TRAFFIC STUDY FOR PUBLIC BUILDING COMMISSION OF CHICAGO – PROJECT 04029
DEPARTMENT OF WATER MANAGEMENT – 4825 W. LAWRENCE AVE
December 3, 2025

SUMMARY

The selected site for the DWM facility is a 10.33 acre site at 4825 W. Lawrence Ave.. The DWM project site is triangular shaped and is constrained by several surrounding physical features including two railroad viaducts carrying the Metra MD-North along western boundary of the site and a visibly unused viaduct owned by the Union Pacific Railroad between the eastern boundary of the site and Cicero Ave. The northern boundary of the site is Lawrence Ave.; the southern boundary of the site is Wilson Ave. The Wilson Ave. entrance is at the southern point of the site triangle. Under the current design plans, all vehicles will enter and leave the site at entrances along Lawrence Ave. or Wilson Ave.

The *2028 Projected Conditions During AM Peak and PM Peak* are estimated using the expected site operations patterns stated by the Public Building Commission of Chicago and the Chicago Department of Water Management –

70% All Traffic Will Use Lawrence Ave. Entrance and Exit
30% All Traffic Will Use Wilson Ave. Entrance and Exit

Total of 250 Vehicles Arriving Site During AM Peak
Total of 250 Vehicles Leaving Site During PM Peak

80 Vehicles Will Also Leave the Site During AM Peak to Other Work Locations
80 Vehicles Will Also Return to the Site During PM Peak From Other Work Locations

Up to 150 Trucks From Site Will Leave to Other Locations During AM Peak
Up to 150 Trucks From Site Will Return From Other Locations During PM Peak

DAMA used Synchro traffic model software to model conditions that add these initial operational projections to traffic projections from the Chicago Metropolitan Agency for Planning (CMAP). The modeled conditions suggest that 2028 intersection delays along Lawrence Ave. from the I-90 West interchange to Elston Ave. will increase from 32.6% to 37.4% after adding DWM project site traffic during the AM peak period for this site (6am-8am); delays at the Lawrence Ave./Cicero Ave. intersection are projected to increase about 32.2% during the PM peak period for this site (2:30pm-4:30pm); delays at the Wilson Ave./Cicero Ave. intersection are projected to increase by 63.6% during the PM peak period for this site. The projected delays suggest that this facility would generate both personal vehicle traffic and truck traffic that would cause traffic impacts along surrounding roadways and delays that extend beyond the planned entrance locations along Lawrence Ave. and Wilson Ave.

The Metra MD-North viaduct to the west of the site is expected to contribute to additional delays as trucks negotiate an angled entrance immediately adjacent to the viaduct and trucks slow down to avoid striking the viaduct while turning left immediately before crossing under the viaduct from the DWM project site or while turning right immediately after crossing under the viaduct from west of the viaduct. Additional delays are expected as left turn traffic queues up along Lawrence Ave. from roadways to the east to enter the project site. The Wilson Ave. entrance is a narrow opening between fixed retaining walls along both of the viaducts.

This report describes the *(1.) Field Review* of the DWM project site by DAMA Consultants, Inc. (DAMA), the results of a *(2.) Traffic Counts* collection at eight surrounding intersections during August 2025, an *(3.) Analysis of Traffic Conditions* including existing conditions and projected conditions during Day 1 Operations for the DWM project site in 2028, *(4.) Recommendations* for changes to the site design and the site operating plan, and *(5.) Implementation Considerations* for the changes described in the *Recommendations*.

The projected traffic conditions, the impacts on traffic circulation patterns along surrounding roadways, and the expected challenges for traffic entering and leaving the DWM project site suggest early and frequent communication with roadway agencies including the Chicago Department of Transportation (CDOT) and the Illinois Department of Transportation (IDOT) as well as the Chicago Transit Authority, Metra Commuter Rail agency, and Union Pacific Railroad and with stakeholders in the areas immediately around the DWM project site including Alderperson James M. Gardiner (45th Ward), Alderperson Samantha Nugent (39th Ward), community organizations in Logan Square and other areas, and city-wide bicycling, pedestrian, and transit advocacy organizations and stakeholders in other areas that use Lawrence Ave., Wilson Ave., and Cicero Ave. to access Chicago O'Hare International Airport and other parts of the city and region.

Construction site access, roadway access, signal installation and operations, underground infrastructure access, drainage, water retention, and other changes will likely require coordination with the railroads for adjacent construction and design approvals from CDOT, IDOT, and other agencies.

Change orders issued during the design phases are typically much less expensive and time consuming than change orders issued during construction or other alterations required after the start of operations at a project site.

This report provides overall *Recommendations* in the following categories:

- Proposed Changes to Adjacent Roadways, Lane Markings, Pedestrian Crossings, Bike Lanes, and Traffic Control Devices
- Changes to CTA Bus Stop Locations
- Changes to Proposed DWM Site Operations and DWM Project Site Design
- Future Engagement on Changes to Adjacent Railroad Viaducts

The individual *Recommendations* are targeted to particular existing conditions, projected traffic impacts and operational conditions, and site changes suggested by existing design and operational plans. However, the implementation of these *Recommendations* will often require coordination with and approval from other agencies, railroads, and other stakeholders as well as modifications to the existing design and operational plans.

The PBC and DWM should begin discussions as soon as possible to identify the requirements of the agencies, railroads, and other stakeholders to integrate the DWM project site into surrounding roadways and infrastructure and surrounding communities.

Discussions with other agencies are likely to follow this progression but could involve additional discussions and agreements to review and approve proposed changes

1. **Present proposed DWM project site plan, operational plan, traffic impacts, and *Recommendations* to mitigate traffic impacts to meetings including the Chicago Department of Transportation (CDOT - Traffic and Traffic Signals), Illinois Department of Transportation (IDOT District 1 – Expressways and Traffic), Alderperson James M. Gardiner (45th Ward), Alderperson Samantha Nugent (39th Ward), Chicago Transit Authority (CTA - Bus Operations and Planning), Metra Commuter Rail (Metra - Adjacent Construction), and Union Pacific Railroad (UP - Adjacent Construction).**

   Initial discussions should include the alignments of the planned main entrance along Lawrence Ave. and the secondary entrance along Wilson Ave., the proposed changes to lane cross-sections and turning lanes along Lawrence Ave. and Wilson Ave., the proposed traffic signal and traffic control changes along Lawrence Ave. and Wilson Ave., traffic constraints at the Wilson Ave./Lamon Ave. intersection, and potential adjustments to traffic and site circulation patterns into and out of the DWM project site including the elevation level of the DWM project site and required inclines from street level. The railroads should also discuss planned changes to the viaduct structures along Lawrence Ave. and Wilson Ave. and adjacent construction requirements. IDOT will need to discuss the status of the Foster Ave. overpass construction over the Kennedy Expwy./I-90 and future plans for construction and other changes along the Kennedy Expwy./I-90, the Edens Expwy./I-94, Cicero Ave./IL-50, and interchanges with the expressways.

   The transportation agencies, railroads, and ward alderpersons will likely require specific changes to the DWM project site design plans before they approve access to the site for construction activities and for DWM site operations. The location and alignment of the main entrance and secondary entrance and location, operation, and maintenance of traffic signals and other traffic control devices will also require approvals from CDOT, IDOT, railroads, and other agencies. Changes to pedestrian cross-walks, bike lanes, and CTA bus stops will require approvals from CDOT, IDOT, ward offices, and CTA and will often require public engagement and feedback.

   The PBC and DWM will need to engage the design architects and engineers to identify how the DWM project site could accommodate the required changes and confirm these changes with the affected agencies and other stakeholders. PBC and DWM will need to budget for the design changes and land acquisition required by the different agencies and stakeholders and modify the DWM operational plans to accommodate the required design changes.

2. Evaluate proposed site operations and site circulation plans and alignment of those plans with required changes to DWM design plans and projected traffic flows into and out of the DWM project site.

Site operations and circulation decisions are often constrained by the internal roadways, building entrances, drainage, landscaping, water retention, infrastructure, and other circulation patterns defined by the project site plans. PBC and DWM should evaluate how vehicles and people will move through the site and whether how to integrate overlapping circulation and traffic patterns within the site. Some of these changes may involve realignment of parking lot spaces, building entrances, check-in locations, and additional coordination for different types of vehicle traffic. Other changes may require more costly changes to the location of interior curbs, underground infrastructure, site elevations, water retention, materials storage, and building footprints.

The DWM should also plan for site infrastructure to enable operational holds on-site to reduce traffic impacts and incident crash and safety responses for the projected truck traffic into and out of the DWM project site. Truck traffic entering and leaving the site - especially to and from locations west along Lawrence Ave. - would need to slow down while negotiating the turns to and from the angled driveway along Lawrence Ave. Trucks turning on tight radii could strike components of the Metra MD-North viaduct and cause additional delays for first responders to clear the incidents and treat injuries.

The Day 1 operational plan for a new site will often change over time as people become familiar with the site capabilities and requirements and people adjust their work to the site circulation patterns and site facilities. The DWM should continue to monitor the traffic impacts of vehicles entering and leaving the site and how those vehicles integrate with traffic on surrounding roadways.

3. Engage in discussions with Metra Commuter Rail, Union Pacific Railroad, IDOT, and CDOT about future changes to adjacent railroad viaducts, expressway overpasses, and expressway interchanges.

The adjacent Metra MD-North and Union Pacific railroad viaducts define the boundaries of the DWM project site and the some of the most important physical constraints for traffic entering and leaving the DWM project site. On-going re-construction of the Foster Ave. overpass over the Kennedy Expwy./I-90 diverts additional traffic to Lawrence Ave. Future changes to the railroad viaducts, expressway overpasses, and expressway interchanges could enable improved traffic flows or could inhibit site operations.

The DWM will need to engage early and often with the infrastructure owners to coordinate future projects and reduce the impacts of these projects on DWM operations and to reduce the traffic impacts of DWM operations on surrounding roadways and communities.

Existing Project Site Context (Image Source: Google, Inc. Google Maps. Retrieved 12 August 2025 from maps.google.com)

This document summarizes a *traffic study* for the proposed consolidated facility for the Chicago Department of Water Management (DWM) at an existing 10.33 acre site at 4825 W. Lawrence Ave. The site is located between Lawrence Ave. and Wilson Ave., and between the Edens Expressway (I-94), the Kennedy Expressway (I-90), and freight railroad lines used by the Metra Milwaukee District North (MD-N) line. Lawrence Ave. provides access between northside neighborhoods and the expressways and a consolidated CTA Rail, CTA Bus, Pace Bus, and Metra Rail terminal at Jefferson Park to the west of the project site. The project site currently has few buildings along Lawrence Ave. and has a very constrained vehicle access point along Wilson Ave.

