

Council Chair:
Mayor Rockingham
North Chicago

Council Vice-Chair:
Mayor Ryback
Wadsworth



LAKE COUNTY COUNCIL OF MAYORS

Members:

Antioch
Bannockburn
Beach Park
Buffalo Grove
Deerfield
Deer Park
Fox Lake
Grayslake
Green Oaks
Gurnee
Hainesville
Hawthorn Woods
Highland Park
Highwood
Indian Creek
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake Forest
Lake Villa
Lake Zurich
Libertyville
Lincolnshire
Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Old Mill Creek
Park City
Riverwoods
Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
Wauconda
Waukegan
Winthrop Harbor
Zion
County of Lake

Full Council Meeting Agenda

Time: 9:00 a.m.
Date: November 7, 2019
Location: Lake County Division of Transportation
Main Conference Room
600 W. Winchester Road
Libertyville, Illinois

		<u>Action Requested</u>
1) Opening of Meeting/Introductions		Call to Order
2) Approval of Minutes		Approval
a. August 1, 2019 Meeting	(Attachment 1)	
3) Functional Classification Change Requests		Approval
a. City of North Chicago		
i. Argonne Drive	(Attachment 2)	
b. Village of Fox Lake		
i. Washington Street	(Attachment 3)	
ii. Frontage Road 1 (West)	(Attachment 4)	
iii. Frontage Road 2 (East)	(Attachment 5)	
iv. Frontage Road 3 (East)	(Attachment 6)	
c. Village of Beach Park		
i. Bonnie Brook Lane	(Attachment 7)	
4) 2020 Full Council Schedule	(Attachment 8)	Approval
5) Current Lake Council STP Program	(Attachment 9)	Information
6) 2020 STP Call for Projects		
a. Program Development Schedule	(Attachment 10)	Information
b. FY2021-2025 Programming Marks	(Attachment 11)	Information
c. STP Distribution- Improvement Component		Information
7) Other Business		
8) Public Comment		
9) Next Meeting-January 30, 2020		
10) Adjournment		



LAKE COUNTY COUNCIL OF MAYORS

Bob Minutes of August 1, 2019 Lake County Council of Mayors Meeting
at the Lake County Division of Transportation

Attendance

<u>Name</u>	<u>Position</u>	<u>Representing</u>
Leon Rockingham	Mayor	North Chicago
Glenn Ryback	Mayor	Wadsworth
Daniel MacGillis	Mayor	Round Lake
Billy McKinney	Mayor	Zion
Anne Marrin	Village Administrator	Fox Lake
David Kilbane	Village Administrator	Round Lake Beach
Maria Lasday	Village Administrator	Bannockburn
Moses Amidei	Village Administrator	Wadsworth
Michael Talbett	Village Administrator	Kildeer
Ray Roberts	City Engineer	Zion
Bob Phillips	Director of Public Works	Deerfield
Paul Kendzior	Director of Public Works	Libertyville
Bob Ells	City Engineer	Lake Forest
Taylor Wegrzyn	Village Planner	Mundelein
Ramesh Kanapareddy	Director of Public Works	Highland Park
Rick Mack	Community Relations Representative	Metra
Kevin Carrier	Dir. Of Planning and Programming	LCDOT
Barbara Zubek	Associate	CMAP
Ian Warren	Associate	CMAP
Mike Klemens	Council Liaison	Lake Council
Emily Karry	Council Liaison	Lake Council
Geoff Perry		Consultant
Jon Vana		Consultant
John Beissel		Consultant

1. Call to Order

Mayor Rockingham called the meeting to order at 9:02am.
Those in attendance gave self-introductions

2. Approval of the Minutes

With a motion from Mayor MacGillis and a second from Bob Phillips, on a voice vote the minutes of the May 9th, 2019 meeting were approved unanimously.

3. Transportation Committee Reports

Bob Phillips gave the report on the Transportation Committee which met on July 25, 2019. The Transportation Committee met on July 25th and had a very well attended meeting with 19 communities in attendance and nearly 50 attendees. Most importantly at the meeting, the committee unanimously voted to recommend the Full Council approve the STP Methodology and Guidebook. Final Action by the Council is next on the agenda today.



LAKE COUNTY COUNCIL OF MAYORS

The committee also heard updates from the transportation agencies. The overall theme of those updates was gratitude that the legislature had passed a capital bill in June. The RTA reported the region should see about \$227 million in annual transit capital funding and there is additional bonding authority for transit projects. Metra reported that new rail cars, and locomotives would be the top priority with their new capital bill funding. Pace reported their top priority would be expanding the bus on shoulder program which has seen huge growth in the last few years and has been limited by parking availability. IDOT Bureau of Programming reported that the Multi-Year Program is still in development and they are not yet sure what new projects would be included as a result of the capital bill. The committee heard information from IDOT about new quarterly reporting required by GATA for MFT distributions and federally funded projects.

The committee also had a presentation from CMAP on the recently developed regional water demand forecast. CMAP has put together planning level water demand through 2050 for each municipality in the region. All of the individual community data is available on CMAP's data hub on their website.

4. LCCOM STP Guidebook

Mr. Klemens informed the Council that the STP Guidebook was put out for a 30-day public comment period. During that period only one comment was received, from a LCCOM community that was concerned that small communities would lose out on funding. Council staff went and met with the Mayor and Administrator of that community and discussed the proposed changes and rules for the STP program. At the end of that meeting there were not any recommendations made to change the proposed guidebook. Mayor Rockingham asked if there were any additional comments or concerns regarding the proposal before the request to approve it was made. A question was asked if a model ordinance on complete streets could be sent to the communities. Staff responded that they would send out a link to complete streets materials for council members. A motion was made to adopt the LCCOM STP Methodology and Guidebook by Mayor Ryback and seconded by Mayor MacGillis. The motion passed unanimously on a voice vote.

