

**Attachment E-1
IDOT COSIM Pre-Screen
Coordination**

Jennifer M. Hyman, P.E.

From: Raffensperger, William <William.Raffensperger@illinois.gov>
Sent: Tuesday, February 27, 2018 7:04 AM
To: Haider, Zubair M
Cc: Skvarla, James D; Sadler, John; Ken Smorynski; Mary L. Young, P.E., PTOE; Jennifer M. Hyman, P.E.; Roseberry, Nathan
Subject: RE: For Submittal - OPC SLFP Section 17-B7203-00-ES – COSIM Pre-screen

Mr. Haider -

Based on the information provided and in accordance with BDE Section 26-14.03(c) this project is exempt from a project level CO air quality analysis.

In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," this project is exempt from a project-level carbon monoxide air quality analysis because the highest design-year approach volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT.

Please ensure that a copy of the COSIM worksheets and this email are inserted in to the project development report when it is submitted for review.

If you have any questions, please call,

William Raffensperger, PE, PTOE, PTP
Project Development Engineer

Illinois Department of Transportation
Bureau of Local Roads and Streets
2300 S. Dirksen Parkway
Springfield, IL 62764

Work hours: 7:00 am to 3:00 pm.

(O) 217-785-1676

(C) 217-720-2787

(F) 217-782-3971

william.raffensperger@illinois.gov

From: Roseberry, Nathan [mailto:Nathan.Roseberry@cityofchicago.org]
Sent: Monday, February 26, 2018 4:27 PM
To: Raffensperger, William <William.Raffensperger@illinois.gov>; Haider, Zubair M <Zubair.Haider@illinois.gov>
Cc: Skvarla, James D <James.Skvarla@illinois.gov>; Sadler, John <John.Sadler@cityofchicago.org>; Ken Smorynski <KSmorynski@infrastructure-eng.com>; Mary L. Young, P.E., PTOE <MYoung@civiltechinc.com>; Jennifer M. Hyman, P.E. <JHyman@civiltechinc.com>
Subject: [External] RE: For Submittal - OPC SLFP Section 17-B7203-00-ES – COSIM Pre-screen

Good Afternoon,

Attached is an updated version of the COSIM analysis for review to address the comments below. Please let me know if you have any questions or comments.

Thanks,

Nate

Nathan Roseberry, P.E.
CDOT Division of Engineering
Highway Section – Capital Projects Lead
nathan.roseberry@cityofchicago.org
(312) 744-5936

From: Raffensperger, William [<mailto:William.Raffensperger@illinois.gov>]
Sent: Tuesday, February 20, 2018 7:13 AM
To: Roseberry, Nathan; Haider, Zubair M
Cc: James Skvarla; Sadler, John; Ken Smorynski; Mary L. Young, P.E., PTOE; Jennifer M. Hyman, P.E.
Subject: RE: For Submittal - OPC SLFP Section 17-B7203-00-ES – COSIM Pre-screen

Mr. Roseberry –

A COSIM analysis is required for this project. The projected ADT exhibit shows the existing southbound approach ADT is 73,800 vehicles per day.

Per BDE 26-14.03(d) “Projects that increase capacity such as through the addition of lanes or auxiliary turning, have sensitive receptors and the highest design-year approach-volume on the busiest leg of the intersection equals or exceeds 5,000 vph or 62,500 ADT, a complete COSIM screening analysis is required. ...” (emphasis added)

Please revise the COSIM prescreen page to include the ADT and resubmit for BDE analysis. In addition, please prepare COSIM prescreening packets for all of the intersections where capacity is being increased.

William Raffensperger, PE, PTOE, PTP
Project Development Engineer

Illinois Department of Transportation
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william.raffensperger@illinois.gov

From: Roseberry, Nathan [<mailto:Nathan.Roseberry@cityofchicago.org>]
Sent: Friday, February 16, 2018 2:40 PM
To: Raffensperger, William <William.Raffensperger@illinois.gov>; Haider, Zubair M <Zubair.Haider@illinois.gov>
Cc: Skvarla, James D <James.Skvarla@illinois.gov>; Sadler, John <John.Sadler@cityofchicago.org>; Ken Smorynski <KSmorynski@infrastructure-eng.com>; Mary L. Young, P.E., PTOE <MYoung@civiltechinc.com>; Jennifer M. Hyman, P.E. <JHyman@civiltechinc.com>
Subject: [External] For Submittal - OPC SLFP Section 17-B7203-00-ES – COSIM Pre-screen

Good Afternoon,

Attached is the COSIM pre-screening packet for your review. The packet has been completed for the intersection of Lake Shore Drive and 57th Drive, which is the most heavily travelled intersection in the study area. The greatest approach peak hourly volume of 3,390 vph is less than IDOT's 5,000 vph threshold that would require a project-level carbon monoxide analysis.