The proposed DWM site is between expressways and near an active railroad. Residential neighborhoods are located to the north, south, east, and west of the site. The Copernicus Center, Irish American Heritage Center, and several parks are within a few blocks of the site. Lawrence Ave., Milwaukee Ave., and Elston Ave. also have commercial and retail areas near the site. Lawrence Ave. currently has three travel lanes along the north of the site but is constrained by the limited width under the railroad viaducts, the overpasses over the Edens Expwy. (I-94) and the Kennedy Expwy. (I-94), and vehicle access routes to and from the expressways.

The site previously housed lumber storage facilities for Mayfair Lumber Co. and is currently used by a large surface lot and maintenance facilities used by city vehicles including those assigned to the DWM and the Department of Streets and Sanitation. The current site plan envisions adding a north to south roadway along the west side of the site extending from Lawrence Ave. to Wilson Ave. and about 115,000 sq ft. of building area. Most of this building area (about 100,000 sq ft.) is planned for a new two story building along the Lawrence Ave. frontage. Construction will include site preparation as well as utility relocation and installation of drainage and other utilities to serve the new DWM site. The site is planned for 24/7 operations but is expected to be most active between 6:00am and 4:00pm. Vehicles is expected to use the use Lawrence Ave. entrance for about 70% of the traffic. Expected traffic includes DWM vehicles as well as garbage trucks and other trucks for loading and delivery of DWM materials.

Existing North Entrance to DWM Site at 4825 W. Lawrence Ave. from Lawrence Ave. (Image Source: Google, Inc. Google Maps May 2024. Retrieved 12 August 2025 from maps.google.com)

Existing South Entrance to DWM Site at 4825 W. Lawrence Ave. from Wilson Ave. (Image Source: Google, Inc. Google Maps May 2024. Retrieved 12 August 2025 from maps.google.com)

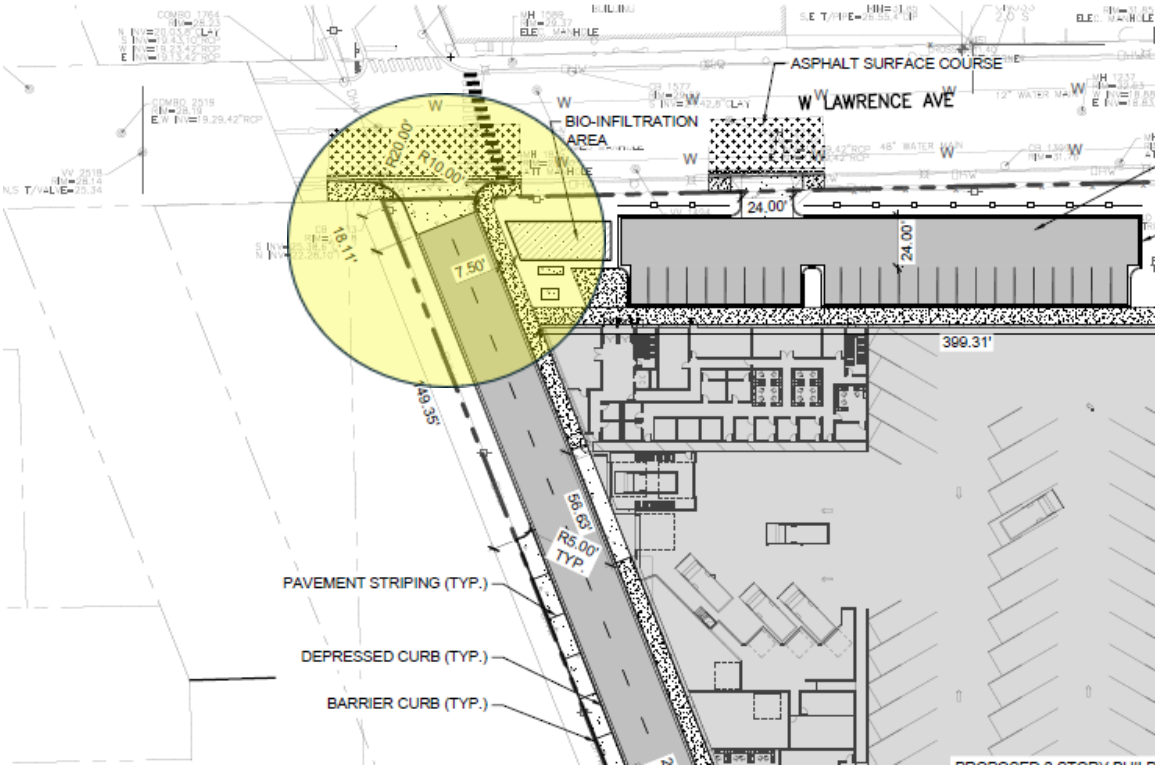
This traffic study will summarize our observations and our evaluation of the traffic impacts of the current site and operations plan and provide options and recommendations to reduce the impacts of this new facility on surrounding roadways and communities. The forecasts and projections are based on traffic counts conducted during September 2025 and includes traffic diverted as a result of the Foster Ave. bridge reconstruction over the Kennedy Expwy/I-90 and existing traffic to, from, and between existing DWM facilities at 4825 W. Lawrence Ave., the Mayfair Pumping Station, and a DWM site south of the Kennedy Expwy./I-90.

FIELD REVIEW

DAMA conducted a field review of the existing conditions in the vicinity of the proposed DWM facility location. This field review included the following components:

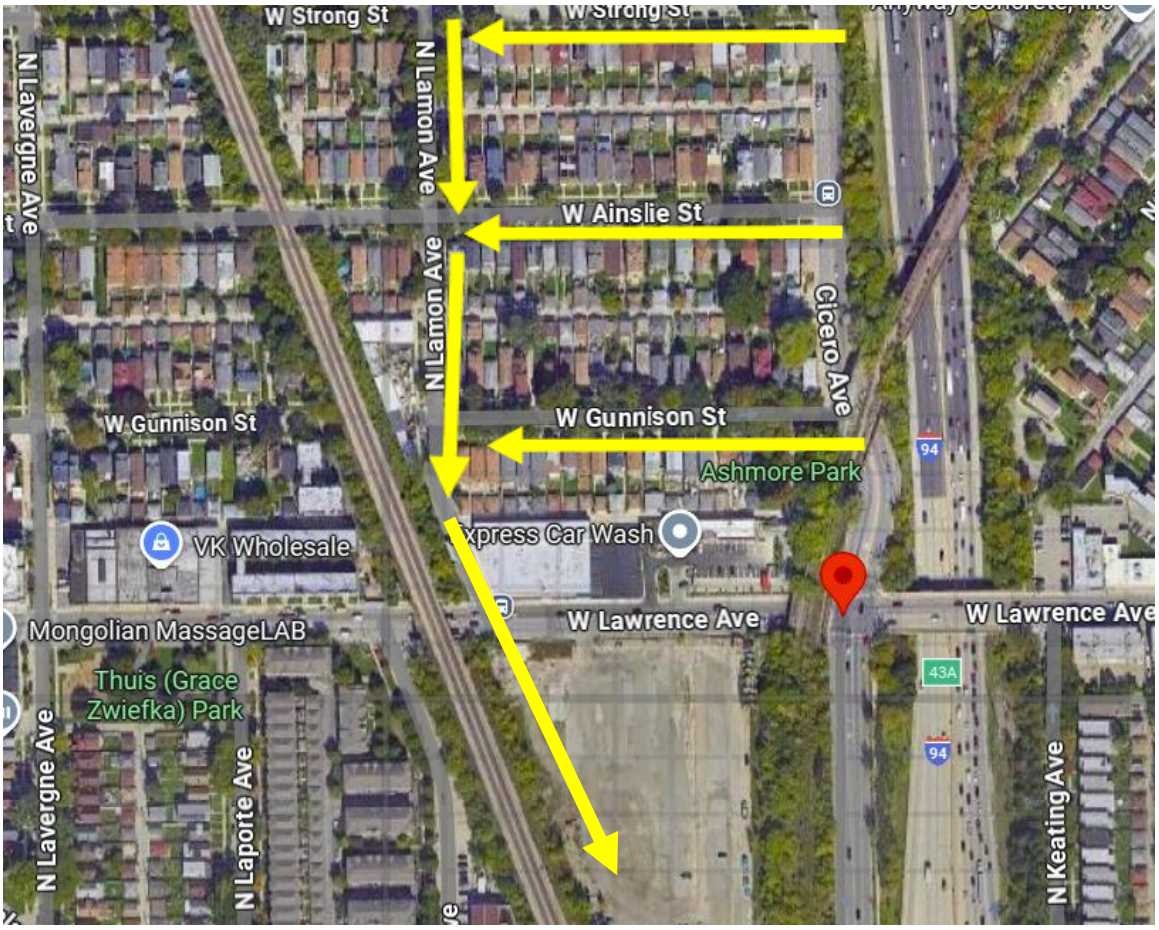
- Street Widths, Curb Cuts, and Physical Constraints
- Circulation Patterns
- CTA Bus Routes and CTA Bus Stops
- Pedestrian Movements and Access
- Bicycle Movements and Access
- Park Facilities
- Availability and Potential Future Need for On-street Parking
- Traffic Control Devices
- Proximity of Building Operations of Similar Type, Within a Half Mile
- Facilities or Other Amenities That May Impact Local traffic

PROPOSED MAIN ENTRANCE TO/FROM LAWRENCE AVE. ACROSS FROM LAMON AVE
The 75% Schematic Plans for the site envisions placing the main northside entrance and cross-site driveway directly across from Lamon Ave. –



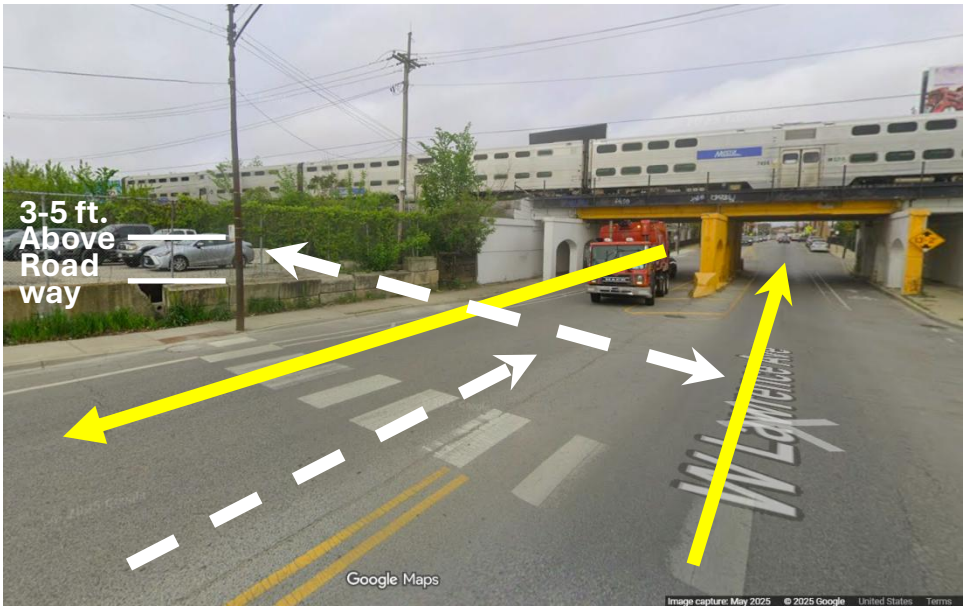
This routing would place the entrance immediately east of the viaduct carrying the Metra MD-North line across Lawrence Ave. North of Lawrence Ave., Lamon Ave. is a residential street and is surrounded by residential streets that would provide constrained routes for trucks from Cicero Ave. to the DWM Site.

