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I. INTRODUCTION

V3 Companies and Fish Transportation Group have been retained by Bally's Corporation to conduct a traffic impact study for a proposed entertainment district and residential redevelopment located at the existing Chicago Tribune printing plant property at 777 West Chicago Avenue. A previous redevelopment plan named The River District, Planned Development 1426 (PD 1426), was proposed and approved for the same site in 2018. The approximate 30-acre site is bound by Chicago Avenue to the north, the Chicago River North Branch to the east, Grand Avenue to the south, and Halsted Street and the Union Pacific Rail Spur to the west. A site location map is included as Figure 1.

It is our understanding that the proposed redevelopment consists of the demolition of the existing buildings within the site and a program that will include the following redevelopment elements. Figure 2 illustrates a conceptual site plan for the overall proposed redevelopment. The entertainment district will consist of:

- Approximately 184,000 square feet of casino area with a total of 4,000 gaming positions
- 500-room hotel
- Approximately 60,000 square feet of restaurant, retail, and bar space
- An entertainment venue with a 3,000-seat theatre

The remaining parcels of the planned development will include the following:

- 5,055 residential units with ancillary ground floor retail
- 250-room hotel

The proposed access plan for the entertainment district will consist of a new north/south boulevard that will generally provide one travel lane in each direction from Grand Avenue to the south to Chicago Avenue to the north. The southern intersection will be near the existing unsignalized intersection for the Tribune property and align with the public right of way on the south side of Grand Avenue. This intersection is proposed to be signalized as part of the entertainment district redevelopment project. The northern intersection will be located on Chicago Avenue between Halsted Street and the bridge over the Chicago River. Ancona Street is proposed to be extended from Halsted Street to Jefferson Street with an at-grade rail crossing and be utilized for delivery vehicles to the entertainment district.

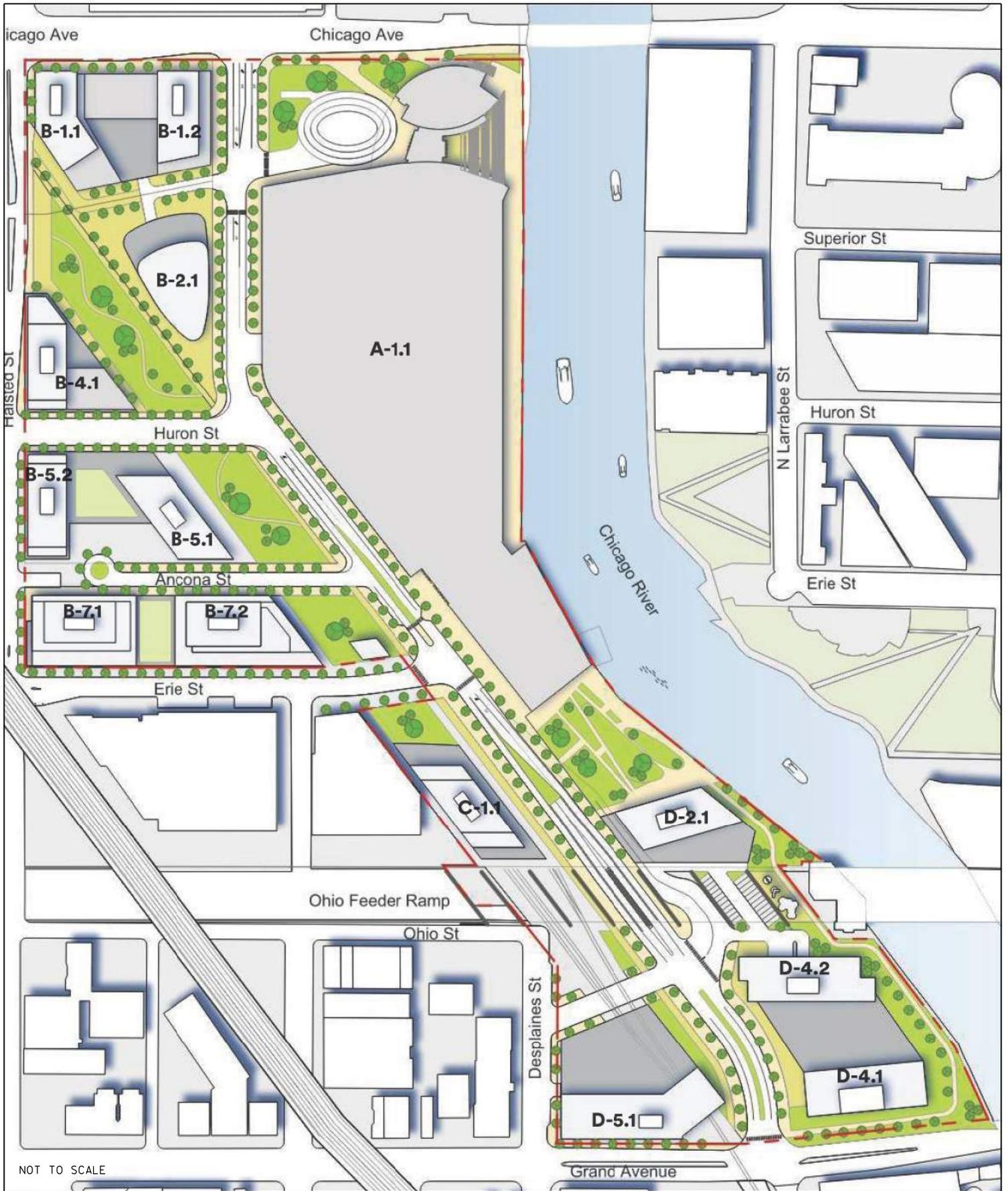
Access to the remaining parcels for PD 1426 will be provided by three new connections to Jefferson Street:

- Huron Street (south of the existing Huron Street alignment) from Halsted Street to Jefferson Street
- Erie Street from Union Street to Jefferson Street
- Desplaines Street from Ohio Street to Jefferson Street

The purpose of this report is to evaluate the potential traffic impacts of the proposed entertainment district which will open in 2026 and the full PD 1426 redevelopment which is anticipated to be built out by 2032. Accordingly, traffic estimates are projected for 2026 and 2032. This report includes a description



of existing conditions, data collection and capacity analysis, evaluation of data, and conclusions. The intersection numbering scheme used through the report is illustrated in Figure 3.



NOT TO SCALE

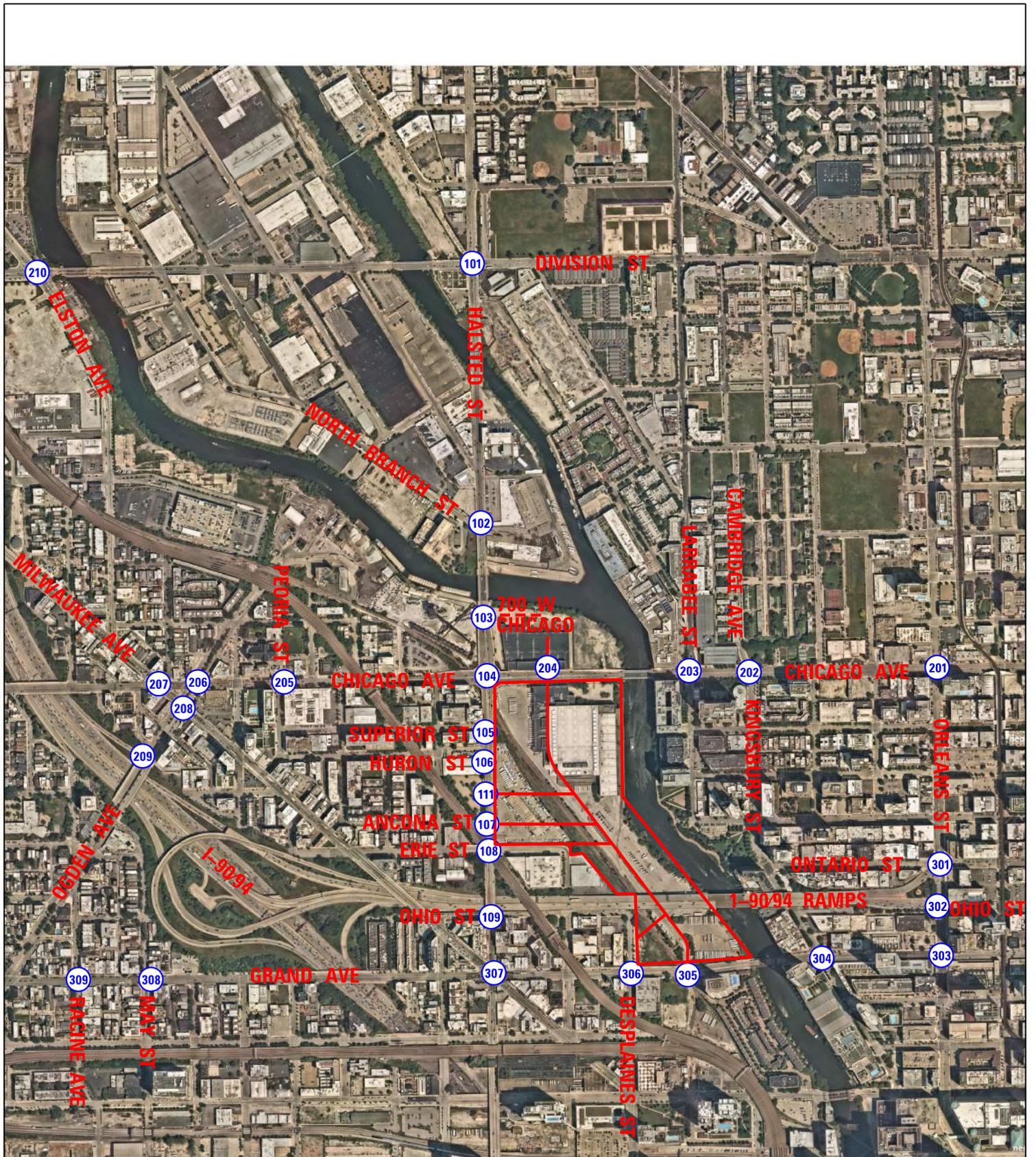
BALLY'S CHICAGO CASINO

**FIGURE 2
CONCEPTUAL SITE PLAN**

CHICAGO

ILLINOIS





BALLY'S CHICAGO CASINO

**FIGURE 3
INTERSECTION NUMBERING
LEGEND**

CHICAGO

ILLINOIS





II. EXISTING TRANSPORTATION NETWORK

Land Uses

A variety of land uses exist near the project site, primarily consisting of high-density residential, office, commercial, and industrial land uses. The surrounding land uses are illustrated in Figure 4.

Roadway System

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations at the study area intersections are illustrated in Figure 5.

Primary Roadway Descriptions

Chicago Avenue is classified as a multi-lane minor arterial street that includes sidewalk and curb and gutter along the site frontage. A 30-mph speed limit is assumed, per City ordinance. To the west of Halsted Street, Chicago Avenue is typically a two-lane cross-section with a mix of on-street parking or CTA bus lanes in both the eastbound or westbound directions. East of Halsted Street, Chicago Avenue is typically a four-lane cross section with a striped median and a mix of CTA bus lanes or on-street parking on both sides of the roadway. Chicago Avenue narrows to one lane in the westbound direction and two lanes in the eastbound direction on the existing bridge over the Chicago River. There are no dedicated bicycle facilities incorporated along Chicago Avenue within the study area. Chicago Avenue is under the jurisdiction of the City of Chicago.

Halsted Street is classified as a two-lane minor arterial street that includes sidewalk and curb and gutter along the site frontage. A 30-mph speed limit is assumed, per City ordinance. Within the area around the site, Halsted Street typically consists of a two-lane cross-section with striped bike lanes and on-street parking in both the northbound and southbound directions. The striped bike lanes are omitted near the intersection of Chicago Avenue where space is limited. Bus stops can be found periodically on both sides of Halsted Street. Halsted Street is under the jurisdiction of the City of Chicago.

Grand Avenue is classified as a four-lane minor arterial street to Desplaines Street, where it then becomes a major collector heading west. Grand Avenue has sidewalk and curb and gutter throughout the study area. A 30-mph speed limit is assumed, per City ordinance. Within the area surrounding the site, Grand Avenue consists of a four-lane cross-section with on-street parking in both the eastbound and westbound directions. Grand Avenue narrows to one lane in the both directions on the existing bridge over the Chicago River. There are no dedicated bicycle facilities incorporated along Grand Avenue within the study area. Grand Avenue is under jurisdiction of the City of Chicago.

Division Street is classified as a four-lane major collector that includes sidewalk and curb and gutter. A 30-mph speed limit is assumed, per City ordinance. Within the study area, Division Street typically consists of a four-lane cross section with on-street parking provided on both sides of the road. Division Street narrows



to one lane in both directions on the existing bridges over the Chicago River to the west of Halsted Street. There are no dedicated bicycle facilities incorporated along Division Street within the study area. Division Street is under jurisdiction of the City of Chicago.

Orleans Street is classified as a major collector that includes sidewalk and curb and gutter. A 30-mph speed limit is assumed, per City ordinance. From Hubbard Street to Ohio Street, Orleans Street consists of an unbalanced four-lane cross section with three northbound lanes and one southbound lane. From Ohio Street to Chicago Avenue, Orleans Street consists of a four-lane cross-section with 2 lanes in each direction as well as on-street parking on both sides of the roadway. There are no dedicated bicycle facilities incorporated along Orleans Street within the study area.

Milwaukee Avenue is classified as a major collector that includes sidewalk and curb and gutter. A 30-mph speed limit is assumed, per City ordinance. Within the study area, Milwaukee Avenue typically consists of one travel lane in each direction, on-street parking, and buffered bike lanes. While the bike lanes typically have a physical buffer from vehicle travel lanes, the bike lane treatment varies between striping, offsets, and shared lanes through intersections and transitional areas. There are CTA bus stops along Milwaukee Avenue. Milwaukee Avenue is under jurisdiction of the City of Chicago.

Primary Intersection Descriptions.

The intersections of *Chicago Avenue, Milwaukee Avenue, and Ogden Avenue* are a cluster of three closely spaced signalized intersections in a triangle formation. The northwest-bound and southeast-bound approaches along Milwaukee Avenue consist of one left turn lane and one shared through/right turn lane. The eastbound and westbound approaches of Chicago Avenue consist of one left turn lane, one through lane, and one shared bus/right turn lane. Along Ogden Avenue, the northeast-bound approach consists of one left turn lane, one through lane, and one shared through/right turn lane. The southwest-bound approach has one shared left turn/through lane and one shared through/right turn lane. The signals are pre-timed with 90 second cycle lengths. The pedestrian island in the middle of the intersection includes an entrance to a CTA blue line station.

The intersection of *Chicago Avenue and Halsted Street* is a four-leg, signalized intersection with signalized pedestrian crosswalks in all directions. Each leg of the intersection has a raised median in between each left turn lane and opposing traffic. The eastbound and westbound approaches of Chicago Avenue consist of one left turn lane, one through lane, and one shared through/right turn lane. The northbound approach of Halsted Avenue consists of one left turn lane, one through lane, and one shared through/right turn lane. Halsted Avenue's southbound approach consists of one left turn lane, two through lanes, and one right turn lane. The signal is pre-timed with 100 second cycle lengths.

The intersection of *Chicago Avenue and Larrabee Street* is a four-leg, signalized intersection with signalized pedestrian crosswalks in all directions. The eastbound and approach of Chicago Avenue consist of one left turn lane and two through lanes, while the westbound approach consists of two through lanes and one shared bus/right turn lane. The northbound approach of Larrabee Street consists of one shared



left turn/through/right turn lane. Larrabee Street's southbound approach consists of one left turn lane and one right turn lane. The signal is actuated with 90 second cycle lengths.

The intersection of *Chicago Avenue and Cambridge Avenue/Kingsbury Street* is a four-leg, signalized intersection with signalized pedestrian crosswalks in all directions. The eastbound and westbound approaches of Chicago Avenue consist of one through left turn lane, two through lanes, and one shared bus/right turn lane. The northbound approach of Kingsbury Street consists of one shared left turn/through/right turn lane. The southbound approach of Cambridge Avenue consists of one shared left turn/through lane and one shared through/right turn lane. The signal is actuated with 75 second cycle lengths.

The intersection of *Chicago Avenue and Orleans Street* is a four-leg, signalized intersection with signalized pedestrian crosswalks in all directions. The eastbound and westbound approaches of Chicago Avenue consist of one through left turn lane, two through lanes, and one shared bus/right turn lane. The southbound and northbound approaches of Orleans Street both consist of one left turn lane, one through lane, and one shared through/right turn lane. The signal is pre-timed with 75 second cycle lengths.

The intersection of *Halsted Street, Milwaukee Avenue, and Grand Avenue* is a six-leg, signalized intersection with signalized pedestrian crosswalks in all directions. The northbound and southbound approaches of Halsted Avenue consist of one shared left turn/through/right turn lane, but provides enough room for through vehicles to go around queued left turning vehicles. The southeast bound approach of Milwaukee Avenue consists of one left turn lane, one through lane, and one right turn lane. The northwest bound approach of Milwaukee Avenue consists of one left turn lane and one shared through/right turn lane. The eastbound and westbound approaches of Grand Avenue each consist of one left turn lane, one through lane, and one shared through/right turn lane. The signal is actuated with 110 second cycle lengths.

The intersection of *Halsted Street and Erie Street* is a four-leg, signalized intersection with signalized pedestrian crosswalks in all directions. All approaches of this intersection consist of a single shared left turn/through/right turn lane. The signal is pretimed with 60 second cycle lengths.

The intersection of *Halsted Street and North Branch Street* is a three-leg, signalized intersection with signalized pedestrian crosswalks in all directions. The northbound and southbound approaches of Halsted Street consist of a shared left turn/through or a shared right turn/through lane, respectively. The eastbound approach of North Branch Street consists of one left turn lane and one right turn lane. The signal is actuated with 90 second cycle lengths.

The intersection of *Halsted Street and Division Street* is a four-leg signalized intersection with signalized pedestrian crosswalks in all directions. The northbound approach of Halsted Avenue consists of one left turn lane, one through lane, and one right turn lane, while the southbound approach consists of one left turn lane, one through lane, and one shared through/right turn lane. The eastbound and westbound



approaches of Division Street both consist of one left turn lane, one through lane, and one shared through/right turn lane. The signal is actuated with 90 second cycle lengths.

The intersection of *Grand Avenue and Desplaines Street* is a four-leg, two-way stop-controlled intersection with pedestrian crosswalks in all directions. The eastbound and westbound approaches of Grand Avenue are free-flow, with one shared left turn/through/right turn lane in both directions. The northbound and southbound approaches of Desplaines Street are stop-controlled, with one shared left turn/through/right turn lane in both directions.

The intersection of *Grand Avenue and Canal Street/Chicago Tribune Center Access* is a four-leg, all-way stop-controlled intersection with pedestrian crosswalks on the north, south, and east legs only. There is an existing railroad spur that goes through the west leg of the intersection at grade. The eastbound and westbound approaches of Grand Avenue consist of one shared left turn/through lane and one shared through/right turn lane in both directions. The northbound and southbound approaches of Canal Street/Chicago Tribune Center Access consist of one shared left turn/through/right turn lane in both directions.

The intersection of *Grand Avenue and Orleans Street* is a four-leg signalized intersection with signalized pedestrian crosswalks in all directions. The northbound approach of Orleans Avenue consists of one left turn lane, two through lanes, and one right turn lane, while the southbound approach consists of one left turn lane and one shared through/right turn lane. The eastbound approach of Grand Avenue consists of one left turn lane, one through lane, and one right turn lane. The westbound approach of Grand Avenue consists of left turn lane, one through lane, and one shared through/right turn lane. The signal is pre-timed with 75 second cycle lengths.

The intersection of *Orleans Street and Ohio Street/I-90/94 Exit Ramps* is a four-leg signalized intersection with signalized pedestrian crosswalks on the south and east legs of the intersection. The northbound approach of Orleans Street consists of three through lanes and one shared through/right turn lane, the north leg of Orleans Street is a one-way street in the northbound direction. The eastbound approach of the exit ramp consists of two left turn lanes, two through lanes, and one shared through/right turn lane. Additionally, the exit ramp feeds into Ohio Street which is a one-way on the east leg of the intersection. The signal is pre-timed with 75 second cycle lengths

The intersection of *Orleans Street and the Ontario Street/I-90/94 Entrance Ramps* is a five-leg signalized intersection with signalized pedestrian facilities on the north, east, and northwest legs of the intersection. The northbound approach of Orleans Street is a one-way facility with two left turn lanes, one through lane, and one shared through/right turn lane. The southbound approach consists of three right turn lanes onto the entrance ramp or onto Ontario Street. the westbound approach of Ontario Street consists of two left turn lanes, one shared through/left turn lane, and one right turn lane. The west leg of Ontario Street and the Entrance ramp are one-way streets in the westbound direction. The signal is pre-timed with 75 second cycle lengths



The intersection of *Ogden Avenue and the westbound I-90/94 entrance ramp* is an unsignalized three-leg intersection with a pedestrian crosswalk on the west side of Ogden Avenue. The northeast bound approach of Ogden Avenue has one left turn lane and two through lanes. The southwest bound approach of Ogden Avenue has two through lanes and one right turn lane.

The intersection of *Division Street and Elston Avenue* is a four-leg, signalized intersection with signalized pedestrian crosswalks in all directions. Both the northbound and southbound approaches of Elston Avenue consist of one left turn lane, one through lane, one right turn lane, and one channelized bicycle lane. The westbound approach is striped as one shared left/through/right turn lane. However, the road cross section widens west of the existing river bridge and the approach is observed to operate as a shared left/through lane with a separate right turn pocket. The eastbound approach consists of two travel lanes, which widens to allow one left turn lane, one through lane, and one right turn lane at the intersection. The outside lane is striped as a trap right turn lane starting approximately 250 feet west of the intersection since the roadway section narrows east of the intersection. The signal is pre-timed with a 90 second cycle length.

Existing Intersection Traffic Volumes

Existing traffic counts were collected at four time periods that coincide with the peak times of an entertainment district in September and October, 2022. Peak period traffic counts were collected from 7:00 am to 9:00 am on a Thursday to account for the morning weekday commuter peak hour, 4:00 pm to 6:00 pm on a Thursday for the evening weekday commuter peak hour, 8:00 pm to 11:00 pm on a Friday to account for the Friday casino peak hour, and 8:00 pm to 11:00 pm on a Saturday to account for the Saturday casino peak hour.

Peak hour turning movement data was collected at the following intersections:

1. Halsted Street and Division Street
2. Halsted Street and North Branch
3. Halsted Street and Chicago Avenue
4. Halsted Street and Superior Street
5. Halsted Street and Huron Street
6. Halsted Street and Ancona Street
7. Halsted Street and Erie Street
8. Halsted Street and Ohio Street
9. Halsted Street, Grand Avenue, and Milwaukee Avenue
10. Chicago Avenue and Milwaukee Avenue
11. Chicago Avenue and Ogden Avenue
12. Chicago Avenue and Peoria Street
13. Chicago Avenue and Larrabee Street
14. Chicago Avenue and Cambridge Avenue/Kingsbury Street



15. Chicago Avenue and Orleans Street
16. Orleans Street and Ontario Street (Ohio Street Feeder Westbound On Ramp)
17. Orleans Street and Ohio Street (Ohio Street Feeder Eastbound Off Ramp)
18. Orleans Street and Grand Avenue
19. Kingsbury Street and Grand Avenue
20. Existing Site Access/Canal Street and Grand Avenue
21. Desplaines Street and Grand Avenue
22. Milwaukee Avenue and Ogden Avenue
23. Ogden Avenue and I-90/94 Westbound on Ramp
24. Grand Avenue and May Street
25. Grand Avenue and Racine Street
26. Division Street and Elston Avenue

The existing peak hour volumes at the intersection of Elston Avenue and Division Street were obtained from the approved “1241 W Division Street Redevelopment” Traffic Impact Study. The time periods of the traffic counts were selected to coincide with typical peak demand for the proposed uses in the redevelopment. Evaluating all of the peak period traffic data, the weekday am commuter peak hour occurs from 7:45 am to 8:45 am, the weekday pm commuter peak hour occurs from 5:00 pm to 6:00 pm, and the Friday and Saturday evening casino peak hours both occur from 8:00 pm to 9:00pm.

The 2022 existing traffic volumes for weekday morning peak hour, weekday evening peak hour, Friday and Saturday casino evening peak hour are illustrated in Figure 6. A summary of the traffic volumes collected in fifteen-minute increments are provided in Appendix A.

While the traffic counts were collected at the study area intersections, Grand Avenue was closed for eastbound traffic between Desplaines Street and Kingsbury Street due to construction over the Chicago River bridge. In order to account for eastbound traffic volumes, the team analyzed and compared the existing 2022 counts against older counts from the 2018 River District TIS. It was found that the 2018 traffic volumes were higher than the 2022 traffic counts. The following intersections were impacted by such construction and therefore eastbound volumes were adjusted by tabulating the difference for not only through volumes, but also referencing turning movement volumes at key intersection. After reviewing the data for the weekday am and weekday pm peak hours, it was decided that a 20 percent decrease should be applied to the 2018 traffic volumes for the eastbound through movements as well as the northbound right turn and southbound left turn movements that feed into the eastbound movement. The existing traffic volumes at the following intersections have been adjusted:

- Grand Avenue and Orleans Street
- Grand Avenue and Kingsbury Street
- Grand Avenue and Canal Street/Tribune driveway
- Grand Avenue and Desplaines Street
- Halsted Street, Grand Avenue, and Milwaukee Avenue



A summary of the calculations for Grand Avenue traffic volumes can be found in Appendix B. Sections from the River District Traffic Impact Study can be found in Appendix C.

Transit and Non-Automotive Transportation System

A number of non-auto modes of transportation are provided in the study area, including bus and rail transit, bicycle infrastructure, and Divvy bikeshare stations. The characteristics of these non-auto modes of transportation are summarized below.

Transit

The following CTA bus routes have stops that are within one half-mile of the proposed development:

- *Route 8 (Halsted)* provides service between Waveland Avenue and 79th Street. In the vicinity of the proposed development and within the study area, northbound and southbound bus stops are located on Halsted Street at the intersections of Milwaukee Avenue, Erie Street, Chicago Avenue, North Branch Street, and West Division Street.
- *Route 37 (Sedgwick)* provides service between the Fullerton Avenue Red/Brown/Purple Line station and the Clinton Blue Line station at Harrison Street. In the vicinity of the proposed development and within the study area, northbound and southbound stops are provided along Orleans Street at Grand Avenue, Huron Street, Erie Street, and Chicago Avenue.
- *Route 56 (Milwaukee)* provides service between the Jefferson Park Station and Michigan Avenue. In the vicinity of the proposed development and within the study area, northwest bound and southeast bound bus stops are located on Milwaukee Avenue at the intersections of Chicago Avenue, Erie Street, and Grand Avenue/Halsted Street.
- *Route 65 (Grand)* provides service between Nordica Avenue and Navy Pier. In the vicinity of the proposed development and within the study area, eastbound and westbound stops are provided on Grand Avenue at Racine Avenue, Aberdeen Street, Morgan Street, Peoria Street, Halsted Street/Milwaukee Avenue, Union Avenue, Canal Street, Kingsbury Street, and Franklin Street.
- *Route 66 (Chicago)* provides service between Austin Avenue and Navy Pier. In the vicinity of the proposed development and within the study area, eastbound and westbound stops are provided on Chicago Avenue at Milwaukee Avenue, Sangamon Street, 700 West Chicago Avenue, Halsted Street, Larrabee Street, and Hudson Avenue.

There are several CTA rail stations are located within one mile of the site. There are two Blue Line stations within walking distance, one at Grand Avenue and Halsted Street and another at Chicago Avenue, Milwaukee Avenue, and Ogden Avenue. The Brown Line is located to the east of the site with a station at Franklin Street and Chicago Avenue. Additionally, the closest Red Line station is located at State Street and Chicago Avenue. The CTA bus routes previously identified provide transit stops at the rail stations and provide an opportunity to improve access between the rail station and the proposed redevelopment.



Additionally, there is a Chicago Water Taxi stop at Chicago Avenue and the Chicago River, immediately east of the proposed redevelopment. The water taxi serves the Downtown area and neighborhoods to the north and south. It also connects to Union Station and Ogilvie Station.

Figure 7 illustrates the CTA rail stations and bus routes located within the study area of the proposed entertainment district redevelopment.

Pedestrian and Bicycle Facilities

The roadways within the study area and all the public roadways around the site provide sidewalks for pedestrians. Crosswalks are provided at most of the signalized intersection as previously discussed and several unsignalized intersections. Additionally, pedestrian signals are provided at most of the signalized intersections where crosswalks are provided

The City of Chicago has been expanding the bicycle facilities within the city for a number of years. Chicago Avenue is signed bike route from Ogden Avenue east to the lakefront. Halsted Street provides a buffered bike lane south of Erie Street and a bike lane north of the Chicago River. Milwaukee Avenue provides a mix of protected and buffered bike lanes.

There are a number of Divvy stations located within the proposed redevelopment area. The nearest stations are located at:

- Grand Avenue and Milwaukee Avenue
- Chicago Avenue and Ogden Avenue
- Halsted Street and North Branch Street
- Erie Street and Kingsbury Street
- Larrabee Street and Kingsbury Street
- Larrabee Street and Oak Street
- Division Street and Larrabee Street

Figure 8 illustrates the bicycle facilities located within the study area of the proposed entertainment district redevelopment.

As part of the entertainment district redevelopment, a Riverwalk is proposed along the east side of the development along the Chicago River that will provide enhanced pedestrian and bicycle facilities. This will connect to existing and planned riverfront paths adjacent to the site.

Pedestrian and bicycle counts were collected at each of the 26 intersections for the same four time periods. The existing pedestrian and bicycle volumes for weekday morning peak hour, weekday evening peak hour, Friday casino peak hour, and Saturday casino peak hour are illustrated in Figures 9, 10, 11, and 12, respectively. A summary of the volumes collected in fifteen-minute increments are provided in Appendix A.



Capacity Analysis – Existing Conditions

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 6th Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 7.

Table 1: Level of Service Definitions for Signalized and Unsignalized Intersections

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	< 10	≤ 10.0
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual 6th Edition, National Research Council, 2016.

Typically, various state and local governments adopt standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics.

Capacity analysis is performed with Synchro 11.1 (11.1.0.8). Multiple scenarios are created to evaluate the existing conditions for all four different time periods. Results for the signalized intersections and



unsignalized intersections are summarized in attached tables. Supporting capacity analysis worksheets for the existing scenario are provided in Appendix G.

Based on the analysis of the existing volumes, the following approaches operate at LOS E or worse:

- Chicago Avenue and Larrabee Street northbound approach during the weekday pm peak hour
- Ogden Avenue and Chicago Avenue eastbound and westbound approach during the weekday am peak hour, westbound approach during the weekday pm and Saturday evening peak hour
- Milwaukee Avenue and Chicago Avenue eastbound approach during the weekday am peak hour
- Elston Avenue and Division Street eastbound and westbound approach during the weekday am peak hour
- Orleans Street and Ontario Street westbound approach during the weekday am and Friday evening peak hour, southbound approach during the weekday pm peak hour.
- Halsted Avenue, Milwaukee Avenue, and Grand Avenue eastbound approach during the weekday am and weekday pm peak hour; northbound approach during the Friday and Saturday evening peak hour; southbound approach during all four time periods; northwest-bound approach during the weekday pm peak hour.
- Halsted Street and Ohio Street eastbound approach during the weekday am peak hour, pm peak hour, and Friday casino peak hour.
- Chicago Avenue and Peoria Street southbound approach during the weekday pm peak hour
- Desplaines Street and Grand Avenue northbound and southbound approaches during the weekday am, weekday pm, and Friday casino peak hour.

Turn Lane Queues – Existing Conditions

Table 4 provides a summary of the 95th percentile queue lengths for the turning movements that provide a dedicated left or right turn lane at the signalized intersections in the study area.



Table 2: Capacity Analysis Results – Signalized Intersections

Synchro Node #	Intersection	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS						
101	Halsted Street and Division Street	Weekday AM Commuter	37.5	D	32.6	C	11.1	B	18.3	B	24.3	C
		Weekday PM Commuter	22.6	C	36.1	D	12.6	B	19.0	B	22.5	C
		Friday Casino	32.3	C	32.2	C	10.1	B	13.0	B	20.5	C
		Saturday Casino	36.6	D	31.8	C	11.4	B	12.5	B	22.3	C
102	Halsted Street and North Branch	Weekday AM Commuter	27.6	C	-	-	34.8	C	17.1	B	27.5	C
		Weekday PM Commuter	28.0	C	-	-	23.5	C	13.7	B	19.4	B
		Friday Casino	12.5	B	-	-	3.8	A	9.7	A	6.8	A
		Saturday Casino	12.9	B	-	-	2.4	A	7.4	A	5.1	A
104	Halsted Street and Chicago Avenue	Weekday AM Commuter	25.6	C	14.9	B	24.9	C	20.2	C	21.9	C
		Weekday PM Commuter	25.3	C	17.9	B	26.7	C	41.4	D	27.4	C
		Friday Casino	13.8	B	12.8	B	20.0	C	18.9	B	16.4	B
		Saturday Casino	14.5	B	13.7	B	20.8	C	18.3	B	16.6	B
108	Halsted Street and Erie Street	Weekday AM Commuter	19.4	B	29.2	C	12.9	B	9.6	A	12.2	B
		Weekday PM Commuter	22.6	C	25.5	C	16.9	B	9.9	A	15.1	B
		Friday Casino	25.4	C	17.4	B	14.4	B	10.3	B	13.1	B
		Saturday Casino	14.8	B	26.8	C	9.9	A	9.4	A	9.8	A
201	Orleans Street and Chicago Avenue	Weekday AM Commuter	26.5	C	21.6	C	9.9	A	21.8	C	20.0	C
		Weekday PM Commuter	28.2	C	29.7	C	37.2	D	20.0	C	29.4	C
		Friday Casino	27.4	C	23.5	C	17.0	B	13.8	B	21.7	C
		Saturday Casino	28.2	C	25.4	C	17.9	B	14.5	B	23.1	C
202	Kingsbury Street and Chicago Avenue	Weekday AM Commuter	4.7	A	3.9	A	42.0	D	26.9	C	7.4	A
		Weekday PM Commuter	10.7	B	7.4	A	50.4	D	20.2	C	16.2	B
		Friday Casino	2.2	A	3.5	A	43.7	D	23.4	C	6.7	A
		Saturday Casino	2.2	A	3.2	A	32.6	C	25.2	C	5.3	A
203	Larrabee Street and Chicago Avenue	Weekday AM Commuter	21.2	C	25.6	C	48.1	D	36.1	D	27.0	C
		Weekday PM Commuter	26.8	C	33.3	C	55.2	E	44.8	D	35.5	D
		Friday Casino	10.5	B	16.5	B	41.8	D	33.3	C	17.5	B
		Saturday Casino	10.2	B	16.9	B	45.2	D	32.4	C	17.2	B
206	Ogden Avenue and Chicago Avenue	Weekday AM Commuter	72.7	E	68.0	E	30.9	C	27.7	C	56.2	E
		Weekday PM Commuter	16.7	B	138.4	F	12.1	B	31.0	C	62.1	E
		Friday Casino	10.3	B	40.5	D	4.8	A	19.0	B	22.5	C
		Saturday Casino	12.2	B	60.1	E	9.2	A	20.6	C	31.7	C
207	Milwaukee Avenue and Chicago Avenue	Weekday AM Commuter	88.1	F	3.0	A	11.4	B	30.2	C	42.1	D
		Weekday PM Commuter	26.3	C	52.6	D	8.5	A	26.9	C	31.1	C
		Friday Casino	22.8	C	2.8	A	6.7	A	24.9	C	16.2	B
		Saturday Casino	23.6	C	2.3	A	6.1	A	22.1	C	15.0	B
208	Ogden Avenue and Milwaukee Avenue	Weekday AM Commuter	5.2	A	24.8	C	36.5	D	18.9	B	21.3	C
		Weekday PM Commuter	6.8	A	45.1	D	39.0	D	19.5	B	28.3	C
		Friday Casino	5.5	A	31.3	C	27.6	C	21.6	C	20.3	C
		Saturday Casino	8.0	A	33.2	C	30.4	C	46.7	D	27.5	C
210	Elston Avenue and Division Street	Weekday AM Commuter	64.9	E	316.2	F	21.1	C	31.1	C	110.0	F
		Weekday PM Commuter	19.1	B	41.2	D	33.9	C	42.0	D	34.5	C
		Friday Casino	14.2	B	18.2	B	27.3	C	26.5	C	21.7	C
		Saturday Casino	15.7	B	22.1	C	26.4	C	23.8	C	21.8	C



Synchro Node #	Intersection	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS						
301	Orleans Street and Ontario Street (Ohio Street On Ramp)	Weekday AM Commuter	-	-	57.9	E	12.8	B	20.9	C	33.7	C
		Weekday PM Commuter	-	-	38.0	D	14.0	B	72.8	E	34.1	C
		Friday Casino	-	-	55.0	E	13.8	B	26.1	C	36.8	D
		Saturday Casino	-	-	39.9	D	14.0	B	23.3	C	27.7	C
302	Orleans Street and Ohio Street Off Ramp	Weekday AM Commuter	19.4	B	-	-	25.5	C	-	-	20.4	C
		Weekday PM Commuter	27.0	C	-	-	10.8	B	-	-	21.5	C
		Friday Casino	16.7	B	-	-	13.1	B	-	-	16.1	B
		Saturday Casino	15.4	B	-	-	14.7	B	-	-	15.2	B
303	Orleans Street and Grand Avenue	Weekday AM Commuter	13.7	B	18.7	B	14.3	B	8.8	A	14.5	B
		Weekday PM Commuter	23.0	C	22.1	C	14.2	B	14.8	B	18.5	B
		Friday Casino	15.0	B	16.4	B	14.4	B	20.3	C	16.1	B
		Saturday Casino	14.7	B	14.7	B	14.4	B	21.1	C	15.6	B
304	Kingsbury Street and Grand Avenue	Weekday AM Commuter	16.6	B	14.0	B	15.4	B	38.3	D	20.9	C
		Weekday PM Commuter	15.3	B	10.8	B	52.9	D	28.4	C	23.3	C
		Friday Casino	12.5	B	15.0	B	15.7	B	20.4	C	15.3	B
		Saturday Casino	13.3	B	13.7	B	15.7	B	17.5	B	14.3	B

Synchro Node #	Intersection	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Southeast-bound		Northwest-bound		Intersection	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS						
307	Halsted Street and Milwaukee Avenue and Grand Avenue	Weekday AM Commuter	67.7	E	39.0	D	50.4	D	64.8	E	42.4	D	39.0	D	53.7	D
		Weekday PM Commuter	58.0	E	45.7	D	53.1	D	56.1	E	42.6	D	72.5	E	53.9	D
		Friday Casino	46.1	D	39.8	D	105.3	F	61.5	E	32.1	C	50.7	D	56.4	E
		Saturday Casino	41.3	D	37.7	D	72.9	E	60.1	E	23.2	C	37.8	D	47.8	D



Table 3: Capacity Analysis Results – Unsignalized Intersections

Synchro Node #	Intersection / Approach	Weekday AM Peak Hour		Weekday PM Peak Hour		Friday Casino Peak Hour		Saturday Casino Peak Hour	
		Existing		Existing		Existing		Existing	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
105	Halsted St & Superior St								
	EB Left	19.4	C	21.0	C	15.8	C	15.8	C
	EB Right	10.3	B	10.0	B	9.9	A	10.0	B
106	Halsted St & Huron St								
	NB Left/Thru	0.4	A	0.2	A	0.1	A	0.4	A
107	Halsted St & Ancona St								
	NB Left/Thru	8.7	A	8.9	A	9.2	A	9.0	A
	EB Approach	12.1	B	21.3	C	0.0	A	0.0	A
109	Halsted St & Ohio St								
	NB Left/Thru	8.7	A	9.2	A	9.3	A	9.1	A
	EB Approach	40.0	E	219.2	F	41.6	E	31.6	D
	SB Left/Thru	9.5	A	9.6	A	9.7	A	9.0	A
205	Chicago Ave & Peoria St								
	EB Left/Thru	10.0	B	14.4	B	8.8	A	0.0	A
	SB Approach	17.0	C	87.0	F	11.7	B	21.4	C
209	Ogden Ave & I-90/94 On-Ramp								
	NB Left	16.3	C	27.2	D	12.9	B	12.5	B
305	Canal St/Jefferson Blvd & Grand Ave								
	NB Approach	11.1	B	10.9	B	10.0	B	9.9	A
	EB Left/Thru	20.4	C	16.7	C	11.1	B	10.7	B
	EB Thru/Right	19.3	C	16.7	C	11.1	B	10.7	B
	WB Left/Thru	14.4	B	17.2	C	9.6	A	10.3	B
	WB Thru/Right	14.0	B	16.4	C	12.2	B	10.1	B
	SB Approach	10.1	B	10.3	B	9.4	A	9.0	A
	Intersection	17.3	C	16.6	C	11.1	B	10.4	B
306	Desplaines St & Grand Ave								
	NB Left/Thru	100.7	F	-	F	71.3	F	23.4	C
	NB Right	14.6	B	15.8	C	11.6	B	11.2	B
	EB Left/Thru	8.8	A	9.1	A	8.0	A	8.1	A
	WB Left/Thru	10.6	B	11.0	B	9.0	A	8.4	A
	SB Left	85.8	F	300+	F	46.7	E	28.0	D
308	May St & Grand Ave								
	NB Approach	10.4	B	16.4	C	13.4	B	12.3	B
	EB Left/Thru	15.0	C	21.7	C	12.7	B	12.3	B
	EB Thru/Right	15.5	C	22.0	C	12.6	B	12.3	B
	WB Left/Thru	9.6	A	11.7	B	10.7	B	10.0	B
	WB Thru/Right	9.3	A	13.0	B	10.8	B	10.0	B
	SB Approach	9.5	A	10.8	B	9.8	A	9.3	A
	Intersection	13.8	B	18.5	C	12.3	B	11.7	B
309	Racine St & Grand Ave								
	NB Left	11.8	B	14.3	B	10.6	B	10.4	B
	NB Right	10.2	B	11.9	B	9.1	A	9.1	A
	EB Approach	18.7	C	20.1	C	11.1	B	11.2	B
	WB Left/Thru	11.2	B	13.1	B	10.4	B	10.4	B
	WB Thru/Right	11.9	B	16.3	C	11.0	B	11.1	B
	SB Left	21.1	C	24.0	C	12.3	B	15.3	C
	Intersection	18.0	C	19.0	C	11.2	B	12.3	B



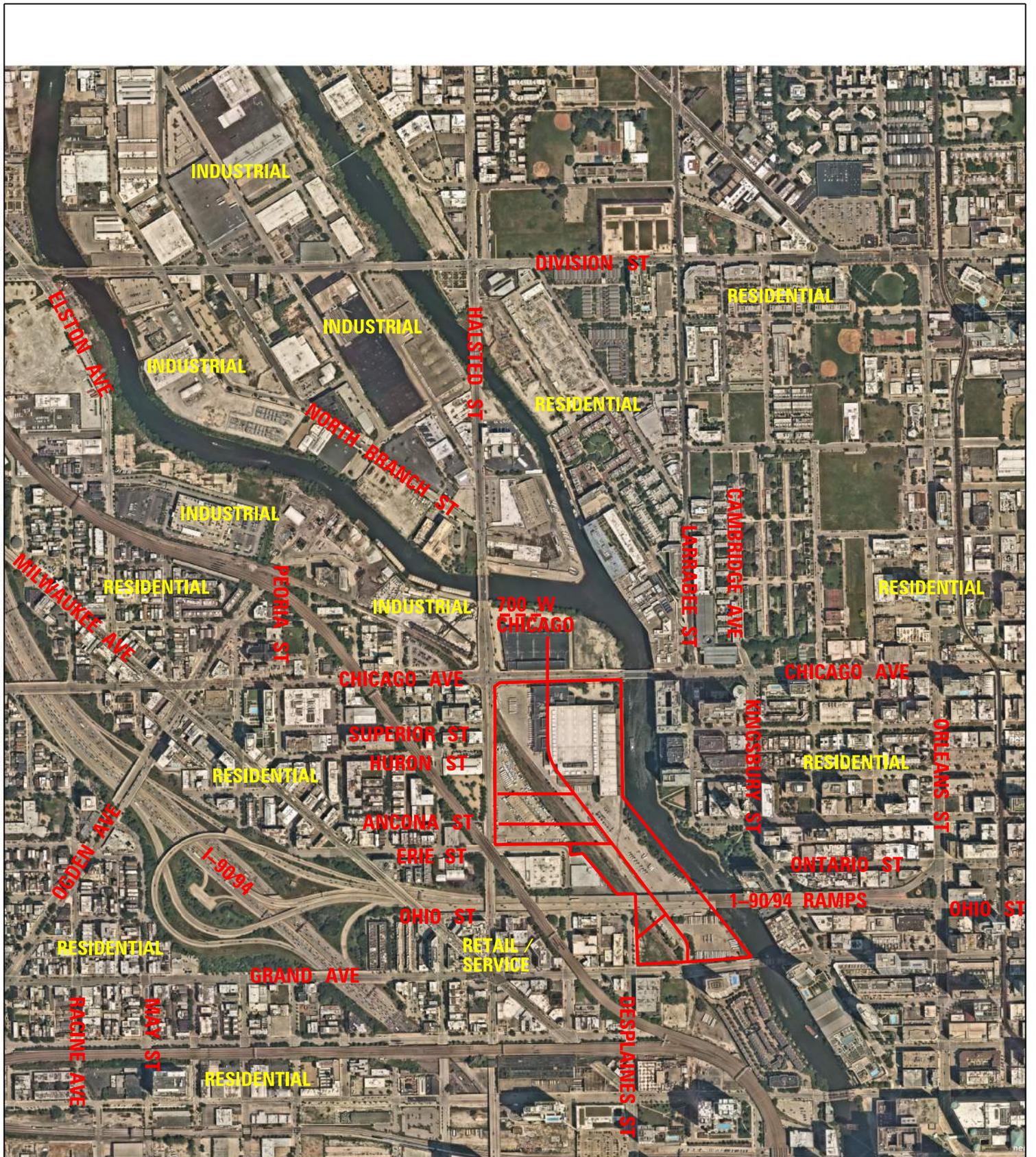
Table 4: 95th Percentile Queue Lengths – Existing Conditions

Synchro Node #	Intersection	Peak Hour	Eastbound		Westbound		Northbound		Southbound	
			Left	Right	Left	Right	Left	Right	Left	Right
101	Halsted Street and Division Street	Weekday AM Commuter	86	-	111	-	5	-	-	-
		Weekday PM Commuter	51	-	152	-	8	65	-	-
		Friday Casino	54	-	81	-	10	14	-	-
		Saturday Casino	63	-	78	-	16	22	-	-
		Storage	65	-	50	-	110	115	-	-
		Taper	120	-	85	-	65	45	-	-
102	Halsted Street and North Branch	Weekday AM Commuter	53	134	-	-	-	-	-	-
		Weekday PM Commuter	19	117	-	-	-	-	-	-
		Friday Casino	8	38	-	-	-	-	-	-
		Saturday Casino	5	27	-	-	-	-	-	-
		Storage	70	70	-	-	-	-	-	-
		Taper	-	-	-	-	-	-	-	-
104	Halsted Street and Chicago Avenue	Weekday AM Commuter	341	-	82	-	26	-	104	93
		Weekday PM Commuter	209	-	64	-	31	-	147	474
		Friday Casino	86	-	62	-	13	-	98	42
		Saturday Casino	111	-	78	-	21	-	69	43
		Storage	75	-	100	-	100	-	75	270
		Taper	95	-	90	-	80	-	115	115
108	Halsted Street and Erie Street	Weekday AM Commuter	46	-	7	-	-	-	-	-
		Weekday PM Commuter	61	-	9	-	-	-	-	-
		Friday Casino	30	-	9	-	-	-	-	-
		Saturday Casino	17	-	5	-	-	-	-	-
		Storage	25	-	25	-	-	-	-	-
		Taper	25	-	25	-	-	-	-	-
201	Orleans Street and Chicago Avenue	Weekday AM Commuter	43	0	41	0	13	-	56	-
		Weekday PM Commuter	54	0	62	0	43	-	63	-
		Friday Casino	35	0	46	0	31	-	41	-
		Saturday Casino	33	0	36	0	32	-	43	-
		Storage	95	70	100	60	50	-	50	-
		Taper	100	-	90	-	80	-	80	-
202	Kingsbury Street and Chicago Avenue	Weekday AM Commuter	9	124	25	0	-	-	-	-
		Weekday PM Commuter	6	88	16	0	-	-	-	-
		Friday Casino	4	39	18	0	-	-	-	-
		Saturday Casino	-	42	13	0	-	-	-	-
		Storage	75	60	65	100	-	-	65	65
		Taper	95	-	110	-	-	-	-	-
203	Larrabee Street and Chicago Avenue	Weekday AM Commuter	203	-	-	72	-	-	343	54
		Weekday PM Commuter	264	-	-	95	-	-	326	280
		Friday Casino	59	-	-	38	-	-	140	43
		Saturday Casino	75	-	-	31	-	-	134	41
		Storage	85	-	-	80	-	-	100	100
		Taper	55	-	-	-	-	-	-	-
206	Ogden Avenue and Chicago Avenue	Weekday AM Commuter	6	-	265	0	-	146	-	-
		Weekday PM Commuter	5	-	243	0	-	48	-	-
		Friday Casino	2	-	222	0	-	59	-	-
		Saturday Casino	3	-	275	0	-	114	-	-
		Storage	90	-	100	75	-	80	-	-
		Taper	-	-	70	-	-	-	-	-