5. CMAP Call for Projects Public Comment Letter

Mr. Klemens informed the Council that CMAP staff has released a recommended program for the STP-Shared Fund, CMAQ and TAP program for a 30-day public comment period. Mr. Klemens informed the committee that at the STP Project Selection Committee meeting the City of Chicago raised concerns about the way the program was built, specifically that projects were not awarded partial funding. The City was requesting comments on partial funding as well as the staff recommended program. Mr. Klemens told the Council that staff had drafted a letter to submit for public comment that stated the staff recommended program be adopted as presented. The rules the region agreed to did not allow for partial funding, the intent of the program was to close funding gaps for larger projects and get those projects completed. The staff drafted public comment letter also opposed partial funding of projects during this call for projects cycle and stated that any changes should be vetted through the STP project selection committee prior to the next call for projects. Mayor Rockingham stated that he agreed with the letter and that the rules should be followed as they were adopted. A question was asked if the LCCOM methodology allows for partial funding of projects. Staff responded that if the project could be completed within the five year window of the active program then partial funding would be allowed, but staff would not include phases of projects in the active program that won't have all phases authorized within the five year program so as not to put communities in a situation where they are forced to pay back federal funds. A motion was made to submit the public comment letter to CMAP on behalf of the Lake County Council of Mayors by Mayor Ryback and seconded by Bob Phillips, the motion was passed unanimously by voice vote.

6. LCCOM Current Council Program



LAKE COUNTY COUNCIL OF MAYORS

Ms. Karry updated the council on current status of the program. There are a few projects from the council coming up to lettings this fall, Libertyville Township Road District – Rockland Road and Weiland Road – LCDOT/Buffalo Grove are targeting the September 2019 letting.

The region typically receives about \$135 million per year in STP funds and in FFY19 there is approximately \$246 million programmed for the entire region. This year, CMAP staff has been able to honor their commitment to fund projects in all of the Council's programs by seeking additional programming authority from IDOT, rather than having to delay projects CMAP has been able to get access to additional federal dollars for the region.

Staff wants to make sure that they are sharing the message with everyone that STP funding through the Council of Mayors in the region is very tight this year and is looking to be the same sort of situation for next year. In the last couple months, there have been a couple communities or their consultants reaching out about funding increases for projects. Unfortunately, our Council does not have any additional STP funds to allocate to projects. Staff have submitted cost increase requests to CMAP, but they also have not been able to provide any additional funding for the reasons and limitations stated above and to maintain regional fiscal constraint.

On the bright side, in this federal fiscal year our council alone has obligated about \$30M of federal STP funds in construction so far and have about another \$10M targeting construction on the September letting. The Lake County Council of Mayors has spent more STP funds than any other council including the City of Chicago and has been able to take advantage of far more funding during the past couple years than the Council could have ever advanced funded under the old system of rules. So that is a good thing, there are some great projects getting accomplished.

On a somewhat related note regarding project schedules and funding, it seems that the agreement process with IDOT is taking several months longer than it has in the past. The Council has a project that submitted agreements for review in October of 2018 and that project still hasn't received authorization to execute agreements for IDOT approval. Council staff have been working with BLRS staff in District 1 and Central Office to try to help facilitate movement on this project (and others). Staff also wants the Council to know that there are a few projects on our program still waiting for Phase 2 approval that are targeting 2020 lettings. Depending on when the projects receive approval on their engineering agreements, these projects very likely will be slipping into 2021 or beyond for construction lettings (depending on their complexity) and this is not due to the community or lack of LCCOM staff efforts. Under the just adopted STP methodology these projects would be grandfathered into the new LCCOM program for 2021-2025.

13. Other Business

Mr. Klemens informed the Council that there would be an STP Pre-Call for Projects workshop held on Friday September 6th, at 9am. More information will be sent out soon.

14. Public Comment

There was no public comment.

15. Next Meeting

The next meeting of the Council is scheduled for November 7, 2019.

16. Adjournment

A motion to adjourn was made by Mayor Ryback and seconded by Mayor MacGillis, the meeting adjourned at 9:23 am.



LAKE COUNTY COUNCIL OF MAYORS

**RESOLUTION 110719LCC-01
A RESOLUTION REQUESTING THE RECLASSIFICATION OF
ARGONNE DRIVE BETWEEN
JACKSON STREET AND BROADWAY AVENUE
TO A MINOR COLLECTOR**

WHEREAS, the Chicago Metropolitan Agency for Planning (CMAP) and the Policy Committee as the Metropolitan Planning Organization for Northeastern Illinois has designated the CMAP Council of Mayors to program Surface Transportation Program (STP) funds; and

WHEREAS, the Lake County Council of Mayors is one of eleven sub-regional councils which was established to locally program STP funds; and

WHEREAS, the Lake County Council of Mayors has reviewed the system of collectors and arterials eligible and found that a certain change is desirable to reflect certain changes in traffic and development patterns in Lake County;

NOW, THEREFORE, BE IT RESOLVED that the Lake County Council of Mayors requests the reclassification of the following described local road to the classification of minor collector:

Argonne Drive between Jackson Street and Broadway Avenue in the City of North Chicago.