Winnemac Ave., Argyle St., Strong St., Ainslie St., and Gunnison St. are east-west residential streets between the Metra MD-North viaduct and Cicero Ave./IL-50 –



Lamon Ave. is not continuous across Lawrence Ave. North of Lawrence Ave., Lamon Ave. leads northwest from Lawrence Ave. and along the east Side of Metra MD-North viaduct. South of Lawrence Ave., the street leads southeast from Lawrence Ave. and along the west Side of the Metra MD-North viaduct -

EXISTING ROADWAY CONFIGURATION AT DWM PROJECT SITE MAIN ENTRANCE
The site is elevated about 3-5ft above the surface of Lawrence Ave. at Lamon Ave.
The proposed DWM project site driveway would likely need to incline up to the level of the DWM project site –



Lawrence Ave. currently has two eastbound Through Lanes including one shared eastbound Through/Left Turn Lane and one westbound Through Lane –

To leave the DWM project site at the proposed main entrance, most trucks would immediately turn left to westbound Lawrence Ave. under the Metra MD-North viaduct or make a sharp right turn to eastbound Lawrence Ave. Continuing north from the main entrance would lead into a residential area along Lamon Ave. To enter the DWM project site, trucks would turn right from eastbound Lawrence Ave. immediately after the viaduct or make a sharp left turn from eastbound Lawrence Ave.

These turning movements would require a greater turning radii than a 90 degree turn at an intersection aligned north-south and east-west and would have the potential to increase delays and crash and safety hazards along Lawrence Ave. and to and from the DWM project site as other vehicles, bicycles, and pedestrians are trying to avoid the trucks and as the trucks slow down to avoid roadside obstructions -

SOUTH ENTRANCE TO DWM SITE FROM WILSON AVE.
The Wilson Ave. exit from the Edens Expwy./I-94 appears to provide the closest access to the site from the expressway. However, the railroad viaduct parallel to Cicero Ave./IL-50 and the narrow cross section of Wilson Ave. would discourage the use of this exit for truck access. Wilson Ave. passes through a residential area to the east of the Edens Expwy./I-94.

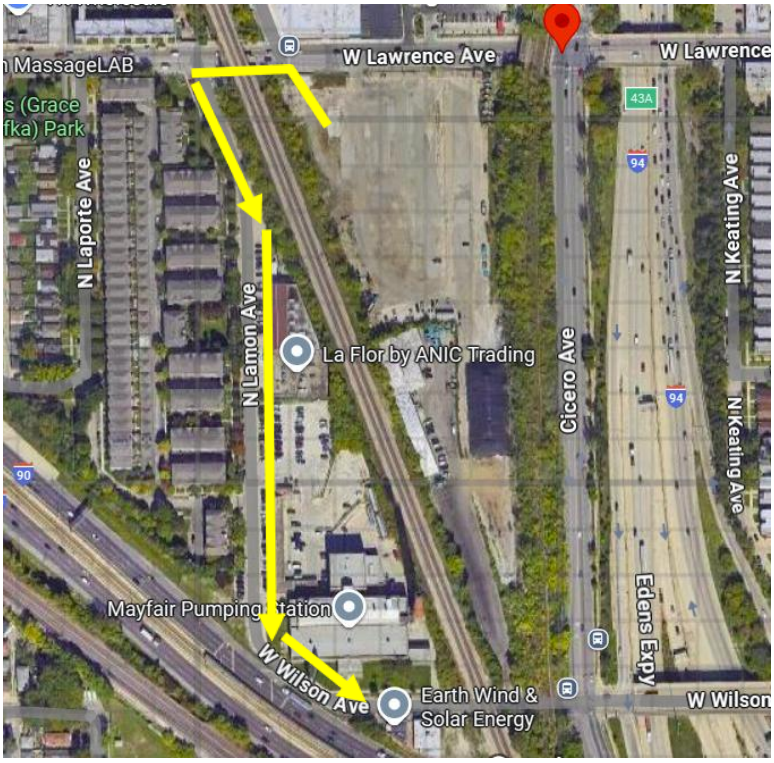
The current Wilson Ave. entrance to the DWM project site is very narrow through the retaining walls for two railroad viaducts –

Trucks approaching the proposed materials storage area along the south end of the DWM project site would need to turn immediately after passing under either railroad viaduct.

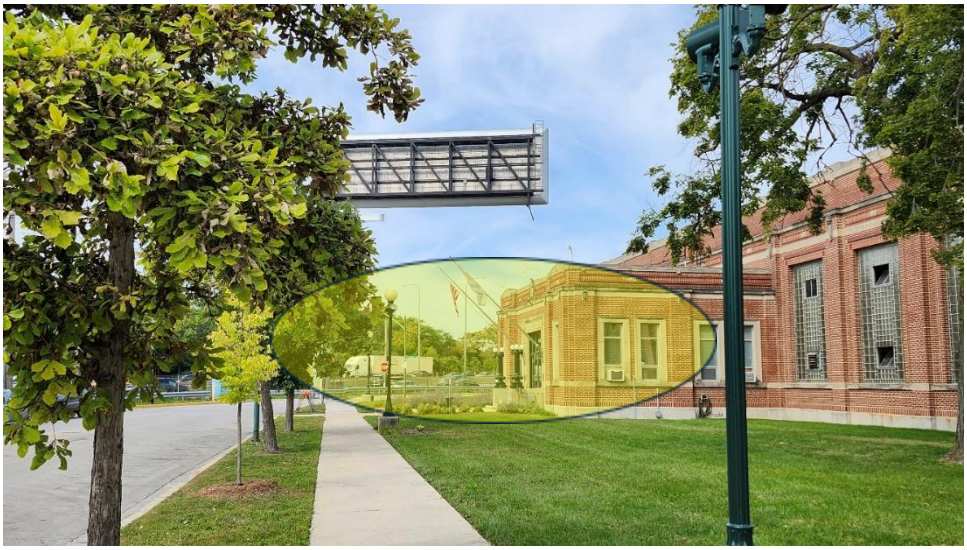
The current south approach to the DWM project site expands across the width of the site but funnels traffic into the much narrower Wilson Ave. entrance –

ACCESS FROM WEST OF METRA MD-NORTH VIADUCT TO WILSON AVE. ENTRANCE

Existing physical constraints discourage the use of Lamon Ave. and Wilson Ave. as an alternative route to and from the DWM project site. To move trucks from the main entrance through this western route, the trucks would need make two left turns – one under the Metra MD-North viaduct and one sharp left immediately following the Metra MD-North viaduct to reach the Wilson Ave. entrance. Trucks would make a sharp left turn after the Metra MD-North viaduct along Wilson Ave. and another immediate left turn to enter the DWM site from the south.



Lamon Ave. is adjacent to the Kennedy Expwy./I-90 at the intersection with Wilson Ave. and alongside the Mayfair Pumping Station. The roadway segment adjacent to the Kennedy Expwy./I-90 and connecting Lamon Ave. and Wilson Ave. only has a single lane to handle traffic in both direction and would not accommodate high traffic volumes –



CICERO AVE TO THE EAST OF DWM SITE

Cicero Ave./IL-50 is a four-lane highway to the east of the DWM project site and parallels the Edens Expwy./I-94. Cicero Ave./IL-50 passes under a railroad viaduct near Gunnison Ave. to the north of Lawrence Ave. The viaduct structure above Cicero Ave./IL-50 reduces visibility and physical space and would discourage truck access to the DWM project site from the north of Lawrence Ave. -

EXISTING CTA BUS ROUTES AND CTA BUS STOPS

Two CTA bus routes, *81 - Lawrence* and *54A – North Cicero/Skokie Blvd.* are located adjacent to or near the DWM project site. Route *81 – Lawrence* currently has two bus stops at Lamon Ave. to the east and west of the Metra MD-North viaduct and two bus stops at the Lawrence Ave./Cicero Ave. intersection. Route *54A – North Cicero/Skokie Blvd.* has four bus stops – two bus stops at the Lawrence Ave./Cicero Ave. intersection and two bus stops at the Wilson Ave./Cicero Ave. intersection –

These bus stops currently have low estimated boarding and alighting counts during weekday periods.

From the published CTA bus stop counts from October 2012 and the October 2024 CTA Bus Route ridership counts –

BUS STOP	OCT 2024 ESTIMATE BUS STOP USAGE	BUS STOP RANK FOR ROUTE
RT 81 - Eastbound at Lamon	30.7	94/112
RT 81 - Westbound at Lamon	27.7	97/112
RT 81 - Eastbound at Cicero	61.8	80/112
RT 81 - Westbound at Cicero	54.2	82/112
RT 54A - Southbound at Lawrence	14.8	54/130
RT 54A - Northbound at Lawrence	14.3	56/130
RT 54A - Southbound at Wilson	0.5	118/130
RT 54A - Northbound at Wilson	7.3	77/130

All eight bus stops are below or near the median daily weekday bus stop usage for *Route 81* and *Route 54A*. Although the Route 81 stops at the Lawence Ave./Cicero Ave. intersection are near the Edens Expwy./I-94, the estimated daily usage for these stops is nearly twice the estimate daily usage for the stops at the Lawrence Ave./Lamon Ave. intersections near the DWM project site. Estimated bus stop usage for all adjacent stops along Route 81 are higher than for the adjacent bus stops along Route 54A.