	Intersection	Peak Hour	Eastbound		Westbound		Northbound		Southbound	
			Left	Right	Left	Right	Left	Right	Left	Right
207	Milwaukee Avenue and Chicago Avenue	Weekday AM Commuter	19	35	-	-	34	-	111	-
		Weekday PM Commuter	53	35	-	-	18	-	81	-
		Friday Casino	24	32	-	-	26	-	95	-
		Saturday Casino	19	32	-	-	28	-	79	-
		Storage	70	60	-	80	50	-	125	-
		Taper	100	-	-	-	-	-	125	-
208	Ogden Avenue and Milwaukee Avenue	Weekday AM Commuter	-	0	90	-	101	-	13	-
		Weekday PM Commuter	-	0	139	-	126	-	3	-
		Friday Casino	-	0	105	-	70	-	2	-
		Saturday Casino	-	0	125	-	70	-	2	-
		Storage	-	90	90	-	115	-	55	-
		Taper	-	-	115	-	40	-	-	-
210	Elston Avenue and Division Street	Weekday AM Commuter	184	28	-	26	75	40	90	102
		Weekday PM Commuter	142	21	-	66	148	28	238	50
		Friday Casino	58	14	-	13	83	20	113	47
		Saturday Casino	60	12	-	4	76	17	76	46
		Storage	125	0	-	55	90	60	195	80
		Taper	70	-	-	25	90	40	25	170
301	Orleans Street and Ontario Street (Ohio Street On Ramp)	Weekday AM Commuter	-	-	375	9	51	-	-	128
		Weekday PM Commuter	-	-	434	1	178	-	-	205
		Friday Casino	-	-	461	5	101	-	-	98
		Saturday Casino	-	-	395	7	103	-	-	78
		Storage	-	-	-	310	-	-	-	-
		Taper	-	-	-	-	-	-	-	-
302	Orleans Street and Ohio Street Off Ramp	Weekday AM Commuter	92	-	-	-	-	-	-	-
		Weekday PM Commuter	108	-	-	-	-	-	-	-
		Friday Casino	57	-	-	-	-	-	-	-
		Saturday Casino	74	-	-	-	-	-	-	-
		Storage	150	-	-	-	-	-	-	-
		Taper	290	-	-	-	-	-	-	-
303	Orleans Street and Grand Avenue	Weekday AM Commuter	87	19	29	-	57	-	4	-
		Weekday PM Commuter	182	36	34	-	33	-	6	-
		Friday Casino	98	4	25	-	47	-	3	-
		Saturday Casino	91	6	33	-	53	-	4	-
		Storage	180	60	60	-	50	-	50	-
		Taper	110	110	70	-	100	-	95	-
304	Kingsbury Street and Grand Avenue	Weekday AM Commuter	65	-	18	-	-	-	-	-
		Weekday PM Commuter	76	-	6	-	-	-	-	-
		Friday Casino	57	-	15	-	-	-	-	-
		Saturday Casino	55	-	26	-	-	-	-	-
		Storage	60	-	55	-	-	-	-	-
		Taper	100	-	175	-	-	-	-	-

Synchro Node #	Intersection	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Southeast-bound		Northwest-bound	
			Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
307	Halsted Street and Milwaukee Avenue and Grand Avenue	Weekday AM Commuter	190	-	48	-	-	-	-	-	96	221	21	-
		Weekday PM Commuter	248	-	53	-	-	-	-	-	105	199	19	-
		Friday Casino	176	-	62	-	-	-	-	-	66	150	37	-
		Saturday Casino	111	-	65	-	-	-	-	-	47	63	116	-
		Storage	65	-	80	-	-	-	-	-	60	10	50	-
		Taper	80	-	70	-	-	-	-	-	70	50	75	-



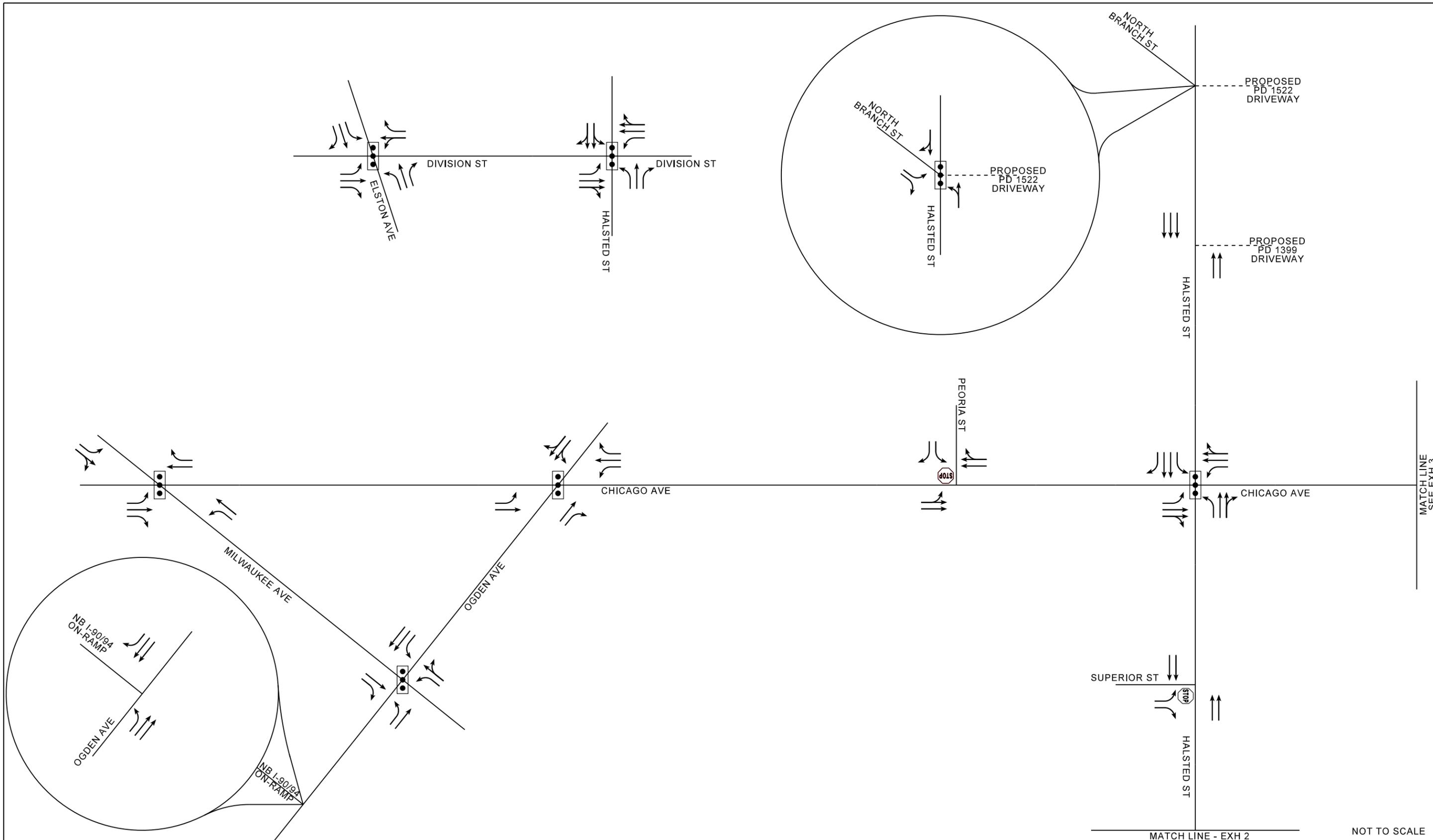
BALLY'S CHICAGO CASINO

**FIGURE 4
LAND USE MAP**

CHICAGO

ILLINOIS





MATCH LINE - EXH 2

MATCH LINE
SEE EXH 3

NOT TO SCALE



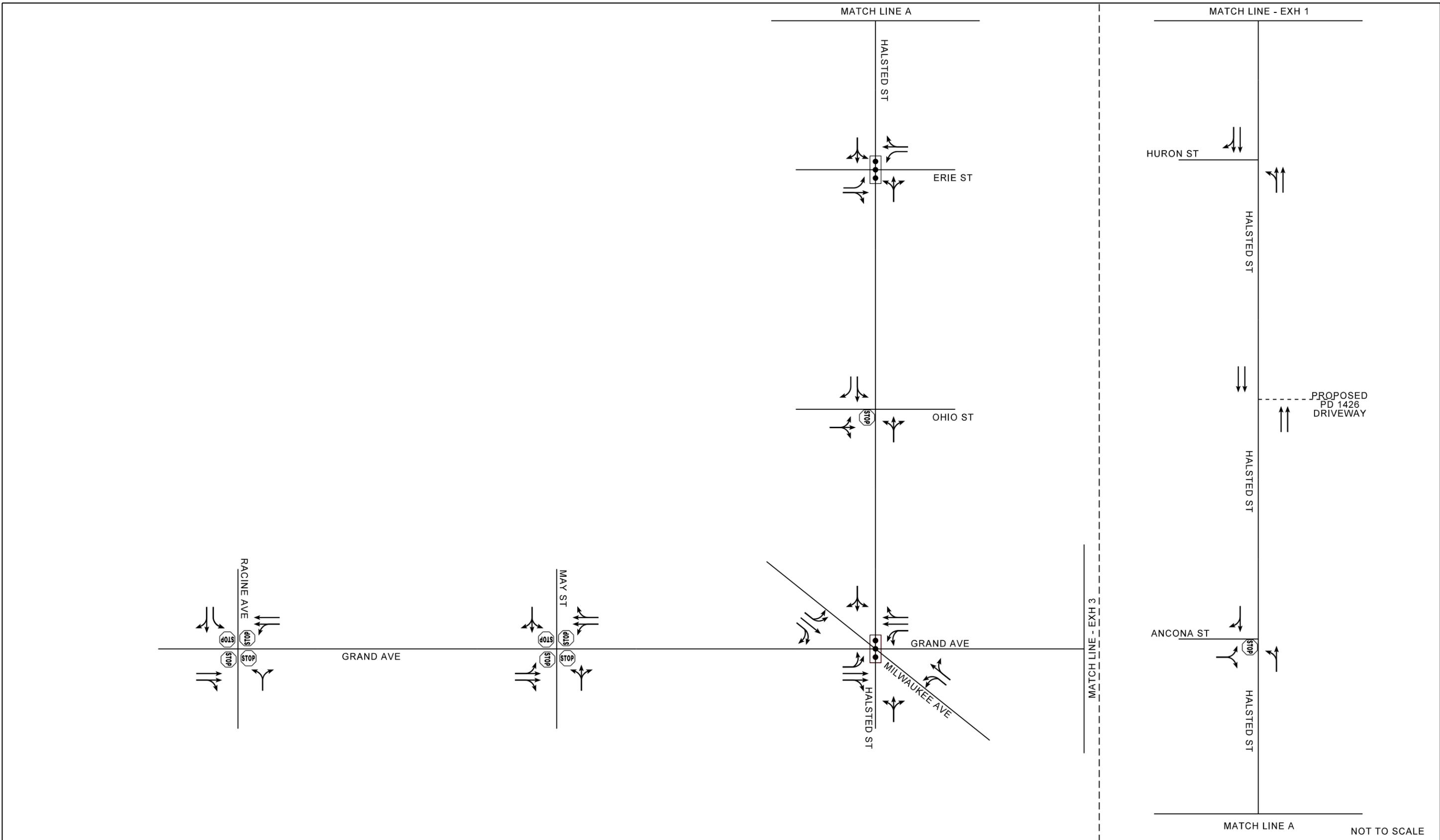
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 5 EXISTING LANE CONFIGURATION

**EXH
1**



BALLY'S CHICAGO CASINO

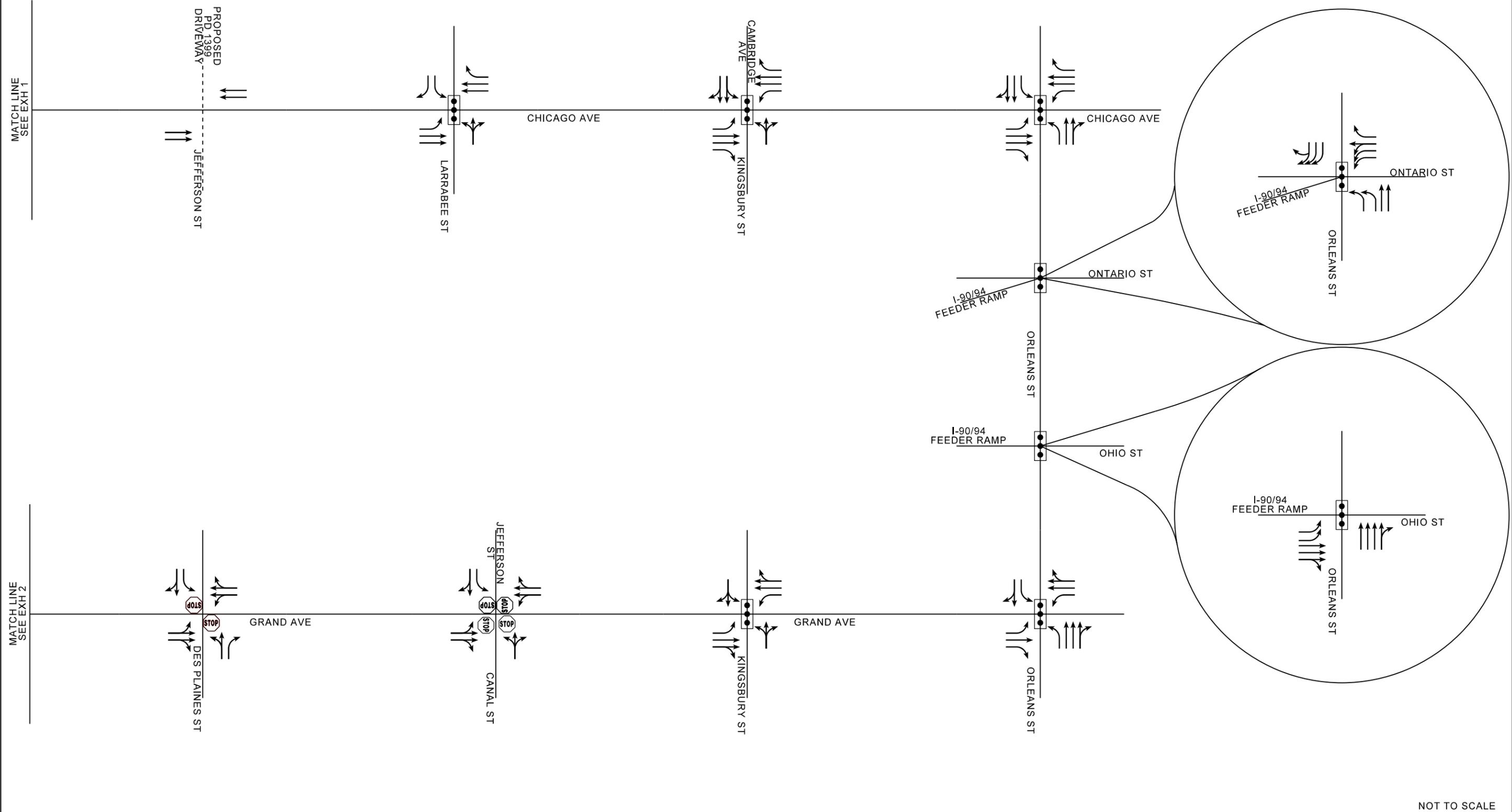
CHICAGO

ILLINOIS

FIGURE 5 EXISTING LANE CONFIGURATION

EXH
2

NOT TO SCALE



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

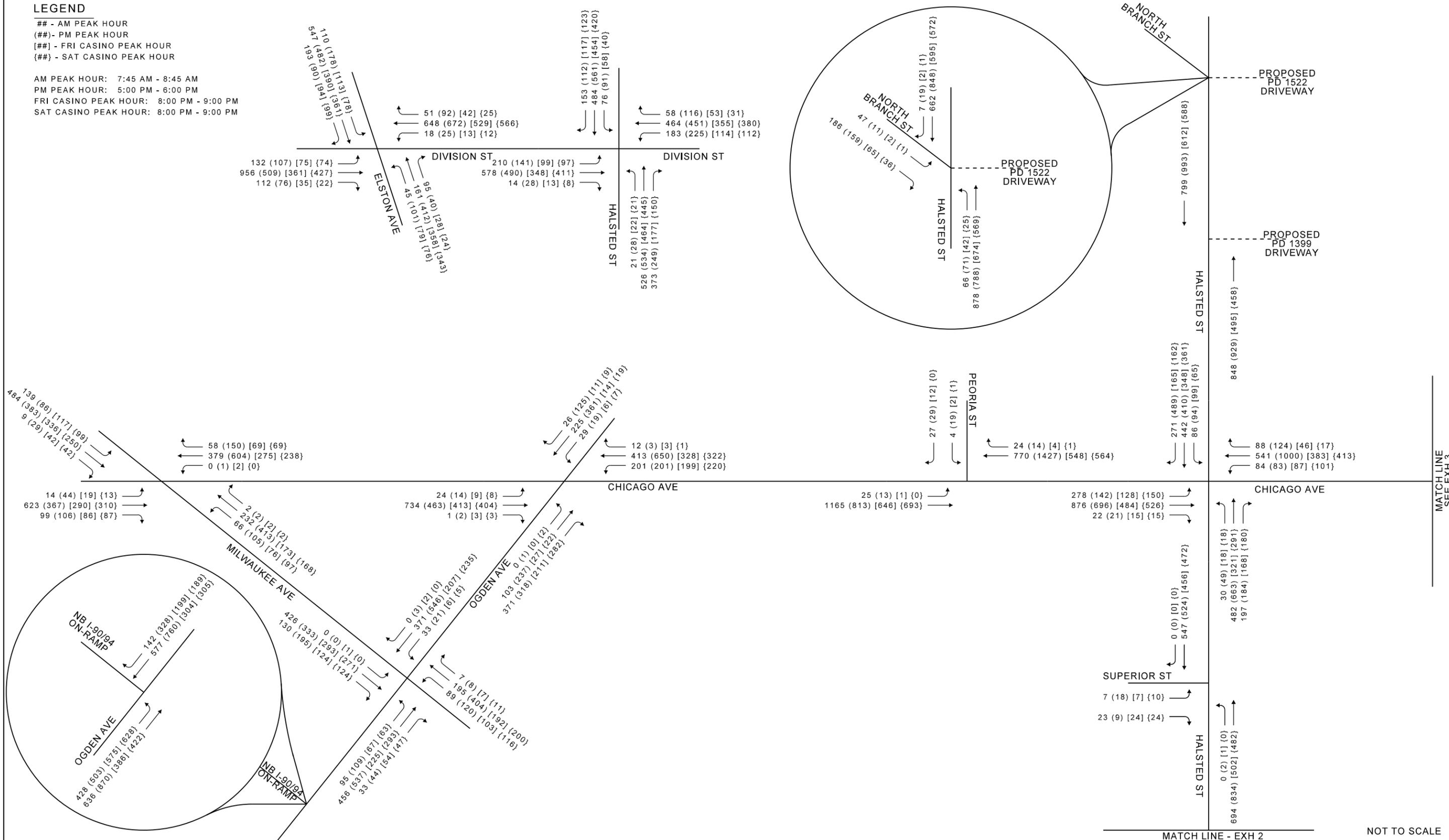
FIGURE 5 EXISTING LANE CONFIGURATION

EXH
3

LEGEND

- ## - AM PEAK HOUR
- (##) - PM PEAK HOUR
- [##] - FRI CASINO PEAK HOUR
- {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



MATCH LINE
SEE EXH 3

MATCH LINE - EXH 2

NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

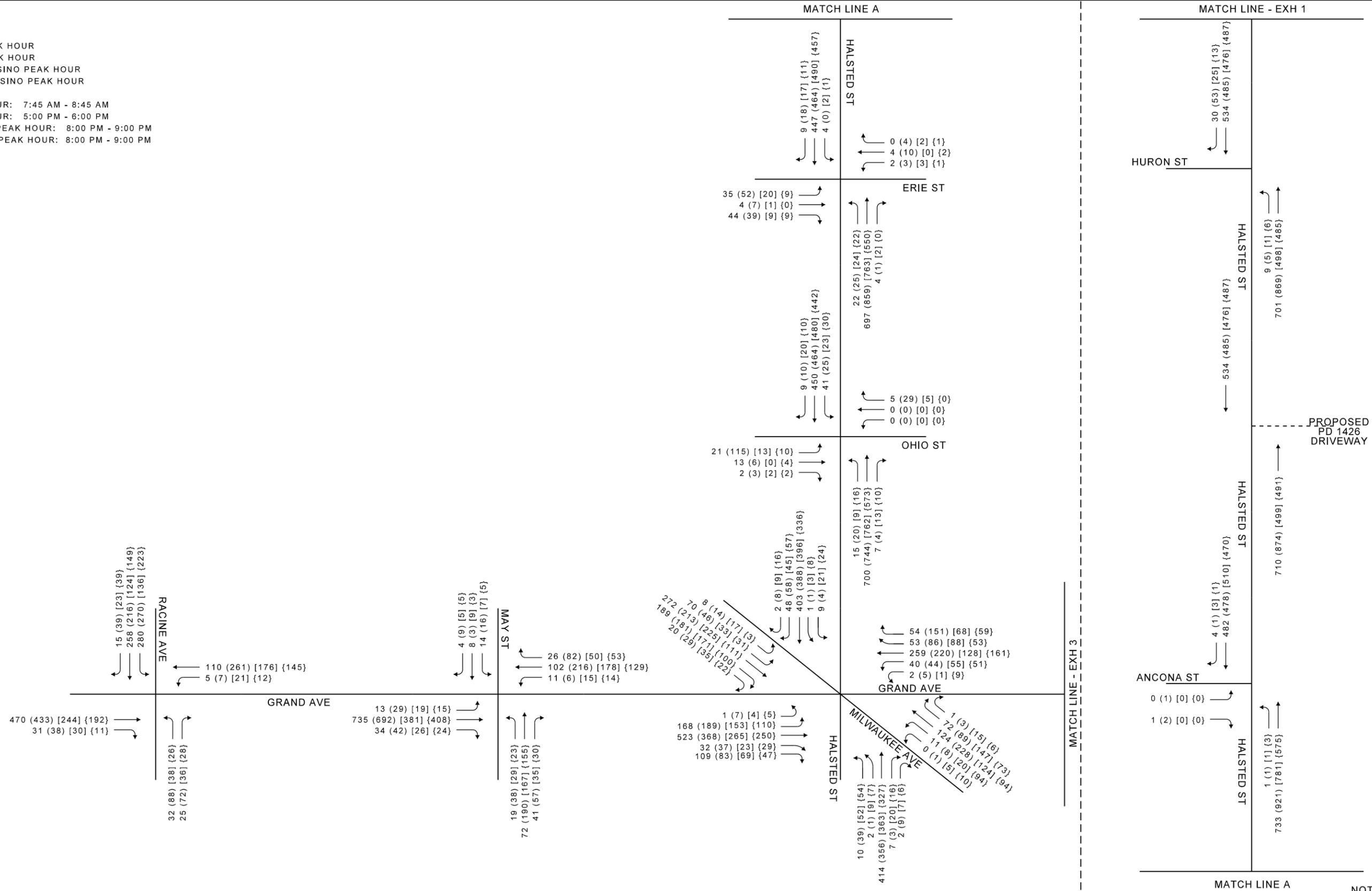
**FIGURE 6
EXISTING TRAFFIC VOLUMES**

**EXH
1**

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [#] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



BALLY'S CHICAGO CASINO

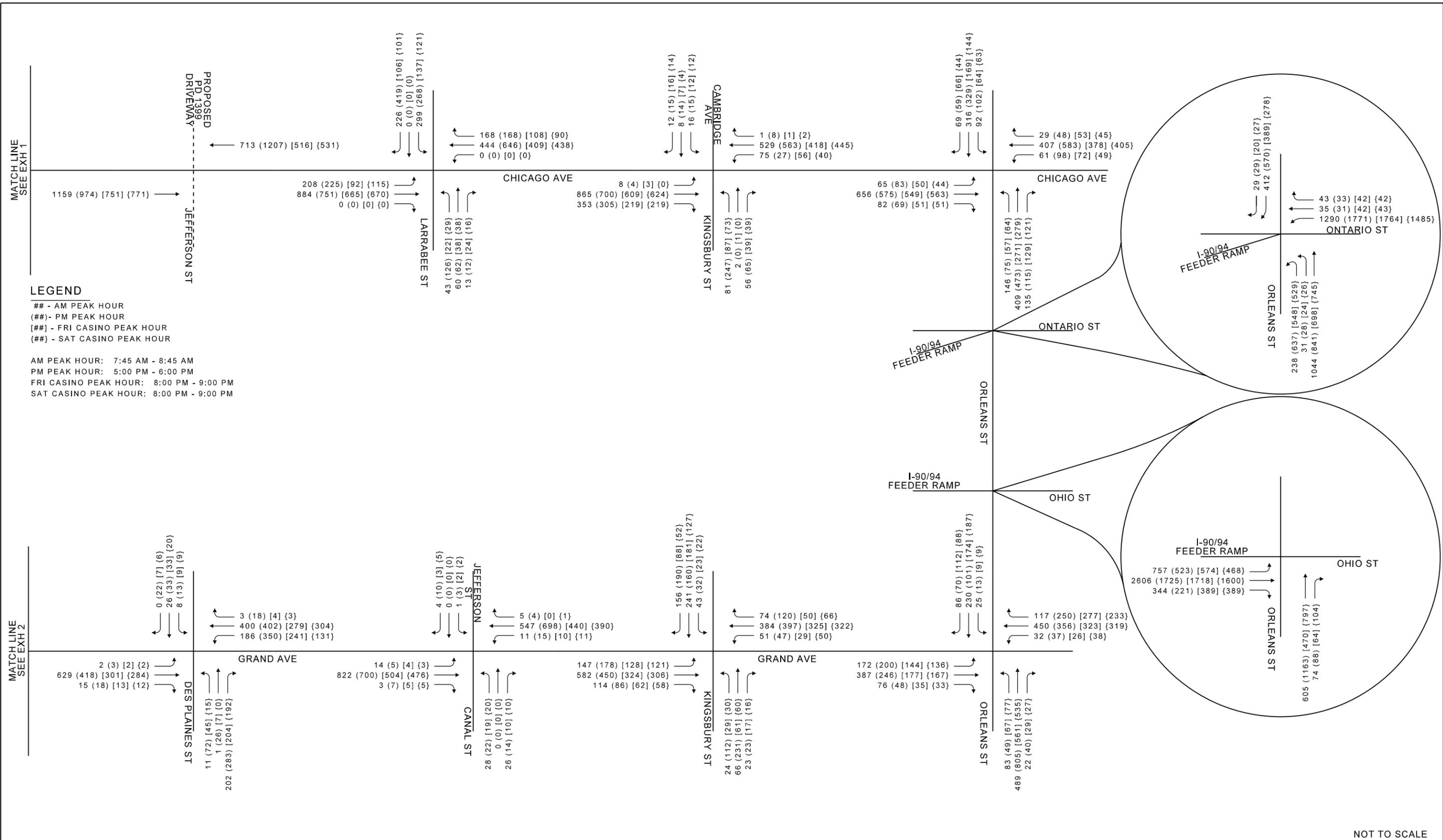
CHICAGO

ILLINOIS

**FIGURE 6
 EXISTING TRAFFIC VOLUMES**

**EXH
 2**

MATCH LINE A NOT TO SCALE



NOT TO SCALE



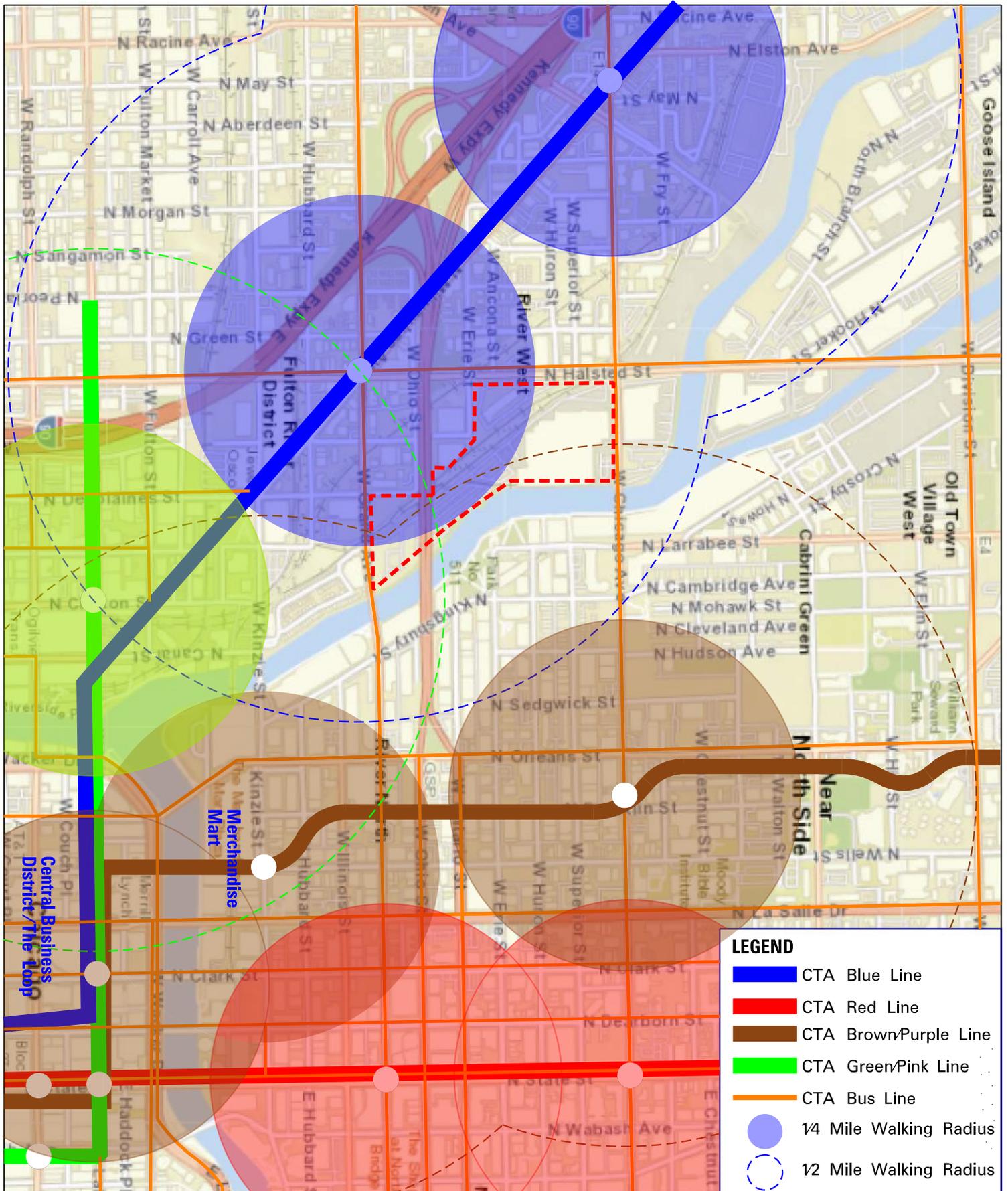
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 6 EXISTING TRAFFIC VOLUMES

EXH
3



LEGEND

- CTA Blue Line
- CTA Red Line
- CTA Brown/Purple Line
- CTA Green/Pink Line
- CTA Bus Line
- 14 Mile Walking Radius
- 12 Mile Walking Radius

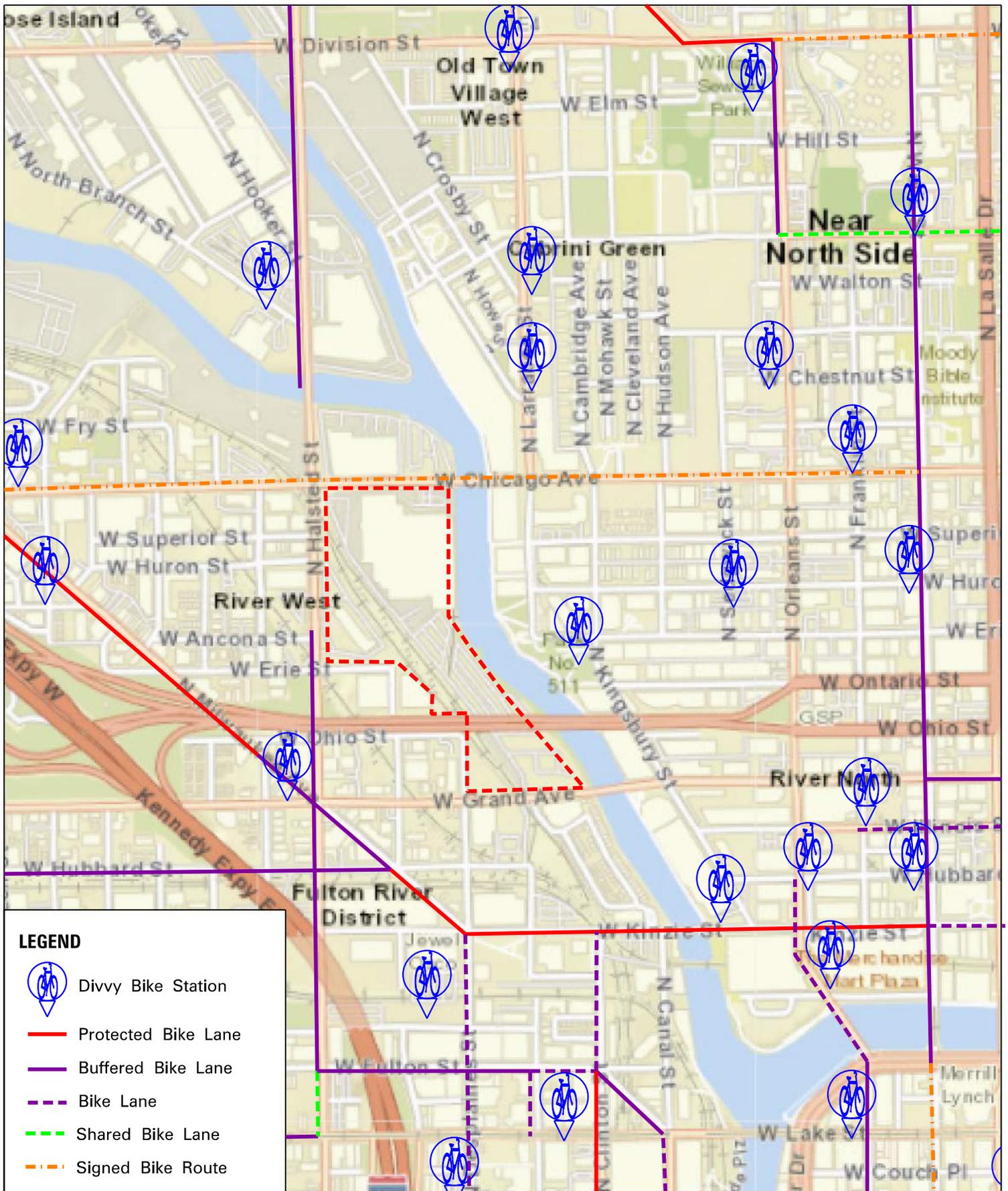
BALLY'S CHICAGO CASINO

**FIGURE 7
EXISTING TRANSIT NETWORK**

CHICAGO

ILLINOIS





LEGEND

-  Divvy Bike Station
-  Protected Bike Lane
-  Buffered Bike Lane
-  Bike Lane
-  Shared Bike Lane
-  Signed Bike Route

