5
3:45 PM	4	0	0	0	0	4
4:00 PM	6	0	0	0	0	6
4:15 PM	6	0	0	0	0	6
4:30 PM	12	0	0	0	0	12
4:45 PM	5	0	0	0	0	5
5:00 PM	5	0	0	0	0	5
5:15 PM	5	0	0	0	0	5
5:30 PM	6	0	0	0	0	6
5:45 PM	11	0	0	0	0	11
6:00 PM	3	0	0	0	0	3
6:15 PM	8	0	0	0	0	8
6:30 PM	2	0	0	0	0	2
6:45 PM	5	0	0	0	0	5
7:00 PM	5	0	0	0	0	5
7:15 PM	2	0	0	0	0	2
7:30 PM	8	0	0	0	0	8
7:45 PM	5	0	0	0	0	5
8:00 PM	3	0	0	0	0	3
8:15 PM	2	0	0	0	0	2
8:30 PM	4	0	0	0	0	4
8:45 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
9:15 PM	2	0	0	0	0	2
9:30 PM	0	0	0	0	0	0
9:45 PM	2	0	0	0	0	2
10:00 PM	0	0	0	0	0	0
10:15 PM	1	0	0	0	0	1
10:30 PM	2	0	0	0	0	2

10:45 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
11:15 PM	1	0	0	0	0	1
11:30 PM	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0
Total	366	0	6	0	2	374
Total %	97.9	0.0	1.6	0.0	0.5	100.0
AM Times	7:45 AM	6:45 AM	8:30 AM	12:00 AM	12:00 AM	7:30 AM
AM Peaks	40	0	1	0	0	40
PM Times	5:00 PM	12:00 PM	1:45 PM	12:00 PM	12:30 PM	5:00 PM
PM Peaks	27	0	2	0	1	27

Site Plan



0 50

SCALE: 1" = 50'

H DISTRICT DIMENSIONAL STANDARDS		
BULK STANDARDS	REQUIREMENTS	PROVIDED
MIN. LOT AREA:	10,000 S.F.	37191.74
MAX. BUILDING HEIGHT:	80'	77'–2"
MAX. LOT COVERAGE:	80%	75%
FRONT SETBACK	20'	20'
CORNER SETBACK	20'	20'

EXISTING PARKING TABLE	
RUSH PARKING LOT:	107 SPACES
MONROE ST. PARKING:	20 SPACES

PROPOSED PARKING TABLE	
RUSH PARKING GARAGE:	713 SPACES
TOTAL PROPOSED INCREASE IN SPACES:	586 SPACES

WISCONSIN AVE PARKING	
EXISTING WISCONSIN AVE (RUSH):	22 SPACES
PROPOSED WISCONSIN AVE (VILLAGE):	19 SPACES

PROPERTY OWNER:
RUSH OAK PARK HOSPITAL
520 S. MAPLE AVE.
OAK PARK, IL 60304
(708)660–6660

REVISIONS

No.	DESCRIPTION	DATE

IMEG
4850 GRAND AVENUE
GURNEE, IL 60031
PH: 847.336.7100
www.imegcorp.com
Illinois Design Firm Registration #184.007637-0014

RUSH OAK PARK HOSPITAL PARKING GARAGE
OAK PARK, ILLINOIS

SITE PLAN EXHIBIT

IMEG Project No: 19002340.00
File Name: 19002340.00 Rush OP Site Plan.dwg

Field Book No: ####
Drawn By: KK
Checked By: SFG
Date: 10/18/19

EXHIBIT 6

Sheet 1 of 1

Wednesday, October 23, 2019 3:38:37 PM
\\FILES\ACTIVE\PROJECTS\2019\19002340.00\CAD-BIM FOLDERS\CIVIL3D\DWG\DESIGN\19002340.00 RUSH OP SITE PLAN.DWG

Level of Service Criteria

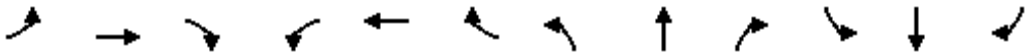
LEVEL OF SERVICE CRITERIA

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

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

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Reports



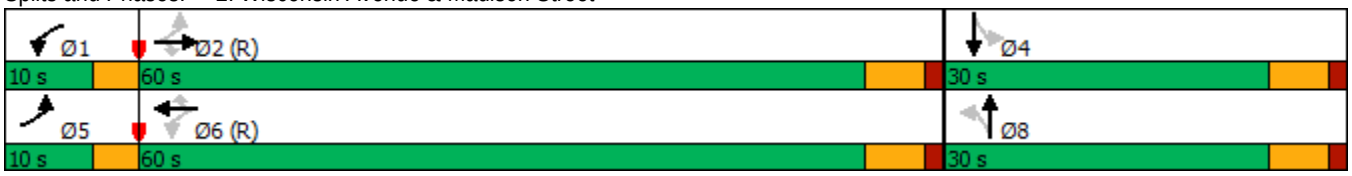
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	975	95	74	1038	32	24	9	28	22	10	15
Future Volume (vph)	8	975	95	74	1038	32	24	9	28	22	10	15
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		44	50		41	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97			0.95		0.97			0.98	
Frt			0.850			0.850		0.938			0.958	
Flt Protected	0.950			0.950				0.981			0.977	
Satd. Flow (prot)	1483	1795	1396	1425	1848	1369	0	1455	0	0	1659	0
Flt Permitted	0.183			0.157				0.887			0.849	
Satd. Flow (perm)	286	1795	1349	236	1848	1302	0	1297	0	0	1432	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			71		29			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		298			344			177			134	
Travel Time (s)		8.1			9.4			4.8			3.7	
Confl. Peds. (#/hr)	10		5	5		10	18		7	7		18
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	1%	4%	1%	3%	10%	77%	7%	5%	14%	0%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1005	98	76	1070	33	0	63	0	0	48	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	60.0	60.0	10.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	60.0%	60.0%	10.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0	6.0	3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?		Yes	Yes		Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	78.9	74.6	73.0	83.4	81.8	80.2		11.9			11.9	
Actuated g/C Ratio	0.79	0.75	0.73	0.83	0.82	0.80		0.12			0.12	

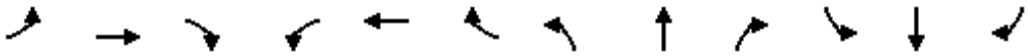
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.75	0.10	0.27	0.71	0.03		0.35			0.26	
Control Delay	2.9	16.0	3.0	2.9	5.6	0.2		30.0			32.9	
Queue Delay	0.0	1.3	0.0	0.0	0.2	0.0		0.0			0.0	
Total Delay	2.9	17.3	3.0	2.9	5.7	0.2		30.0			32.9	
LOS	A	B	A	A	A	A		C			C	
Approach Delay		16.0			5.4			30.0			32.9	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	1	365	5	4	78	0		20			19	
Queue Length 95th (ft)	4	#838	27	m7	m#204	m0		58			52	
Internal Link Dist (ft)		218			264			97			54	
Turn Bay Length (ft)	100		44	50		41						
Base Capacity (vph)	304	1339	1004	287	1512	1058		358			383	
Starvation Cap Reductn	0	159	0	0	55	0		0			0	
Spillback Cap Reductn	0	101	0	0	0	0		1			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.03	0.85	0.10	0.26	0.73	0.03		0.18			0.13	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 77.9% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Wisconsin Avenue & Madison Street





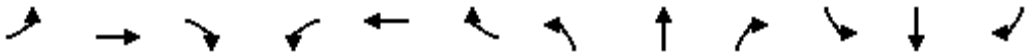
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1005	9	11	1003	81	23	88	8	68	76	93
Future Volume (vph)	22	1005	9	11	1003	81	23	88	8	68	76	93
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	10	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	90		46	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	50			90			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		1.00			0.98	
Frt		0.999				0.850		0.991			0.947	
Flt Protected	0.950			0.950				0.990			0.986	
Satd. Flow (prot)	1412	1703	0	1483	1830	1410	0	1718	0	0	1604	0
Flt Permitted	0.074			0.083				0.887			0.853	
Satd. Flow (perm)	110	1703	0	130	1830	1360	0	1536	0	0	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				71		3			31	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		336			1558			176			224	
Travel Time (s)		9.2			42.5			4.8			6.1	
Confl. Peds. (#/hr)	5		4	4		5	8		13	13		8
Confl. Bikes (#/hr)			5			4						2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	0%	0%	2%	0%	0%	11%	0%	0%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1056	0	11	1045	84	0	124	0	0	247	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	28.0	28.0		28.0	28.0	
Total Split (s)	10.0	60.0		10.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0		0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0		3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?		Yes			Yes	Yes						
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	70.0	68.2		69.1	66.2	64.2		21.9			21.9	
Actuated g/C Ratio	0.70	0.68		0.69	0.66	0.64		0.22			0.22	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.15	0.91		0.07	0.86	0.09		0.37			0.76	
Control Delay	9.2	24.9		2.9	15.5	0.8		34.4			46.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	9.2	24.9		2.9	15.5	0.8		34.4			46.7	
LOS	A	C		A	B	A		C			D	
Approach Delay		24.5			14.3			34.4			46.7	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	4	273		0	55	0		65			128	
Queue Length 95th (ft)	m10	#1006		m1	m#722	m3		114			210	
Internal Link Dist (ft)		256			1478			96			144	
Turn Bay Length (ft)	120			90		46						
Base Capacity (vph)	161	1161		177	1210	898		401			381	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.14	0.91		0.06	0.86	0.09		0.31			0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 54 (54%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 22.6 Intersection LOS: C
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Home Avenue & Madison Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	750	12	25	775	65	65	10	50	20	4	14
Future Volume (vph)	13	750	12	25	775	65	65	10	50	20	4	14
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		44	50		41	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92			0.94		0.95			0.96	
Frt			0.850			0.850		0.946			0.949	
Flt Protected	0.950			0.950				0.975			0.974	
Satd. Flow (prot)	1483	1830	1305	1425	1830	1410	0	1676	0	0	1591	0
Flt Permitted	0.252			0.247				0.824			0.837	
Satd. Flow (perm)	393	1830	1200	371	1830	1324	0	1381	0	0	1346	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79		38			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		298			344			177			134	
Travel Time (s)		8.1			9.4			4.8			3.7	
Confl. Peds. (#/hr)	16		26	26		16	28		22	22		28
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	8%	4%	2%	0%	1%	9%	2%	0%	75%	0%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	789	13	26	816	68	0	132	0	0	40	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	31.0	31.0		31.0	31.0	
Total Split (s)	10.0	49.0	49.0	10.0	49.0	49.0	31.0	31.0		31.0	31.0	
Total Split (%)	11.1%	54.4%	54.4%	11.1%	54.4%	54.4%	34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0	6.0	3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?		Yes	Yes		Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	66.2	63.3	61.3	67.2	65.3	63.3		14.7			14.7	
Actuated g/C Ratio	0.74	0.70	0.68	0.75	0.73	0.70		0.16			0.16	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.61	0.02	0.07	0.61	0.07		0.51			0.17	
Control Delay	4.1	11.8	0.0	1.5	3.6	0.3		30.6			23.1	
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	4.1	12.4	0.0	1.5	3.6	0.3		30.6			23.1	
LOS	A	B	A	A	A	A		C			C	
Approach Delay		12.1			3.3			30.6			23.1	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	2	158	0	1	25	0		49			12	
Queue Length 95th (ft)	8	471	0	m2	64	m0		98			38	
Internal Link Dist (ft)		218			264			97			54	
Turn Bay Length (ft)	100		44	50		41						
Base Capacity (vph)	368	1287	842	353	1328	955		440			414	
Starvation Cap Reductn	0	191	0	0	0	0		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.04	0.72	0.02	0.07	0.61	0.07		0.30			0.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 2: Wisconsin Ave. & Madison St.

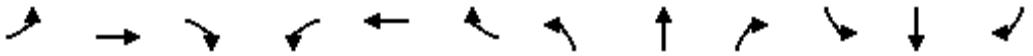
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	787	20	19	836	79	16	87	13	101	124	42
Future Volume (vph)	27	787	20	19	836	79	16	87	13	101	124	42
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	10	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	90		46	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	50			90			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.92		0.99			0.98	
Frt		0.996				0.850		0.985			0.979	
Flt Protected	0.950			0.950				0.993			0.981	
Satd. Flow (prot)	1425	1730	0	1483	1830	1410	0	1766	0	0	1641	0
Flt Permitted	0.127			0.147				0.943			0.812	
Satd. Flow (perm)	191	1730	0	229	1830	1299	0	1674	0	0	1343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				79		7			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		336			1558			172			224	
Travel Time (s)		9.2			42.5			4.7			6.1	
Confl. Peds. (#/hr)	24		15	15		24	14		20	20		14
Confl. Bikes (#/hr)			5			4						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	0%	2%	0%	0%	6%	0%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	849	0	20	880	83	0	123	0	0	281	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	28.0	28.0		28.0	28.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0		0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0		3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?		Yes			Yes	Yes						
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	57.9	54.8		57.8	54.8	52.8		23.2			23.2	
Actuated g/C Ratio	0.64	0.61		0.64	0.61	0.59		0.26			0.26	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.81		0.09	0.79	0.10		0.28			0.79	
Control Delay	10.6	23.6		4.1	12.9	0.3		26.0			46.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	10.6	23.6		4.1	12.9	0.3		26.0			46.8	
LOS	B	C		A	B	A		C			D	
Approach Delay		23.2			11.7			26.0			46.8	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	5	230		2	79	0		51			139	
Queue Length 95th (ft)	m16	#698		m2	m547	m0		95			#250	
Internal Link Dist (ft)		256			1478			92			144	
Turn Bay Length (ft)	120			90		46						
Base Capacity (vph)	212	1054		237	1113	794		488			395	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.13	0.81		0.08	0.79	0.10		0.25			0.71	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Home Ave. & Madison St.



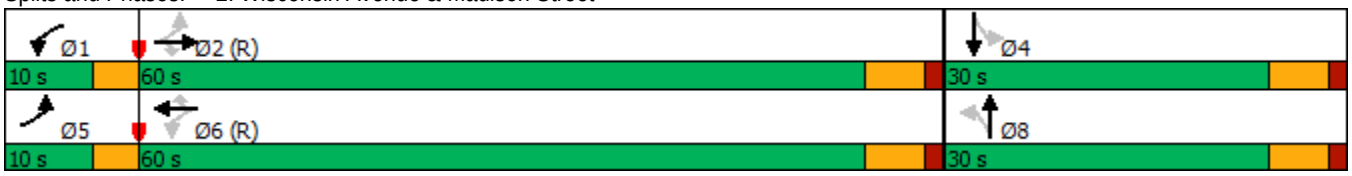
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	981	172	134	1045	32	39	10	56	22	19	15
Future Volume (vph)	8	981	172	134	1045	32	39	10	56	22	19	15
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		44	50		41	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97			0.95		0.97			0.98	
Frt			0.850			0.850		0.927			0.965	
Flt Protected	0.950			0.950				0.982			0.981	
Satd. Flow (prot)	1483	1795	1396	1425	1848	1369	0	1480	0	0	1659	0
Flt Permitted	0.171			0.084				0.884			0.841	
Satd. Flow (perm)	267	1795	1349	126	1848	1302	0	1316	0	0	1416	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			71			71		56			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		298			344			177			134	
Travel Time (s)		8.1			9.4			4.8			3.7	
Confl. Peds. (#/hr)	10		5	5		10	18		7	7		18
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	1%	4%	1%	3%	10%	77%	7%	5%	14%	0%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1011	177	138	1077	33	0	108	0	0	58	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	30.0	30.0		30.0	30.0	
Total Split (s)	10.0	60.0	60.0	10.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	60.0%	60.0%	10.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0	6.0	3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?		Yes	Yes		Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	69.5	63.3	61.3	79.3	76.9	74.9		13.2			13.2	
Actuated g/C Ratio	0.70	0.63	0.61	0.79	0.77	0.75		0.13			0.13	

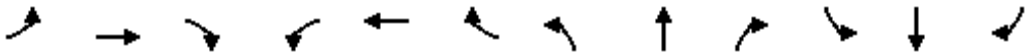
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.03	0.89	0.21	0.54	0.76	0.03		0.49			0.29	
Control Delay	3.9	28.9	6.7	26.7	6.5	0.2		27.9			33.4	
Queue Delay	0.0	8.6	0.0	0.0	0.4	0.0		0.0			0.0	
Total Delay	3.9	37.4	6.7	26.7	6.9	0.2		27.9			33.4	
LOS	A	D	A	C	A	A		C			C	
Approach Delay		32.7			8.9			27.9			33.4	
Approach LOS		C			A			C			C	
Queue Length 50th (ft)	1	490	26	35	80	0		31			25	
Queue Length 95th (ft)	5	#921	68	m62	m#161	m0		79			59	
Internal Link Dist (ft)		218			264			97			54	
Turn Bay Length (ft)	100		44	50		41						
Base Capacity (vph)	266	1136	854	255	1421	992		383			379	
Starvation Cap Reductn	0	109	0	0	73	0		0			0	
Spillback Cap Reductn	0	95	0	0	0	0		2			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.03	0.98	0.21	0.54	0.80	0.03		0.28			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 79.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Wisconsin Avenue & Madison Street





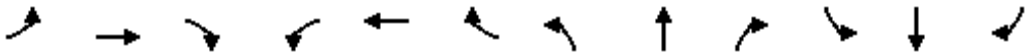
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	1028	9	11	1070	81	23	88	8	68	76	93
Future Volume (vph)	22	1028	9	11	1070	81	23	88	8	68	76	93
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	10	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	90		46	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	50			90			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.96		1.00			0.98	
Frt		0.999				0.850		0.991			0.947	
Flt Protected	0.950			0.950				0.990			0.986	
Satd. Flow (prot)	1412	1703	0	1483	1830	1410	0	1718	0	0	1604	0
Flt Permitted	0.063			0.069				0.887			0.853	
Satd. Flow (perm)	94	1703	0	108	1830	1360	0	1536	0	0	1379	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				71		3			31	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		336			1558			176			224	
Travel Time (s)		9.2			42.5			4.8			6.1	
Confl. Peds. (#/hr)	5		4	4		5	8		13	13		8
Confl. Bikes (#/hr)			5			4						2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	0%	0%	2%	0%	0%	11%	0%	0%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1080	0	11	1115	84	0	124	0	0	247	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	28.0	28.0		28.0	28.0	
Total Split (s)	10.0	60.0		10.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	10.0%	60.0%		10.0%	60.0%	60.0%	30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0		0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0		3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?		Yes			Yes	Yes						
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	70.0	68.2		69.1	66.2	64.2		21.9			21.9	
Actuated g/C Ratio	0.70	0.68		0.69	0.66	0.64		0.22			0.22	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.93		0.07	0.92	0.09		0.37			0.76	
Control Delay	10.7	28.0		2.6	15.3	0.7		34.4			46.7	
Queue Delay	0.0	0.0		0.0	1.6	0.0		0.0			0.0	
Total Delay	10.7	28.0		2.6	16.8	0.7		34.4			46.7	
LOS	B	C		A	B	A		C			D	
Approach Delay		27.7			15.6			34.4			46.7	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	6	379		0	57	0		65			128	
Queue Length 95th (ft)	m9	m#975		m1	m#737	m3		114			210	
Internal Link Dist (ft)		256			1478			96			144	
Turn Bay Length (ft)	120			90		46						
Base Capacity (vph)	151	1161		164	1210	898		401			381	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	29	0		0			0	
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.15	0.93		0.07	0.94	0.09		0.31			0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 54 (54%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Home Avenue & Madison Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	758	16	28	785	65	119	16	139	20	4	14
Future Volume (vph)	13	758	16	28	785	65	119	16	139	20	4	14
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		44	50		41	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.92			0.94		0.95			0.96	
Frt			0.850			0.850		0.932			0.949	
Flt Protected	0.950			0.950				0.979			0.974	
Satd. Flow (prot)	1483	1830	1305	1425	1830	1410	0	1648	0	0	1591	0
Flt Permitted	0.186			0.183				0.841			0.799	
Satd. Flow (perm)	290	1830	1200	275	1830	1324	0	1387	0	0	1291	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			79		59			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		298			344			177			134	
Travel Time (s)		8.1			9.4			4.8			3.7	
Confl. Peds. (#/hr)	16		26	26		16	28		22	22		28
Confl. Bikes (#/hr)			1			5			1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	8%	4%	2%	0%	1%	9%	2%	0%	75%	0%
Bus Blockages (#/hr)	0	0	2	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	798	17	29	826	68	0	288	0	0	40	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	31.0	31.0		31.0	31.0	
Total Split (s)	10.0	49.0	49.0	10.0	49.0	49.0	31.0	31.0		31.0	31.0	
Total Split (%)	11.1%	54.4%	54.4%	11.1%	54.4%	54.4%	34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0	0.0	0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0	6.0	3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?		Yes	Yes		Yes	Yes						
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	58.7	55.7	53.7	59.5	57.7	55.7		22.3			22.3	
Actuated g/C Ratio	0.65	0.62	0.60	0.66	0.64	0.62		0.25			0.25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.05	0.70	0.02	0.11	0.70	0.08		0.74			0.12	
Control Delay	6.9	19.2	0.1	2.3	6.7	0.3		36.1			17.7	
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	6.9	19.8	0.1	2.3	6.7	0.3		36.1			17.7	
LOS	A	B	A	A	A	A		D			B	
Approach Delay		19.2			6.1			36.1			17.7	
Approach LOS		B			A			D			B	
Queue Length 50th (ft)	2	250	0	1	33	0		119			11	
Queue Length 95th (ft)	10	#628	0	m2	#644	m0		201			34	
Internal Link Dist (ft)		218			264			97			54	
Turn Bay Length (ft)	100		44	50		41						
Base Capacity (vph)	275	1132	747	265	1173	849		457			397	
Starvation Cap Reductn	0	102	0	0	0	0		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.05	0.77	0.02	0.11	0.70	0.08		0.63			0.10	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 14 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 66.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Wisconsin Ave. & Madison St.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	787	20	19	836	79	16	87	13	101	124	42
Future Volume (vph)	27	787	20	19	836	79	16	87	13	101	124	42
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	12	12	12	12	10	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		0	90		46	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	50			90			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.92		0.99			0.98	
Frt		0.996				0.850		0.985			0.979	
Flt Protected	0.950			0.950				0.993			0.981	
Satd. Flow (prot)	1425	1730	0	1483	1830	1410	0	1766	0	0	1641	0
Flt Permitted	0.127			0.147				0.943			0.812	
Satd. Flow (perm)	191	1730	0	229	1830	1299	0	1674	0	0	1343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				79		7			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		336			1558			172			224	
Travel Time (s)		9.2			42.5			4.7			6.1	
Confl. Peds. (#/hr)	24		15	15		24	14		20	20		14
Confl. Bikes (#/hr)			5			4						2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	0%	0%	2%	0%	0%	6%	0%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Parking (#/hr)	4		4	4		4	4		4	4		4
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	849	0	20	880	83	0	123	0	0	281	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	10.0	25.0		10.0	25.0	25.0	28.0	28.0		28.0	28.0	
Total Split (s)	10.0	50.0		10.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	55.6%		11.1%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	-2.0		0.0	-2.0	0.0		-2.0			-2.0	
Total Lost Time (s)	3.5	4.0		3.5	4.0	6.0		4.0			4.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?		Yes			Yes	Yes						
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	57.9	54.8		57.8	54.8	52.8		23.2			23.2	
Actuated g/C Ratio	0.64	0.61		0.64	0.61	0.59		0.26			0.26	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.81		0.09	0.79	0.10		0.28			0.79	
Control Delay	11.0	25.6		4.0	12.8	0.3		26.0			46.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Delay	11.0	25.6		4.0	12.8	0.3		26.0			46.8	
LOS	B	C		A	B	A		C			D	
Approach Delay		25.1			11.6			26.0			46.8	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	5	225		2	0	0		51			139	
Queue Length 95th (ft)	m14	#693		m2	m0	m0		95			#250	
Internal Link Dist (ft)		256			1478			92			144	
Turn Bay Length (ft)	120			90		46						
Base Capacity (vph)	212	1054		237	1113	794		488			395	
Starvation Cap Reductn	0	0		0	0	0		0			0	
Spillback Cap Reductn	0	0		0	0	0		0			0	
Storage Cap Reductn	0	0		0	0	0		0			0	
Reduced v/c Ratio	0.13	0.81		0.08	0.79	0.10		0.25			0.71	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Home Ave. & Madison St.

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	7	7	2	18	40	9	86	3	13	51	13
Future Vol, veh/h	6	7	7	2	18	40	9	86	3	13	51	13
Peak Hour Factor	0.94	0.94	0.94	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	2	0	0	0	8	2	0
Mvmt Flow	6	7	7	2	19	43	10	91	3	14	54	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	30%	3%	17%
Vol Thru, %	88%	35%	30%	66%
Vol Right, %	3%	35%	67%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	20	60	77
LT Vol	9	6	2	13
Through Vol	86	7	18	51
RT Vol	3	7	40	13
Lane Flow Rate	104	21	64	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.119	0.025	0.068	0.095
Departure Headway (Hd)	4.111	4.225	3.843	4.197
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	852	914	848
Service Time	2.164	2.225	1.94	2.254
HCM Lane V/C Ratio	0.12	0.025	0.07	0.097
HCM Control Delay	7.7	7.3	7.2	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	1	3	0	29	11	0	0	26	13
Future Vol, veh/h	4	0	7	1	3	0	29	11	0	0	26	13
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	1	1	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	0	9	1	4	0	37	14	0	0	33	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	137	135	46	135	143	16	54	0	0	15	0	0
Stage 1	46	46	-	89	89	-	-	-	-	-	-	-
Stage 2	91	89	-	46	54	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	838	760	1029	841	752	1069	1564	-	-	1616	-	-
Stage 1	973	861	-	923	825	-	-	-	-	-	-	-
Stage 2	921	825	-	973	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	815	738	1025	817	730	1067	1558	-	-	1614	-	-
Mov Cap-2 Maneuver	815	738	-	817	730	-	-	-	-	-	-	-
Stage 1	946	858	-	900	804	-	-	-	-	-	-	-
Stage 2	894	804	-	964	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.8	5.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	937	750	1614	-	-
HCM Lane V/C Ratio	0.024	-	-	0.015	0.007	-	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	0	1	25	1	2
Future Vol, veh/h	10	0	1	25	1	2
Conflicting Peds, #/hr	0	15	15	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	1	26	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	53	26
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1603	-	960	1056
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	946	1040
Mov Cap-2 Maneuver	-	-	-	-	946	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1007	-	-	1580	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	3	1	2	19	10	0	27	8	10	14	7
Future Vol, veh/h	8	3	1	2	19	10	0	27	8	10	14	7
Conflicting Peds, #/hr	3	0	16	16	0	3	0	0	6	6	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	4	1	2	23	12	0	33	10	12	17	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	21	0	0	87	83	27	88	77	32
Stage 1	-	-	-	-	-	-	41	41	-	36	36	-
Stage 2	-	-	-	-	-	-	46	42	-	52	41	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1585	-	-	1608	-	-	904	811	1054	902	817	1048
Stage 1	-	-	-	-	-	-	979	865	-	985	869	-
Stage 2	-	-	-	-	-	-	973	864	-	966	865	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1583	-	-	863	791	1032	852	797	1045
Mov Cap-2 Maneuver	-	-	-	-	-	-	863	791	-	852	797	-
Stage 1	-	-	-	-	-	-	958	847	-	976	866	-
Stage 2	-	-	-	-	-	-	945	861	-	908	847	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.9	0.5	9.5	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	836	1580	-	-	1583	-	-	861
HCM Lane V/C Ratio	0.052	0.006	-	-	0.002	-	-	0.044
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	2	3	21	2	4	9	6	3	1	9
Future Vol, veh/h	0	12	2	3	21	2	4	9	6	3	1	9
Conflicting Peds, #/hr	0	0	7	7	0	0	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	25	0	0	0	0	0
Mvmt Flow	0	15	3	4	26	3	5	11	8	4	1	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	56	50	15	61	51	20	13	0	0	24	0	0
Stage 1	16	16	-	30	30	-	-	-	-	-	-	-
Stage 2	40	34	-	31	21	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.35	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.425	-	-	2.2	-	-
Pot Cap-1 Maneuver	946	845	1070	939	844	1064	1468	-	-	1604	-	-
Stage 1	1009	886	-	992	874	-	-	-	-	-	-	-
Stage 2	980	871	-	991	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	916	835	1062	909	834	1059	1467	-	-	1596	-	-
Mov Cap-2 Maneuver	916	835	-	909	834	-	-	-	-	-	-	-
Stage 1	1005	882	-	984	867	-	-	-	-	-	-	-
Stage 2	945	864	-	962	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.4	1.6	1.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	861	856	1596	-	-
HCM Lane V/C Ratio	0.003	-	-	0.02	0.038	0.002	-	-
HCM Control Delay (s)	7.5	0	-	9.3	9.4	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	0	1	23	1	0	0	2	2	0	3
Future Vol, veh/h	0	21	0	1	23	1	0	0	2	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	22	0	1	24	1	0	0	2	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	22	0	0	50	49	22	50	49	25
Stage 1	-	-	-	-	-	-	22	22	-	27	27	-
Stage 2	-	-	-	-	-	-	28	27	-	23	22	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1603	-	-	1607	-	-	955	846	1061	955	846	1057
Stage 1	-	-	-	-	-	-	1002	881	-	996	877	-
Stage 2	-	-	-	-	-	-	994	877	-	1000	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1607	-	-	951	845	1061	952	845	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	951	845	-	952	845	-
Stage 1	-	-	-	-	-	-	1002	881	-	996	876	-
Stage 2	-	-	-	-	-	-	990	876	-	998	881	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.4	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1061	1603	-	-	1607	-	-	1012
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	-	0.005
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	8.6
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	21	0	2	13	0	5	28	2	1	9	7
Future Vol, veh/h	4	21	0	2	13	0	5	28	2	1	9	7
Conflicting Peds, #/hr	13	0	6	6	0	13	5	0	7	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	28	0	3	18	0	7	38	3	1	12	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	34	0	0	84	81	41	103	81	36
Stage 1	-	-	-	-	-	-	44	44	-	37	37	-
Stage 2	-	-	-	-	-	-	40	37	-	66	44	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1591	-	-	908	813	1036	882	813	1042
Stage 1	-	-	-	-	-	-	975	862	-	984	868	-
Stage 2	-	-	-	-	-	-	980	868	-	950	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1582	-	-	876	794	1023	828	794	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	876	794	-	828	794	-
Stage 1	-	-	-	-	-	-	966	854	-	969	856	-
Stage 2	-	-	-	-	-	-	951	856	-	897	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1	9.7	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	815	1575	-	-	1582	-	-	877
HCM Lane V/C Ratio	0.058	0.003	-	-	0.002	-	-	0.026
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Movement	WBL2	WBL	WBT	WBR	NBT	NBR	SBL2	SBL	SBT	SBR	NWL2	NWL
Lane Configurations												
Volume (vph)	28	10	0	2	37	4	7	92	73	7	1	0
Pedestrians	3	24		1		4	4	1		3	11	3
Ped Button			Yes		Yes				Yes			Yes
Pedestrian Timing (s)			16.0		16.0				16.0			16.0
Free Right				No		No				No		
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	40	0	41	0	0	0	179	0	0	23
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.95	0.85	0.99	0.85	0.95	0.95	0.97	0.85	0.95	0.85
Saturated Flow (vph)	0	0	1796	0	1872	0	0	0	1837	0	0	1624
Ped Intf Time (s)	0.0	0.0	0.0	0.1	0.1	0.5	0.0	0.0	0.0	0.4	0.0	0.5
Pedestrian Frequency (%)			0.03		0.12				0.10			0.12
Protected Option Allowed			No		No				No			No
Reference Time (s)				0.0		0.0				0.0		
Adj Reference Time (s)				0.0		0.0				0.0		
Permitted Option												
Adj Saturation A (vph)	0	0	124		1872		0	0	193		0	108
Reference Time A (s)	0.0	0.0	38.8		2.7		0.0	0.0	111.5		0.0	26.0
Adj Saturation B (vph	0	0	0		1872		0	0	0		NA	NA
Reference Time B (s)	9.9	8.7	10.7		2.7		8.5	14.1	19.7		NA	NA
Reference Time (s)			10.7		2.7				19.7			
Adj Reference Time (s)			14.9		9.5				23.7			
Split Option												
Ref Time Combined (s)	0.0	0.0	2.7		2.7		0.0	0.0	11.7		0.0	2.2
Ref Time Seperate (s)	1.9	0.7	0.0		2.4		0.5	6.1	4.7		0.1	0.5
Reference Time (s)	2.7	2.7	2.7		2.7		11.7	11.7	11.7		2.2	2.2
Adj Reference Time (s)	8.4	8.4	8.4		9.5		16.1	16.1	16.1		9.5	9.5

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	NA	NA	NA	
Permitted Option (s)	14.9	23.7	Err	
Split Option (s)	23.0	25.6	9.5	
Minimum (s)	14.9	23.7	9.5	48.1

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NWR
Lane Configurations	
Volume (vph)	22
Pedestrians	1
Ped Button	
Pedestrian Timing (s)	
Free Right	No
Ideal Flow	1900
Lost Time (s)	4.0
Minimum Green (s)	4.0
Refr Cycle Length (s)	120
Volume Combined (vph)	0
Lane Utilization Factor	1.00
Turning Factor (vph)	0.85
Saturated Flow (vph)	0
Ped Intf Time (s)	0.1
Pedestrian Frequency (%)	
Protected Option Allowed	
Reference Time (s)	0.0
Adj Reference Time (s)	0.0
Permitted Option	
Adj Saturation A (vph)	
Reference Time A (s)	
Adj Saturation B (vph	
Reference Time B (s)	
Reference Time (s)	
Adj Reference Time (s)	
Split Option	
Ref Time Combined (s)	
Ref Time Seperate (s)	
Reference Time (s)	
Adj Reference Time (s)	

Summary

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	8	5	3	8	24	3	75	2	25	108	8
Future Vol, veh/h	5	8	5	3	8	24	3	75	2	25	108	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	6	9	6	4	9	28	4	88	2	29	127	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	28%	9%	18%
Vol Thru, %	94%	44%	23%	77%
Vol Right, %	3%	28%	69%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	18	35	141
LT Vol	3	5	3	25
Through Vol	75	8	8	108
RT Vol	2	5	24	8
Lane Flow Rate	94	21	41	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.026	0.047	0.188
Departure Headway (Hd)	4.128	4.399	4.094	4.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	818	880	873
Service Time	2.197	2.401	2.095	2.137
HCM Lane V/C Ratio	0.109	0.026	0.047	0.19
HCM Control Delay	7.7	7.5	7.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.7