EXISTING PEDESTRIAN MOVEMENTS AND ACCESS
Both sides of Lawrence Ave., Cicero Ave., and Wilson Ave. and at least one side of both legs of Lamon Ave. adjacent to the DWM project site have in-tact sidewalks. The sidewalks are obstructed by the supports for railroad viaducts, light poles, and utility poles at several locations -

BICYCLE MOVEMENTS AND ACCESS

Bicycles are allowed to mix with traffic on surface streets through the City of Chicago. Along the roads adjacent to the DWM project site, the only marked bicycle facilities are the eastbound and westbound curbside lanes along Lawrence Ave. Cicero Ave., Wilson Ave., and Lamon Ave. do not have marked bicycle routes adjacent to the DWM project site -

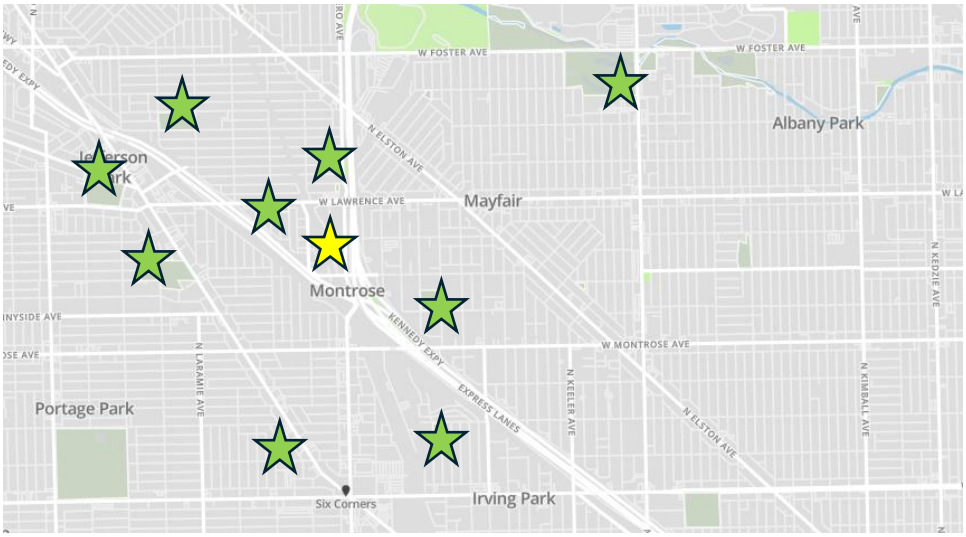
From the DAMA traffic count observations, the highest bicycle usage during the four hours of observations (AM Peak – 6am-8am and PM Peak 2:30pm-4:30pm) occurred at Lawrence Ave./Cicero Ave. and other locations along Lawrence Ave.

The current DWM project site circulation plan will likely disrupt the continuous shared bicycle lanes across the front of the Lawrence Ave. entrance.

PARK FACILITIES

Thuis Park is located directly west of the DWM project site; *Ashmore Park* is located directly north of the DWM project site. Both parks are less than one acre in size.

The area has several larger parks including Mayfair Park (3 acres), Kolmar Park (1.03 acres), Dickinson Park (1.22 acres), Wilson Park (8.66 acres), Jefferson Park (7.96 acres), Roberts Square (4.53 acres), and Gompers Park (38.24 acres).



AVAILABILTIY AND POTENTIAL FUTURE NEED FOR ON-STREET PARKING

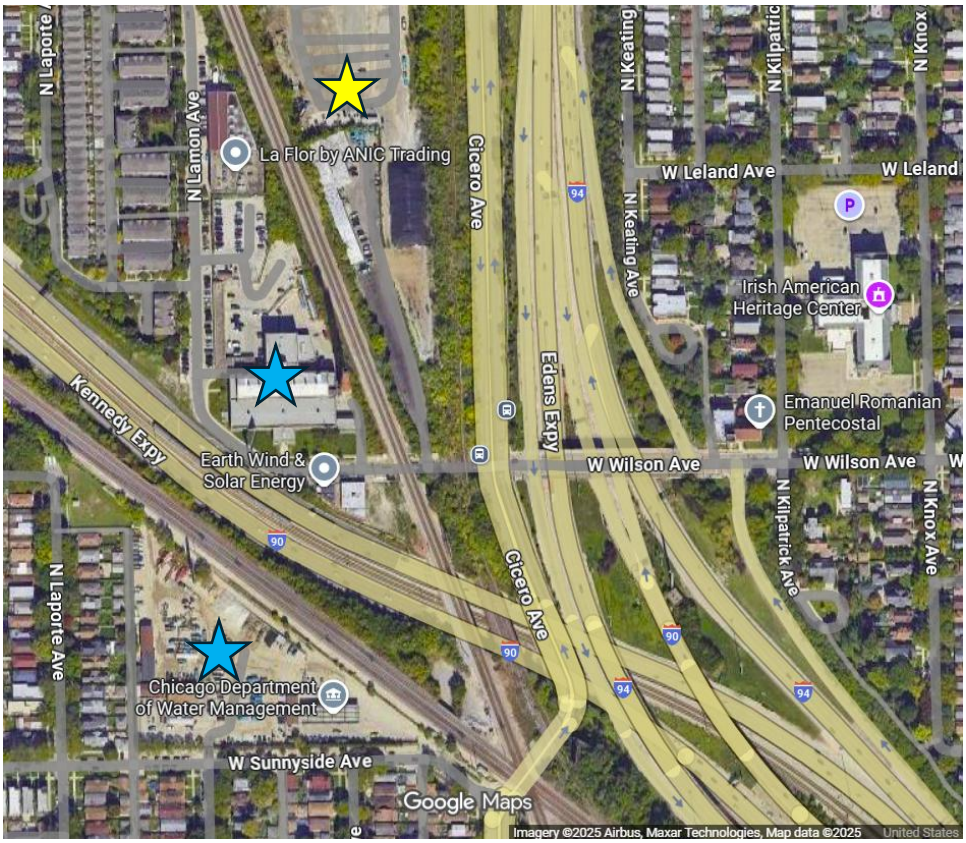
On-street parking is available to the west of the DWM project site along Lawrence Ave. and along both legs of Lamon Ave. Cicero Ave. and Wilson Ave. do not have on-street parking adjacent to the DWM project site. The operating plans for the DWM project site anticipate the use of on-site parking facilities by all employees, staff, and visitors to the DWM project site. Existing on-street parking could be affected by required accommodations for heavy trucks, buses, and other traffic to and from the DWM project site.

TRAFFIC CONTROL DEVICES

The nearest existing traffic signals to the DWM project site are located at the Lawrence Ave./Cicero Ave. intersection, the Wilson Ave/Cicero Ave. intersection, and the interchange ramps between Wilson Ave. and the Edens Expwy./I-94. These locations are among the eight intersections that DAMA evaluated for AM and PM peak hour counts and future forecasted traffic volumes and potential intersection changes.

PROJECTS AND BUILDING OPERATIONS OF SIMILAR TYPE WITHIN 0.5 mi OF DWM SITE

Existing DWM operations are located on the DWM project site, at the Mayfair Pumping Station, and at a DWM site to the south of the Kennedy Expwy./I-90 and west of Cicero Ave. along Sunnyside Ave. The planned facilities at the DWM project site seek to consolidate operations from these sites. The DWM project site and the Mayfair Pumping Station both have entrances along Wilson Ave. Neither of these location has a direct route to the DWM site along Sunnyside Ave.



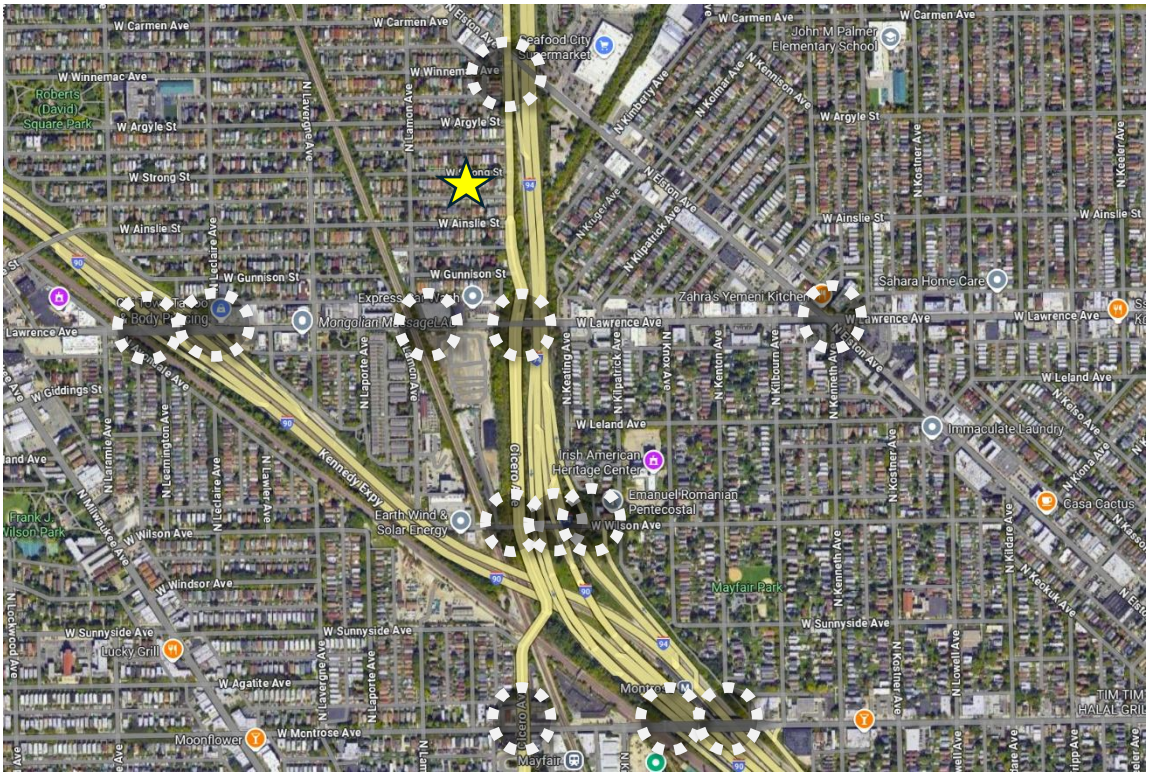
Facilities or Other Amenities That May Impact Local Traffic
Lawrence Ave. (2025 Average Annual Daily Traffic or AADT 24,800 / 2025 Heavy Commercial Vehicle Volume or HCV 1,215) is an important east-west corridor through the northside of Chicago. Lawrence Ave. starts at Lake Michigan and DuSable Lake Shore Drive/US-41 to the east and connects the Uptown entertainment district, Dank Haus German Cultural Center, CTA Red Line, CTA Brown Line, Eden Expwy./I-94, Kennedy Expwy/I-90, Copernicus Center, several schools and government agencies, and the CTA Jefferson Park Intermodal Terminal connecting Pace Bus, CTA Bus, CTA Rail, and Metra Rail routes and O'Hare International Airport. The corridor also connects several commercial corridors and parks.