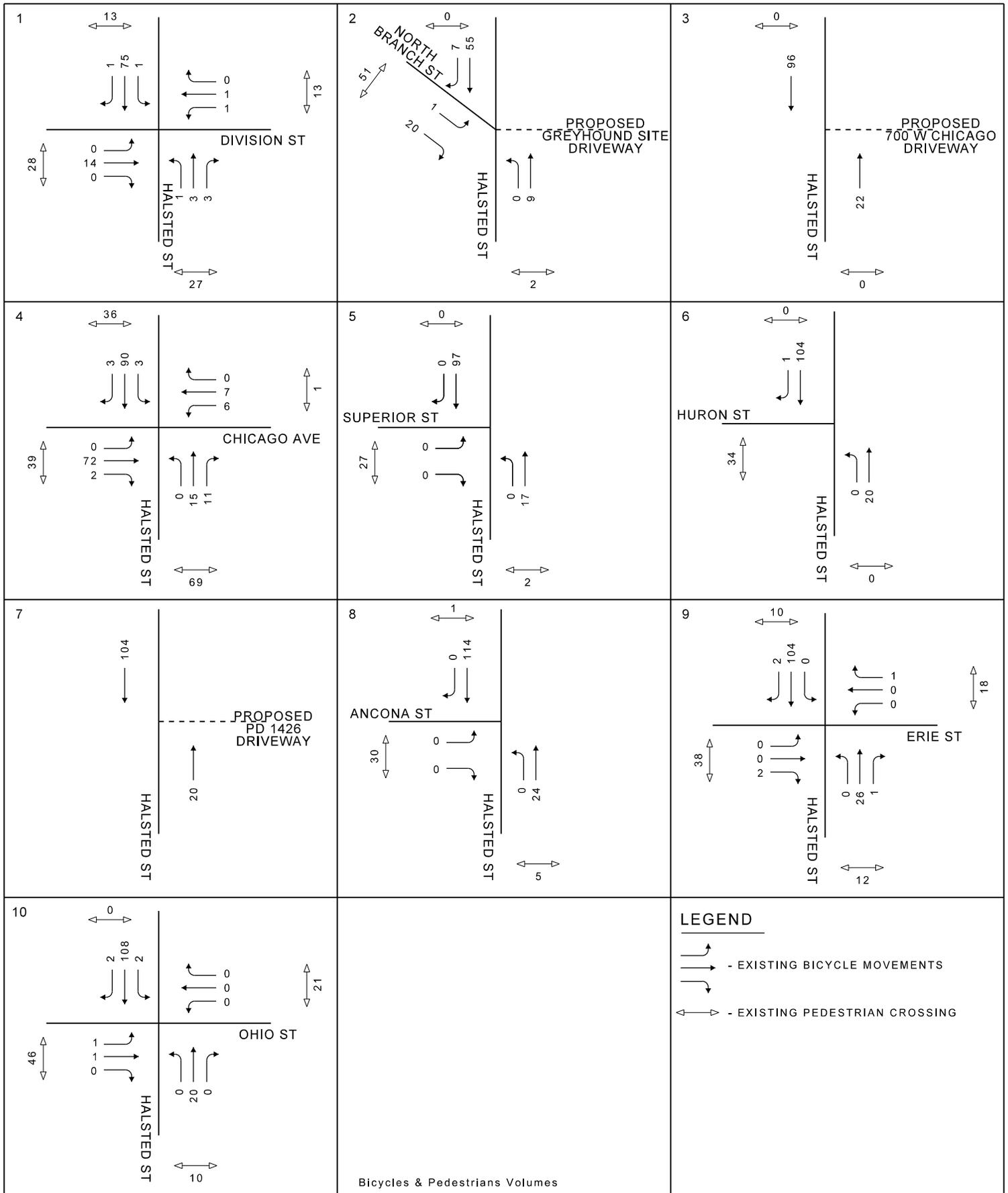
BALLY'S CHICAGO CASINO

**FIGURE 8
EXISTING BICYCLE NETWORK**

CHICAGO

ILLINOIS





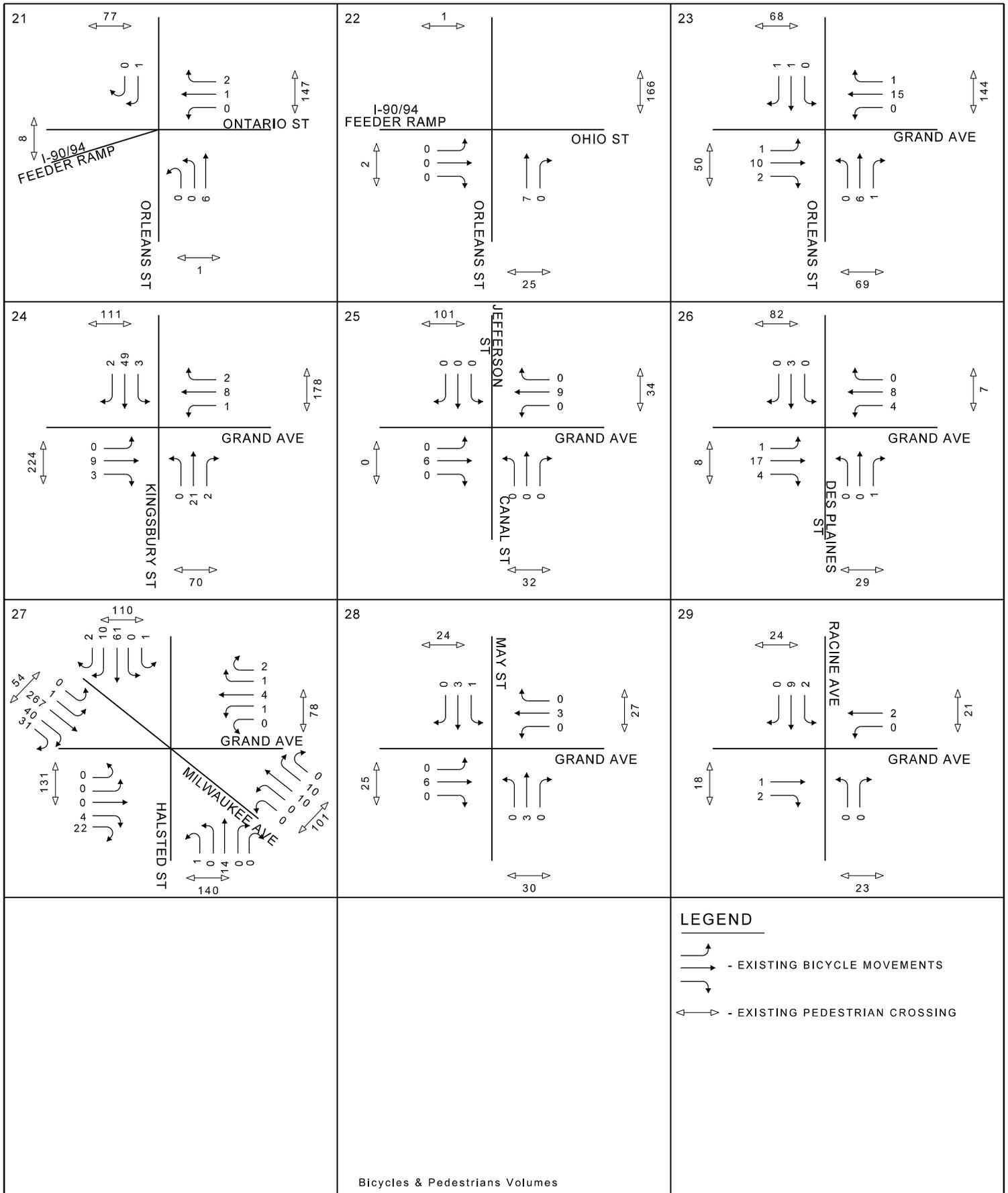
BALLY'S CHICAGO CASINO

**FIGURE 9
EXISTING BIKE & PEDESTRIANS
WEEKDAY AM PEAK HOUR**

CHICAGO

ILLINOIS





Bicycles & Pedestrians Volumes

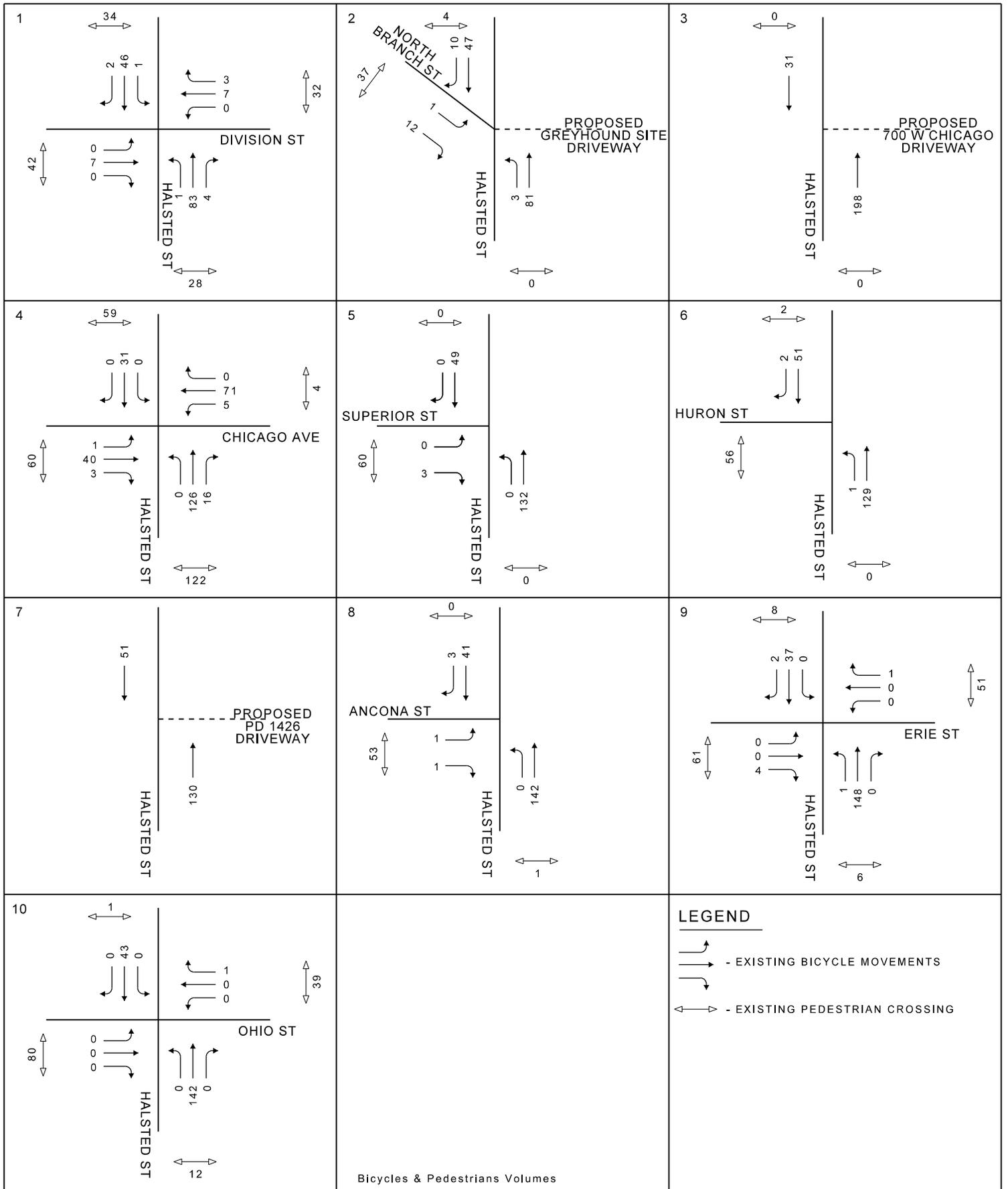
BALLY'S CHICAGO CASINO

**FIGURE 9
 EXISTING BIKE & PEDESTRIANS
 WEEKDAY AM PEAK HOUR**

CHICAGO

ILLINOIS





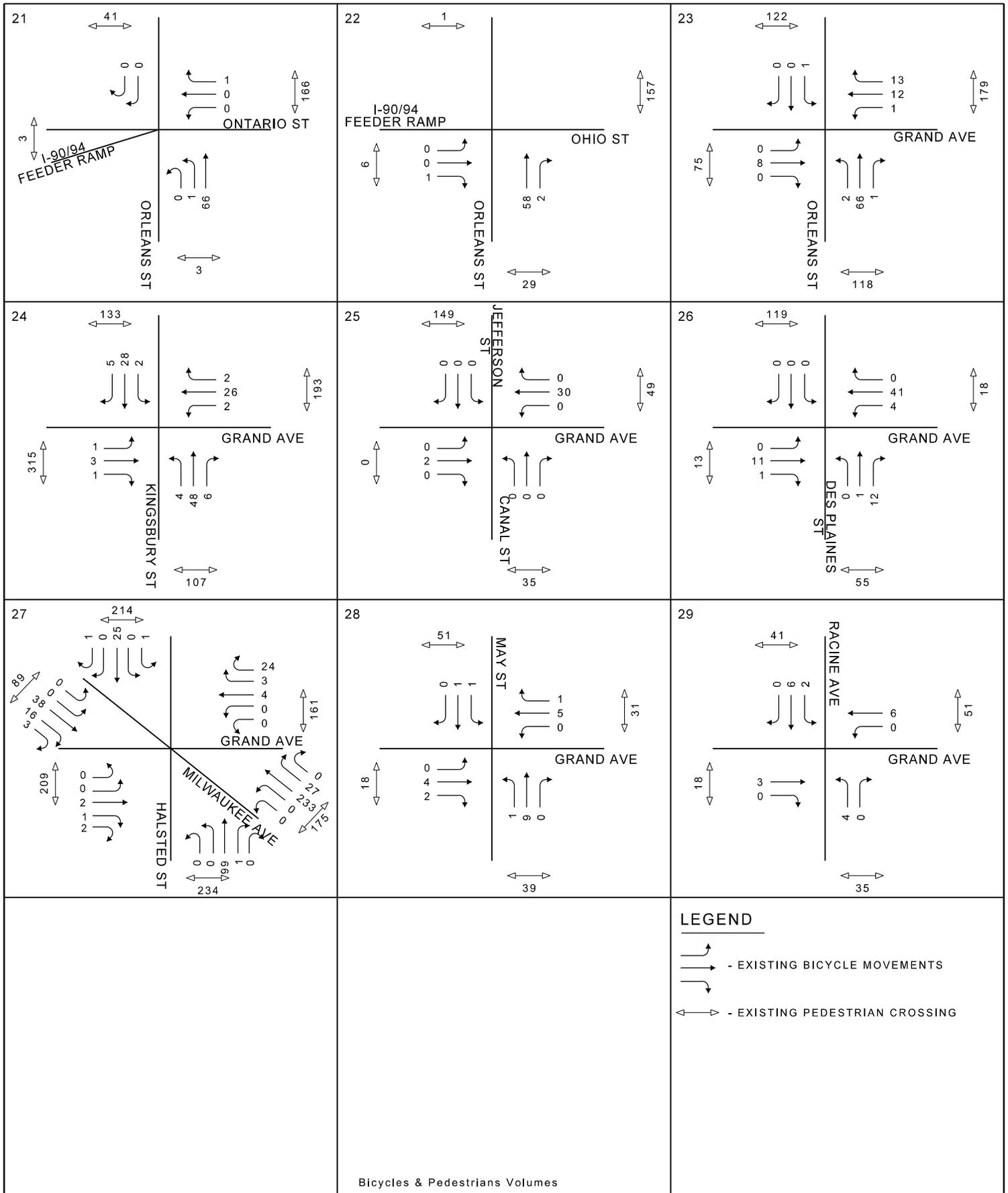
BALLY'S CHICAGO CASINO

**FIGURE 10
EXISTING BIKE & PEDESTRIANS
WEEKDAY AM PEAK HOUR**

CHICAGO

ILLINOIS





Bicycles & Pedestrians Volumes

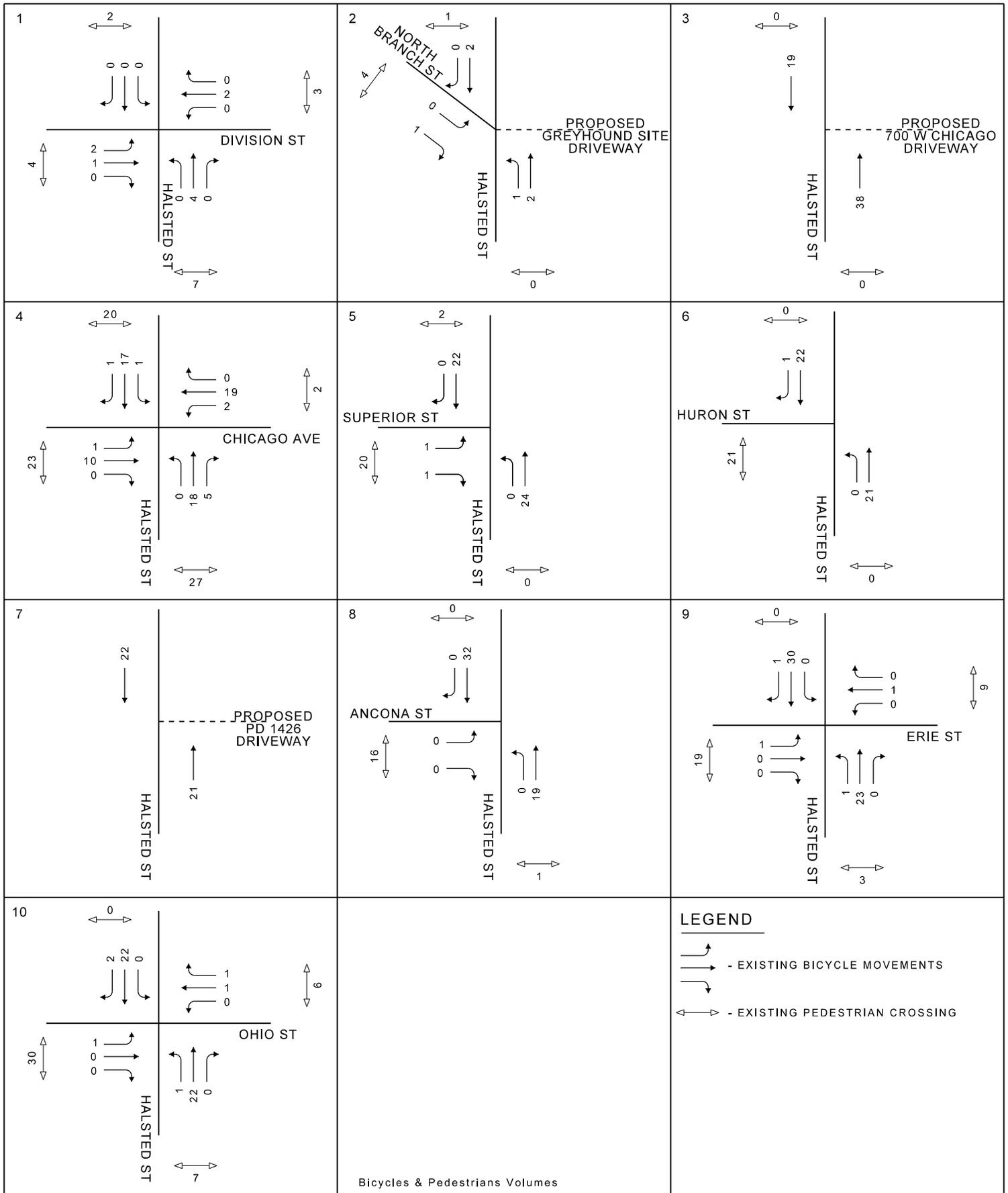
BALLY'S CHICAGO CASINO

**FIGURE 10
EXISTING BIKE & PEDESTRIANS
WEEKDAY AM PEAK HOUR**

CHICAGO

ILLINOIS





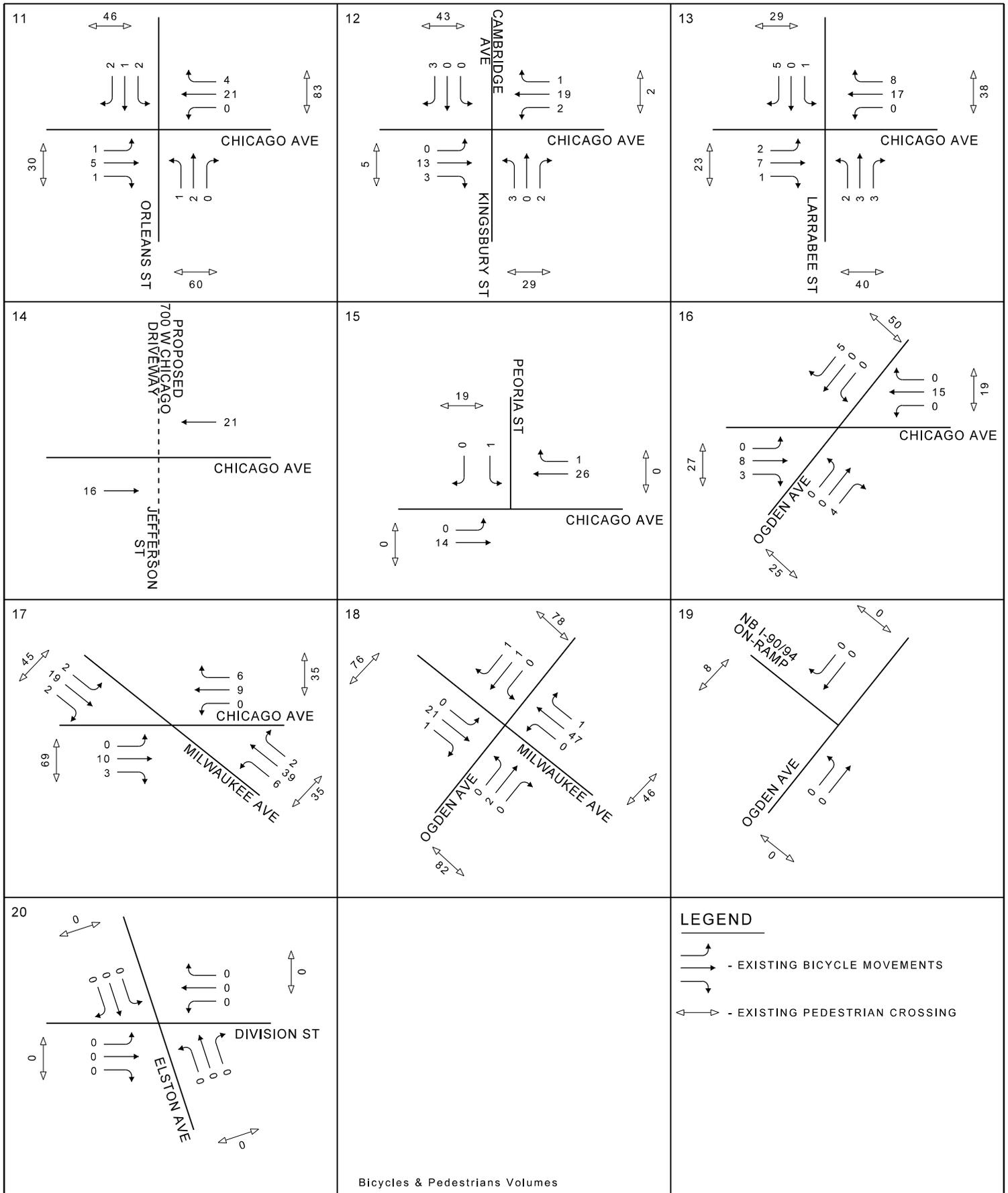
BALLY'S CHICAGO CASINO

**FIGURE 11
EXISTING BIKE & PEDESTRIANS
FRIDAY CASINO PEAK HOUR**

CHICAGO

ILLINOIS





Bicycles & Pedestrians Volumes

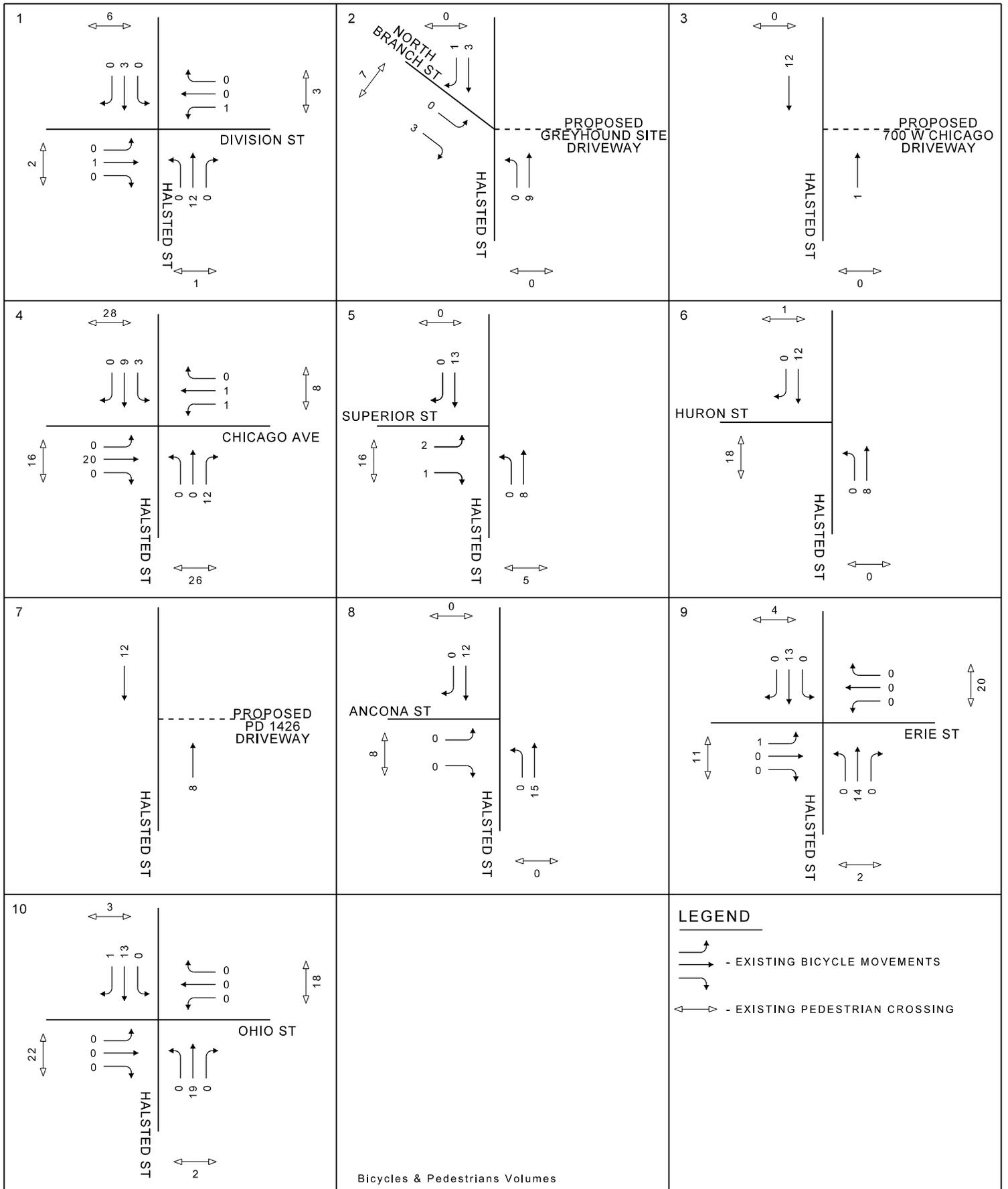
BALLY'S CHICAGO CASINO

**FIGURE 11
 EXISTING BIKE & PEDESTRIANS
 FRIDAY CASINO PEAK HOUR**

CHICAGO

ILLINOIS





Bicycles & Pedestrians Volumes

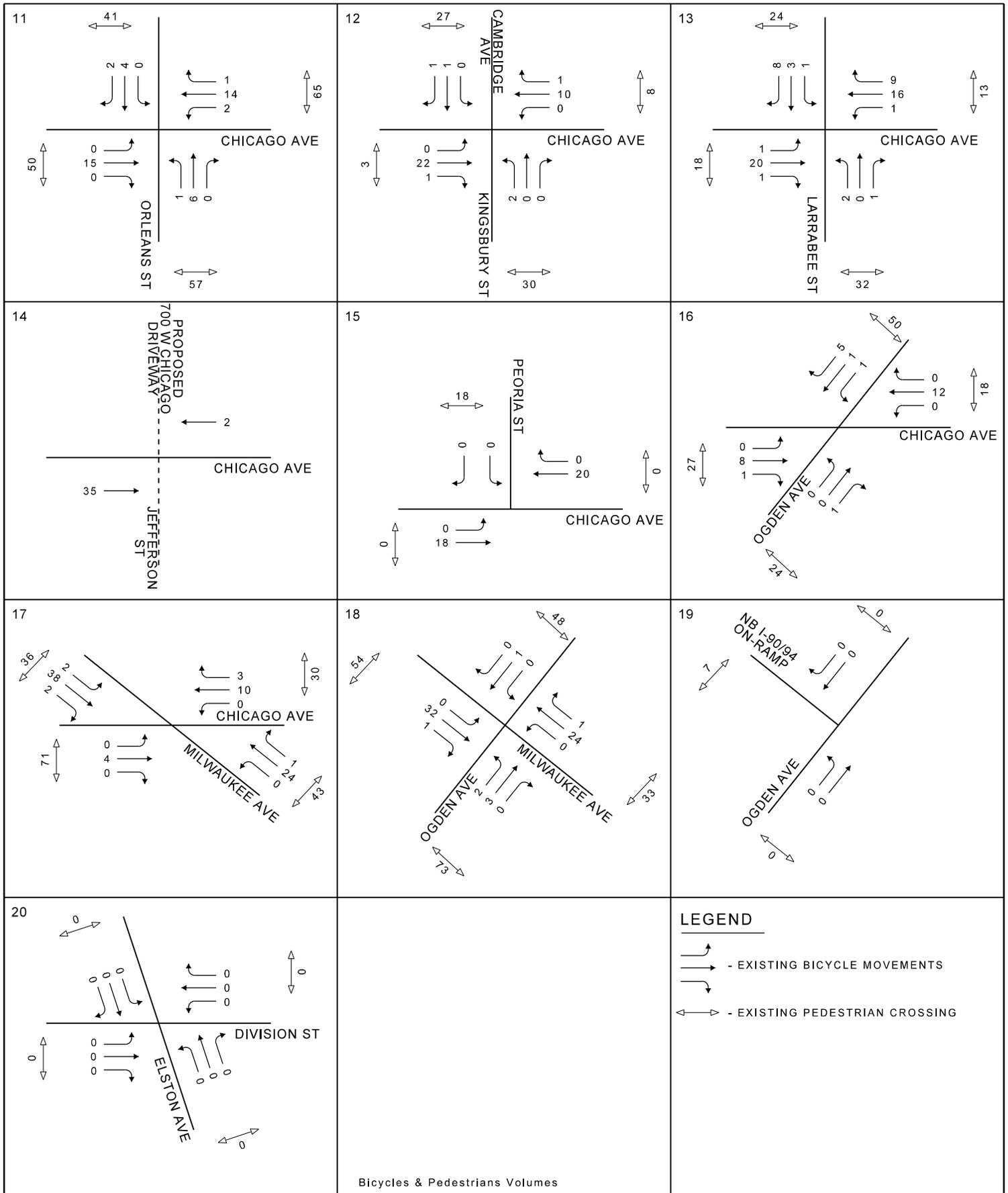
BALLY'S CHICAGO CASINO

**FIGURE 12
 EXISTING BIKE & PEDESTRIANS
 SATURDAY CASINO PEAK HOUR**

CHICAGO

ILLINOIS





Bicycles & Pedestrians Volumes

BALLY'S CHICAGO CASINO

**FIGURE 12
 EXISTING BIKE & PEDESTRIANS
 SATURDAY CASINO PEAK HOUR**

CHICAGO

ILLINOIS





III. FUTURE BACKGROUND TRAFFIC VOLUMES

Background traffic volumes are estimated for two different years, the opening of the entertainment district in 2026 and the full buildout of PD 1426 in 2032.

Future 2026 Background Traffic Volumes

Background traffic volumes were developed in coordination with the Chicago Department of Transportation (CDOT) and the Chicago Metropolitan Agency for Planning (CMAP). Background growth rates were obtained from CMAP and from other nearby traffic studies for proposed developments within the study area. In coordination with CDOT, the traffic from four nearby developments have been identified and will be included in the future background traffic scenarios:

- PD 447 – 808 North Cleveland Avenue: 216-room hotel and 8,000 square feet of retail space.
- PD 1399 – 700 West Chicago Avenue: approximately 300 residential units, 1.2 million square feet of office space, and ancillary retail.
- PD 1403 – 330/333 North Green Street: approximately 1.5 million square feet of office space and 47,000 square feet of retail space.
- PD 1522 – 901 North Halsted Street (Greyhound Site Redevelopment): 2,188 residential units, 247-room hotel, approximately 104,000 square feet of office space, 17,000 square feet supermarket space, 17,000 square feet of health/fitness club, 5,400 square feet of day care center, and 31,000 square feet of shopping center.

In total, these four developments include nearly 2,500 residential units, 463 hotel rooms, over 2.8 million square feet of office space, and 125 square feet of retail space. CDOT provided traffic studies for the four sites that included site traffic for the weekday commuter am peak hour and weekday commuter pm peak hour. The studies did not include site traffic data for the Friday casino peak hour or the Saturday casino peak hour time frames. In order to estimate the site traffic during these time frames, the following reduction factors were applied to the weekday pm peak hour site traffic volumes based on the hourly trip distribution of the various land uses:

- PD 447 – 808 North Cleveland Avenue
 - For Friday casino peak hour assumed **50 percent** of the weekday pm peak hour
 - For Saturday casino peak hour assumed **100 percent** of the weekday pm peak hour
- PD 1399 – 700 West Chicago Avenue
 - For Friday casino peak hour assumed **20 percent** of the weekday pm peak hour
 - For Saturday casino peak hour assumed **20 percent** of the weekday pm peak hour
- PD 1403 – 330/333 North Green Street
 - For Friday casino peak hour assumed **15 percent** of the weekday pm peak hour
 - For Saturday casino peak hour assumed **15 percent** of the weekday pm peak hour



- PD 1522 – 901 North Halsted Street (Greyhound Site Redevelopment):
 - For Friday casino peak hour assumed **50 percent** of the weekday pm peak hour
 - For Saturday casino peak hour assumed **50 percent** of the Saturday midday peak hour

The overall adjacent development locations are illustrated in Figure 13. The peak hour traffic volumes generated by these developments will be included in the future no project scenarios. The total peak hour traffic volumes for all four adjacent developments for the weekday am peak hour, weekday pm peak hour, Friday casino peak hour, and Saturday casino peak hour traffic volumes are illustrated in Figure 14. Excerpts from each of the adjacent developments Traffic Impact Study can be find in Appendix D.

Utilizing CMAP growth rates in addition to the traffic generated by four adjacent developments and the site traffic generated by the proposed development follows the same methodology from the approved September 2018 *River District Traffic Impact Study*. With known area development traffic volumes distributed through the study area, the project team consulted with CMAP to determine any additional background growth expected on the area roadways and intersections. CMAP has street segment growth projections based on current and projected employment and population density. Also included is street segment lane capacity, and projected area improvements. CMAP typically projects traffic volumes out to year 2050 and does not analyze growth or intersections on the micro-level, which is typical of a traffic study.

However, in a general sense, the volume projections output from the CMAP models were shown to be generated by the specific development growth from the site and the four area developments highlighted above.

CMAP numbers were adjusted to account for the River District's analysis year and segments that were found to have higher volumes with known area development (site + four area developments) were kept at this conservative, known volume level. Segments that did not experience growth in traffic volumes that were expected based on the CMAP model were adjusted to reflect the expected increase.

As a baseline, a blanket one percent ambient growth rate was applied to the entire network. This was done to ensure a conservative analysis and show nominal traffic growth on all turning movements within the network. This analysis evaluates 2026 conditions when the entertainment district is constructed and open.

Based on the analysis comparing the trips generated by the four adjacent developments and this site to the CMAP growth rates, the following roadway segments were determined to require additional growth based on the CMAP projections:

- Division Street west of Halsted Street – 0.4 percent
- Larrabee Street north of Chicago Avenue – 1.6 percent
- Larrabee Street south of Chicago Avenue – 3.1 percent



- Orleans Street north of Chicago Avenue – 3.6 percent
- Ontario Street east of Orleans Street – 4.2 percent
- Ohio Street east of Orleans Street – 1.1 percent
- Desplaines Street north of Grand Avenue – 1.9 percent
- Elston Avenue at Division Street – 1.5 percent
- Kingsbury Street south of Grand Avenue – 1.2 percent
- May Street north of Grand Avenue – 3.5 percent
- Racine Avenue south of Grand Avenue – 3.8 percent
- Ogden Avenue south of Milwaukee Avenue – 1.3 percent

The original table provided by CMAP showing projected growth rates for each segment within the study area as well as the same table modified by the project team comparing the CMAP volumes to the volume conditions that include the proposed PD 1426 development with the four other area developments are located in Appendix E.

Future 2032 Background Traffic Volumes

Similar to the 2026 Background scenario, the CMAP numbers were adjusted to account for the full build out of PD 1426 in 2032 and segments that were found to have higher volumes with known area development (site + four area developments + entertainment district) were kept at this conservative, known volume level. Segments that did not experience growth in traffic volumes that were expected based on the CMAP model were adjusted to reflect the expected increase. As previously mentioned, a one percent ambient growth was also applied to the entire network for a more conservative analysis.

Based on the analysis comparing the trips generated by the four adjacent developments, trips generated by the entertainment district, and this site to the CMAP growth rates, the following roadway segments were determined to require additional growth based on the CMAP projections:

- Division Street east of Halsted Street – 4.4 percent
- Division Street west of Halsted Street – 7.2 percent
- Larrabee Street north of Chicago Avenue – 7.5 percent
- Larrabee Street south of Chicago Avenue – 8.6 percent
- Orleans Street north of Chicago Avenue – 9.1 percent
- Ontario Street east of Orleans Street – 11.8 percent
- Ohio Street east of Orleans Street – 4.2 percent
- Elston Avenue at Division Street – 5.1 percent
- Kingsbury Street south of Grand Avenue – 4.5 percent
- May Street north of Grand Avenue – 10.3 percent
- Racine Avenue south of Grand Avenue – 10.5 percent
- Milwaukee Avenue south of Ogden Avenue – 2.0 percent



- Ogden Avenue south of Grand Avenue – 3.2 percent

The 2026 background weekday am peak hour, weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour traffic volumes are illustrated in Figure 15. The 2032 background weekday am peak hour, weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour traffic volumes are illustrated in Figure 16.

Future Non-Automotive Improvements

The City of Chicago Department of Planning and Development has been planning for proposed redevelopment within the North Branch Industrial corridor and documents proposed improvements in the North Branch Framework. A new transitway is proposed adjacent to the entertainment district redevelopment and would connect the north neighborhoods directly with Union Station and Ogilvie Transportation Center and the various local and regional transit options Downtown. The transitway would also feature a trail to provide high-quality pedestrian and bicycle opportunities. The alignment of the transitway is still being studied and has a proposed timeline of five to 20 years. While this new transitway likely would significantly reduce vehicular traffic to and from the proposed redevelopment, any traffic reductions were not included as part of this study.

As part of the entertainment district redevelopment, a Riverwalk is proposed along the east side of the development along the Chicago River that will provide enhance pedestrian and bicycle facilities. This will connect to existing and planned riverfront paths adjacent to the site.

Future No Project Intersection Geometry

The four traffic impact studies included in the background analysis proposed improvements to the transportation network to mitigate their project traffic impact. The following is a summary of the proposed improvements to the study area intersections. Appendix D includes Synchro output from these reports that illustrate the weekday am and weekday pm peak hour signal timings. The weekday pm peak hour signal timing was used for the Friday evening and Saturday evening casino peak hours.

PD 1399 – 700 West Chicago Avenue

Halsted Street and North Branch Street

- Add northbound left turn lane – This can be accomplished by striping changes within the existing pavement width, shifting the bike lane and removing some on-street parking

Halsted Street and 700 West Chicago Right In/Right Out/Left In Driveway

- One lane inbound and one lane with median placement for right turns outbound only
- Modifications to Halsted Street to provide a southbound left turn lane with removal of existing mountable median



Halsted Street and Chicago Avenue

- Add a westbound right turn lane
- Modernize traffic signal and retime with exclusive left turn arrows and right turn overlaps
- Interconnect signal to the proposed site driveway to the east (future Jefferson Street)

Chicago Avenue at Halsted Street, Larrabee Street, and Cambridge Avenue/Kingsbury Street

- Operate signals and same cycle length (recommend 90 seconds) and interconnect

Chicago Avenue, Ogden Avenue, and Milwaukee Avenue traffic signals

- Modernize traffic signals
- Increase cycle length to 110 seconds
- Add Chicago Avenue westbound protected left turn phase

PD 1522 – Greyhound Site Redevelopment

Halsted Street and Division Street

- Add dedicated southbound left turn lane with 130 feet of storage
- Provide shared northbound through/right-turn lane per IDS
- Provide eastbound left turn lane with proposed storage per IDS: 255 ft
- Provide westbound left turn lane with proposed storage per IDS: 125 ft
- Provide northbound left turn lane with proposed storage per IDS: 125 ft

Halsted Street and North Branch Street

- Reconfigured Halsted Street to provide northbound and southbound left turn lane
- Remove on-street parking to provide northbound right turn lane

Halsted Street and Chicago Avenue

- Modify cycle length to include left-turn arrows on all approaches

Additionally, CDOT has several corridor improvement projects within the study area that will be completed prior to the opening of the entertainment district. CDOT plans to reconstruct Division Street from the Kennedy Expressway to Cleveland Avenue including new bridges over the Chicago River and the North Branch Canal. This includes intersection improvements at Elston Avenue and at Halsted Street. The Intersection Design Studies (IDS) for these two intersections can be found in Appendix D.

CDOT plans to make some improvements to the Halsted Street corridor between Ancona Street and south of the North Branch Chicago River bridge by adding bike lanes in both directions and adding a bus lane in the northbound direction. The Chicago Avenue bridge over the Chicago River North Branch will be widened to provide two travel lanes in each direction and a westbound right turn lane will be added west of the bridge to Halsted Street. An exhibit illustrating all improvements along Halsted Street and Chicago Avenue provided by CDOT are included in Appendix D.



All of the roadway improvements listed above were considered for the background analysis. The proposed lane configuration from adjacent developments at the study area intersections are illustrated in Figure 17.



BALLY'S CHICAGO CASINO

**FIGURE 13
ADJACENT DEVELOPMENT
LOCATIONS**

CHICAGO

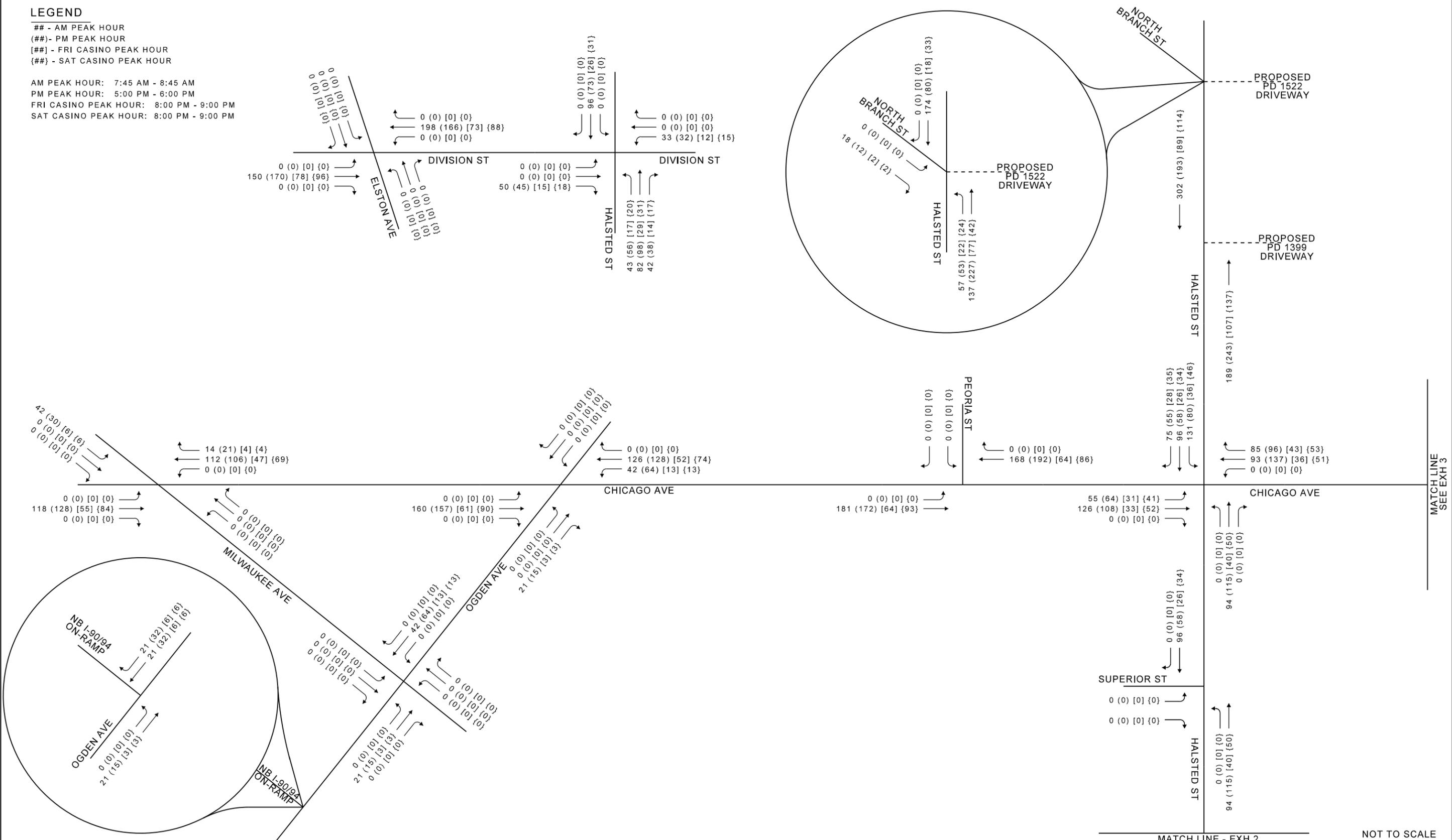
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



MATCH LINE
SEE EXH 3

MATCH LINE - EXH 2

NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

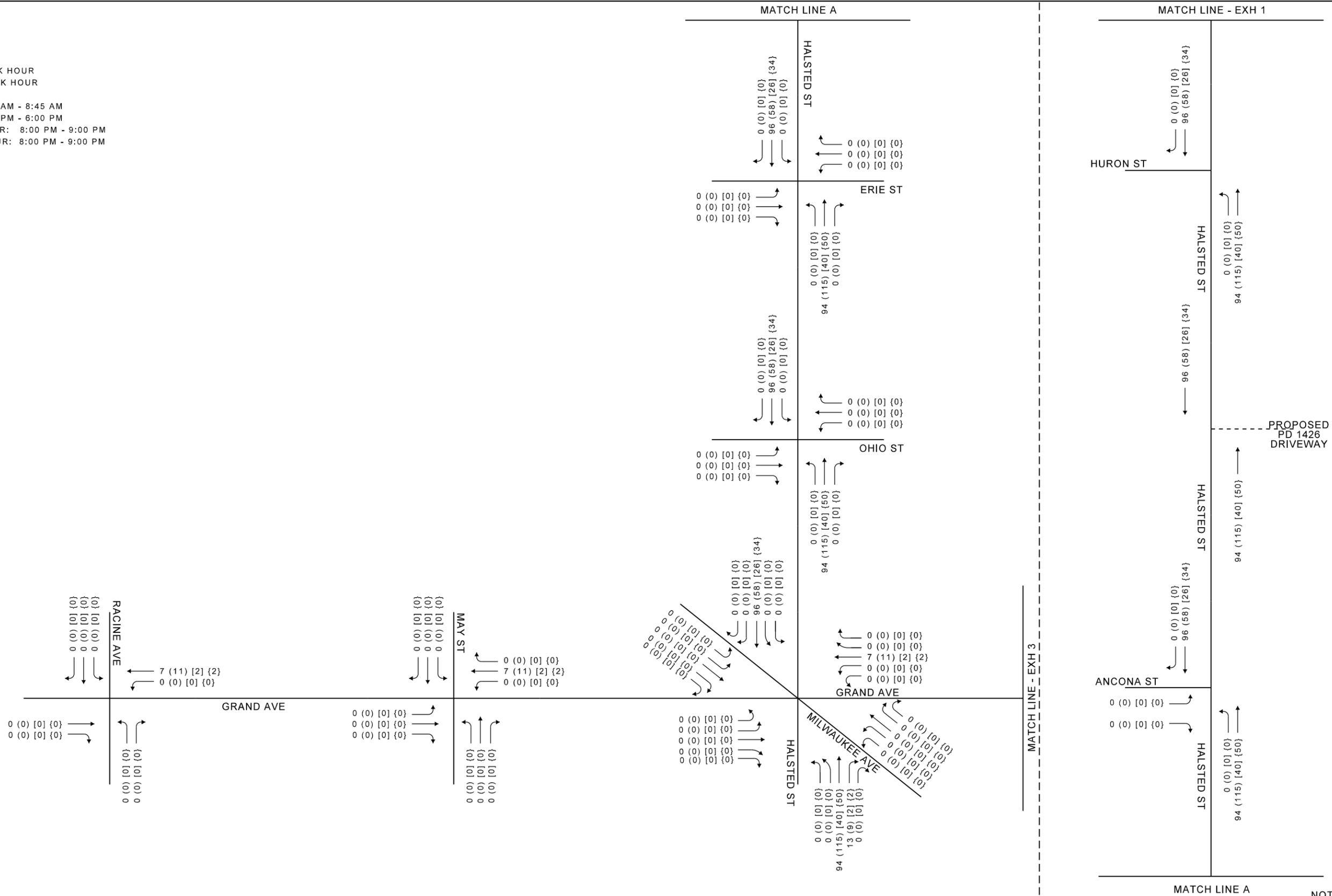
**FIGURE 14
 ADJACENT DEVELOPMENT
 TRAFFIC VOLUMES**

**EXH
 1**

LEGEND

- ## - AM PEAK HOUR
- (##) - PM PEAK HOUR
- [##] - FRI CASINO PEAK HOUR
- {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



MATCH LINE A NOT TO SCALE



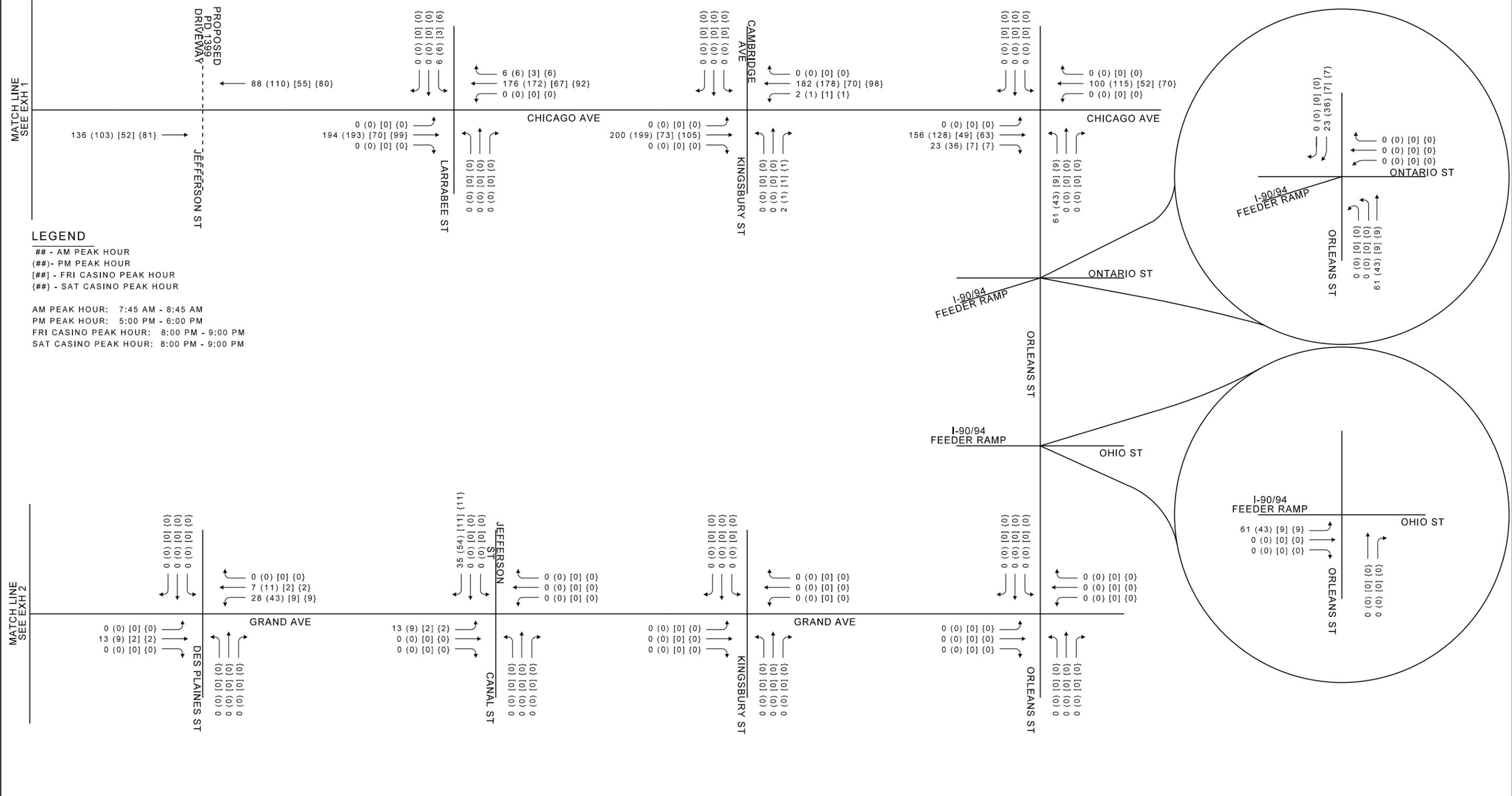
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

**FIGURE 14
 ADJACENT DEVELOPMENT
 TRAFFIC VOLUMES**

**EXH
 2**



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

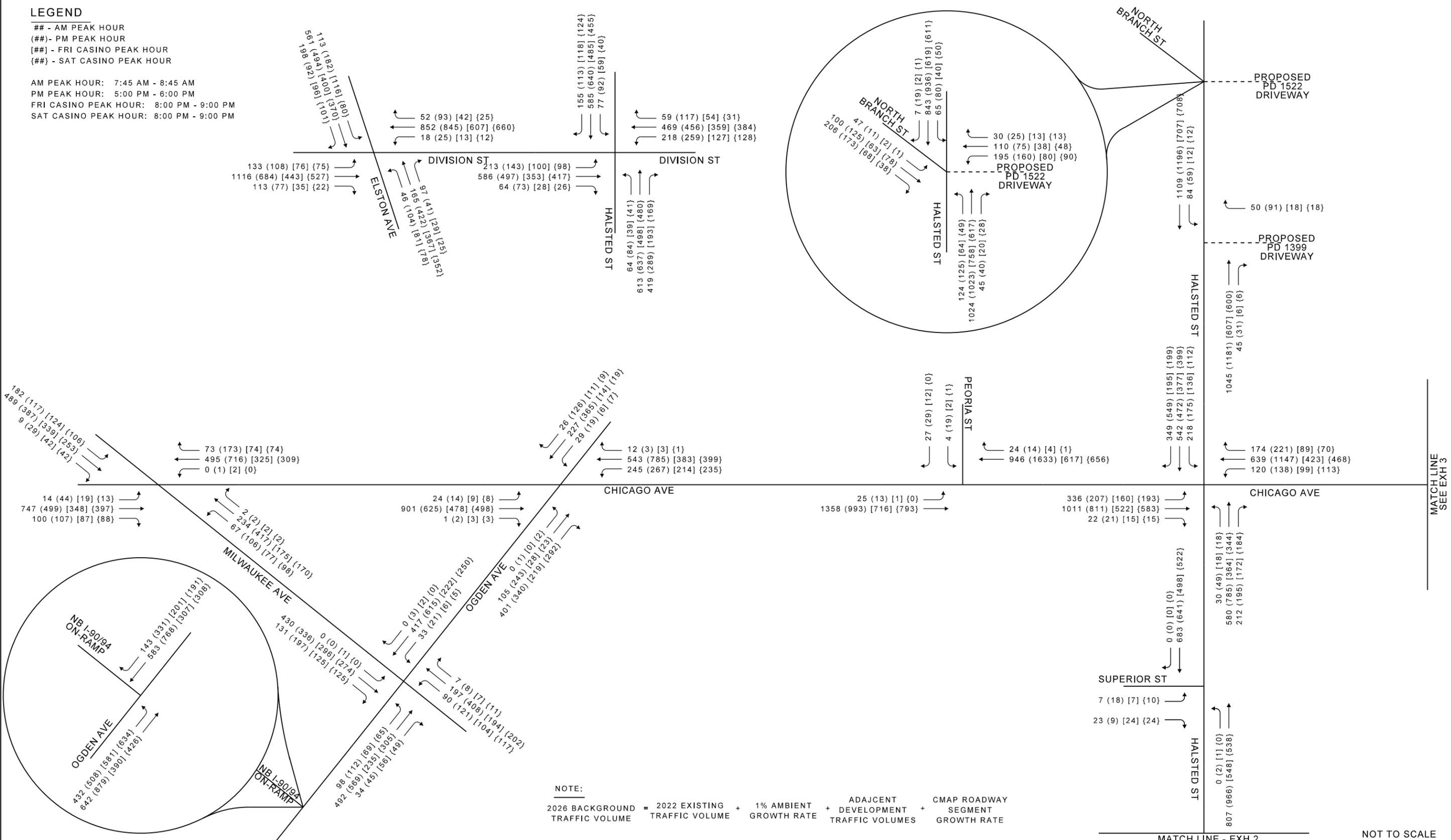
FIGURE 14 ADJACENT DEVELOPMENT TRAFFIC VOLUMES

EXH
3

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



NOTE:
 2026 BACKGROUND TRAFFIC VOLUME = 2022 EXISTING TRAFFIC VOLUME + 1% AMBIENT GROWTH RATE + ADJACENT DEVELOPMENT TRAFFIC VOLUMES + CMAP ROADWAY SEGMENT GROWTH RATE

MATCH LINE SEE EXH 3

MATCH LINE - EXH 2

NOT TO SCALE



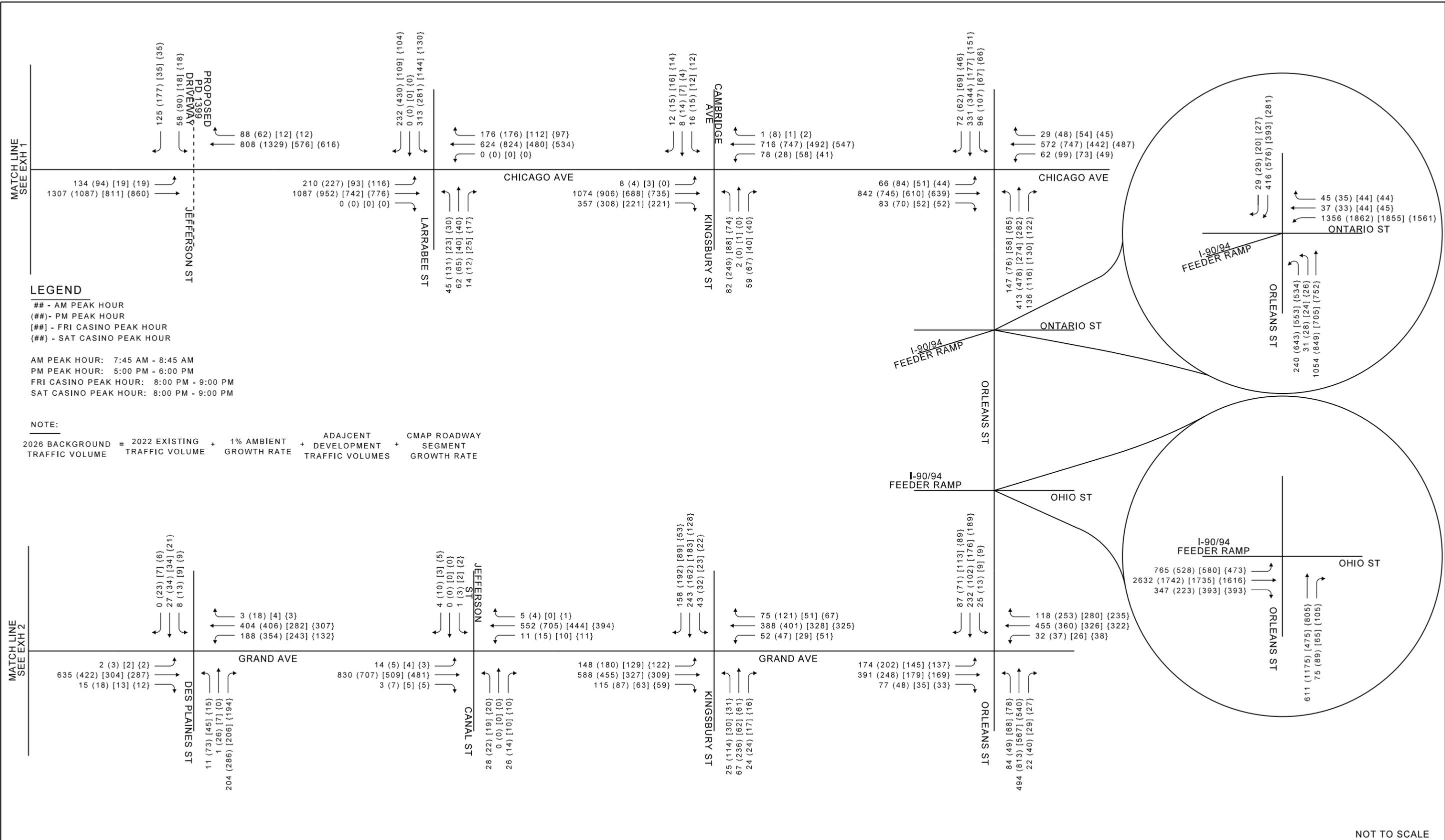
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