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	6	18	3	3	2	3	23	2	2	46	4
Future Vol, veh/h	5	6	18	3	3	2	3	23	2	2	46	4
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	7	22	4	4	2	4	28	2	2	56	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	106	105	62	115	106	30	64	0	0	31	0	0
Stage 1	66	66	-	38	38	-	-	-	-	-	-	-
Stage 2	40	39	-	77	68	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	878	789	1009	867	788	1050	1551	-	-	1595	-	-
Stage 1	950	844	-	982	867	-	-	-	-	-	-	-
Stage 2	980	866	-	937	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	867	783	1006	838	782	1049	1547	-	-	1593	-	-
Mov Cap-2 Maneuver	867	783	-	838	782	-	-	-	-	-	-	-
Stage 1	944	841	-	978	864	-	-	-	-	-	-	-
Stage 2	971	863	-	908	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.2	0.8	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	926	858	1593	-	-
HCM Lane V/C Ratio	0.002	-	-	0.038	0.011	0.002	-	-
HCM Control Delay (s)	7.3	0	-	9	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	1	8	14	0	1
Future Vol, veh/h	14	1	8	14	0	1
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	19	1	11	19	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	24	0	65	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1604	-	946	1058
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1598	-	936	1054
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1054	-	-	1598	-
HCM Lane V/C Ratio	0.001	-	-	0.007	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	5	4	4	10	7	1	13	3	9	45	11
Future Vol, veh/h	6	5	4	4	10	7	1	13	3	9	45	11
Conflicting Peds, #/hr	1	0	9	9	0	1	1	0	4	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	6	5	5	12	8	1	15	4	11	54	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	20	0	0	93	63	22	63	61	18
Stage 1	-	-	-	-	-	-	32	32	-	27	27	-
Stage 2	-	-	-	-	-	-	61	31	-	36	34	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1608	-	-	1609	-	-	895	832	1061	936	834	1066
Stage 1	-	-	-	-	-	-	990	872	-	996	877	-
Stage 2	-	-	-	-	-	-	955	873	-	985	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1606	-	-	1595	-	-	828	818	1048	910	820	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	828	818	-	910	820	-
Stage 1	-	-	-	-	-	-	977	861	-	991	873	-
Stage 2	-	-	-	-	-	-	882	870	-	956	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	1.4	9.3	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	852	1606	-	-	1595	-	-	865
HCM Lane V/C Ratio	0.024	0.004	-	-	0.003	-	-	0.089
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	14	1	5	39	1	5	7	6	6	3	15
Future Vol, veh/h	2	14	1	5	39	1	5	7	6	6	3	15
Conflicting Peds, #/hr	2	0	3	3	0	2	1	0	4	4	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	16	1	6	45	1	6	8	7	7	3	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	76	58	16	65	63	18	21	0	0	19	0	0
Stage 1	27	27	-	28	28	-	-	-	-	-	-	-
Stage 2	49	31	-	37	35	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	919	837	1069	934	832	1066	1608	-	-	1611	-	-
Stage 1	996	877	-	994	876	-	-	-	-	-	-	-
Stage 2	969	873	-	984	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	871	826	1065	907	821	1060	1606	-	-	1605	-	-
Mov Cap-2 Maneuver	871	826	-	907	821	-	-	-	-	-	-	-
Stage 1	991	873	-	986	869	-	-	-	-	-	-	-
Stage 2	912	866	-	958	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.6	2	1.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1606	-	-	842	834	1605	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.063	0.004	-	-
HCM Control Delay (s)	7.2	0	-	9.4	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	23	1	4	44	0	0	1	3	1	0	1
Future Vol, veh/h	2	23	1	4	44	0	0	1	3	1	0	1
Conflicting Peds, #/hr	9	0	3	3	0	9	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	25	1	4	48	0	0	1	3	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	29	0	0	90	98	30	98	98	57
Stage 1	-	-	-	-	-	-	33	33	-	65	65	-
Stage 2	-	-	-	-	-	-	57	65	-	33	33	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1560	-	-	1597	-	-	900	796	1050	889	796	1015
Stage 1	-	-	-	-	-	-	988	872	-	951	845	-
Stage 2	-	-	-	-	-	-	960	845	-	988	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1592	-	-	894	783	1046	874	783	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	783	-	874	783	-
Stage 1	-	-	-	-	-	-	984	869	-	941	835	-
Stage 2	-	-	-	-	-	-	956	835	-	982	869	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	8.7	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	965	1547	-	-	1592	-	-	935
HCM Lane V/C Ratio	0.005	0.001	-	-	0.003	-	-	0.002
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	21	3	7	35	0	1	12	2	6	35	12
Future Vol, veh/h	3	21	3	7	35	0	1	12	2	6	35	12
Conflicting Peds, #/hr	8	0	2	2	0	8	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	23	3	8	38	0	1	13	2	7	38	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	28	0	0	118	95	32	105	96	51
Stage 1	-	-	-	-	-	-	33	33	-	62	62	-
Stage 2	-	-	-	-	-	-	85	62	-	43	34	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1575	-	-	1599	-	-	863	799	1048	880	798	1023
Stage 1	-	-	-	-	-	-	988	872	-	954	847	-
Stage 2	-	-	-	-	-	-	928	847	-	976	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1596	-	-	810	785	1041	852	784	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	785	-	852	784	-
Stage 1	-	-	-	-	-	-	984	869	-	944	836	-
Stage 2	-	-	-	-	-	-	865	836	-	953	868	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	9.5	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	1563	-	-	1596	-	-	834
HCM Lane V/C Ratio	0.02	0.002	-	-	0.005	-	-	0.07
HCM Control Delay (s)	9.5	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection Capacity Utilization
10: Wisconsin Avenue & Parking Garage & Drop Off Lane/E-W Alley

10/25/2019

Movement	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2	SBL	SBT	SBR	NWL2
Lane Configurations												
Volume (vph)	1	2	0	9	2	44	4	1	5	34	2	2
Pedestrians	10	10			9		2	2	6		9	10
Ped Button						Yes				Yes		
Pedestrian Timing (s)						16.0				16.0		
Free Right				No			No				No	
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	12	0	0	50	0	0	0	42	0	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.88	0.85	0.95	0.99	0.85	0.95	0.95	0.99	0.85	0.95
Saturated Flow (vph)	0	0	1665	0	0	1873	0	0	0	1873	0	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.1	1.1	0.0
Pedestrian Frequency (%)			0.00			0.18				0.26		
Protected Option Allowed			No			No				No		
Reference Time (s)				0.0			0.0				0.0	
Adj Reference Time (s)				0.0			0.0				0.0	
Permitted Option												
Adj Saturation A (vph)	0	0	344		0	1735		0	0	951		0
Reference Time A (s)	0.0	0.0	4.2		0.0	3.5		0.0	0.0	5.4		0.0
Adj Saturation B (vph	0	0	0		0	0		0	0	0		NA
Reference Time B (s)	8.1	8.1	8.9		8.1	11.3		8.1	8.3	10.7		NA
Reference Time (s)			4.2			3.5				5.4		
Adj Reference Time (s)			8.2			10.2				12.1		
Split Option												
Ref Time Combined (s)	0.0	0.0	0.9		0.0	3.3		0.0	0.0	2.7		0.0
Ref Time Seperate (s)	0.1	0.1	0.0		0.1	2.9		0.1	0.3	2.2		0.1
Reference Time (s)	0.9	0.9	0.9		3.3	3.3		2.7	2.7	2.7		6.4
Adj Reference Time (s)	8.0	8.0	8.0		10.2	10.2		11.1	11.1	11.1		11.0

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	NA	NA	NA	
Permitted Option (s)	11.4	12.1	Err	
Split Option (s)	19.4	21.3	11.0	
Minimum (s)	11.4	12.1	11.0	34.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	28.8%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Movement	NWL	NWR	NWR2
Lane Configurations			
Volume (vph)	0	70	11
Pedestrians	9		2
Ped Button	Yes		
Pedestrian Timing (s)	16.0		
Free Right		No	No
Ideal Flow	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120
Volume Combined (vph)	83	0	0
Lane Utilization Factor	1.00	1.00	1.00
Turning Factor (vph)	0.85	0.85	0.85
Saturated Flow (vph)	1620	0	0
Ped Intf Time (s)	0.3	0.0	0.3
Pedestrian Frequency (%)	0.06		
Protected Option Allowed	No		
Reference Time (s)		0.0	0.0
Adj Reference Time (s)		0.0	0.0
Permitted Option			
Adj Saturation A (vph)	108		
Reference Time A (s)	92.5		
Adj Saturation B (vph	NA		
Reference Time B (s)	NA		
Reference Time (s)			
Adj Reference Time (s)			
Split Option			
Ref Time Combined (s)	6.4		
Ref Time Seperate (s)	0.3		
Reference Time (s)	6.4		
Adj Reference Time (s)	11.0		

Summary

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	10	59	8	10	21
Future Vol, veh/h	21	10	59	8	10	21
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	12	73	10	12	26
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.3	7.3	7.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	68%	32%
Vol Thru, %	88%	0%	68%
Vol Right, %	12%	32%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	67	31	31
LT Vol	0	21	10
Through Vol	59	0	21
RT Vol	8	10	0
Lane Flow Rate	83	38	38
Geometry Grp	1	1	1
Degree of Util (X)	0.09	0.043	0.044
Departure Headway (Hd)	3.924	4.051	4.094
Convergence, Y/N	Yes	Yes	Yes
Cap	912	878	873
Service Time	1.951	2.101	2.126
HCM Lane V/C Ratio	0.091	0.043	0.044
HCM Control Delay	7.3	7.3	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	7	7	2	18	40	9	88	3	13	51	13
Future Vol, veh/h	6	7	7	2	18	40	9	88	3	13	51	13
Peak Hour Factor	0.94	0.94	0.94	0.95	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	2	0	0	0	8	2	0
Mvmt Flow	6	7	7	2	19	43	10	94	3	14	54	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	30%	3%	17%
Vol Thru, %	88%	35%	30%	66%
Vol Right, %	3%	35%	67%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	20	60	77
LT Vol	9	6	2	13
Through Vol	88	7	18	51
RT Vol	3	7	40	13
Lane Flow Rate	106	21	64	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.121	0.025	0.068	0.096
Departure Headway (Hd)	4.111	4.23	3.847	4.199
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	851	913	847
Service Time	2.165	2.23	1.946	2.256
HCM Lane V/C Ratio	0.122	0.025	0.07	0.097
HCM Control Delay	7.7	7.3	7.2	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.3

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	5	0	53	11	0	0	26	13
Future Vol, veh/h	0	0	0	1	5	0	53	11	0	0	26	13
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	1	1	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	6	0	68	14	0	0	33	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	200	197	46	193	205	16	54	0	0	15	0	0
Stage 1	46	46	-	151	151	-	-	-	-	-	-	-
Stage 2	154	151	-	42	54	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	763	702	1029	771	695	1069	1564	-	-	1616	-	-
Stage 1	973	861	-	856	776	-	-	-	-	-	-	-
Stage 2	853	776	-	978	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	729	668	1025	744	661	1067	1558	-	-	1614	-	-
Mov Cap-2 Maneuver	729	668	-	744	661	-	-	-	-	-	-	-
Stage 1	926	858	-	817	741	-	-	-	-	-	-	-
Stage 2	808	741	-	978	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.4	6.1	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	-	674	1614	-	-
HCM Lane V/C Ratio	0.044	-	-	-	0.011	-	-	-
HCM Control Delay (s)	7.4	0	-	0	10.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	2	3	47	2	4	9	6	13	1	1
Future Vol, veh/h	0	12	2	3	47	2	4	9	6	13	1	1
Conflicting Peds, #/hr	0	0	7	7	0	0	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	25	0	0	0	0	0
Mvmt Flow	0	15	3	4	59	3	5	11	8	16	1	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	69	10	80	65	20	3	0	0	24	0	0
Stage 1	35	35	-	30	30	-	-	-	-	-	-	-
Stage 2	56	34	-	50	35	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.35	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.425	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	825	1077	913	830	1064	1481	-	-	1604	-	-
Stage 1	986	870	-	992	874	-	-	-	-	-	-	-
Stage 2	961	871	-	968	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	837	809	1069	879	814	1059	1480	-	-	1596	-	-
Mov Cap-2 Maneuver	837	809	-	879	814	-	-	-	-	-	-	-
Stage 1	982	860	-	984	867	-	-	-	-	-	-	-
Stage 2	891	864	-	933	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.7	1.6	6.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1480	-	-	838	825	1596	-	-
HCM Lane V/C Ratio	0.003	-	-	0.021	0.079	0.01	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	31	0	1	48	2	0	0	2	4	0	4
Future Vol, veh/h	0	31	0	1	48	2	0	0	2	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	33	0	1	51	2	0	0	2	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	53	0	0	33	0	0	89	88	33	88	87	52
Stage 1	-	-	-	-	-	-	33	33	-	54	54	-
Stage 2	-	-	-	-	-	-	56	55	-	34	33	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1566	-	-	1592	-	-	901	806	1046	902	807	1021
Stage 1	-	-	-	-	-	-	988	872	-	963	854	-
Stage 2	-	-	-	-	-	-	961	853	-	987	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1592	-	-	896	805	1046	899	806	1021
Mov Cap-2 Maneuver	-	-	-	-	-	-	896	805	-	899	806	-
Stage 1	-	-	-	-	-	-	988	872	-	963	853	-
Stage 2	-	-	-	-	-	-	956	852	-	985	872	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	8.4	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1046	1566	-	-	1592	-	-	956
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	-	0.009
HCM Control Delay (s)	8.4	0	-	-	7.3	0	-	8.8
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	24	1	2	13	0	5	52	2	1	9	33
Future Vol, veh/h	12	24	1	2	13	0	5	52	2	1	9	33
Conflicting Peds, #/hr	13	0	6	6	0	13	5	0	7	7	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	16	32	1	3	18	0	7	70	3	1	12	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	39	0	0	129	108	46	145	108	36
Stage 1	-	-	-	-	-	-	71	71	-	37	37	-
Stage 2	-	-	-	-	-	-	58	37	-	108	71	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1584	-	-	849	786	1029	828	786	1042
Stage 1	-	-	-	-	-	-	944	840	-	984	868	-
Stage 2	-	-	-	-	-	-	959	868	-	902	840	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1575	-	-	786	762	1016	746	762	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	786	762	-	746	762	-
Stage 1	-	-	-	-	-	-	929	827	-	962	856	-
Stage 2	-	-	-	-	-	-	898	856	-	809	827	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	1	10.2	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	771	1575	-	-	1575	-	-	948
HCM Lane V/C Ratio	0.103	0.01	-	-	0.002	-	-	0.061
HCM Control Delay (s)	10.2	7.3	0	-	7.3	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Movement	WBL2	WBL	WBT	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations										
Volume (vph)	28	43	0	83	92	226	7	1	0	22
Pedestrians	3	24			1		3	11	3	1
Ped Button			Yes	Yes		Yes			Yes	
Pedestrian Timing (s)			16.0	16.0		16.0			16.0	
Free Right							No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	71	83	0	325	0	0	23	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.95	1.00	0.95	0.98	0.85	0.95	0.85	0.85
Saturated Flow (vph)	0	0	1805	1900	0	1867	0	0	1624	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.5	0.1
Pedestrian Frequency (%)			0.03	0.12		0.10			0.12	
Protected Option Allowed			No	No		No			No	
Reference Time (s)							0.0			0.0
Adj Reference Time (s)							0.0			0.0
Permitted Option										
Adj Saturation A (vph)	0	0	120	1900	0	348		0	108	
Reference Time A (s)	0.0	0.0	70.8	5.2	0.0	112.1		0.0	26.0	
Adj Saturation B (vph	0	0	0	NA	0	0		NA	NA	
Reference Time B (s)	9.9	10.9	12.7	NA	14.1	28.9		NA	NA	
Reference Time (s)			10.9	5.2		28.9				
Adj Reference Time (s)			15.0	10.6		32.9				
Split Option										
Ref Time Combined (s)	0.0	0.0	4.7	5.2	0.0	20.9		0.0	2.2	
Ref Time Seperate (s)	1.9	2.9	0.0	5.2	6.1	14.3		0.1	0.5	
Reference Time (s)	4.7	4.7	4.7	5.2	20.9	20.9		2.2	2.2	
Adj Reference Time (s)	9.1	9.1	9.1	10.6	24.9	24.9		9.5	9.5	

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	NA	NA	NA	
Permitted Option (s)	15.0	32.9	Err	
Split Option (s)	23.7	35.5	9.5	
Minimum (s)	15.0	32.9	9.5	57.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	7	21	3	9	56
Future Vol, veh/h	14	7	21	3	9	56
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	8	25	4	11	67
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.2	7.1	7.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	67%	14%
Vol Thru, %	88%	0%	86%
Vol Right, %	12%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	24	21	65
LT Vol	0	14	9
Through Vol	21	0	56
RT Vol	3	7	0
Lane Flow Rate	29	25	77
Geometry Grp	1	1	1
Degree of Util (X)	0.031	0.028	0.086
Departure Headway (Hd)	3.926	4.016	3.992
Convergence, Y/N	Yes	Yes	Yes
Cap	911	887	899
Service Time	1.953	2.06	2.009
HCM Lane V/C Ratio	0.032	0.028	0.086
HCM Control Delay	7.1	7.2	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	8	5	3	8	24	3	75	2	25	108	8
Future Vol, veh/h	5	8	5	3	8	24	3	75	2	25	108	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	6	9	6	4	9	28	4	88	2	29	127	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	28%	9%	18%
Vol Thru, %	94%	44%	23%	77%
Vol Right, %	3%	28%	69%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	18	35	141
LT Vol	3	5	3	25
Through Vol	75	8	8	108
RT Vol	2	5	24	8
Lane Flow Rate	94	21	41	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.026	0.047	0.188
Departure Headway (Hd)	4.128	4.399	4.094	4.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	818	880	873
Service Time	2.197	2.401	2.095	2.137
HCM Lane V/C Ratio	0.109	0.026	0.047	0.19
HCM Control Delay	7.7	7.5	7.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	3	2	5	23	2	2	46	4
Future Vol, veh/h	0	0	0	3	3	2	5	23	2	2	46	4
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	4	2	6	28	2	2	56	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	110	109	62	105	110	30	64	0	0	31	0	0
Stage 1	66	66	-	42	42	-	-	-	-	-	-	-
Stage 2	44	43	-	63	68	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	873	785	1009	880	784	1050	1551	-	-	1595	-	-
Stage 1	950	844	-	978	864	-	-	-	-	-	-	-
Stage 2	975	863	-	953	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	862	778	1006	876	777	1049	1547	-	-	1593	-	-
Mov Cap-2 Maneuver	862	778	-	876	777	-	-	-	-	-	-	-
Stage 1	943	841	-	973	860	-	-	-	-	-	-	-
Stage 2	965	859	-	952	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.2	1.2	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	-	870	1593	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.011	0.002	-	-
HCM Control Delay (s)	7.3	0	-	0	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	14	1	5	53	1	5	7	6	20	3	5
Future Vol, veh/h	2	14	1	5	53	1	5	7	6	20	3	5
Conflicting Peds, #/hr	2	0	3	3	0	2	1	0	4	4	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	16	1	6	62	1	6	8	7	23	3	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	110	84	10	92	84	18	10	0	0	19	0	0
Stage 1	53	53	-	28	28	-	-	-	-	-	-	-
Stage 2	57	31	-	64	56	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	873	810	1077	897	810	1066	1623	-	-	1611	-	-
Stage 1	965	855	-	994	876	-	-	-	-	-	-	-
Stage 2	960	873	-	952	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	807	791	1073	864	791	1060	1621	-	-	1605	-	-
Mov Cap-2 Maneuver	807	791	-	864	791	-	-	-	-	-	-	-
Stage 1	960	842	-	986	869	-	-	-	-	-	-	-
Stage 2	886	866	-	917	839	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	9.9	2	5.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1621	-	-	805	800	1605	-	-
HCM Lane V/C Ratio	0.004	-	-	0.025	0.086	0.014	-	-
HCM Control Delay (s)	7.2	0	-	9.6	9.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	37	1	4	58	8	0	1	3	2	0	1
Future Vol, veh/h	2	37	1	4	58	8	0	1	3	2	0	1
Conflicting Peds, #/hr	9	0	3	3	0	9	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	41	1	4	64	9	0	1	3	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	45	0	0	126	139	46	135	135	78
Stage 1	-	-	-	-	-	-	49	49	-	86	86	-
Stage 2	-	-	-	-	-	-	77	90	-	49	49	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1528	-	-	1576	-	-	852	756	1029	841	760	988
Stage 1	-	-	-	-	-	-	969	858	-	927	827	-
Stage 2	-	-	-	-	-	-	937	824	-	969	858	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1571	-	-	846	744	1025	827	748	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	846	744	-	827	748	-
Stage 1	-	-	-	-	-	-	965	855	-	918	817	-
Stage 2	-	-	-	-	-	-	933	814	-	963	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	8.9	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	937	1515	-	-	1571	-	-	872
HCM Lane V/C Ratio	0.005	0.001	-	-	0.003	-	-	0.004
HCM Control Delay (s)	8.9	7.4	0	-	7.3	0	-	9.1
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	26	7	7	35	0	2	13	2	6	35	33
Future Vol, veh/h	9	26	7	7	35	0	2	13	2	6	35	33
Conflicting Peds, #/hr	8	0	2	2	0	8	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	29	8	8	38	0	2	14	2	7	38	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	39	0	0	151	117	40	128	121	51
Stage 1	-	-	-	-	-	-	55	55	-	62	62	-
Stage 2	-	-	-	-	-	-	96	62	-	66	59	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1575	-	-	1584	-	-	821	777	1037	850	773	1023
Stage 1	-	-	-	-	-	-	962	853	-	954	847	-
Stage 2	-	-	-	-	-	-	916	847	-	950	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1581	-	-	749	760	1030	819	756	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	760	-	819	756	-
Stage 1	-	-	-	-	-	-	953	845	-	940	836	-
Stage 2	-	-	-	-	-	-	834	836	-	921	842	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.2	9.7	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	783	1563	-	-	1581	-	-	858
HCM Lane V/C Ratio	0.024	0.006	-	-	0.005	-	-	0.095
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Movement	WBL2	WBL	WBT	WBR	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Configurations											
Volume (vph)	1	4	0	7	179	5	48	2	2	0	81
Pedestrians	10	10				6		9	10	9	
Ped Button					Yes		Yes			Yes	
Pedestrian Timing (s)					16.0		16.0			16.0	
Free Right				No				No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	0	12	0	179	0	55	0	0	83	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.89	0.85	1.00	0.95	0.99	0.85	0.95	0.85	0.85
Saturated Flow (vph)	0	0	1698	0	1900	0	1881	0	0	1620	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.3	0.0
Pedestrian Frequency (%)			0.00		0.18		0.26			0.06	
Protected Option Allowed			No		No		No			No	
Reference Time (s)				0.0				0.0			0.0
Adj Reference Time (s)				0.0				0.0			0.0
Permitted Option											
Adj Saturation A (vph)	0	0	227		1900	0	806		0	108	
Reference Time A (s)	0.0	0.0	6.3		11.3	0.0	8.2		0.0	92.5	
Adj Saturation B (vph	0	0	0		1900	NA	NA		NA	NA	
Reference Time B (s)	8.1	8.3	8.8		11.3	NA	NA		NA	NA	
Reference Time (s)			6.3		11.3		8.2				
Adj Reference Time (s)			10.3		16.2		14.2				
Split Option											
Ref Time Combined (s)	0.0	0.0	0.8		11.3	0.0	3.5		0.0	6.4	
Ref Time Seperate (s)	0.1	0.3	0.0		11.3	0.3	3.1		0.1	0.3	
Reference Time (s)	0.8	0.8	0.8		11.3	3.5	3.5		6.4	6.4	
Adj Reference Time (s)	8.0	8.0	8.0		16.2	11.1	11.1		11.0	11.0	

Summary	EB WB	NB SB	NW	Combined
Protected Option (s)	NA	NA	NA	
Permitted Option (s)	11.4	16.2	Err	
Split Option (s)	19.4	27.3	11.0	
Minimum (s)	11.4	16.2	11.0	38.6

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	32.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

DESMAN
Design Management

EXHIBIT 5 - PARKING IMPACT STUDY

MEMORANDUM

DATE: June 14, 2019

TO: Peter Ziarno
RUMC

FROM: Kalyani Agnihotri
Gerald Salzman

RE: Rush Oak Park Hospital – Parking Study

Executive Summary

DESMAN conducted a parking study in June 2019 for Rush Oak Park Hospital (referred to as ROPH or Hospital) to determine the level of utilization in their off-street parking facilities and surrounding on-street parking, and to project the facility's future parking needs.

A similar survey conducted by DESMAN in 2015 determined that ROPH's parking system was operating at near-full occupancy, with its off-street facilities being 97% full and the on-street parking at 98% occupancy. Subsequently, an employee-only lot with 84 spaces was constructed on Wenonah Street, located behind the Main Garage.

Presently, despite a net gain of 66 spaces to the total off-street parking at ROPH, the parking utilization has increased, to 98% occupancy overall. On-street parking was noted to be 68% occupied - the comparatively lower occupancy can be attributed to street closures during construction.

ROPH faced significant issues with its parking facilities operating at full capacity in 2015, making it increasingly difficult for visitors or employees to find parking easily. However, the 2019 survey indicates that despite the addition of some off-street spaces, the Hospital's parking system is still surpassing practical capacity and will not be able to accommodate increasing demand.

Based on the addition of new facilities and physician practices, the hospital's growth is projected to be over 27% over the next 5 years. In order to accommodate the current parking demand and anticipated increase in demand due to growth, ROPH will need to add approximately 500 spaces.

Introduction

In November 2015, DESMAN was hired by Rush Oak Park Hospital (ROPH) to perform a parking study to analyze the utilization of parking in the off-street and on-street facilities in the vicinity of the hospital. DESMAN analyzed the five surface parking lots – Power Plant Lot, West Lot, Valet Lot, MOB Lot and the Alley Lot, and the Main Garage, and the on-street parking as well.

In 2015, DESMAN's study determined that the Hospital's off-street parking facilities were at 97% occupancy, with Unrestricted spaces being 97% full, spaces designated for Patients/Visitors/ADA at 96% full and the Reserved spaces considered to be 100% full. The survey of on-street parking considered the spaces with not restrictions and short-term parking restrictions such as "No Parking 8Am – 10AM" etc., to

be potentially serving ROPH users (employees, visitors or patients). The survey noted that these on-street spaces were 98% occupied.

In June 2019, ROPH retained DESMAN to update the parking study by reevaluating the parking utilization in the off-street and on-street facilities in the vicinity of the hospital and to project future parking needs. DESMAN staff surveyed the West Lot, Valet Lot, MOB Lot, Alley lot, Wenonah Lot and the Main Garage, along with on-street parking. The Power Plant Lot and adjacent street segments on the south side of Madison St between Harlem Ave to Wisconsin Ave and, east and west side of S. Maple Ave between Madison St and the Alley south of Madison St. were closed for construction during the survey period.
A summary of the 2019 survey and projections for future parking demand is provided below.

Utilization Survey – 2019 – Off Street Parking
On Thursday, June 6th at 9:00am, DESMAN conducted occupancy counts of the five surface parking lots and the parking garage used by Rush Oak Park Hospital ("ROPH") employees, patients and visitors. The locations and inventory of these facilities is presented in **Figure 1**.

The Wenonah Lot was constructed after 2015, for employee use. The Power Plant Lot, street segments on the south side of Madison St between Harlem Ave to Wisconsin Ave and, east and west side of S. Maple Ave between Madison St and the Alley south of Madison St. were closed for construction during the survey period.

Spaces within the parking facilities are shared by a variety user groups, with only a small number of spaces set aside for specific user groups (i.e. Reserved and ADA spaces). As shown in the figure, a majority of the parking serving ROPH, 404 of the 755 spaces (~54%), are contained in the garage located east of the Hospital, between Wisconsin and Wenonah avenues.

Figure 1 – ROPH Parking Facilities

DESMAN

Table 1 summarizes the inventory and occupancy of the ROPH parking facilities by user group.

Table 1 – Observed Occupancy of ROPH Parking Facilities

	Inventory					Occupied Spaces					
	Unrestricted	Patient/ Visitor	ADA	Reserved	TOTAL	Unrestricted	Patient/ Visitor	ADA	Reserved	TOTAL	%
Main Garage	313	30	1	60	404	313	30	1	32	376	93%
West Lot	0	85	4	0	89	0	84	4	0	88	99%
MOB Lot	34	74	11	4	123	34	74	8	0	116	94%
Alley	0	26	0	7	33	0	26	0	7	33	100%
Valet Lot	18	0	4	0	22	10	2	1	0	13	59%
Wenonah Lot	0	0	0	84	84	0	0	0	80	80	95%
Lot: Total	52	185	19	95	351	44	186	13	95	338	96%
All: Total	**365**	**215**	**20**	**155**	**755**	**357**	**216**	**14**	**155**	**742**	**98%**
Total: Unrestricted					**365**					**357**	**98%**
Total: Patient/Visitor/ADA					**235**					**230**	**98%**

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A total of 755 spaces were examined in the off-street parking facilities and 742 spaces were found to be occupied, thus bringing the overall occupancy of the off-street facilities to 98%. This table shows that the majority of ROPH spaces are classified as "unrestricted", meaning that patients, visitors, and employees are able to park in these spaces. With only 8 unrestricted spaces vacant, this group of spaces was 98% occupied (357 out of 365 spaces occupied) during the peak hour. Although these spaces are unrestricted, they are largely used by employees, as employees are more likely to arrive on campus before many of the other parking user groups.

The majority of spaces designated "Patient/Visitor" and "ADA" are found in the West and MOB Lots and were also 98% occupied at the time of the survey.

Reserved spaces in the Main Garage are designated for physicians, while reserved spaces in the MOB Lot are designated for ambulances and security personnel, reserved spaces in the Alley Lot are designated for contractors, and reserved spaces in the Wenonah Lot are designated for employees. Although there was a total of 36 vacant spaces found in the Main Garage and the Wenonah Lot, these spaces were recorded as 100% occupied, since they are not available for use by other employees, patients or visitors.

The Main Garage was marked with "Parking Full" signage during the survey hour. A parking facility is considered to be at its practical capacity when occupancy levels reach 85% to 90% of the actual capacity. When occupancies exceed practical capacity, the facility's ability to service demand is lost as it becomes difficult to enter, circulate, find a space, and leave a facility. DESMAN observed many visitors circling the surface lots and the Main Garage multiple times in an attempt to find parking during the survey.

In 2015, the earlier utilization summary data noted that the Unrestricted spaces were 97% occupied during the survey hour. The majority of spaces designated "Patient/Visitor" and "ADA" were found in the West, MOB and Power Plant Lot, which were 98% occupied at the time of the survey. There is a difference in the total number of spaces due to the addition of 84 spaces at the Wenonah Lot after 2015 and the loss of 18 spaces due to the Power Plant Lot closure in 2019. However, even with the net gain of 66 spaces to 2015's total inventory of 689 spaces, the occupancy recorded in 2019 is higher due to increased parking demand over the last 4 years.

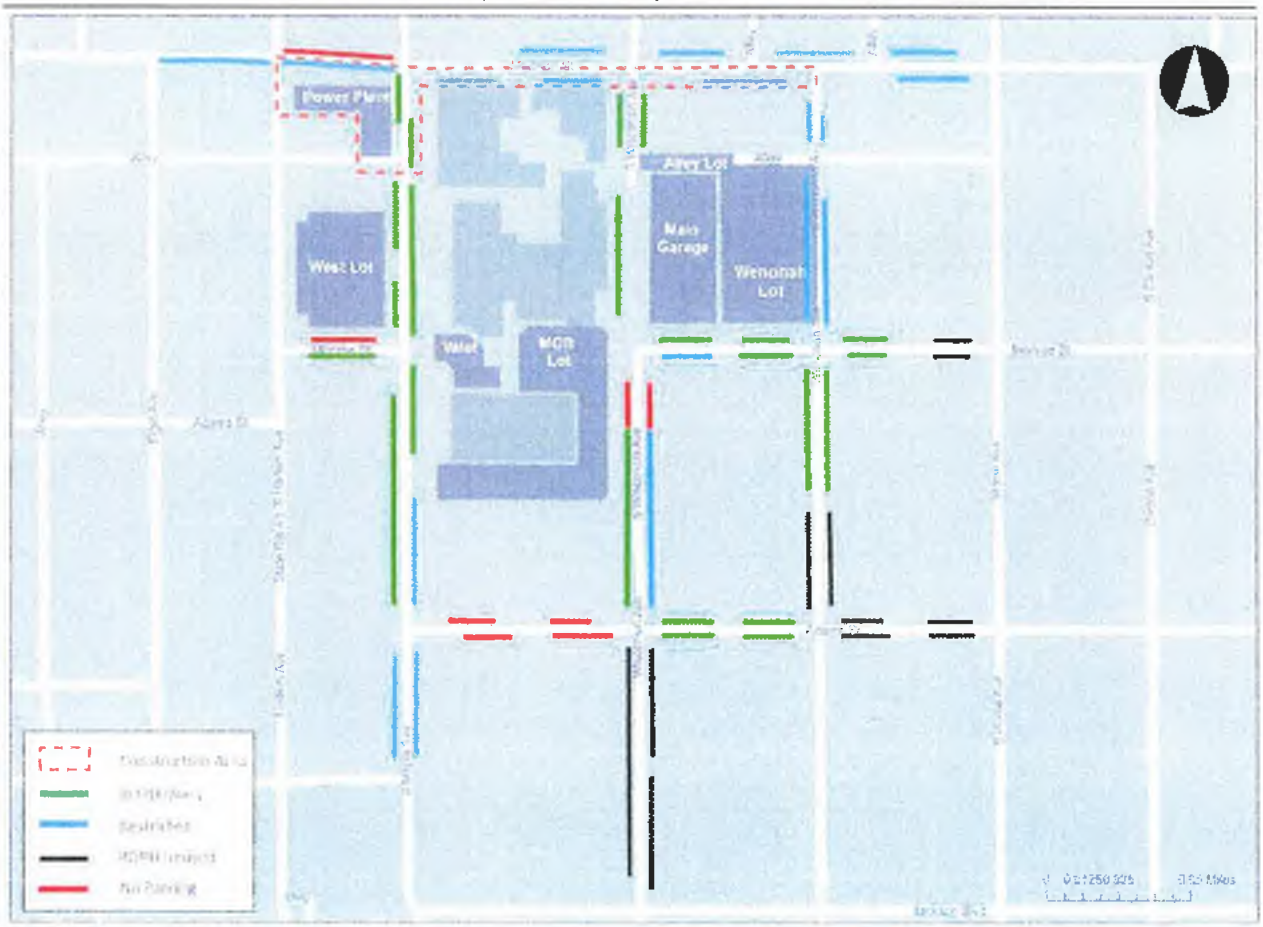
Utilization Survey – 2019 – On Street Parking

In addition to the off-street spaces discussed above, DESMAN observed employees and visitors parking along some of the street segments adjacent to the ROPH campus. The locations of these spaces are specified in **Figure 2**.