Near the DWM project site, Wilson Ave. (2022 AADT 1,850 / 2022 HCV 41) connects the Mayfair Pumping Station with Cicero Ave./ IL-50 and the Edens Expwy./I-94. The street passes the Irish American Center to the east of the Edens Expwy./I-94 and largely runs through residential neighborhoods to the east of the Irish American Center.

Cicero Ave./IL-50 (2025 AADT 18,000 / 2025 HCV 665) is an important north-south roadway through the west side of Chicago. The corridor connects the junction between the Kennedy Expwy./I-90 and Edens Expwy./I-94, Midway International Airport, and other destinations. The proposed Crosstown Connector expressway was designated for a corridor directly east of Cicero Ave./IL-50

Railroad traffic is carried on grade separated viaducts near the DWM project site and does not directly affect road traffic in the area.

TRAFFIC COUNTS



Evaluated Locations for Traffic Counts (Image Source: Google, Inc. Google Maps. Retrieved 12 August 2025 from maps.google.com)

Traffic and pedestrian counts including video turning movement counts were collected over two days in September 2025 during the DWM project site weekday AM Peak (6:00am-8:00am) and PM Peak (2:30pm-4:30pm) times. The turning counts were scheduled for typical weekdays during normal driving conditions and used Miovision and Street Logic Pro camera devices. Each turning count group is summarized in 15 minutes intervals and identifies passenger vehicles, pedestrian and bike movements, and heavy vehicles including buses.

DAMA conducted traffic and turning counts at eight signalized intersections near the DWM project site-- Cicero Ave. (IL-50)/ Elston Ave., Cicero Ave. (IL-50)/Lawrence Ave., Cicero Ave. (IL-50)/Wilson Ave., Elston Ave./Lawrence Ave, Kennedy Expwy. (I-90)/Lawrence Ave., and Edens Expwy. (I-94)/Wilson Ave. DAMA also conducted traffic signal warrant studies along Lawrence Ave. and Wilson Ave. to justify the installation of new traffic signals to service traffic to and from the DWM project site.

DAMA projected the traffic and turning counts from 2025 to Day 1 operations in 2028 using the Chicago Metropolitan Agency for Planning (CMAP) travel demand forecasts for the affected roadways and used the Synchro traffic modeling software to identify the impacts of future traffic volumes both with existing facilities and with the proposed DWM facility in operation. The projected traffic volumes also consider the configurations for several traffic control device deployments to manage traffic in and out of the DWM project site.

ANALYSIS OF TRAFFIC CONDITIONS

Existing Conditions During DWM AM Peak and PM Peak
According to the September 2025 traffic and turning counts, the highest traffic volumes in the study area are along Lawrence Ave., Cicero Ave., Elston Ave., and the ramps to and from the Kennedy Expwy./I-90 and Edens Expwy./I-94. Wilson Ave. connects to the end of Lamon Ave., the Mayfair Pumping Station, Cicero Ave./IL-50 and interchange ramps with the Edens Expwy./I-94. Wilson Ave. continues into a residential area to the east of the Edens Expwy./I-94. During the observation periods, the highest proportion of Wilson Ave. traffic turned to or from the Edens Expwy./I-94 interchange ramps or turned on to Cicero Ave./IL-50. Lawrence Ave. connects multiple destinations including the Kennedy Expwy./I-90, Edens Expwy/I-94, the CTA Jefferson Park Intermodal Terminal, Copernicus Center, DuSable Lake Shore Dr./US-41, O'Hare International Airport, and Lake Michigan. CTA Bus Route *81 – Lawrence* has the highest ridership bus route among the routes adjacent to the DWM project site. Lawrence Ave. recorded the highest bicycle ridership counts among the roadways adjacent to the DWM project site.

Foster Ave is located about 0.5mi north of the DWM project site. Foster Ave. is part of the designated east-west route connecting the Kennedy Expwy./I-90 and the Edens Expwy./I-94. The reconstruction of the Foster Ave. bridge across the Kennedy Expwy./I-90 has cut this east-west connection across the Kennedy Expwy./I-90 and diverts traffic from the Foster Ave. exit from the Kennedy Expwy./I-90 to Austin Ave. and Lawrence Ave. The September 2025 counts include vehicles that might have chosen to use the Foster Ave. bridge if it was open to traffic. The IDOT web site states that Foster Ave. bridge project should be completed in 2026.

Traffic counts include vehicles travelling to, from, and between existing DWM facilities at 4825 W. Lawrence Ave., the Mayfair Pumping Station, and a DWM site south of the Kennedy Expwy./I-90. The DWM project site will consolidate operations from these facilities to a new facility at 4825 W. Lawrence Ave.

The September 2025 Traffic and Turning Counts are provided in **Appendix __**

2028 Projected Conditions During AM Peak and PM Peak
The Chicago Metropolitan Agency for Planning (CMAP) estimates an average traffic increase of about 0.6% (0.2% per year) across modeled roadways from 2025 to 2028. DAMA used this estimate to compare the Day 1 operating conditions for the completed DWM project site with the projected traffic condition without an operating DWM project site.

The *2028 Projected Conditions During AM Peak and PM Peak* are estimated using the expected site operations patterns stated by the Public Building Commission of Chicago and the Chicago Department of Water Management –

70% All Traffic Will Use Lawrence Ave. Entrance and Exit
30% All Traffic Will Use Wilson Ave. Entrance and Exit

Total of 250 Vehicles Arriving Site During AM Peak
Total of 250 Vehicles Leaving Site During PM Peak

80 Vehicles Will Also Leave the Site During AM Peak to Other Work Locations
80 Vehicles Will Also Return to the Site During PM Peak From Other Work Locations

Up to 150 Trucks From Site Will Leave to Other Locations During AM Peak
Up to 150 Trucks From Site Will Return From Other Locations During PM Peak

When DAMA distributed these traffic projections to the western legs of the Lawrence Ave./Cicero intersection and the Wilson Ave./Cicero Ave. intersection during the AM Peak and PM Peak periods, the traffic volumes along these roadways for each vehicle category increases by between 15% and 275.5% over current total traffic volumes -

LAWRENCE / CICERO	**TOTAL**	**TRUCKS + BUSES**		**PASSENGER**	**%CHANGE**		**TRUCKS + BUSES**	**%CHANGE**		**TOTAL**	**%CHANGE**
7:00am - Eastbound	841	32		969.4	23.6%		93.0	190.6%		1,030.4	22.5%
3:30pm - Eastbound	992	14		1,108.1	15.7%		64.1	358.0%		1,158.2	16.8%
7:00am - Westbound	768	14		884.1	19.5%		64.1	358.0%		934.2	21.6%
3:30pm - Westbound	716	31		844.4	27.0%		92.0	196.7%		905.4	26.4%
WILSON / CICERO	**TOTAL**	**TRUCKS + BUSES**		**PASSENGER**	**%CHANGE**		**TRUCKS + BUSES**	**%CHANGE**		**TOTAL**	**%CHANGE**
7:00AM - Eastbound	176	16		246.3	54.9%		53.9	236.8%		284.2	61.4%
2:45PM - Eastbound	100	2		142.4	45.3%		15.3	665.5%		155.7	55.7%
7:00AM - Westbound	33	3		75.4	160.0%		16.3	443.7%		88.7	168.8%
2:45PM - Westbound	42	2		112.3	180.6%		39.9	1,894.7%		150.2	257.5%

DAMA used the Synchro traffic modeling package to increment the CMAP 2028 traffic projections by the operations plans for the DWM project site and distributed the induced traffic across the eight signalized intersections evaluated during the traffic and turning counts phase of this study.

Synchro provided the estimated future Level of Service (LOS) for each intersection as well as an estimated Delay Time (sec/vehicle) representing the time that vehicles are waiting for a signal change or waiting in traffic congestion. The intersection Level of Service is rated between A and F according to Control Delay per Vehicle (seconds per vehicle) –

	Control Delay per vehicle (seconds per vehicle)
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

(FHWA – Chapter 7 - https://www.fhwa.dot.gov/publications/research/safety/04091/07.cfm)

The induced traffic from the DWM project site is modeled to increase the projected Delay Time (in seconds/vehicle) at intersections along Lawrence Ave. by up to 39.6% and the modeled Delay Time (in seconds/vehicle) at the Wilson Ave./Cicero Ave. intersection by up to 63.6% -

	AM PEAK						**PM PEAK**				
	Without DWM Facility		**With DWM Facility**				**Without DWM Facility**		**With DWM Facility**		
	Delay (sec/veh)	**LOS**	**Delay (sec/veh)**	**LOS**	**% Change Delay**		**Delay (sec/veh)**	**LOS**	**Delay (sec/veh)**	**LOS**	**% Change Delay**
Cicero/Elston	31.6	C	31.9	C	0.9		32.5	C	32.6	C	0.3
Lawrence/I-90 SB	26.7	C	26.7	C	0.0		23.6	C	25.4	C	7.6
Lawrence/I-90 NB	36.4	D	50	D	37.4		39.9	D	46.6	D	16.8
Lawrence/Cicero	67.6	E	94.4	F	39.6		53.8	D	71.1	E	32.2
Lawrence/Elston	38.3	D	50.8	D	32.6		51.7	D	50.7	D	-1.9
Wilson/Cicero	55.3	E	62.6	E	13.2		37.6	D	61.5	E	63.6
Wilson/I-94 SB	128.8	F	145	F	12.6		96.7	F	109.2	F	12.9
Wilson/I-94 NB 1	9	A	9.3	A	3.3		11.6	B	11.7	B	0.9
Wilson/I-94 NB 2	16.9	B	16.9	B	0.0		20.5	C	20.6	C	0.5

DAMA also modeled potential traffic control changes to accommodate vehicle movements into and out of the DWM project site. The installation of traffic signals including left turn signals at both the Lawrence Ave. and Wilson Ave. entrances would reduce the expected Intersection Capacity Utilization from over 127% during the AM Peak and PM Peak at Lawrence Ave. with a traffic signal that does not have left turn signals to between 91.6% and 100.9% with a left turn signal.