**FIGURE 15
 2026 BACKGROUND TRAFFIC
 ENTERTAINMENT DISTRICT**

**EXH
 1**



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

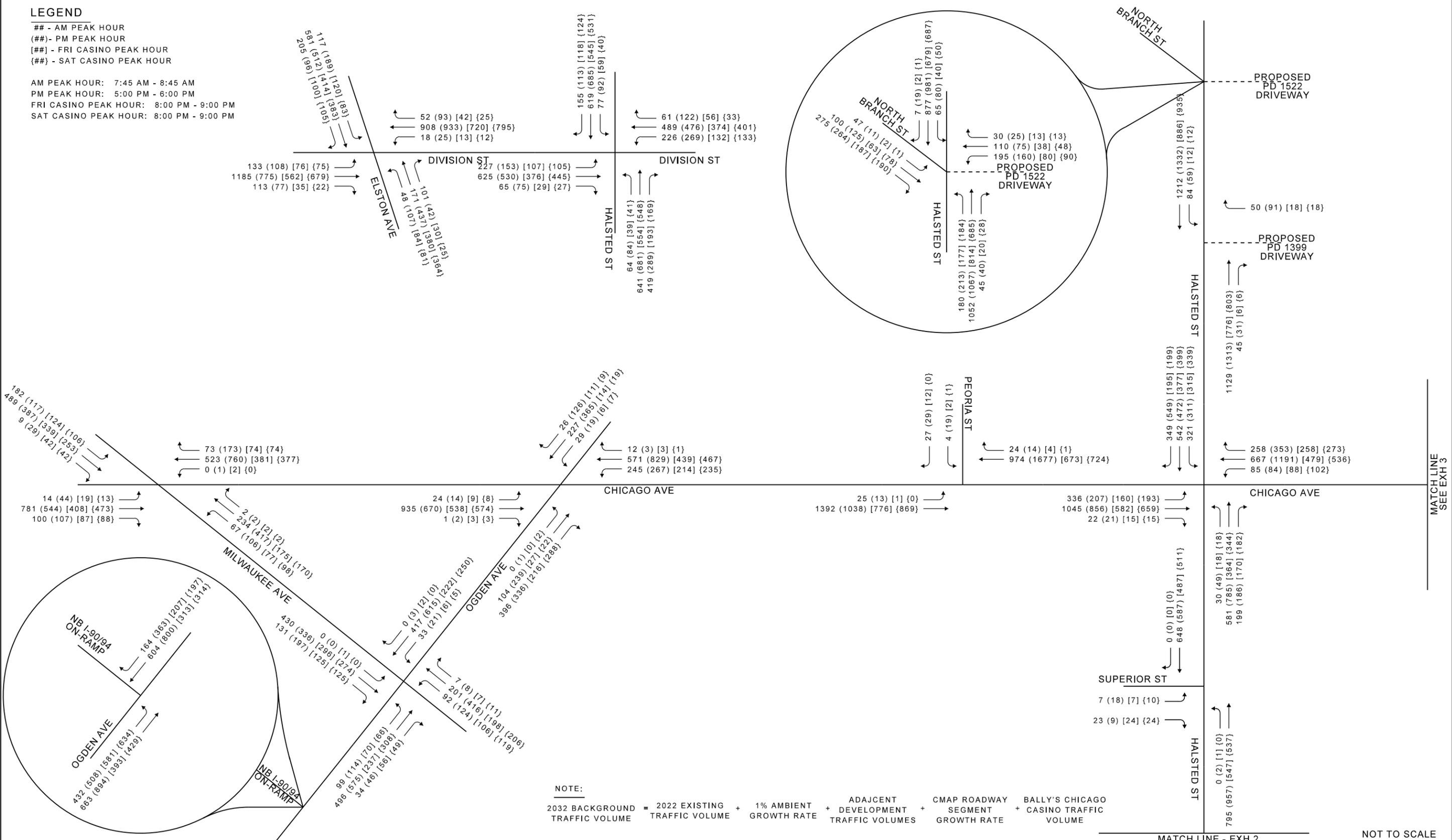
FIGURE 15 2026 BACKGROUND TRAFFIC ENTERTAINMENT DISTRICT

EXH
3

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



NOTE:
 2032 BACKGROUND TRAFFIC VOLUME = 2022 EXISTING TRAFFIC VOLUME + 1% AMBIENT GROWTH RATE + ADJACENT DEVELOPMENT TRAFFIC VOLUMES + CMAP ROADWAY SEGMENT GROWTH RATE + BALLY'S CHICAGO CASINO TRAFFIC VOLUME

MATCH LINE - EXH 2 MATCH LINE SEE EXH 3
 NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

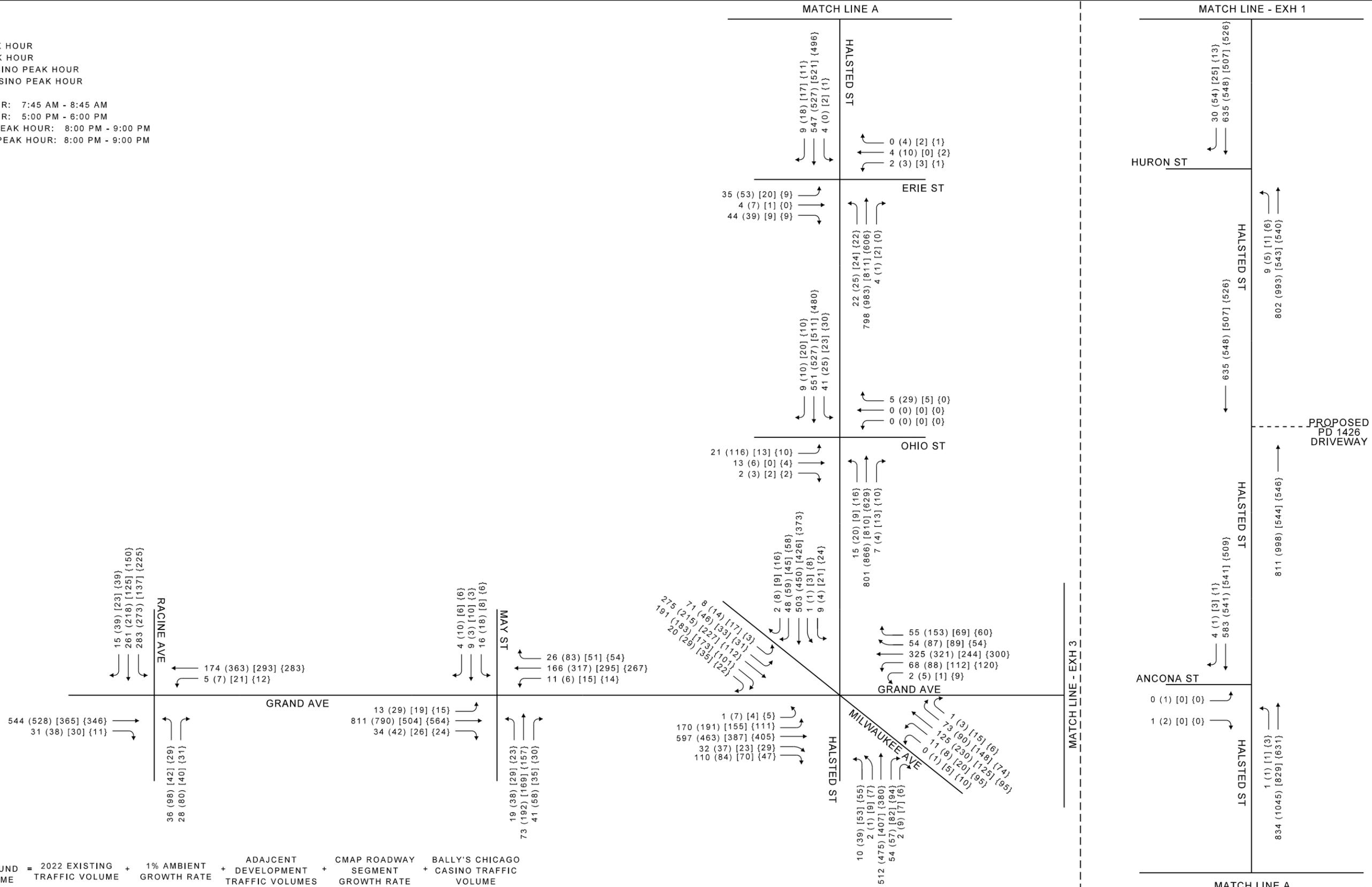
FIGURE 16
2032 BACKGROUND
PD 1426 TRAFFIC VOLUMES

EXH
1

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



BALLY'S CHICAGO CASINO

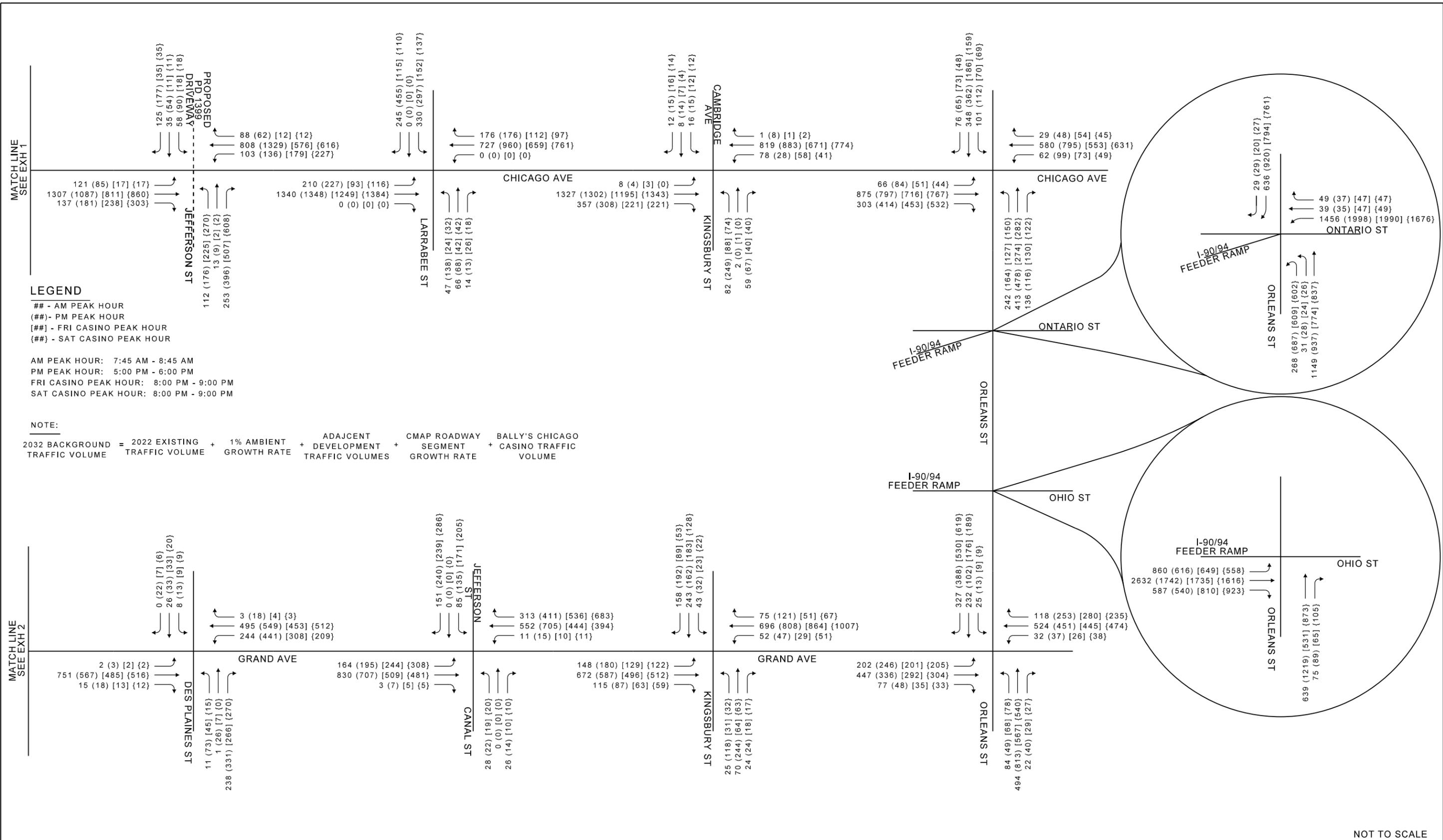
CHICAGO

ILLINOIS

**FIGURE 16
 2032 BACKGROUND
 PD 1426 TRAFFIC VOLUMES**

**EXH
 2**

MATCH LINE A NOT TO SCALE



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

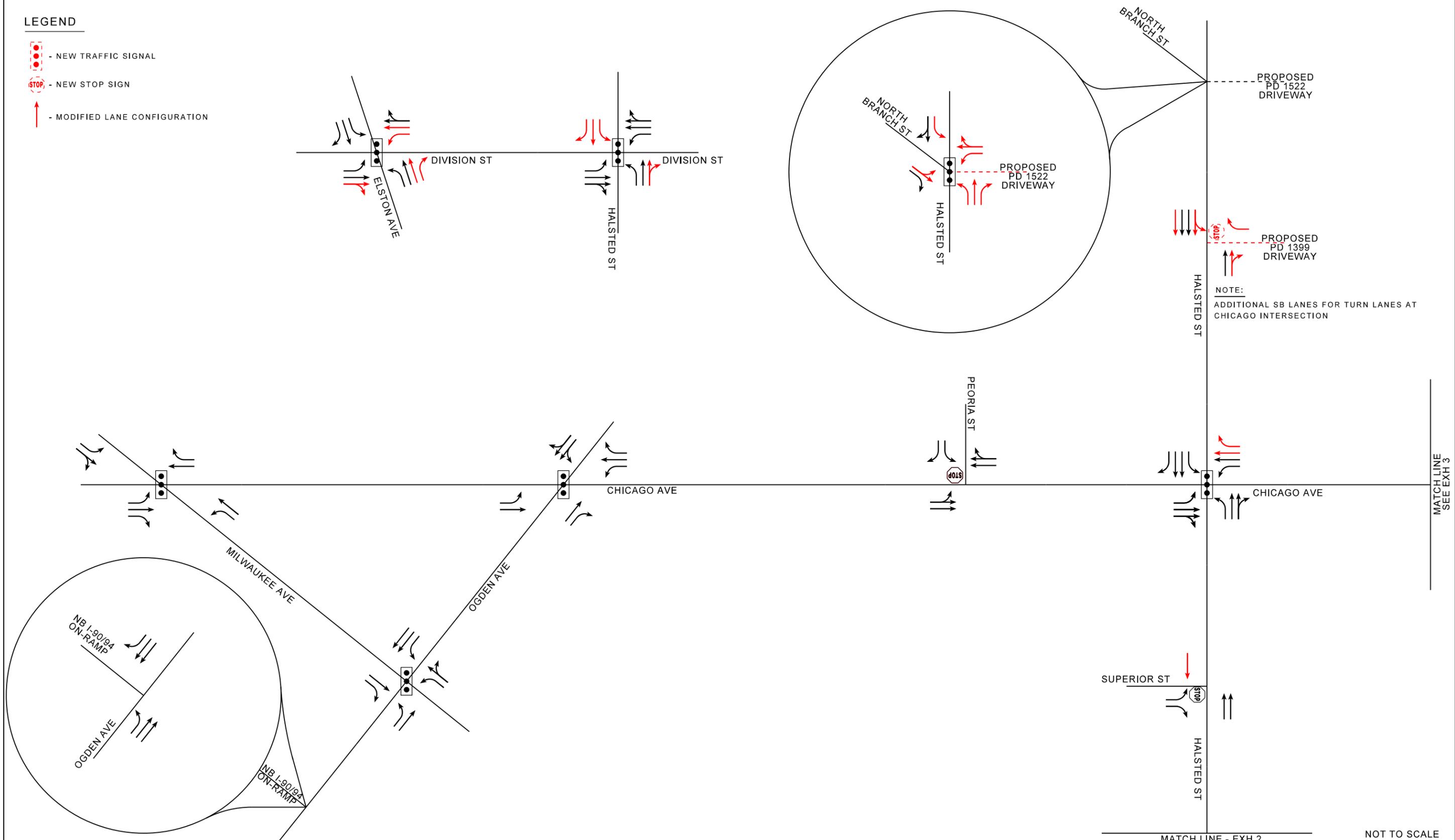
ILLINOIS

FIGURE 16 2032 BACKGROUND PD 1426 TRAFFIC VOLUMES

EXH
3

LEGEND

-  - NEW TRAFFIC SIGNAL
-  - NEW STOP SIGN
-  - MODIFIED LANE CONFIGURATION



BALLY'S CHICAGO CASINO

CHICAGO

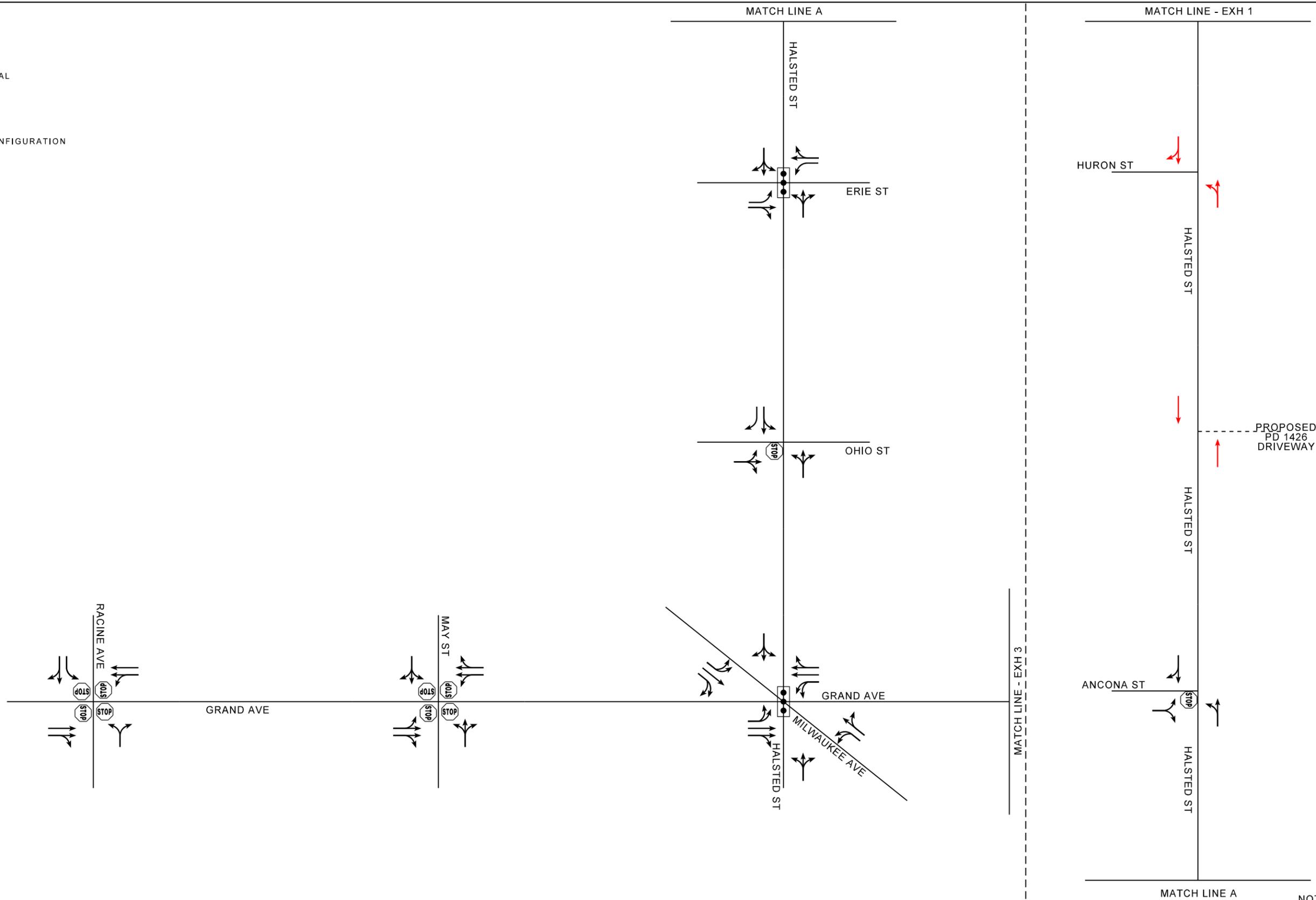
ILLINOIS

**FIGURE 17
FUTURE NO BUILD
PR IMPROVEMENTS BY OTHERS**

**EXH
1**

LEGEND

-  - NEW TRAFFIC SIGNAL
-  - NEW STOP SIGN
-  - MODIFIED LANE CONFIGURATION



NOT TO SCALE



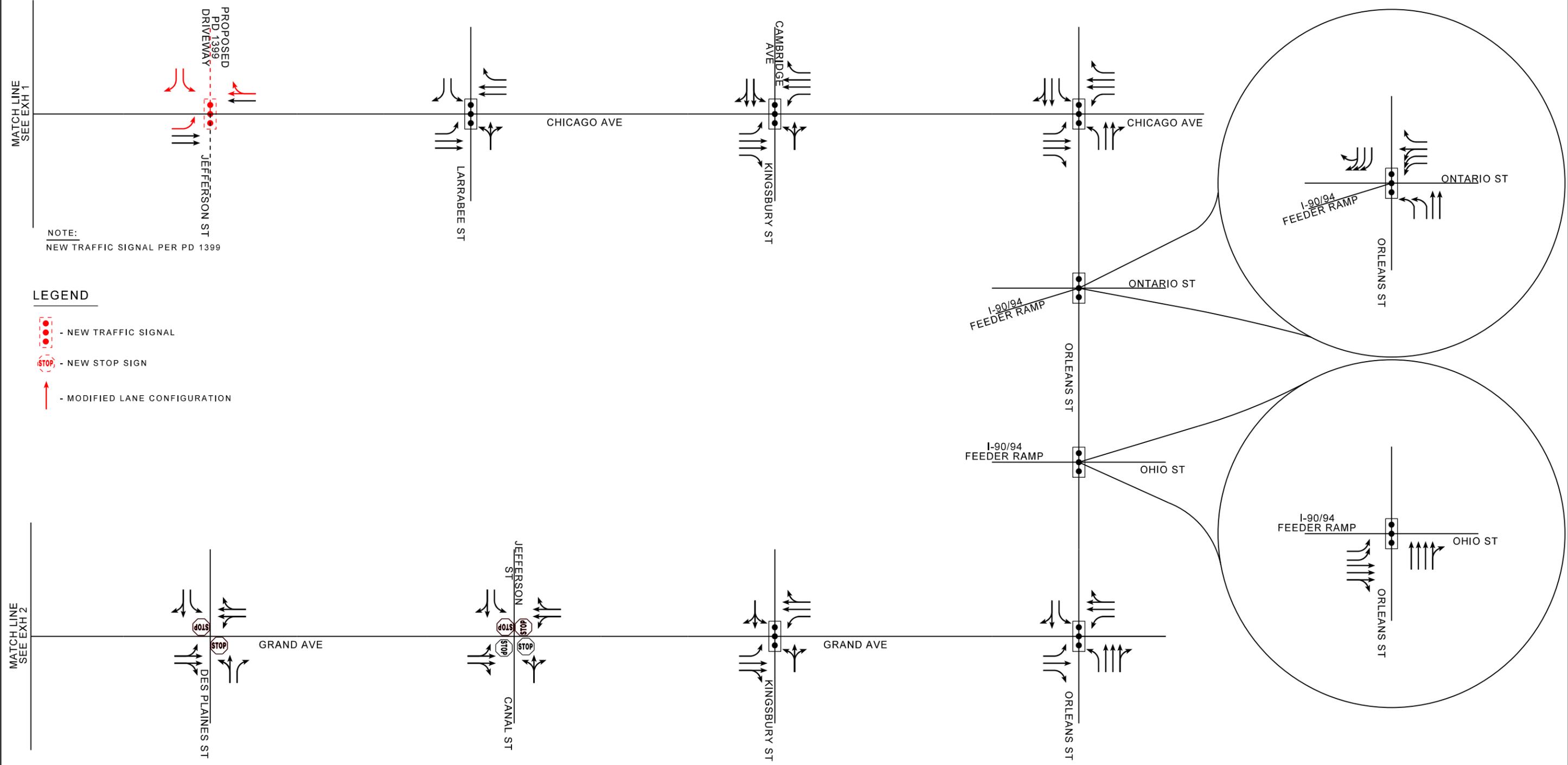
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

**FIGURE 17
FUTURE NO BUILD
PR IMPROVEMENTS BY OTHERS**

**EXH
2**



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 17 FUTURE NO BUILD PR IMPROVEMENTS BY OTHERS

EXH
3



IV. 2026 ENTERTAINMENT DISTRICT

Trip Generation – Entertainment District

The proposed entertainment district redevelopment consists of a casino with hotel, restaurants, museum, and theatre. Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The following land use category is used to determine project traffic:

Casino (ITE Land Use Code 473) - A casino is a facility that exists for the primary purpose of deriving revenue from gaming operations. The games conducted at these facilities include but are not limited to table games, electronic slot machines, video poker and lottery games, and electronic table games. All study sites are free-standing and isolated from other complementary or competitive development. Most of the casinos in the land use are physically connected to a hotel. This land use does not include facilities located on a resort-corridor facility such as the “Strip” in Las Vegas, Nevada. The reported trips generated by a casino include all trips entering and exiting the overall site. For the free-standing casino/hotels, the assumption is that the vast majority of site-generated trips are directly related to the casino.

The *Trip Generation Manual, 11th Edition* assigns trip generation estimates based on either an average rate or a fitted curve equation for each peak period and an independent variable. In this case, the number of gaming positions is the applicable variable for a casino within an entertainment district. The peak hour trip generation equations are selected for the following time periods:

- weekday, am peak hour of generator for the weekday commuter am peak hour (7 – 9 am)
- weekday, peak hour of adjacent street traffic for one hour between 4 pm and 6 pm for the weekday commuter pm peak hour (4 – 6 pm)
- weekday, pm peak hour of generator for the Friday casino peak hour (8 – 11 pm)
- Saturday, peak hour of generator for the Saturday casino peak hour (8 – 11 pm)

The number of trips generated for the entertainment district was estimated based on the ITE data and reviewed for potential reductions for non-vehicular travel such as transit, walking, and capture between the casino and nearby existing and proposed residential, office, retail and restaurants. Additionally, the number of taxi and rideshare trips was separately estimated as these trips generate entering and exiting trips for each pick up or drop off movement.

A conservative ten percent reduction was applied for non-vehicular traffic, including transit, walking, and biking for casino patrons and employees.

It is assumed that 55 percent of the trips will be personal vehicles that will drive and park in the on-site parking garage and that 15 percent of trips will drive and utilize the valet parking at the north end of the site. Additionally, it is assumed that 15 percent of trips will use rideshare and five percent will use taxis. A taxi and rideshare trip actually generates two trips, one entering the site to drop off or pick up and one



exiting the site; therefore, a redundancy rate was also added to account for the exiting trip. Typically, a redundancy reduction rate is applied to these trips assuming that the taxi or rideshare driver will also wait for or pick up another passenger leaving the site. A redundancy reduction rate of 25 percent of the taxi and rideshare trips was assumed, meaning that one in four taxi and rideshare trips will drop off a patron and wait for and pick up another passenger without leaving the entertainment district area on Chicago Avenue or Grand Avenue.

After applying the reductions and the taxi/rideshare redundancy, the total vehicular trip generation can be estimated for the four time periods. Table 5 provides a summary of the trip generation for the entertainment district.

Table 5: Entertainment District Trip Generation

LAND USE	SIZE		Weekday Commuter AM Peak			Weekday Commuter PM Peak			Friday Casino Peak			Saturday Casino Peak		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
ITE Land Use Code 473: Casino	4,000	Gaming Positions	676	511	1,187	867	834	1,701	1,149	1,061	2,210	1,474	1,256	2,730
<i>Local Area Capture Reduction (0%)</i>			0	0	0	0	0	0	0	0	0	0	0	0
<i>Non-Auto Trip Reduction (10%)</i>			-68	-51	-119	-87	-83	-170	-115	-106	-221	-147	-126	-273
<i>Subtotal Trips Generated</i>			608	460	1068	780	751	1531	1034	955	1989	1327	1130	2457
<i>Self-Drive and Park (55%)</i>			372	281	653	477	459	936	632	584	1216	811	691	1502
<i>Self-Drive and Valet (15%)</i>			101	77	178	130	125	255	172	159	332	221	188	410
<i>Taxi (5%)</i>			34	26	59	43	42	85	57	53	111	74	63	137
<i>Rideshare (15%)</i>			101	77	178	130	125	255	172	159	332	221	188	410
<i>Taxi / Rideshare Redundancy</i>			77	101	178	125	130	255	159	172	331	188	221	409
<i>Total New Vehicle Trips</i>			685	562	1,246	905	881	1,786	1,192	1,127	2,322	1,515	1,351	2,868

Trip Distribution and Assignment – Entertainment District

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems. Figure 18 illustrates the proposed roadway network for the construction of the entertainment district, which includes Jefferson Street from Grand Avenue to Chicago Avenue and Ancona Street from Halsted Street to Jefferson Street for deliveries only.

Parking will be provided by a three-level parking garage underneath the entertainment district building that will be accessed directly from Jefferson Street. An inbound ramp along northbound Jefferson Street and an outbound ramp along southbound Jefferson Street will provide direct access to the lowest parking level. A full access driveway along Jefferson Street south of Chicago Avenue will provide access to the upper level of the parking garage. A full access driveway north of the garage driveway will provide access to the port cochere for the valet operations.

The proposed development is anticipated to draw a mix of both regional and local traffic due to the types of proposed uses on the site. A market study was conducted for the proposed casino, *Casino Market Study*



by C3 Gaming, that provided local gaming flow gross revenue to the Bally's casino. Based on the results of the study, potential travel routes from these areas were then established for the final entertainment directional distribution.

Generated trips are anticipated to generally favor the southeast and northwest directions, as these directions are the most direct routes to I-90/94 and I-290. Notably, this includes the I-90/94 Feeder Ramps at Orleans Street. Although the ramps are located east of the proposed development, the ramps represent trips to and from I-90/94 west of the site. Somewhat smaller proportions of the generated trips are anticipated to occur to and from the north and east. Although these areas are densely populated, the lack of nearby connections to the regional highway system is expected to result in less demand.

The overall trip distribution, including the street network distribution and the regional distribution is summarized in Table 6.

Table 6: Entertainment District Directional Distribution

Regional Distribution	Street Network Distribution	
15% To/From the North	5%	Halsted St - North of Division St.
	10%	North Branch - West of Halsted
20% To/From the East	10%	Chicago Ave - East of Orleans St
	10%	Grand Ave - East of Orleans St
10% To/From the South	5%	Desplaines St - South of Grand Ave
	5%	Halsted St - South of Grand Ave
15% To/From the West	5%	Chicago Ave - West of Milwaukee Ave
	10%	Grand Ave - West of Halsted St
40% To/From I-90/94 Feeder Ramps	40%	I-90/94 Feeder Ramps at Orleans St

The directional distribution layout is illustrated in Figure 19 while the assignment of project site traffic for the weekday am peak hour, weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour traffic volumes is illustrated in Figure 20.

The total project trips are added to the background volume to obtain the 2026 future with project traffic volumes for the study area intersections. The 2026 future with entertainment district traffic volumes are depicted in Figure 21 for the weekday am peak hour, weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour.



Capacity Analysis – 2026 Entertainment District

Similar to the existing conditions capacity analysis, Synchro was used to evaluate the study area intersection for the 2026 No Build and 2026 future with entertainment district scenarios. The capacity analysis results at the signalized intersections are summarized in Table 7 and at the unsignalized intersections in Table 8. Proposed mitigation at intersections that are impacted are also summarized in Table 7. Supporting capacity analysis worksheets are provided in Appendices H, I, and J.

Turn Lane Queues – 2026 Entertainment District

Table 9 provides a summary of the 95th percentile queue lengths for the turning movements that provide a dedicated left or right turn lane at the signalized intersections in the study area for the 2026 Entertainment District scenarios.



Table 7: 2026 Entertainment District Capacity Analysis – Signalized Intersections

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
101	Halsted Street and Division Street	Weekday AM Commuter	2026 No Build	27.3	C	31.5	C	38.8	D	29.3	C	32.3	C	Retime Signal
			2026 w/District	28.2	C	32.0	C	41.9	D	31.3	C	34.0	C	
			2026 w/Mitigation	23.6	C	32.0	C	41.9	D	31.3	C	32.9	C	
		Weekday PM Commuter	2026 No Build	15.5	B	24.6	C	71.0	E	47.9	D	42.3	D	
			2026 w/District	15.9	B	24.6	C	78.9	E	59.1	E	48.0	D	
			2026 w/Mitigation	27.4	C	35.0	D	35.4	D	31.3	C	32.6	C	
		Friday Casino	2026 No Build	13.8	B	18.7	B	41.2	D	39.9	D	30.3	C	
			2026 w/District	13.7	B	19.7	B	42.4	D	44.9	D	32.8	C	
			2026 w/Mitigation	15.9	B	22.6	C	35.5	D	36.2	D	29.2	C	
		Saturday Casino	2026 No Build	12.7	B	18.6	B	40.8	D	37.7	D	28.6	C	
			2026 w/District	12.9	B	19.8	B	41.8	D	43.5	D	31.4	C	
			2026 w/Mitigation	13.7	B	21.7	C	37.2	D	37.7	D	29.0	C	
102	Halsted Street and North Branch	Weekday AM Commuter	2026 No Build	36.8	D	52.4	D	53.9	D	33.7	C	44.9	D	Retime Signal
			2026 w/District	39.5	D	52.4	D	61.8	E	49.9	D	53.8	D	
			2026 w/Mitigation	44.2	D	50.4	D	54.8	D	43.4	D	49.2	D	
		Weekday PM Commuter	2026 No Build	32.0	C	43.7	D	32.9	C	33.2	C	34.0	C	
			2026 w/District	35.6	D	43.7	D	43.4	D	46.9	D	43.6	D	
			2026 w/Mitigation	35.1	D	43.7	D	42.0	D	51.9	D	44.7	D	
		Friday Casino	2026 No Build	29.0	C	35.3	D	12.3	B	11.7	B	15.0	B	
			2026 w/District	18.7	B	35.3	D	12.8	B	14.6	B	15.5	B	
			2026 w/Mitigation	18.6	B	35.3	D	12.8	B	14.7	B	15.6	B	
		Saturday Casino	2026 No Build	35.9	D	35.9	D	11.6	B	12.0	B	15.7	B	
			2026 w/District	19.9	B	35.9	D	12.2	B	15.8	B	16.2	B	
			2026 w/Mitigation	20.7	C	35.9	D	12.2	B	16.5	B	16.5	B	
104	Halsted Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	23.4	C	27.3	C	67.1	E	27.5	C	33.8	C	Retime Signal
			2026 w/District	37.6	D	22.2	C	69.0	E	54.8	D	44.6	D	
			2026 w/Mitigation	45.8	D	37.7	D	52.7	D	30.3	C	41.0	D	
		Weekday PM Commuter	2026 No Build	20.0	C	25.1	C	139.9	F	38.8	D	52.2	D	
			2026 w/District	19.3	B	22.4	C	135.2	F	91.7	F	62.7	E	
			2026 w/Mitigation	34.8	C	53.6	D	61.2	E	35.1	D	46.3	D	
		Friday Casino	2026 No Build	7.5	A	14.9	B	36.3	D	22.7	C	19.7	B	
			2026 w/District	7.8	A	11.9	B	36.7	D	67.5	E	31.7	C	
			2026 w/Mitigation	21.3	C	18.2	B	39.6	D	30.8	C	26.6	C	
		Saturday Casino	2026 No Build	10.3	B	16.3	B	35.7	D	22.5	C	20.1	C	
			2026 w/District	11.0	B	16.3	B	36.2	D	99.1	F	42.0	D	
			2026 w/Mitigation	28.2	C	22.9	C	34.7	C	28.3	C	27.8	C	
108	Halsted Street and Erie Street	Weekday AM Commuter	2026 No Build	19.5	B	29.2	C	16.2	B	10.1	B	14.1	B	
			2026 w/District	19.5	B	29.2	C	15.7	B	9.7	A	13.7	B	
			2026 w/Mitigation	19.5	B	29.2	C	15.7	B	9.7	A	13.7	B	
		Weekday PM Commuter	2026 No Build	22.7	C	25.5	C	25.5	C	9.9	A	20.0	C	
			2026 w/District	22.7	C	25.5	C	24.4	C	9.3	A	19.4	B	
			2026 w/Mitigation	22.7	C	25.5	C	24.4	C	9.3	A	19.4	B	
		Friday Casino	2026 No Build	25.4	C	17.4	B	15.9	B	9.5	A	13.6	B	
			2026 w/District	25.4	C	17.4	B	15.9	B	9.3	A	13.6	B	
			2026 w/Mitigation	25.4	C	17.4	B	15.9	B	9.3	A	13.6	B	
		Saturday Casino	2026 No Build	14.8	B	26.8	C	10.7	B	9.0	A	10.1	B	
			2026 w/District	14.8	B	26.8	C	10.6	B	8.9	A	10.0	B	
			2026 w/Mitigation	14.8	B	26.8	C	10.6	B	8.9	A	10.0	B	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
201	Orleans Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	43.6	D	27.3	C	8.6	A	20.9	C	27.3	C	
			2026 w/District	45.4	D	27.5	C	14.8	B	20.9	C	30.3	C	
			2026 w/Mitigation	45.4	D	27.5	C	26.7	C	20.9	C	33.2	C	
		Weekday PM Commuter	2026 No Build	35.3	D	36.9	D	38.2	D	21.0	C	34.0	C	
			2026 w/District	41.9	D	41.1	D	37.3	D	22.3	C	37.8	D	
			2026 w/Mitigation	41.9	D	41.1	D	23.0	C	22.3	C	34.7	C	
		Friday Casino	2026 No Build	28.3	C	23.4	C	17.4	B	14.1	B	22.3	C	
			2026 w/District	27.5	C	23.6	C	18.7	B	15.0	B	23.4	C	
			2026 w/Mitigation	27.5	C	23.6	C	15.9	B	15.0	B	22.9	C	
		Saturday Casino	2026 No Build	30.4	C	25.7	C	18.4	B	14.8	B	24.3	C	
			2026 w/District	38.6	D	28.2	C	20.4	C	15.1	B	30.4	C	
			2026 w/Mitigation	38.6	D	28.2	C	16.2	B	15.1	B	29.6	C	
202	Kingsbury Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	7.4	A	4.4	A	42.2	D	26.7	C	8.8	A	
			2026 w/District	10.4	B	4.7	A	42.2	D	26.7	C	10.4	B	
			2026 w/Mitigation	12.7	B	4.7	A	42.2	D	26.7	C	11.8	B	
		Weekday PM Commuter	2026 No Build	7.8	A	11.1	B	51.0	D	20.2	C	14.6	B	
			2026 w/District	13.1	B	8.7	A	51.1	D	20.2	C	16.0	B	
			2026 w/Mitigation	15.7	B	8.6	A	50.9	D	20.2	C	17.4	B	
		Friday Casino	2026 No Build	3.0	A	3.6	A	43.8	D	23.3	C	6.9	A	
			2026 w/District	5.4	A	4.0	A	43.8	D	23.3	C	7.3	A	
			2026 w/Mitigation	5.2	A	4.0	A	43.8	D	23.3	C	7.2	A	
		Saturday Casino	2026 No Build	2.9	A	3.4	A	32.9	C	25.1	C	5.5	A	
			2026 w/District	6.1	A	3.9	A	32.9	C	25.1	C	6.8	A	
			2026 w/Mitigation	6.0	A	3.9	A	32.9	C	25.1	C	6.8	A	
203	Larrabee Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	37.4	D	29.4	C	48.1	D	36.9	D	35.4	D	Retime Signal
			2026 w/District	61.6	E	32.1	C	48.1	D	36.9	D	48.2	D	
			2026 w/Mitigation	28.0	C	28.1	C	53.7	D	32.4	C	29.8	C	
		Weekday PM Commuter	2026 No Build	54.4	D	33.3	C	56.1	E	48.1	D	46.3	D	
			2026 w/District	78.3	E	49.9	D	56.1	E	48.3	D	62.3	E	
			2026 w/Mitigation	30.5	C	40.6	D	54.9	D	35.2	D	36.0	D	
		Friday Casino	2026 No Build	12.9	B	17.0	B	42.1	D	33.5	C	18.7	B	
			2026 w/District	17.2	B	17.6	B	42.1	D	33.5	C	19.9	B	
			2026 w/Mitigation	18.0	B	18.3	B	42.3	D	33.7	C	20.6	C	
		Saturday Casino	2026 No Build	13.7	B	18.2	B	45.6	D	32.7	C	19.1	B	
			2026 w/District	21.5	C	20.4	C	45.6	D	32.7	C	22.9	C	
			2026 w/Mitigation	21.8	C	20.6	C	45.5	D	32.9	C	23.1	C	
204	Chicago Avenue & Jefferson Street	Weekday AM Commuter	2026 No Build	3.8	A	10.1	B	-	-	20.2	C	7.2	A	Install Traffic Signal
			2026 w/District	48.7	D	21.2	C	19.2	B	16.0	B	34.2	C	
			2026 w/Mitigation	20.2	C	15.1	B	19.2	B	16.0	C	18.2	B	
		Weekday PM Commuter	2026 No Build	5.1	A	14.1	B	-	-	25.3	C	11.4	B	
			2026 w/District	20.9	C	26.5	C	42.8	D	22.2	C	26.6	C	
			2026 w/Mitigation	22.5	C	26.5	C	42.8	D	22.2	C	27.2	C	
		Friday Casino	2026 No Build	4.5	A	6.6	A	-	-	22.2	C	6.0	A	
			2026 w/District	32.3	C	22.3	C	20.5	C	18.3	B	25.8	C	
			2026 w/Mitigation	28.6	C	22.3	C	20.5	C	18.3	B	24.3	C	
		Saturday Casino	2026 No Build	1.5	A	6.8	A	-	-	22.2	C	4.3	A	
			2026 w/District	29.8	C	23.2	C	40.0	D	20.2	C	30.7	C	
			2026 w/Mitigation	27.5	C	23.2	C	40.0	D	20.2	B	29.8	C	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
206	Ogden Avenue and Chicago Avenue	Weekday AM Commuter	2026 No Build	128.7	F	42.2	D	11.6	B	26.4	C	66.2	E	Modernize Traffic Signal and Retime
			2026 w/District	149.2	F	41.4	D	11.6	B	26.4	C	74.1	E	
			2026 w/Mitigation	72.0	E	50.0	D	54.3	D	39.1	D	57.8	E	
		Weekday PM Commuter	2026 No Build	88.1	F	80.9	F	16.2	B	28.4	C	59.4	E	
			2026 w/District	91.2	F	89.8	F	16.3	B	28.4	C	64.3	E	
			2026 w/Mitigation	31.1	C	79.7	E	12.8	B	34.6	C	46.6	D	
		Friday Casino	2026 No Build	53.0	D	16.2	B	6.1	A	18.3	B	27.6	C	
			2026 w/District	82.6	F	21.2	C	6.2	A	18.3	B	41.4	D	
			2026 w/Mitigation	20.6	C	42.6	D	12.4	B	19.6	B	28.9	C	
		Saturday Casino	2026 No Build	81.7	F	19.9	B	8.1	A	19.8	B	37.4	D	
			2026 w/District	88.0	F	27.5	C	8.3	A	19.8	B	45.2	D	
			2026 w/Mitigation	19.0	B	24.8	C	32.7	C	28.6	C	24.3	C	
207	Milwaukee Avenue and Chicago Avenue	Weekday AM Commuter	2026 No Build	135.1	F	4.2	A	17.9	B	179.6	F	102.1	F	Modernize Traffic Signal and Retime
			2026 w/District	155.6	F	4.3	A	17.7	B	179.5	F	110.3	F	
			2026 w/Mitigation	86.5	F	22.3	C	17.4	B	52.0	D	53.1	D	
		Weekday PM Commuter	2026 No Build	84.0	F	57.4	E	16.2	B	46.2	D	53.4	D	
			2026 w/District	61.0	E	48.8	D	31.8	C	56.4	E	50.2	D	
			2026 w/Mitigation	35.4	D	73.1	E	37.5	D	27.0	C	47.3	D	
		Friday Casino	2026 No Build	31.3	C	6.7	A	16.2	B	29.3	C	22.2	C	
			2026 w/District	36.9	D	7.8	A	13.8	B	25.0	C	22.3	C	
			2026 w/Mitigation	48.1	D	9.1	A	19.0	B	27.4	C	27.4	C	
		Saturday Casino	2026 No Build	35.0	D	5.2	A	14.7	B	34.7	C	24.0	C	
			2026 w/District	44.5	D	7.7	A	13.7	B	42.8	D	29.4	C	
			2026 w/Mitigation	45.8	D	10.4	B	32.7	C	28.6	C	30.2	C	
208	Ogden Avenue and Milwaukee Avenue	Weekday AM Commuter	2026 No Build	67.4	E	32.7	C	27.0	C	11.3	B	36.0	D	Modernize Traffic Signal and Retime
			2026 w/District	67.2	E	33.3	C	27.0	C	11.3	B	36.0	D	
			2026 w/Mitigation	5.9	A	14.4	B	37.3	D	43.2	D	26.1	C	
		Weekday PM Commuter	2026 No Build	18.3	B	40.9	D	27.2	C	18.8	B	26.1	C	
			2026 w/District	46.3	D	39.4	D	31.5	C	21.0	C	33.7	C	
			2026 w/Mitigation	18.0	B	11.0	B	47.4	D	45.0	D	32.3	C	
		Friday Casino	2026 No Build	28.4	C	31.7	C	20.7	C	13.2	B	24.4	C	
			2026 w/District	30.3	C	30.7	C	22.1	C	10.4	B	24.7	C	
			2026 w/Mitigation	8.4	A	9.6	A	45.1	D	30.3	C	22.5	C	
		Saturday Casino	2026 No Build	38.1	D	30.4	C	22.4	C	11.5	B	26.8	C	
			2026 w/District	41.0	D	29.5	C	23.8	C	11.9	B	27.9	C	
			2026 w/Mitigation	9.2	A	10.3	B	47.4	D	47.7	D	27.9	C	
210	Elston Avenue and Division Street	Weekday AM Commuter	2026 No Build	26.5	C	20.8	C	23.4	C	47.0	D	29.9	C	
			2026 w/District	28.4	C	22.8	C	23.4	C	47.0	D	31.0	C	
			2026 w/Mitigation	28.4	C	23.8	C	23.4	C	47.0	D	31.2	C	
		Weekday PM Commuter	2026 No Build	20.5	C	19.1	B	48.7	D	42.6	D	30.5	C	
			2026 w/District	21.7	C	21.2	C	48.7	D	42.6	D	30.9	C	
			2026 w/Mitigation	21.7	C	21.8	C	48.7	D	42.6	D	31.1	C	
		Friday Casino	2026 No Build	15.6	B	14.7	B	38.1	D	39.4	D	26.3	C	
			2026 w/District	16.5	B	15.7	B	38.1	D	39.4	D	25.8	C	
			2026 w/Mitigation	16.5	B	15.4	B	38.1	D	39.4	D	25.7	C	
		Saturday Casino	2026 No Build	15.2	B	14.2	B	37.5	D	39.6	D	25.0	C	
			2026 w/District	16.4	B	15.6	B	37.5	D	39.6	D	24.7	C	
			2026 w/Mitigation	16.4	B	15.6	B	37.5	D	39.6	D	24.7	C	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
301	Orleans Street and Ontario Street (Ohio Street On Ramp)	Weekday AM Commuter	2026 No Build	-	-	71.0	E	12.8	B	21.3	C	40.1	D	Retime Signal
			2026 w/District	-	-	71.0	E	13.5	B	47.1	D	43.1	D	
			2026 w/Mitigation	-	-	31.8	C	18.5	B	26.6	C	25.4	C	
		Weekday PM Commuter	2026 No Build	-	-	46.5	D	14.1	B	76.7	E	38.9	D	
			2026 w/District	-	-	46.5	D	15.5	B	309.6	F	90.3	F	
			2026 w/Mitigation	-	-	51.4	D	33.3	C	64.5	E	47.6	D	
		Friday Casino	2026 No Build	-	-	69.5	E	13.9	B	26.7	C	45.0	D	
			2026 w/District	-	-	69.5	E	14.5	B	136.8	F	64.1	E	
			2026 w/Mitigation	-	-	42.5	D	27.0	C	53.1	D	39.3	D	
		Saturday Casino	2026 No Build	-	-	47.4	D	14.2	B	23.8	C	31.9	C	
			2026 w/District	-	-	47.4	D	16.5	B	162.7	F	59.1	E	
			2026 w/Mitigation	-	-	44.2	D	23.5	C	46.5	D	36.9	D	
302	Orleans Street and Ohio Street Off Ramp	Weekday AM Commuter	2026 No Build	20.6	C	-	-	25.7	C	-	-	21.4	C	Retime Signal
			2026 w/District	46.8	D	-	-	26.5	C	-	-	43.8	D	
			2026 w/Mitigation	15.7	B	-	-	43.6	D	-	-	19.9	B	
		Weekday PM Commuter	2026 No Build	28.0	C	-	-	10.8	B	-	-	22.2	C	
			2026 w/District	65.1	E	-	-	11.5	B	-	-	48.4	D	
			2026 w/Mitigation	13.9	B	-	-	23.9	C	-	-	17.0	B	
		Friday Casino	2026 No Build	17.2	B	-	-	13.1	B	-	-	16.5	B	
			2026 w/District	58.2	E	-	-	14.2	B	-	-	51.2	D	
			2026 w/Mitigation	7.8	A	-	-	37.3	D	-	-	12.4	B	
		Saturday Casino	2026 No Build	15.7	B	-	-	14.8	B	-	-	15.5	B	
			2026 w/District	60.2	E	-	-	16.5	B	-	-	49.7	D	
			2026 w/Mitigation	11.1	B	-	-	37.5	D	-	-	17.5	B	
303	Orleans Street and Grand Avenue	Weekday AM Commuter	2026 No Build	13.8	B	18.8	B	14.4	B	8.9	A	14.6	B	Retime Signal
			2026 w/District	17.0	B	20.0	C	16.8	B	27.5	C	20.1	C	
			2026 w/Mitigation	26.6	C	43.6	D	15.3	B	17.1	B	26.2	C	
		Weekday PM Commuter	2026 No Build	23.5	C	22.3	C	14.2	B	14.7	B	18.7	B	
			2026 w/District	48.6	D	24.9	C	14.4	B	58.9	E	33.0	C	
			2026 w/Mitigation	20.9	C	35.1	D	19.3	B	32.5	C	26.2	C	
		Friday Casino	2026 No Build	15.2	B	16.6	B	14.4	B	20.3	C	16.2	B	
			2026 w/District	27.1	C	19.6	B	20.3	C	71.6	E	35.2	D	
			2026 w/Mitigation	27.9	C	34.1	C	14.7	B	18.5	B	23.8	C	
		Saturday Casino	2026 No Build	14.8	B	14.9	B	14.4	B	21.1	C	15.7	B	
			2026 w/District	29.9	C	18.6	B	24.5	C	71.3	E	37.9	D	
			2026 w/Mitigation	43.5	D	44.9	D	17.2	B	16.4	B	29.7	C	
304	Kingsbury Street and Grand Avenue	Weekday AM Commuter	2026 No Build	16.7	B	14.0	B	15.4	B	39.2	D	21.1	C	
			2026 w/District	18.4	B	19.0	B	15.4	B	39.2	D	22.5	C	
			2026 w/Mitigation	18.4	B	21.2	C	15.4	B	39.2	D	23.2	C	
		Weekday PM Commuter	2026 No Build	15.4	B	10.9	B	58.8	E	28.9	C	24.6	C	
			2026 w/District	20.4	C	19.2	B	58.8	E	28.9	C	26.7	C	
			2026 w/Mitigation	20.4	C	25.3	C	58.8	E	28.9	C	29.0	C	
		Friday Casino	2026 No Build	12.5	B	15.2	B	15.8	B	20.4	C	15.3	B	
			2026 w/District	15.0	B	20.4	C	15.8	B	20.4	C	18.3	B	
			2026 w/Mitigation	15.0	B	22.1	C	15.8	B	20.4	C	19.1	B	
		Saturday Casino	2026 No Build	13.3	B	13.7	B	16.0	B	17.5	B	14.4	B	
			2026 w/District	16.7	B	23.0	C	16.0	B	17.5	B	20.0	C	
			2026 w/Mitigation	16.7	B	27.7	C	16.0	B	17.5	B	22.5	C	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation	
				Delay (sec)	LOS	Delay (sec)	LOS								
305	Canal St / Jefferson St and Grand Avenue	Weekday AM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-	Install Traffic Signal	
			2026 w/District	-	-	-	-	-	-	-	-	-	-		
			2026 w/Mitigation	5.2	A	13.2	B	8.3	A	11.8	B	9.3	A		
		Weekday PM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-		-
			2026 w/District	-	-	-	-	-	-	-	-	-	-		-
			2026 w/Mitigation	8.4	A	17.1	B	2.6	A	28.1	C	15.3	B		
		Friday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-		-
			2026 w/District	-	-	-	-	-	-	-	-	-	-		-
			2026 w/Mitigation	11.5	B	16.6	B	1.8	A	14.5	B	14.2	B		
		Saturday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-		-
			2026 w/District	-	-	-	-	-	-	-	-	-	-		-
			2026 w/Mitigation	14.3	B	18.4	B	1.8	A	16.5	B	16.5	B		
306	Desplaines St & Grand Ave	Weekday AM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-	Install Traffic Signal	
			2026 w/District	-	-	-	-	-	-	-	-	-	-		
			2026 w/Mitigation	6.7	A	2.6	A	36.6	D	41.0	D	9.9	A		
		Weekday PM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-		-
			2026 w/District	-	-	-	-	-	-	-	-	-	-		-
			2026 w/Mitigation	15.1	B	9.0	A	28.9	C	25.8	C	15.4	B		
		Friday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-		-
			2026 w/District	-	-	-	-	-	-	-	-	-	-		-
			2026 w/Mitigation	7.6	A	2.6	A	27.1	C	34.3	C	9.9	A		
		Saturday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-		-
			2026 w/District	-	-	-	-	-	-	-	-	-	-		-
			2026 w/Mitigation	6.2	A	1.6	A	33.1	C	36.4	D	9.6	A		