Surveys were conducted along the street segments bounded by Home Street to the east, Madison Street to the north, Elgin Avenue to the west, and Jackson Boulevard to the south. These segments were identified as occupied during the peak utilization survey conducted on June 6th at 10:00am. The street segments on the south side of Madison St between Harlem Ave and Wisconsin Ave, and east and west sides of Maple Ave between Madison St and the Alley south of Madison St near the Power Plant lot were closed for construction.

The on-street parking survey was designed to first examine the street segments closest to ROPH, considering the hospital as the center point for our exercise. Then, moving in an outward-radiating pattern, the street segments that were farther away were surveyed. This methodology was followed as ROPH Users (employees, visitors or patients) would be more likely to park on the street segments that were closest to the hospital.

Figure 2 – Location of On-Street Parking in the Vicinity of ROPH



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Note: The marked "Parking Area" is based on the assumption that ROPH Users (visitors, patients and employees) are likely to park within two blocks of the hospital.

Since the on-street curbside spaces were not striped, DESMAN approximated the number of legal on-street spaces on the streets by taking into account the posted signage indicating where parking was either completely prohibited or time restricted. DESMAN also took into account the necessity to allow for adequate line of sight clearances near intersections and private driveways aprons.

Streets without parking restrictions and streets with short-term parking restrictions, such as "Permit Only 8:00am-10:00am", have been categorized as being potentially occupied by "ROPH users" and are shown in green in Figure 2. The surrounding unrestricted street segments may also be used by ROHP employees or visitors; however, that is less likely as they were found to be less utilized during the peak occupancy survey and are farther from ROPH facilities.

Several of the examined street segments had time or permit restrictions which prevent both employees and visitors from parking along these streets. These restrictions include 1- or 2-hour time limits and residential parking only.

Table 2 summarizes the individual street segments examined, the user group assumed to be parking in each segment, the approximate inventory of spaces, parking restrictions, and the observed occupancy during the survey time period.

The approximate total number of spaces examined is 368, out of which 133 spaces were found to have time or permit restrictions applied to them. The remaining 235 spaces were open for use by ROPH users. 164 of these spaces had no restrictions or short-term parking restrictions – These spaces were more likely to be occupied by ROPH Users. The remaining 71 spaces, though unrestricted, were likely to be less utilized by ROPH Users because they were farther away from ROPH facilities. DESMAN's survey noted that 111 spaces were occupied of the 164 spaces identified as potentially being used by ROPH Users during the survey.

Comparatively, the 2015 utilization summary data noted the approximate total number of on-street spaces surveyed as 351. The difference in the total inventory can be attributed some new street segments being used by ROPH Users to park their vehicles. 2015 survey identified a total of 170 on-street parking spaces that may have served ROPH Users, while, the 2019 survey determined approximately 164 on-street parking spaces that may potentially serve the ROPH Users. This difference may be attributed to the recent designation of some street segments as "Permit Only" parking in the vicinity of the hospital. The lower occupancy level is due to some street segments being closed off for construction.

In our view, the 164 spaces identified as potentially being used by ROPH Users reflect additional existing demand. Out of these 164 spaces, 111 spaces (~68%) were occupied during the survey. Some street segments were inaccessible due to closures done for construction.

Table 3 summarizes the inventory and occupancy of surveyed ROPH parking spaces by user group. Of the 919 spaces examined both off-street and on-street, 853 spaces were occupied during the peak hour, or 93% of the total. As mentioned earlier, a parking facility is considered to be at its practical capacity when occupancy levels reach 85% to 90% of the actual capacity. When occupancies exceed practical capacity, the facility's ability to service demand is lost as it becomes difficult to enter, circulate, find a space, and leave a facility. Three of the four parking segments exceeded their practical capacity, indicating that parkers traveling to ROPH during the peak hour of utilization are not likely to locate a space or will spend a considerable amount of time searching for one.

Table 2 –On-Street Parking Inventory and Occupancy in the Vicinity of ROPH

Street Name	Side of Street	Street From	Street To	Assumed User Type	Restriction	Approximate Inventory	Occupancy 11am
Adams	N	Wenonah	Wisconsin	ROPH User	None	5	5
Adams	S	Wisconsin	Wenonah	ROPH User	None	5	5
Adams	N	Wenonah	Wisconsin	ROPH User	None	4	4
Adams	S	Wisconsin	Wenonah	ROPH User	None	4	4
Maple	W	Monroe	Jackson	ROPH User	NP 8-10am	15	6
Maple	E	Monroe	Adams	ROPH User	Loading Zone Only	10	10
Maple	W	Madison	Monroe	ROPH User	NP 8-10am; Permit 11pm-6am	4	Closed
Maple	W	Madison	Monroe	ROPH User	ResPermit 10pm-6am	3	0
Maple	W	Madison	Monroe	ROPH User	ResPermit 10pm-6am	5	6
Maple	E	Adams	Madison	ROPH User	ResPermit 10pm-6am	4	Closed
Maple	E	Adams	Madison	ROPH User	Loading Zone Only	11	6
Monroe	S	Harlem	Maple	ROPH User	NP 8-10am; Permit 11pm-6am	5	3
Monroe	N	Wenonah	Wisconsin	ROPH User	None	16	12
Monroe	S	Wisconsin	Wenonah	ROPH User	None	8	6
Monroe	S	Wenonah	Wisconsin	ROPH User	None	5	3
Monroe	N	Home	Wisconsin	ROPH User	None	5	5
Monroe	S	Wisconsin	Home	ROPH User	None	4	4
Wenonah	W	Monroe	Adams	ROPH User	None	9	3
Wenonah	E	Adams	Monroe	ROPH User	Free	9	5
Wisconsin	W	Monroe	Adams	ROPH User	NP 8-10am	18	9
Wisconsin	W	Monroe	Madison	ROPH User	Metered	4	4
Wisconsin	E	Madison	Monroe	ROPH User	Metered	4	4
Wisconsin	W	Madison	Monroe	ROPH User	ADA	7	7
Adams	N	Home	Wenonah	ROPH Unused	None	3	2
Adams	S	Wenonah	Home	ROPH Unused	None	4	3
Adams	N	Home	Wenonah	ROPH Unused	None	5	5
Adams	S	Wenonah	Home	ROPH Unused	None	4	4
Monroe	N	Home	Wisconsin	ROPH Unused	None	4	4
Monroe	S	Wisconsin	Home	ROPH Unused	None	4	4
Wenonah	E	Adams	Monroe	ROPH Unused	None	7	1
Wenonah	W	Monroe	Adams	ROPH Unused	None	7	2
Wisconsin	W	Adams	Jackson	ROPH Unused	None	17	3
Wisconsin	E	Jackson	Adams	ROPH Unused	None	8	3
Wisconsin	E	Jackson	Adams	ROPH Unused	None	8	1
Maple	E	Adams	Madison	Restricted	Resident Permit 11pm- 6am	8	3
Monroe	N	Maple	Harlem	Restricted	No Parking	5	0
Monroe	S	Wisconsin	Wenonah	Restricted	Permit	4	3
Madison	S	Elgin	Harlem	Restricted	2hr	8	2
Madison	S	Harlem	Maple	Restricted	2hr	8	Construction
Madison	S	Pennsylvania	Home	Restricted	2hr	5	4
Madison	N	Home	Pennsylvania	Restricted	2hr	5	2
Madison	N	Home	Pennsylvania	Restricted	2hr	6	0
Madison	S	Wisconsin	Wenonah	Restricted	1hr	6	5
Madison	N	Pennsylvania	Wisconsin	Restricted	2hr	5	5
Madison	S	Maple	Wisconsin	Restricted	2hr	4	Construction
Madison	S	Maple	Wisconsin	Restricted	2hr	4	Construction
Madison	N	Wisconsin	Maple	Restricted	2hr	6	4
Maple	E	Jackson	Adams	Restricted	No Parking 8-10am	8	2
Maple	W	Monroe	Jackson	Restricted	No Parking 8-10am	8	3
Wenonah	E	Monroe	Madison	Restricted	2hr	3	3
Wenonah	W	Madison	Monroe	Restricted	2hr	3	3
Wenonah	W	Madison	Monroe	Restricted	2hr	11	6
Wenonah	E	Monroe	Madison	Restricted	2hr	9	3
Wisconsin	E	Adams	Monroe	Restricted	ResPermit 9am-10pm	17	1
Total: ROPH User						**164**	**111**
Total: Unused by ROPH						**71**	**32**
Total: Restricted						**133**	**49**
Total: All						***368***	***192***

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Table 3 – Current ROPH Parking Occupancy by User Group

User Group	Inventory	Peak Occupancy	
		#	%
Unrestricted	365	357	**98%**
Reserved	155	155	**100%**
Patient/Visitor/ADA	235	230	**98%**
On-Street	164	111	**68%**
Total Off-Street	755	742	**98%**
Total	919	853	**93%**

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Since spaces designated as Reserved are not accessible to visitors, patients, visitors or other employees are forced to search for parking. Additionally, in the event that DESMAN's in-person utilization surveys did not capture the peak demand condition, this peak occupancy percentage could be pushed even higher, resulting in fewer available spaces and more frustration for users attempting to locate parking.

From the utilization survey results above, it is evident that the parking facilities at ROPH are operating at full capacity and will not able to handle increased demand in the future. Moreover, if additional permit restrictions on curbside parking were to be imposed by the Village of Oak Park, ROPH Users will be likely to face more issues with finding parking on-street.

Future Parking Supply and Demand

The off-street facilities are currently operating at 98% occupancy, which is above the practical capacity range of 85% to 90%. In order to accommodate the current parking demand and operate the off-street facilities at practical capacity, and accommodate the on-street parking demand into off-street parking facilities; the capacity of the parking system needs to be increased.

In addition to the existing parking shortfall, the ROPH campus anticipates substantial growth in activity. A new Emergency Department is under construction which will increase the number of bays to 17 and ultimately to 24. Substantial space within the existing MOB is being redeveloped and leased to physicians. Overall the campus anticipates 5% growth annually over the next 5 years. The combination of the future growth, the addition of parking to achieve a practical capacity of 90% and the displacement of the existing spaces on the Wenonah lot for structured parking, increases the net total need for additional off street parking to 526 spaces.

Table 4 below presents the future parking supply and demand scenario.

Table 4 – Future ROPH Campus Parking Demand

Category	Inventory	Peak occupancy	%
Existing Off Street	755	742	98%
Existing On Street	164	111	68%
Total ROPH	755	853	113%
Future Growth - 27.6% over 5 years		235	
Practical Capacity 10%		109	
Future Deficit		442	
84 spaces displaced from Wenonah Lot		*84*	
Spaces needed		**526**	

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Conclusion

Parking continues to present a challenge for patients and employees at ROPH. Despite the addition of a parking lot, the growth of the hospital outpatient services has increased parking demand. The projected growth based on new facilities and physician practices is projected to increase demand by over 27% over the next 5 years. Overall, a net of approximately 500 parking spaces will be needed to accommodate demand for patient, visitor and employee parking on campus.

EXHIBIT 5.1

Rush Oak Park Hospital

Oak Park, Illinois

Parking Study Supplement

October 2019

Prepared for: Robert Spandoni, Vice President/COO

WALKER CONSULTANTS

Executive Summary

Rush Oak Park Hospital (ROPH) requested that Walker Consultants (Walker) review the "*Rush Oak Park Hospital – Parking Study*" report prepared by Desman (June 14, 2019) and accepted by the Village of Oak Park. Specifically, ROPH desires that Walker provide an opinion on any recommended changes to the remaining on-street parking restrictions once capacity is added to the ROPH parking system pursuant to the opening of a new parking structure planned for the campus.

Overview of Findings

For the engagement, Walker visited the ROPH campus to observe the on-street parking restrictions implemented by the Village of Oak Park (the "Village") to control on-street parking in and around the ROPH campus. We also surveyed the streets itemized in Desman's report. The following summarizes Walker's findings that resulted from our on-site observation on October 25th (the "Survey Day"):

- The survey was conducted on a typical week day (Friday October 22nd) on the ROPH campus;
- Consistent with the Desman study, approximately 368± on-street spaces were observed within the study area bound by Madison Street to the north, Harlem Avenue to the west, Jackson Blvd. to the south and Clinton Avenue to the east (the "Study Area");
- Occupancy on the Survey Day was consistent with the occupancy figures noted in the Desman report;
- The type of parking restrictions currently in place within the Study Area are detailed in Figure 1; and
- The current on-street parking restrictions (e.g. No Parking, Loading Zone, C9 Permits, 3-HR Parking, etc.) observed on the Survey Day are depicted in Figure 2 for the blocks that comprise the Study Area.

Future Parking Supply

The Desman report projects that about 526± additional parking spaces will be needed to accommodate patient, visitor and employee parking demand in the future. Given the projected shortfall, the hospital plans to construct a new six-level 728±-space parking structure on an existing employee surface parking lot located at the corner of Monroe Street and Wenonah Avenue. As depicted in Table 1, the added parking supply should not only afford new off-street parking options for patients, visitors and employees, but may also allow the Village to consider implementing some minor changes to the parking restrictions that currently exist within the Study Area.

Table 1: Parking Supply (projected)

Proposed Parking Supply (projected)			
New Parking Structure (spaces)	728	Net Gain (Supply)	621
less Existing Lot (spaces)	(107)	less shortfall (projected) [1]	(526)
Net Gain (Supply)	**621**	**Net Gain (On-Street) [2]**	**95**

Notes:

[1] *Supply shortfall projected by Desman*

[2] *Approximate number of on-street spaces eligible for new parking restiction designation*

Source: Desman Report, IMEG and Walker Consultants, 2019

Recommendations

Based on Walker's analysis about 95± on-street spaces may be eligible for revised parking restrictions. Given this fact, we recommend that ROPH consider discussing the possible implementation of the following changes to the on-street parking restrictions with the Village, once the new structure is opened for use by patients, visitors and employees. In addition to the following, Walker's recommendations are also illustrated in Figure 3:

1. Vacate twenty (20) on-street spaces on the north and south sides of Monroe Avenue that lead to the entrance of the proposed new structure.

Non-restricted on-street parking is currently allowed on Monroe Avenue in this area. Locating the entrance/exit plaza to and from the new structure from Monroe Avenue will necessitate vacating these on-street spaces to allow unrestricted access into and from the parking structure.

2. Add three-hour time restrictions on both the north and south sides of Monroe Avenue from Wenonah Avenue to Clinton Avenue.

Non-restricted parking is currently allowed on Monroe Avenue in the reference area. Adding three-hour time restrictions on both sides of the street (40 spaces) should restrict long-term parking in this largely residential portion of the Study Area, and effectively force employees that may utilize this area today, from time to time, to park in the parking structure rather than on-street within the neighborhood.

3. Add three-hour time restrictions on the south side of Monroe Avenue from Maple Avenue to Harlem Avenue.

Non-restricted parking is currently allowed on Monroe Avenue in the referenced area. Adding three-hour time restrictions on the south side of the street (5 spaces) should restrict long-term parking in this residential portion of the Study Area, and effectively force employees that currently utilize this area to park off-street in the structure rather than parking on-street.

4. Vacate eight (8) MSM and seven (7) ADA spaces located on Wisconsin Avenue from Madison Street to Monroe Avenue.

Parking in eight (8) multi-space meters and seven (7) ADA spaces is currently allowed on Wisconsin Avenue in the referenced area. To provide unobstructed traffic flow in this area, we recommend vacating all spaces along the path of travel to/from the existing parking structure, as well as the new parking structure.

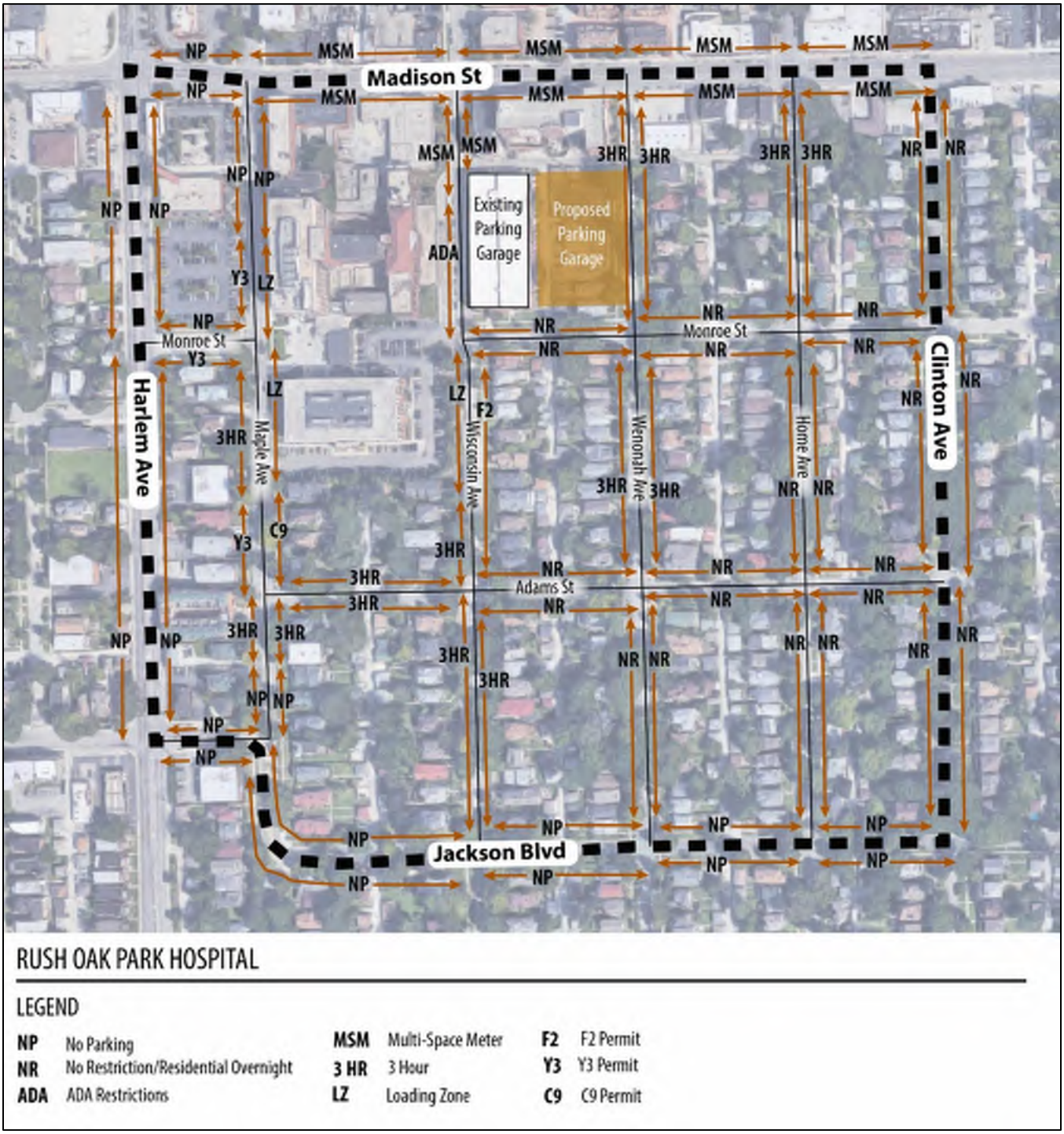
5. Other

Based upon Walker's analysis of the current on-street parking restrictions currently in place within the Study Area, we recommend no other changes to the current on-street parking restrictions in association with the new parking structure.

Figure 1. Study Area - On-Street Parking Restriction Sign Types (current)

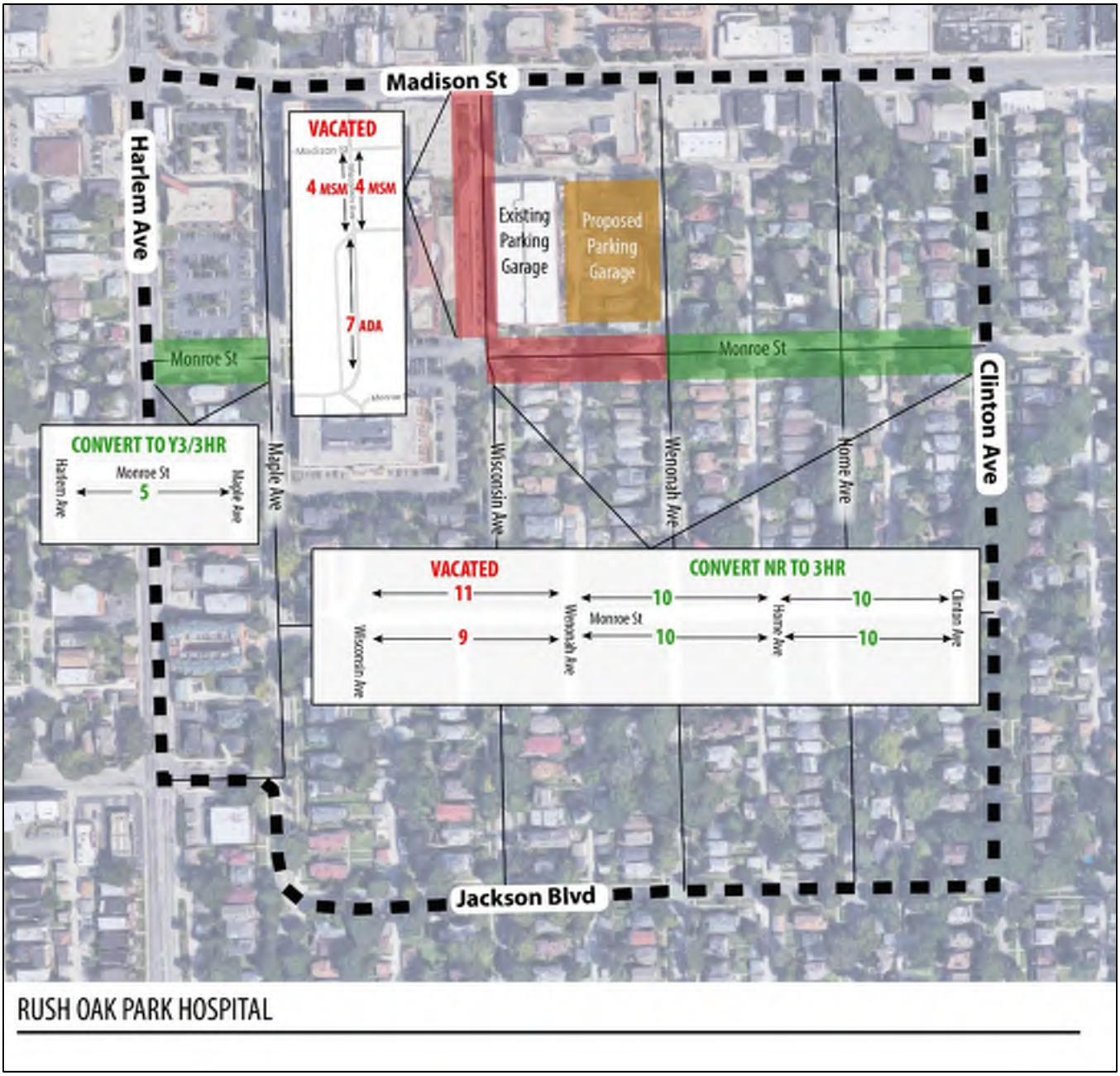
Source: Walker Consultants, 2019

Figure 2. Study Area - On-Street Parking Restrictions (current)



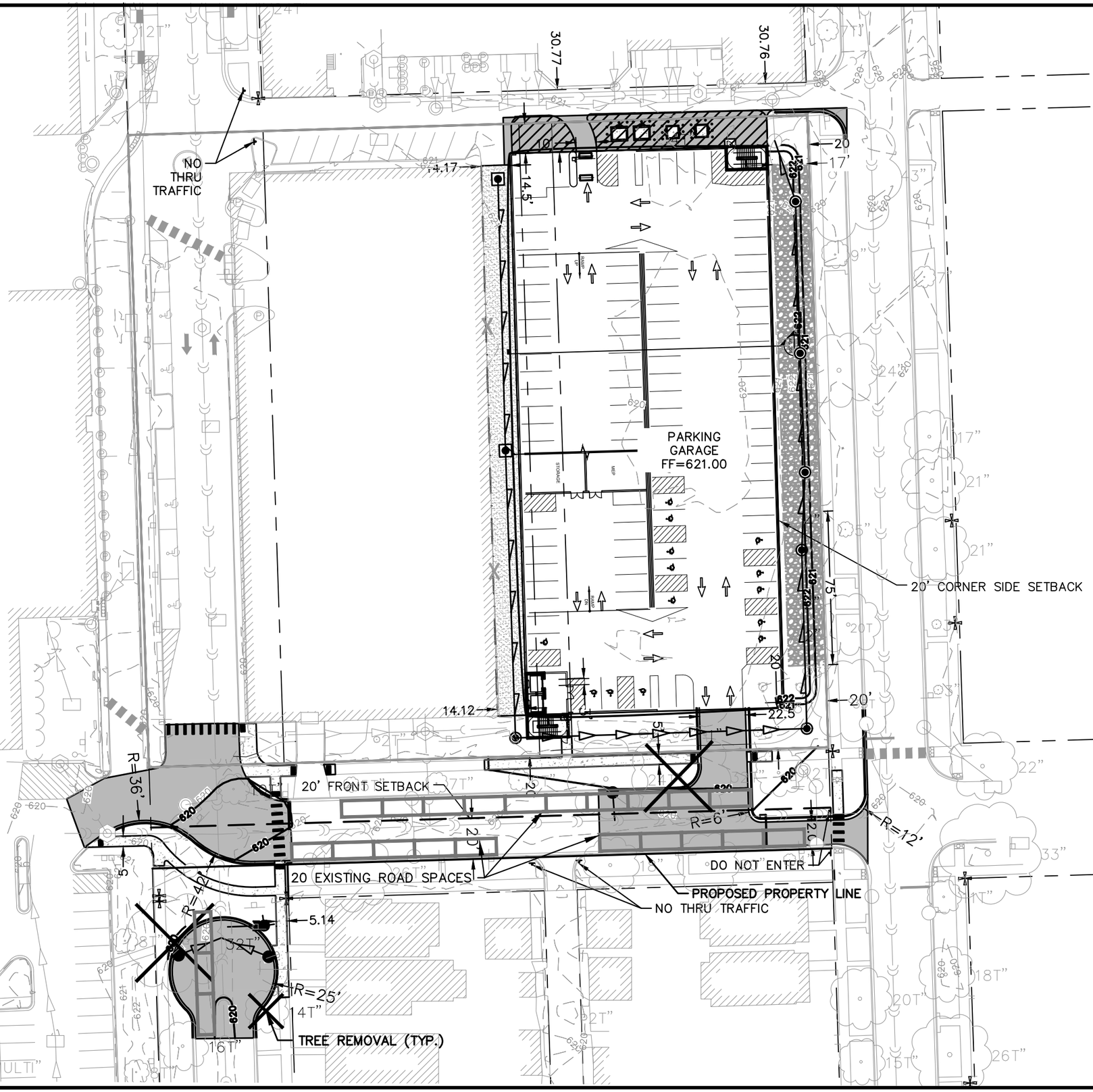
Source: Walker Consultants, 2019

Figure 3. Study Area - Recommended Changes to On-Street Parking Restrictions (proposed)



Source: Walker Consultants, 2019

EXHIBIT 6



0 50

SCALE: 1" = 50'

H DISTRICT DIMENSIONAL STANDARDS		
BULK STANDARDS	REQUIREMENTS	PROVIDED
MIN. LOT AREA:	10,000 S.F.	37191.74
MAX. BUILDING HEIGHT:	80'	77'-2"
MAX. LOT COVERAGE:	80%	75%
FRONT SETBACK	20'	20'
CORNER SETBACK	20'	20'

EXISTING PARKING TABLE	
RUSH PARKING LOT:	107 SPACES
MONROE ST. PARKING:	20 SPACES

PROPOSED PARKING TABLE	
RUSH PARKING GARAGE:	713 SPACES
TOTAL PROPOSED INCREASE IN SPACES:	586 SPACES

WISCONSIN AVE PARKING	
EXISTING WISCONSIN AVE (RUSH):	22 SPACES
PROPOSED WISCONSIN AVE (VILLAGE):	19 SPACES

PROPERTY OWNER:
RUSH OAK PARK HOSPITAL
520 S. MAPLE AVE.
OAK PARK, IL 60304
(708)660-6660

REVISIONS

No.	DESCRIPTION	DATE

IMEG
4850 GRAND AVENUE
GURNEE, IL 60031
PH: 847.336.7100
www.imegcorp.com
Illinois Design Firm Registration #184.007637-0014

RUSH OAK PARK HOSPITAL PARKING GARAGE
OAK PARK, ILLINOIS

SITE PLAN EXHIBIT

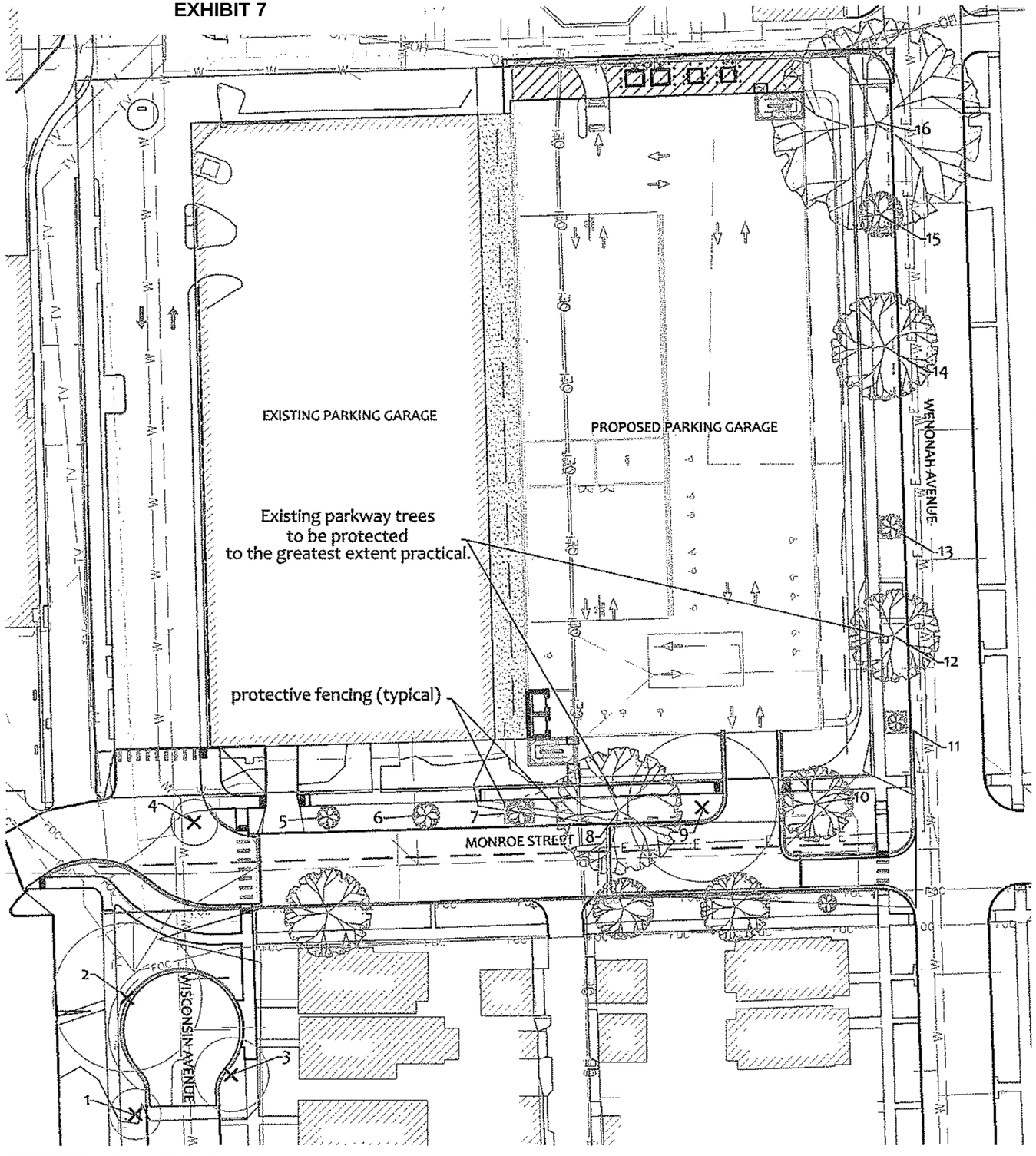
IMEG Project No: 19002340.00
File Name: 19002340.00 Rush OP Site Plan.dwg

Field Book No: ####
Drawn By: KK
Checked By: SFG
Date: 10/18/19

EXHIBIT 6
Sheet 1 of 1

Wednesday, October 23, 2019 3:38:37 PM
\\FILES\ACTIVE\PROJECTS\2019\19002340.00\CAD-BIM FOLDERS\CIVIL3D\DWG\DESIGN\19002340.00 RUSH OP SITE PLAN.DWG

EXHIBIT 7



TREE PRESERVATION/REMOVAL

SCALE: 1"=50'

0 50' 100'

NORTH

TREE No.	DBH In.	TYPE (COMMON NAME)	SCIENTIFIC NAME	H **	F **	COMMENTS	ACTION*
1	17	Common Hackberry	Celtis occidentalis	4	4	split	Remove
2	32	Common Hackberry	Celtis occidentalis	3	4		Remove
3	16	Tulip Tree	Liriodendron tulipifera	3	3		Remove
4	10	Thornless Honeylocust	Gleditsia triacanthos inermis	3	3		Remove
5	5	River Birch	Betula nigra	3	3		Preserve
6	6	River Birch	Betula nigra	3	3		Preserve
7	6	River Birch	Betula nigra	3	3		Preserve
8	27	American Elm	Ulmus americana	4	4	codominent, decay	Preserve
9	32	Silver Maple	Acer saccharinum	4	5	branch over street	Remove
10	16	Ginkgo	Ginkgo biloba	3	3	female	Preserve
11	4	Sugar Maple	Acer saccharum	3	3		Preserve
12	21	American Elm	Ulmus americana	4	4	codominent	Preserve
13	5	Northern Catalpa	Catalpa speciosa	3	3		Preserve
14	23	Thornless Honeylocust	Gleditsia triacanthos inermis	3	3		Preserve
15	10	Red Maple	Acer rubrum	4	4		Preserve
16	44	American Elm	Ulmus americana	4	4		Preserve

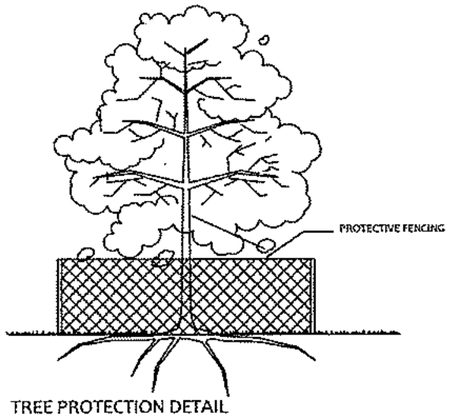
Code: H=Health, F=Form

assifications: 1= excellent, 2= Good, 3= Fair, 4= Poor, 5= Very Poor, 6= Dead

Tree Inventory conducted on 10/15/19

by Krogstad Land Design Limited

(Karl Krogstad, Certified Arborist IL-546A).