INTERSECTION CAPACITY UTILIZATION (%)

	SIGNAL WITHOUT LEFT TURN	**SIGNAL WITH LEFT TURN**
Lawrence Ave. - PM Peak	132.7%	91.6%
Lawrence Ave. – AM Peak	127.4%	100.9%

Since the Wilson Ave. entrance has lower existing traffic volumes, lower projected operating traffic volumes, physical constraints between the railroad viaducts, and traffic volume constraints immediately west of the DWM site, traffic signals at the Wilson Ave. entrance are expected to have a lower impact than signals at the Lawrence Ave. entrance. The Wilson Ave. entrance is also not expected to experience high left turn volumes or high volumes to or from Wilson Ave. to the west.

The modeled operating conditions suggest that more than 30% of vehicles could choose to use the Wilson Ave. entrance to avoid congestion and delays at the Lawrence Ave. entrance.

The 2028 Projected Day 1 Traffic and Turning Counts are provided in **Appendix __**

RECOMMENDATIONS

1. Reconfigure Lawrence Ave. Cross-Section to Include a Dedicated Left Turn Lane

Re-stripe the existing shared eastbound Through/Left Turn Lane to a Two-Way Left Turn Lane to provide a separated queue for vehicles entering the DWM project site from the westbound direction. The current Left Turn lane is about 400ft long.

The calculated delays and planned truck volumes could cause a Left Turn queue that is longer than the available space for the Left Turn Lane -

This roadway reconfiguration would be constrained by the viaduct supports in the middle of Lawrence and to the east and west of the DWM site, marked bike lanes, and the CTA bus stop at Lamon Ave. The Two-Way Left Turn Lane would need to end before the viaduct supports and possibly before the DWM project site entrance across from the current intersection with Lamon Ave.

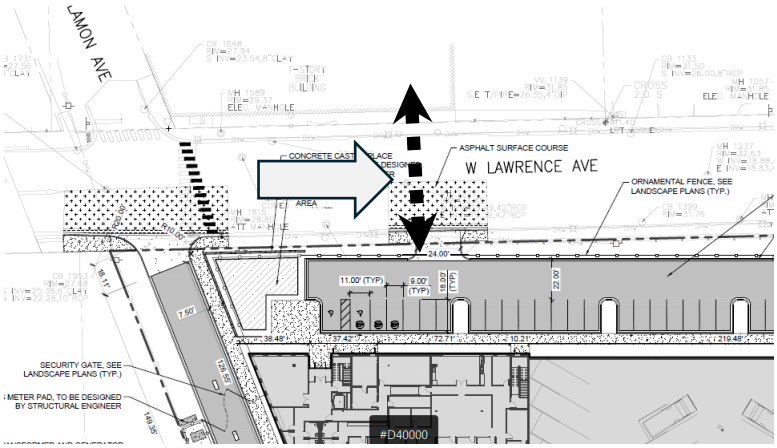
2. Relocate CTA Bus Stop at Lawrence Ave./Lamon Ave. Away From the Northeast Corner of Lawrence Ave./Lamon Ave.

The re-activation of the DWM project site will likely increase demand for bus services at Lamon Ave./Lawrence Ave. The current bus stop has an estimated weekday ridership of less than 30 passengers per day. At its current location, stops by the *Route 81 - Lawrence* buses would reduce the turning clearance available for heavy trucks entering and leaving the DWM project site. Moving the bus stop in either direction would reduce the potential conflicts between CTA buses and heavy trucks entering or leaving the DWM project site.

3. Adjust Bike Lane Designations and Pedestrian Crossings In Front of Entrance at Lawrence Ave.

Projected truck, turning, and traffic volumes and the required truck turning radii to and from the DWM project site suggest changes to reduce the potential conflict points between these vehicles and pedestrians and bicycles. To implement a design standards-compliant turning lane to the main entrance of the DWM project site, the City of Chicago may need to de-designate the shared bicycle lanes along Lawrence Ave. The horizontal cross-sections under the Metra MD-North viaduct are currently too narrow to add a full right turn lane and full left turn lane for the main entrance to DWM project site and are also too narrow to provide space for both high traffic volumes of heavy truck movements and a safe corridor for bicycles -

The turning radii required to maneuver heavy trucks to and from the angled driveway at the main entrance of the DWM project site would also suggest the relocation of the existing pedestrian crossing from the northeast corner of Lawrence Ave./ Lamon Ave. eastward to a location across from the proposed visitors' entrance for the DWM project site –

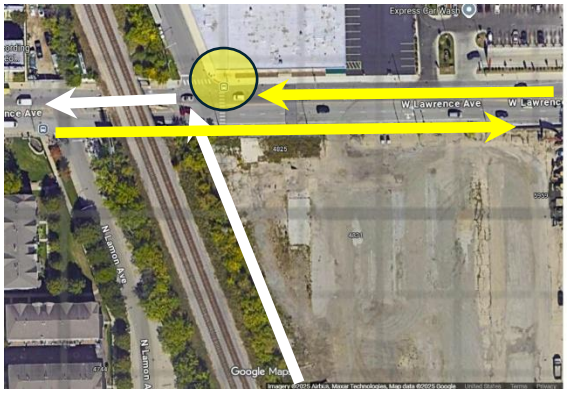


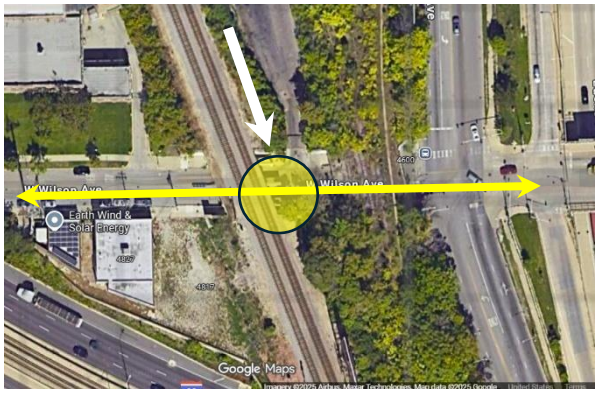
4. Install New Signals to the West of the Metra MD-North Viaduct and at DWM Entrance on Lawrence Ave. and Wilson Ave.

The increase in projected Intersection Delay Times between the 2028 Day 1 traffic conditions without the DWM facility and the 2028 Day 1 traffic conditions with the DWM facility and the projected increase in heavy truck and overall traffic volumes along Lawrence Ave. and Wilson Ave. support the installation of new traffic signals at the entrances along Lawrence Ave. and Wilson Ave., west of the Metra MD-North viaduct along both roadways, and at the Wilson Ave./Lamon Ave intersection. These signals should be coordinated and timed with the signals at the Lawrence Ave./Cicero Ave. intersection and the Wilson Ave./Cicero Ave. intersection to manage the movement of vehicles into and out of the DWM project site and heavy truck and turning queues along Lawrence Ave., Wilson Ave., and Cicero Ave. The 2028 traffic model conditions also suggest that the new signals along Lawrence Ave. should have left turn arrow phases to provide additional time for heavy trucks and other vehicles to maneuver near and under the Metra MD-North viaduct.

During times outside of the AM Peak and PM Peak periods, these signals should be semi-actuated by traffic leaving the DWM project site or along the turn lanes to enter the DWM project site to reduce the impacts on other traffic along Lawrence Ave. and Wilson Ave.

These signals should also be supplemented by low cost mirrors to improve visibility for vehicles exiting at Lawrence Ave. and turning left and for vehicles exiting at Wilson Ave. –





Although these traffic signals will help to manage traffic movements in and out of the DWM project site, the DWM and PBC should consider other operational and site changes to reduce the projected traffic and crash and safety impacts of the DWM project site's physical constraints. The current site configuration could inhibit the approval of a CDOT curb cut permit.

DAMA provided a traffic signal warrant analysis in **Appendix __** to support the installation of these signals.

5. Hold Traffic, Divert Traffic, and Develop Incident Response Capabilities Within DWM Project Site to Manage Traffic Impacts

Existing roadway alignments and constraints suggest that the DWM project site should retain and queue vehicles on site, manage the new traffic signals, and manage the release of vehicles to the surrounding roadways to minimize traffic disruptions along Lawrence Ave., Cicero Ave., and Wilson Ave. and provide time for larger vehicles to navigate under the viaducts surrounding the DWM project site.

The expected incline from Lawrence Ave., however, could reduce the space and options to hold vehicles behind the north entrance.

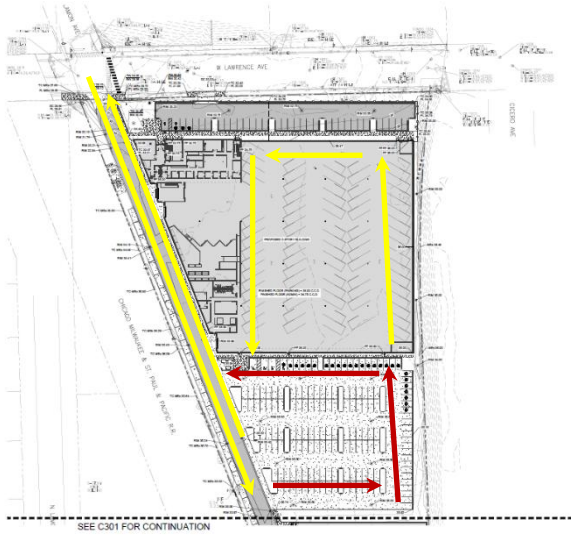
The narrow entrance from Wilson Ave. and the low visibility from this entrance would also limit traffic throughput through the south entrance.

The tight turning radii and low viaducts also suggest the need to provide incident management support on site when heavy trucks and other vehicles are involved in crashes while entering or leaving the DWM project site –

The forecasted congestion and delays at the main entrance along Lawrence Ave. would likely encourage more than 30% of vehicles to use the southern entrance along Wilson Ave. The 100% schematic design proposes a 2 lane, full width driveway from Lawrence Ave. to Wilson Ave. The full width driveway would help to attract traffic away from congestion at the Lawrence Ave. entrance and towards the Wilson Ave. entrance.