BE IT FURTHER RESOLVED that copies of this resolution will be forwarded to the Chicago Metropolitan Agency for Planning, the Lake County Engineer and the Illinois Department of Transportation Region 1/District 1 Engineer.

APPROVED AND ADOPTED this 7th day of November, A.D. 2019.

Leon Rockingham, Jr., Chairman
Lake County Council of Mayors
and
Mayor, City of North Chicago



City of North Chicago
1850 Lewis Avenue
North Chicago, IL 60064

October 7, 2019

Lake County Council of Mayors
Attn: Emily Karry
600 W. Winchester Road
Libertyville, IL 60048

Re: Functional Classification Revision Request
City of North Chicago

Dear Ms. Karry:

Enclosed, please find the Functional Classification Revision Request for the segment of Argonne Drive listed below:

Route	Termini	Length (miles)	Requested Classification
Argonne Drive	Jackson Street to Broadway Avenue	0.19	Minor Collector

Argonne Drive functions as a collector route within the City of North Chicago, serving as an east-west connection between IL Route 131 (Green Bay Road) and IL Route 137 (Sheridan Road), both principal arterials. Several schools, churches, and municipal buildings are among the traffic generating facilities located along Argonne Drive. The segment of Argonne Drive between Jackson Street and Broadway Avenue features lower speeds, low driveway density, and channelizes the adjacent local roadways to the nearby arterial network. This segment crosses a low density residential neighborhood and connects a gap between two major collector segments.

We appreciate your assistance and formally request that you prepare a resolution supporting the classification revision for action at the next Council meeting.

Please contact me if you have any questions.

Very truly yours,

Mayor Leon Rockingham, Jr.

Cc: Deb Waszak, Chief of Staff
Edward Wilmes, Director Public Works
Steve Cieslica, P.E., Trotter and Associates, City Engineer
James R. Tibble, P.E., Civiltech Engineering, Inc.

Over 100 Years of Municipal Service
City of North Chicago

1850 Lewis Avenue, North Chicago, Illinois • 847-596-8600 • www.northchicago.org

Appendix A

Functional Classification Revision Request Template

1. Name(s) of proposed roadway to be reclassified:

Argonne Drive

2. Name of agency requesting revision (roadway jurisdiction):

(An agency should not request reclassification of a roadway that is not under its own jurisdiction without the support of the maintaining jurisdiction. For a township-maintained street within a municipality, the township should agree to the change prior to Council of Mayors consideration.)

City of North Chicago

3. Contact information (name, title, address, phone and email):

Ed Wilmes, Director of Public Works, 1850 Lewis Avenue, North Chicago, IL 60064,
847-596-8690, edwwil@northchicago.org

4. Council(s) of Mayors:

Lake County Council of Mayors

5. County(ies) containing roadway proposed to be reclassified:

Lake County

6. Township(s) containing roadway proposed to be reclassified:

Shields Township

7. Additional roadway jurisdiction(s), if any, containing the roadway proposed to be reclassified:

Argonne Road is entirely under the jurisdiction of the City of North Chicago and has no sections under another jurisdiction.

8. Current functional classification for this roadway, as classified by IDOT:

Local Street



9. Proposed functional classification for this roadway:

Minor Collector

10. The IDOT [key route designation](#) number for this roadway:

(This number is available on the IDOT [Getting Around Illinois](#) website. The key route designation number is the Key Route Type, a hyphen, and the Key Route Number from the map.)

MUN-3000

11. Endpoints of proposed roadway to be reclassified

- North or West endpoint:

Jackson Street (Key Route 2738)

- North or West endpoint road's functional classification:

Major Collector

- South or East endpoint:

Broadway Avenue (Key Route 3707)

- South or East endpoint road's functional classification:

Major Collector

12. Length of proposed roadway to be reclassified:

0.19 miles

13. Current Average Annual Daily Traffic (AADT):

Argonne Drive, Jackson Street to Lincoln Street: 900 vehicles per day and Lincoln Street to Park Avenue: 600 vehicles per day. Traffic data was collected on Tuesday, September 10, 2019 from 12:00 A.M. to 12:00 P.M. via 24-hour video count. Seasonal and daily adjustment factors were applied to the ADT to obtain the AADT. See attached Raw Field Data, Peak Hour Diagrams, 2050 Projection Letter, and AADT Map.

(Provide AADT by segment if the AADT is not consistent along the entire route. Indicate the source and year of the AADT. Some AADT values are available on the IDOT [Getting Around Illinois](#) website. If the AADT is not from a published source, supply raw field data and provide the date(s), the day(s) of week, the hours of collection, and the type of equipment used to collect the traffic data. HI-STAR or equivalent technology is preferred.)



14. Spacing:

- Provide the name of and distance to the next adjacent roadway (to the north or east) with the same classification as the subject road's proposed functional classification:

Greenwood Avenue (Key Route 1216) - Minor Collector, 4.24 miles

14th Street (Key Route 0013) - Major Collector, 0.65 miles

- Provide the name of and distance to the next adjacent roadway (to the south or west) with the same classification as the subject road's proposed functional classification:

Laurel Avenue (Key Route 1243) - Minor Collector, 4.55 miles

Blodgett Avenue (Key Route 1293) - Major Collector, 2.88 miles

15. Indicate whether the proposed revision also requires a change (downgrade) to the functional classification of any adjacent roadways to accommodate the spacing requirements for this proposed functional classification revision:

The City of North Chicago does not propose any downgrades to the functional classification of adjacent roadways.