TREE PROTECTION DETAIL
N.T.S.

KARL T. KROGSTAD
157-000349
REGISTERED
LANDSCAPE
ARCHITECT
ILLINOIS

KROGSTAD
LAND DESIGN LIMITED

RUSH OAK PARK PARKING EXPANSION
OAK PARK, IL

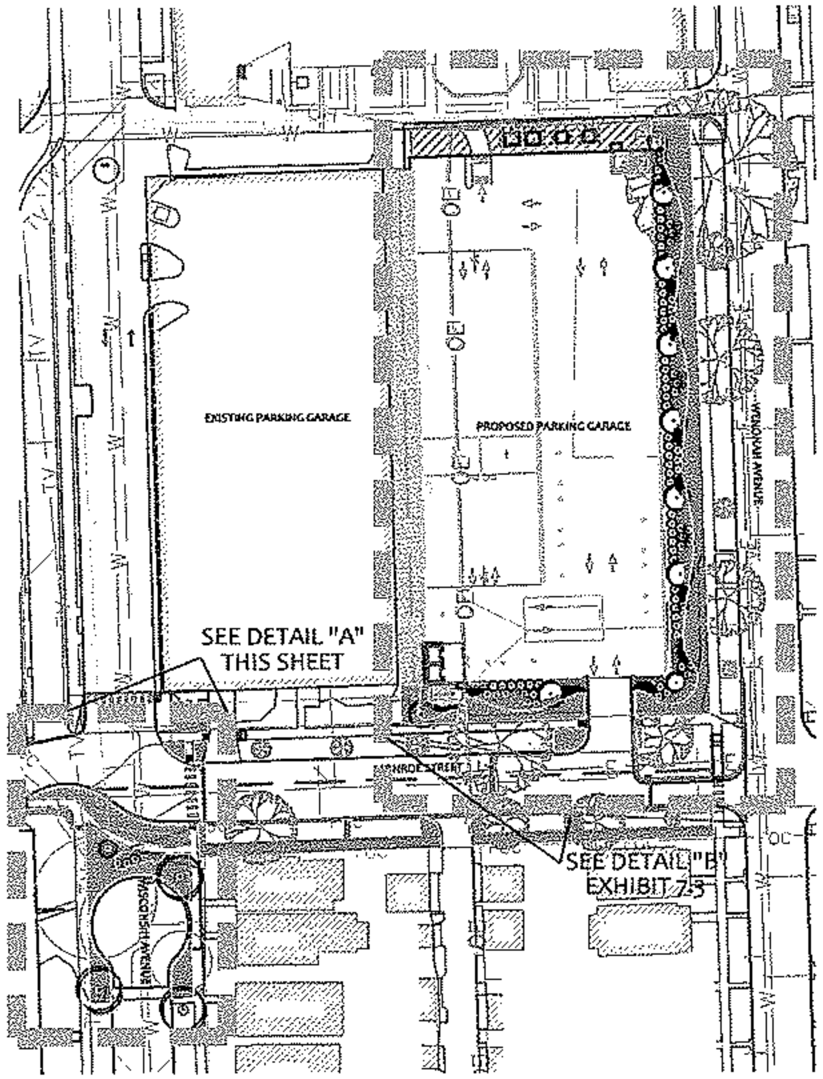
LANDSCAPE PLAN-Tree Preservation/Removal

Property Owner:
Rush Oak Park Hospital
520 S. Maple Ave.
Oak Park, IL 60304
(708)660-6660

REVISIONS
Submittal: 10/23/19

DATE September 26, 2019
PROJECT IME1901
DRAWN KTK
CHECKED KTK
SHEET NO.

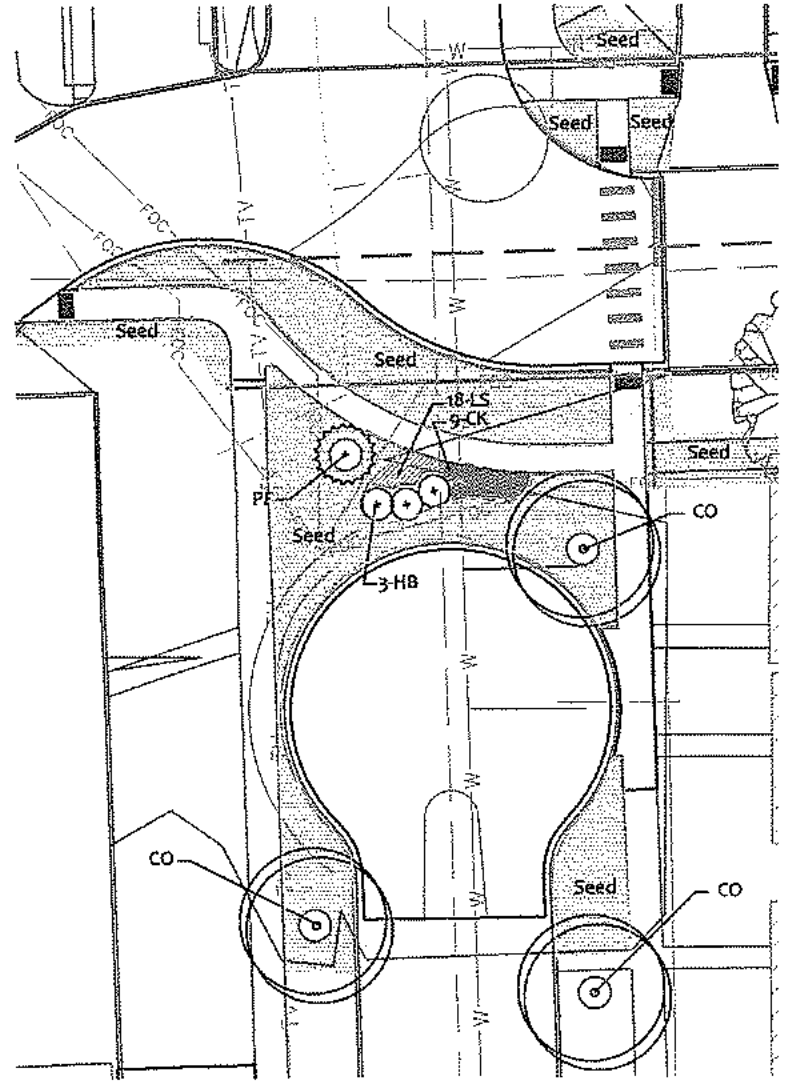
Exhibit 7.1



LOCATION MAP

SCALE: 1"=100'

0 100' 200' NORTH



DETAIL "A"

SCALE: 1"=30'

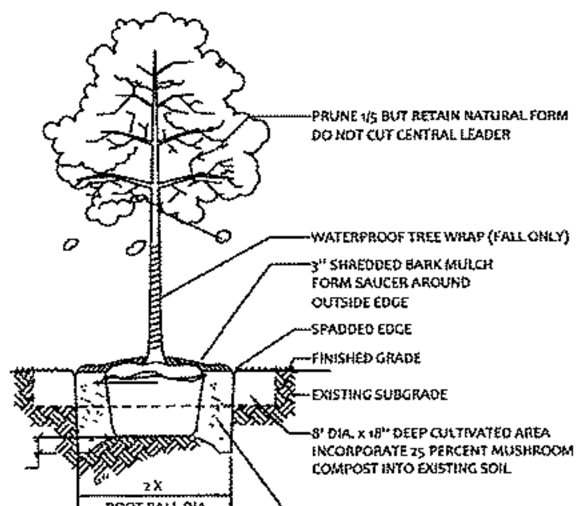
0 30' 60' NORTH

GENERAL NOTES

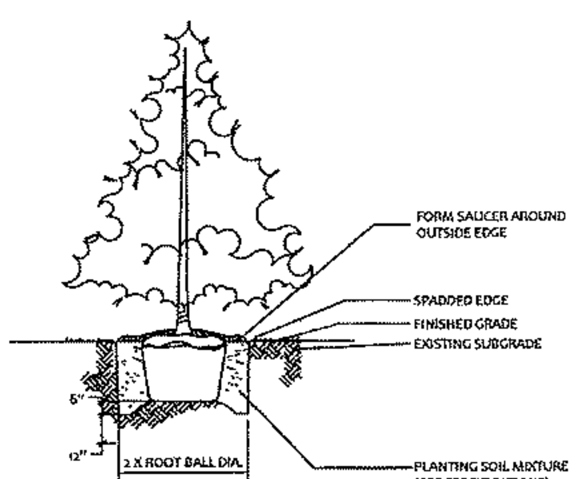
1. ANY INCONSISTENCIES BETWEEN THIS PLAN, ARCHITECTURE AND CIVIL ENGINEERING SHALL BE RESOLVED AT TIME OF FINAL PLAN PREPARATION.
2. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIANCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
3. WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMENTS.
4. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
5. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
6. ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
7. FINE GRADE, FERTILIZE AND SOD ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
8. WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
9. FOR TREES PLANTED IN TURF AREAS, PROVIDE 3'-0" dia. MULCH RING (REMOVE EXISTING TURF) AT 4" THICK WITH A CULTIVATED EDGE.
10. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
11. ENSURE ALL TREES ARE 25 FEET FROM LIGHT POLES, 4 FEET FROM DRIVES, 8 FEET FROM HYDRANTS AND 5 FEET FROM MANHOLES.
12. SOME FIELD ADJUSTMENTS MAY BE NECESSARY TO ENSURE THAT THERE ARE NO CONFLICTS BETWEEN EXISTING AND PROPOSED TREES, OR DUE TO LOCATIONS OF UTILITIES OR OTHER FIELD CONDITIONS.
13. MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSIZ60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
15. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.
16. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING VEGETATION TO BE PRESERVED.

PLANT MATERIAL LIST (Quantities are for Exhibit 7.2 and Exhibit 7.3)

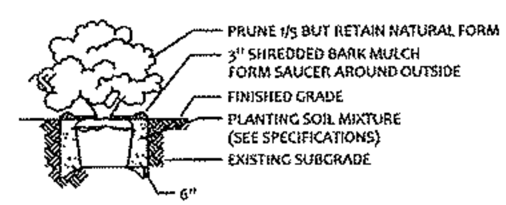
SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
		SHADE TREES			
CB	6	Carpinus betulus 'Fastigiata'	European Columnar Hornbeam	2 1/2"	Central Leader
CO	3	Celtis occidentalis	Common Hackberry	3"	Central Leader
GB	2	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2"	Central Leader
		ORNAMENTAL TREES			
CA	2	Cornus alternifolia	Pagoda Dogwood	5'	Natural Form
		EVERGREEN TREES			
PF	1	Pinus flexilus 'Vanderwolf'	Vanderwolf Pine	6'	Natural Form
TO	44	Thuja occidentalis 'Technii'	Mission Arborvitae	5'	Sheared
		SHRUBS			
EE	36	Euonymus 'Emerald gaiety'	Emerald Gaiety Euonymus	3 Gal.	3' O.C.
HB	10	Hydrangea macrophylla 'Bloomstruck'	Bloomstruck Hydrangea	5 Gal.	5' O.C.
HQ	15	Hydrangea quercifolia 'Ruby Slippers'	Ruby Slippers Oakleaf Hydrangea	5 Gal.	5' O.C.
PO	7	Physocarpus opulifolius 'Jefam'	Amber Jubilee Ninebark	5 Gal.	5' O.C.
RK	35	Rosa 'Coral Knock-Out'	Coral Knock-Out Rose	3 Gal.	3' O.C.
VC	8	Viburnum carlesii 'compactum'	Compact Koreanspice Viburnum	30"	4' O.C.
		PERENNIALS, AND ORNAMENTAL GRASSES			
CK	61	Calamogrostris 'Karl Foerster'	Karl FoersterReed Grass	1 Gal.	36" O.C.
HC	96	Heuchera 'citronelle'	Citronelle Coral Bells	1 Gal.	18" O.C.
HM	42	Hakonechloa macra 'Aureola'	Variegated Hakone Grass	1 Gal.	30" O.C.
LS	54	Leucanthemum x superbum 'Becky'	Becky Shasta Daisies	1 Gal.	18" O.C.
NF	44	Nepeta faassenii 'Blue Wonder'	Blue Wonder Catmint	1 Gal.	18" O.C.
PH	35	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal.	30" O.C.
		MISCELLANEOUS MATERIALS			
	1,020	Kentucky Bluegrass blend seed with Erosion Control Blanket		S.Y.	
	48	Shredded Hardwood Mulch		C.Y.	



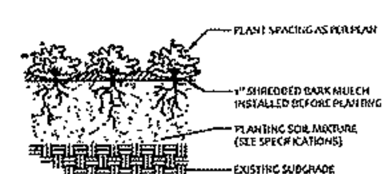
DECIDUOUS TREES
N.T.S.



EVERGREEN TREES
N.T.S.



DECIDUOUS AND EVERGREEN SHRUBS
N.T.S.



PERENNIALS AND GROUNDCOVERS
N.T.S.

Planting Soil Mixtures: Provide planting soil mixture consisting of three (3) parts friable topsoil (stockpiled at site) and one part mushroom compost (1) for all planting pits, perennial, annual, and groundcover areas.

Organic mulch, free from deleterious materials and suitable as a top dressing of trees and shrubs, consisting of shredded hardwood mulch. Provide sample to Landscape Architect for approval.

KROGSTAD
LAND DESIGN LIMITED

RUSH OAK PARK PARKING EXPANSION
OAK PARK, IL
LANDSCAPE PLAN-Detail

REVISIONS
Submittal: 10/23/19

DATE September 26, 2019

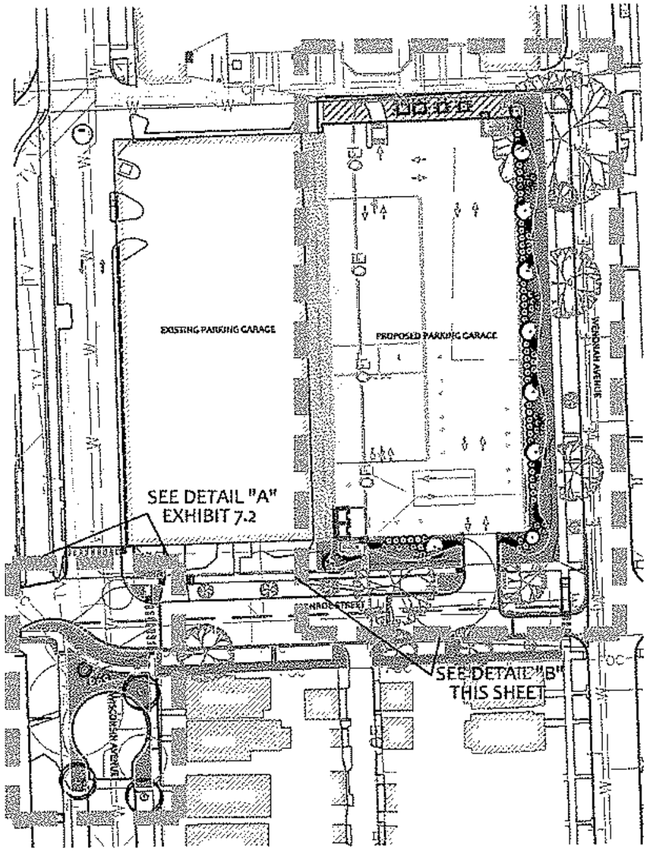
PROJECT IMC1901

DRAWN KTK

CHECKED

SHEET NO.

Exhibit 7.2

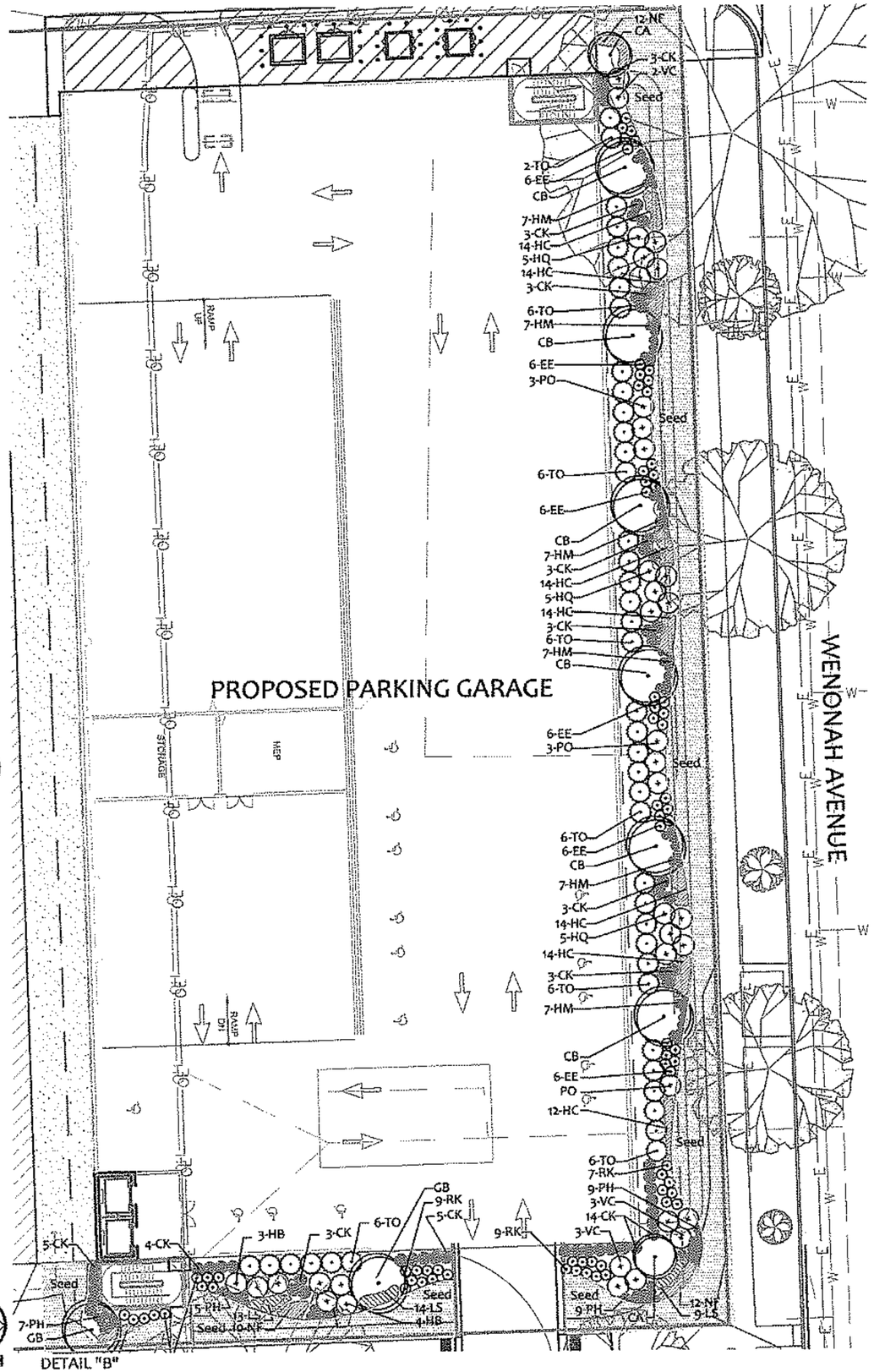


LOCATION MAP

SCALE: 1"=100'

0 100' 200'

NORTH



SCALE: 1"=30'

0 30' 60'

NORTH

DETAIL "B"

PLANT MATERIAL LIST (For quantities, see Exhibit 7.2)

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
	SHADE TREES			
CB	Carpinus betulus 'Fastigiata'	European Columnar Hornbeam	2 1/2"	Central Leader
CO	Celtis occidentalis	Common Hackberry	3"	Central Leader
GB	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	2 1/2"	Central Leader
	ORNAMENTAL TREES			
CA	Cornus alternifolia	Pagoda Dogwood	5'	Natural Form
	EVERGREEN TREES			
PF	Pinus flexilus 'Vanderwolf'	Vanderwolf Pine	6'	Natural Form
TO	Thuja occidentalis 'Techni'	Mission Arborvitae	5'	Sheared
	SHRUBS			
EE	Euonymus 'Emerald gaiety'	Emerald Gaiety Euonymus	3 Gal.	3' O.C.
HB	Hydrangea macrophylla 'Bloomstruck'	Bloomstruck Hydrangea	5 Gal.	5' O.C.
HQ	Hydrangea quercifolia 'Ruby Slippers'	Ruby Slippers Oakleaf Hydrangea	5 Gal.	5' O.C.
PO	Physocarpus opulifolius 'Jefam'	Amber Jubilee Ninebark	5 Gal.	5' O.C.
RK	Rosa 'Coral Knock-Out'	Coral Knock-Out Rose	3 Gal.	3' O.C.
VC	Viburnum carlesii 'compactum'	Compact Koreanspice Viburnum	30"	4' O.C.
	PERENNIALS, AND ORNAMENTAL GRASSES			
CK	Calamogrostris 'Karl Foerster'	Karl FoersterReed Grass	1 Gal.	36" O.C.
HC	Heuchera 'citronelle'	Citronelle Coral Bells	1 Gal.	18" O.C.
HM	Hakonechloa macra 'Aureola'	Variegated Hakone Grass	1 Gal.	30" O.C.
LS	Leucanthemum x superbum 'Becky'	Becky Shasta Daisies	1 Gal.	18" O.C.
NF	Nepeta faassenii 'Blue Wonder'	Blue Wonder Catmint	1 Gal.	18" O.C.
PH	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal.	30" O.C.
	MISCELLANEOUS MATERIALS			
	Kentucky Bluegrass blend seed with Erosion Control Blanket		S.Y.	
	Shredded Hardwood Mulch		C.Y.	

KROGSTAD
LAND DESIGN LIMITED

RUSH OAK PARK PARKING EXPANSION
OAK PARK, IL

LANDSCAPE PLAN-Detail

Property Owner:
Rush Oak Park Hospital
520 S. Maple Ave.
Oak Park, IL 60304
(708)660-6660

REVISIONS
Submittal: 10/23/1

DATE September 26, 201
PROJECT IMC190
DRAWN KT
CHECKED KT
SHEET NO.

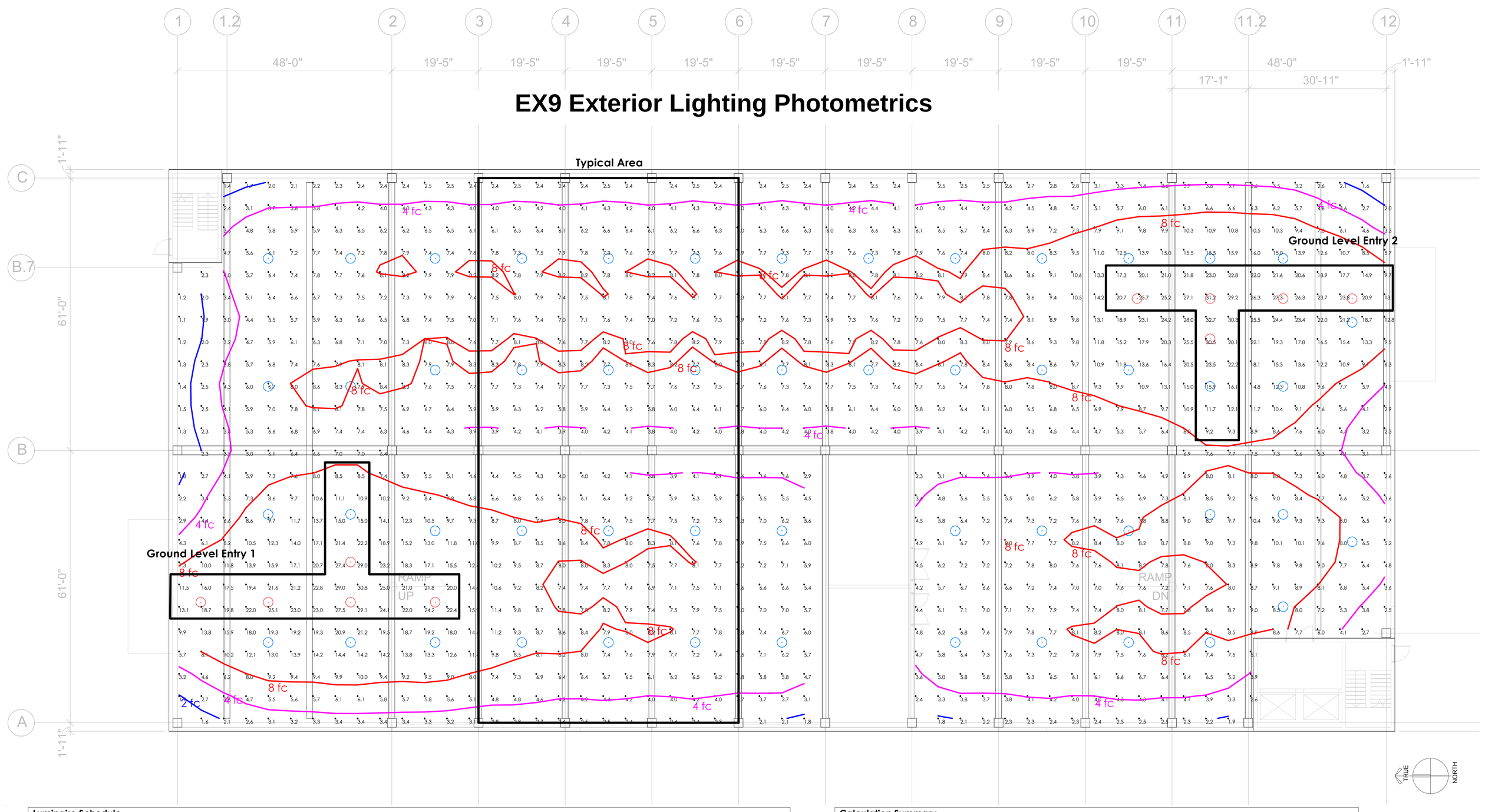
Exhibit 7.

KARL T. KROGSTAD
157-000349
REGISTERED
LANDSCAPE
ARCHITECT
ILLINOIS

EXHIBIT 8

NOT USED

EX9 Exterior Lighting Photometrics



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF*	Description	LPW	Lum. Watts	Total Watts
○	52	VCPG-LED-P2-40K-T5M-MVOLT	SINGLE	0.801	Lithonia VCPG @ 9'-10" AFF	145	33.96	1765.92
○	10	VCPG-LED-P4-40K-T5E-MVOLT	SINGLE	0.801	Lithonia VCPG @ 9'-10" AFF	140	56.3	563

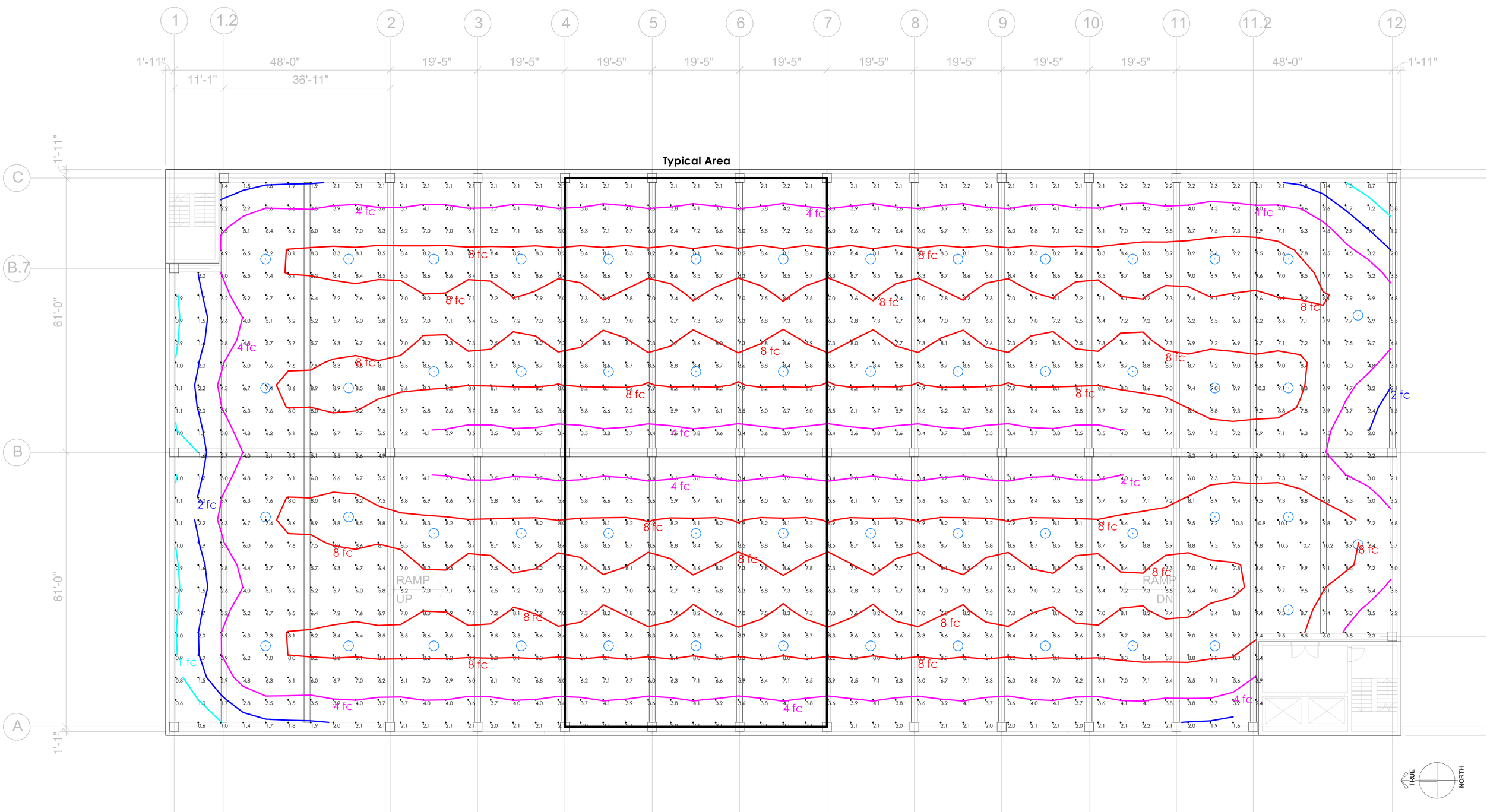
*Light loss factors based on 100,000 hours of lumen depreciation

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Ground Level	Illuminance	Fc	8.00	32.7	1.1	7.27	29.73
Ground Level Entry 1	Illuminance	Fc	20.57	30.8	8.5	2.42	3.62
Ground Level Entry 2	Illuminance	Fc	21.41	32.7	9.2	2.33	3.55
Typical Area	Illuminance	Fc	6.61	11.4	2.3	2.87	4.96

Ground Level Photometrics
Scale: 1" = 10'-0"

31-8540.00 - Rush Oak Park
10/14/2019

WALKER CONSULTANTS



Luminaire Schedule								
Symbol	**Qty**	**Label**	**Arrangement**	**LLF***	**Description**	**LPW**	**Lum. Watts**	**Total Watts**
○	54	VCPG-LED-P2-40K-T5M-MVOLT	SINGLE	0.801	Lithonia VCPG @ 8'-8" AFF	145	33.96	1833.84

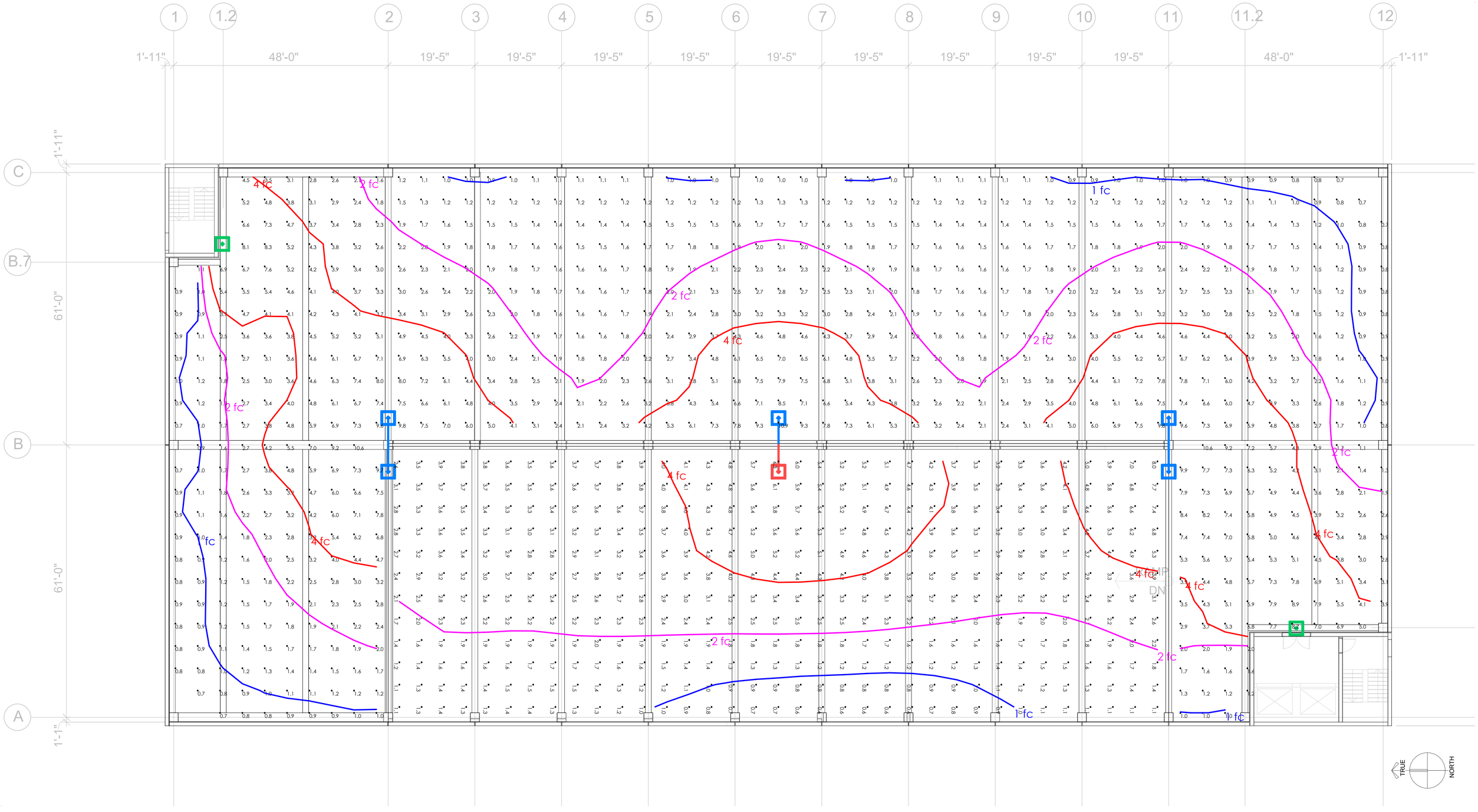
*Light loss factors based on 100,000 hours of lumen depreciation

Calculation Summary							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
Typical Level	Illuminance	Fc	6.28	10.9	0.6	10.47	18.17
Typical Area	Illuminance	Fc	6.59	8.8	2.0	3.30	4.40

Typical Level Photometrics
Scale: 1" = 10'-0"

31-8540.00 - Rush Oak Park
10/14/2019

WALKER CONSULTANTS



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF*	Description	LPW	Lum. Watts	Total Watts
	5	GLEON-AF-04-LED-E1-T4FT-800	SINGLE	0.827	Eaton GLEON @ 18'-0" AFF	117	171	855
	1	GLEON-AF-05-LED-E1-T3-800	SINGLE	0.827	Eaton GLEON @ 18'-0" AFF	117	210	210
	2	GWC-AF-01-LED-E1-T4FT	SINGLE	0.819	Eaton GWC @ 10'-0" AFF	111	59	118

*Light loss factors based on 100,000 hours of lumen depreciation

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Top Level	Illuminance	Fc	3.00	10.9	0.6	5.00	18.17

Top Level Photometrics
Scale: 1" = 10'-0"

31-8540.00 - Rush Oak Park
10/14/2019

WALKER CONSULTANTS

Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF*	Description	LPW	Lum. Watts	Total Watts
	312	VCPG-LED-P2-40K-T5M-MVOLT	SINGLE	1.000	Lithonia VCPG Type V	145	33.96	10595.52
	5	GLEON-AF-04-LED-E1-T4FT-800	SINGLE	1.000	Eaton GLEON Type IV	117	171	855
	1	GLEON-AF-05-LED-E1-T3-800	SINGLE	1.000	Eaton GLEON @ Type III	117	210	210
	2	GWC-AF-01-LED-E1-T4FT	SINGLE	1.000	Eaton GWC Type IV	111	59	118

*Light loss factors based on initial lumen output

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Vertical Light Spill - East	Illuminance	Fc	0.25	1.0	0.0	N.A.	N.A.
Vertical Light Spill - North	Illuminance	Fc	0.09	0.7	0.0	N.A.	N.A.
Vertical Light Spill - South	Illuminance	Fc	0.22	1.0	0.0	N.A.	N.A.
Horizontal Light Spill	Illuminance	Fc	0.03	0.3	0.0	N.A.	N.A.