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Southeast-bound		Northwest-bound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS									
307	Halsted Street and Milwaukee Avenue and Grand Avenue	Weekday AM Commuter	2026 No Build	69.6	E	39.2	D	91.1	F	139.5	F	48.8	D	39.2	D	76.8	E	Retime Signal Enforce No NB & SB Left Turns during AM/PM Peak Hours
			2026 w/District	90.4	F	42.0	D	133.5	F	118.2	F	48.7	D	39.2	D	85.0	F	
			2026 w/Mitigation	72.1	E	40.0	D	92.2	F	83.6	F	55.6	E	43.5	D	68.0	E	
		Weekday PM Commuter	2026 No Build	59.3	E	47.5	D	131.9	F	101.0	F	50.1	D	74.0	E	77.6	E	
			2026 w/District	74.8	E	64.5	E	184.6	F	75.9	E	50.2	D	78.6	E	88.3	F	
			2026 w/Mitigation	74.8	E	64.5	E	86.1	F	72.6	E	27.7	C	74.0	E	67.3	E	
		Friday Casino	2026 No Build	46.7	D	40.0	D	155.3	F	78.6	E	39.6	D	51.0	D	71.3	E	
			2026 w/District	56.0	E	50.8	D	239.8	F	78.6	E	39.2	D	51.0	D	89.7	F	
			2026 w/Mitigation	60.6	E	54.6	D	126.5	F	47.8	D	37.9	D	69.1	E	66.9	E	
		Saturday Casino	2026 No Build	41.4	D	37.9	D	115.9	F	79.1	E	35.0	D	38.0	D	62.8	E	
			2026 w/District	49.5	D	51.2	D	218.7	F	82.8	F	34.7	C	38.0	D	86.8	F	
			2026 w/Mitigation	46.9	D	48.1	D	89.5	F	42.6	D	29.5	C	51.8	D	53.7	D	



Table 8: Entertainment District Capacity Analysis – Unsignalized Intersections

Intersection / Approach	Weekday AM Peak Hour						Weekday PM Peak Hour					
	No Build		Build With District		Build With Mitigation		No Build		Build With District		Build With Mitigation	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Halsted St & Superior St												
EB Left	23.4	C	22.3	C	22.3	C	25.2	D	23.3	C	23.3	C
EB Right	14.0	B	13.6	B	13.6	B	13.0	B	12.4	B	12.4	B
Halsted St & Huron St												
NB Left	0.4	A	0.4	A	0.4	A	0.2	A	0.2	A	0.2	A
Halsted St & Ancona St												
NB Left/Thru	9.2	A	9.0	A	9.0	A	9.3	A	9.1	A	9.1	A
EB Approach	13.6	B	13.2	B	13.2	B	27.1	D	25.2	D	25.2	D
Halsted St & Ohio St												
NB Left/Thru	9.2	A	9.0	A	9.0	A	9.7	A	9.5	A	9.5	A
EB Approach	65.1	F	59.0	F	59.0	F	477.3	F	404.9	F	404.9	F
SB Left/Thru	10.0	B	9.9	A	9.9	A	10.1	B	10.1	B	10.1	B
Chicago Ave & Peoria St												
EB Left/Thru	10.9	B	11.0	B	11.0	B	16.5	C	17.0	C	17.0	C
SB Approach	22.5	C	24.1	C	24.1	C	215.4	F	266.7	F	266.7	F
Ogden Ave & I-90/94 On-Ramp												
NB Left	16.7	C	18.0	C	18.0	C	27.3	D	33.3	D	31.8	D
Canal St/Jefferson St & Grand Ave												
NB Approach	11.1	B	13.7	B	Signalized		10.9	B	14.1	B	Signalized	
EB Left/Thru	20.8	C	158.2	F			17.0	C	177.1	F		
EB Thru/Right	19.7	C	45.9	E			17.0	C	41.1	E		
WB Left/Thru	14.5	B	22.5	C			17.5	C	42.7	E		
WB Thru/Right	14.2	B	142.3	F			16.7	C	335.7	F		
SB Approach	10.1	B	15.8	C			10.3	B	22.4	C		
Intersection	17.7	C	95.0	F			16.8	C	160.4	F		
Desplaines St & Grand Ave												
NB Left/Thru	108.8	F	-	-	Signalized		-	-	-	-	Signalized	
NB Right	14.8	B	17.8	C			16.0	C	21.8	C		
EB Left/Thru	8.8	A	9.1	A			9.1	A	9.7	A		
WB Left/Thru	10.6	B	12.3	B			11.1	B	14.5	B		
SB Left	89.6	F	266.7	F			-	-	-	-		
SB Right/Thru	118.7	F	439.2	F			424.2	F	500+	F		
May St & Grand Ave												
NB Approach	10.4	B	10.9	B	18.1	C	16.7	C	18.1	C	18.1	C
EB Left/Thru	15.2	C	18.2	C	31.8	D	22.3	C	31.8	D	31.8	D
EB Thru/Right	15.8	C	19.0	C	32.5	D	22.6	C	32.5	D	32.5	D
WB Left/Thru	9.6	A	10.3	B	13.6	B	11.7	B	13.6	B	13.6	B
WB Thru/Right	9.4	A	10.2	B	15.9	C	13.1	B	15.9	C	15.9	C
SB Approach	9.6	A	9.9	A	11.4	B	10.8	B	11.4	B	11.4	B
Intersection	14.0	B	16.2	C	24.8	C	18.9	C	24.8	C	24.8	C
Racine St & Grand Ave												
NB Left	11.9	B	12.6	B	15.9	C	14.5	B	15.9	C	15.9	C
NB Right	10.3	B	10.9	B	13.2	B	12.0	B	13.2	B	13.2	B
EB Approach	19.2	C	26.6	D	41.2	E	22.5	C	32.7	D	41.2	E
WB Left/Thru	11.3	B	12.2	B	15.3	C	13.2	B	15.3	C	15.3	C
WB Thru/Right	12.0	B	13.8	B	23.5	C	16.6	C	23.5	C	23.5	C
SB Left	21.7	C	25.1	D	29.8	D	24.7	C	29.8	D	29.8	D
SB Right/Thru	18.0	C	20.6	C	23.0	C	19.5	C	23.0	C	23.0	C
Intersection	18.4	C	22.7	C	26.1	D	19.4	C	26.1	D	26.1	D



Intersection / Approach	Friday Casino Peak Hour						Saturday Casino Peak Hour					
	No Build		Build With District		Build With Mitigation		No Build		Build With District		Build With Mitigation	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Halsted St & Superior St												
EB Left	16.4	C	16.2	C	16.2	C	16.7	C	16.5	C	16.5	C
EB Right	11.9	B	11.8	B	11.8	B	12.1	B	12.0	B	12.0	B
Halsted St & Huron St												
NB Left	0.0	A	0.0	A	0.0	A	0.2	A	0.2	A	0.2	A
Halsted St & Ancona St												
NB Left/Thru	9.3	A	9.3	A	9.3	A	9.2	A	9.1	A	9.1	A
EB Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
Halsted St & Ohio St												
NB Left/Thru	9.5	A	9.4	A	9.4	A	9.3	A	9.3	A	9.3	A
EB Approach	48.1	E	46.7	E	46.7	E	36.5	E	36.0	E	36.0	E
SB Left/Thru	10.0	B	10.0	B	10.0	B	9.2	A	9.2	A	9.2	A
Chicago Ave & Peoria St												
EB Left/Thru	9.0	A	9.2	A	9.2	A	0.0	A	0.0	A	0.0	A
SB Approach	12.3	B	12.9	B	12.9	B	25.7	D	29.8	D	29.8	D
Ogden Ave & I-90/94 On-Ramp												
NB Left	13.1	B	13.3	B	13.3	B	21.8	C	22.6	C	22.6	C
Canal St/Jefferson St & Grand Ave												
NB Approach	10.0	B	14.5	B	Signalized	Signalized	9.9	A	15.6	C	Signalized	Signalized
EB Left/Thru	11.2	B	126.0	F			10.8	B	191.7	F		
EB Thru/Right	11.2	B	21.9	C			10.8	B	22.6	C		
WB Left/Thru	9.7	A	19.1	C			10.4	B	18.8	C		
WB Thru/Right	12.3	B	304.9	F			10.2	B	445.7	F		
SB Approach	9.4	A	20.4	C			9.1	A	25.4	D		
Intersection	11.2	B	143.0	F			10.5	B	216.3	F		
Desplaines St & Grand Ave												
NB Left/Thru	73.6	F	500+	F	Signalized	Signalized	23.7	C	93.8	F	Signalized	Signalized
NB Right	11.6	B	14.5	B			11.2	B	14.8	B		
EB Left/Thru	8.0	A	8.5	A			8.2	A	8.8	A		
WB Left/Thru	9.0	A	10.6	B			8.4	A	9.9	A		
SB Left	47.7	E	210.8	F			28.5	D	111.8	F		
SB Right/Thru	41.2	E	224.2	F			22.8	C	76.7	F		
May St & Grand Ave												
NB Approach	13.5	B	15.3	C	15.3	C	12.4	B	14.2	B	14.2	B
EB Left/Thru	12.9	B	16.7	C	16.7	C	12.4	B	17.2	C	17.2	C
EB Thru/Right	12.7	B	16.6	C	16.6	C	12.4	B	17.3	C	17.3	C
WB Left/Thru	10.7	B	12.8	B	12.8	B	10.0	B	12.1	B	12.1	B
WB Thru/Right	10.9	B	13.5	B	13.5	B	10.1	B	12.8	B	12.8	B
SB Approach	9.8	A	10.6	B	10.6	B	9.3	A	10.3	B	10.3	B
Intersection	12.4	B	15.2	C	15.2	C	11.8	B	15.3	C	15.3	C
Racine St & Grand Ave												
NB Left	10.7	B	11.8	B	11.8	B	10.5	B	12.1	B	12.1	B
NB Right	9.2	A	10.3	B	10.3	B	9.1	A	10.7	B	10.7	B
EB Approach	11.2	B	13.9	B	13.5	B	11.3	B	16.4	C	18.4	C
WB Left/Thru	10.5	B	11.9	B	11.9	B	10.5	B	12.6	B	12.6	B
WB Thru/Right	11.1	B	14.3	B	14.3	B	11.1	B	16.1	C	16.1	C
SB Left	12.4	B	14.0	B	14.0	B	15.5	C	20.4	C	20.4	C
SB Right/Thru	11.4	B	13.0	B	13.0	B	12.1	B	15.2	C	15.2	C
Intersection	11.3	B	13.4	B	13.4	B	12.4	B	16.3	C	16.3	C



Table 9: 95th Percentile Queue Lengths – Entertainment District

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		
				Left	Right	Left	Right	Left	Right	Left	Right	
101	Halsted Street and Division Street	Weekday AM Commuter	2026 No Build	133	-	197	-	85	-	58	75	
			2026 w/District	124	-	198	-	98	-	58	77	
			2026 w/Mitigation	101	-	198	-	98	-	58	77	
		Weekday PM Commuter	2026 No Build	60	-	154	-	186	-	81	69	
			2026 w/District	62	-	154	-	186	-	81	69	
			2026 w/Mitigation	84	-	327	-	136	-	57	50	
		Friday Casino	2026 No Build	46	-	82	-	62	-	56	71	
			2026 w/District	43	-	82	-	82	-	56	75	
			2026 w/Mitigation	48	-	95	-	58	-	49	63	
		Saturday Casino	2026 No Build	38	-	82	-	64	-	41	72	
			2026 w/District	36	-	82	-	86	-	41	77	
			2026 w/Mitigation	36	-	92	-	66	-	38	68	
		Storage			255	-	125	-	125	-	130	96
		Taper			155	-	143	-	155	-	100	100
102	Halsted Street and North Branch	Weekday AM Commuter	2026 No Build	-	137	215	-	124	8	39	-	
			2026 w/District	-	208	215	-	223	8	34	-	
			2026 w/Mitigation	-	225	229	-	220	7	33	-	
		Weekday PM Commuter	2026 No Build	-	91	153	-	137	6	54	-	
			2026 w/District	-	176	153	-	287	6	51	-	
			2026 w/Mitigation	-	175	153	-	275	6	49	-	
		Friday Casino	2026 No Build	-	35	88	-	23	-	16	-	
			2026 w/District	-	53	88	-	56	-	16	-	
			2026 w/Mitigation	-	53	88	-	56	-	16	-	
		Saturday Casino	2026 No Build	-	20	96	-	20	-	20	-	
			2026 w/District	-	54	96	-	62	-	20	-	
			2026 w/Mitigation	-	59	96	-	62	-	20	-	
		Storage			50	50	110	-	110	110	75	-
		Taper			-	-	-	-	75	75	75	-
104	Halsted Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	112	-	114	40	32	-	240	151	
			2026 w/District	115	-	74	43	32	-	428	154	
			2026 w/Mitigation	261	-	68	4	29	-	369	125	
		Weekday PM Commuter	2026 No Build	126	-	75	60	49	-	196	467	
			2026 w/District	116	-	33	82	49	-	438	470	
			2026 w/Mitigation	194	-	26	19	38	-	356	327	
		Friday Casino	2026 No Build	37	-	52	6	24	-	116	39	
			2026 w/District	30	-	39	23	24	-	432	39	
			2026 w/Mitigation	98	-	40	23	22	-	308	39	
		Saturday Casino	2026 No Build	66	-	60	-	25	-	101	41	
			2026 w/District	56	-	45	30	25	-	543	50	
			2026 w/Mitigation	136	-	53	30	21	-	335	52	
		Storage			185	-	230	-	105	-	215	250
		Taper			95	-	150	-	75	-	165	130
108	Halsted Street and Erie Street	Weekday AM Commuter	2026 No Build	46	-	7	-	-	-	-	-	
			2026 w/District	46	-	7	-	-	-	-	-	
			2026 w/Mitigation	46	-	7	-	-	-	-	-	
		Weekday PM Commuter	2026 No Build	61	-	9	-	-	-	-	-	
			2026 w/District	61	-	9	-	-	-	-	-	
			2026 w/Mitigation	61	-	9	-	-	-	-	-	
		Friday Casino	2026 No Build	30	-	9	-	-	-	-	-	
			2026 w/District	30	-	9	-	-	-	-	-	
			2026 w/Mitigation	30	-	9	-	-	-	-	-	
		Saturday Casino	2026 No Build	17	-	5	-	-	-	-	-	
			2026 w/District	17	-	5	-	-	-	-	-	
			2026 w/Mitigation	17	-	5	-	-	-	-	-	
		Storage			25	-	25	-	-	-	-	-
		Taper			25	-	25	-	-	-	-	-



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound			
				Left	Right	Left	Right	Left	Right	Left	Right		
201	Orleans Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	44	-	42	-	13	-	58	-		
			2026 w/District	44	122	42	-	100	-	58	-		
			2026 w/Mitigation	44	122	42	-	168	-	58	-		
		Weekday PM Commuter	2026 No Build	54	-	70	-	44	-	65	-		
			2026 w/District	54	280	70	-	92	-	65	-		
			2026 w/Mitigation	54	280	70	-	100	-	65	-		
		Friday Casino	2026 No Build	35	-	46	-	31	-	42	-		
			2026 w/District	35	211	46	-	55	-	42	-		
			2026 w/Mitigation	35	211	46	-	72	-	42	-		
		Saturday Casino	2026 No Build	33	-	36	-	32	-	44	-		
			2026 w/District	33	331	36	-	66	-	44	-		
			2026 w/Mitigation	31	333	36	-	89	-	44	-		
					Storage	95	70	100	60	50	-	50	-
					Taper	100	-	90	-	80	-	80	-
202	Kingsbury Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	2	72	26	-	-	-	-	-		
			2026 w/District	2	65	26	-	-	-	-	-		
			2026 w/Mitigation	9	92	26	-	-	-	-	-		
		Weekday PM Commuter	2026 No Build	1	65	16	-	-	-	-	-		
			2026 w/District	1	61	16	-	-	-	-	-		
			2026 w/Mitigation	6	76	16	-	-	-	-	-		
		Friday Casino	2026 No Build	1	6	19	-	-	-	-	-		
			2026 w/District	1	42	19	-	-	-	-	-		
			2026 w/Mitigation	1	32	19	-	-	-	-	-		
		Saturday Casino	2026 No Build	-	8	13	-	-	-	-	-		
			2026 w/District	-	40	13	-	-	-	-	-		
			2026 w/Mitigation	186	13	107	18	-	-	-	-		
					Storage	75	60	65	100	-	-	65	65
					Taper	95	-	110	-	-	-	-	-
203	Larrabee Street and Chicago Avenue	Weekday AM Commuter	2026 No Build	255	-	-	80	-	-	372	55		
			2026 w/District	275	-	-	82	-	-	372	55		
			2026 w/Mitigation	177	-	-	58	-	-	304	66		
		Weekday PM Commuter	2026 No Build	306	-	-	76	-	-	347	312		
			2026 w/District	302	-	-	70	92	-	65	-		
			2026 w/Mitigation	224	-	-	59	-	-	318	227		
		Friday Casino	2026 No Build	61	-	-	47	-	-	144	41		
			2026 w/District	61	-	-	48	-	-	144	41		
			2026 w/Mitigation	62	-	-	48	-	-	143	41		
		Saturday Casino	2026 No Build	78	-	-	44	-	-	140	41		
			2026 w/District	78	-	-	47	-	-	140	41		
			2026 w/Mitigation	671	-	-	140	-	-	41	233		
					Storage	85	-	-	80	-	-	100	100
					Taper	55	-	-	-	-	-	-	-
204	Chicago Avenue & Jefferson Street	Weekday AM Commuter	2026 No Build	18	-	-	-	-	-	80	54		
			2026 w/District	31	-	93	-	107	118	62	-		
			2026 w/Mitigation	30	-	96	-	107	118	62	-		
		Weekday PM Commuter	2026 No Build	24	-	-	-	-	-	112	96		
			2026 w/District	51	-	158	-	146	251	81	-		
			2026 w/Mitigation	57	-	71	-	146	251	81	-		
		Friday Casino	2026 No Build	7	-	-	-	-	-	34	29		
			2026 w/District	10	-	153	-	187	244	25	-		
			2026 w/Mitigation	9	-	153	-	187	244	25	-		
		Saturday Casino	2026 No Build	6	-	-	-	-	-	34	29		
			2026 w/District	8	-	228	-	233	449	25	-		
			2026 w/Mitigation	663	-	218	-	7	7	40	-		
					Storage	75	-	75	-	70	70	-	-
					Taper	150	-	150	-	73	73	-	-



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		
				Left	Right	Left	Right	Left	Right	Left	Right	
206	Ogden Avenue and Chicago Avenue	Weekday AM Commuter	2026 No Build	7	-	321	1	-	265	-	-	
			2026 w/District	7	-	322	1	-	265	-	-	
			2026 w/Mitigation	7	-	252	1	-	404	-	-	
		Weekday PM Commuter	2026 No Build	8	-	218	-	-	-	-	-	-
			2026 w/District	8	-	251	-	-	-	-	-	-
			2026 w/Mitigation	5	-	156	-	-	316	-	-	-
		Friday Casino	2026 No Build	7	-	110	-	-	155	-	-	-
			2026 w/District	7	-	155	-	-	156	-	-	-
			2026 w/Mitigation	3	-	149	-	-	245	-	-	-
		Saturday Casino	2026 No Build	7	-	157	-	-	240	-	-	-
			2026 w/District	6	-	241	-	-	241	-	-	-
			2026 w/Mitigation	137	-	271	26	-	2	-	-	-
					Storage	90	-	100	75	-	80	-
			Taper	-	-	70	-	-	-	-	-	
207	Milwaukee Avenue and Chicago Avenue	Weekday AM Commuter	2026 No Build	22	52	-	-	48	-	168	-	
			2026 w/District	22	55	-	-	48	-	163	-	
			2026 w/Mitigation	19	44	-	-	32	-	120	-	
		Weekday PM Commuter	2026 No Build	81	39	-	-	49	-	115	-	-
			2026 w/District	90	42	-	-	49	-	113	-	-
			2026 w/Mitigation	65	32	-	-	60	-	84	-	-
		Friday Casino	2026 No Build	29	60	-	-	41	-	106	-	-
			2026 w/District	29	36	-	-	40	-	105	-	-
			2026 w/Mitigation	31	43	-	-	56	-	106	-	-
		Saturday Casino	2026 No Build	22	36	-	-	45	-	90	-	-
			2026 w/District	22	36	-	-	43	-	89	-	-
			2026 w/Mitigation	474	122	-	-	219	-	316	-	-
					Storage	70	60	-	80	50	-	125
			Taper	100	-	-	-	-	-	125	-	
208	Ogden Avenue and Milwaukee Avenue	Weekday AM Commuter	2026 No Build	-	76	83	-	100	-	7	-	
			2026 w/District	-	76	82	-	100	-	7	-	
			2026 w/Mitigation	-	-	70	-	88	-	21	-	
		Weekday PM Commuter	2026 No Build	-	86	88	-	115	-	5	-	-
			2026 w/District	-	87	86	-	115	-	5	-	-
			2026 w/Mitigation	-	78	33	-	86	-	10	-	-
		Friday Casino	2026 No Build	-	30	74	-	67	-	3	-	-
			2026 w/District	-	30	72	-	67	-	2	-	-
			2026 w/Mitigation	-	17	54	-	87	-	3	-	-
		Saturday Casino	2026 No Build	-	67	96	-	67	-	2	-	-
			2026 w/District	-	34	97	-	67	-	1	-	-
			2026 w/Mitigation	-	3	140	-	206	-	89	-	-
					Storage	-	90	90	-	115	-	55
			Taper	-	-	115	-	40	-	-	-	
210	Elston Avenue and Division Street	Weekday AM Commuter	2026 No Build	84	-	11	-	46	21	93	119	
			2026 w/District	92	-	11	-	46	21	93	119	
			2026 w/Mitigation	92	-	11	-	46	21	93	119	
		Weekday PM Commuter	2026 No Build	70	-	16	-	140	-	143	45	-
			2026 w/District	70	-	16	-	140	-	143	45	-
			2026 w/Mitigation	70	-	17	-	140	-	143	45	-
		Friday Casino	2026 No Build	53	-	11	-	70	-	96	49	-
			2026 w/District	53	-	11	-	70	-	96	49	-
			2026 w/Mitigation	53	-	11	-	70	-	96	49	-
		Saturday Casino	2026 No Build	52	-	10	-	69	-	70	54	-
			2026 w/District	52	-	10	-	69	-	70	54	-
			2026 w/Mitigation	261	-	206	-	161	52	346	277	-
					Storage	290	-	135	-	120	100	240
			Taper	100	-	150	-	150	100	150	130	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
				Left	Right	Left	Right	Left	Right	Left	Right
301	Orleans Street and Ontario Street (Ohio Street On Ramp)	Weekday AM Commuter	2026 No Build	-	-	403	9	51	-	-	130
			2026 w/District	-	-	403	9	56	-	-	228
			2026 w/Mitigation	-	-	384	16	98	-	-	200
		Weekday PM Commuter	2026 No Build	-	-	469	2	176	-	-	208
			2026 w/District	-	-	469	2	203	-	-	341
			2026 w/Mitigation	-	-	549	5	313	-	-	345
		Friday Casino	2026 No Build	-	-	497	6	102	-	-	100
			2026 w/District	-	-	497	6	114	-	-	284
			2026 w/Mitigation	-	-	531	10	259	-	-	292
		Saturday Casino	2026 No Build	-	-	437	8	105	-	-	80
			2026 w/District	-	-	437	8	128	-	-	260
			2026 w/Mitigation	-	-	581	291	91	-	-	178
		Storage				-	-	-	310	-	-
Taper				-	-	-	-	-	-	-	-
302	Orleans Street and Ohio Street Off Ramp	Weekday AM Commuter	2026 No Build	94	-	-	-	-	-	-	-
			2026 w/District	111	-	-	-	-	-	-	-
			2026 w/Mitigation	110	-	-	-	-	-	-	-
		Weekday PM Commuter	2026 No Build	109	-	-	-	-	-	-	-
			2026 w/District	132	-	-	-	-	-	-	-
			2026 w/Mitigation	108	-	-	-	-	-	-	-
		Friday Casino	2026 No Build	59	-	-	-	-	-	-	-
			2026 w/District	83	-	-	-	-	-	-	-
			2026 w/Mitigation	79	-	-	-	-	-	-	-
		Saturday Casino	2026 No Build	75	-	-	-	-	-	-	-
			2026 w/District	96	-	-	-	-	-	-	-
			2026 w/Mitigation	403	-	-	-	-	-	-	-
		Storage				150	-	-	-	-	-
Taper				290	-	-	-	-	-	-	-
303	Orleans Street and Grand Avenue	Weekday AM Commuter	2026 No Build	87	19	29	-	59	-	4	-
			2026 w/District	142	14	29	-	97	-	3	-
			2026 w/Mitigation	152	26	43	-	79	-	6	-
		Weekday PM Commuter	2026 No Build	186	36	34	-	33	-	6	-
			2026 w/District	272	24	35	-	39	-	5	-
			2026 w/Mitigation	172	17	42	-	50	-	9	-
		Friday Casino	2026 No Build	99	4	25	-	47	-	3	-
			2026 w/District	118	14	25	-	102	-	3	-
			2026 w/Mitigation	175	17	33	-	88	-	3	-
		Saturday Casino	2026 No Build	92	6	33	-	54	-	4	-
			2026 w/District	129	14	33	-	120	-	3	-
			2026 w/Mitigation	218	46	302	-	80	-	182	-
		Storage				180	60	60	-	50	-
Taper				110	110	70	-	100	-	95	-
304	Kingsbury Street and Grand Avenue	Weekday AM Commuter	2026 No Build	66	-	19	-	-	-	-	-
			2026 w/District	66	-	16	-	-	-	-	-
			2026 w/Mitigation	66	-	28	-	-	-	-	-
		Weekday PM Commuter	2026 No Build	77	-	6	-	-	-	-	-
			2026 w/District	136	-	10	-	-	-	-	-
			2026 w/Mitigation	136	-	26	-	-	-	-	-
		Friday Casino	2026 No Build	57	-	15	-	-	-	-	-
			2026 w/District	57	-	8	-	-	-	-	-
			2026 w/Mitigation	57	-	18	-	-	-	-	-
		Saturday Casino	2026 No Build	56	-	26	-	-	-	-	-
			2026 w/District	60	-	14	-	-	-	-	-
			2026 w/Mitigation	157	-	396	-	-	-	-	-
		Storage				60	-	55	-	-	-
Taper				100	-	175	-	-	-	-	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound					
				Left	Right	Left	Right	Left	Right	Left	Right				
305	Canal St / Jefferson St and Grand Avenue	Weekday AM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-		
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	
			2026 w/Mitigation	52								85	-		
		Weekday PM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/Mitigation	138								127	123		
		Friday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/Mitigation	174								141	4		
		Saturday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/Mitigation	62								-	28		
		Storage				100								100	100
		Taper				100								135	135
306	Desplaines St & Grand Ave	Weekday AM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	
			2026 w/Mitigation	3		65				158	19				
		Weekday PM Commuter	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/Mitigation	7		250				144	23				
		Friday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/Mitigation	4		60				140	20				
		Saturday Casino	2026 No Build	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/District	-	-	-	-	-	-	-	-	-	-	-	-
			2026 w/Mitigation	108		37				3	39				
		Storage				100		100				100			
		Taper				100		100							

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Southeast-bound		Northwest-bound			
				Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right		
307	Halsted Street and Milwaukee Avenue and Grand Avenue	Weekday AM Commuter	2026 No Build	196	-	48	-	-	-	-	-	-	83	201	21	-	
			2026 w/District	210	-	71	-	-	-	-	-	-	-	83	200	21	-
			2026 w/Mitigation	208	-	70	-	-	-	-	-	-	-	96	223	22	-
		Weekday PM Commuter	2026 No Build	252	-	53	-	-	-	-	-	-	-	97	199	19	-
			2026 w/District	245	-	88	-	-	-	-	-	-	-	97	200	19	-
			2026 w/Mitigation	245	-	88	-	-	-	-	-	-	-	108	40	19	-
		Friday Casino	2026 No Build	181	-	63	-	-	-	-	-	-	-	70	158	37	-
			2026 w/District	203	-	130	-	-	-	-	-	-	-	70	157	37	-
			2026 w/Mitigation	211	-	109	-	-	-	-	-	-	-	72	162	39	-
		Saturday Casino	2026 No Build	112	-	66	-	-	-	-	-	-	-	49	108	117	-
			2026 w/District	121	-	161	-	-	-	-	-	-	-	49	108	117	-
			2026 w/Mitigation	228	-	196	-	-	-	-	-	-	-	123	478	201	-
		Storage				65	-	80	-	-	-	-	-	60	10	50	-
		Taper				80	-	70	-	-	-	-	-	70	50	75	-



Proposed Mitigation – 2026 Entertainment District

Based on the analysis of the 2026 background and future with project traffic volumes, the following intersection approaches operate with high delays, all other intersections or approaches (not shown below) operate at LOS D or better. In addition to identifying these intersections the suggested improvements/mitigation is also identified.

It should be noted that the traffic model evaluates the vehicular volumes by approach and movement, the intersection lane configuration, the number of pedestrian crossings in conflict with turning vehicles, and the traffic signal phasing and timing plan for each intersection. The traffic model does not take into account the residual vehicle queues for each movement from downstream intersections not in the traffic model or additional delays created from double parked vehicles and loading/unloading trucks.

Halsted Street and Division Street

- 2026 No Build Scenario
 - Eastbound and westbound approach for weekday pm peak hour
- 2026 with Entertainment District Scenario
 - Eastbound and westbound approaches for weekday pm peak hour

Mitigation: Improvements planned by City to include traffic signal modernization, separate southbound left and right turn lanes, additional northbound through lane, and adding permitted/protected left turn phases. Retime traffic signal by shifting 15 seconds of green time from the eastbound/westbound through movement to the northbound/southbound through movement and modify the offset. It is recommended that this traffic signal timing be implemented when the City reconstructs this intersection.

Halsted Street and North Branch Street

- 2026 with Entertainment District Scenario
 - Westbound approach for weekday am peak hour

Mitigation: Improvements planned by PD 1522 include traffic signal modernization and additional travel lanes along Halsted Street and North Branch Street as well as adding the east leg of the intersection for direct access to the site. Retime traffic signal by shifting green time from southbound protected left turn and eastbound/westbound to northbound southbound movement and modify offset. It is recommended that this traffic signal timing be implemented when the intersection is reconstructed.

Halsted Street and Chicago Avenue

- 2026 No Build Scenario
 - Northbound approach for the weekday am peak hour and weekday pm peak hour
- 2026 Future with Entertainment District Scenario
 - Northbound approach for the weekday am peak hour
 - Northbound and southbound approach for weekday pm peak hour
 - Southbound approach for the Friday evening and Saturday evening casino peak pour



Mitigation: Improvements planned by City to include traffic signal modernization, separate westbound right turn lane, transit lanes and bicycle lanes and adding permitted/protected left turn phases for all approaches. Retime traffic signal by shifting green time from the east/west movements to the north/south movements and provide longer protected left turn phased. It is recommended that these traffic signal timings be implemented when the City reconstructs this intersection.

Larrabee Street and Chicago Avenue (note this is an offset intersection and the traffic signal operates with a split phase in the northbound and southbound directions)

- 2026 No Build Scenario
 - Northbound approach for weekday pm peak hour
- 2026 Future with Entertainment District Scenario
 - Eastbound approach for the weekday am peak hour
 - Eastbound and northbound approaches for the weekday pm peak hour

Mitigation: Retime traffic signal by increasing cycle length to 110 seconds, modify offset, shift green time to northbound movements and to the protected eastbound left turn. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Ogden Avenue and Chicago Avenue

- 2026 No Build Scenario
 - Eastbound approach for weekday am, weekday pm, and Saturday evening peak hour
 - Westbound approach for weekday pm peak hour
- 2026 Future with Entertainment District Scenario
 - Eastbound approach for weekday am, weekday pm, Friday evening, and Saturday evening peak hour
 - Westbound approach for weekday pm peak hour

Mitigation: Modernize traffic signal to provide permitted/protected left turn phases with actuated-coordinated signal timings. Retime traffic signal by shifting green from northbound/southbound movements to eastbound/westbound movements and modify offsets.

Milwaukee Avenue and Chicago Avenue

- 2026 No Build Scenario
 - Eastbound and southbound approach for weekday am peak hour
 - Eastbound and westbound approach for weekday pm peak hour
- 2026 Future with Entertainment District Scenario
 - Eastbound and southbound approach for weekday am peak hour
 - Eastbound and southbound approach for weekday pm peak hour

Mitigation: Modernize traffic signal to provide permitted/protected left turn phases with actuated-coordinated signal timings. Retime traffic signal by shifting green from all four through movements to add a protected northbound/southbound left turn phase and modify offsets.



Ogden Avenue and Milwaukee Avenue

- 2026 No Build Scenario
 - Eastbound approach for weekday am peak hour
- 2026 Future with Entertainment District Scenario
 - Eastbound approach for weekday am peak hour

Mitigation: Modernize traffic signal to provide permitted/protected left turn phases with actuated-coordinated signal timings. Retime traffic signal with northbound left turn phase and additional green time for eastbound approach.

Orleans Street and Ontario Street

- 2026 No Build Scenario
 - Westbound approach during the weekday am and Friday evening peak hour
 - Southbound approach during the weekday pm peak hour
- 2026 Future with Entertainment District Scenario
 - Westbound approach during the weekday am and Friday evening peak hour
 - Southbound approach during the weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour

Mitigation: Increase cycle length to 100 seconds for weekday am peak hour and 90 seconds for weekday pm, Friday evening, and Saturday evening peak hours and add green time to southbound movement. Modify offset. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Orleans Street and Ohio Street

- 2026 Future with Entertainment District Scenario
 - Eastbound approach during the weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour

Mitigation: Increase cycle length to 100 seconds for weekday am peak hour and 90 seconds for weekday pm, Friday evening, and Saturday evening peak hours and add green time to eastbound movement. Modify offset. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Orleans Street and Grand Avenue

- 2026 Future with Entertainment District Scenario
 - Southbound approach during the weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour

Mitigation: Increase cycle length to 100 seconds for weekday am peak hour and 90 seconds for weekday pm, Friday evening, and Saturday evening peak hours and add green time to southbound movement. Modify offset. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Halsted Street, Milwaukee Avenue, and Grand Avenue



- 2026 No Build Scenario
 - Most movements perform poorly during the weekday am and weekday pm commuter peak periods
 - During the Friday and Saturday casino peak periods only the northbound and southbound approaches perform poorly
- 2026 with Entertainment District traffic
 - Most movements perform poorly during the weekday am, weekday pm commuter, and Friday evening peak periods
 - During the Saturday casino peak period only the northbound and southbound approaches perform poorly

Mitigation: Enforce the restriction of no northbound and southbound left turns on Halsted Street from 7 to 9 am and from 4 to 6 pm from Monday through Friday. Enforcing the no left turns to time periods outside of the weekday commuter peak periods would likely improve the northbound and southbound approaches to the intersection. Slight modifications to the signal timing can slightly decrease delay times. Upgrade traffic controller to ATC 1000 controller if not already installed.

Jefferson Street and Chicago Avenue

- Install traffic signal
- Construct northbound approach to intersection with one left turn lane, one through lane, and one right turn lane
- Restripe westbound median to provide a left turn lane
- Interconnect signal to Chicago Avenue and Halsted Street intersection

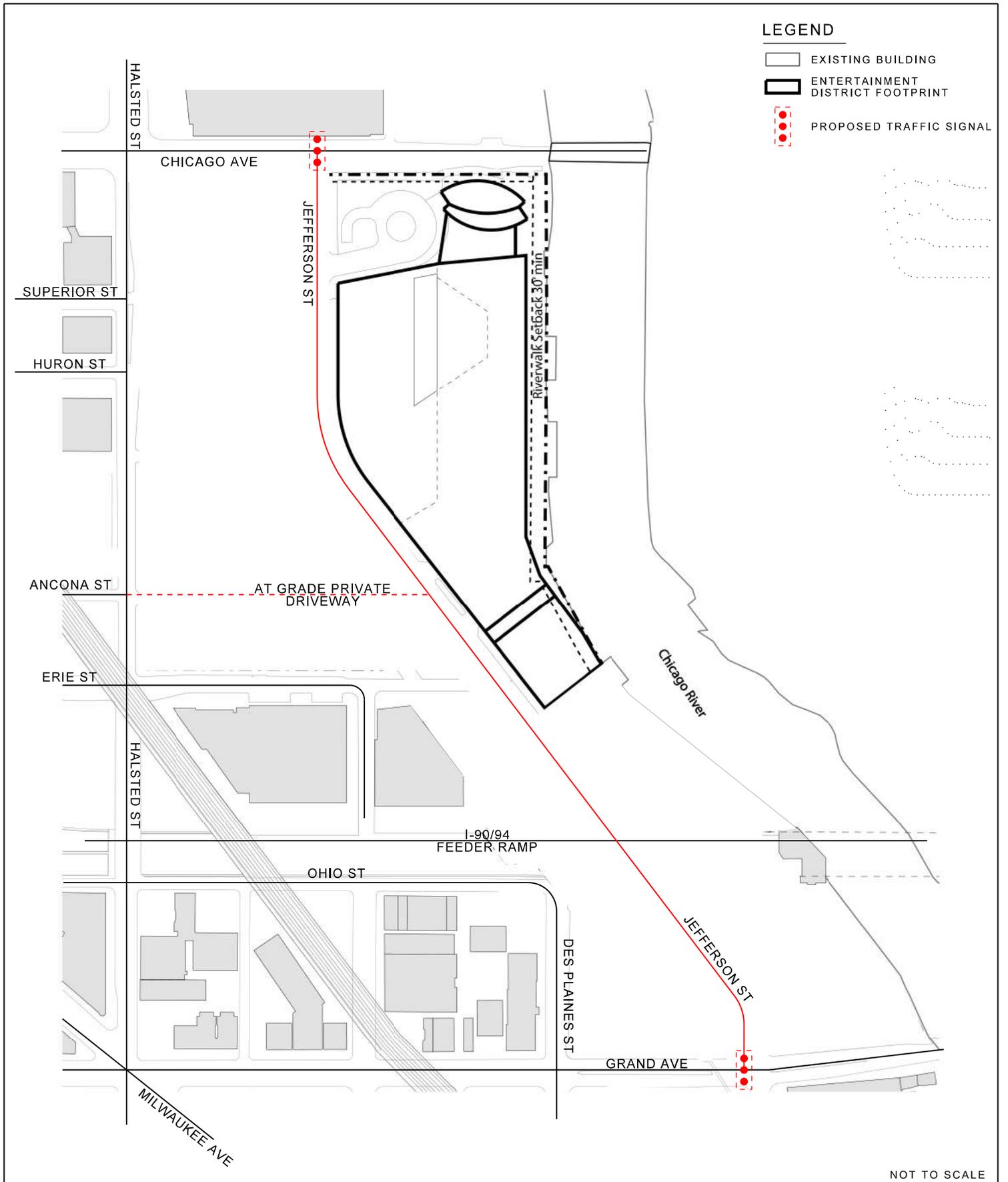
Jefferson Street and Grand Avenue

- Install traffic signal
- Reconstruct eastbound approach median to provide a left turn lane

Desplaines Street and Grand Avenue

- Install traffic signal

Figure 22 illustrates the proposed lane configurations for the 2026 Entertainment District scenario.