(Provide [key route designation](#) number and endpoints as well as road name and proposed change.)

16. Access Management:

- How does the municipality or other jurisdiction plan to manage access along the road? Examples would be an access management ordinance, subdivision ordinance, or planned development ordinance.

Access will be managed through a subdivision ordinance, found in the North Chicago Code of Ordinances, Title 13, Chapter 1: Zoning and Subdivision Ordinances.

- How many driveways now exist along the right-of-way?

7

- Are left-turns controlled by raised or barrier-protected medians?

No existing medians.



TRAFFIC FORECAST RECORD

Record Number: la-34-19

Type of Report: Projection

Year Sought: 2050

Analyst: JG

Organization requesting forecast: Civiltech Engineering

Contact: James R. Tibble, P.E.

Phone number: (630) 735-3949

Sponsor: City of North Chicago

Date request was received: September 20, 2019

Date that response was mailed or faxed: September 26, 2019

Facility Location: Argonne Drive from IL Route 131 to IL 137

Municipality: North Chicago



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

September 26, 2019

Edward Wilmes,
Public Works Director
City of North Chicago
1850 Lewis Avenue
North Chicago, IL 60064

Subject: *Argonne Drive from IL Route 131 to IL 137*
City of North Chicago

Dear Mr. Wilmes:

In response to a request made on your behalf and dated September 20, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location. Please see the attached table on the next page.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. If you have any questions, please call me at (312) 386-8806.

Sincerely,

A handwritten signature in black ink, appearing to read "Jose Rodriguez".

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

cc: Tibble (Civiltech)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\North Chicago\la-34-19\la-34-19.docx

Road Segment	Existing ADT	2050 ADT
Green Bay Road N Leg	23,700	34,700
Green Bay Road S Leg	21,300	32,300
Argonne Dr E Leg	7,500	10,500
Argonne Dr W Leg	1,400	2,700
Dugdale Rd N Leg	1,600	2,700
Dugdale Rd S Leg	600	900
Argonne Dr E Leg	6,100	8,000
Argonne Dr W Leg	7,500	10,700
Kennedy Dr N Leg	1,800	2,700
Winter Ave S Leg	800	1,200
Argonne Dr E Leg	6,200	8,100
Argonne Dr W Leg	6,200	8,100
Lewis Ave N Leg	12,700	17,600
Lewis Ave S Leg	10,700	15,000
Argonne Dr E Leg	4,300	6,400
Argonne Dr W Leg	6,100	8,000
Jackson St N Leg	3,700	5,500
Jackson St S Leg	1,900	3,300
Argonne Dr E Leg	900	1,300
Argonne Dr W Leg	2,600	3,900
Park Ave N Leg	300	450
Broadway Ave NE Leg	900	1,300
Alley SE Leg	100	150
Broadway Ave SW Leg	700	1,050
Argonne Dr W Leg	600	900
Sheridan Rd N Leg	17,700	21,400
Sheridan Rd S Leg	17,100	20,400
Broadway Ave W Leg	900	1,300
Jackson St N Leg	1,800	3,300
Broadway Ave E Leg	700	1,050
Broadway Ave W Leg	2,300	3,500

Table: Year 2050 ADT, Argonne Drive from Green Bay Road to Sheridan Rd
Prepared by CMAP, September 25, 2018

Study Name Argonne Drive/Jackson Street
Start Date 09/10/2019
Start Time 12:00 AM
Site Code 3383
Project 3383 Argonne Drive Phase I Study

Type Road
Classification Lights

Start Time	Jackson Street Southbound			Argonne Drive Westbound			Jackson Street Northbound			Argonne Drive Eastbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
12:00 AM	0	3	1	0	0	0	0	5	0	0	0	1
12:15 AM	2	4	0	0	1	0	0	2	0	0	1	2
12:30 AM	1	2	0	0	0	0	0	3	0	0	1	4
12:45 AM	0	0	0	0	0	0	0	0	1	0	0	2
1:00 AM	1	2	0	0	1	0	0	2	0	0	0	2
1:15 AM	0	0	0	1	1	0	0	4	0	0	0	1
1:30 AM	3	1	0	0	0	0	0	0	0	0	1	0
1:45 AM	0	2	0	0	2	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	1	1	0	0	0	0	0	2	0	0	3	0
2:45 AM	1	0	0	0	0	0	0	2	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	2
3:15 AM	1	1	0	0	0	0	0	1	0	0	1	0
3:30 AM	2	2	0	0	0	0	0	1	0	0	1	1
3:45 AM	0	0	0	1	0	0	0	2	0	1	0	2
4:00 AM	0	1	0	0	0	0	0	2	0	0	0	1
4:15 AM	1	3	0	0	1	0	0	0	0	1	1	1
4:30 AM	3	2	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	2	0	0	0	0	0	1	0	0	0	3
5:00 AM	5	4	0	0	0	0	0	2	0	0	2	3
5:15 AM	2	9	0	0	3	1	0	2	1	0	1	4
5:30 AM	7	12	1	0	0	0	0	1	0	0	2	3
5:45 AM	7	10	1	1	2	0	0	0	0	0	1	4
6:00 AM	14	12	0	0	2	1	0	3	0	0	2	1
6:15 AM	10	35	1	0	0	1	0	5	0	0	1	5
6:30 AM	17	26	3	0	2	0	0	3	0	0	3	6
6:45 AM	11	28	0	0	1	1	0	4	1	0	3	3
7:00 AM	13	16	0	0	5	0	0	2	1	0	2	6
7:15 AM	13	21	2	2	4	2	0	10	1	1	2	14
7:30 AM	24	18	0	2	3	0	0	13	1	1	3	10
7:45 AM	25	19	1	2	4	2	1	12	1	0	4	11
8:00 AM	22	21	2	3	8	1	0	7	1	2	6	25
8:15 AM	22	20	4	1	6	0	0	5	0	0	8	17
8:30 AM	9	7	0	1	5	1	0	12	0	0	2	10
8:45 AM	7	8	0	4	7	0	0	2	0	1	5	15
9:00 AM	9	8	1	1	8	1	0	11	0	0	3	7
9:15 AM	9	8	0	1	2	0	0	9	0	0	2	11
9:30 AM	4	5	2	1	4	1	0	6	0	1	4	12
9:45 AM	10	3	0	0	3	0	0	10	1	1	3	10
10:00 AM	6	6	1	0	3	0	0	7	1	0	3	9
10:15 AM	6	5	1	1	6	0	0	5	1	1	2	8
10:30 AM	11	8	0	4	3	1	1	7	1	1	4	21
10:45 AM	8	11	0	0	4	0	1	9	0	0	2	7
11:00 AM	9	9	0	0	3	1	0	8	0	0	2	9