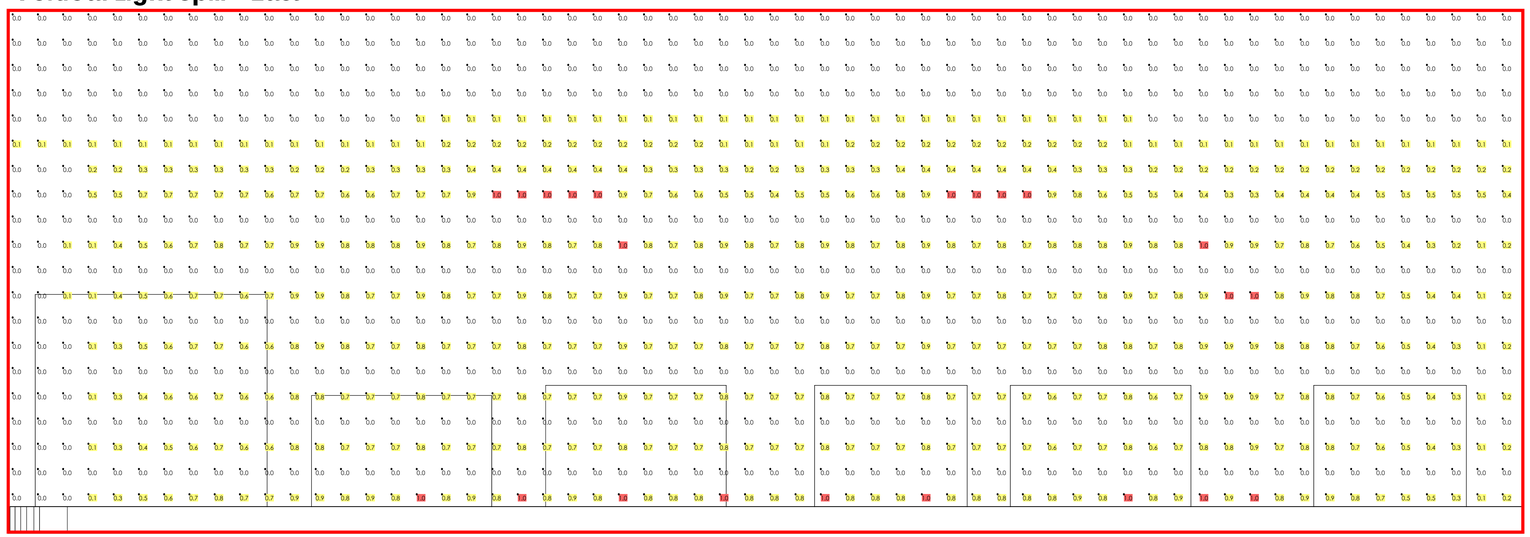
Horizontal Light Spill

Scale: 1" = 20'-0"

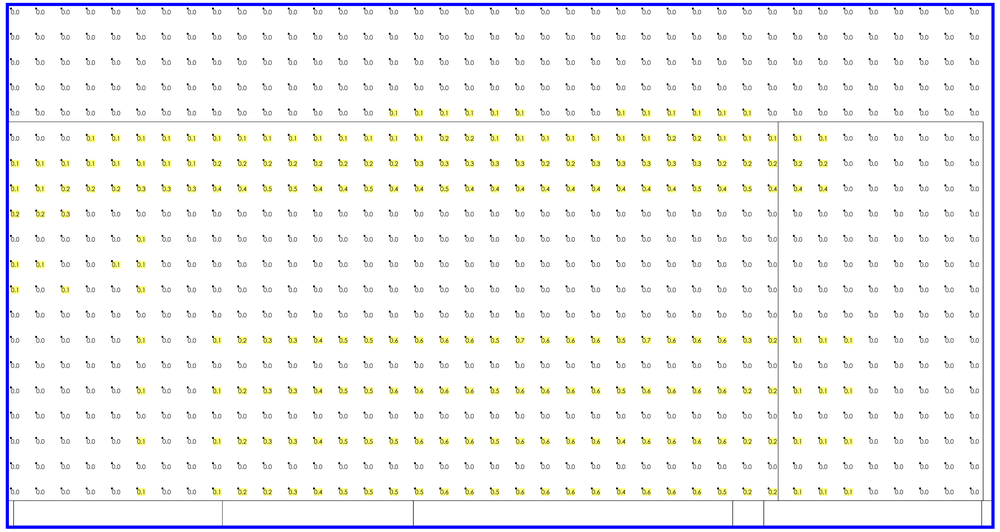
31-8540.00 - Rush Oak Park
10/14/2019

WALKER CONSULTANTS

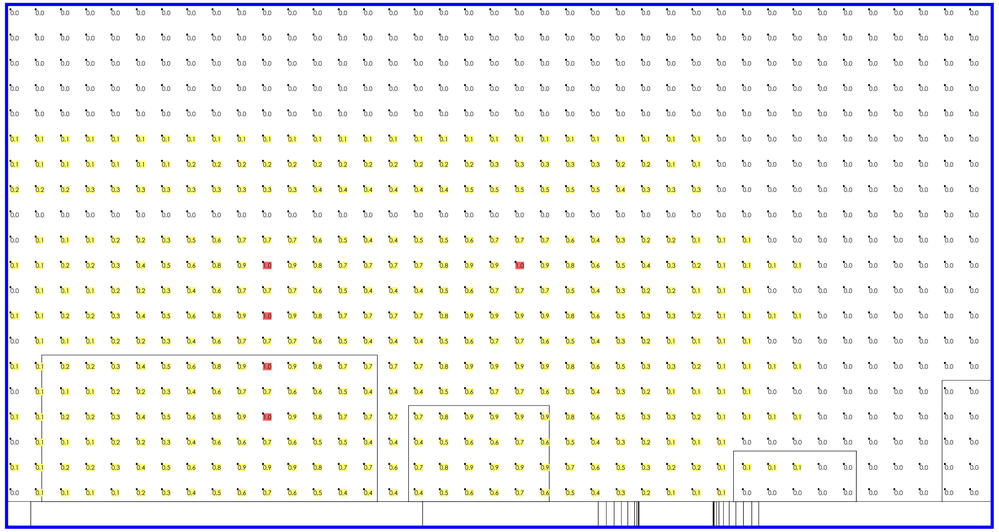
Vertical Light Spill - East



Vertical Light Spill - North



Vertical Light Spill - South



Luminaire Schedule								
Symbol	Qty	Label	Arrangement	LLF*	Description	LPW	Lum. Watts	Total Watts
	312	VCPG-LED-P2-40K-T5M-MVOLT	SINGLE	1.000	Lithonia VCPG Type V	145	33.96	10595.52
	5	GLEON-AF-04-LED-E1-T4FT-800	SINGLE	1.000	Eaton GLEON Type IV	117	171	855
	1	GLEON-AF-05-LED-E1-T3-800	SINGLE	1.000	Eaton GLEON @ Type III	117	210	210
	2	GWC-AF-01-LED-E1-T4FT	SINGLE	1.000	Eaton GWC Type IV	111	59	118

*Light loss factors based on initial lumen output

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Vertical Light Spill - East	Illuminance	Fc	0.25	1.0	0.0	N.A.	N.A.
Vertical Light Spill - North	Illuminance	Fc	0.09	0.7	0.0	N.A.	N.A.
Vertical Light Spill - South	Illuminance	Fc	0.22	1.0	0.0	N.A.	N.A.
Horizontal Light Spill	Illuminance	Fc	0.03	0.3	0.0	N.A.	N.A.

31-8540.00 - Rush Oak Park
10/14/2019

Vertical Light Spill
Scale: 1" = 15'-0"

WALKER CONSULTANTS

McGraw-Edison

DESCRIPTION

The Galleon™ LED luminaire delivers exceptional performance in a highly scalable, low-profile design. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and UL/cUL Listed for wet locations.

Catalog #		**Type**
Project		
Comments		**Date**
Prepared by		

SPECIFICATION FEATURES

Construction
Extruded aluminum driver enclosure thermally isolated from Light Squares for optimal thermal performance. Heavy-wall, die-cast aluminum end caps enclose housing and die-cast aluminum heat sinks. A unique, patent pending interlocking housing and heat sink provides scalability with superior structural rigidity. 3G vibration tested and rated. Optional tool-less hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

Optics
Patented, high-efficiency injection-molded AccuLED Optics technology. Optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT 70 CRI. Optional 3000K, 5000K and 6000K CCT.

Electrical
LED drivers are mounted to removable tray assembly for ease of maintenance. 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Standard with 0-10V dimming. Shipped standard with Eaton proprietary circuit module designed to withstand 10kV of transient line surge. The Galleon LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Light Squares are IP66 rated. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 600mA, 800mA and 1200mA drive currents (nominal).

Mounting
STANDARD ARM MOUNT: Extruded aluminum arm includes internal bolt guides allowing for easy positioning of fixture during mounting. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirement table. Round pole adapter included. For wall mounting, specify wall mount bracket option. QUICK MOUNT ARM: Adapter is bolted directly to the pole. Quick mount arm slide into place on the adapter and is secured via two screws, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the quick mount arm enables wiring of the fixture without having to access the driver compartment. A knock-out enables round pole mounting.

Finish
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Heat sink is powder coated black. Standard housing colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available.

Warranty
Five-year warranty.

GLEON
GALLEON LED

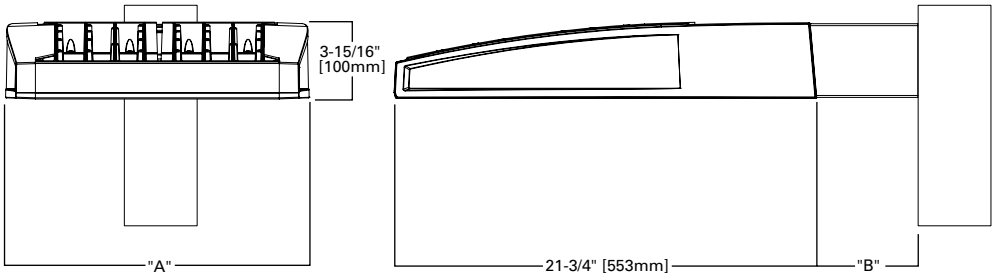
1-10 Light Squares
Solid State LED

AREA/SITE LUMINAIRE

LumenSafe Technology
CLICK HERE

WaveLinx

DIMENSIONS



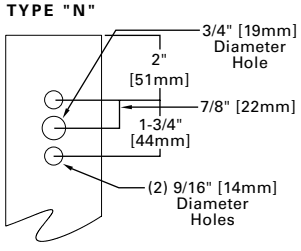
DIMENSION DATA

Number of Light Squares	"A" Width	"B" Standard Arm Length	"B" Optional Arm Length [1]	Weight with Arm (lbs.)	EPA with Arm [2] (Sq. Ft.)
1-4	15-1/2" (394mm)	7" (178mm)	10" (254mm)	33 (15.0 kgs.)	0.96
5-6	21-5/8" (549mm)	7" (178mm)	10" (254mm)	44 (20.0 kgs.)	1.00
7-8	27-5/8" (702mm)	7" (178mm)	13" (330mm)	54 (24.5 kgs.)	1.07
9-10	33-3/4" (857mm)	7" (178mm)	16" (406mm)	63 (28.6 kgs.)	1.12

NOTES: 1. Optional arm length to be used when mounting two fixtures at 90° on a single pole. **2.** EPA calculated with optional arm length.

DRILLING PATTERN

TYPE "N"



CERTIFICATION DATA

3G Vibration Rated
DesignLights Consortium® Qualified*
IP66 Rated
ISO 9001
LM79 / LM80 Compliant
UL/cUL Wet Location Listed

ENERGY DATA

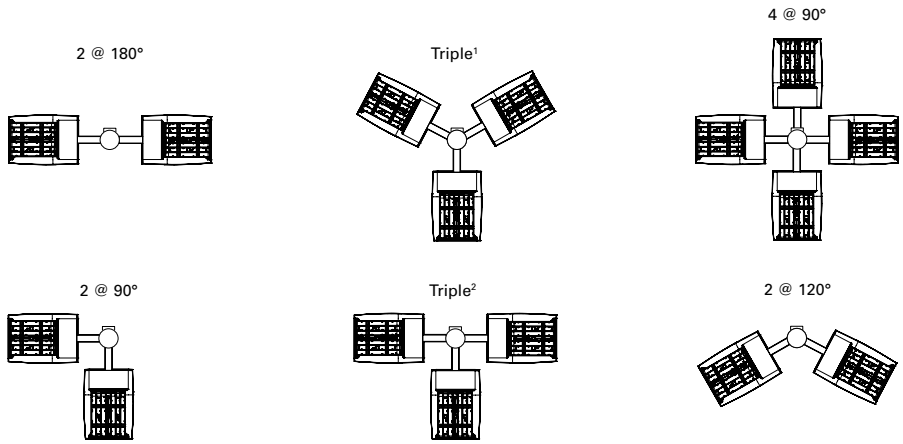
Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120V-277V 50/60Hz
347V, 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

*www.designlights.org

Powering Business Worldwide

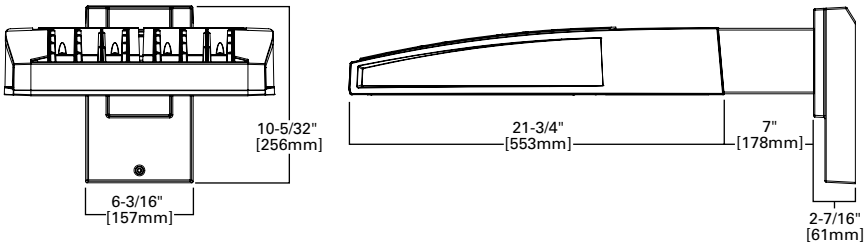
ARM MOUNTING REQUIREMENTS

Configuration	90° Apart	120° Apart
GLEON-AF-01	7" Arm (Standard)	7" Arm (Standard)
GLEON-AF-02	7" Arm (Standard)	7" Arm (Standard)
GLEON-AF-03	7" Arm (Standard)	7" Arm (Standard)
GLEON-AF-04	7" Arm (Standard)	7" Arm (Standard)
GLEON-AF-05	10" Extended Arm (Required)	7" Arm (Standard)
GLEON-AF-06	10" Extended Arm (Required)	7" Arm (Standard)
GLEON-AF-07	13" Extended Arm (Required)	13" Extended Arm (Required)
GLEON-AF-08	13" Extended Arm (Required)	13" Extended Arm (Required)
GLEON-AF-09	16" Extended Arm (Required)	16" Extended Arm (Required)
GLEON-AF-10	16" Extended Arm (Required)	16" Extended Arm (Required)

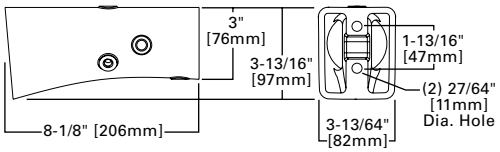


NOTES: 1 Round poles are 3 @ 120°. Square poles are 3 @ 90°. **2** Round poles are 3 @ 90°.

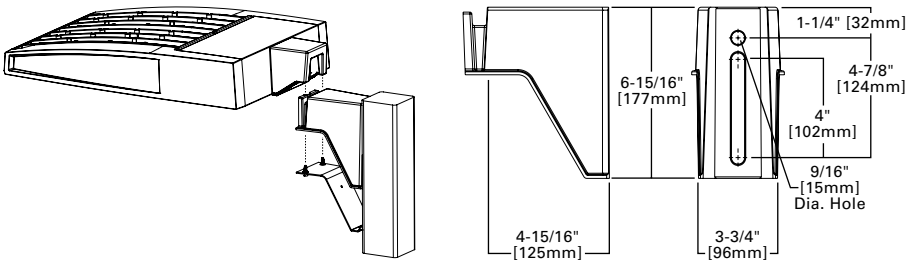
STANDARD WALL MOUNT



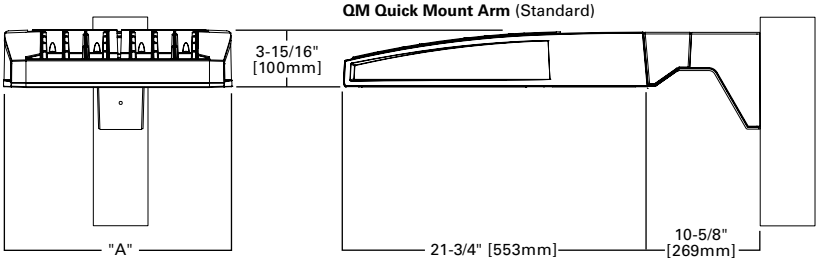
MAST ARM MOUNT



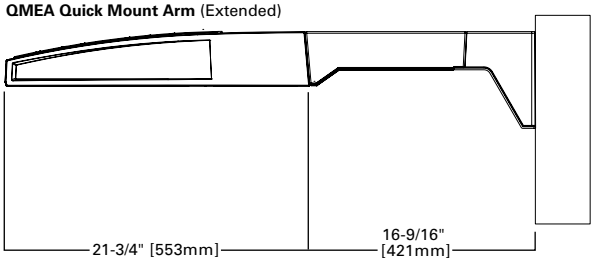
QUICK MOUNT ARM (INCLUDES FIXTURE ADAPTER)



QM Quick Mount Arm (Standard)



QMEA Quick Mount Arm (Extended)

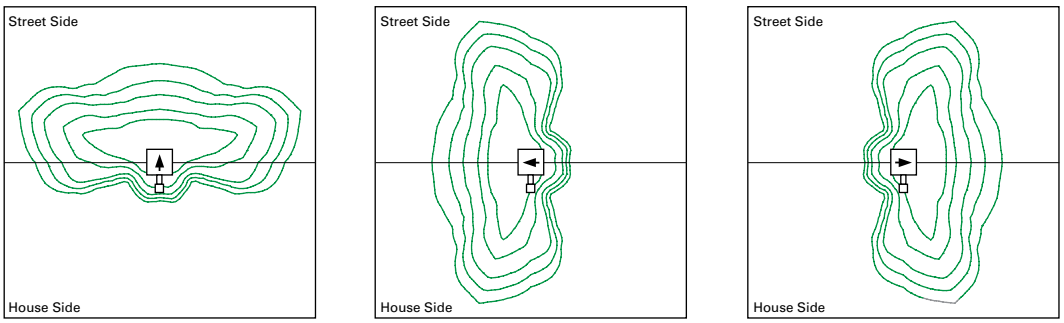


QUICK MOUNT ARM DATA

Number of Light Squares [1, 2]	"A" Width	Weight with QM Arm (lbs.)	Weight with QMEA Arm (lbs.)	EPA (Sq. Ft.)
1-4	15-1/2" (394mm)	35 (15.91 kgs.)	38 (17.27 kgs.)	1.11
5-6 [3]	21-5/8" (549mm)	46 (20.91 kgs.)	49 (22.27 kgs.)	
7-8	27-5/8" (702mm)	56 (25.45 kgs.)	N/A	

NOTES: 1 QM option available with 1-8 light square configurations. **2** QMEA option available with 1-6 light square configurations. **3** QMEA arm to be used when mounting two fixtures at 90° on a single pole.

OPTIC ORIENTATION

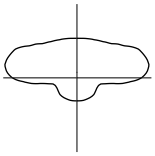


Standard | **Optics Rotated Left @ 90°** [L90] | **Optics Rotated Right @ 90°** [R90]

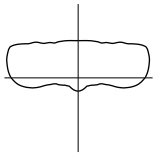
OPTICAL DISTRIBUTIONS

Asymmetric Area Distributions

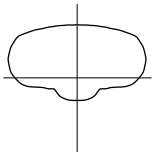
T2 (Type II)



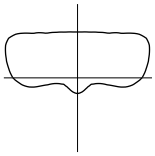
SL2 (Type II with Spill Control)



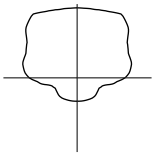
T3 (Type III)



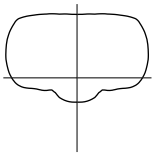
SL3 (Type III with Spill Control)



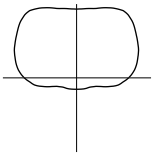
T4FT (Type IV Forward Throw)



T4W (Type IV Wide)

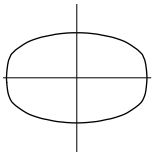


SL4 (Type IV with Spill Control)

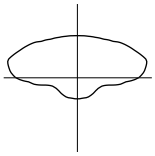


Asymmetric Roadway Distributions

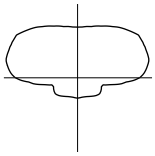
RW (Rectangular Wide Type I)



T2R (Type II Roadway)

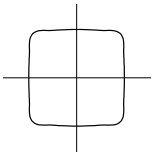


T3R (Type III Roadway)

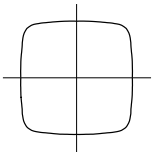


Symmertric Distributions

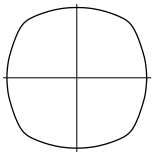
5NQ (Type V Square Narrow)



5MQ (Type V Square Medium)

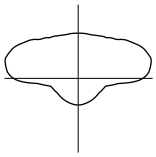


5WQ (Type V Square Wide)

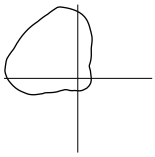


Specialized Distributions

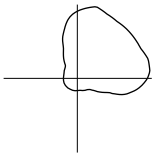
AFL (Automotive Frontline)



SLL (90° Spill Light Eliminator Left)

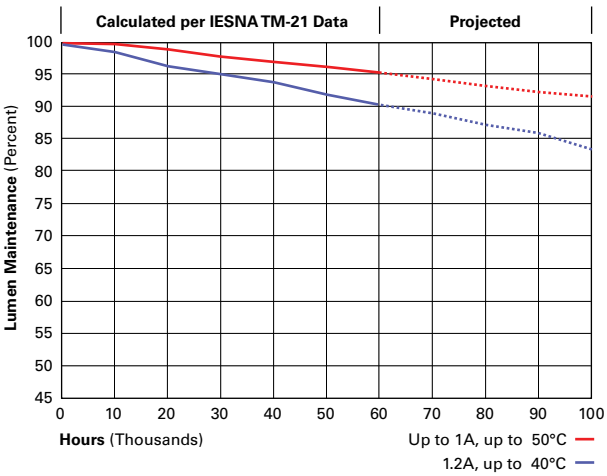


SLR (90° Spill Light Eliminator Right)



LUMEN MAINTENANCE

Drive Current	Ambient Temperature	TM-21 Lumen Maintenance (60,000 Hours)	Projected L70 (Hours)
Up to 1A	Up to 50°C	> 95%	416,000
1.2A	Up to 40°C	> 90%	205,000



LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

NOMINAL POWER LUMENS (1.2A)

Number of Light Squares		1	2	3	4	5	6	7	8	9	10
Nominal Power (Watts)		67	129	191	258	320	382	448	511	575	640
Input Current @ 120V (A)		0.58	1.16	1.78	2.31	2.94	3.56	4.09	4.71	5.34	5.87
Input Current @ 208V (A)		0.33	0.63	0.93	1.27	1.57	1.87	2.22	2.52	2.8	3.14
Input Current @ 240V (A)		0.29	0.55	0.80	1.10	1.35	1.61	1.93	2.18	2.41	2.71
Input Current @ 277V (A)		0.25	0.48	0.70	0.96	1.18	1.39	1.69	1.90	2.09	2.36
Input Current @ 347V (A)		0.20	0.39	0.57	0.78	0.96	1.15	1.36	1.54	1.72	1.92
Input Current @ 480V (A)		0.15	0.30	0.43	0.60	0.73	0.85	1.03	1.16	1.28	1.45
Optics											
T2	4000K/5000K Lumens	6,863	13,412	20,011	26,441	32,761	39,205	46,364	52,534	58,601	64,880
	3000K Lumens	6,489	12,681	18,919	25,000	30,974	37,066	43,836	49,668	55,405	61,341
	BUG Rating	B1-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
T2R	4000K/5000K Lumens	7,285	14,238	21,246	28,072	34,780	41,621	49,221	55,770	62,212	68,878
	3000K Lumens	6,888	13,462	20,087	26,541	32,884	39,351	46,537	52,729	58,819	65,122
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5
T3	4000K/5000K Lumens	6,995	13,670	20,397	26,951	33,391	39,959	47,256	53,544	59,728	66,130
	3000K Lumens	6,613	12,924	19,284	25,480	31,570	37,780	44,679	50,624	56,471	62,524
	BUG Rating	B1-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
T3R	4000K/5000K Lumens	7,150	13,973	20,850	27,549	34,134	40,846	48,307	54,734	61,056	67,598
	3000K Lumens	6,761	13,212	19,713	26,046	32,272	38,619	45,673	51,750	57,726	63,911
	BUG Rating	B1-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
T4FT	4000K/5000K Lumens	7,036	13,748	20,515	27,107	33,586	40,191	47,530	53,854	60,074	66,512
	3000K Lumens	6,652	12,999	19,397	25,629	31,754	37,999	44,938	50,917	56,797	62,885
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
T4W	4000K/5000K Lumens	6,945	13,571	20,249	26,756	33,152	39,671	46,917	53,160	59,298	65,653
	3000K Lumens	6,566	12,831	19,146	25,297	31,344	37,508	44,358	50,260	56,064	62,072
	BUG Rating	B1-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
SL2	4000K/5000K Lumens	6,851	13,388	19,977	26,396	32,704	39,137	46,283	52,444	58,498	64,768
	3000K Lumens	6,477	12,658	18,888	24,957	30,920	37,003	43,759	49,584	55,308	61,235
	BUG Rating	B1-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
SL3	4000K/5000K Lumens	6,994	13,668	20,394	26,947	33,388	39,953	47,249	53,537	59,720	66,119
	3000K Lumens	6,612	12,922	19,281	25,477	31,567	37,774	44,673	50,618	56,463	62,514
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
SL4	4000K/5000K Lumens	6,645	12,986	19,378	25,603	31,723	37,962	44,893	50,868	56,743	62,824
	3000K Lumens	6,282	12,279	18,321	24,207	29,993	35,892	42,445	48,094	53,648	59,398
	BUG Rating	B1-U0-G2	B1-U0-G3	B2-U0-G4	B2-U0-G4	B2-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
5NQ	4000K/5000K Lumens	7,214	14,097	21,036	27,795	34,437	41,210	48,734	55,220	61,597	68,199
	3000K Lumens	6,820	13,329	19,888	26,279	32,558	38,962	46,077	52,208	58,237	64,479
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4
5MQ	4000K/5000K Lumens	7,347	14,356	21,423	28,306	35,071	41,969	49,632	56,237	62,730	69,454
	3000K Lumens	6,947	13,573	20,254	26,762	33,158	39,680	46,925	53,170	59,309	65,667
	BUG Rating	B3-U0-G1	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G5	B5-U0-G5	B5-U0-G5
5WQ	4000K/5000K Lumens	7,366	14,396	21,480	28,381	35,164	42,080	49,765	56,386	62,898	69,639
	3000K Lumens	6,964	13,610	20,308	26,833	33,247	39,786	47,050	53,311	59,468	65,842
	BUG Rating	B3-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5
SLL/SLR	4000K/5000K Lumens	6,147	12,010	17,921	23,679	29,339	35,109	41,521	47,046	52,478	58,102
	3000K Lumens	5,811	11,355	16,944	22,388	27,739	33,194	39,256	44,479	49,617	54,933
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
RW	4000K/5000K Lumens	7,149	13,970	20,846	27,543	34,126	40,837	48,295	54,722	61,042	67,582
	3000K Lumens	6,760	13,208	19,709	26,041	32,264	38,610	45,661	51,738	57,713	63,897
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G4
AFL	4000K/5000K Lumens	7,175	14,021	20,921	27,643	34,249	40,986	48,470	54,920	61,262	67,828
	3000K Lumens	6,784	13,256	19,780	26,136	32,381	38,750	45,827	51,925	57,922	64,129
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B4-U0-G4	B4-U0-G4

* Nominal data for 70 CRI.

NOMINAL POWER LUMENS (1A)

Number of Light Squares		1	2	3	4	5	6	7	8	9	10
Nominal Power (Watts)		59	113	166	225	279	333	391	445	501	558
Input Current @ 120V (A)		0.51	1.02	1.53	2.03	2.55	3.06	3.56	4.08	4.60	5.07
Input Current @ 208V (A)		0.29	0.56	0.82	1.11	1.37	1.64	1.93	2.19	2.46	2.75
Input Current @ 240V (A)		0.26	0.48	0.71	0.96	1.19	0.41	1.67	1.89	2.12	2.39
Input Current @ 277V (A)		0.23	0.42	0.61	0.83	1.03	1.23	1.45	1.65	1.84	2.09
Input Current @ 347V (A)		0.17	0.32	0.50	0.64	0.82	1.00	1.14	1.32	1.50	1.68
Input Current @ 480V (A)		0.14	0.24	0.37	0.48	0.61	0.75	0.91	0.99	1.12	1.28
Optics											
T2	4000K/5000K Lumens	6,256	12,225	18,242	24,104	29,865	35,739	42,265	47,888	53,420	59,144
	3000K Lumens	5,915	11,559	17,248	22,789	28,236	33,790	39,960	45,277	50,506	55,919
	BUG Rating	B1-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
T2R	4000K/5000K Lumens	6,642	12,979	19,366	25,589	31,705	37,941	44,870	50,840	56,711	62,789
	3000K Lumens	6,280	12,271	18,311	24,193	29,976	35,872	42,423	48,068	53,619	59,365
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5
T3	4000K/5000K Lumens	6,377	12,461	18,593	24,568	30,439	36,426	43,077	48,810	54,447	60,282
	3000K Lumens	6,029	11,781	17,580	23,229	28,781	34,441	40,731	46,150	51,480	56,997
	BUG Rating	B1-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
T3R	4000K/5000K Lumens	6,518	12,739	19,006	25,113	31,116	37,235	44,036	49,895	55,658	61,622
	3000K Lumens	6,029	11,781	17,579	23,229	28,779	34,440	40,729	46,148	51,478	56,995
	BUG Rating	B1-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
T4FT	4000K/5000K Lumens	6,414	12,533	18,702	24,710	30,616	36,637	43,328	49,093	54,763	60,631
	3000K Lumens	6,064	11,849	17,681	23,363	28,946	34,638	40,966	46,417	51,776	57,325
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
T4W	4000K/5000K Lumens	6,331	12,372	18,459	24,391	30,221	36,163	42,769	48,459	54,056	59,849
	3000K Lumens	5,986	11,697	17,452	23,061	28,572	34,192	40,436	45,817	51,108	56,585
	BUG Rating	B1-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
SL2	4000K/5000K Lumens	6,245	12,205	18,212	24,062	29,813	35,677	42,192	47,807	53,326	59,042
	3000K Lumens	5,904	11,539	17,218	22,750	28,187	33,732	39,891	45,199	50,418	55,822
	BUG Rating	B1-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5	B4-U0-G5
SL3	4000K/5000K Lumens	6,376	12,460	18,591	24,564	30,436	36,421	43,072	48,803	54,439	60,273
	3000K Lumens	6,028	11,780	17,578	23,224	28,776	34,435	40,723	46,141	51,471	56,986
	BUG Rating	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
SL4	4000K/5000K Lumens	6,058	11,838	17,664	23,340	28,918	34,605	40,924	46,370	51,727	57,269
	3000K Lumens	5,727	11,193	16,701	22,067	27,341	32,718	38,692	43,841	48,906	54,146
	BUG Rating	B1-U0-G2	B1-U0-G3	B2-U0-G4	B2-U0-G4	B2-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
5NQ	4000K/5000K Lumens	6,577	12,851	19,176	25,336	31,392	37,566	44,426	50,337	56,151	62,170
	3000K Lumens	6,218	12,151	18,131	23,955	29,680	35,517	42,003	47,592	53,089	58,779
	BUG Rating	B2-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4
5MQ	4000K/5000K Lumens	6,697	13,088	19,528	25,803	31,970	38,258	45,243	51,264	57,185	63,313
	3000K Lumens	6,332	12,374	18,463	24,395	30,227	36,171	42,776	48,468	54,066	59,861
	BUG Rating	B3-U0-G1	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G5	B5-U0-G5	B5-U0-G5
5WQ	4000K/5000K Lumens	6,715	13,122	19,580	25,871	32,055	38,360	45,365	51,401	57,337	63,482
	3000K Lumens	6,348	12,406	18,513	24,461	30,307	36,268	42,891	48,599	54,210	60,021
	BUG Rating	B3-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5
SLL/SLR	4000K/5000K Lumens	5,604	10,949	16,337	21,586	26,745	32,004	37,850	42,886	47,838	52,965
	3000K Lumens	5,298	10,351	15,446	20,409	25,287	30,258	35,786	40,547	45,229	50,077
	BUG Rating	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
RW	4000K/5000K Lumens	6,517	12,735	19,002	25,107	31,109	37,227	44,025	49,883	55,644	61,607
	3000K Lumens	6,162	12,040	17,965	23,738	29,413	35,197	41,623	47,163	52,609	58,247
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4
AFL	4000K/5000K Lumens	6,541	12,781	19,072	25,199	31,221	37,362	44,185	50,065	55,846	61,831
	3000K Lumens	6,184	12,084	18,032	23,825	29,519	35,325	41,775	47,334	52,801	58,459
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B4-U0-G4	B4-U0-G4

* Nominal data for 70 CRI.