NOT TO SCALE

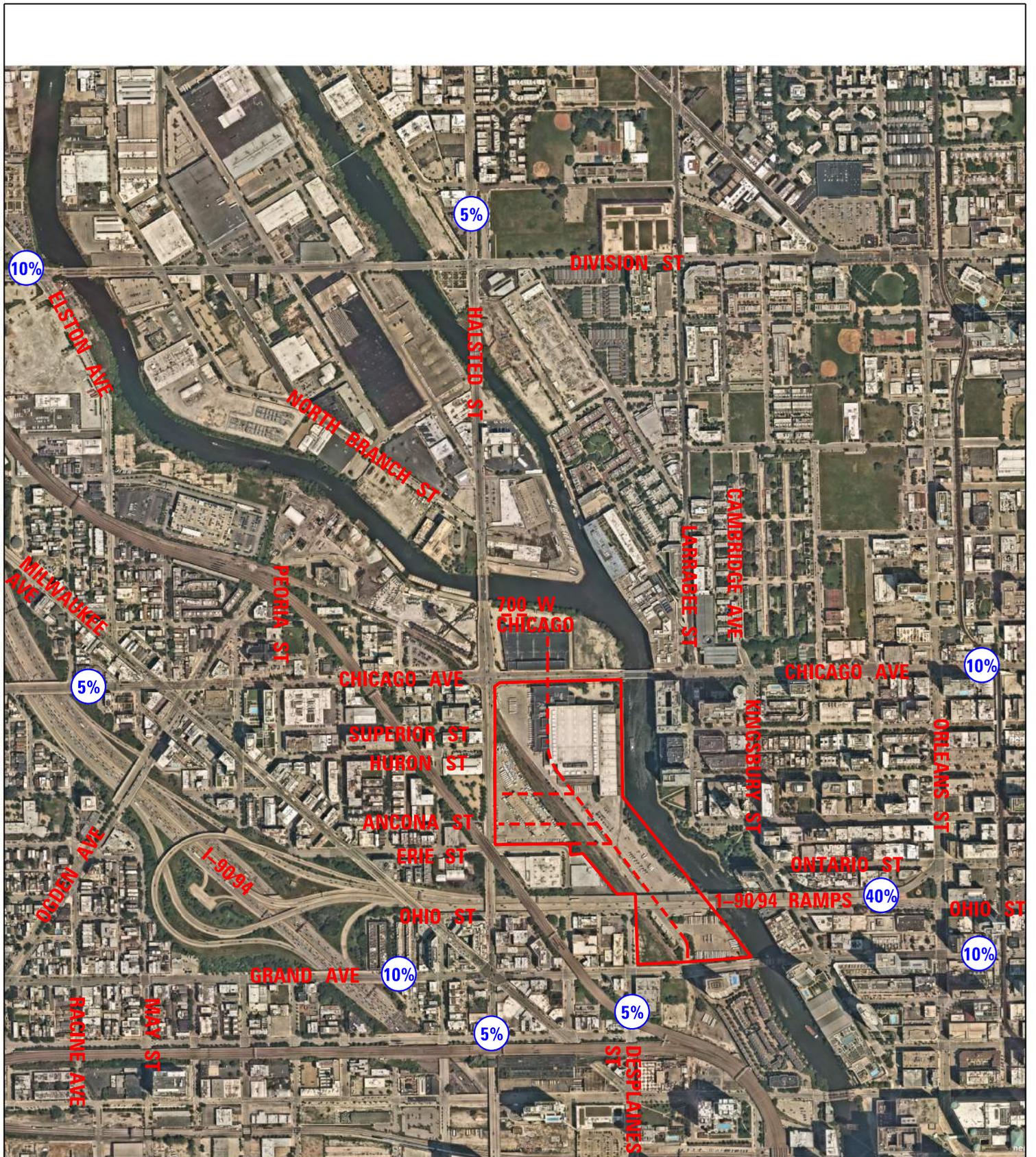
BALLY'S CHICAGO CASINO

**FIGURE 18
ENTERTAINMENT DISTRICT
ROADWAY NETWORK**



CHICAGO

ILLINOIS



BALLY'S CHICAGO CASINO

**FIGURE 19
ENTERTAINMENT DISTRICT
DIRECTIONAL DISTRIBUTION**

CHICAGO

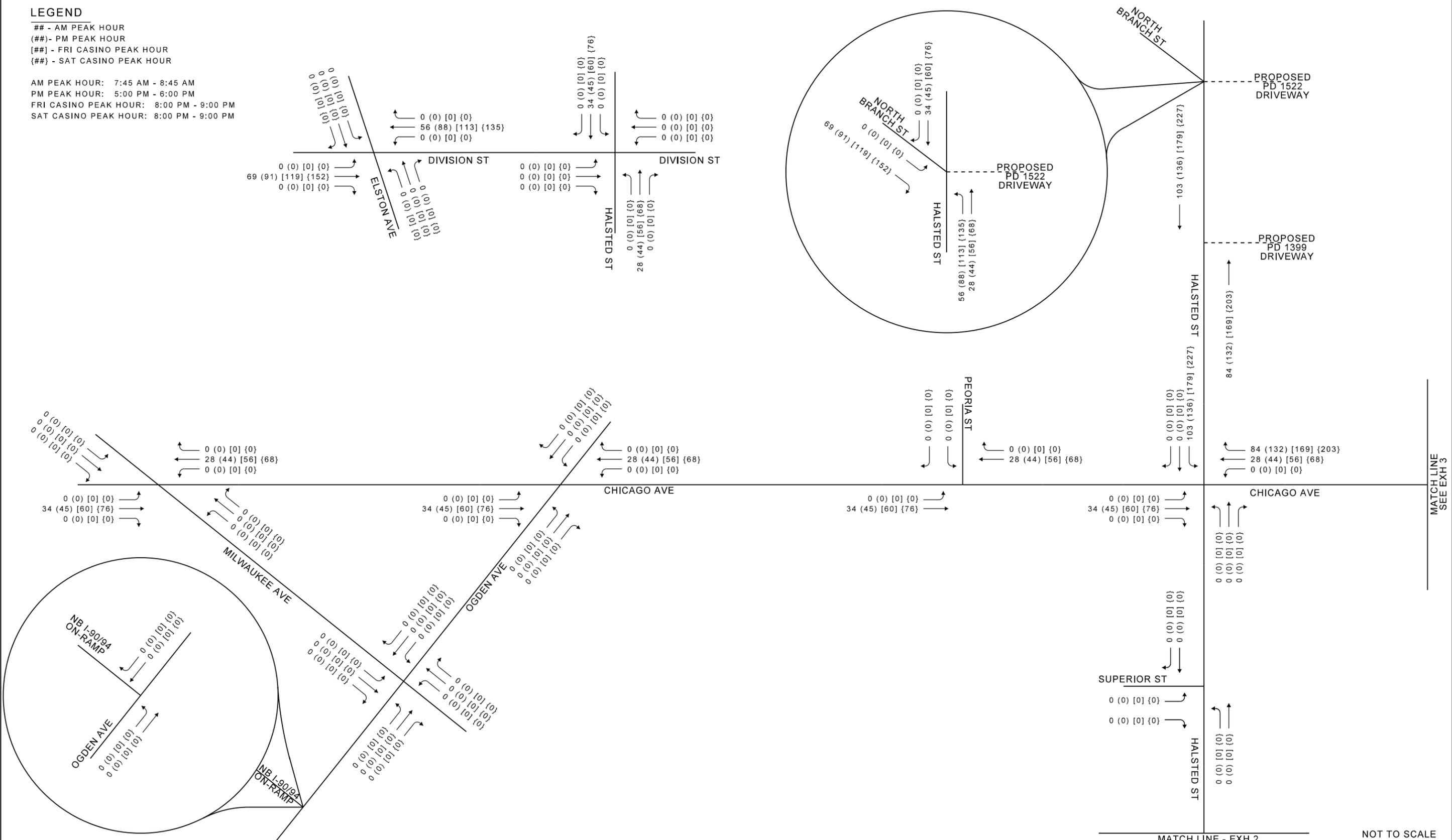
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

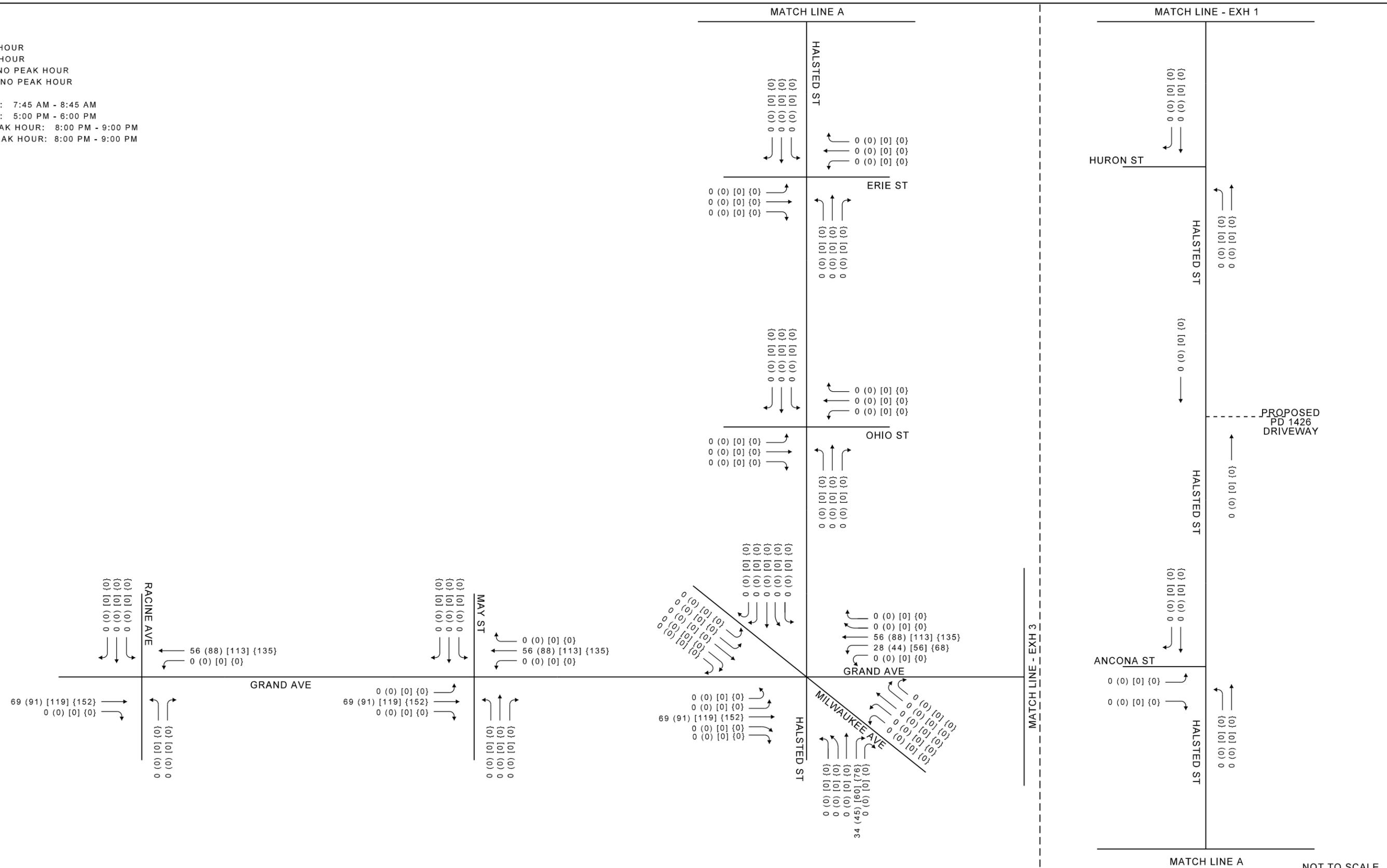
**FIGURE 20
 ENTERTAINMENT DISTRICT
 SITE TRAFFIC VOLUMES**

**EXH
 1**

LEGEND

- ## - AM PEAK HOUR
- (##)- PM PEAK HOUR
- [##] - FRI CASINO PEAK HOUR
- {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



BALLY'S CHICAGO CASINO

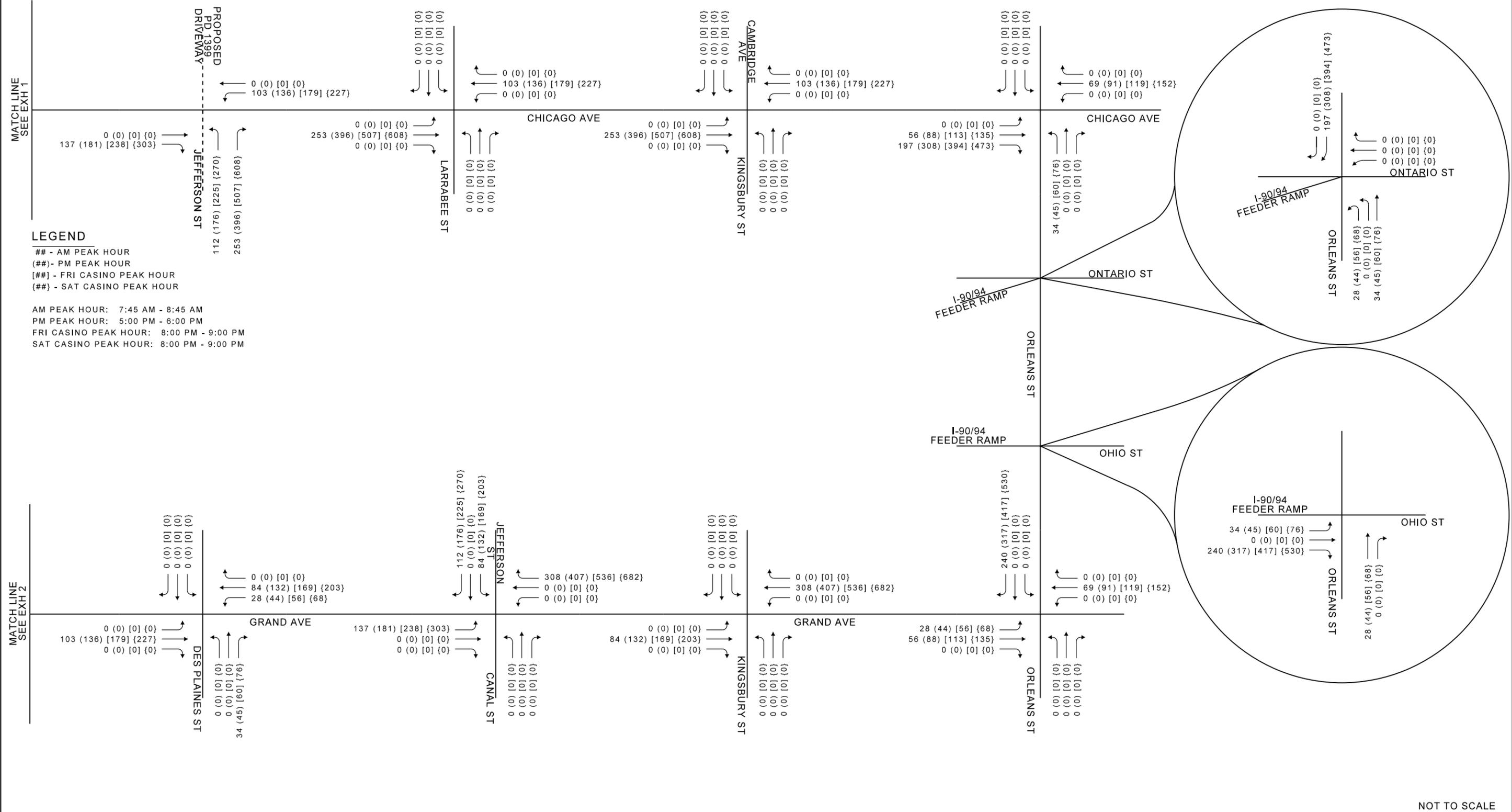
CHICAGO

ILLINOIS

**FIGURE 20
 ENTERTAINMENT DISTRICT
 SITE TRAFFIC VOLUMES**

**EXH
 2**

MATCH LINE A NOT TO SCALE



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

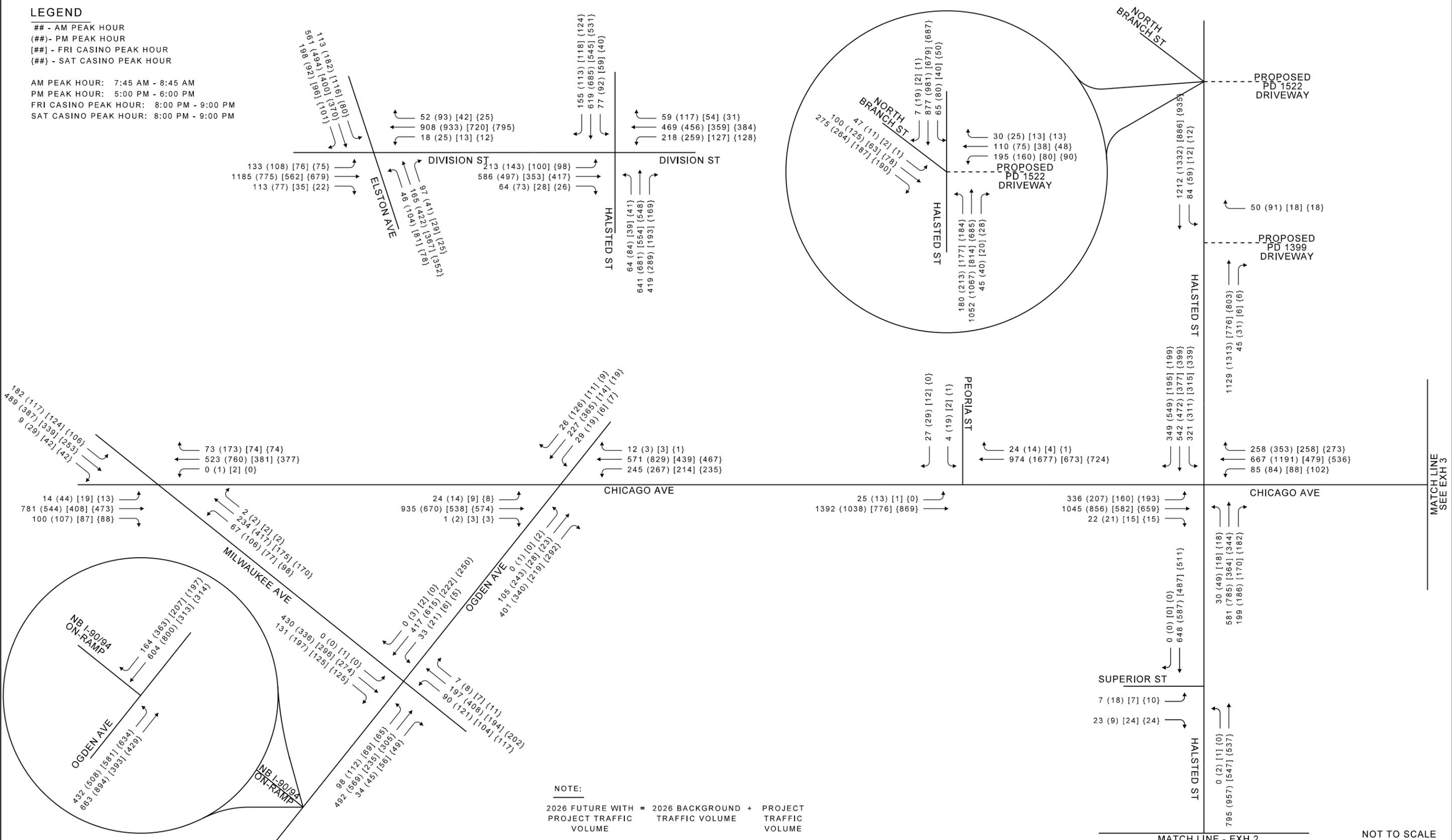
FIGURE 20 ENTERTAINMENT DISTRICT SITE TRAFFIC VOLUMES

EXH
3

LEGEND

- ## - AM PEAK HOUR
- (##) - PM PEAK HOUR
- [##] - FRI CASINO PEAK HOUR
- {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



NOTE:
 2026 FUTURE WITH PROJECT TRAFFIC VOLUME = 2026 BACKGROUND TRAFFIC VOLUME + PROJECT TRAFFIC VOLUME



BALLY'S CHICAGO CASINO
 CHICAGO ILLINOIS

FIGURE 21
2026 FUTURE WITH PROJECT ENTERTAINMENT DISTRICT

NOT TO SCALE

EXH 1

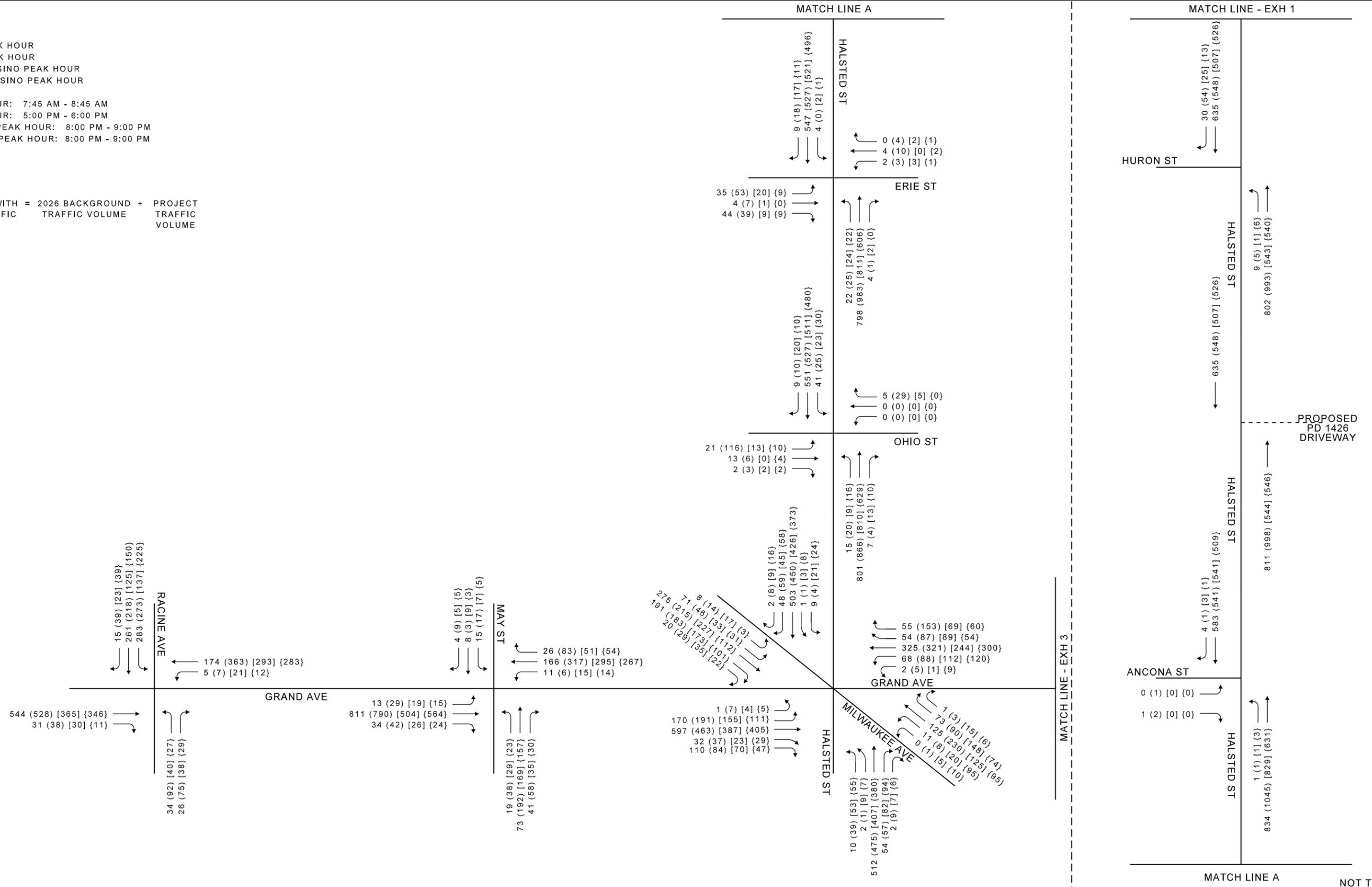
LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 {##} - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM

NOTE:

2026 FUTURE WITH PROJECT TRAFFIC VOLUME = 2026 BACKGROUND TRAFFIC VOLUME + PROJECT TRAFFIC VOLUME



BALLY'S CHICAGO CASINO

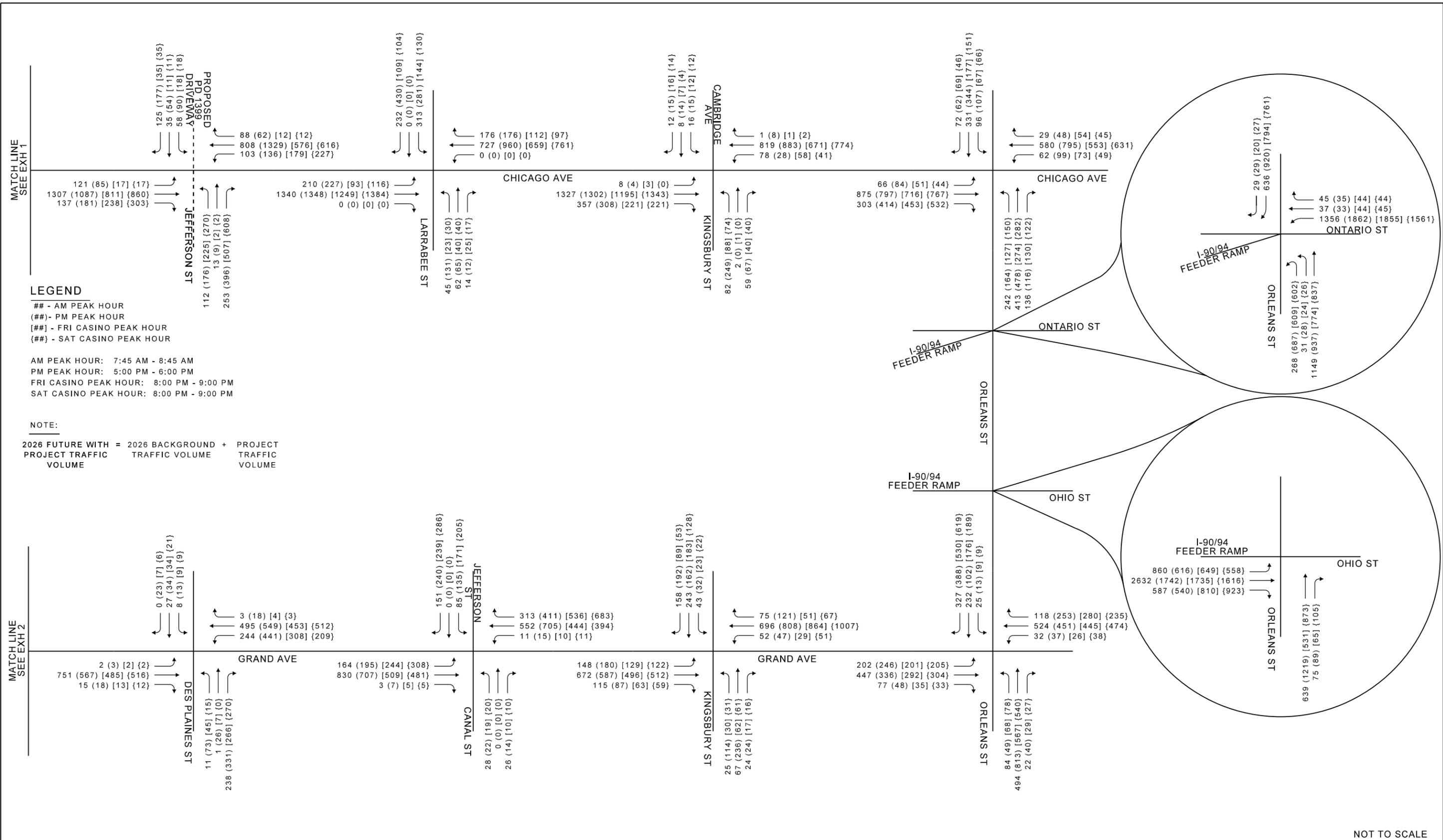
CHICAGO

ILLINOIS

**FIGURE 21
 2026 FUTURE WITH PROJECT
 ENTERTAINMENT DISTRICT**

**EXH
 2**

MATCH LINE A NOT TO SCALE



NOT TO SCALE



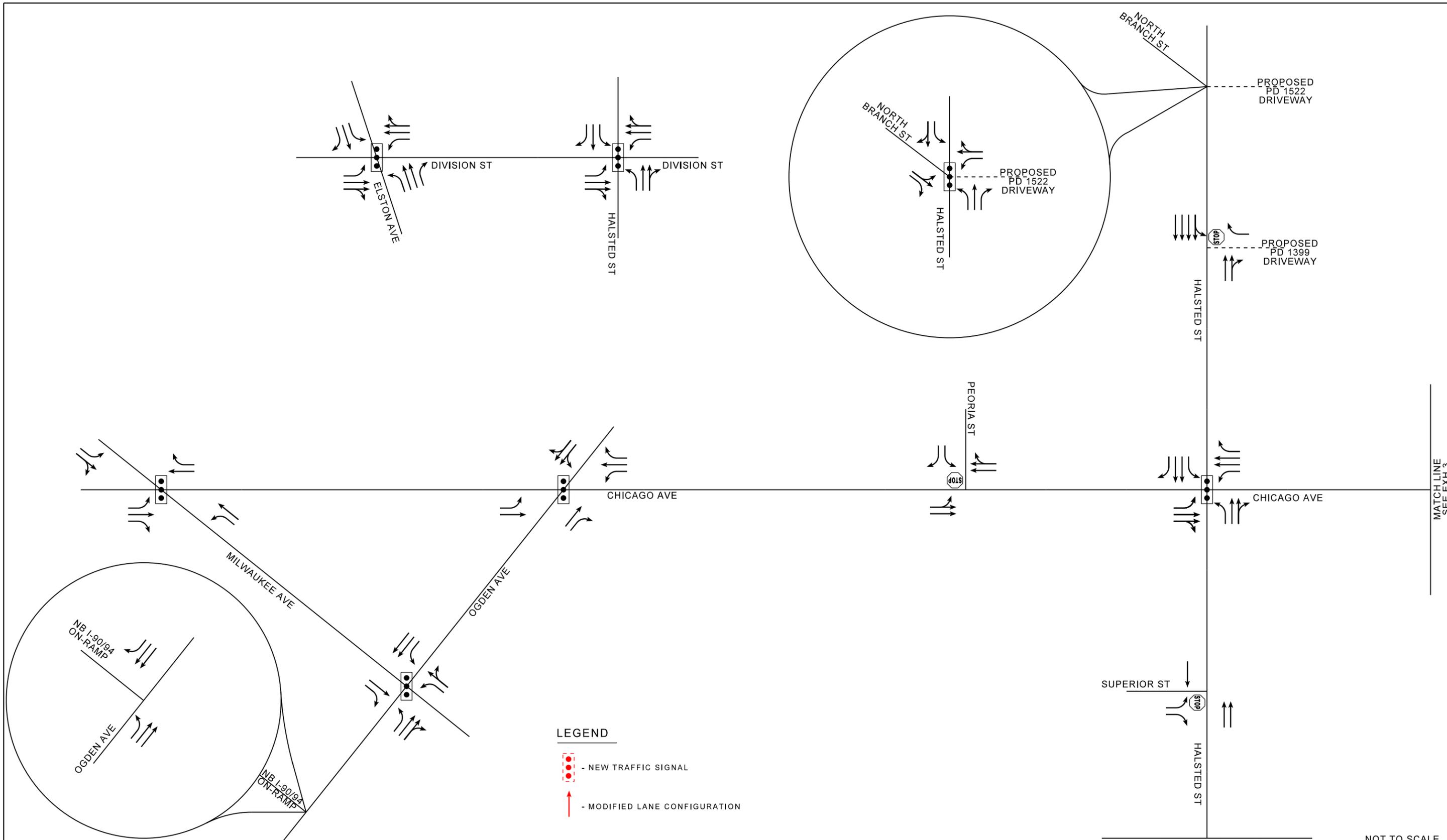
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 21 2026 FUTURE WITH PROJECT ENTERTAINMENT DISTRICT

EXH
 3



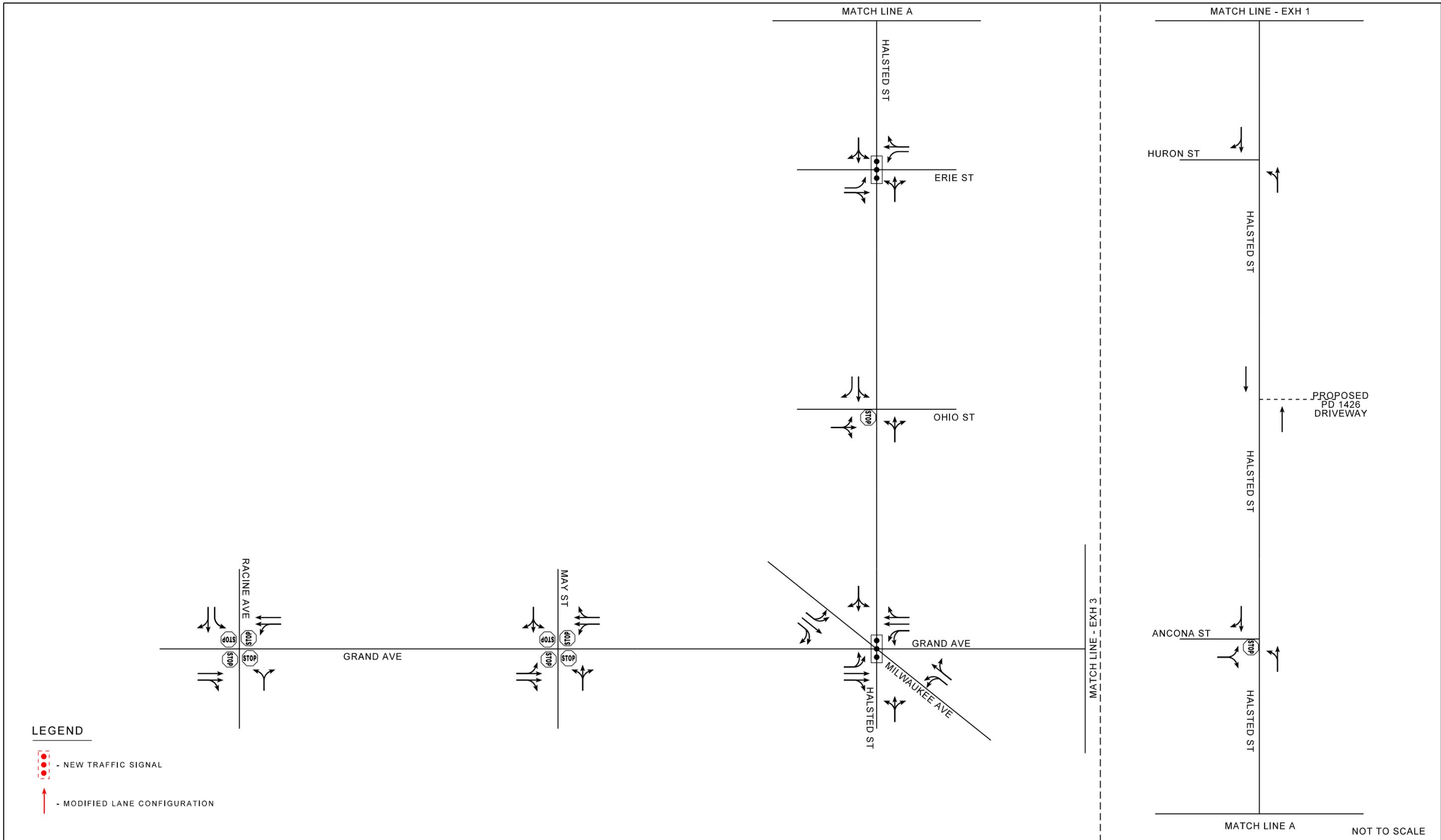
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 22 ENTERTAINMENT DISTRICT LANE CONFIGURATION

EXH
1



BALLY'S CHICAGO CASINO

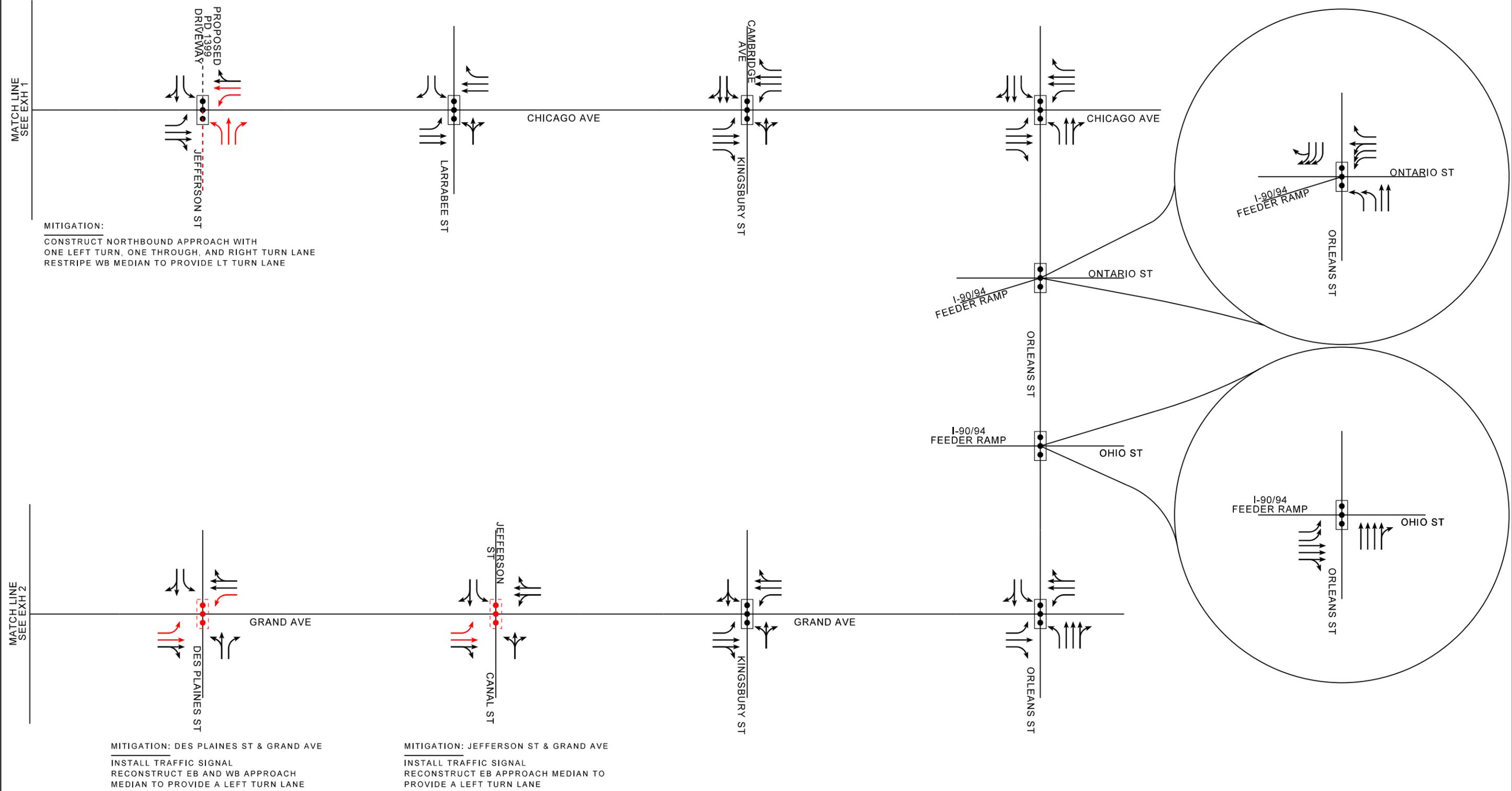
CHICAGO

ILLINOIS

FIGURE 22 ENTERTAINMENT DISTRICT LANE CONFIGURATION

**EXH
2**

NOT TO SCALE



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 22 ENTERTAINMENT DISTRICT LANE CONFIGURATION

EXH
 3



V. 2032 PD 1426 Full Build Out

Trip Generation – PD 1426

In addition to the entertainment district which is proposed to be constructed and operating by 2026, there are additional parcels within the study area that are proposed to be redeveloped. The proposed site plan for the remaining parcels of PD 1426 includes 13 new buildings which will primarily include residential dwelling units with the potential for ancillary ground floor retail and one hotel. Project traffic is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The following land use category is used to determine project traffic:

Multifamily Housing (High-Rise) (ITE Land Use Code 222) – High-rise multifamily housing includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevators, and a set of hallways. Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Hotel (ITE Land Use Code 310) – A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.

The *Trip Generation Manual, 11th Edition* assigns trip generation estimates based on either an average rate or a fitted curve equation for each peak period and an independent variable when available and applicable. In this case, the number of dwelling units is the applicable variable for multi-family housing and rooms is the applicable variable for the hotel.

The multifamily housing, high rise provides several subcategories and settings. While this site is within walking distance to the CTA Blue Line station and numerous CTA bus routes, the general urban/suburban setting and not close to rail transit subcategory were utilized. The U.S. Census Bureau publishes data that establishes mode splits for the area around the proposed redevelopment area using data from the 2020 American Community Survey. A summary of the mode splits is summarized by census tract in Appendix F. As illustrated in the table, the average drive alone split is 25.4 percent, carpooling is 0.9 percent, and taxi cab trips are 3.8 percent. The redundancy for the taxi trips was also assumed. The remaining commute trips included public transportation at 16.8 percent, biking and walking at 37.5 percent, and 14.7 percent

The peak hour trip generation equations are selected for the following time periods:

- weekday, am peak hour of generator for the weekday commuter am peak hour (7 – 9 am)



- weekday, peak hour of adjacent street traffic for one hour between 4 pm and 6 pm for the weekday commuter pm peak hour (4 – 6 pm)

Trip rates are not available for the Friday or Saturday casino peak hours so the vehicle time of day distribution from the *Trip Generation Manual* was used to estimate the trip generation for those time periods. For the Friday casino peak hour, the distribution percentage for the 8 pm to 9 pm hour, which is the casino peak hour, was compared to the 5 pm to 6 pm hour. The residential pm peak hourly distribution at 5 pm is 8.5 percent and at 8 pm is 5.2 percent. Similarly, the hourly distribution for the hotel at 5 pm is 7.7 percent and at 8 pm is 3.2 percent. It is assumed that the trip generation for the Friday casino peak hour is 61.2 percent of the weekday pm peak hour ($5.2 / 8.5$) for the multifamily housing and 41.6 percent ($3.2 / 7.7$) for the hotel.

A similar process was conducted to estimate the Saturday casino peak hour trips for the hotel. However, there is limited Saturday time of day distribution data for most residential housing land uses. The only land use with Saturday data was land use code 221, multi-family housing (mid-rise). It is assumed that hourly trip data for this land use will be similar to land use code 222. Saturday casino peak hour trips were calculated by taking the Saturday 8 pm hour and comparing to the Saturday peak hour of generator hourly distribution and applying that percentage to the Saturday peak hour trip generation. Supporting documents for the Friday and Saturday time of day distribution tables are provided in Appendix F.

It should be noted that there is potential for ground floor retail at the residential buildings but will likely be ancillary to the dwelling units and not major trip generating uses. ITE Land Use Code: 232 - High-Rise Residential with 1st-Floor Commercial was initially considered but after reviewing thoroughly, it was decided not to be used due to limited data points to estimate the trip rates, no directional distribution data, and no Saturday peak hour data.

Table 10 provides a summary of the trip generation for the PD 1426 parcels.



Table 10: PD 1426 Trip Generation

PARCEL / Building Size	LAND USE	SIZE		Weekday Commuter AM Peak			Weekday Commuter PM Peak			Friday Casino Peak			Saturday Casino Peak		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
D-2.1/D-4.1/D-4.2 1.52 Mil Sq Ft	ITE Land Use Code: 222 Multifamily Housing (High-Rise)	1,500	Dwelling Unit	119	230	349	231	182	413	141	111	253	152	116	268
	<i>Self-Drive Reduction (26.3%)</i>			31	60	91	61	48	109	37	29	66	40	30	70
	<i>Taxi (3.8%)</i>			5	9	14	9	7	16	5	4	10	6	4	10
	<i>Taxi Redundancy (3.8%)</i>			9	5	14	7	9	16	4	5	9	4	6	10
	Ground Floor Retail*	30,000	SF	-	-	-	-	-	-	-	-	-	-	-	-
<i>Parcel D-2.1/D-4.1/D-4.2 Total New Vehicle Trips</i>				45	74	119	77	64	141	46	38	85	50	40	90
D-5.1 510,000 Sq Ft	ITE Land Use Code: 222 Multifamily Housing (High-Rise)	500	Dwelling Unit	44	85	129	86	67	153	53	41	94	57	44	101
	<i>Self-Drive Reduction (26.3%)</i>			12	22	34	23	18	40	14	11	25	15	11	26
	<i>Taxi (3.8%)</i>			2	3	5	3	3	6	2	2	4	2	2	4
	<i>Taxi Redundancy (3.8%)</i>			3	2	5	3	3	6	2	2	4	2	2	4
	Ground Floor Retail*	30,000	SF	-	-	-	-	-	-	-	-	-	-	-	-
<i>Parcel D-5.1 Total New Vehicle Trips</i>				17	27	44	29	24	52	18	15	33	19	15	34
C-1.1 500,000 Sq Ft	ITE Land Use Code: 222 Multifamily Housing (High-Rise)	495	Dwelling Unit	43	85	128	85	67	152	52	41	93	57	43	100
	<i>Self-Drive Reduction (26.3%)</i>			11	22	33	22	18	40	14	11	24	15	11	26
	<i>Taxi (3.8%)</i>			2	3	5	3	3	6	2	2	4	2	2	4
	<i>Taxi Redundancy (3.8%)</i>			3	2	5	3	3	6	2	2	4	2	2	4
	Ground Floor Retail*	5,000	SF	-	-	-	-	-	-	-	-	-	-	-	-
<i>Parcel C-1.1 Total New Vehicle Trips</i>				16	27	43	28	24	52	18	15	32	19	15	34
B-7.1/B-7.2 900,000 Sq Ft	ITE Land Use Code: 222 Multifamily Housing (High-Rise)	890	Dwelling Unit	73	142	215	143	112	255	87	69	156	94	71	166
	<i>Self-Drive Reduction (26.3%)</i>			19	37	56	38	29	67	23	18	41	25	19	44
	<i>Taxi (3.8%)</i>			3	5	8	5	4	10	3	3	6	4	3	7
	<i>Taxi Redundancy (3.8%)</i>			5	3	8	4	5	9	3	3	6	3	4	7
	Ground Floor Retail*	10,000	SF	-	-	-	-	-	-	-	-	-	-	-	-
<i>Parcel B-7.1/B-7.2 Total New Vehicle Trips</i>				27	45	72	47	38	86	29	24	53	32	26	58
B-4.1/B-5.1/B-5.2 1.075 Mil Sq Ft	ITE Land Use Code: 222 Multifamily Housing (High-Rise)	1,055	Dwelling Unit	85	166	251	166	131	297	102	80	182	111	83	194
	<i>Self-Drive Reduction (26.3%)</i>			22	44	66	44	34	78	27	21	48	29	22	51
	<i>Taxi (3.8%)</i>			3	6	9	6	5	11	4	3	7	4	3	7
	<i>Taxi Redundancy (3.8%)</i>			6	3	9	5	6	11	3	4	7	3	4	7
	Ground Floor Retail*	20,000	SF	-	-	-	-	-	-	-	-	-	-	-	-
<i>Parcel B-4.1/B-5.1/B-5.2 Total New Vehicle Trips</i>				31	53	84	55	45	100	34	28	62	36	29	65
B-1.1/B-1.2/B-2.1 1.095 Mil Sq Ft	ITE Land Use Code: 222 Multifamily Housing (High-Rise)	615	Dwelling Unit	52	102	154	102	81	183	62	50	112	68	52	120
	<i>Self-Drive Reduction (26.3%)</i>			14	27	41	27	21	48	16	13	29	18	14	32
	<i>Taxi (3.8%)</i>			2	4	6	4	3	7	2	2	4	3	2	5
	<i>Taxi Redundancy (3.8%)</i>			4	2	6	3	4	7	2	2	4	2	3	5
	Ground Floor Retail*	30,000	SF	-	-	-	-	-	-	-	-	-	-	-	-
ITE Land Use Code: 310 Hotel	250	Room	30	48	78	23	30	53	10	12	22	10	5	15	
<i>Parcel B-1.1/B-1.2/B-2.1 Total New Vehicle Trips</i>				50	81	131	57	58	115	30	29	59	33	24	57
Total New Vehicle Trips				186	307	493	293	253	546	175	149	324	189	149	338

* It is anticipated that the Ground Floor Retail will be ancillary to the proposed development and adjacent developments and will generate minimal primary vehicle trips

Trip Generation Comparison to The River District Mixed-Use Development

The approved 2018 River District Traffic Impact Study estimated the trip generation for the proposed mixed-use development at the same location. The proposed redevelopment consisted of the following:

- 5,610 Residential units
- 4.17 million square feet of office with ancillary retail space

Excerpts from the original River District Traffic Impact Study is included in Appendix C



In order to determine if the traffic recommendations from the 2018 Traffic Impacted Study are practical, a comparison of the trips generated from the 2018 Traffic Impact Study have been compared to the new PD 1426 re-development plan. The 2018 Traffic Impact Study estimated that the PD 1426 site would generate 2,875 vehicle trips during the weekday am peak hour and 3,200 vehicle trips during the weekday pm peak hour. As previously discussed, the new proposed PD 1426 site plan including the Bally's Chicago Casino per 2026 – Entertainment District Chapter will generate 1,740 vehicle trips during the weekday am peak hour and 1,134 vehicle trips during the weekday pm peak hour. Table 11 provides a comparison of the trips generated between the previous approved 2018 plan and the current redevelopment PD 1426 plan.

Table 11: Trip Generation Comparison of 2018 PD 1426 Plan to 2022 PD 1426 Plan

Trip Generation Scenario	Weekday Commuter AM Peak			Weekday Commuter PM Peak		
	In	Out	Total	In	Out	Total
2018 Approved PD 1426 Trip Generation	1,385	1,490	2,875	1,544	1,656	3,200
2022 Proposed Entertainment District + Remaining Parcels	871	869	1,740	1,198	1,134	2,332
Total Difference	-514	-621	-1135	-346	-522	-868

Trip Distribution and Assignment – PD 1426

The remaining PD 1426 primarily consists of residential buildings with ground floor retail. Following the same methodology from the approved September 2018 *River District Traffic Impact Study* by Sam Schwartz, the direction distribution from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent road systems. The approved 2018 study had different inbound and outbound percentages based on the roadway network. The overall trip distribution, including the street network distribution and the regional distribution is summarized in Table 12.

The proposed roadway network for the full PD 1426 redevelopment includes the construction of Huron Street from Halsted Street to Jefferson Street (south of the existing Huron Street alignment), Erie Street from Union Street to Jefferson Street, and Desplaines Street from Ohio Street to Jefferson Street. These roadway extensions are limited to being constructed after the abandonment of the Union Pacific Rail Spur since the UP requires a minimum height distance over the railroad tracks and discourages new at-grade rail crossings. Figure 23 illustrates the proposed roadway network.