11:15 AM	5	9	0	0	4	0	1	6	0	0	3	5
11:30 AM	7	13	1	1	6	1	1	10	0	0	2	12
11:45 AM	8	10	2	3	2	1	0	14	0	0	8	11
12:00 PM	10	9	1	2	5	0	0	15	0	1	4	10
12:15 PM	6	13	1	0	3	2	0	7	1	0	2	9
12:30 PM	8	6	0	0	5	0	0	7	2	3	9	12
12:45 PM	8	15	2	0	4	0	0	5	1	0	4	8
1:00 PM	7	9	0	1	1	1	0	15	0	0	4	18
1:15 PM	8	5	0	0	7	1	0	10	0	2	2	12
1:30 PM	9	8	0	1	1	1	0	10	0	2	6	16
1:45 PM	3	10	1	1	5	0	0	5	0	0	4	16
2:00 PM	12	21	1	1	2	0	0	23	2	1	4	15
2:15 PM	8	17	1	5	4	1	1	19	0	0	2	17
2:30 PM	3	8	2	2	3	0	0	18	2	0	4	11
2:45 PM	13	8	1	3	8	1	1	19	1	4	4	24
3:00 PM	17	15	0	4	4	1	0	20	2	2	5	18
3:15 PM	13	21	2	0	3	0	0	26	0	4	2	13
3:30 PM	16	7	1	1	9	0	1	31	1	1	10	30
3:45 PM	7	16	2	3	6	0	1	30	1	3	8	31
4:00 PM	12	8	1	0	5	0	1	22	0	0	2	25
4:15 PM	9	12	0	1	4	2	0	20	0	2	4	22
4:30 PM	17	16	0	0	3	1	0	43	1	5	8	29
4:45 PM	12	6	1	1	7	2	0	26	3	2	7	34
5:00 PM	9	9	1	3	6	1	1	18	0	4	7	29
5:15 PM	16	8	1	0	3	1	0	23	0	4	7	28
5:30 PM	4	10	0	3	3	1	0	21	1	0	8	22
5:45 PM	12	12	2	1	7	0	1	15	0	1	9	23
6:00 PM	6	11	2	3	7	0	0	17	1	4	4	21
6:15 PM	13	7	0	2	7	0	0	18	1	1	6	16
6:30 PM	4	12	1	1	5	0	0	13	1	0	11	7
6:45 PM	11	7	0	1	8	1	0	12	2	0	4	17
7:00 PM	18	12	0	1	5	0	0	9	1	4	8	29
7:15 PM	13	6	1	0	6	1	0	13	0	1	8	18
7:30 PM	11	4	0	0	5	0	0	11	1	1	9	26
7:45 PM	12	8	1	4	6	4	2	6	1	1	2	17
8:00 PM	5	10	2	1	3	1	0	14	0	1	5	15
8:15 PM	10	4	3	1	2	1	4	8	0	0	8	9
8:30 PM	9	3	0	4	9	1	0	9	1	0	4	15
8:45 PM	9	7	0	1	8	0	0	9	1	0	5	14
9:00 PM	5	4	0	0	1	0	1	6	0	1	4	14
9:15 PM	6	7	0	1	4	0	0	4	0	0	5	8
9:30 PM	9	3	0	0	1	0	1	3	1	0	7	11
9:45 PM	3	3	0	0	5	1	0	6	0	0	3	6
10:00 PM	4	6	0	1	1	1	1	12	0	1	6	3
10:15 PM	5	4	0	1	2	1	0	10	1	0	3	10
10:30 PM	7	8	1	0	0	0	0	8	0	0	5	9
10:45 PM	1	9	1	0	3	1	0	0	0	1	3	8
11:00 PM	6	3	1	0	2	1	0	7	0	0	0	4
11:15 PM	2	3	0	0	2	0	0	5	0	1	1	6
11:30 PM	3	3	1	2	0	0	0	5	0	0	2	5
11:45 PM	3	2	0	0	0	0	0	4	0	0	0	5

Study Name Argonne Drive/Broadway Avenue/Park Avenue
Start Date 09/10/2019
Start Time 12:00 AM
Site Code 3383
Project 3383 Argonne Drive Phase I Study