NOMINAL POWER LUMENS (800MA)

Number of Light Squares		1	2	3	4	5	6	7	8	9	10
Nominal Power (Watts)		44	85	124	171	210	249	295	334	374	419
Input Current @ 120V (A)		0.39	0.77	1.13	1.54	1.90	2.26	2.67	3.03	3.39	3.80
Input Current @ 208V (A)		0.22	0.44	0.62	0.88	1.06	1.24	1.50	1.68	1.87	2.12
Input Current @ 240V (A)		0.19	0.38	0.54	0.76	0.92	1.08	1.30	1.46	1.62	1.84
Input Current @ 277V (A)		0.17	0.36	0.47	0.72	0.83	0.95	1.19	1.31	1.42	1.67
Input Current @ 347V (A)		0.15	0.24	0.38	0.49	0.63	0.77	0.87	1.01	1.15	1.52
Input Current @ 480V (A)		0.11	0.18	0.29	0.37	0.48	0.59	0.66	0.77	0.88	0.96
Optics											
T2	4000K/5000K Lumens	5,054	9,878	14,739	19,475	24,129	28,875	34,148	38,691	43,159	47,785
	3000K Lumens	4,779	9,338	13,935	18,412	22,813	27,301	32,286	36,581	40,805	45,179
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B4-U0-G5	B4-U0-G5
T2R	4000K/5000K Lumens	5,366	10,486	15,647	20,675	25,616	30,654	36,252	41,076	45,819	50,730
	3000K Lumens	5,074	9,914	14,794	19,548	24,218	28,982	34,276	38,835	43,320	47,964
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5
T3	4000K/5000K Lumens	5,153	10,068	15,022	19,849	24,593	29,430	34,805	39,436	43,990	48,705
	3000K Lumens	4,872	9,519	14,203	18,766	23,251	27,825	32,907	37,285	41,591	46,048
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B4-U0-G5	B4-U0-G5
T3R	4000K/5000K Lumens	5,266	10,292	15,356	20,290	25,140	30,084	35,578	40,312	44,968	49,786
	3000K Lumens	4,979	9,731	14,518	19,184	23,769	28,443	33,638	38,114	42,516	47,071
	BUG Rating	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
T4FT	4000K/5000K Lumens	5,182	10,126	15,109	19,964	24,736	29,600	35,006	39,664	44,245	48,987
	3000K Lumens	4,899	9,574	14,285	18,876	23,387	27,986	33,097	37,501	41,832	46,315
	BUG Rating	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
T4W	4000K/5000K Lumens	5,115	9,995	14,914	19,706	24,417	29,218	34,554	39,152	43,674	48,354
	3000K Lumens	4,836	9,450	14,100	18,631	23,085	27,624	32,670	37,017	41,292	45,717
	BUG Rating	B1-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
SL2	4000K/5000K Lumens	5,046	9,860	14,713	19,441	24,087	28,825	34,089	38,625	43,085	47,702
	3000K Lumens	4,771	9,322	13,911	18,381	22,774	27,253	32,229	36,518	40,735	45,101
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B4-U0-G5
SL3	4000K/5000K Lumens	5,152	10,067	15,020	19,846	24,591	29,426	34,800	39,431	43,984	48,698
	3000K Lumens	4,871	9,518	14,200	18,764	23,249	27,822	32,902	37,280	41,585	46,042
	BUG Rating	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
SL4	4000K/5000K Lumens	4,894	9,565	14,271	18,857	23,364	27,959	33,065	37,465	41,792	46,270
	3000K Lumens	4,627	9,043	13,492	17,829	22,090	26,434	31,261	35,422	39,513	43,746
	BUG Rating	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G4	B2-U0-G4	B2-U0-G4	B2-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
5NQ	4000K/5000K Lumens	5,313	10,383	15,493	20,470	25,363	30,351	35,893	40,669	45,367	50,229
	3000K Lumens	5,024	9,817	14,647	19,354	23,980	28,696	33,936	38,452	42,893	47,490
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G3	B5-U0-G3
5MQ	4000K/5000K Lumens	5,411	10,574	15,778	20,848	25,830	30,911	36,554	41,418	46,202	51,154
	3000K Lumens	5,117	9,997	14,917	19,710	24,421	29,225	34,561	39,160	43,682	48,364
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G4
5WQ	4000K/5000K Lumens	5,426	10,603	15,820	20,903	25,899	30,992	36,652	41,529	46,325	51,290
	3000K Lumens	5,130	10,025	14,958	19,763	24,486	29,302	34,654	39,263	43,799	48,493
	BUG Rating	B3-U0-G1	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G5	B5-U0-G5
SLL/SLR	4000K/5000K Lumens	4,528	8,846	13,199	17,440	21,609	25,858	30,580	34,649	38,651	42,792
	3000K Lumens	4,281	8,364	12,480	16,489	20,430	24,448	28,912	32,759	36,543	40,459
	BUG Rating	B1-U0-G2	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5
RW	4000K/5000K Lumens	5,265	10,289	15,353	20,285	25,134	30,077	35,569	40,303	44,958	49,775
	3000K Lumens	4,978	9,727	14,516	19,179	23,763	28,437	33,629	38,105	42,506	47,060
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G3	B5-U0-G4
AFL	4000K/5000K Lumens	5,285	10,327	15,409	20,360	25,225	30,186	35,699	40,450	45,120	49,956
	3000K Lumens	4,996	9,763	14,569	19,249	23,849	28,540	33,752	38,244	42,659	47,232
	BUG Rating	B1-U0-G1	B1-U0-G1	B2-U0-G2	B2-U0-G2	B3-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3

* Nominal data for 70 CRI.

NOMINAL POWER LUMENS (600MA)

Number of Light Squares		1	2	3	4	5	6	7	8	9	10
Nominal Power (Watts)		34	66	96	129	162	193	226	257	290	323
Input Current @ 120V (A)		0.30	0.58	0.86	1.16	1.44	1.73	2.03	2.33	2.59	2.89
Input Current @ 208V (A)		0.17	0.34	0.49	0.65	0.84	0.99	1.14	1.30	1.48	1.63
Input Current @ 240V (A)		0.15	0.30	0.43	0.56	0.74	0.87	1.00	1.13	1.30	1.43
Input Current @ 277V (A)		0.14	0.28	0.41	0.52	0.69	0.81	0.93	1.04	1.22	1.33
Input Current @ 347V (A)		0.11	0.19	0.30	0.39	0.49	0.60	0.69	0.77	0.90	0.99
Input Current @ 480V (A)		0.08	0.15	0.24	0.30	0.38	0.48	0.53	0.59	0.71	0.77
Optics											
T2	4000K/5000K Lumens	4,121	8,055	12,019	15,881	19,676	23,547	27,847	31,552	35,196	38,967
	3000K Lumens	3,896	7,615	11,363	15,015	18,604	22,263	26,328	29,831	33,276	36,842
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G4
T2R	4000K/5000K Lumens	4,376	8,552	12,760	16,860	20,890	24,998	29,563	33,497	37,365	41,369
	3000K Lumens	4,138	8,085	12,064	15,941	19,751	23,635	27,951	31,670	35,328	39,113
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4
T3	4000K/5000K Lumens	4,201	8,210	12,251	16,187	20,055	23,999	28,383	32,159	35,873	39,718
	3000K Lumens	3,973	7,763	11,583	15,304	18,961	22,691	26,835	30,406	33,916	37,552
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5
T3R	4000K/5000K Lumens	4,294	8,393	12,523	16,546	20,501	24,532	29,014	32,875	36,671	40,600
	3000K Lumens	4,060	7,936	11,840	15,644	19,383	23,195	27,432	31,082	34,671	38,386
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5
T4FT	4000K/5000K Lumens	4,226	8,257	12,321	16,280	20,172	24,139	28,547	32,346	36,082	39,948
	3000K Lumens	3,996	7,807	11,649	15,392	19,071	22,822	26,990	30,582	34,114	37,770
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5
T4W	4000K/5000K Lumens	4,171	8,151	12,162	16,071	19,912	23,827	28,178	31,928	35,615	39,432
	3000K Lumens	3,943	7,706	11,498	15,194	18,825	22,527	26,642	30,187	33,673	37,281
	BUG Rating	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5	B3-U0-G5
SL2	4000K/5000K Lumens	4,114	8,041	11,998	15,854	19,643	23,506	27,799	31,498	35,135	38,901
	3000K Lumens	3,890	7,603	11,344	14,989	18,572	22,224	26,282	29,780	33,219	36,779
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	B2-U0-G3	B3-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5
SL3	4000K/5000K Lumens	4,200	8,209	12,249	16,184	20,053	23,996	28,379	32,154	35,869	39,712
	3000K Lumens	3,972	7,762	11,580	15,302	18,960	22,688	26,831	30,400	33,913	37,546
	BUG Rating	B1-U0-G1	B1-U0-G2	B2-U0-G3	B2-U0-G3	B2-U0-G3	B3-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5
SL4	4000K/5000K Lumens	3,992	7,799	11,638	15,378	19,053	22,801	26,964	30,552	34,081	37,733
	3000K Lumens	3,774	7,374	11,003	14,539	18,015	21,557	25,493	28,886	32,222	35,674
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B2-U0-G4	B2-U0-G4	B2-U0-G4	B2-U0-G5	B2-U0-G5	B3-U0-G5
5NQ	4000K/5000K Lumens	4,333	8,467	12,634	16,694	20,683	24,751	29,271	33,166	36,996	40,961
	3000K Lumens	4,097	8,005	11,945	15,784	19,555	23,401	27,674	31,357	34,978	38,727
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G2	B5-U0-G3	B5-U0-G3
5MQ	4000K/5000K Lumens	4,413	8,622	12,867	17,000	21,064	25,207	29,810	33,777	37,677	41,715
	3000K Lumens	4,173	8,152	12,165	16,073	19,915	23,832	28,185	31,934	35,623	39,440
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4
5WQ	4000K/5000K Lumens	4,424	8,646	12,900	17,046	21,120	25,274	29,890	33,866	37,778	41,826
	3000K Lumens	4,182	8,175	12,197	16,117	19,968	23,896	28,260	32,018	35,717	39,545
	BUG Rating	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G4	B5-U0-G4	B5-U0-G4	B5-U0-G4
SLL/SLR	4000K/5000K Lumens	3,692	7,214	10,763	14,222	17,621	21,086	24,937	28,256	31,519	34,897
	3000K Lumens	3,491	6,820	10,176	13,447	16,660	19,937	23,577	26,715	29,800	32,994
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G3	B2-U0-G3	B2-U0-G3	B2-U0-G4	B3-U0-G4	B3-U0-G4	B3-U0-G5	B3-U0-G5
RW	4000K/5000K Lumens	4,293	8,390	12,520	16,542	20,496	24,527	29,007	32,866	36,662	40,591
	3000K Lumens	4,059	7,932	11,837	15,640	19,378	23,189	27,425	31,074	34,662	38,377
	BUG Rating	B2-U0-G1	B3-U0-G1	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2	B5-U0-G3	B5-U0-G3	B5-U0-G3
AFL	4000K/5000K Lumens	4,310	8,421	12,566	16,602	20,571	24,616	29,112	32,986	36,795	40,738
	3000K Lumens	4,074	7,962	11,881	15,697	19,448	23,273	27,525	31,187	34,788	38,516
	BUG Rating	B1-U0-G1	B1-U0-G1	B2-U0-G2	B2-U0-G2	B2-U0-G2	B3-U0-G2	B3-U0-G3	B3-U0-G3	B3-U0-G3	B3-U0-G3

* Nominal data for 70 CRI.

CONTROL OPTIONS

0-10V (DIM)
This fixture is offered standard with 0-10V dimming driver(s). The DIM option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

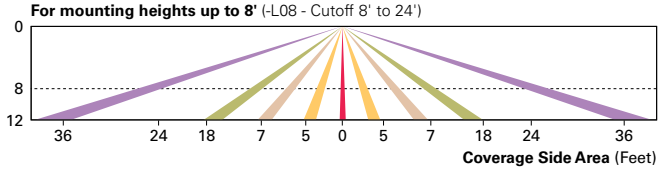
Photocontrol (P, R and PER7)
Optional button-type photocontrol (P) and photocontrol receptacles (R and PER7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

After Hours Dim (AHD)
This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a "dusk-to-dawn" period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

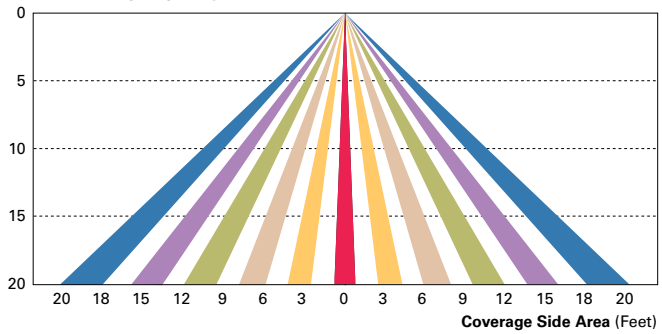
Dimming Occupancy Sensor (MS/DIM-LXX, MS/X-LXX and MS-LXX)
These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MS-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity. The MS/X-LXX is also preset for five minutes and only controls the specified number of light engines to maintain steady output from the remaining light engines.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for "dusk-to-dawn" control or daylight harvesting - the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage. pattern for mounting heights from 8'-40'.

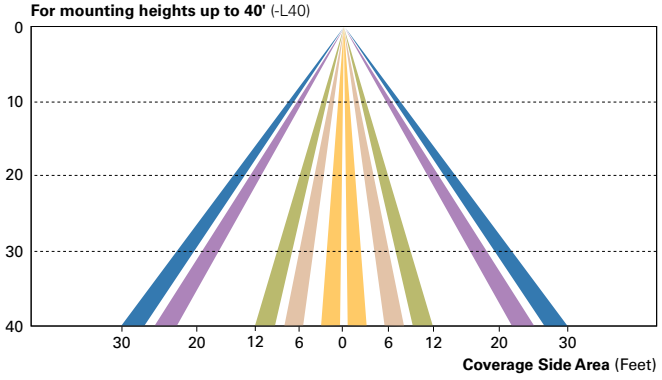
For mounting heights up to 8' (-L08 - Cutoff 8' to 24')



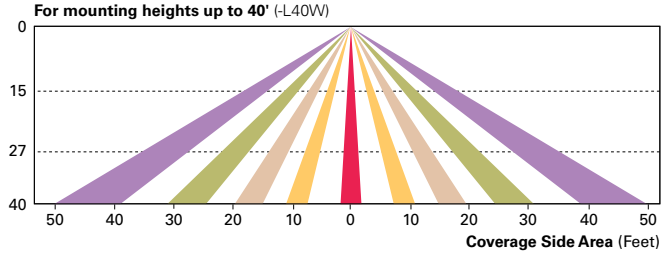
For mounting heights up to 20' (-L20)



For mounting heights up to 40' (-L40)

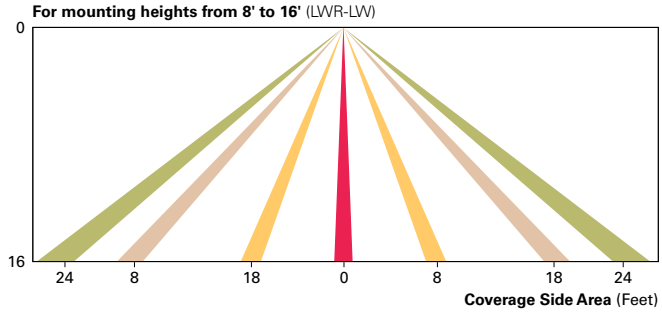


For mounting heights up to 40' (-L40W)

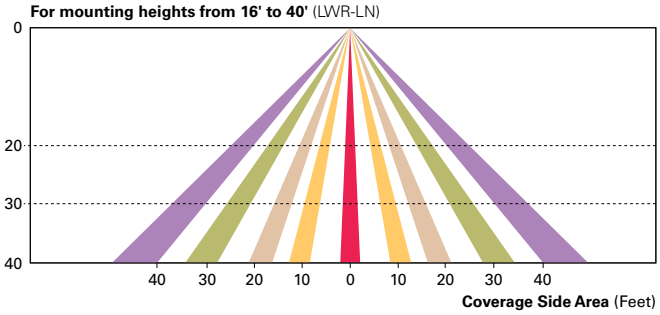


LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)
The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.

For mounting heights from 8' to 16' (LWR-LW)



For mounting heights from 16' to 40' (LWR-LN)



WaveLinx Wireless Outdoor Lighting Control Module (WOLC-7P-10A)
The 7-pin wireless outdoor lighting control module enables WaveLinx to control outdoor area, site and flood lighting. WaveLinx controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

LumenSafe Integrated Network Security Camera (LD)
Eaton brings ease of camera deployment to a whole new level. No additional wiring is needed beyond providing line power to the luminaire. A variety of networking options allows security integrators to design the optimal solution for active surveillance. As the ideal solution to meet the needs for active surveillance, the LumenSafe integrated network camera is a streamlined, outdoor-ready fixed dome that provides HDTV 1080p video. This IP camera is optimally designed for deployment in the video management system or security software platform of choice.

ORDERING INFORMATION

Sample Number: GLEON-AF-04-LED-E1-T3-GM-QM

Product Family [1, 2]	Light Engine	Number of Light Squares [3]	Lamp Type	Voltage	Distribution	Color	Mounting
GLEON=Galleon	**AF**=1A Drive Current	**01**=1 **02**=2 **03**=3 **04**=4 **05**=5 [4] **06**=6 **07**=7 [5] **08**=8 [5] **09**=9 [6] **10**=10 [6]	**LED**=Solid State Light Emitting Diodes	**E1**=120-277V **347**=347V [7] **480**=480V [7,8]	**T2**=Type II **T2R**=Type II Roadway **T3**=Type III **T3R**=Type III Roadway **T4FT**=Type IV ForwardThrow **T4W**=Type IV Wide **5NQ**=Type V Narrow **5MQ**=Type V Square Medium **5WQ**=Type V Square Wide **SL2**=Type II w/Spill Control **SL3**=Type III w/Spill Control **SL4**=Type IV w/Spill Control **SLL**=90° Spill Light Eliminator Left **SLR**=90° Spill Light Eliminator Right **RW**=Rectangular Wide Type I **AFL**=Automotive Frontline	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White	**[Blank]**=Arm for Round or Square Pole **EA**=Extended Arm [9] **MA**=Mast Arm Adapter [10] **WM**=Wall Mount **QM**=Quick Mount Arm (Standard Length) [11] **QMEA**=Quick Mount Arm (Extended Length) [12]

Options (Add as Suffix)

7027=70 CRI 2700K [13]
7030=70 CRI 3000K [13]
8030=80 CRI 3000K [13]
7050=70 CRI 5000K [13]
7060=70 CRI 6000K [13]
600=Drive Current Set to Nominal 600mA [15]
800=Drive Current Set to Nominal 800mA [15]
1200=Drive Current Set to Nominal 1200mA [15, 16]
F=Single Fuse (120, 277 or 347V. Specify Voltage)
FF=Double Fuse (208, 240 or 480V. Specify Voltage)
2L=Two Circuits [17, 18]
DIM=External 0-10V Dimming Leads [19, 20]
AHD145=After Hours Dim, 5 Hours [22]
AHD245=After Hours Dim, 6 Hours [22]
AHD255=After Hours Dim, 7 Hours [22]
AHD355=After Hours Dim, 8 Hours [22]
HA=50°C High Ambient [23]
L90=Optics Rotated 90° Left
R90=Optics Rotated 90° Right
MT=Installed Mesh Top
TH=Tool-less Door Hardware
HSS=Installed House Side Shield [28]
CE=CE Marking [29]
LCF=Light Square Trim Painted to Match Housing [27]
P=Button Type Photocontrol (120, 208, 240 or 277V. Must Specify Voltage) [21]
PER7=NEMA 7-PIN Photocontrol Receptacle [21]
R=NEMA Photocontrol Receptacle [21]
MS-L20=Motion Sensor for ON/OFF Operation, 9' - 20' Mounting Height [24]
MS-L40W=Motion Sensor for ON/OFF Operation, 21' - 40' Mounting Height [24]
MS/DIM-L08= Motion Sensor for Dimming Operation, Maximum 8' Mounting Height [24]
MS/DIM-L20= Motion Sensor for Dimming Operation, 9' - 20' Mounting Height [24]
MS/DIM-L40W=Motion Sensor for Dimming Operation, 21' - 40' Mounting Height [24]
MS/X-L08=Bi-Level Motion Sensor, Maximum 8' Mounting Height [24, 25]
MS/X-L20=Bi-Level Motion Sensor, 9' - 20' Mounting Height [24, 25]
MS/X-L40W=Bi-Level Motion Sensor, 21' - 40' Mounting Height [24, 25]
MS-L08=Motion Sensor for ON/OFF Operation, Maximum 8' Mounting Height [24]
LWR-LW=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height [26]
LWR-LN=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height [26]
ZW =WaveLinx-enabled 4-PIN Twistlock Receptacle [19, 33]
ZW-SWPD4WH=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, White [19, 33]
ZW-SWPD4BZ=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, Bronze [19, 33]
ZW-SWPD5WH=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, White [19, 33]
ZW-SWPD5BZ=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, Bronze [19, 33]

Accessories (Order Separately)

OA/RA1016=NEMA Photocontrol Multi-Tap - 105-285V
OA/RA1027=NEMA Photocontrol - 480V
OA/RA1201=NEMA Photocontrol - 347V
OA/RA1013=Photocontrol Shorting Cap
OA/RA1014=120V Photocontrol
MA1252=10kV Surge Module Replacement
MA1036-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon
MA1037-XX=2@180° Tenon Adapter for 2-3/8" O.D. Tenon
MA1197-XX=3@120° Tenon Adapter for 2-3/8" O.D. Tenon
MA1188-XX=4@90° Tenon Adapter for 2-3/8" O.D. Tenon
MA1189-XX=2@90° Tenon Adapter for 2-3/8" O.D. Tenon
MA1190-XX=3@90° Tenon Adapter for 2-3/8" O.D. Tenon
MA1191-XX=2@120° Tenon Adapter for 2-3/8" O.D. Tenon
MA1038-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon
MA1039-XX=2@180° Tenon Adapter for 3-1/2" O.D. Tenon
MA1192-XX=3@120° Tenon Adapter for 3-1/2" O.D. Tenon
MA1193-XX=4@90° Tenon Adapter for 3-1/2" O.D. Tenon
MA1194-XX=2@90° Tenon Adapter for 3-1/2" O.D. Tenon
MA1195-XX=3@90° Tenon Adapter for 3-1/2" O.D. Tenon
FSIR-100=Wireless Configuration Tool for Occupancy Sensor [24]
GLEON-MT1=Field Installed Mesh Top for 1-4 Light Squares
GLEON-MT2=Field Installed Mesh Top for 5-6 Light Squares
GLEON-MT3=Field Installed Mesh Top for 7-8 Light Squares
GLEON-MT4=Field Installed Mesh Top for 9-10 Light Squares
GLEON-QM=Quick Mount Arm Kit [11]
GLEON-QMEA=Quick Mount Extended Arm Kit [12]
LS/HSS=Field Installed House Side Shield [28, 30]
WOLC-7P-10A=WaveLinx Outdoor Control Module [19, 31]
SWPD4-WH=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, White [19, 33, 34]
SWPD4-BZ=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, Bronze [19, 33, 34]
SWPD5-WH=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, White [19, 33, 34]
SWPD5-BZ=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, Bronze [19, 33, 34]

NOTES:
1 Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to our white paper WP513001EN for additional support information. **2** DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details. **3** Standard 4000K CCT and minimum 70 CRI. **4** Not compatible with MS/4-LXX or MS/1-LXX sensors. **5** Not compatible with extended quick mount arm (QMEA). **6** Not compatible with standard quick mount arm (QM) or extended quick mount arm (QMEA). **7** Requires the use of an internal step down transformer when combined with sensor options. Not available with sensor at 1200mA. Not available in combination with the HA high ambient and sensor options at 1A. **8** Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems). **9** May be required when two or more luminaires are oriented on a 90° or 120° drilling pattern. Refer to arm mounting requirement table. **10** Factory installed. **11** Maximum 8 light squares. **12** Maximum 6 light squares. **13** Extended lead times apply. Use dedicated IES files for 2700K, 3000K, 5000K and 6000K when performing layouts. **14** Reserved **15** 1 Amp standard. Use dedicated IES files for 600mA, 800mA and 1200mA when performing layouts. **16** Not available with HA option. **17** 2L is not available with MS, MS/X or MS/DIM at 347V or 480V. 2L in AF-02 through AF-04 requires a larger housing, normally used for AF-05 or AF-06. Extended arm option may be required when mounting two or more fixtures per pole at 90° or 120°. Refer to arm mounting requirement table. **18** Not available with LumaWatt Pro wireless sensors. **19** Cannot be used with other control options. **20** Low voltage control lead brought out 18" outside fixture. **21** Not available if any "MS" sensor is selected. Motion sensor has an integral photocell. **22** Requires the use of P photocontrol or the PER7 or R photocontrol receptacle with photocontrol accessory. See After Hours Dim supplemental guide for additional information. **23** 50°C lumen maintenance data applies to 600mA, 800mA and 1A drive currents. **24** The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information. **25** Replace X with number of Light Squares operating in low output mode. **26** LumaWatt Pro wireless sensors are factory installed only requiring network components LWP-EM-1, LWP-GW-1 and LWP-PoE8 in appropriate quantities. See www.eaton.com/lighting for LumaWatt Pro application information. **27** Not available with house side shield (HSS). **28** Only for use with SL2, SL3, SL4 and AFL distributions. The Light Square trim plate is painted black when the HSS option is selected. **29** CE is not available with the LWR, MS, MS/X, MS/DIM, P, R or PER7 options. Available in 120-277V only. **30** One required for each Light Square. **31** Requires PER7. **32** Reserved. **33** WAC Gateway required to enable field-configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed. **34** Requires ZW. **35** Reserved.

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

Product Family	Camera Type	Data Backhaul	
L=LumenSafe Technology* LumenSafe Technology CLICK HERE	**D**=Dome Camera, Standard **H**=Dome Camera, Hi-Res **Z**=Dome Camera, Remote PTZ	**C**=Cellular, Customer Installed SIM Card **A**=Cellular, Factory Installed AT&T SIM Card **V**=Cellular, Factory Installed Verizon SIM Card **S**=Cellular, Factory Installed Sprint SIM Card	**W**=Wi-Fi Networking w/ Omni-Directional Antenna **E**=Ethernet Networking

*Consult LumenSafe system pages for additional details and compatibility.

VCPG LED
Parking Garage

Catalog Number

Notes

Type

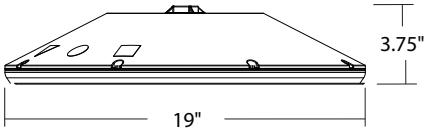
Hit the Tab key or mouse over the page to see all interactive elements.

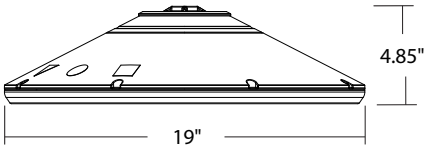
Specifications

Diameter: 19″

Height: 3.75″ (4.85" with Up-Light)

Weight (max, with no options)**:** 18 lbs





Introduction

The all new VCPG LED (Visually Comfortable Parking Garage) luminaire is designed to bring glare control, optical performance and energy savings into one package. The recessed lens design of VCPG LED minimizes high angle glare, while its precision molded acrylic lens eliminates LED pixilation and delivers the required minimums, verticals and uniformity. The dedicated up-light module option reduces the contrast between the luminaire and the ceiling creating a more visually comfortable environment.

The VCPG LED delivers up to 87% in energy savings when replacing 175W metal halide luminaires. With over 100,000 hour life expectancy (12+ years of 24/7 continuous operation), the VCPG LED luminaire provides significant maintenance savings over traditional luminaires.

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: VCPG LED V4 P4 40K 70CRI T5M MVOLT SRM DNAXD

VCPG LED

Series	LED Light Engines	Package	Color temperature	Color Rendering Index	Distribution	Voltage		Mounting
VCPG LED	V4[1] 4 Light Engines V8[1] 8 Light Engines	P1[1] P2[1] P3[1] P4[1] P5[1] P6[1] P7[1]	30K 3000 K 35K 3500 K 40K 4000 K 50K 5000 K	70CRI 80CRI	T5M Type V, medium T5R[2] Type V, rectangular T5W Type V, wide T5E Type V entry LANE[2] Drive lane	MVOLT 347 480	For ordering with fuse 120 208 240 277 347 480	**Shipped included** PM Pendant mount standard (24-inch length supply leads) SRM Surface mount (24-inch length supply leads) **Shipped separately** YK Yoke/trunnion mount[9]

Options

Shipped installed

UPL1	Up-Light: 500 lumens
UPL2	Up-Light: 700 lumens
E8WC	Emergency battery backup, Certified in CA Title 20 MAEDBS (8W, -20°C min)[3,4,5]
E10WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (10W, 5°C min)[3,4,5]
HA	High ambient (50°C, only P1-P4)
SF	Single fuse (120V, 277V, 347V)
DF	Double fuse (208V, 240V, 480V)
SPD10KV	10KV Surge Pack
LDS36	36in (3ft) lead length
LDS72	72in (6ft) lead length
LDS108	108in (9ft) lead length
DMG	External 0-10V leads (no controls)[6]

Shipped Separately

WG	Wire Guard
BDS	Bird Shroud[7]
HS	House Side Shield

Standalone Sensors/Controls[2]

PIR	Motion/ambient sensor for 8-15' mounting heights
PIRH	Motion/ambient sensor for 15-30' mounting heights
PIR3FC3V	Motion/ambient sensor for 8-15' mounting heights, pre programmed to 3fc and 35% light output
PIRH3FC3V	Motion/ambient sensor for 15-30' mounting heights, pre programmed to 3fc and 35% light output
PIR3FC3V924	UL924 Listed motion/ambient sensor for emergency circuit for 8-15' mounting heights, pre programmed to 3fc and 35% light output[10]
PIRH3FC3V924	UL924 Listed motion/ambient sensor for emergency circuit for 15-30' mounting heights, pre programmed to 3fc and 35% light output[10]

Networked Sensors/Controls[2]

NLTAIR2 PIR	nLIGHT AIR Wireless enabled motion/ambient sensor for 8-15' mounting heights
NLTAIR2 PIRH	nLIGHT AIR Wireless enabled motion/ambient sensor for 15'-30' mounting heights
XAD	XPoint™ Wireless enabled[8]
XAD924	XPoint™ Wireless enabled, UL 924 Listed for emergency circuit[8,10]
XAD PIR	XPoint™ Wireless enabled motion/ambient sensor for 8-15' mounting heights
XAD PIRH	XPoint™ Wireless enabled motion/ambient sensor for 15-30' mounting heights
XAD924 PIR	XPoint™ Wireless enabled, UL 924 Listed motion/ambient sensor for emergency circuits for 8-15' mounting heights[10]
XAD924 PIRH	XPoint™ Wireless enabled, UL 924 Listed motion/ambient sensor for emergency circuits for 15-30' mounting heights[10]

Finish *(required)*

DWHXD	White
DNAXD	Natural aluminum
DDBXD	Dark bronze
DBLXD	Black

Ordering Information Cont.

Accessories

Ordered and shipped separately.