Table 12: PD 1426 Directional Distribution

Regional Distribution	% To / % From	Street Network Distribution
20% To/ 20% From the North	6% / 6%	Halsted St - North of Division St.
	6% / 6%	Division St - West of Halsted St
	3% / 3%	Division St - East of Halsted St
	5% / 5%	North Branch - West of Halsted
18% To/ 13% From the East	3% / 0%	Orleans St - North of Chicago Ave
	6% / 5%	Chicago Ave - East of Orleans St
	6% / 6%	Grand Ave - East of Orleans St
	3% / 2%	Orleans St - South of Grand Ave
26.5% To/ 26% From the Southeast	14.5% / 8%	Desplaines St - South of Grand Ave
	6% / 12%	Halsted St - South of Grand Ave
	6% / 6%	Grand Ave - West of Halsted St
24.5% To/ 24% From the Northwest	3% / 6%	Ogden Ave - Southwest of Milwaukee
	4% / 4%	Chicago Ave - West of Milwaukee Ave
	7% / 14%	Milwaukee Ave - Northwest of Chicago Ave
11% To/ 17% From I-90/94 Feeder Ramps	11% / 17%	I-90/94 Feeder Ramps at Orleans St

The directional distribution layout is illustrated in Figure 24 while the assignment of project site traffic for the weekday am peak hour, weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour traffic volumes are illustrated in Figure 25.

The total project trips are added to the background volume to obtain the future with project traffic volumes for the study area intersections. The future with entertainment district traffic volumes are depicted in Figure 26 for the weekday am peak hour, weekday pm peak hour, Friday evening casino peak hour, and Saturday evening casino peak hour.

Capacity Analysis – 2032 PD 1426 Full Build Out

The capacity analysis results at the signalized intersections are summarized in Table 13 and at the unsignalized intersections in Table 14. Proposed mitigation at intersections that are impacted are also summarized in Table 13. Supporting capacity analysis worksheets are provided in Appendices K, L, and M.

Turn Lane Queues – 2026 Entertainment District

Table 15 provides a summary of the 95th percentile queue lengths for the turning movements that provide a dedicated left or right turn lane at the signalized intersections in the study area for the 2032 PD 1426 scenarios.



Table 13: PD 1426 Capacity Analysis – Signalized Intersections

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
101	Halsted Street and Division Street	Weekday AM Commuter	2032 No Build	24.8	C	34.5	C	41.9	D	31.3	C	33.6	C	
			2032 w/PD 1426	25.1	C	36.5	D	45.2	D	31.7	C	35.3	D	
			2032 w/Mitigation	25.1	C	36.5	D	45.2	D	31.7	C	35.3	D	
		Weekday PM Commuter	2032 No Build	28.9	C	37.1	D	35.4	D	31.3	C	33.4	C	
			2032 w/PD 1426	30.1	C	41.5	D	38.4	D	31.4	C	35.6	D	
			2032 w/Mitigation	30.1	C	41.5	D	38.4	D	31.4	C	35.6	D	
		Friday Casino	2032 No Build	16.1	B	22.9	C	35.5	D	36.2	D	29.1	C	
			2032 w/PD 1426	15.8	B	23.1	C	36.3	D	36.8	D	29.5	C	
			2032 w/Mitigation	15.8	B	23.1	C	36.3	D	36.8	D	29.5	C	
		Saturday Casino	2032 No Build	13.9	B	22.1	C	37.2	D	37.7	D	28.9	C	
			2032 w/PD 1426	14.2	B	22.5	C	37.5	D	37.9	D	29.2	C	
			2032 w/Mitigation	14.2	B	22.5	C	37.5	D	37.9	D	29.2	C	
102	Halsted Street and North Branch	Weekday AM Commuter	2032 No Build	44.2	D	50.4	D	54.8	D	43.4	D	49.2	D	Retime Signal
			2032 w/PD 1426	46.3	D	50.4	D	69.4	E	50.7	D	58.2	E	
			2032 w/Mitigation	52.5	D	52.5	D	65.3	E	53.0	D	58.2	E	
		Weekday PM Commuter	2032 No Build	35.1	D	43.7	D	42.0	D	51.9	D	44.7	D	
			2032 w/PD 1426	36.9	D	43.7	D	49.9	D	64.5	E	52.8	D	
			2032 w/Mitigation	40.3	D	47.2	D	47.0	D	52.9	D	48.2	D	
		Friday Casino	2032 No Build	18.6	B	35.3	D	12.8	B	14.7	B	15.6	B	
			2032 w/PD 1426	18.7	B	35.3	D	13.4	B	15.9	B	16.2	B	
			2032 w/Mitigation	18.7	B	35.3	D	13.4	B	15.9	B	16.2	B	
		Saturday Casino	2032 No Build	20.7	C	35.9	D	12.2	B	16.5	B	16.5	B	
			2032 w/PD 1426	21.7	C	35.9	D	12.7	B	17.8	B	17.3	B	
			2032 w/Mitigation	21.7	C	35.9	D	12.7	B	17.8	B	17.3	B	
104	Halsted Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	47.1	D	24.3	C	52.7	D	30.3	C	38.4	D	Retime Signal
			2032 w/PD 1426	48.6	D	25.8	C	59.8	E	32.0	C	40.9	D	
			2032 w/Mitigation	51.0	D	26.6	C	53.6	D	31.7	C	40.6	D	
		Weekday PM Commuter	2032 No Build	35.1	D	53.8	D	61.2	E	35.1	D	46.4	D	
			2032 w/PD 1426	35.0	D	56.0	E	66.4	E	37.5	D	48.7	D	
			2032 w/Mitigation	50.9	D	51.9	D	50.8	D	42.4	D	48.9	D	
		Friday Casino	2032 No Build	21.3	C	15.7	B	39.6	D	30.8	C	25.9	C	
			2032 w/PD 1426	21.5	C	16.2	B	40.7	D	34.4	C	27.4	C	
			2032 w/Mitigation	21.5	C	16.2	B	40.7	D	34.4	C	27.4	C	
		Saturday Casino	2032 No Build	28.2	C	22.9	C	34.7	C	28.3	C	27.8	C	
			2032 w/PD 1426	28.7	C	22.7	C	35.8	D	31.4	C	29.0	C	
			2032 w/Mitigation	28.7	C	22.7	C	35.8	D	31.4	C	29.0	C	
108	Halsted Street and Erie Street	Weekday AM Commuter	2032 No Build	19.5	B	29.2	C	15.7	B	9.7	A	13.7	B	
			2032 w/PD 1426	19.9	B	23.4	C	16.8	B	10.4	B	14.9	B	
			2032 w/Mitigation	19.9	B	23.4	C	16.8	B	10.4	B	14.9	B	
		Weekday PM Commuter	2032 No Build	22.7	C	25.5	C	24.4	C	9.3	A	19.4	B	
			2032 w/PD 1426	22.9	C	22.8	C	29.5	C	10.2	B	22.6	C	
			2032 w/Mitigation	22.9	C	22.8	C	29.5	C	10.2	B	22.6	C	
		Friday Casino	2032 No Build	25.4	C	17.4	B	15.9	B	9.3	A	13.6	B	
			2032 w/PD 1426	24.2	C	22.9	C	16.8	B	9.9	A	14.6	B	
			2032 w/Mitigation	24.2	C	22.9	C	16.8	B	9.9	A	14.6	B	
		Saturday Casino	2032 No Build	14.8	B	26.8	C	10.6	B	8.9	A	10.0	B	
			2032 w/PD 1426	22.7	C	23.3	C	11.0	B	9.4	A	11.0	B	
			2032 w/Mitigation	22.7	C	23.3	C	11.0	B	9.4	A	11.0	B	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
201	Orleans Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	45.4	D	27.5	C	27.6	C	21.2	C	33.4	C	
			2032 w/PD 1426	48.7	D	27.7	C	28.2	C	21.3	C	35.0	D	
			2032 w/Mitigation	48.7	D	27.7	C	28.2	C	21.3	C	35.0	D	
		Weekday PM Commuter	2032 No Build	41.9	D	41.1	D	23.3	C	22.8	C	34.8	C	
			2032 w/PD 1426	45.0	D	43.4	D	23.6	C	22.8	C	36.7	D	
			2032 w/Mitigation	45.0	D	43.4	D	23.6	C	22.8	C	36.7	D	
		Friday Casino	2032 No Build	27.5	C	23.6	C	15.9	B	15.1	B	22.8	C	
			2032 w/PD 1426	27.7	C	23.3	C	16.0	B	15.1	B	22.9	C	
			2032 w/Mitigation	27.7	C	23.3	C	16.0	B	15.1	B	22.9	C	
		Saturday Casino	2032 No Build	38.6	D	28.2	C	16.2	B	15.2	B	29.5	C	
			2032 w/PD 1426	39.9	D	28.8	C	16.2	B	15.2	B	30.3	C	
			2032 w/Mitigation	39.9	D	28.8	C	16.2	B	15.2	B	30.3	C	
202	Kingsbury Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	12.7	B	4.7	A	42.2	D	26.7	C	11.8	B	
			2032 w/PD 1426	13.9	B	4.7	A	42.2	D	26.7	C	12.5	B	
			2032 w/Mitigation	13.9	B	4.7	A	42.2	D	26.7	C	12.5	B	
		Weekday PM Commuter	2032 No Build	15.7	B	8.6	A	50.9	D	20.2	C	17.4	B	
			2032 w/PD 1426	16.5	B	8.7	A	50.9	D	20.2	C	17.8	B	
			2032 w/Mitigation	16.5	B	8.7	A	50.9	D	20.2	C	17.8	B	
		Friday Casino	2032 No Build	5.3	A	4.0	A	43.8	D	23.3	C	7.3	A	
			2032 w/PD 1426	5.3	A	4.0	A	43.8	D	23.3	C	7.3	A	
			2032 w/Mitigation	5.3	A	4.0	A	43.8	D	23.3	C	7.3	A	
		Saturday Casino	2032 No Build	6.3	A	3.9	A	32.9	C	25.1	C	6.9	A	
			2032 w/PD 1426	6.6	A	3.9	A	32.9	C	25.1	C	7.1	A	
			2032 w/Mitigation	6.6	A	3.9	A	32.9	C	25.1	C	7.1	A	
203	Larrabee Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	48.0	D	29.5	C	54.2	D	31.0	C	39.9	D	
			2032 w/PD 1426	47.6	D	30.0	C	54.2	D	31.0	C	39.9	D	
			2032 w/Mitigation	47.6	D	30.0	C	54.2	D	31.0	C	39.9	D	
		Weekday PM Commuter	2032 No Build	33.1	C	47.9	D	54.8	D	38.8	D	40.1	D	
			2032 w/PD 1426	32.9	C	53.1	D	54.8	D	38.8	D	41.6	D	
			2032 w/Mitigation	32.9	C	53.1	D	54.8	D	38.8	D	41.6	D	
		Friday Casino	2032 No Build	18.8	B	19.0	B	42.7	D	33.9	C	21.4	C	
			2032 w/PD 1426	19.1	B	19.1	B	42.7	D	33.9	C	21.6	C	
			2032 w/Mitigation	19.1	B	19.1	B	42.7	D	33.9	C	21.6	C	
		Saturday Casino	2032 No Build	24.7	C	22.6	C	45.8	D	32.8	C	25.5	C	
			2032 w/PD 1426	25.3	C	22.8	C	45.8	D	32.8	C	25.9	C	
			2032 w/Mitigation	25.3	C	22.8	C	45.8	D	32.8	C	25.9	C	
204	Chicago Avenue & Jefferson Street	Weekday AM Commuter	2032 No Build	20.2	C	14.3	B	19.2	B	16.0	B	17.9	B	
			2032 w/PD 1426	22.1	C	15.1	B	24.2	C	16.0	B	19.9	B	
			2032 w/Mitigation	22.1	C	15.1	B	24.2	C	16.0	B	19.9	B	
		Weekday PM Commuter	2032 No Build	22.5	C	25.7	C	42.8	D	22.2	C	26.9	C	
			2032 w/PD 1426	25.5	C	29.5	C	46.0	D	20.3	C	30.1	C	
			2032 w/Mitigation	25.5	C	29.5	C	46.0	D	20.3	C	30.1	C	
		Friday Casino	2032 No Build	28.6	C	22.3	C	20.5	C	18.3	B	24.3	C	
			2032 w/PD 1426	29.6	C	23.0	C	22.3	C	18.3	B	25.4	C	
			2032 w/Mitigation	29.6	C	23.0	C	22.3	C	18.3	B	25.4	C	
		Saturday Casino	2032 No Build	27.5	C	23.2	C	40.0	D	20.2	C	29.8	C	
			2032 w/PD 1426	31.6	C	24.5	C	39.7	D	19.7	B	31.8	C	
			2032 w/Mitigation	31.6	C	24.5	C	39.7	D	19.7	B	31.8	C	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
206	Ogden Avenue and Chicago Avenue	Weekday AM Commuter	2032 No Build	72.1	E	50.0	D	60.2	E	39.1	D	59.0	E	
			2032 w/PD 1426	72.1	E	50.9	D	58.0	E	39.1	D	58.9	E	
			2032 w/Mitigation	72.1	E	50.9	D	58.0	E	39.1	D	58.9	E	
		Weekday PM Commuter	2032 No Build	31.1	C	79.7	E	13.3	B	34.6	C	46.8	D	
			2032 w/PD 1426	37.3	D	79.3	E	14.3	B	35.8	D	48.6	D	
			2032 w/Mitigation	37.3	D	79.3	E	14.3	B	35.8	D	48.6	D	
		Friday Casino	2032 No Build	20.6	C	42.8	D	12.6	B	19.5	B	29.1	C	
			2032 w/PD 1426	21.4	C	44.1	D	13.2	B	20.1	C	30.1	C	
			2032 w/Mitigation	21.4	C	44.1	D	13.2	B	20.1	C	30.1	C	
		Saturday Casino	2032 No Build	19.0	B	24.9	C	31.8	C	28.6	C	24.2	C	
			2032 w/PD 1426	20.0	C	27.0	C	32.4	C	29.0	C	25.6	C	
			2032 w/Mitigation	20.0	C	27.0	C	32.4	C	29.0	C	25.6	C	
207	Milwaukee Avenue and Chicago Avenue	Weekday AM Commuter	2032 No Build	86.1	F	22.3	C	17.4	B	30.8	C	47.1	D	
			2032 w/PD 1426	85.6	F	22.2	C	17.0	B	32.0	C	54.2	D	
			2032 w/Mitigation	85.6	F	22.2	C	17.0	B	32.0	C	54.2	D	
		Weekday PM Commuter	2032 No Build	35.0	D	72.9	E	38.3	D	26.7	C	47.2	D	
			2032 w/PD 1426	35.3	D	72.9	E	44.6	D	28.2	C	48.5	D	
			2032 w/Mitigation	35.3	D	72.9	E	44.6	D	28.2	C	48.5	D	
		Friday Casino	2032 No Build	48.1	D	9.0	A	19.0	B	27.3	C	27.4	C	
			2032 w/PD 1426	47.7	D	9.4	A	19.2	B	27.9	C	27.6	C	
			2032 w/Mitigation	47.7	D	9.4	A	19.2	B	27.9	C	27.6	C	
		Saturday Casino	2032 No Build	45.8	D	10.4	B	32.8	C	28.6	C	30.2	C	
			2032 w/PD 1426	45.5	D	10.6	B	33.3	C	29.1	C	30.4	C	
			2032 w/Mitigation	45.5	D	10.6	B	33.3	C	29.1	C	30.4	C	
208	Ogden Avenue and Milwaukee Avenue	Weekday AM Commuter	2032 No Build	5.9	A	14.5	B	37.4	D	43.2	D	26.1	C	
			2032 w/PD 1426	6.8	A	17.2	B	37.0	D	44.0	D	26.6	C	
			2032 w/Mitigation	6.8	A	17.2	B	37.0	D	44.0	D	26.6	C	
		Weekday PM Commuter	2032 No Build	18.0	B	11.5	B	47.6	D	44.5	D	32.3	C	
			2032 w/PD 1426	22.9	C	12.5	B	47.3	D	60.2	E	38.2	D	
			2032 w/Mitigation	22.9	C	12.5	B	47.3	D	60.2	E	38.2	D	
		Friday Casino	2032 No Build	8.4	A	9.7	A	45.1	D	30.2	C	22.6	C	
			2032 w/PD 1426	8.8	A	9.9	A	44.8	D	30.2	C	22.5	C	
			2032 w/Mitigation	8.8	A	9.9	A	44.8	D	30.2	C	22.5	C	
		Saturday Casino	2032 No Build	9.3	A	10.4	B	47.4	D	47.7	D	27.9	C	
			2032 w/PD 1426	10.2	B	10.7	B	47.2	D	47.2	D	27.8	C	
			2032 w/Mitigation	10.2	B	10.7	B	47.2	D	47.2	D	27.8	C	
210	Elston Avenue and Division Street	Weekday AM Commuter	2032 No Build	29.0	C	24.2	C	23.6	C	49.1	D	32.2	C	
			2032 w/PD 1426	29.9	C	25.6	C	23.6	C	49.1	D	32.9	C	
			2032 w/Mitigation	29.9	C	25.6	C	23.6	C	49.1	D	32.9	C	
		Weekday PM Commuter	2032 No Build	22.3	C	22.3	C	49.8	D	43.3	D	32.0	C	
			2032 w/PD 1426	22.7	C	22.8	C	49.8	D	43.3	D	32.1	C	
			2032 w/Mitigation	22.7	C	22.8	C	49.8	D	43.3	D	32.1	C	
		Friday Casino	2032 No Build	16.8	B	15.5	B	38.5	D	40.0	D	26.3	C	
			2032 w/PD 1426	17.0	B	15.6	B	38.5	D	40.0	D	26.2	C	
			2032 w/Mitigation	17.0	B	15.6	B	38.5	D	40.0	D	26.2	C	
		Saturday Casino	2032 No Build	16.7	B	15.6	B	37.8	D	39.9	D	25.1	C	
			2032 w/PD 1426	16.9	B	15.8	B	37.8	D	39.9	D	25.1	C	
			2032 w/Mitigation	16.9	B	15.8	B	37.8	D	39.9	D	25.1	C	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation
				Delay (sec)	LOS	Delay (sec)	LOS							
301	Orleans Street and Ontario Street (Ohio Street On Ramp)	Weekday AM Commuter	2032 No Build	-	-	35.1	D	18.6	B	26.6	C	27.0	C	Retime Signal
			2032 w/PD 1426	-	-	35.1	D	19.4	B	26.9	C	27.3	C	
			2032 w/Mitigation	-	-	35.1	D	19.4	B	26.9	C	27.3	C	
		Weekday PM Commuter	2032 No Build	-	-	70.4	E	33.3	C	64.5	E	56.1	E	
			2032 w/PD 1426	-	-	70.4	E	36.6	D	68.1	E	57.9	E	
			2032 w/Mitigation	-	-	70.4	E	36.6	D	68.1	E	57.9	E	
		Friday Casino	2032 No Build	-	-	56.9	E	27.0	C	53.1	D	46.4	D	
			2032 w/PD 1426	-	-	56.9	E	28.1	C	54.6	D	47.0	D	
			2032 w/Mitigation	-	-	49.9	D	34.5	C	54.6	D	45.8	D	
		Saturday Casino	2032 No Build	-	-	58.7	E	23.5	C	46.5	D	43.5	D	
			2032 w/PD 1426	-	-	58.7	E	25.0	C	47.8	D	44.2	D	
			2032 w/Mitigation	-	-	51.4	D	30.7	C	47.8	D	43.1	D	
302	Orleans Street and Ohio Street Off Ramp	Weekday AM Commuter	2032 No Build	15.7	B	-	-	43.6	D	-	-	19.9	B	
			2032 w/PD 1426	17.3	B	-	-	44.1	D	-	-	21.4	C	
			2032 w/Mitigation	17.3	B	-	-	44.1	D	-	-	21.4	C	
		Weekday PM Commuter	2032 No Build	13.9	B	-	-	23.9	C	-	-	17.0	B	
			2032 w/PD 1426	14.4	B	-	-	24.0	C	-	-	17.4	B	
			2032 w/Mitigation	14.4	B	-	-	24.0	C	-	-	17.4	B	
		Friday Casino	2032 No Build	7.8	A	-	-	37.3	D	-	-	12.4	B	
			2032 w/PD 1426	8.0	A	-	-	37.2	D	-	-	12.6	B	
			2032 w/Mitigation	8.0	A	-	-	37.2	D	-	-	12.6	B	
		Saturday Casino	2032 No Build	11.1	B	-	-	37.5	D	-	-	17.5	B	
			2032 w/PD 1426	11.4	B	-	-	37.6	D	-	-	17.7	B	
			2032 w/Mitigation	11.4	B	-	-	37.6	D	-	-	17.7	B	
303	Orleans Street and Grand Avenue	Weekday AM Commuter	2032 No Build	26.6	C	43.6	D	15.3	B	17.1	B	26.2	C	
			2032 w/PD 1426	27.8	C	44.2	D	15.9	B	23.6	C	28.3	C	
			2032 w/Mitigation	27.8	C	44.2	D	15.9	B	23.6	C	28.3	C	
		Weekday PM Commuter	2032 No Build	20.9	C	35.1	D	19.3	B	32.5	C	26.2	C	
			2032 w/PD 1426	22.2	C	36.3	D	19.9	B	38.0	D	28.2	C	
			2032 w/Mitigation	22.2	C	36.3	D	19.9	B	38.0	D	28.2	C	
		Friday Casino	2032 No Build	27.9	C	34.1	C	14.7	B	18.5	B	23.8	C	
			2032 w/PD 1426	29.9	C	34.8	C	16.0	B	21.0	C	25.5	C	
			2032 w/Mitigation	29.9	C	34.8	C	16.0	B	21.0	C	25.5	C	
		Saturday Casino	2032 No Build	43.5	D	44.9	D	17.2	B	16.4	B	29.7	C	
			2032 w/PD 1426	48.6	D	46.4	D	26.3	C	19.6	B	34.2	C	
			2032 w/Mitigation	48.6	D	46.4	D	26.3	C	19.6	B	34.2	C	
304	Kingsbury Street and Grand Avenue	Weekday AM Commuter	2032 No Build	18.4	B	21.2	C	15.7	B	39.2	D	23.2	C	
			2032 w/PD 1426	19.2	B	22.1	C	15.7	B	39.2	D	23.7	C	
			2032 w/Mitigation	19.2	B	22.1	C	15.7	B	39.2	D	23.7	C	
		Weekday PM Commuter	2032 No Build	20.4	C	25.3	C	68.9	E	28.9	C	30.7	C	
			2032 w/PD 1426	20.3	C	28.1	C	68.9	E	28.9	C	31.5	C	
			2032 w/Mitigation	20.3	C	28.1	C	68.9	E	28.9	C	31.5	C	
		Friday Casino	2032 No Build	15.0	B	22.1	C	16.0	B	20.4	C	19.1	B	
			2032 w/PD 1426	15.4	B	22.9	C	16.0	B	20.4	C	19.7	B	
			2032 w/Mitigation	15.4	B	22.9	C	16.0	B	20.4	C	19.7	B	
		Saturday Casino	2032 No Build	16.7	B	27.7	C	16.0	B	17.5	B	22.5	C	
			2032 w/PD 1426	16.9	B	30.1	C	16.0	B	17.5	B	23.9	C	
			2032 w/Mitigation	16.9	B	30.1	C	16.0	B	17.5	B	23.9	C	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Intersection		Mitigation	
				Delay (sec)	LOS	Delay (sec)	LOS								
305	Canal St / Jefferson St and Grand Avenue	Weekday AM Commuter	2032 No Build	5.2	A	13.2	B	8.3	A	11.8	B	9.3	A		
			2032 w/PD 1426	6.3	A	14.7	B	8.5	A	13.9	B	10.8	B		
			2032 w/Mitigation	6.3	A	14.7	B	8.5	A	13.9	B	10.8	B		
		Weekday PM Commuter	2032 No Build	8.4	A	17.1	B	2.6	A	28.1	C	15.3	B		
			2032 w/PD 1426	11.8	B	24.9	C	2.9	A	32.5	C	21.3	C		
			2032 w/Mitigation	11.8	B	24.9	C	2.9	A	32.5	C	21.3	C		
		Friday Casino	2032 No Build	11.5	B	16.6	B	1.8	A	14.5	B	14.2	B		
			2032 w/PD 1426	13.5	B	18.7	B	1.8	A	15.0	B	16.0	B		
			2032 w/Mitigation	13.5	B	18.7	B	1.8	A	15.0	B	16.0	B		
		Saturday Casino	2032 No Build	14.3	B	18.4	B	1.8	A	16.5	B	16.5	B		
			2032 w/PD 1426	14.2	B	21.7	C	1.8	A	17.7	B	18.2	B		
			2032 w/Mitigation	14.2	B	21.7	C	1.8	A	17.7	B	18.2	B		
306	Desplaines St & Grand Ave	Weekday AM Commuter	2032 No Build	6.8	A	2.6	A	36.5	D	40.9	D	9.9	A		
			2032 w/PD 1426	7.6	A	4.0	A	35.2	D	35.2	D	10.7	B		
			2032 w/Mitigation	7.6	A	4.0	A	35.2	D	35.2	D	10.7	B		
		Weekday PM Commuter	2032 No Build	15.1	B	9.2	A	28.9	C	25.9	C	15.4	B		
			2032 w/PD 1426	17.2	B	9.8	A	27.6	C	24.1	C	16.0	B		
			2032 w/Mitigation	17.2	B	9.8	A	27.6	C	24.1	C	16.0	B		
		Friday Casino	2032 No Build	7.5	A	2.8	A	27.2	C	34.2	C	10.0	B		
			2032 w/PD 1426	8.0	A	3.3	A	28.0	C	31.9	C	10.5	B		
			2032 w/Mitigation	8.0	A	3.3	A	28.0	C	31.9	C	10.5	B		
		Saturday Casino	2032 No Build	6.2	A	1.5	A	33.0	C	36.2	D	9.6	A		
			2032 w/PD 1426	6.6	A	1.7	A	33.9	C	33.7	C	10.1	B		
			2032 w/Mitigation	6.6	A	1.7	A	33.9	C	33.7	C	10.1	B		

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Southeast-bound		Northwest-bound		Intersection		Mitigation	
				Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS										
307	Halsted Street and Milwaukee Avenue and Grand Avenue	Weekday AM Commuter	2032 No Build	72.1	E	40.0	D	92.2	F	83.6	F	55.6	E	43.5	D	68.0	E		
			2032 w/PD 1426	77.3	E	42.4	D	106.1	F	101.7	F	56.6	E	43.5	D	75.3	E		
			2032 w/Mitigation	77.3	E	42.4	D	106.1	F	101.7	F	56.6	E	43.5	D	75.3	E		
		Weekday PM Commuter	2032 No Build	74.8	E	64.5	E	86.1	F	72.6	E	27.8	C	74.0	E	67.3	E		
			2032 w/PD 1426	86.6	F	81.1	F	110.3	F	84.7	F	25.6	C	74.0	E	79.4	E		
			2032 w/Mitigation	86.6	F	81.1	F	110.3	F	84.7	F	25.6	C	74.0	E	79.4	E		
		Friday Casino	2032 No Build	60.6	E	54.6	D	126.5	F	47.8	D	37.9	D	69.1	E	66.9	E		
			2032 w/PD 1426	65.1	E	58.9	E	147.2	F	51.3	D	37.9	D	69.1	E	73.3	E		
			2032 w/Mitigation	65.1	E	58.9	E	147.2	F	51.3	D	37.9	D	69.1	E	73.3	E		
		Saturday Casino	2032 No Build	46.9	D	48.1	D	89.5	F	42.6	D	29.5	C	51.8	D	53.7	D		
			2032 w/PD 1426	47.9	D	50.6	D	104.3	F	44.6	D	29.5	C	51.8	D	57.9	E		
			2032 w/Mitigation	47.9	D	50.6	D	104.3	F	44.6	D	29.5	C	51.8	D	57.9	E		



Table 14: PD 1426 Capacity Analysis – Unsignalized Intersections

Intersection / Approach	Weekday AM Peak Hour						Weekday PM Peak Hour					
	2032 No Build		2032 Build With PD 1426		2032 Build With Mitigation		2032 No Build		2032 Build With PD 1426		2032 Build With Mitigation	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Halsted St & Superior St												
EB Left	22.3	C	23.9	C	23.9	C	23.3	C	26.0	D	26.0	D
EB Right	13.6	B	14.1	B	14.1	B	12.4	B	13.1	B	13.1	B
Halsted St & Huron St												
NB Left	0.4	A	0.4	A	0.4	A	0.2	A	0.2	A	0.2	A
Halsted St & Ancona St												
NB Left/Thru	9.0	A	9.2	A	9.2	A	9.1	A	9.3	A	9.3	A
EB Approach	13.2	B	13.6	B	13.6	B	25.2	D	27.5	D	27.5	D
Halsted St & Ohio St												
NB Left/Thru	9.0	A	9.1	A	9.1	A	9.5	A	9.5	A	9.5	A
EB Approach	59.0	F	95.8	F	95.8	F	404.9	F	747.5	F	747.5	F
SB Left/Thru	9.9	A	10.2	B	10.2	B	10.1	B	10.5	B	10.5	B
Halsted St & Huron South												
WB Approach	-	-	31.8	D	31.8	D	-	-	38.4	E	38.4	E
SB Left/Thru	-	-	9.9	A	9.9	A	-	-	11.1	B	11.1	B
Chicago Ave & Peoria St												
EB Left/Thru	11.0	B	11.2	B	11.2	B	17.0	C	17.4	C	17.4	C
SB Approach	24.1	C	25.8	D	25.8	D	266.7	F	287.6	F	287.6	F
Ogden Ave & I-90/94 On-Ramp												
NB Left	18.0	C	18.9	C	18.9	C	31.8	D	36.0	E	36.0	E
May St & Grand Ave												
NB Approach	10.9	B	11.0	B	11.0	B	18.1	C	18.4	C	18.4	C
EB Left/Thru	18.3	C	18.9	C	18.9	C	31.9	D	34.5	D	34.5	D
EB Thru/Right	19.1	C	19.9	C	19.9	C	32.8	D	35.5	E	35.5	E
WB Left/Thru	10.3	B	10.4	B	10.4	B	13.6	B	13.9	B	13.9	B
WB Thru/Right	10.2	B	10.4	B	10.4	B	16.0	C	16.5	C	16.5	C
SB Approach	9.9	A	10.0	B	10.0	B	11.4	B	11.5	B	11.5	B
Intersection	16.2	C	16.7	C	16.7	C	24.9	C	26.5	D	26.5	D
Racine St & Grand Ave												
NB Left	12.7	B	12.8	B	12.8	B	16.3	C	16.6	C	16.6	C
NB Right	11.0	B	11.1	B	11.1	B	13.4	B	13.6	B	13.6	B
EB Approach	26.8	D	28.9	D	28.9	D	33.4	D	37.3	E	37.3	E
WB Left/Thru	12.2	B	12.4	B	12.4	B	15.4	C	15.8	C	15.8	C
WB Thru/Right	13.8	B	14.4	B	14.4	B	23.8	C	25.6	D	25.6	D
SB Left	25.3	D	25.9	D	25.9	D	30.2	D	31.2	D	31.2	D
SB Right/Thru	20.8	C	21.2	C	21.2	C	23.3	C	24.0	C	24.0	C
Intersection	22.8	C	23.9	C	23.9	C	26.5	D	28.5	D	28.5	D



Intersection / Approach	Friday Casino Peak Hour						Saturday Casino Peak Hour					
	2032 No Build		2032 Build With PD 1426		2032 Build With Mitigation		2032 No Build		2032 Build With PD 1426		2032 Build With Mitigation	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Halsted St & Superior St												
EB Left	16.2	C	17.2	C	17.2	C	16.5	C	17.5	C	17.5	C
EB Right	11.8	B	12.2	B	12.2	B	12.0	B	12.4	B	12.4	B
Halsted St & Huron St												
NB Left	0.0	A	0.0	A	0.0	A	0.2	A	0.2	A	0.2	A
Halsted St & Ancona St												
NB Left/Thru	9.3	A	9.4	A	9.4	A	9.1	A	9.3	A	9.3	A
EB Approach	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
Halsted St & Ohio St												
NB Left/Thru	9.4	A	9.5	A	9.5	A	9.3	A	9.3	A	9.3	A
EB Approach	46.7	E	65.2	F	65.2	F	36.0	E	47.3	E	47.3	E
SB Left/Thru	10.0	B	10.2	B	10.2	B	9.2	A	9.4	A	9.4	A
Halsted St & Huron South												
WB Approach	-	-	16.7	C	16.7	C	-	-	16.8	C	16.8	C
SB Left/Thru	-	-	8.8	A	8.8	A	-	-	8.8	A	8.8	A
Chicago Ave & Peoria St												
EB Left/Thru	9.2	A	9.3	A	9.3	A	0.0	A	0.0	A	0.0	A
SB Approach	12.9	B	13.1	B	13.1	B	29.8	D	30.7	D	30.7	D
Ogden Ave & I-90/94 On-Ramp												
NB Left	13.3	B	13.6	B	13.6	B	22.6	C	24.3	C	24.3	C
May St & Grand Ave												
NB Approach	15.4	C	15.5	C	15.5	C	14.2	B	14.3	B	14.3	B
EB Left/Thru	16.8	C	17.2	C	17.2	C	17.3	C	17.8	C	17.8	C
EB Thru/Right	16.7	C	17.2	C	17.2	C	17.4	C	17.9	C	17.9	C
WB Left/Thru	12.9	B	13.1	B	13.1	B	12.2	B	12.4	B	12.4	B
WB Thru/Right	13.5	B	13.8	B	13.8	B	12.8	B	13.0	B	13.0	B
SB Approach	10.7	B	10.7	B	10.7	B	10.3	B	10.3	B	10.3	B
Intersection	15.2	C	15.6	C	15.6	C	15.3	C	15.7	C	15.7	C
Racine St & Grand Ave												
NB Left	11.9	B	12.0	B	12.0	B	12.2	B	12.3	B	12.3	B
NB Right	10.3	B	10.4	B	10.4	B	10.8	B	10.8	B	10.8	B
EB Approach	14.0	B	14.3	B	14.3	B	16.6	C	17.1	C	17.1	C
WB Left/Thru	12.0	B	12.1	B	12.1	B	12.7	B	12.8	B	12.8	B
WB Thru/Right	14.4	B	14.9	B	14.9	B	16.2	C	16.6	C	16.6	C
SB Left	14.0	B	14.2	B	14.2	B	20.4	C	20.8	C	20.8	C
SB Right/Thru	13.1	B	13.2	B	13.2	B	15.3	C	15.4	C	15.4	C
Intersection	13.5	B	13.8	B	13.8	B	16.4	C	16.7	C	16.7	C



Table 15: 95th Percentile Queue Lengths – PD 1426

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound			
				Left	Right	Left	Right	Left	Right	Left	Right		
101	Halsted Street and Division Street	Weekday AM Commuter	2032 No Build	119		228		98		58	77		
			2032 w/PD1426	115		245		141		58	78		
			2032 w/Mitigation	115		245		141		58	78		
		Weekday PM Commuter	2032 No Build	95		325		136		57	50		
			2032 w/PD1426	99		349		169		57	50		
			2032 w/Mitigation	99		349		169		57	50		
		Friday Casino	2032 No Build	51		98		58		49	63		
			2032 w/PD1426	49		102		80		49	63		
			2032 w/Mitigation	49		102		80		49	63		
		Saturday Casino	2032 No Build	38		95		66		38	68		
			2032 w/PD1426	38		100		86		38	69		
			2032 w/Mitigation	38		100		86		38	69		
					Storage	255		125		125		130	96
					Taper	155		143		155		100	
102	Halsted Street and North Branch	Weekday AM Commuter	2032 No Build		225	229		220	7	33			
			2032 w/PD1426		257	229		250	7	33			
			2032 w/Mitigation		256	245		215	7	37			
		Weekday PM Commuter	2032 No Build		175	153		275	6	49			
			2032 w/PD1426		195	153		295	6	49			
			2032 w/Mitigation		202	182		276	5	51			
		Friday Casino	2032 No Build		53	88		56		16			
			2032 w/PD1426		57	88		58		16			
			2032 w/Mitigation		57	88		58		16			
		Saturday Casino	2032 No Build		59	96		62		20			
			2032 w/PD1426		73	96		64	0	20			
			2032 w/Mitigation		73	96		64	0	20			
					Storage	50	50	110	-	110	110	75	-
					Taper	-	-	-	-	75	75	75	-
104	Halsted Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	259		68	4	29		369	125		
			2032 w/PD1426	253		70	4	37		384	131		
			2032 w/Mitigation	263		73	4	37		384	131		
		Weekday PM Commuter	2032 No Build	194		26	20	38		356	327		
			2032 w/PD1426	185		27	20	45		376	331		
			2032 w/Mitigation	230		56	157	38		329	298		
		Friday Casino	2032 No Build	98		40	23	22		308	39		
			2032 w/PD1426	98		43	31	28		332	42		
			2032 w/Mitigation	98		43	31	28		332	42		
		Saturday Casino	2032 No Build	136		53	30	21		335	52		
			2032 w/PD1426	136		55	31	26		360	54		
			2032 w/Mitigation	136		55	31	26		360	54		
					Storage	185	-	230	-	105	-	215	250
					Taper	95	-	150	-	75	-	165	130
108	Halsted Street and Erie Street	Weekday AM Commuter	2032 No Build	46	-	7	-	-	-	-	-		
			2032 w/PD1426	51	-	21	-	-	-	-	-		
			2032 w/Mitigation	51	-	21	-	-	-	-	-		
		Weekday PM Commuter	2032 No Build	61	-	9	-	-	-	-	-		
			2032 w/PD1426	65	-	19	-	-	-	-	-		
			2032 w/Mitigation	65	-	19	-	-	-	-	-		
		Friday Casino	2032 No Build	30	-	9	-	-	-	-	-		
			2032 w/PD1426	33	-	18	-	-	-	-	-		
			2032 w/Mitigation	33	-	18	-	-	-	-	-		
		Saturday Casino	2032 No Build	17	-	5	-	-	-	-	-		
			2032 w/PD1426	22	-	13	-	-	-	-	-		
			2032 w/Mitigation	22	-	13	-	-	-	-	-		
					Storage	25	-	25	-	-	-	-	
					Taper	25	-	25	-	-	-	-	



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
				Left	Right	Left	Right	Left	Right	Left	Right
201	Orleans Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	44	122	42	0	173		60	
			2032 w/PD1426	48	136	42	0	181		60	
			2032 w/Mitigation	48	136	42	0	181		60	
		Weekday PM Commuter	2032 No Build	54	280	70		104		68	
			2032 w/PD1426	59	294	70		114		68	
			2032 w/Mitigation	59	294	70	0	114		68	
		Friday Casino	2032 No Build	35	211	46		72		44	
			2032 w/PD1426	37	219	46		74		44	
			2032 w/Mitigation	37	219	46	0	74		44	
		Saturday Casino	2032 No Build	33	331	36		89		46	
			2032 w/PD1426	36	337	36	0	92		46	
			2032 w/Mitigation	36	337	36	0	92		46	
		Storage				95	70	100	60	50	-
Taper				100	-	90	-	80	-	80	-
202	Kingsbury Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	9	92	26	0				
			2032 w/PD1426	10	99	26					
			2032 w/Mitigation	10	99	26	0				
		Weekday PM Commuter	2032 No Build	6	76	16					
			2032 w/PD1426	7	79	16	0				
			2032 w/Mitigation	7	79	16	0				
		Friday Casino	2032 No Build	1	34	19					
			2032 w/PD1426	1	34	19					
			2032 w/Mitigation	1	34	19	0				
		Saturday Casino	2032 No Build		30	13	0				
			2032 w/PD1426		29	13	0				
			2032 w/Mitigation		29	13	0				
		Storage				75	60	65	100	-	-
Taper				95	-	110	-	-	-	-	-
203	Larrabee Street and Chicago Avenue	Weekday AM Commuter	2032 No Build	177			58			324	68
			2032 w/PD1426	170			58			324	68
			2032 w/Mitigation	171			58			324	68
		Weekday PM Commuter	2032 No Build	222			59			354	280
			2032 w/PD1426	189			62			354	280
			2032 w/Mitigation	189						354	280
		Friday Casino	2032 No Build	64			49			151	42
			2032 w/PD1426	64			49			151	42
			2032 w/Mitigation	64			49			151	42
		Saturday Casino	2032 No Build	81			48			146	41
			2032 w/PD1426	81			48			146	41
			2032 w/Mitigation	81			48			146	41
		Storage				85	-	-	80	-	-
Taper				55	-	-	-	-	-	-	-
204	Chicago Avenue & Jefferson Street	Weekday AM Commuter	2032 No Build	30		91		107	118	62	
			2032 w/PD1426	30		120		150	164	62	
			2032 w/Mitigation	29		120		150	164	62	
		Weekday PM Commuter	2032 No Build	57		61		146	251	81	
			2032 w/PD1426	54		123		193	294	81	
			2032 w/Mitigation	67		123		193	294	81	
		Friday Casino	2032 No Build	9		153		187	244	25	
			2032 w/PD1426	9		166		204	271	25	
			2032 w/Mitigation	9		166		204	271	25	
		Saturday Casino	2032 No Build	7		228		233	449	25	
			2032 w/PD1426	7		247		251	482	25	
			2032 w/Mitigation	7		247		251	482	25	
		Storage				75	-	75	-	70	70
Taper				150	-	150	-	73	73	-	-



Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		
				Left	Right	Left	Right	Left	Right	Left	Right	
206	Ogden Avenue and Chicago Avenue	Weekday AM Commuter	2032 No Build	7		252	1		399			
			2032 w/PD1426	7		275	1		406			
			2032 w/Mitigation	7		272	1		406			
		Weekday PM Commuter	2032 No Build	5		156			319			
			2032 w/PD1426	6		168	0		327			
			2032 w/Mitigation	6		273	0		327			
		Friday Casino	2032 No Build	3		151			247			
			2032 w/PD1426	3		163			249			
			2032 w/Mitigation	3		163			249			
		Saturday Casino	2032 No Build	2		149	0		171			
			2032 w/PD1426	2		160	0		174			
			2032 w/Mitigation	2		160	0		174			
		Storage			90	-	100	75	-	80	-	-
		Taper			-	-	70	-	-	-	-	-
207	Milwaukee Avenue and Chicago Avenue	Weekday AM Commuter	2032 No Build	19	44			32		120		
			2032 w/PD1426	19	45			32		127		
			2032 w/Mitigation	19	51			32		127		
		Weekday PM Commuter	2032 No Build	65	32			60		84		
			2032 w/PD1426	68	34			57		92		
			2032 w/Mitigation	68	58			57		92		
		Friday Casino	2032 No Build	31	37			56		106		
			2032 w/PD1426	31	38			57		114		
			2032 w/Mitigation	31	47			57		114		
		Saturday Casino	2032 No Build	22	34			110		100		
			2032 w/PD1426	22	35			118		107		
			2032 w/Mitigation	22	44			118		107		
		Storage			70	60	-	80	50	-	125	-
		Taper			100	-	-	-	-	-	125	-
208	Ogden Avenue and Milwaukee Avenue	Weekday AM Commuter	2032 No Build		0	71		89		21		
			2032 w/PD1426			97		88		21		
			2032 w/Mitigation			97		88		21		
		Weekday PM Commuter	2032 No Build		78	35		87		10		
			2032 w/PD1426		67	42		87		9		
			2032 w/Mitigation		62	42		87	9			
		Friday Casino	2032 No Build		17	55		88		3		
			2032 w/PD1426		16	61		88		3		
			2032 w/Mitigation		16	61		88		3		
		Saturday Casino	2032 No Build		22	66		87		3		
			2032 w/PD1426		27	74		86		3		
			2032 w/Mitigation		26	74		86		3		
		Storage			-	90	90	-	115	-	55	-
		Taper			-	-	115	-	40	-	-	-
210	Elston Avenue and Division Street	Weekday AM Commuter	2032 No Build	94		11		47	24	96	125	
			2032 w/PD1426	102		11		47	24	96	125	
			2032 w/Mitigation	102		11		47	24	96	125	
		Weekday PM Commuter	2032 No Build	70		17		147		147	48	
			2032 w/PD1426	73		17		147	0	147	48	
			2032 w/Mitigation	73		17		147	0	147	48	
		Friday Casino	2032 No Build	53		11		73		98	53	
			2032 w/PD1426	53		10		73	0	98	53	
			2032 w/Mitigation	53		10		73	0	98	53	
		Saturday Casino	2032 No Build	52		10		70	0	72	56	
			2032 w/PD1426	52		10		70	0	72	56	
			2032 w/Mitigation	52		10		70	0	72	56	
		Storage			290	-	135	-	120	100	240	95
		Taper			100	-	150	-	150	100	150	130



Sync Hr Node	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
				Left	Right	Left	Right	Left	Right	Left	Right
301	Orleans Street and Ontario Street (Ohio Street On Ramp)	Weekday AM Commuter	2032 No Build			425	19	99			200
			2032 w/PD1426			425	19	107			206
			2032 w/Mitigation			425	19	107			206
		Weekday PM Commuter	2032 No Build			613	6	313			345
			2032 w/PD1426			613	6	325			351
			2032 w/Mitigation			613	6	325			351
		Friday Casino	2032 No Build			596	11	265			296
			2032 w/PD1426			596	11	265			296
			2032 w/Mitigation			584	11	276			296
		Saturday Casino	2032 No Build			555	14	277			291
			2032 w/PD1426			555	14	284			295
			2032 w/Mitigation			543	14	295			295
Storage				-	-	-	310	-	-	-	-
Taper				-	-	-	-	-	-	-	-
302	Orleans Street and Ohio Street Off Ramp	Weekday AM Commuter	2032 No Build	110							
			2032 w/PD1426	111							
			2032 w/Mitigation	111							
		Weekday PM Commuter	2032 No Build	108							
			2032 w/PD1426	110							
			2032 w/Mitigation	110							
		Friday Casino	2032 No Build	79							
			2032 w/PD1426	80							
			2032 w/Mitigation	80							
		Saturday Casino	2032 No Build	79							
			2032 w/PD1426	80							
			2032 w/Mitigation	80							
Storage				150							
Taper				25							
303	Orleans Street and Grand Avenue	Weekday AM Commuter	2032 No Build	152	26	43		79		6	
			2032 w/PD1426	192	28	43		88		6	
			2032 w/Mitigation	192	28	43		88		6	
		Weekday PM Commuter	2032 No Build	172	17	42		50		9	
			2032 w/PD1426	209	19	42		61		9	
			2032 w/Mitigation	209	19	42		61		9	
		Friday Casino	2032 No Build	175	17	33		88		3	
			2032 w/PD1426	192	19	33		106		3	
			2032 w/Mitigation	192	19	33		106		3	
		Saturday Casino	2032 No Build	216	19	46		127		2	
			2032 w/PD1426	231	20	46		101		2	
			2032 w/Mitigation	231	20	46		101		2	
Storage				180	60	60	-	50	-	50	-
Taper				110	110	70	-	100	-	95	-
304	Kingsbury Street and Grand Avenue	Weekday AM Commuter	2032 No Build	66		28					
			2032 w/PD1426	66		28					
			2032 w/Mitigation	66		28					
		Weekday PM Commuter	2032 No Build	136		26					
			2032 w/PD1426	132		26					
			2032 w/Mitigation	132		26					
		Friday Casino	2032 No Build	57		18					
			2032 w/PD1426	63		18					
			2032 w/Mitigation	63		18					
		Saturday Casino	2032 No Build	60		28					
			2032 w/PD1426	60		28					
			2032 w/Mitigation	60		28					
Storage				60		55					
Taper				100		175					



Synchro Node	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound	
				Left	Right	Left	Right	Left	Right	Left	Right
305	Canal St / Jefferson St and Grand Avenue	Weekday AM Commuter	2032 No Build	52						85	0
			2032 w/PD1426	86						117	37
			2032 w/Mitigation	86						117	37
		Weekday PM Commuter	2032 No Build	138						127	123
			2032 w/PD1426	253						142	162
			2032 w/Mitigation	253						142	162
		Friday Casino	2032 No Build	173						141	4
			2032 w/PD1426	200						157	22
			2032 w/Mitigation	200						157	22
		Saturday Casino	2032 No Build	188						171	0
			2032 w/PD1426	205						188	14
			2032 w/Mitigation	205						188	14
Storage				100						100	100
Taper				100						135	135
306	Desplaines St & Grand Ave	Weekday AM Commuter	2032 No Build	3		65			158	19	
			2032 w/PD1426	4		105			160	29	
			2032 w/Mitigation	4		105			160	29	
		Weekday PM Commuter	2032 No Build	7		250			144	23	
			2032 w/PD1426	8		221			145	31	
			2032 w/Mitigation	8		221			145	31	
		Friday Casino	2032 No Build	4		60			140	20	
			2032 w/PD1426	4		73			147	25	
			2032 w/Mitigation	4		73			147	25	
		Saturday Casino	2032 No Build	3		23			155	21	
			2032 w/PD1426	4		31			164	26	
			2032 w/Mitigation	4		31			164	26	
Storage				100		100			100		
Taper				100		100					

Synchro Node #	Intersection	Peak Hour	Scenario	Eastbound		Westbound		Northbound		Southbound		Southeast-bound		Northwest-bound	
				Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
307	Halsted Street and Milwaukee Avenue and Grand Avenue	Weekday AM Commuter	2032 No Build	208		70						96	223	22	
			2032 w/PD1426	233		81						97	227	22	
			2032 w/Mitigation	233		81						97	227	22	
		Weekday PM Commuter	2032 No Build	245		88						109	40	19	
			2032 w/PD1426	282		95						106	208	19	
			2032 w/Mitigation	282		95						106	207	19	
		Friday Casino	2032 No Build	211		109						72	162	39	
			2032 w/PD1426	228		117						72	162	39	
			2032 w/Mitigation	228		117						72	162	39	
		Saturday Casino	2032 No Build	113		153						53	71	130	
			2032 w/PD1426	131		161						53	71	130	
			2032 w/Mitigation	131		161						53	71	130	
Storage				65	-	80	-	-	-	-	-	60	10	50	-
Taper				80	-	70	-	-	-	-	-	70	50	75	-



Proposed Mitigation – 2032 PD 1426

Based on the analysis of the 2032 background and future with project traffic volumes, the following intersection approaches operate with high delays, all other intersections or approaches (not shown below) operate at LOS D or better. In addition to identifying these intersections the suggested improvements/mitigation is also identified. Of note, this includes a revised street network and some geometric improvements based on the total development.