Type Crosswalk
Classification Bicycles on Crosswalk

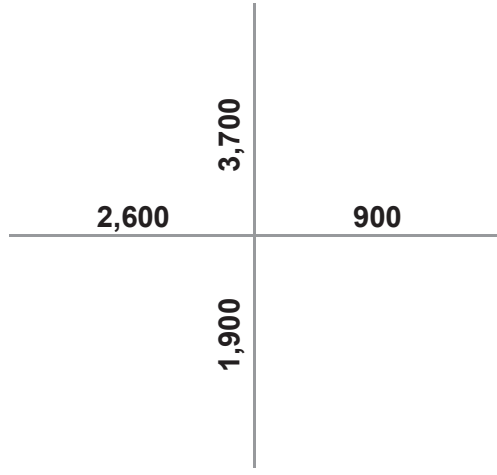
Start Time	Park Avenue Southbound			Broadway Avenue Southwestbound			Northbound Approach Northbound			Northeastbound Approach Northeastbound			Argonne Drive Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
12:00 AM	0	0		0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0		0	0	

Study Name Argonne Drive/Jackson Street
Start Date 09/10/2019
Start Time 12:00 AM
Site Code 3383
Project 3383 Argonne Drive Phase I Study

Type Crosswalk
Classification Pedestrians

Start Time	Jackson Street Southbound			Argonne Drive Westbound			Jackson Street Northbound			Argonne Drive Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		1	0		1	0		0	0	
7:30 AM	0	0		0	0		0	0		2	0	
7:45 AM	1	0		0	0		0	0		0	0	
8:00 AM	0	1		0	0		0	1		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	1	0		0	0		0	0		0	0	
8:45 AM	1	1		1	1		1	1		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	1		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	1	0		0	0		0	0		0	0	
10:45 AM	0	0		2	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0	

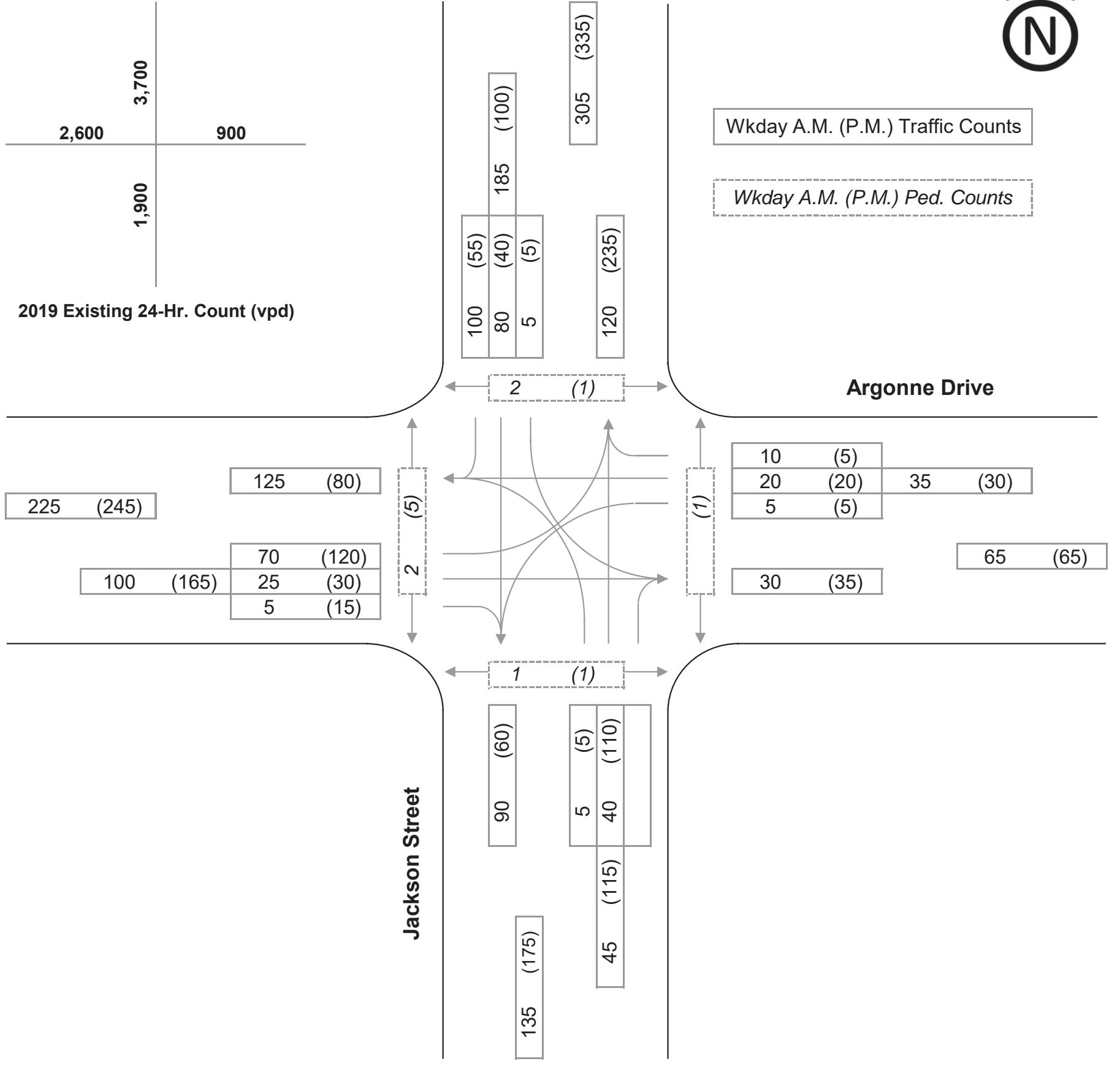
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	2	0	1	1	0	0	
2:45 PM	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	1	0	0	4	0	
3:15 PM	0	0	0	0	0	0	1	5	
3:30 PM	0	0	0	0	0	0	0	0	
3:45 PM	3	0	0	0	0	6	8	0	
4:00 PM	0	0	0	0	0	0	0	0	
4:15 PM	0	0	1	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	1	4	
4:45 PM	0	0	0	0	1	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	
5:15 PM	0	1	1	0	0	0	0	0	
5:30 PM	0	1	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	1	0	
6:00 PM	0	0	0	0	0	0	2	0	
6:15 PM	0	0	0	0	0	0	0	0	
6:30 PM	0	0	1	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	
7:00 PM	0	1	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	1	
8:15 PM	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	1	
11:30 PM	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	