VCPGBDS DWHXD U	Bird shroud for PM (specify finish)
VCPGBDS YK DWHXD U	Bird shroud for YK (specify finish)
VCPGSRM U	Surface mount kit, with no Up-Light
VCPGUSRM U	Surface mount kit, with Up-Light
VCPGWG U	Wire guard
SLVSQ	Quick mount pendant swivel kit, square
SLVRD	Quick mount pendant swivel kit, round
VCPG YK DWHXD U	Yoke mount kit (specify finish)

NOTES

1 P1-P6 not available with V8. P7 not available with V4.
2 Not available with P7.
3 Not available with 347V or 480V.
4 E8WC and E10WH only rated up to 35°C ambient.
5 E8WC & E10WH only available with P1-P4 packages.
6 DMG option not available with standalone or networked sensors/controls.
7 BDS not available with UPL1 or UPL2.
8 XAD & XAD924 not available with PIR3FC3V924 and PIRH3FC3V924.
9 Only vertical height adjustment. No angle adjustment. Use PM and SLVSQ or SLVRD for mounting to angled ceiling or canopies.
10 Power interruption delay >30 milliseconds required for operation. Refer sequence of operations on page 4 for more details.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Performance Package	Watts	Distribution Type	30K (3000K, 70 CRI)		35K (3500K, 70 CRI)		40K (4000K, 70 CRI)		50K (5000K, 70 CRI)	
			Lumens	LPW	Lumens	LPW	Lumens	LPW	Lumens	LPW
P1	27W	T5E	3,581	135	3,670	138	3,815	144	3,876	146
		T5M	3,620	136	3,710	140	3,856	145	3,917	147
		T5W	3,592	135	3,681	139	3,827	144	3,888	146
		T5R	3,464	130	3,550	134	3,690	139	3,749	141
		LANE	3,507	132	3,594	135	3,736	141	3,796	143
P2	34W	T5E	4,577	135	4,691	138	4,876	144	4,954	146
		T5M	4,626	136	4,741	140	4,928	145	5,007	147
		T5W	4,591	135	4,705	139	4,891	144	4,968	146
		T5R	4,427	130	4,537	134	4,716	139	4,791	141
		LANE	4,482	132	4,594	135	4,775	141	4,851	143
P3	43W	T5E	5,808	134	5,952	137	6,187	143	6,286	145
		T5M	5,870	135	6,015	139	6,253	144	6,353	146
		T5W	5,825	134	5,970	138	6,205	143	6,304	145
		T5R	5,617	130	5,757	133	5,984	138	6,079	140
		LANE	5,688	131	5,829	134	6,059	140	6,155	142
P4	56W	T5E	7,391	131	7,575	135	7,874	140	7,999	142
		T5M	7,470	133	7,656	136	7,958	141	8,085	144
		T5W	7,414	132	7,597	135	7,898	140	8,023	143
		T5R	7,149	127	7,326	130	7,615	135	7,737	137
		LANE	7,238	129	7,418	132	7,711	137	7,834	139
P5	82W	T5E	10,189	124	10,442	127	10,854	132	11,027	134
		T5M	10,298	125	10,553	128	10,970	134	11,145	136
		T5W	10,220	124	10,473	128	10,887	133	11,060	135
		T5R	9,855	120	10,099	123	10,498	128	10,665	130
		LANE	9,978	121	10,226	124	10,629	129	10,799	131
P6	108W	T5E	12,878	120	13,197	123	13,719	127	13,937	129
		T5M	13,015	121	13,338	124	13,865	129	14,086	131
		T5W	12,917	120	13,237	123	13,760	128	13,979	130
		T5R	12,455	116	12,764	119	13,268	123	13,480	125
		LANE	12,611	117	12,924	120	13,435	125	13,649	127
P7	122W	T5E	15,503	125	15,887	128	16,515	133	16,778	135
		T5M	15,668	126	16,057	129	16,691	135	16,957	137
		T5W	15,549	125	15,935	129	16,564	134	16,828	136

Up-light Lumen Output

Up-light Option	Watts	Lumens
UPL1	6.5W	519
UPL2	8.5W	715

Lumen Multiplier for 80CRI

CCT	Multiplier
30K	0.926
35K	0.945
40K	0.967
50K	0.965

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1
30°C	86°F	0.99
40°C	104°F	0.98

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.97	0.94	0.89

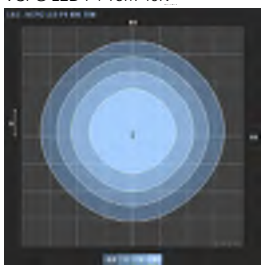
Electrical Load

Power Package	System Watts	Current (A)					
		120V	208V	240V	277V	347V	480V
P1	27W	0.22	0.13	0.12	0.10	0.08	0.06
P2	34W	0.28	0.16	0.14	0.13	0.10	0.08
P3	43W	0.37	0.21	0.18	0.16	0.13	0.09
P4	56W	0.48	0.28	0.24	0.21	0.16	0.12
P5	82W	0.68	0.40	0.35	0.30	0.24	0.18
P6	108W	0.91	0.52	0.45	0.39	0.32	0.23
P7	124W	1.03	0.59	0.51	0.44	0.37	0.27

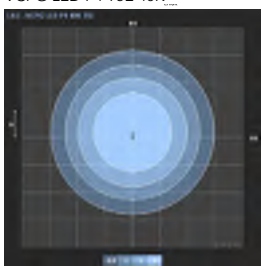
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting VCPG LED homepage.
Tested in accordance with IESNA LM-79 and LM-80 standards

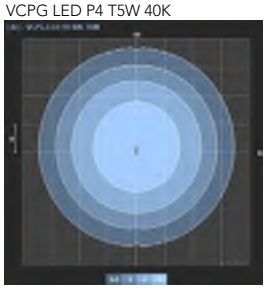
VCPG LED P4 T5M 40K



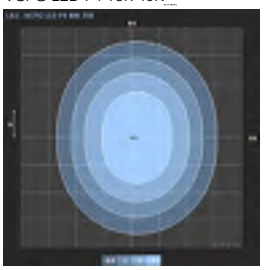
VCPG LED P4 T5E 40K



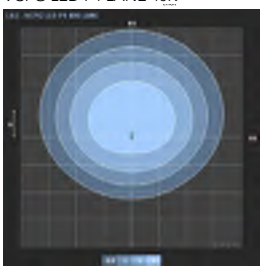
VCPG LED P4 T5W 40K



VCPG LED P4 T5R 40K



VCPG LED P4 LANE 40K



Control/Sensor Options

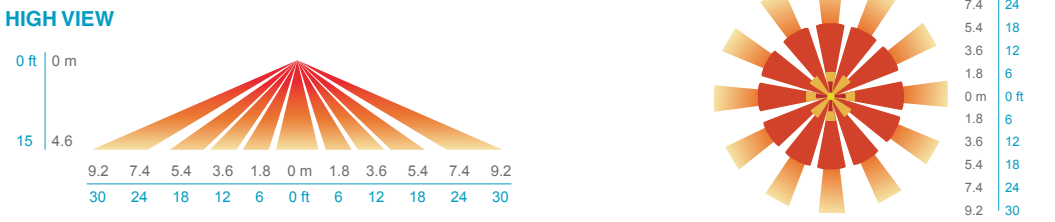
Motion/Ambient Sensor (PIR_, PIRH)

Motion/Ambeint sensor (Sensor Switch MSOD, Xpoint MSOD) is integrated into the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft, while PIRH is optimized for 15-40ft mounting height.

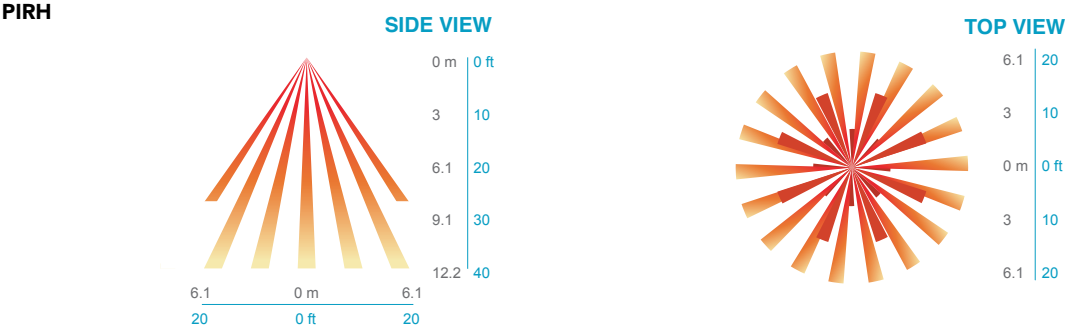
Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLAIRITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

PIR



PIRH



Motion/Ambient Sensor Default Settings

Option	Dim Level	High Level (when triggered)	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR3FC3V or PIRH3FC3V	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 3fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec

Sequence of Operations for UL924 Listed Controls/Sensors (PIR3FC3V924, PIRH3FC3V924, XAD924)

The UL924 listed control/sensor ("device") is designed to provide full light output for 90 minutes following power loss ("Egress Mode"), ignoring both manual and automatic dimming/occupancy/daylight control signals during this time. The sequence of operations is as follows:

- Normal condition: device can dim and turn off the luminaire as normal, in response to automatic and manual control.
- Utility power fails, and luminaire loses power.
- Backup power source activates, transfer switch moves the emergency circuit powering the luminaire onto the backup source, and luminaire regains power.
- The device detects this power interruption, if it is > 30ms (2 line cycles).
- The device ignores all dimming commands and controls the driver to full light output for 90 minutes.
- The device resumes normal dimming controls after 90 minutes.

These UL924 listed controls/sensors are not intended for use with Non-interruptible central emergency power systems. The power interruption, when transferring from normal utility power to emergency backup power, is required for the controller to activate its Egress Mode and provide full light output.

Mounting, Options & Accessories

PM – Pendant Mount
(compatible with ¾ NPT, pendant stem provided by others)

D = 19″
H = 4.1″

SRM – Surface Mount

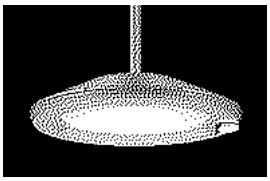
D = 19″
H = 4.1″

SRM – Surface Mount with Up-Light

D = 19″
H = 5.3″

YK – Yoke/Trunnion Mount

D = 19″
H (Yoke) = 10″-18″



PIR & PIRH – Motion/ Ambient sensor

D = 19″
H = 4.6″ (no up-light)
or 5.6″ (with up-light)

BDS – Bird shroud for pendant mount

D = 19″
H = 8″

BDS – Bird shroud for yoke mount

D = 19″
H (Yoke) = 10″-18″

WG – Wire guard

D = 19″
H = 4.9″ (no uplight)
or 5.9″ (with up-light)

HS – House side shield

D = 19″
H = 7.1″ (no up-light) or 8.1″ (with up-light)

FEATURES & SPECIFICATIONS

INTENDED USE
The visually comfortable optics, energy savings, and long life of the VCPG LED Parking Garage luminaire make it an ideal choice for new commercial installations and retrofit parking garage opportunities. It is designed to meet or exceed recommended illuminance criteria when installed as a direct replacement of most HID parking garage luminaires. Its modern dayform and aesthetics also make it appealing for indoor low-bay applications.

CONSTRUCTION
Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. The LED driver is separated from the heat generating light engines and mounted in direct contact with the casting to promote low operating temperatures, higher lumen maintenance and long life. The housing is completely sealed against moisture and environmental contaminants (IP66) and is suitable for hose-down application.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS
Light guide technology provides a diffused light source, reducing glare from direct view of the LEDs. The light source is recessed into the luminaire, further reducing the high angle glare from the luminaire. A combination of precision molded micro prismatic acrylic lenses and back reflectors provide five different photometric distributions tailored specifically to parking garage applications. Up-light option comes with a dedicated light engine and custom optic designed to efficiently spread light on to the ceiling, thus reducing the cave effect.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L89/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%, and a minimum 6.0 KV surge rating. When ordering the SPD10KV option, a separate 10kV (5kA) surge protection device is installed within the luminaire which meets a minimum Category C low operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Standard configuration accepts a rigid or free-swinging 3/4″ NPT stem for pendant mounting. The surface mount option attaches to a 4x4″ recessed or surface mount outlet box using a quick-mount kit (included); kit contains galvanized steel luminaire and outlet box plates and a full pad gasket. Kit has an integral mounting support that allows the luminaire to hinge down for easy electrical connections. Luminaire and plates are secured with set screws. Also, available with a yoke/trunnion mount option with 3/4″ NPT provision for flexible conduit entry (conduit by others); height can be adjusted from 10-18″. Supply leads are 24″ in length as standard. Longer supply leads are available as additional options. Design can withstand up to a 3.0 G vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. IP66 rated for outdoor applications. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

WARRANTY
5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

McGraw-Edison

DESCRIPTION

The Galleon™ Wall LED luminaire's appearance is complementary with the Galleon area and site luminaire bringing a modern architectural style to lighting applications. Flexible mounting options accommodate wall surfaces in both an upward and downward configuration. The Galleon family of LED products deliver exceptional performance with patented, high-efficiency AccuLED Optics™, providing uniform and energy conscious lighting for parking lots, building and security lighting applications.

Catalog #		**Type**
Project		
Comments		**Date**
Prepared by		

SPECIFICATION FEATURES

Construction
Driver enclosure thermally isolated from optics for optimal thermal performance. Heavy wall aluminum housing die-cast with integral external heat sinks to provide superior structural rigidity and an IP66 rated housing. Overall construction passes a 1.5G vibration test to ensure mechanical integrity. UPLIGHTING: Specify with the UPL option for inverted mount uplight housing with additional protections to maintain IP rating.

Optics
Choice of thirteen patented, high-efficiency AccuLED Optics. The optics are precisely designed to shape the distribution maximizing efficiency and application spacing. AccuLED Optics create consistent distributions with the scalability to meet customized application requirements. Offered standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 6000K CCT. Greater than 90% lumen maintenance expected at 60,000 hours. Available in standard 1A drive current and optional 1200mA, 800mA, and 600mA drive currents.

Electrical
LED drivers are mounted for ease of maintenance. 120-277V 50/60Hz, 347V or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. Drivers are provided standard with 0-10V dimming. An optional Eaton proprietary surge protection module is available and designed to withstand 10kV of transient line surge. The Galleon Wall LED luminaire is suitable for operation in -40°C to 40°C ambient environments. For applications with ambient temperatures exceeding 40°C, specify the HA (High Ambient) option. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting
Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Galleon Wall "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws which are concealed but accessible from bottom of fixture.

Finish
Housing finished in super durable TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

Warranty
Five-year warranty.

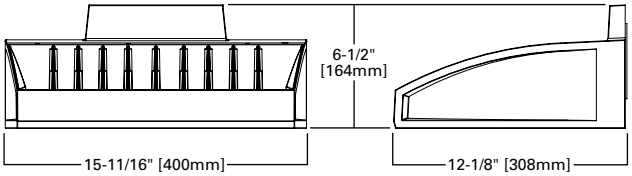
GWC GALLEON WALL

1-2 Light Squares
Solid State LED

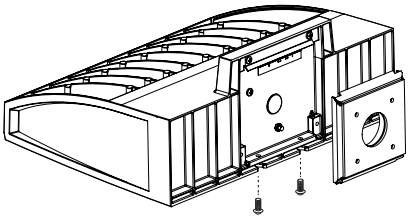
WALL MOUNT LUMINAIRE

WaveLinx

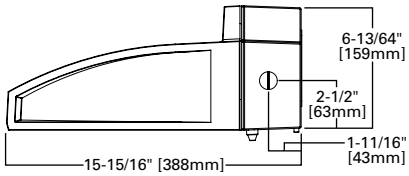
DIMENSIONS



HOOK-N-LOCK MOUNTING



BATTERY BACKUP AND THRU-BRANCH BACK BOX



CERTIFICATION DATA

UL/cUL Listed
LM79 / LM80 Compliant
IP66 Housing
ISO 9001
DesignLights Consortium® Qualified*

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V 50/60Hz
347V, 480V 60Hz
-40°C Min. Temperature
40°C Max. Temperature
50°C Max. Temperature (HA Option)

SHIPPING DATA

Approximate Net Weight:
27 lbs. (12.2 kgs.)

Powering Business Worldwide

*www.designlights.org

POWER AND LUMENS

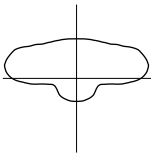
Number of Light Squares		**1**				**2**			
Drive Current		600mA	800mA	1.0A	1.2A	600mA	800mA	1.0A	1.2A
Nominal Power (Watts)		34	44	59	67	66	86	113	129
Input Current @ 120V (A)		0.30	0.39	0.51	0.58	0.58	0.77	1.02	1.16
Input Current @ 208V (A)		0.17	0.22	0.29	0.33	0.34	0.44	0.56	0.63
Input Current @ 240V (A)		0.15	0.19	0.26	0.29	0.30	0.38	0.48	0.55
Input Current @ 277V (A)		0.14	0.17	0.23	0.25	0.28	0.36	0.42	0.48
Input Current @ 347V (mA)		0.11	0.15	0.17	0.20	0.19	0.24	0.32	0.39
Input Current @ 480V (mA)		0.08	0.11	0.14	0.15	0.15	0.18	0.24	0.30
Optics									
T2	4000K/5000K Lumens	4,204	5,156	6,381	7,000	8,215	10,075	12,470	13,680
	3000K Lumens	3,975	4,874	6,033	6,618	7,767	9,525	11,790	12,934
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
T3	4000K/5000K Lumens	4,285	5,256	6,505	7,135	8,375	10,269	12,710	13,943
	3000K Lumens	4,051	4,969	6,150	6,746	7,918	9,710	12,017	13,182
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G2
T4FT	4000K/5000K Lumens	4,311	5,286	6,542	7,177	8,422	10,329	12,784	14,024
	3000K Lumens	4,075	4,998	6,185	6,786	7,963	9,766	12,086	13,259
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3
T4W	4000K/5000K Lumens	4,254	5,217	6,458	7,084	8,313	10,195	12,619	13,843
	3000K Lumens	4,023	4,933	6,105	6,698	7,860	9,639	11,931	13,088
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G2	B2-U0-G3
SL2	4000K/5000K Lumens	4,196	5,147	6,370	6,988	8,202	10,058	12,449	13,656
	3000K Lumens	3,967	4,866	6,022	6,607	7,755	9,509	11,771	12,911
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B2-U0-G2	B2-U0-G3	B2-U0-G3
SL3	4000K/5000K Lumens	4,284	5,255	6,504	7,134	8,374	10,268	12,709	13,941
	3000K Lumens	3,849	4,720	5,842	6,408	7,520	9,224	11,415	12,523
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G3
SL4	4000K/5000K Lumens	4,071	4,992	6,179	6,778	7,954	9,756	12,074	13,246
	3000K Lumens	3,849	4,720	5,842	6,408	7,520	9,224	11,415	12,523
	BUG Rating	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B1-U0-G3	B1-U0-G3
5NQ	4000K/5000K Lumens	4,420	5,420	6,709	7,358	8,637	10,591	13,108	14,380
	3000K Lumens	4,179	5,124	6,343	6,957	8,166	10,013	12,393	13,595
	BUG Rating	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2
5MQ	4000K/5000K Lumens	4,501	5,520	6,831	7,494	8,795	10,786	13,350	14,644
	3000K Lumens	4,256	5,219	6,458	7,085	8,316	10,198	12,622	13,845
	BUG Rating	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2
5WQ	4000K/5000K Lumens	4,513	5,534	6,849	7,514	8,819	10,815	13,385	14,683
	3000K Lumens	4,268	5,232	6,475	7,104	8,338	10,224	12,656	13,882
	BUG Rating	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2	B3-U0-G2	B4-U0-G2	B4-U0-G2	B4-U0-G2
SLL/SLR	4000K/5000K Lumens	3,765	4,619	5,716	6,270	7,358	9,023	11,167	12,251
	3000K Lumens	3,560	4,367	5,404	5,927	6,957	8,531	10,559	11,583
	BUG Rating	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U0-G3	B2-U0-G3
RW	4000K/5000K Lumens	4,379	5,370	6,647	7,293	8,558	10,494	12,989	14,250
	3000K Lumens	4,141	5,077	6,285	6,895	8,092	9,922	12,281	13,473
	BUG Rating	B2-U0-G1	B2-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G1	B3-U0-G2	B3-U0-G2

* Nominal lumen data for 70 CRI. BUG rating for 4000K/5000K. Refer to IES files for 3000K BUG ratings.

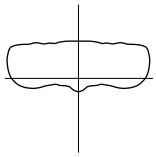
OPTICAL DISTRIBUTIONS

Asymmetric Area Distributions

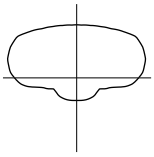
T2
(Type II)



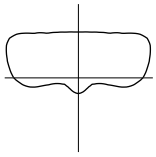
SL2
(Type II with Spill Control)



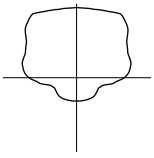
T3
(Type III)



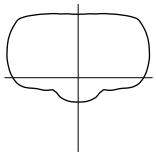
SL3
(Type III with Spill Control)



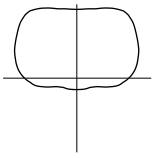
T4FT
(Type IV Forward Throw)



T4W
(Type IV Wide)

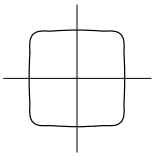


SL4
(Type IV with Spill Control)

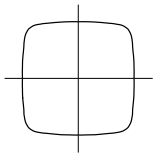


Symmertric Distributions

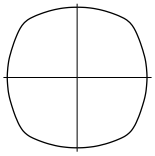
5NQ
(Type V Square Narrow)



5MQ
(Type V Square Medium)

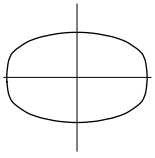


5WQ
(Type V Square Wide)

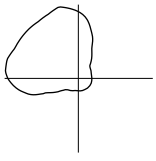


Specialized Distributions

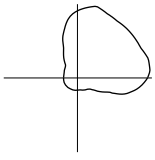
RW
(Rectangular Wide Type I)



SLL
(90° Spill Light Eliminator Left)

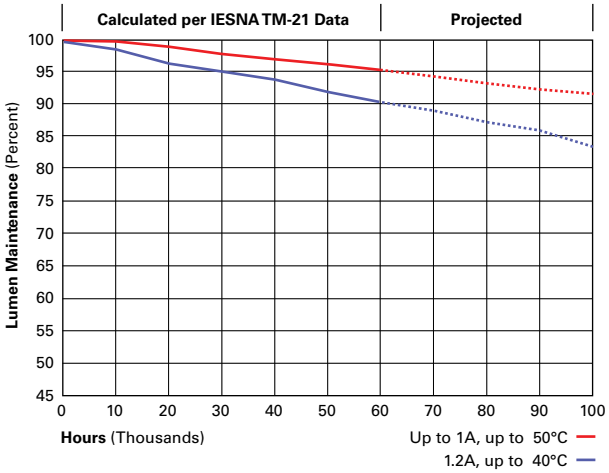


SLR
(90° Spill Light Eliminator Right)



LUMEN MAINTENANCE

Drive Current	Ambient Temperature	TM-21 Lumen Maintenance (60,000 Hours)	Projected L70 (Hours)
Up to 1A	Up to 50°C	> 95%	> 416,000
1.2A	Up to 40°C	> 90%	> 205,000



LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
0°C	1.02
10°C	1.01
25°C	1.00
40°C	0.99
50°C	0.97

CONTROL OPTIONS

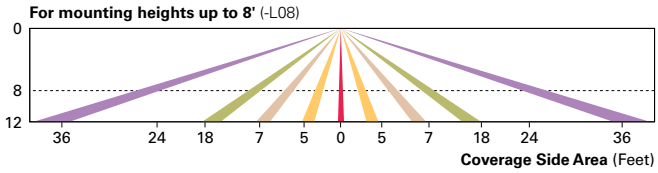
0-10V
This fixture is offered standard with 0-10V dimming driver(s). The DIM option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

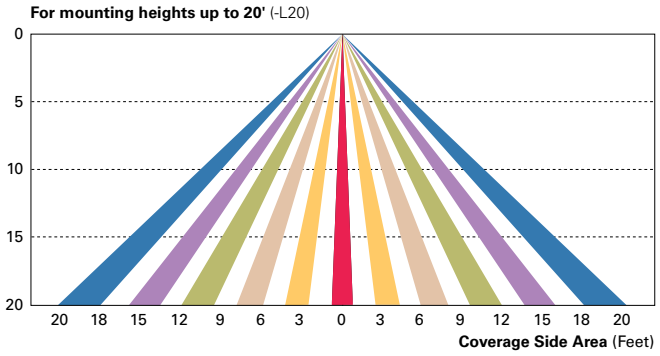
Photocontrol (P, R and PER7)
Optional button-type photocontrol (P) and photocontrol receptacles (R and PER7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

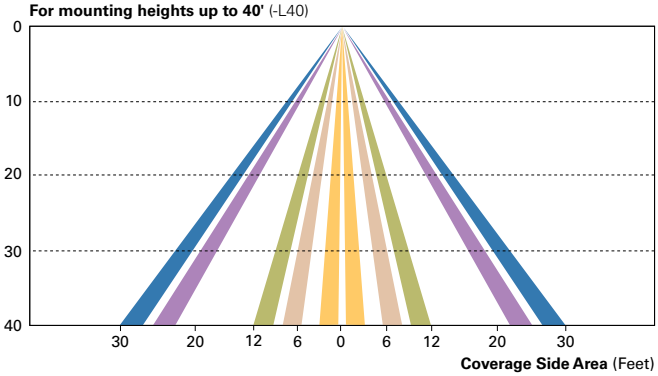
After Hours Dim (AHD)
This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a "dusk-to-dawn" period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

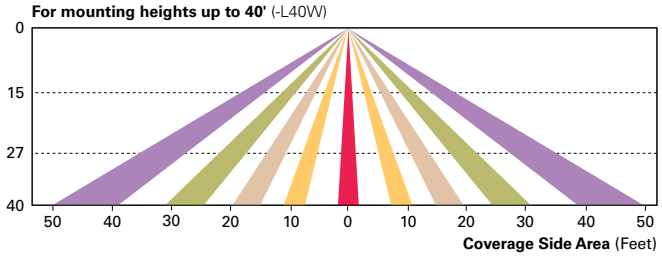
Dimming Occupancy Sensor (MS/DIM-LXX and MS-LXX)
These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MS-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity. The MS/X-LXX is also preset for five minutes and only controls the specified number of light engines to maintain steady output from the remaining light engines.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for "dusk-to-dawn" control or daylight harvesting - the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8'-40'.

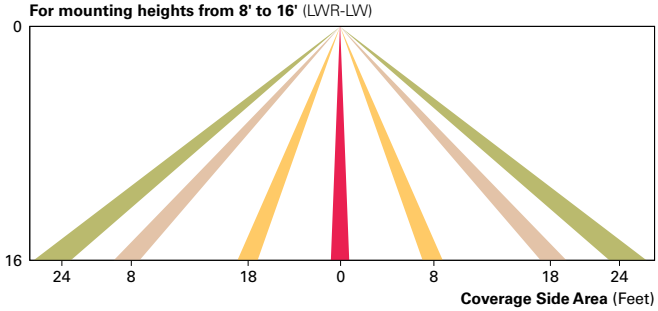


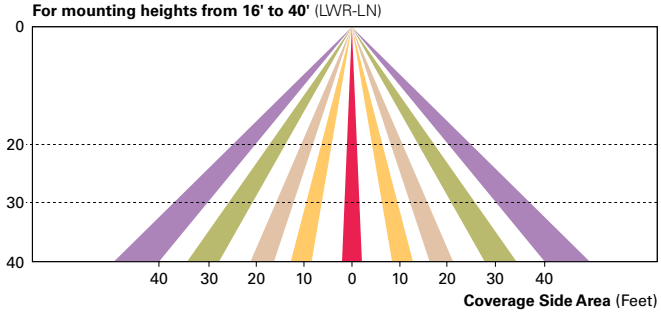






LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)
The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.





WaveLinx Wireless Outdoor Lighting Control Module (WOLC-7P-10A)
The 7-pin wireless outdoor lighting control module enables WaveLinx to control outdoor area, site and flood lighting. WaveLinx controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

ORDERING INFORMATION

Sample Number: GWC-AF-02-LED-E1-T3-GM

Product Family [1]	Light Engine	Number of Light Squares [2]	Lamp Type	Voltage	Distribution	Color	Mounting Options
GWC=Galleon Wall	**AF**=1A Drive Current	**01**=1 **02**=2 [3]	**LED**=Solid State Light Emitting Diodes	**E1**=120-277V **347**=347V [4] **480**=480V [4, 5]	**T2**=Type II **T3**=Type III **T4FT**=Type IV Forward Throw **T4W**=Type IV Wide **SL2**=Type II w/Spill Control **SL3**=Type III w/Spill Control **SL4**=Type IV w/Spill Control **SLL**=90° Spill Light Eliminator Left **SLR**=90° Spill Light Eliminator Right **RW**=Rectangular Wide Type I **5NQ**=Type V Square Narrow **5MQ**=Type V Square Medium **5WQ**=Type V Square Wide	**AP**=Grey **BZ**=Bronze **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White **CC**=Custom Color [6]	**[BLANK]**=Surface Mount

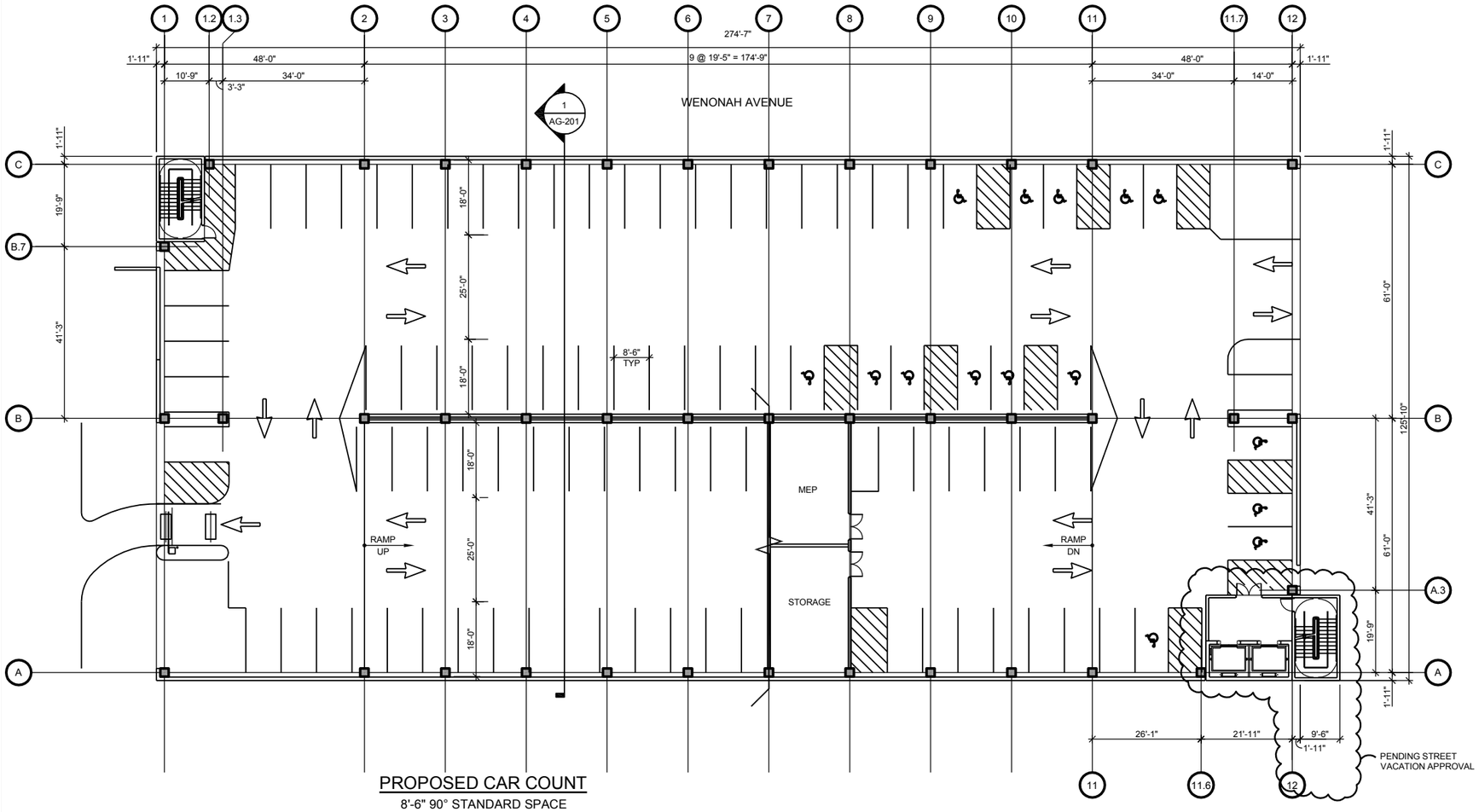
Options (Add as Suffix)

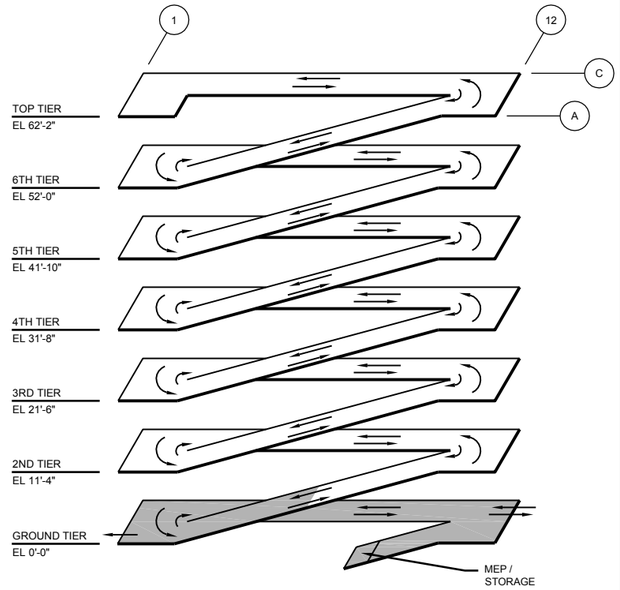
7027=70 CRI / 2700K [7]
7030=70 CRI / 3000K [7]
8030=80 CRI / 3000K [7]
7050=70 CRI / 5000K [7]
7060=70 CRI / 6000K [7]
600=Drive Current Factory Set to 600mA
800=Drive Current Factory Set to 800mA
1200=Drive Current Factory Set to 1200mA [8]
F=Single Fused (120, 277 or 347V. Must Specify Voltage)
FF=Double Fused (208, 240 or 480V. Must Specify Voltage)
10K=10kV Surge Module
DIM=0-10V Dimming Leads [9, 10]
DALI=DALI Driver [11]
HA=50°C High Ambient [12]
UPL=Uplight Housing [13]
BBB=Battery Pack with Back Box [3, 8, 14, 27]
CWB=Cold Weather Battery Pack with Back Box [3, 8, 14, 27]
P=Button Type Photocontrol (120, 208, 240 or 277V. Must Specify Voltage)
R=NEMA Twistlock Photocontrol Receptacle
PER7=NEMA 7-PIN Twistlock Photocontrol Receptacle [15]
AHD145=After Hours Dim, 5 Hours [16]
AHD245=After Hours Dim, 6 Hours [16]
AHD255=After Hours Dim, 7 Hours [16]
AHD355=After Hours Dim, 8 Hours [16]
MS-LXX=Motion Sensor for On/Off Operation [17, 18, 19]
MS/DIM-LXX=Motion Sensor for Dimming Operation [17, 18, 19]
LWR-LW=LumaWatt Wireless Sensor, Wide Lens for 8' - 16' Mounting Height [19, 20, 21]
LWR-LN=LumaWatt Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height [19, 20, 21]
L90=Optics Rotated 90° Left
R90=Optics Rotated 90° Right
MT=Factory Installed Mesh Top
LCF=Light Square Trim Plate Painted to Match Housing [22]
HSS=Factory Installed House Side Shield [23]
CE=CE Marking and Small Terminal Block [24]
ZW=WaveLinx-enabled 4-PIN Twistlock Receptacle [29, 30]
ZW-SWPD4WH=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, White [29, 30]
ZW-SWPD4BZ=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, Bronze [29, 30]
ZW-SWPD5WH=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, White [29, 30]
ZW-SWPD5BZ=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, Bronze [29, 30]

Accessories (Order Separately)

OA/RA1013=Photocontrol Shorting Cap
OA/RA1016=NEMA Photocontrol - Multi-Tap 105-285V
OA/RA1201=NEMA Photocontrol - 347V
OA/RA1027=NEMA Photocontrol - 480V
MA1252=10kV Circuit Module Replacement
MA1059XX=Thru-branch Back Box (Must Specify Color)
FSIR-100=Wireless Configuration Tool for Occupancy Sensor [17]
LS/HSS=Field Installed House Side Shield [23, 25]
WOLC-7P-10A=WaveLinx Outdoor Control Module (7-pin) [26, 29]
SWPD4-WH=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, White [29, 30, 31]
SWPD4-BZ=Wavelinx Wireless Sensor, 7' – 15' Mounting Height, Bronze [29, 30, 31]
SWPD5-WH=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, White [29, 30, 31]
SWPD5-BZ=Wavelinx Wireless Sensor, 15' – 40' Mounting Height, Bronze [29, 30, 31]

NOTES:
1. DesignLight Consortium® Qualied. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Standard 4000K CCT and minimum 70 CRI.
3. Two light squares with BBB or CWB options limited to 25°C, 120-277V only.
4. Requires the use of a step down transformer. Not available in combination with sensor options at 1200mA.
5. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
6. Custom colors are available. Setup charges apply. Paint chip samples required. Extended Lead times apply.
7. Extended lead times apply. Use dedicated IES files when performing layouts.
8. Not available with HA option.
9. Cannot be used with other control options.
10. Low voltage control lead brought out 18" outside fixture.
11. Only availble with BBB or CWB in single light square. HA option available for single light square only. Limited to 1A and below.
12. Not available with 1200, UPL, BBB and CWB options. Available for single light square only.
13. Not available with SL2, SL3, SL4, HA, BBB, CWB, R, or PER7 options.
14. Operates a single light square only. Cold weather option operates -20°C to +40°C, standard 0°C to +40°C. Backbox is non-IP rated.
15. Compatible with standard 3-PIN photocontrols, 5-PIN or 7-PIN ANSI controls.
16. Requires the use of P photocontrol or the PER7 or R photocontrol receptacle with photocontrol accessory. See After Hours Dim supplemental guide for additional information.
17. The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
18. Replace LXX with the available mounting height options: L08, L20, L40 or L40W are the only choices.
19. Includes integral photosensor.
20. LumaWatt wireless sensors are factory installed requiring network components in appropriate quantities. See www.eaton.com/lighting for LumaWatt application information.
21. Bronze sensor is shipped with Bronze fixtures. White sensor shipped on all other housing color options.
22. Not available with HSS option.
23. Only for use with SL2, SL3 and SL4 distributions. The light square trim plate is painted black when the HSS option is selected.
24. CE is not available with the 1200, DALI, LWR, MS, MS/DIM, P, R or PER7 options. Available in 120-277V only.
25. One required for each light square.
26. Requires PER7.
27. Control option limited to P=Button Type Photocontrol (must specify voltage).
28. Reserved.
29. Cannot be used in conjunction with photocontrol or other controls systems (P, R, MS, LWR).
30. WAC Gateway required to enable field-configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed.
31. Requires ZW.