It should be noted that the traffic model evaluates the vehicular volumes by approach and movement, the intersection lane configuration, the number of pedestrian crossings in conflict with turning vehicles, and the traffic signal phasing and timing plan for each intersection. The traffic model does not take into account the residual vehicle queues for each movement from downstream intersections not in the traffic model or additional delays created from double parked vehicles and loading/unloading trucks.

Halsted Street and North Branch Street

Mitigation: Retiming traffic signal.

Halsted Street and Chicago Avenue 2032

Mitigation: Retiming traffic signal.

Figure 27 illustrates the proposed lane configurations for the 2032 PD 1426 scenario.

Traffic Signal Warrant Analysis

Based on the projected traffic volumes at the intersection of Grand Avenue and Desplaines Street and the existing traffic volumes at the Ogden Avenue and NB I-90/94 Ramp intersection, a traffic signal warrant analysis has been conducted. The investigation for the need for a traffic control signal is based on the methodology established in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD establishes nine individual warrants. Installation of a traffic signal should be further investigated at locations that meet one or more warrants. However, warrant 1, the eight-hour vehicular volume warrant, is typically the primary vehicular volume/delay warrant that is considered for intersections

Warrant 1 is met if a total of eight hours in the day exceed the thresholds established in the MUTCD. Traditionally, this warrant requires more than eight hours of data collection and substantial projections of future trips. However, additional guidance from IDOT states that in cases involving future volumes, the eight-hour vehicular volume hour can be estimated as 55 percent of the peak hour volumes. The IDOT methodology also requires a reduction of the minor approach right turn volume based on factors such as lane configuration and conflicting volumes.

Based on the existing weekday pm peak hour traffic volumes and utilizing the IDOT guidance to estimate the eighth hour volumes, the intersection of Ogden Avenue and the I-90/I94 on ramp meets Condition A,



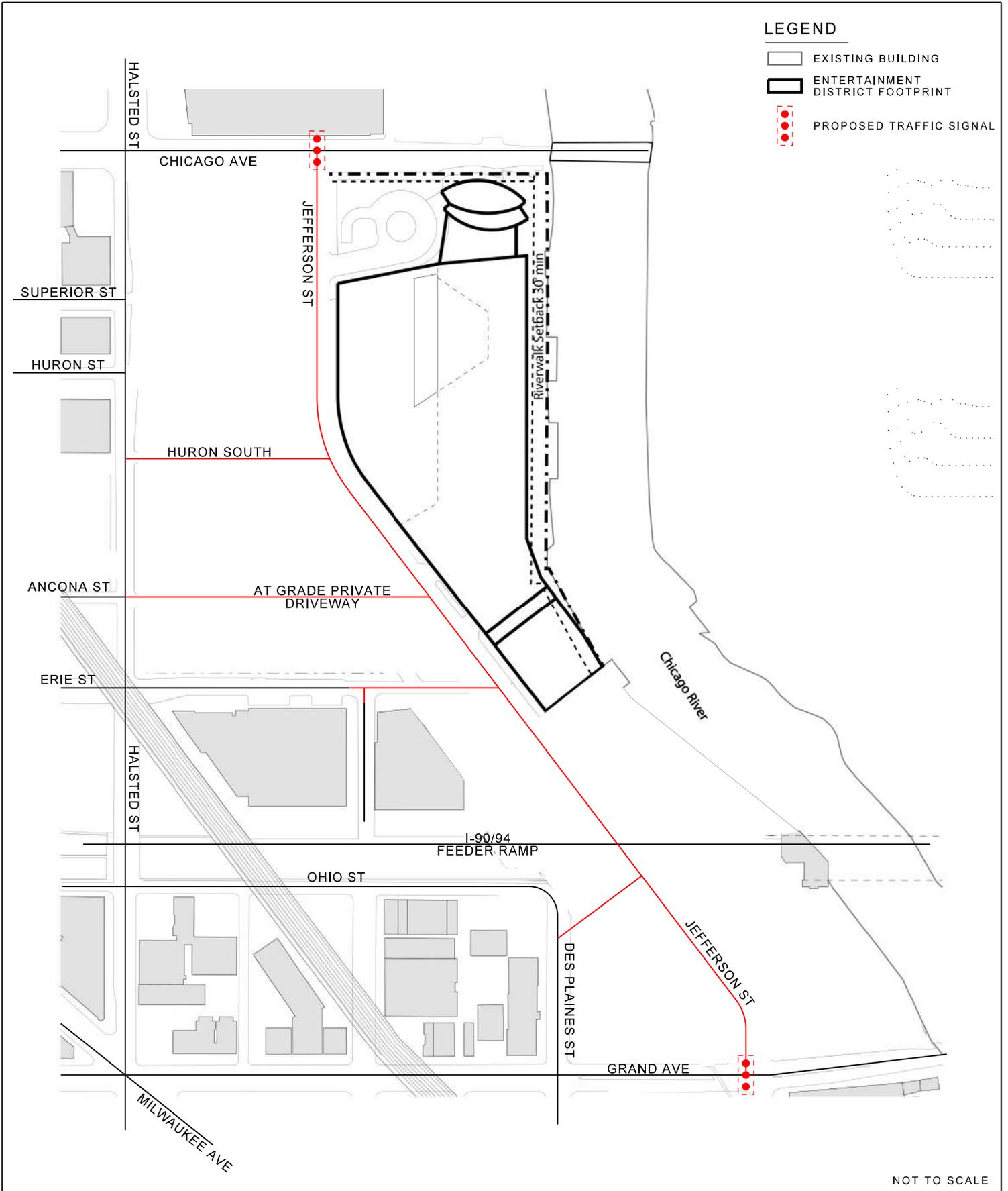
Minimum Vehicular Volume, for the projected eighth highest hour and Condition B, Interruption of Continuous Traffic, for the eight highest hour. The supporting Signal Warrant Review Sheet and Right Turn Factorization Sheet are included in Appendix N.

The 2018 River District Traffic Impact Study recommended that the intersection of Grand Avenue and Desplaines Street be signalized. At the time of the study area traffic counts, eastbound Grand Avenue was closed to vehicular traffic near this intersection, so existing volumes were estimated based on the 2018 traffic counts. It is recommended that the intersection be recounted for 14 continuous hours so that an eight-hour traffic signal warrant analysis can be conducted.

Based on the estimated weekday pm peak hour traffic volumes and utilizing the IDOT guidance to estimate the eighth hour volumes, the intersection of Grand Avenue and D does meet Condition B, Interruption of Continuous Traffic, for the eight highest hour. The supporting Signal Warrant Review Sheet and Right Turn Factorization Sheet are included in Appendix N.

LEGEND

-  EXISTING BUILDING
-  ENTERTAINMENT DISTRICT FOOTPRINT
-  PROPOSED TRAFFIC SIGNAL



NOT TO SCALE

BALLY'S CHICAGO CASINO

**FIGURE 23
PD 1426
ROADWAY NETWORK**

CHICAGO

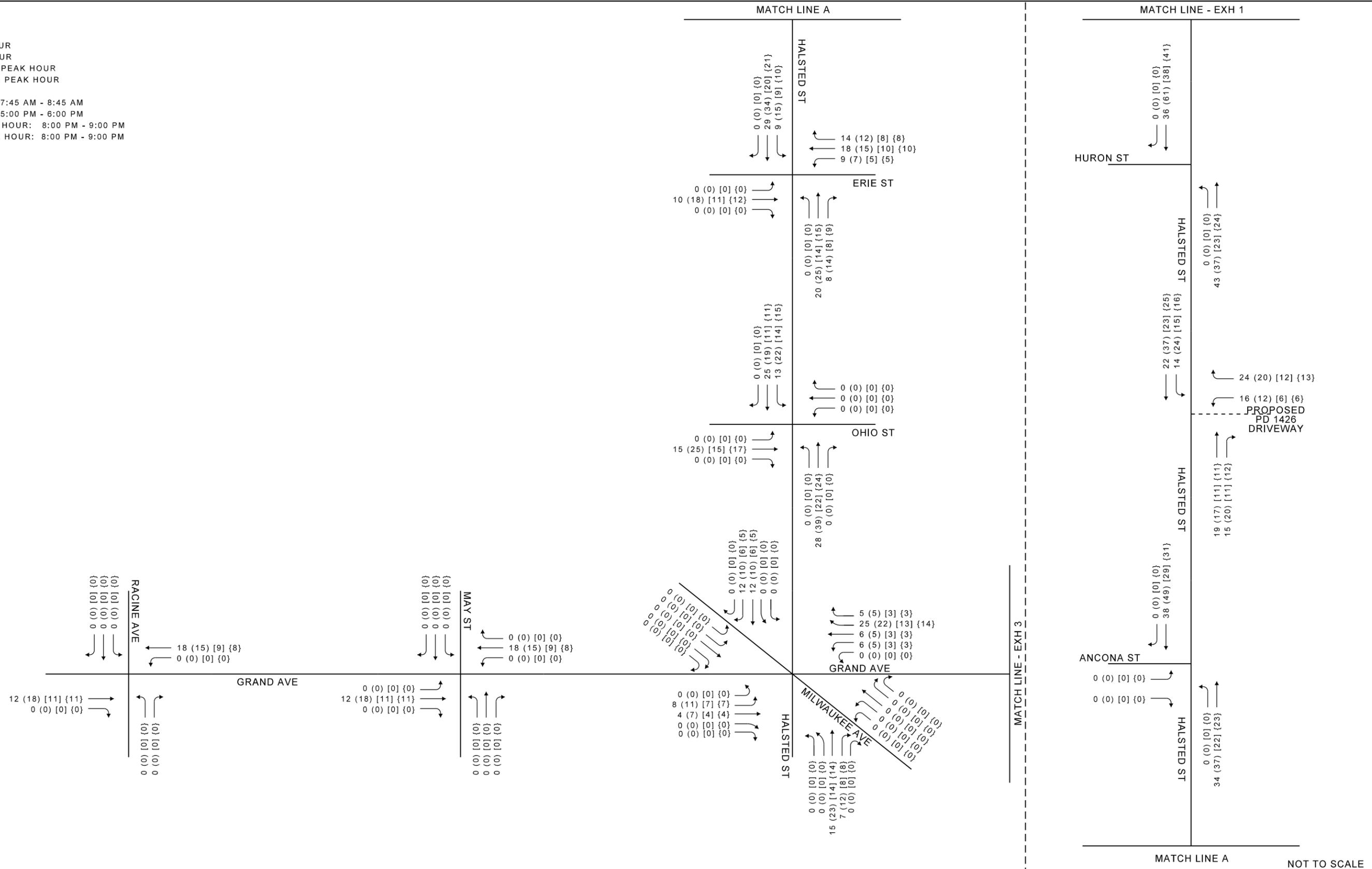
ILLINOIS



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



BALLY'S CHICAGO CASINO

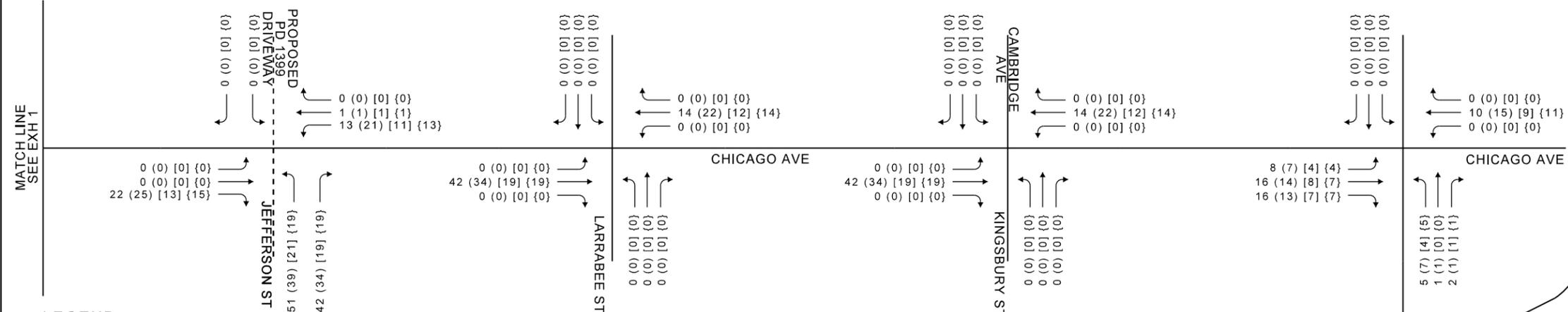
CHICAGO

ILLINOIS

**FIGURE 25
 PD 1426 SITE TRAFFIC VOLUMES**

**EXH
 2**

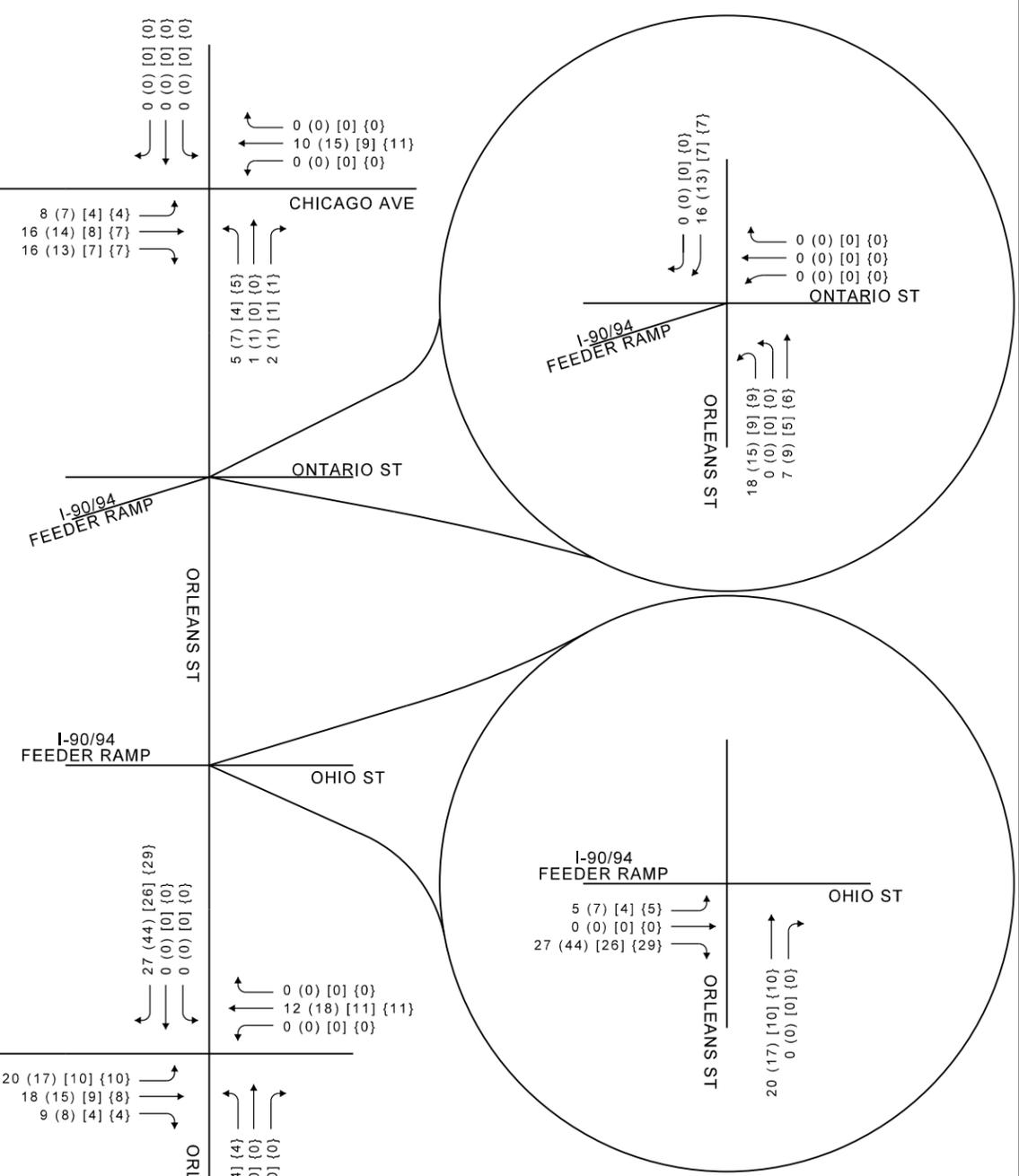
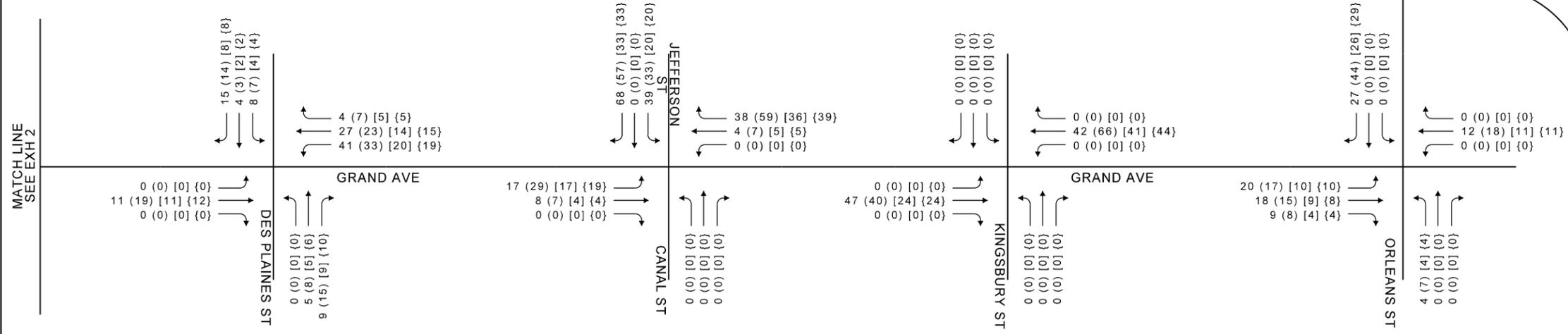
NOT TO SCALE



LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

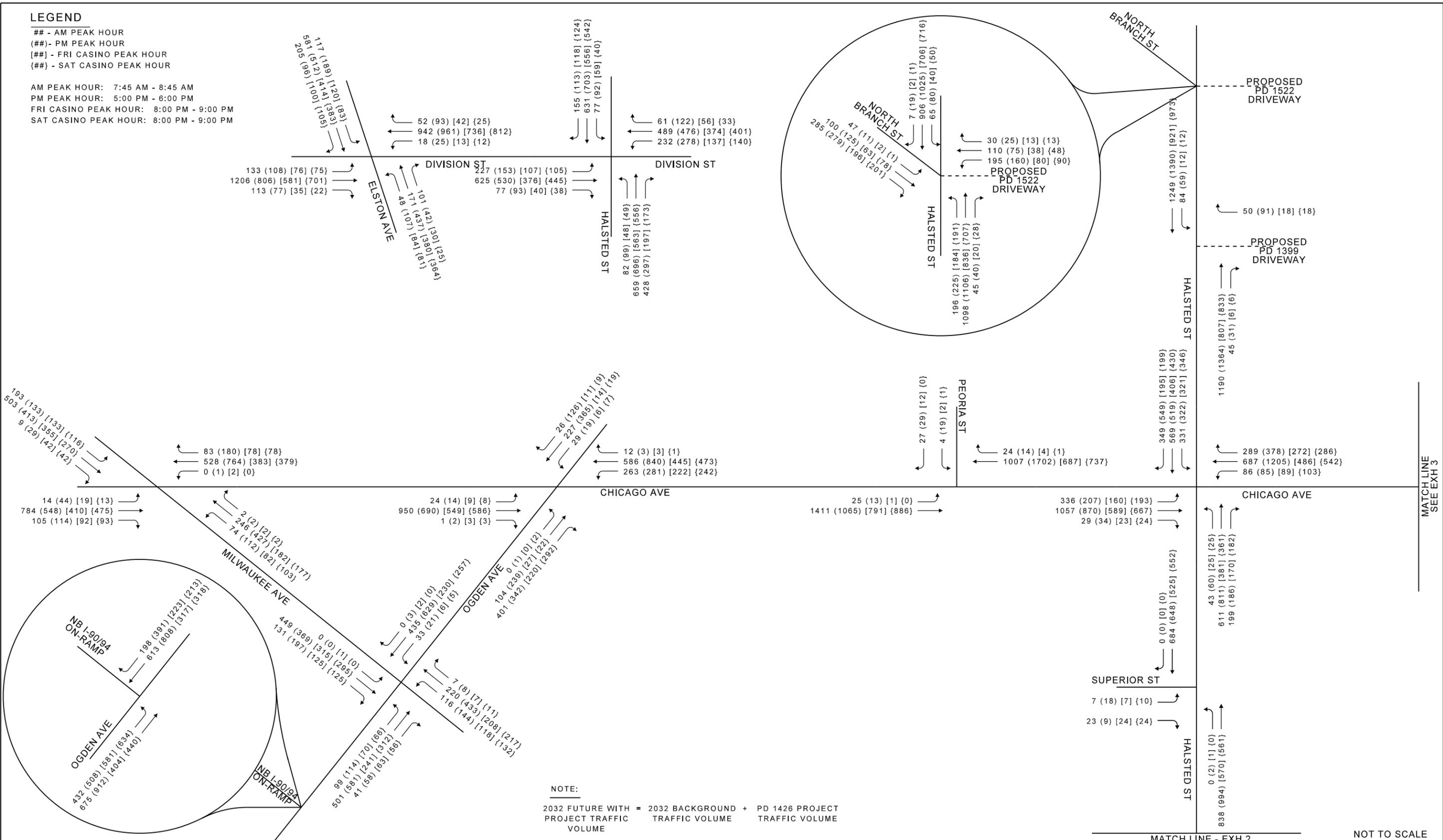
**FIGURE 25
 PD 1426 SITE TRAFFIC VOLUMES**

**EXH
 3**

LEGEND

- AM PEAK HOUR
 (##) - PM PEAK HOUR
 [##] - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM



MATCH LINE SEE EXH 3

MATCH LINE - EXH 2

NOT TO SCALE



CHICAGO

BALLY'S CHICAGO CASINO

ILLINOIS

**FIGURE 26
 2032 FUTURE WITH PROJECT
 PD 1426 TRAFFIC VOLUMES**

**EXH
 1**

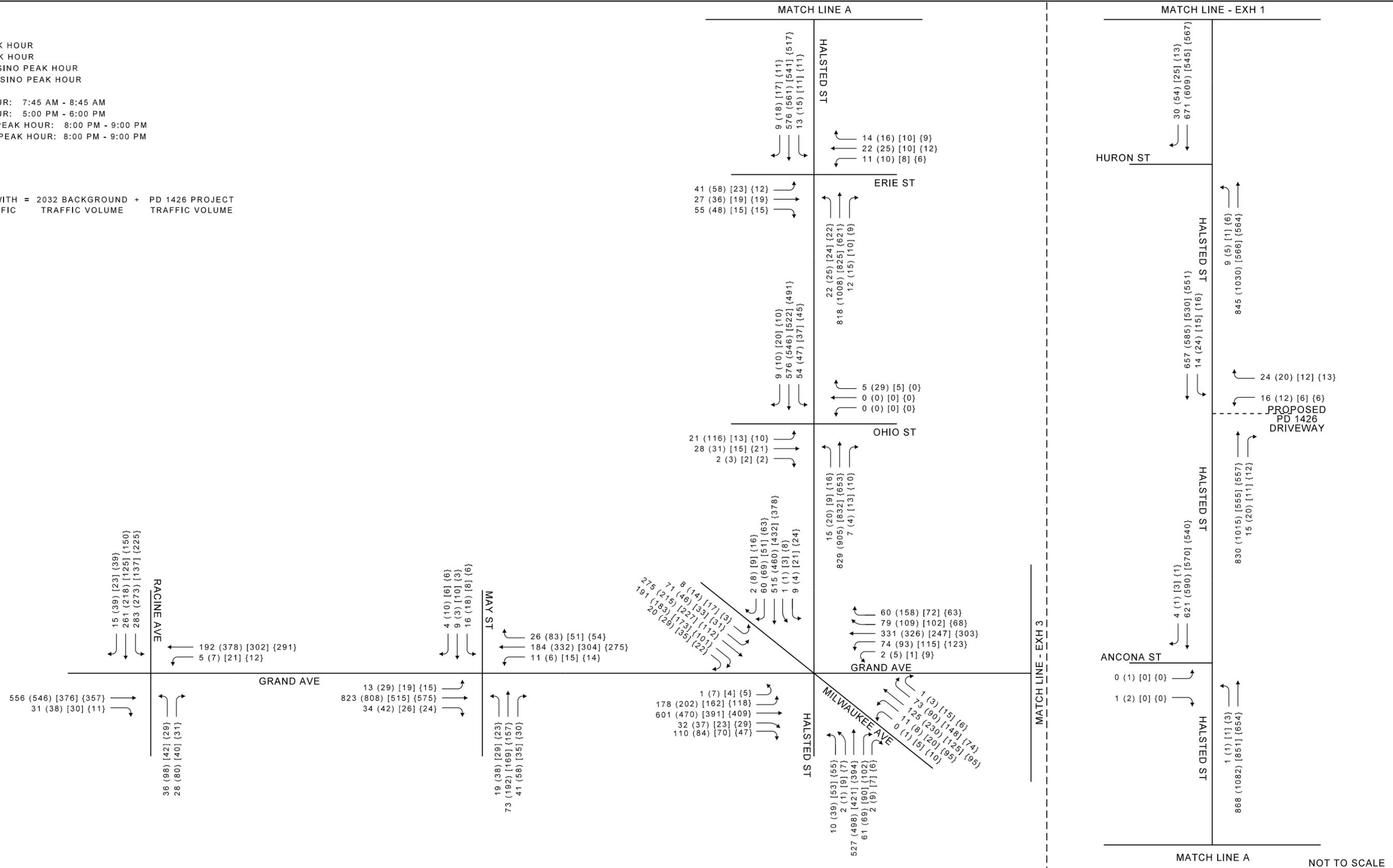
LEGEND

- AM PEAK HOUR
 (##)- PM PEAK HOUR
 {##} - FRI CASINO PEAK HOUR
 {##} - SAT CASINO PEAK HOUR

AM PEAK HOUR: 7:45 AM - 8:45 AM
 PM PEAK HOUR: 5:00 PM - 6:00 PM
 FRI CASINO PEAK HOUR: 8:00 PM - 9:00 PM
 SAT CASINO PEAK HOUR: 8:00 PM - 9:00 PM

NOTE:

2032 FUTURE WITH PROJECT TRAFFIC VOLUME = 2032 BACKGROUND TRAFFIC VOLUME + PD 1426 PROJECT TRAFFIC VOLUME



BALLY'S CHICAGO CASINO

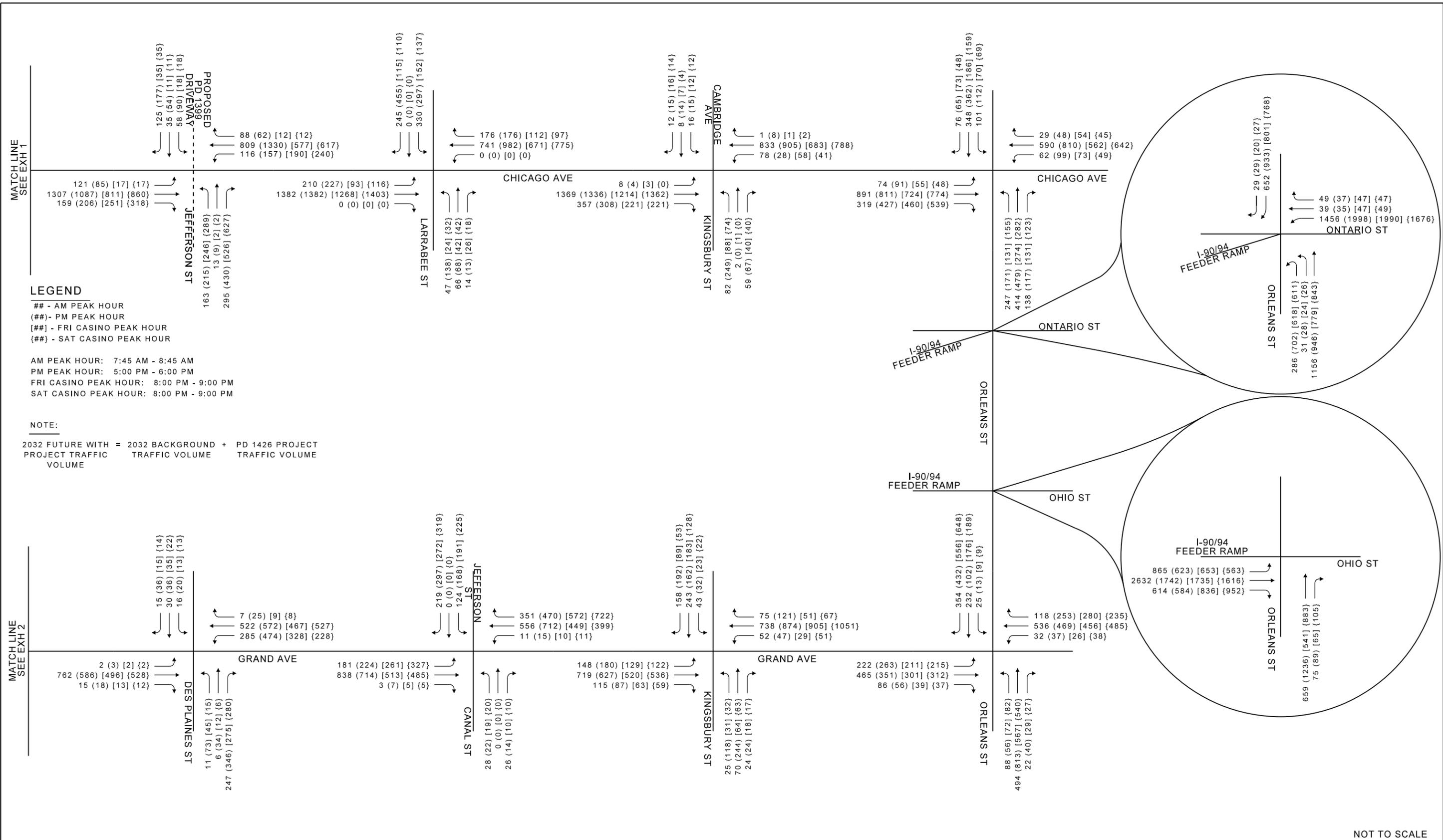
CHICAGO

ILLINOIS

**FIGURE 26
 2032 FUTURE WITH PROJECT
 PD 1426 TRAFFIC VOLUMES**

**EXH
 2**

NOT TO SCALE



NOT TO SCALE



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

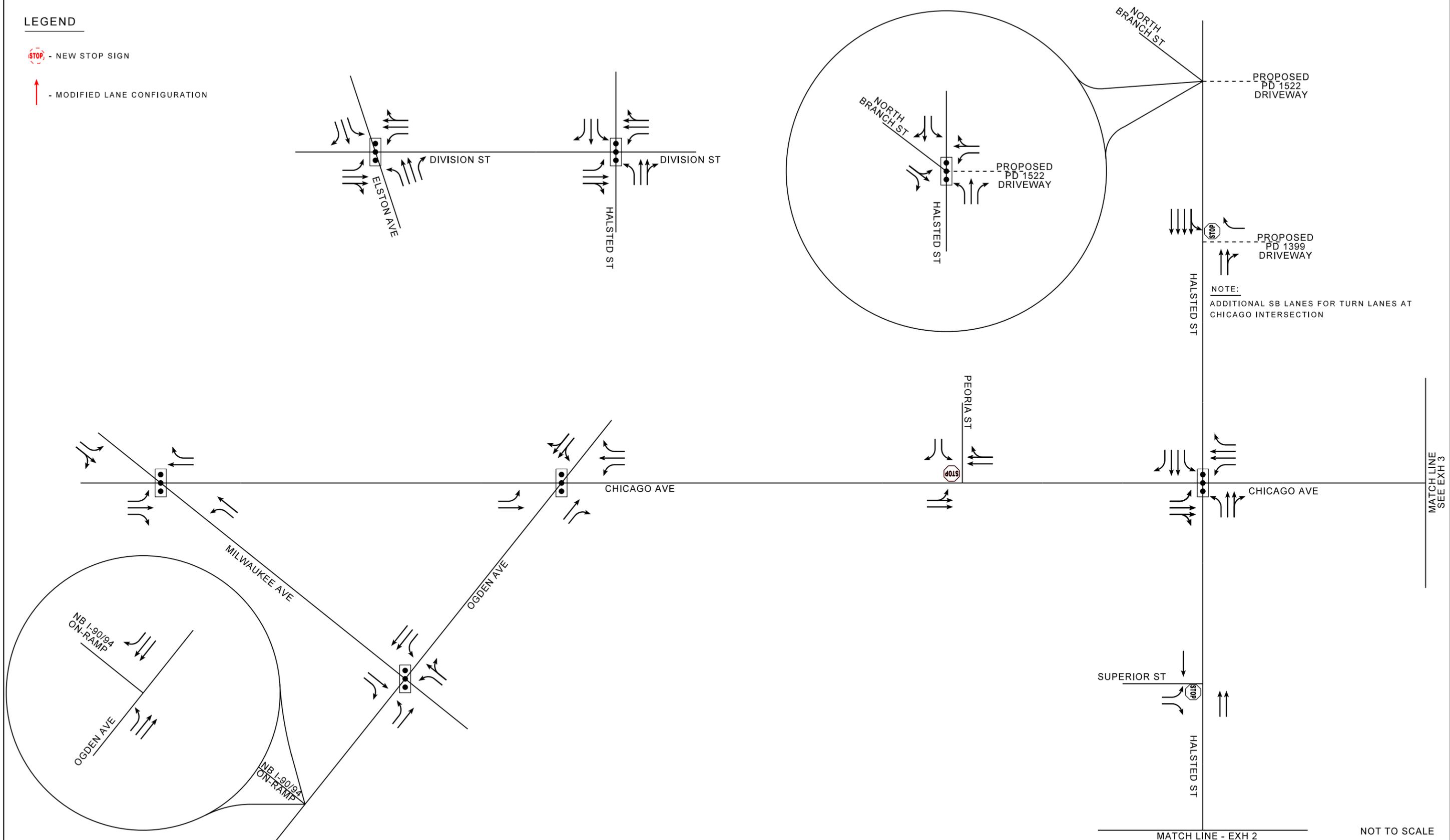
FIGURE 26 2032 FUTURE WITH PROJECT PD 1426 TRAFFIC VOLUMES

EXH
 3

LEGEND

STOP - NEW STOP SIGN

↑ - MODIFIED LANE CONFIGURATION



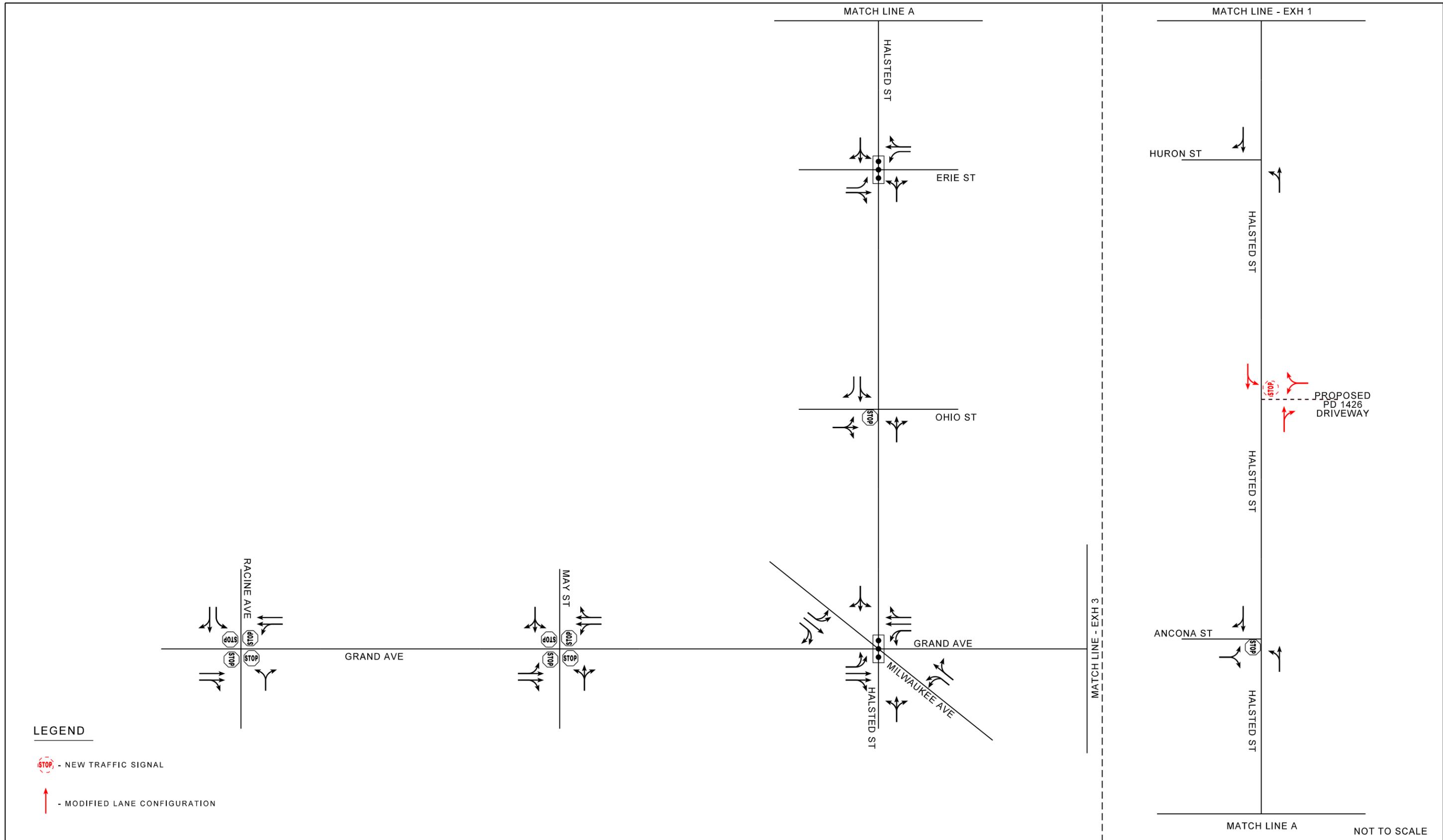
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

**FIGURE 27
FUTURE WITH PD1426
LANE CONFIGURATION**

**EXH
1**



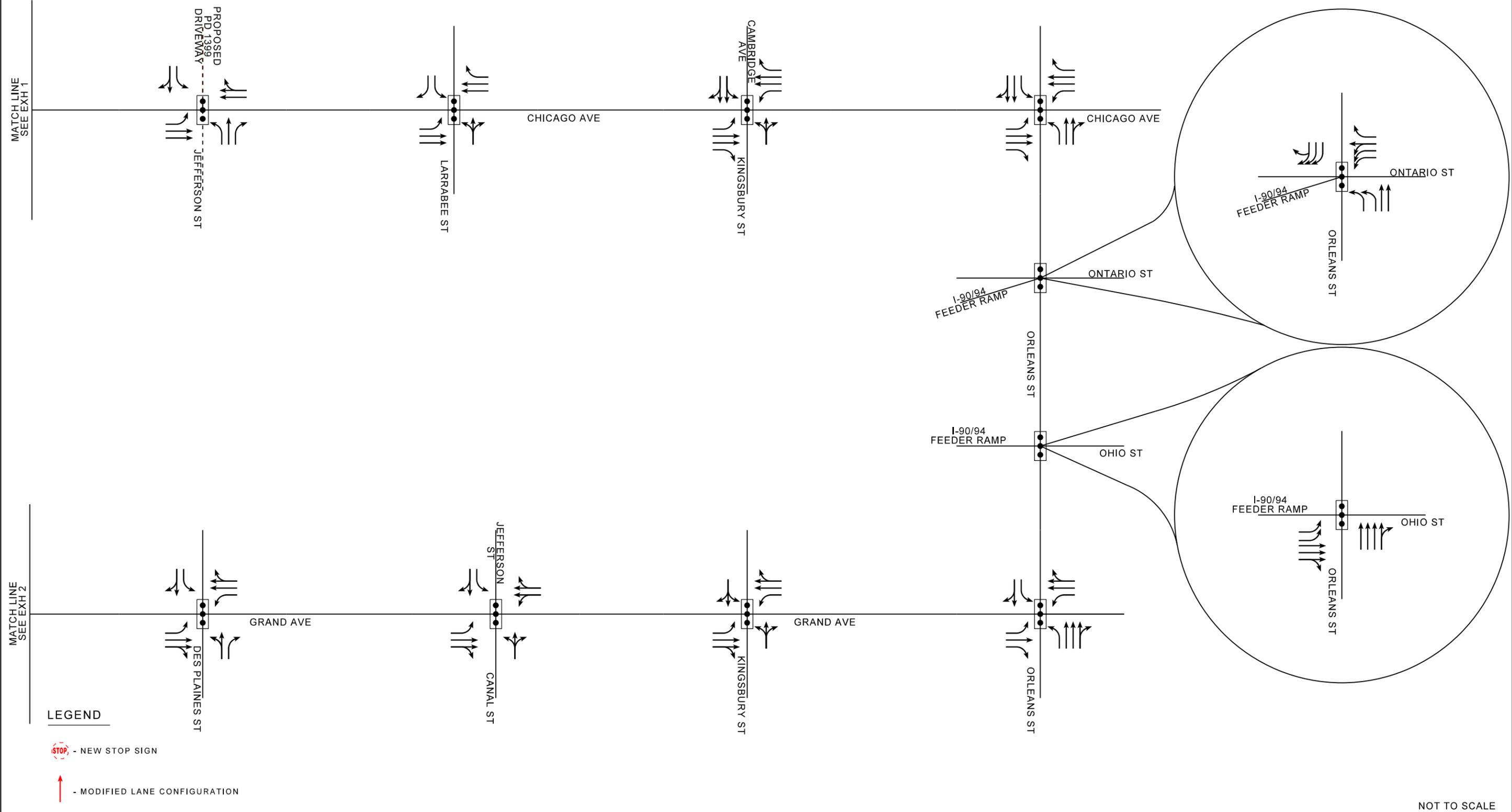
BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 27 FUTURE WITH PD1426 LANE CONFIGURATION

**EXH
2**



BALLY'S CHICAGO CASINO

CHICAGO

ILLINOIS

FIGURE 27 FUTURE WITH PD1426 LANE CONFIGURATION

EXH
3



VI. CONCLUSIONS

Delays increase with the addition of the entertainment district traffic as well traffic generated from the remaining PD 1426 parcels at most intersections during each of the four analysis time periods. Mitigation options have been proposed to decrease delays and increase efficiency of the intersection, balancing delays across all movements. The following is a summary of the proposed mitigation options at the impacted intersections.

Summary of Mitigations for the Entertainment District and PD 1426

Construct Jefferson Street from Grand Avenue to Chicago Avenue by 2026.

Construct Huron Street, Erie Street, and Desplaines Street connections to Jefferson Street as PD 1426 develops.

Halsted Street and Division Street

Mitigation: Improvements planned by City to include traffic signal modernization, separate southbound left and right turn lanes, additional northbound through lane, and adding permitted/protected left turn phases. Retime traffic signal by shifting 15 seconds of green time from the eastbound/westbound through movement to the northbound/southbound through movement and modify the offset. It is recommended that this traffic signal timing be implemented when the City reconstructs this intersection.

Halsted Street and North Branch Street

Mitigation: Improvements planned by PD 1522 include traffic signal modernization and additional travel lanes along Halsted Street and North Branch Street as well as adding the east leg of the intersection for direct access to the site. Retime traffic signal by shifting green time from southbound protected left turn and eastbound/westbound to northbound southbound movement and modify offset. It is recommended that this traffic signal timing be implemented when the intersection is reconstructed.

Halsted Street and Chicago Avenue

Mitigation: Improvements planned by City to include traffic signal modernization, separate westbound right turn lane, transit lanes and bicycle lanes and adding permitted/protected left turn phases for all approaches. Retime traffic signal by shifting green time from the east/west movements to the north/south movements and provide longer protected left turn phased. It is recommended that these traffic signal timings be implemented when the City reconstructs this intersection.

Larrabee Street and Chicago Avenue (note this is an offset intersection and the traffic signal operates with a split phase in the northbound and southbound directions)

Mitigation: Retime traffic signal by increasing cycle length to 110 seconds, modify offset, shift green time to northbound movements and to the protected eastbound left turn. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.



Ogden Avenue and Chicago Avenue

Mitigation: Modernize traffic signal to provide permitted/protected left turn phases with actuated-coordinated signal timings. Retime traffic signal by shifting green from northbound/southbound movements to eastbound/westbound movements and modify offsets.

Milwaukee Avenue and Chicago Avenue

Mitigation: Modernize traffic signal to provide permitted/protected left turn phases with actuated-coordinated signal timings. Retime traffic signal by shifting green from all four through movements to add a protected northbound/southbound left turn phase and modify offsets.

Ogden Avenue and Milwaukee Avenue

Mitigation: Modernize traffic signal to provide permitted/protected left turn phases with actuated-coordinated signal timings. Retime traffic signal with northbound left turn phase and additional green time for eastbound approach.

Orleans Street and Ontario Street

Mitigation: Increase cycle length to 100 seconds for weekday am peak hour and 90 seconds for weekday pm, Friday evening, and Saturday evening peak hours and add green time to southbound movement. Modify offset. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Orleans Street and Ohio Street

Mitigation: Increase cycle length to 100 seconds for weekday am peak hour and 90 seconds for weekday pm, Friday evening, and Saturday evening peak hours and add green time to eastbound movement. Modify offset. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Orleans Street and Grand Avenue

Mitigation: Increase cycle length to 100 seconds for weekday am peak hour and 90 seconds for weekday pm, Friday evening, and Saturday evening peak hours and add green time to southbound movement. Modify offset. Add pedestrian countdown timers to intersection to improve pedestrian safety. Upgrade traffic controller to ATC 1000 controller if not already installed.

Halsted Street, Milwaukee Avenue, and Grand Avenue

Mitigation: Enforce the restriction of no northbound and southbound left turns on Halsted Street from 7 to 9 am and from 4 to 6 pm from Monday through Friday. Enforcing the no left turns to time periods outside of the weekday commuter peak periods would likely improve the northbound and southbound approaches to the intersection. Slight modifications to the signal timing can slightly decrease delay times. Upgrade traffic controller to ATC 1000 controller if not already installed.

Jefferson Street and Chicago Avenue



Mitigation: Install traffic signal. Construct northbound approach to intersection with one left turn lane, one through lane, and one right turn lane. Restripe westbound median to provide a left turn lane. Interconnect signal to Chicago Avenue and Halsted Street intersection

Jefferson Street and Grand Avenue

Mitigation: Install traffic signal. Reconstruct eastbound approach median to provide a left turn lane

Desplaines Street and Grand Avenue

Mitigation: Install traffic signal

As part of the agreement for PD 1399 (700 West Chicago Avenue), the following improvements are included in the agreement:

- New traffic signal at Chicago Avenue and Jefferson Street
- Modernized traffic signal and retiming at Chicago Avenue and Milwaukee Avenue
- Modernized traffic signal and retiming at Chicago Avenue and Ogden Avenue
- Modernized traffic signal and retiming at Ogden Avenue and Milwaukee Avenue
- Construct westbound right turn lane at Chicago Avenue and Halsted Street

As part of the agreement for PD 1522 (Greyhound redevelopment), the following improvements are included in the agreement:

- Intersection improvements at Halsted Street and North Branch Street with modernized traffic signal

As part of the City's Division Street, Chicago Avenue, and Halsted Street corridor projects, the following improvements are included:

- Intersection improvements at Halsted Street and Division Street with modernized traffic signal
- Intersection improvements at Elston Avenue and Division Street with modernized traffic signal
- Intersection improvements at Chicago Avenue and Halsted Street with modernized traffic signal