2019 Existing 24-Hr. Count (vpd)

Wkday A.M. (P.M.) Traffic Counts

Wkday A.M. (P.M.) Ped. Counts



Vehicle Traffic Peak Hours:
 7:30 A.M. to 8:30 A.M.
 4:30 P.M. to 5:30 P.M.


Count Date(s):
 Tuesday, 9/10/2019

City of North Chicago

Argonne Drive Phase I Study

2019 Existing Peak Hour Traffic

Argonne Drive and Jackson Street



7:00 PM			0	0	0			0	1			3	3	0					0	0		0	0	1			3	1		0	0	0			3	4
7:15 PM			0	0	0			0	0			2	3	0					0	0	1	0	2			2	2		0	0	1			4	2	
7:30 PM			0	0	0			0	0			4	4	2					1	0		0	0	0			2	1		0	0	0			1	3
7:45 PM			0	0	0			0	1			4	4	1					0	0		0	0	0			1	2		2	0	1			2	1
8:00 PM			0	0	0			0	0			1	5	0					0	0		1	0	0			2	2		0	0	1			3	1
8:15 PM			0	0	0			0	0			4	6	0					0	0		0	0	0			1	2		0	0	1			4	2
8:30 PM			0	0	0			0	0			2	6	1					1	0		0	0	0			3	1		1	0	0			8	3
8:45 PM			0	0	0			0	0			2	1	0					0	0		0	1	0			1	1		0	0	0			5	0
9:00 PM			0	0	0			0	0			1	4	0					0	0		0	0	1			3	1		1	1	0			3	1
9:15 PM			0	0	0			0	0			5	3	0					1	0		0	1	0			2	3		0	1	0			1	3
9:30 PM			0	0	0			0	0			1	0	0					1	0		0	0	0			1	1		0	0	0			3	1
9:45 PM			0	0	0			0	0			0	3	0					0	0		0	0	0			3	0		1	0	0			3	1
10:00 PM			0	0	0			0	0			1	2	0					0	0		0	0	0			3	2		0	0	0			3	2
10:15 PM			0	0	0			0	0			0	2	0					0	0		1	0	0			0	1		1	1	0			1	1
10:30 PM			0	0	0			0	0			0	0	0					0	0		0	0	0			2	0		0	1	0			2	2
10:45 PM			0	0	0			0	0			0	0	0					0	0		0	0	0			2	1		0	0	0			2	0
11:00 PM			0	0	0			0	0			3	2	0					0	0		0	0	0			0	0		0	0	0			0	0
11:15 PM			0	0	0			0	0			0	0	0					0	0		0	0	0			0	2		0	0	0			0	1
11:30 PM			0	0	0			0	0			1	0	0					0	0		0	0	1			2	0		0	0	0			0	1
11:45 PM			0	0	0			0	0			1	1	0					0	0		0	0	0			1	2		0	0	0			0	0

7:00 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
7:15 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
7:30 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
7:45 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
8:00 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
8:15 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
8:30 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
8:45 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
9:00 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
9:15 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
9:30 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
9:45 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
10:00 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
10:15 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
10:30 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
10:45 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
11:00 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
11:15 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
11:30 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0
11:45 PM		0	0	0		0	0	0					0	0	0				0	0	0				0	0	0				0	0	0

7:00 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0				0	0				0	0	
7:15 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
7:30 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
7:45 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
8:00 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
8:15 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
8:30 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
8:45 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
9:00 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
9:15 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
9:30 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
9:45 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
10:00 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
10:15 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
10:30 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
10:45 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
11:00 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
11:15 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
11:30 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0
11:45 PM		0	0	0		0	0		0	0	0				0	0		0	0	0				0	0	0				0	0	0				0	0	0				0	0				0	0

Study Name Argonne Drive/Broadway Avenue/Park Avenue
Start Date 09/10/2019
Start Time 12:00 AM
Site Code 3383
Project 3383 Argonne Drive Phase I Study

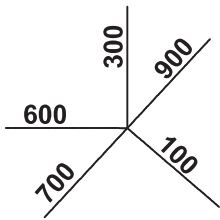
Type Crosswalk
Classification Bicycles on Crosswalk

Start Time	Park Avenue Southbound			Broadway Avenue Southwestbound			Northbound Approach Northbound			Northeastbound Approach Northeastbound			Argonne Drive Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
12:00 AM	0	0		0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0		0	0	