Since the Wilson Ave. entrance is more physically constrained than the Lawrence Ave. entrance, DWM project site operations should encourage passenger vehicles to use this entrance and should require the check-in/check-out employees to use the Wilson Ave. entrance -

Site operations, signage, entrance placements, internal roadway alignments, and internal traffic controls should seek to discourage traffic conflicts and reduce crashes incidents between vehicles moving through the site. A single circulation direction could reduce the likelihood of conflicts and improve overall safety for vehicle and pedestrian movements at the DWM project site –

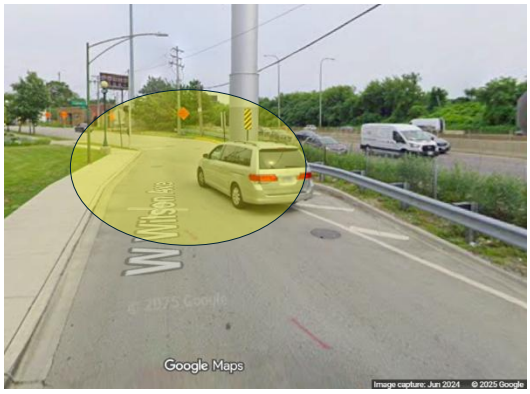


DWM site operations should actively track and report traffic congestion and crash and safety incidents and conditions along Lawrence Ave., Wilson Ave., and Cicero Ave. to adjust signal timings and improve coordination of on-site movements. Active data collection would also enable analysis to identify opportunities to reduce traffic and turning delays, change heavy truck operations to times outside of the AM Peak and PM Peak hours, and to reduce crash and safety hazards.

Although these site operational changes will help to manage traffic movements into and out of the DWM project site, the DWM and PBC should consider other operational and site changes to reduce the projected traffic and crash and safety impacts of the DWM project site's physical constraints. The current site configuration could inhibit the approval of a CDOT curb cut permit.

6. Expand Intersection of Lamon Ave. and Wilson Ave. to Allow for Two-Way Traffic or Limit Traffic Using Signals

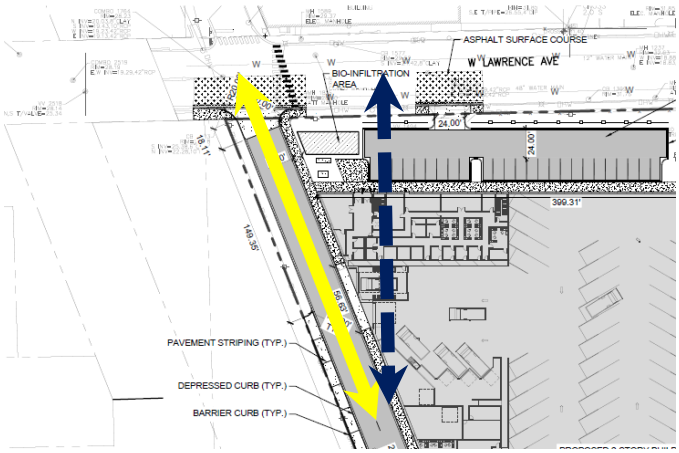
The Lamon Ave./Wilson Ave. intersection is located directly west of the Wilson Ave. entrance to the DWM project site. The intersection is a single lane segment that requires vehicles to hold for traffic in the opposite direction. The segment is constrained by the Kennedy Expwy./I-90 to the west and by the Mayfair Pumping Station to the east. Expansion of this roadway segment would likely require the acquisition of additional right of way, relocation of underground utilities, curb realignment, and additional engineering and construction expenses.

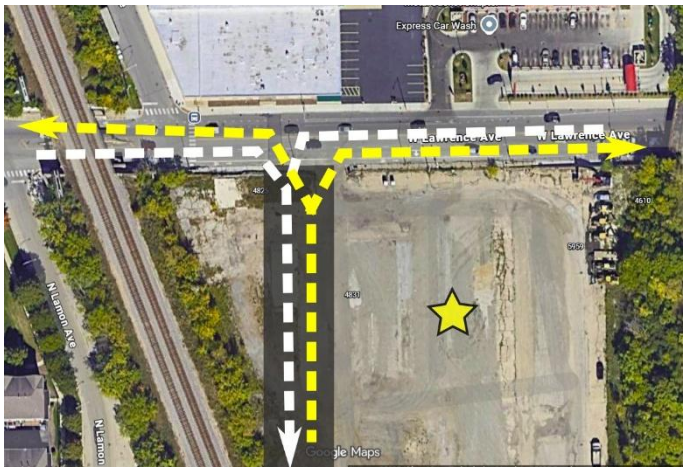


Alternatively, this segment could be actively managed by a traffic signal at the Lamon Ave./Wilson Ave. intersection to reduce conflicts between traffic in opposite directions.

7. Move DWM Project Site Main Entrance East Along Lawrence Ave.

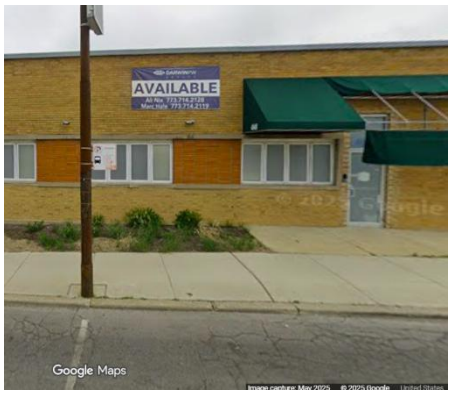
The proposed Lawrence Ave. main entrance is very close to the Metra MD-North viaduct supports. The proximity to this structure limits the turning radii for vehicles entering or leaving the DWM project site and could prevent the designation of a left turn lane into the DWM project site. To comply with existing design standards for left turn lanes and high traffic driveways, the main entrance should be east of its proposed location –

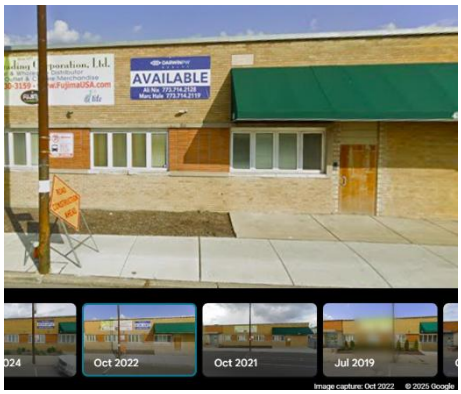




8. Divert Truck Traffic Through Property Across Lawrence Ave. to Lamon Ave.

During the September 20205 DAMA site visit, the building at 4848-4852 W. Lawrence Ave. and across from the proposed DWM project site main entrance advertised tenant space vacancies. Google Street View images of this building dating to October 2022 suggest that this site has experienced on-going challenges with tenant retention -





The Cook County Assessor's Office published a 2024 Estimated Market Value of $995,240 for the land and building at this location –

PIN & Address

PIN	13-09-431-048-0000
ADDRESS	4848 W LAWRENCE AVE
CITY	CHICAGO
TOWNSHIP	Jefferson Read about Reassessments

Tax Details

PROPERTY CLASSIFICATION	593
SQUARE FOOTAGE (LAND)	27,675
NEIGHBORHOOD	60
TAXCODE	71001
NEXT SCHEDULED REASSESSMENT	2027

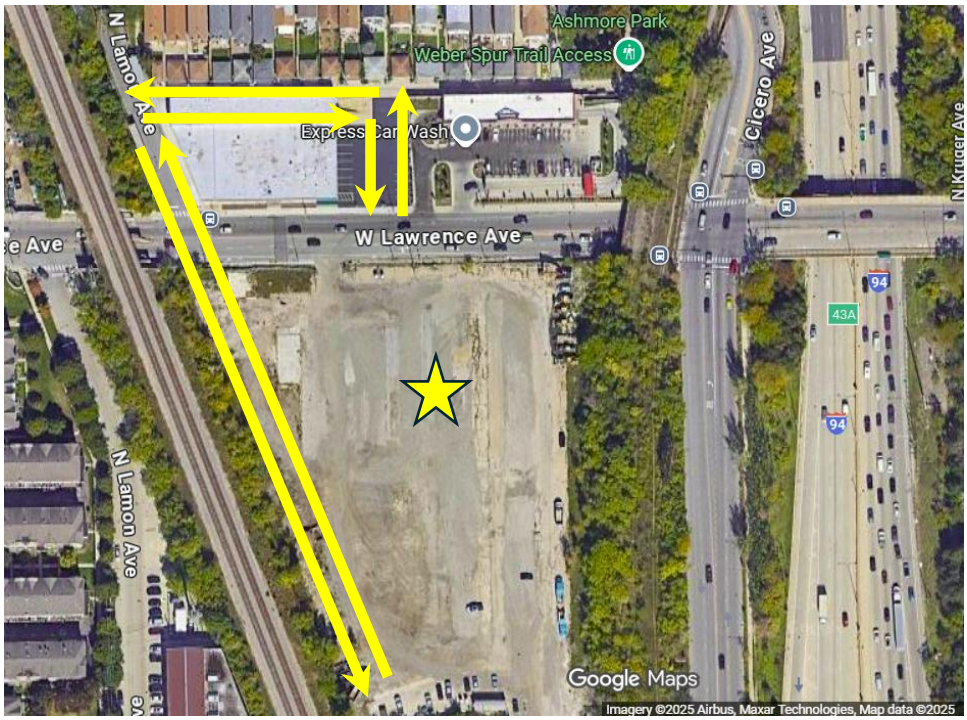
Assessed Valuation

	2025 Assessor Certified	2024 Board of Review Certified
Total Estimated Market Value	$995,240	$995,240
Total Assessed Value	$248,810	$248,810
Land Assessed Value	$103,781	$103,781
Building Assessed Value	$145,029	$145,029

* "Property Location" is not a legal/postal mailing address. Its sole purpose is to help our Office locate the property. Therefore, you should not utilize the property location for any purpose, however, you may update the Property Location with your Legal/Postal Mailing Address should you choose to do so. Updating the address will not change the Property Location to a Legal/Postal Mailing Address.

** Information may be available by submitting an FOIA Request

This parcel could be used to divert truck traffic away from the physical obstructions at the Metra MD-North viaduct and the limited capacity of the Lawrence Ave./Lamon Ave. intersection –



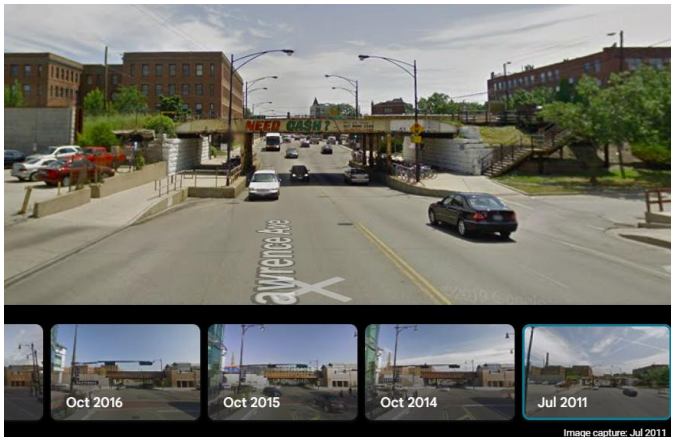
The proposed traffic signals and site operations would support the routing of heavy truck traffic through this parcel to reduce the projected traffic congestion along Lawrence Ave. and the crash and safety hazards at the main entrance of the DWM project site.