ISOMETRIC

NORTH

PROPOSED CAR COUNT

8'-6" 90° STANDARD SPACE

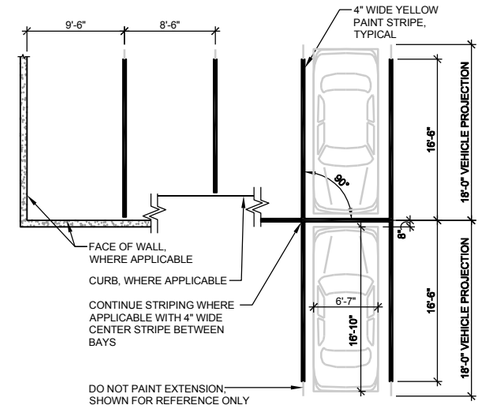
TIER	STANDARD	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
GROUND	78	12	3	93
SECOND	112	0	0	112
THIRD	112	0	0	112
FOURTH	112	0	0	112
FIFTH	112	0	0	112
SIXTH	112	0	0	112
TOP	88	0	0	88
TOTAL	726	12	3	741

1 GROUND TIER PLAN

0 8' 16' 32'

1/16" = 1'-0"

NORTH



2 90° STRIPING DETAIL

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

0 4' 8' 16'

EXHIBIT 10
1 OF 4

WALKER CONSULTANTS

2895 Greenspoint Parkway
Suite 600
Hoffman Estates, IL 60169
847.697.2640 Ph
www.walkerconsultants.com

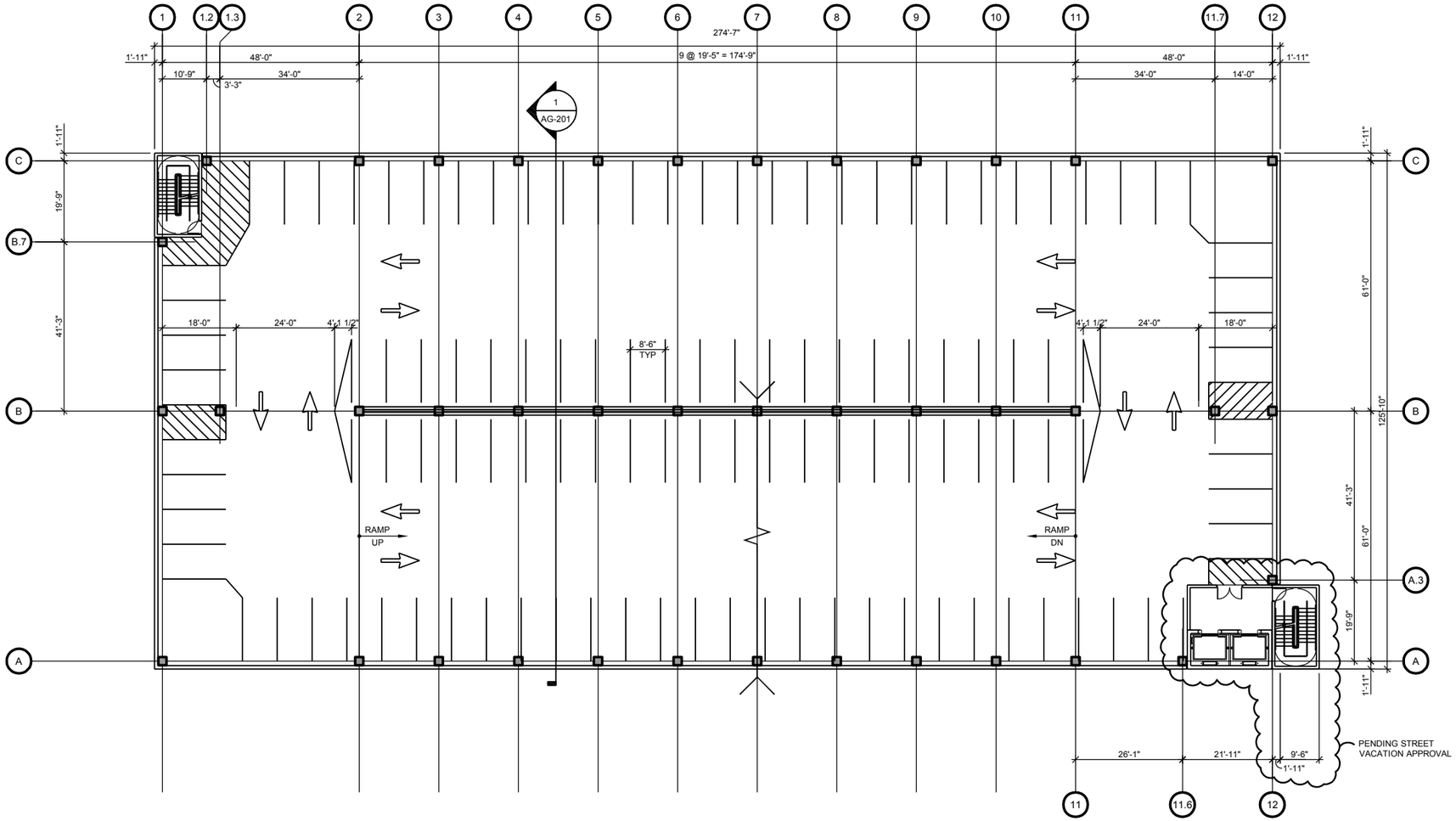
Job: RUSH OAK PARK

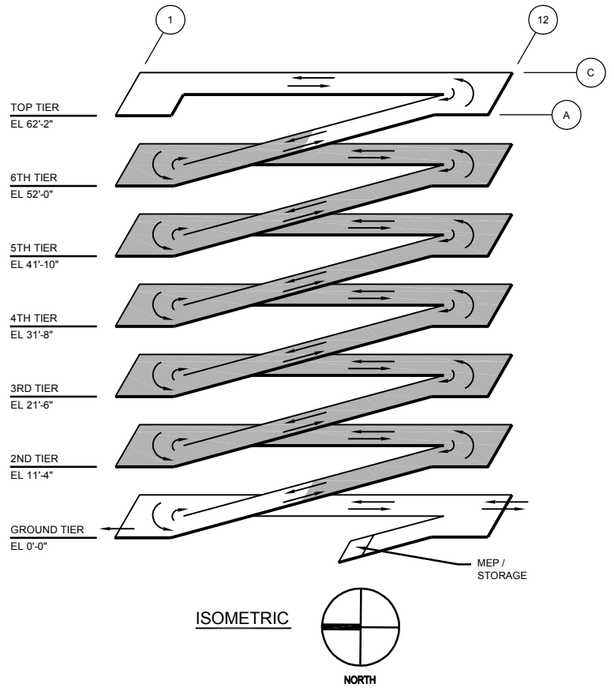
Job No: 31-8540.00

Date: OCTOBER 24, 2019

No.

AG-101





1 2ND TO 6TH TIER PLAN

0 8' 16' 32'

1/16" = 1'-0"

NORTH

EXHIBIT 10
2 OF 4

WALKER CONSULTANTS

2895 Greenspoint Parkway
Suite 600
Hoffman Estates, IL 60169
847.697.2640 Ph
www.walkerconsultants.com

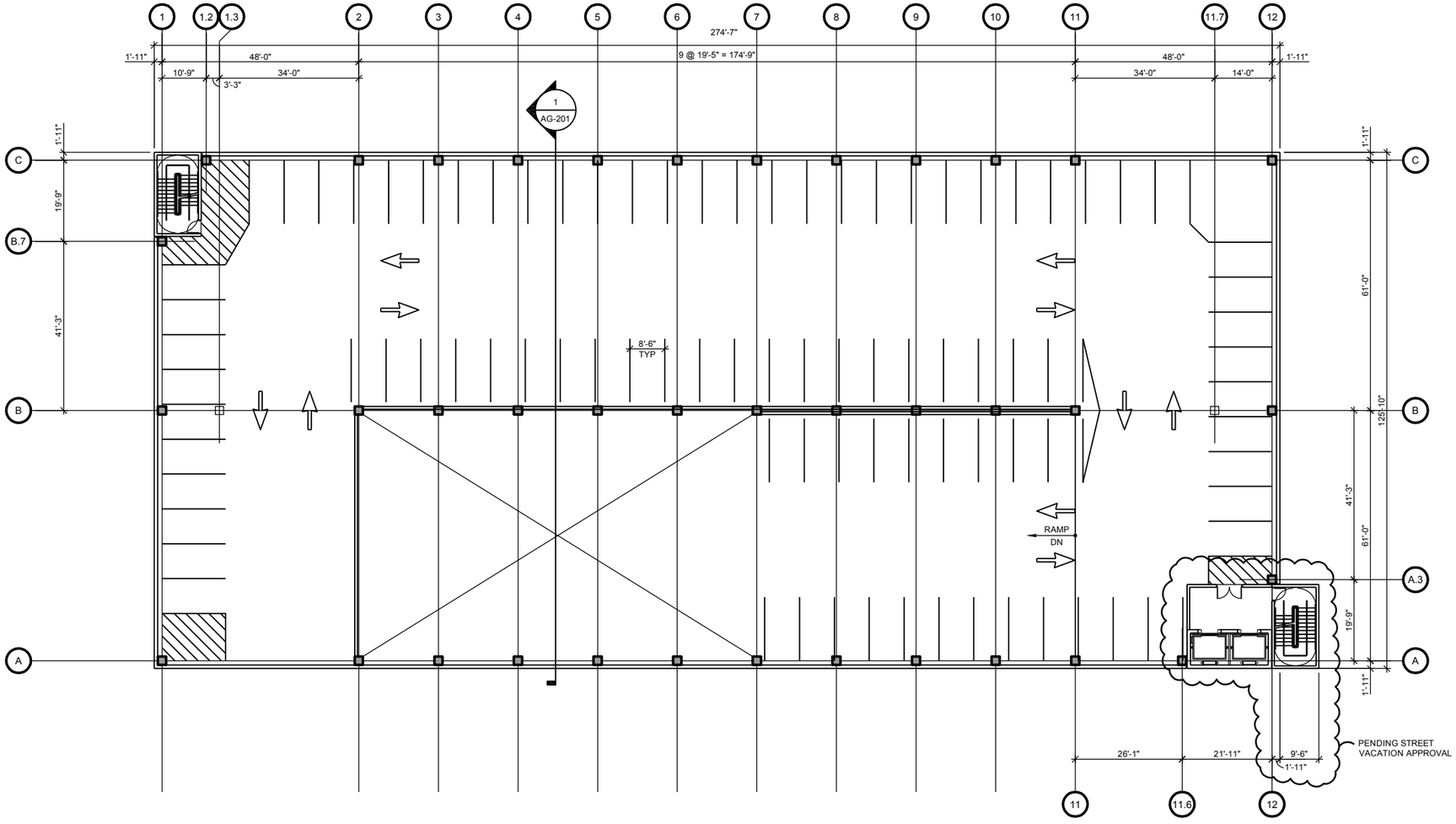
Job: RUSH OAK PARK

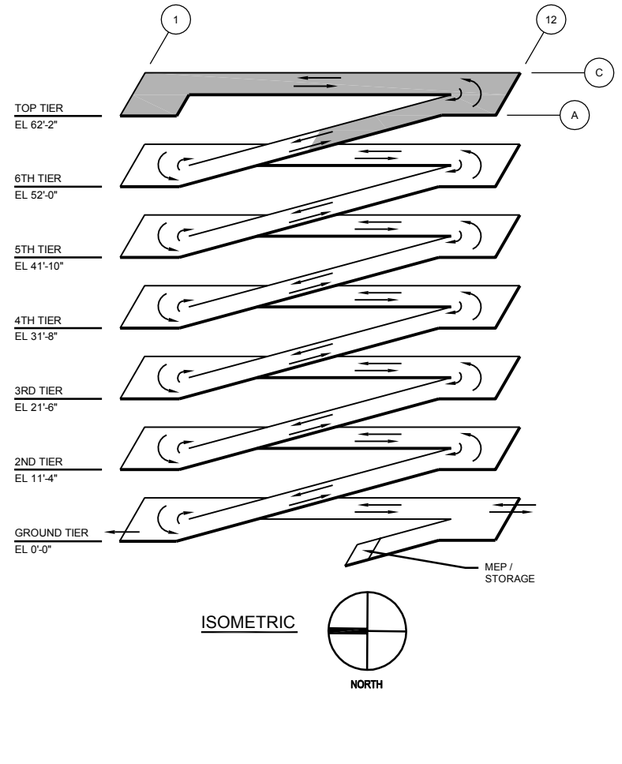
Job No: 31-8540.00

Date: OCTOBER 24, 2019

No.

AG-102





ISOMETRIC

NORTH

1 TOP TIER PLAN

0 8' 16' 32'

1/16" = 1'-0"

NORTH

EXHIBIT 10
3 OF 4

WALKER CONSULTANTS

2895 Greenspoint Parkway
Suite 600
Hoffman Estates, IL 60169
847.697.2640 Ph
www.walkerconsultants.com

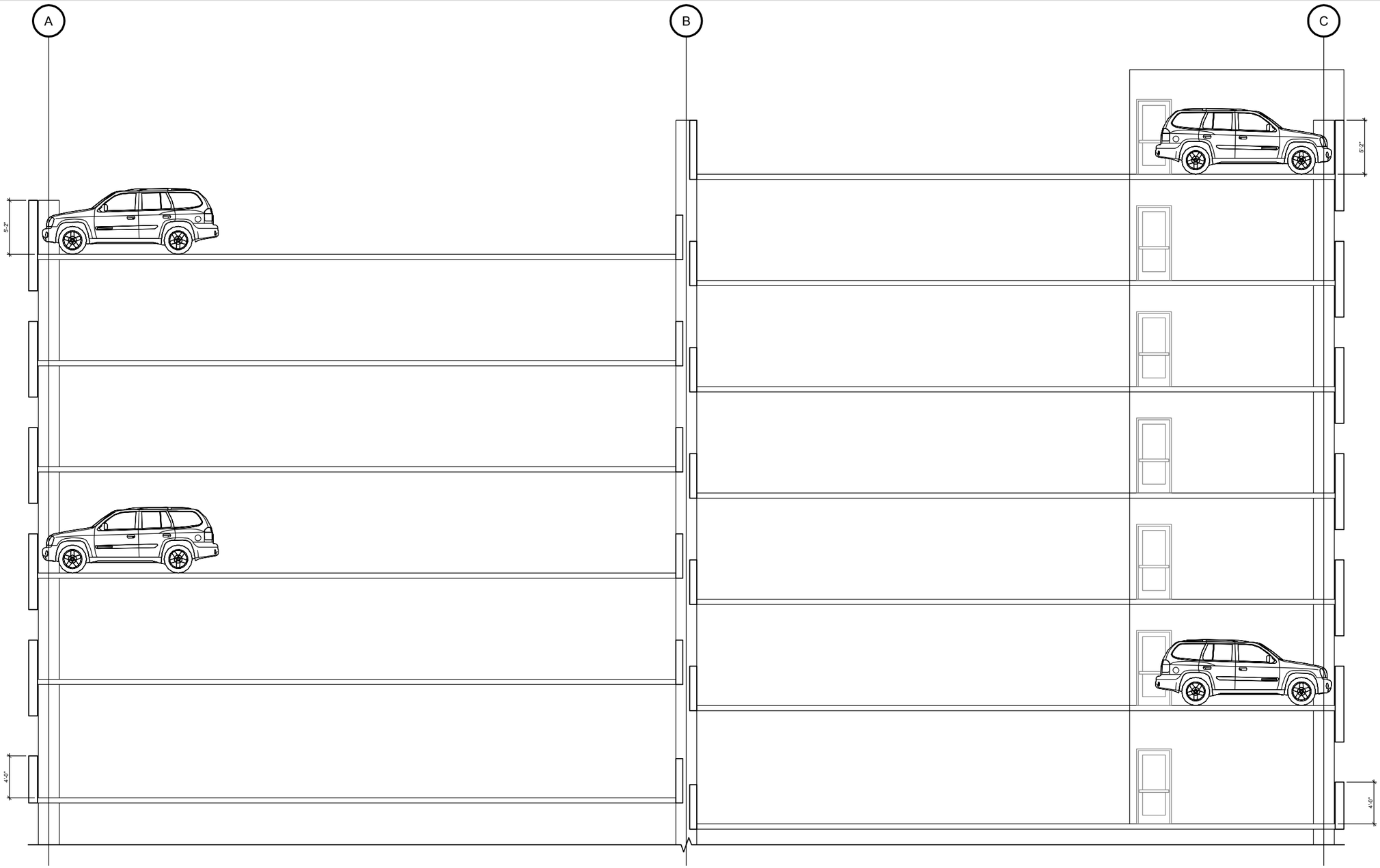
Job: RUSH OAK PARK

Job No: 31-8540.00

Date: OCTOBER 24, 2019

No.

AG-103



1 BUILDING SECTION

0 2' 4' 8'
1/4" = 1'-0"

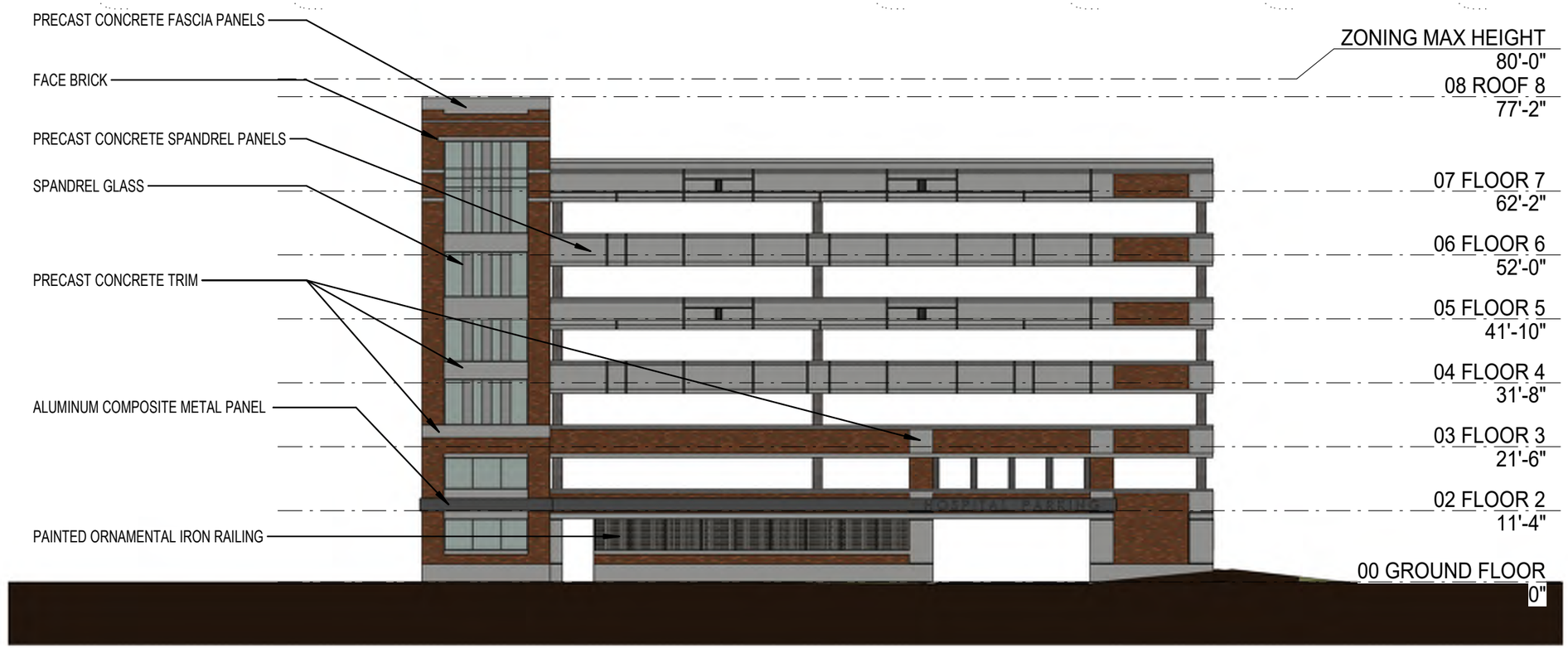
EXHIBIT 10
4 OF 4

WALKER CONSULTANTS
2895 Greenspoint Parkway
Suite 600
Hoffman Estates, IL 60169
847.697.2640 Ph
www.walkerconsultants.com

Job: RUSH OAK PARK
Job No: 31-8540.00
Date: OCTOBER 24, 2019

No.
AG-201

Exhibit 11.1



SCALE: 1" = 20'

40 20 10 0 20 40

Rush Oak Park Hospital Parking Garage
SOUTH ELEVATION- Monroe St.

Rush Oak Park Hospital

520 S. Maple Ave.
Oak Park, IL 60304
(708) 660-6660

MATTHEI AND COLIN ASSOCIATES
ILLINOIS LICENSE NO. 184-000762
LICENSE EXPIRATION DATE 04/30/2021

I CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE COMPLY WITH THE BUILDING ORDINANCE.

WILLIAM W. HEUN ARCHITECT
ILLINOIS LICENSE NO. 001.010242
LICENSE EXPIRATION DATE 11/30/2020

Matthei & Colin Associates, LLC
Architecture
Planning
Interior Design

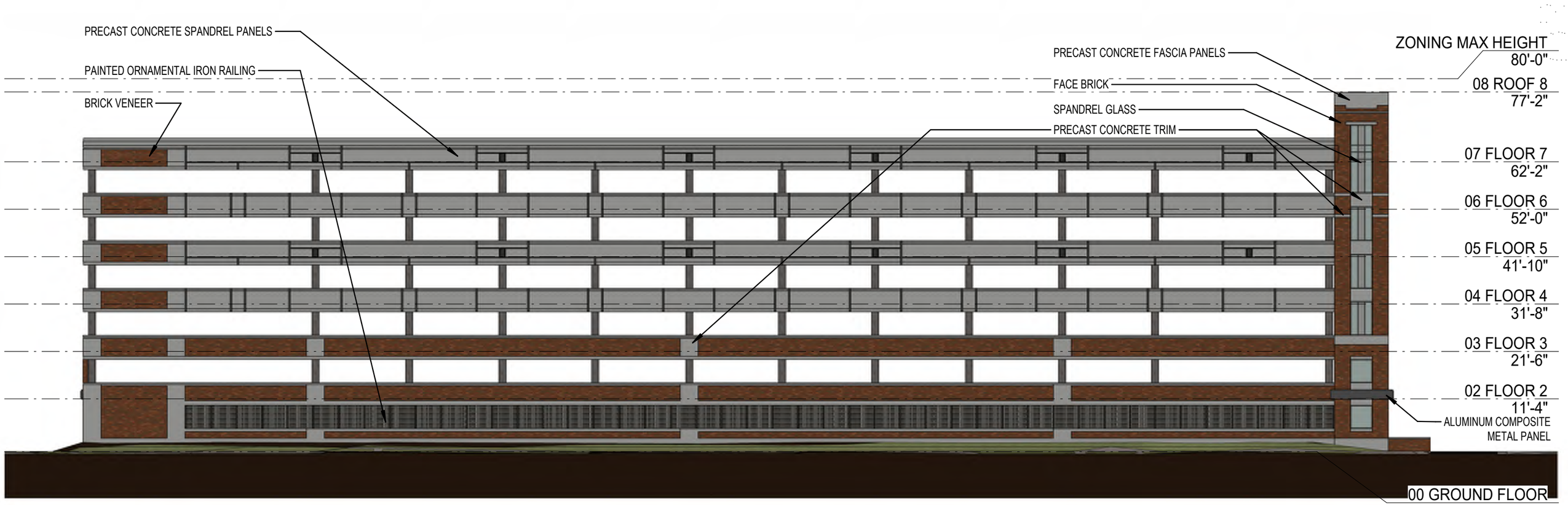
332 S. Michigan Avenue, Suite 614
Chicago, Illinois 60604
(312) 939-4002

PROJECT NO.	19070
DATE	10/24/19
DRAWN BY	NCS
CHECKED BY	M&CA QA

11.1

C:\Users\nicholass\Documents\v18-rushop-17090-parking garage-CENTRAL_20191021_nicholassU2LZW.rvt 10/24/2019 2:04:33 PM

Exhibit 11.2



SCALE: 1" = 20'

40 20 10 0 20 40

Rush Oak Park Hospital Parking Garage
EAST ELEVATION- Wenonah Avenue

Rush Oak Park Hospital

520 S. Maple Ave.
Oak Park, IL 60304
(708) 660-6660

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Interior Design

332 S. Michigan Avenue, Suite 614
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(312) 939-4002

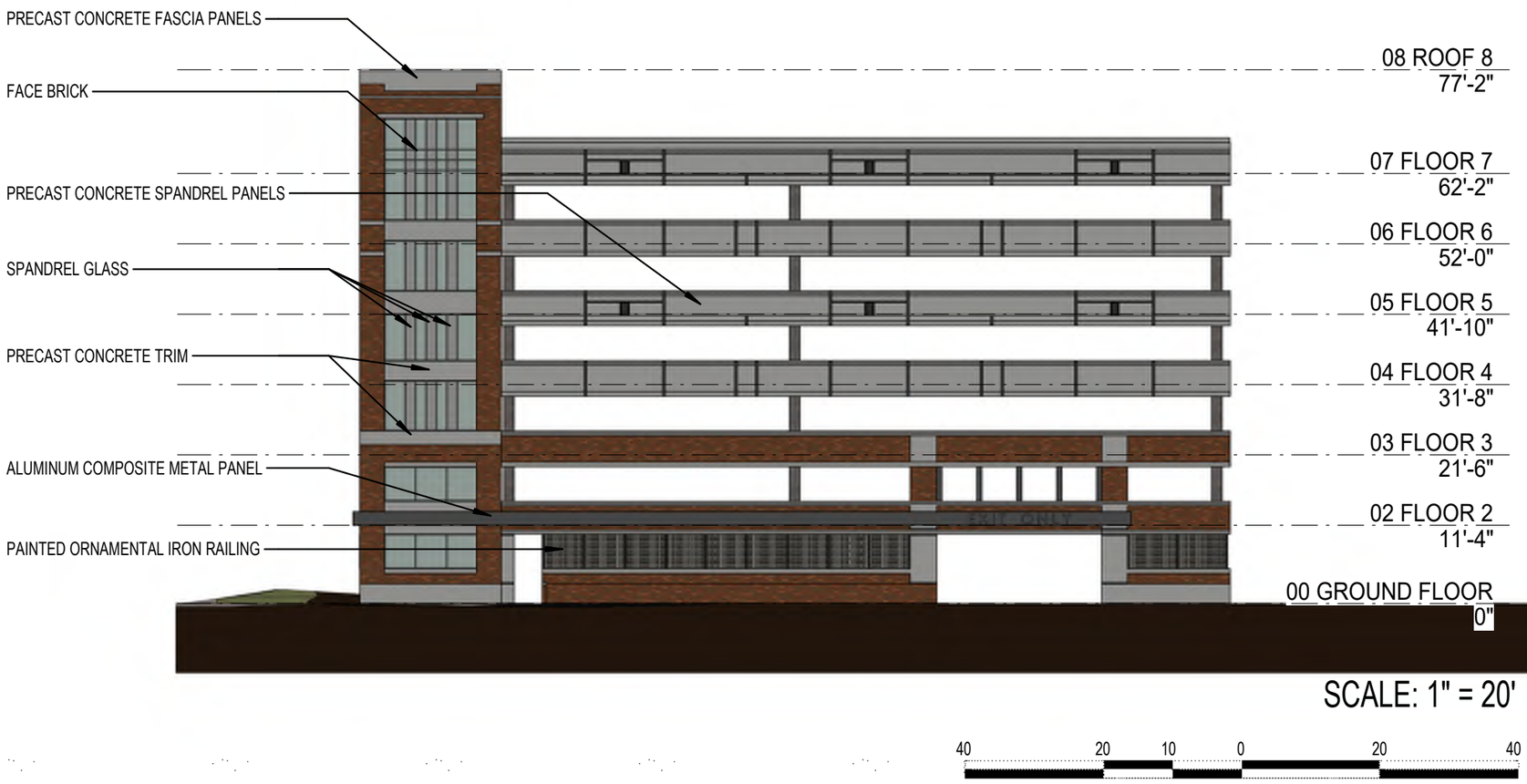
M&CA

PROJECT NO.	19070
DATE	10/24/19
DRAWN BY	NCS
CHECKED BY	M&CA QA

11.2

C:\Users\nicholass\Documents\v18-rushop-17090-parking garage-CENTRAL_20191021_nicholassU2LZW.rvt 10/24/2019 2:05:17 PM

Exhibit 11.3



SCALE: 1" = 20'

40 20 10 0 20 40

Rush Oak Park Hospital Parking Garage
NORTH ELEVATION- Alley

Rush Oak Park Hospital

520 S. Maple Ave.
Oak Park, IL 60304
(708) 660-6660

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ILLINOIS LICENSE NO. 184-000762
LICENSE EXPIRATION DATE 04/30/2021

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WILLIAM W. HEUN ARCHITECT
ILLINOIS LICENSE NO. 001.010242
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Interior Design

332 S. Michigan Avenue, Suite 614
Chicago, Illinois 60604
(312) 939-4002

PROJECT NO.	19070
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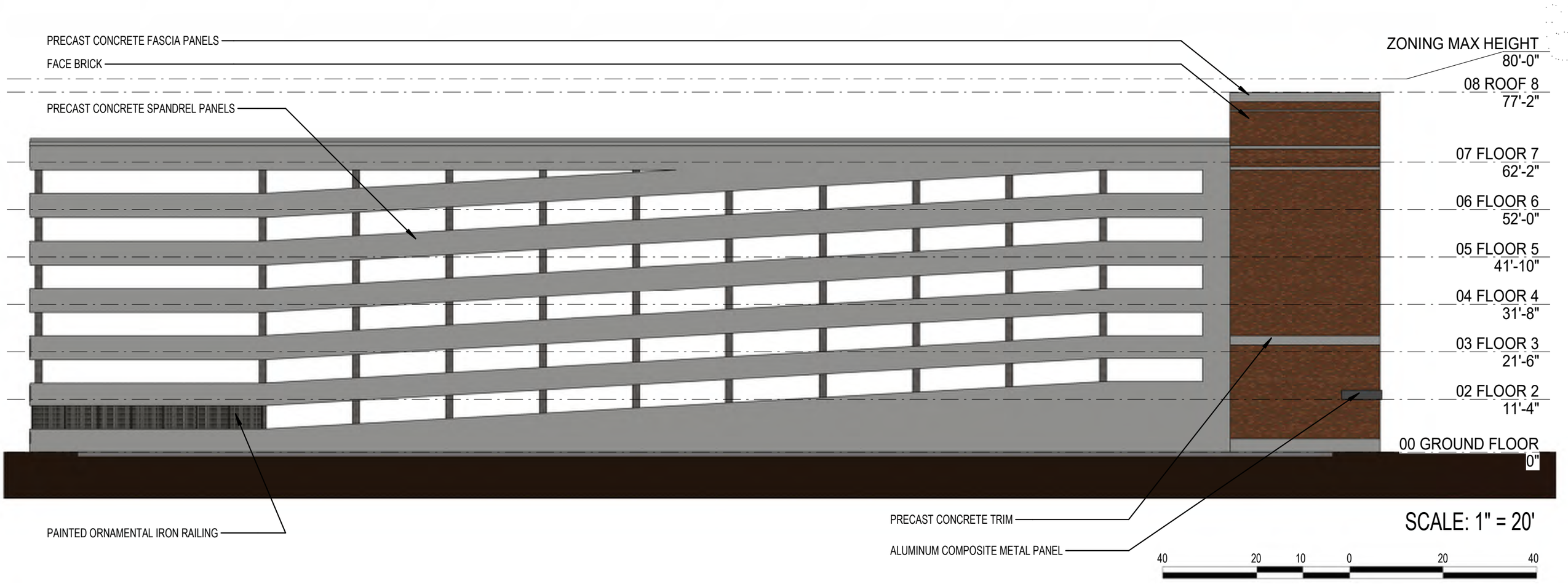
11.3

Exhibit 11.4



SCALE: 1" = 20'

40 20 10 0 20 40

Rush Oak Park Hospital Parking Garage
WEST ELEVATION- Adjacent Existing Garage

Rush Oak Park Hospital

520 S. Maple Ave.
Oak Park, IL 60304
(708) 660-6660

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WILLIAM W. HEUN ARCHITECT
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PROJECT NO.	19070
DATE	10/24/19
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11.4

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Exhibit 11.5

Rush Oak Park Hospital Parking Garage
Northeast Corner- Wehnonah Ave. and Alley

Rush Oak Park Hospital

520 S. Maple Ave.
Oak Park, IL 60304
(708) 660-6660

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11.5

Exhibit 11.6

Rush Oak Park Hospital Parking Garage
Southeast Corner- Monroe St. and Wehnonah Ave.

Rush Oak Park Hospital

520 S. Maple Ave.
Oak Park, IL 60304
(708) 660-6660

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LICENSE EXPIRATION DATE 04/30/2021

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11.6