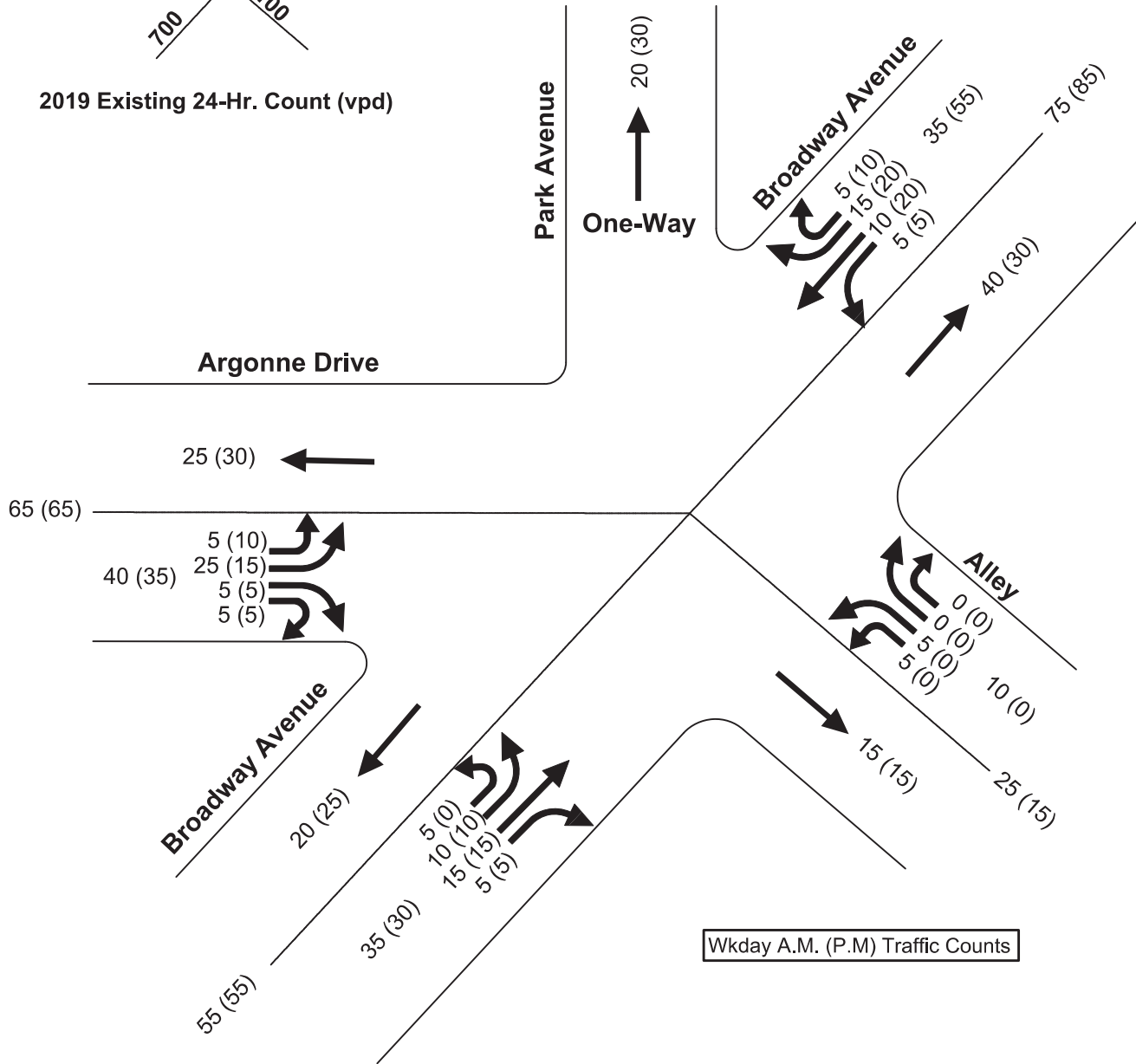
Study Name Argonne Drive/Broadway Avenue/Park Avenue
Start Date 09/10/2019
Start Time 12:00 AM
Site Code 3383
Project 3383 Argonne Drive Phase I Study

Type Crosswalk
Classification Pedestrians

Start Time	Park Avenue Southbound			Broadway Avenue Southwestbound			Northbound Approach Northbound			Northeastbound Approach Northeastbound			Argonne Drive Eastbound		
	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
12:00 AM	0	0		0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		1	1		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	1		0	1		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0		1	0	
8:00 AM	1	0		0	0		0	0		0	0		1	0	
8:15 AM	0	0		1	0		0	0		0	0		0	0	
8:30 AM	0	0		0	1		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0		0	1	
9:30 AM	0	0		1	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		1	1		0	0	
10:00 AM	0	0		0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0		0	0	
10:30 AM	1	0		0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0		0	0	
11:00 AM	2	0		0	0		1	2		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0		0	0	
12:30 PM	0	0		1	0		2	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0		0	0	
1:15 PM	0	0		1	1		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0		0	0	



2019 Existing 24-Hr. Count (vpd)



Wkday A.M. (P.M) Traffic Counts

Vehicle Traffic Peak Hours:

7:30 A.M to 8:30 A.M.
4:30 A.M. to 5:30 P.M.

Count Date(s):

Tuesday, 9/10/2019

City of North Chicago

Argonne Drive Phase I Study

2019 Peak Hour Traffic

Argonne Drive and Broadway Avenue