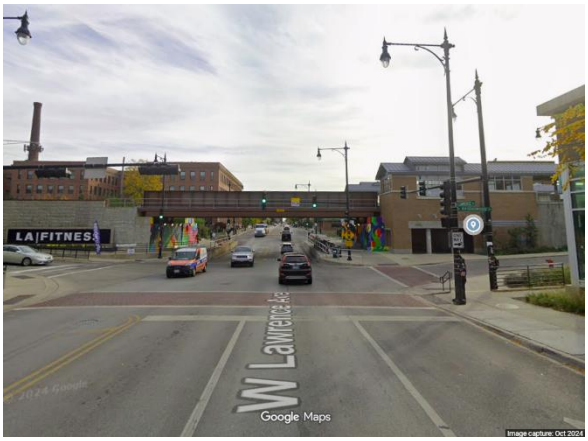
The current building on this parcel is configured for truck loading docks along the northside of the building and adjacent to the alleyway north of Lawrence Ave. –

The current loading dock area appears to have enough width to accommodate truck movements without removing usable office space closer to the Lawrence Ave. frontage –

9. Engage in Discussions About Future Changes to Railroad Viaducts

On-going changes to railroad infrastructure in Chicago have included the reconstruction of several railroad viaduct structures including the Metra UP-North viaduct across Lawrence Ave. The new structure has removed the supports within the Lawrence Ave. right of way and lowered the roadway to improve traffic movements under the viaduct and improve turning movements to and from adjacent commercial roadways –





The DWM should actively engage in discussions about future changes to the viaducts adjacent to the DWM project site.

IMPLEMENTATION CONSIDERATIONS

The *Recommendations* in this report will require coordination with other agencies, architects, and engineers and may need to change to meet the requirements and constraints of those agencies and other stakeholders.

Each recommendation contributes to the goal of minmizing the traffic impacts of DWM project site operations -

Recommendation 6 - Recognizes that the physical space to expand the intersection likely does not exist
Recommendation 7 - Would require a re-design of the DWM project site and main building

The requirements to implement each recommendation will likely require other changes to DWM site operations and to the DWM project site design. The implementation of some recommendations may also change the feasibility or necessity of other recommendations.

PROPOSED CHANGES TO ADJACENT ROADWAYS, LANE MARKINGS,
PEDESTRIAN CROSSINGS, BIKE LANES, AND TRAFFIC CONTROL DEVICES

1. Reconfigure Lawrence Ave. Cross-Section to Include a Dedicated Left Turn Lane
3. Adjust Bike Lane Designations and Pedestrian Crossings In Front of Entrance at Lawrence Ave.
4. Install New Signals to the West of the Metra MD-North Viaduct and at DWM Entrance on Lawrence Ave. and Wilson Ave.

As of February 2024, Lawrence Ave. and Cicero Ave./IL-50 are under IDOT jurisdiction. Wilson Ave. and Lamon Ave. are considered Local Streets and are under City of Chicago (Chicago Department of Transportation – CDOT) jurisdiction. Curb cuts, traffic signal changes including timing and coordination, bus stop location changes, pedestrian crossing changes, and bicycle route changes will require coordination with the roadway jurisdictions, the City of Chicago, and the Ward alderpersons.

Ward offices will also review project proposals, provide oversight on project development and project construction, vote on project funding and approvals, and will often request changes to reduce the projected impacts on roadways, residents, businesses, and other stakeholders.

The DWM project site is in Ward 45 – James M. Gardiner. Cicero Ave. is the boundary between Ward 45 and Ward 39 – Samantha Nugent. Changes affecting Cicero Ave./IL-50 would require coordination with both ward offices. Changes to projected traffic flows along the Lawrence Ave. corridor are likely to engage alderpersons in additional wards. Changes to bus stops, pedestrian crossings, and bicycle lanes often require public involvement and can attract the involvement of city-wide advocacy groups for transit users, bicyclists, and pedestrians.

New project sites often require changes to surrounding streets including changes to lane designations, traffic signals, pedestrian crossings, bicycle lanes, bus stops, and other adjustments. IDOT and CDOT will need to oversee the design of new traffic signals, signal timing, and signal coordination in this area and adjustments to lane designations, bicycle lanes, pedestrian crossings, and bus stops.

IDOT and CDOT will evaluate the site plans for new projects as well as projected traffic flows and physical constraints leading into and out of the proposed entrances to new project site. Both agencies may also request changes to the project site plans, site operating plans, and traffic plans before granting curb cut access to public roadways.

IDOT and CDOT may require a change in the location and alignment of the main entrance to install a signal to control the movements of heavy vehicles and other traffic entering and leaving the DWM project site. The other proposed signal locations may be too close to other traffic signals and/or too close to other roadside obstructions and may not have the traffic volumes required to install a full traffic signal.

The projected traffic to and from the main entrance at Lawrence Ave. could require a dedicated left turn lane and a dedicated right turn lane for traffic from Lawrence Ave. The current width available under the Metra MD-North viaduct, however, would not accommodate both a through lane and a dedicated right turn lane to the west of the main entrance.

Since Wilson Ave. is currently a low traffic roadway segment at the south entrance, this entrance may be better served with a flashing beacon, stop signs, or other traffic control devices.

6. Expand Intersection of Lamon Ave. and Wilson Ave. to Allow for Two-Way Traffic or Limit Traffic Using Signals

Installation, timing, and coordination of signals at Lamon Ave. and Wilson Ave. should follow a similar process to the installation of signals along Lawrence Ave. and Wilson Ave.

The physical constraints of this intersection suggest that an expansion to two full lanes would be difficult to implement.

CHANGES TO CTA BUS STOP LOCATIONS

2. Relocate CTA Bus Stop at Lawrence Ave./Lamon Ave. Away From the Northeast Corner of Lawrence Ave./Lamon Ave.

CTA bus stop relocation along Lawrence Ave. will require engagement with IDOT, CDOT, Chicago Transit Authority, and the Ward 45 Office. CTA, IDOT, CDOT, and the Ward 45 office will evaluate the projected traffic flows to and from the DWM project site and identify appropriate changes to affected CTA bus stop locations to reduce conflicts between pedestrians, bicyclists, CTA buses, CTA passengers, heavy trucks, and other vehicles.

CHANGES TO PROPOSED DWM SITE OPERATIONS AND DWN PROJECT SITE DESIGN

5. Hold Traffic, Divert Traffic, and Develop Incident Response Capabilities Within DWM Project Site to Manage Traffic Impacts

Future DWM project site operations can be enabled or inhibited by site design decisions and decisions affecting surrounding roadways, property parcels, traffic control devices, railroad viaducts, and other physical conditions.

Although many site operations decisions are made closer to the project site opening date, operating managers and leaders of the future DWM project site facilities should consider the implications and limitations of project site design and construction decisions.

Project site decisions including parking space alignment, curbed boundaries, drainage locations, building entrances, vehicle entrances, vehicle circulation space, check-in/check-out locations, entry and exit gates, signage and traffic control locations, and others may be limited by site design decisions during planning and construction and can be expensive to change to meet operational adjustments or to reduce crash and safety hazards that arise during operations.

7. Move DWM Project Site Main Entrance East Along Lawrence Ave.

The proposed main entrance to the DWM project site is in a physically constrained location. The adjacent Metra MD-North railroad viaduct limits the turning radii for vehicles entering the site from the west and leaving the site to the west and limits the length and configuration of a left turn lane for vehicles travelling westbound along Lawrence Ave. The angled alignment of the main entrance could also increase the turning radii for heavy vehicles and limit the speed of vehicles entering or leaving the DWM project site.

The physical constraints increase the potential crash and safety hazards and the potential for vehicle strikes against the viaduct structure by vehicles entering and leaving the DWM project site. The proposed main entrance could also pose crash and safety hazards for pedestrians, bus passengers, bicyclists, and other roadway users.

The projected increase in heavy truck and vehicle traffic during the AM Peak and PM Peak periods are expected to increase traffic congestion along Lawrence Ave. during normal operations. Individual crash and safety incidents would increase traffic congestion as first responders clear vehicles involved in these incidents and treat injuries.

The level of the DWM project site is currently about 3-5ft. above street level and would likely require a straight, inclined roadway to handle heavy vehicles entering or leaving at the Lawrence Ave. entrance. Moving this driveway to a curb cut that is about 100ft to the east of the Metra MD-North viaduct and Lamon Ave. would appear to require the redesign of the main building to provide space for an inclined driveway. A relocated main entrance would provide a more feasible location to install a traffic signal.

The 100% Schematic Design suggests that these change would require a re-design of many components of the DWM project site.

8. Divert Truck Traffic Through Property Across Lawrence Ave. to Lamon Ave. *(potential alternative to moving main entrance)*

The building and parcel at 4848-4852 W. Lawrence Ave. provides a potential location to improve heavy vehicle traffic flows to and from the main entrance for the DWM project site and to stage heavy vehicles before they enter Lawrence Ave.

The building and parcel appear to have enough space to allow heavy vehicles to leave the site and cross Lawrence Ave., hold on the location of the current parking lot, and complete non-angled turning movements to eastbound or westbound Lawrence Ave. This re-route of traffic would also avoid the need for westbound heavy vehicles to complete an immediate left turn to avoid the Metra MD-North viaduct supports.

The building and parcel also appear to have enough space to allow heavy vehicles to enter the site by turning into the current parking lot and align with Lamon Ave. and the main entrance before crossing Lawrence Ave. Heavy vehicles heading eastbound on Lawrence would not need to complete a wide right turn to avoid the Metra MD-North viaduct support. Heavy vehicles heading westbound on Lawrence could turn right into the current parking lot instead of queuing in the proposed left turn lane.

The tenant leasing challenges indicated by the exterior signage on this building, the Cook County Assessor estimated market value, and the future commercial potential of a site directly across from the projected heavy vehicle traffic and traffic congestion from the DWM project site suggest that the building owners could have an interest in alternative uses for this property.

FUTURE ENGAGEMENT ON CHANGES TO ADJACENT RAILROAD VIADUCTS

9. Engage in Discussions About Future Changes to Railroad Viaducts

The DAMA Team has not conducted detailed research into potential projects that could affect the railroad viaducts near the DWM project site.

The re-construction of other railroad viaducts in the City of Chicago including the viaduct at 1800 W. Lawrence carrying the Metra UP-North line - about 4 miles to the east of the DWM project site - suggest that the DWM should actively engage in discussions about plans for the future design, construction, and use of these structures.