Please forward to the appropriate personnel and let us know if you need anything further. Please let me know if you have any questions or need anything else.

Have a nice weekend,

Nate

Nathan Roseberry, P.E.
CDOT Division of Engineering
Highway Section – Capital Projects Lead
nathan.roseberry@cityofchicago.org
(312) 744-5936

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OPC Mobility Improvements to Support the SLFP

Location Map

February 2018

Exhibit A

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Lake Shore Drive/57th Drive

3. Project Located in County(s):

Cook

4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

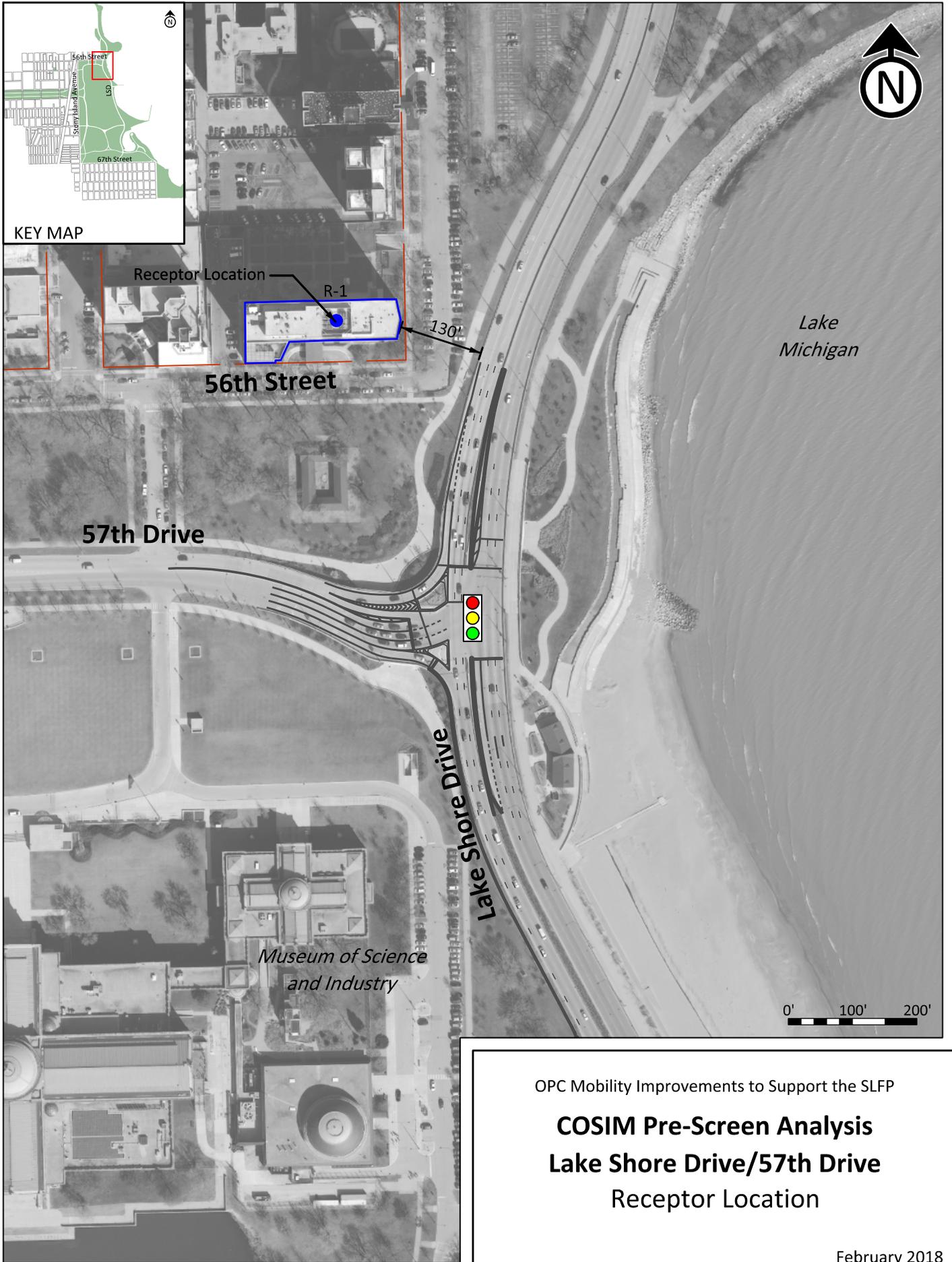
a. Average Daily Traffic (or) b. Peak Hourly Traffic

37,000 ADT 3,390 vph
(SB approach) (NB AM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

130 feet

[Prepared by IDOT District One – COSIM 4.0; Effective June 10, 2013]



OPC Mobility Improvements to Support the SLFP

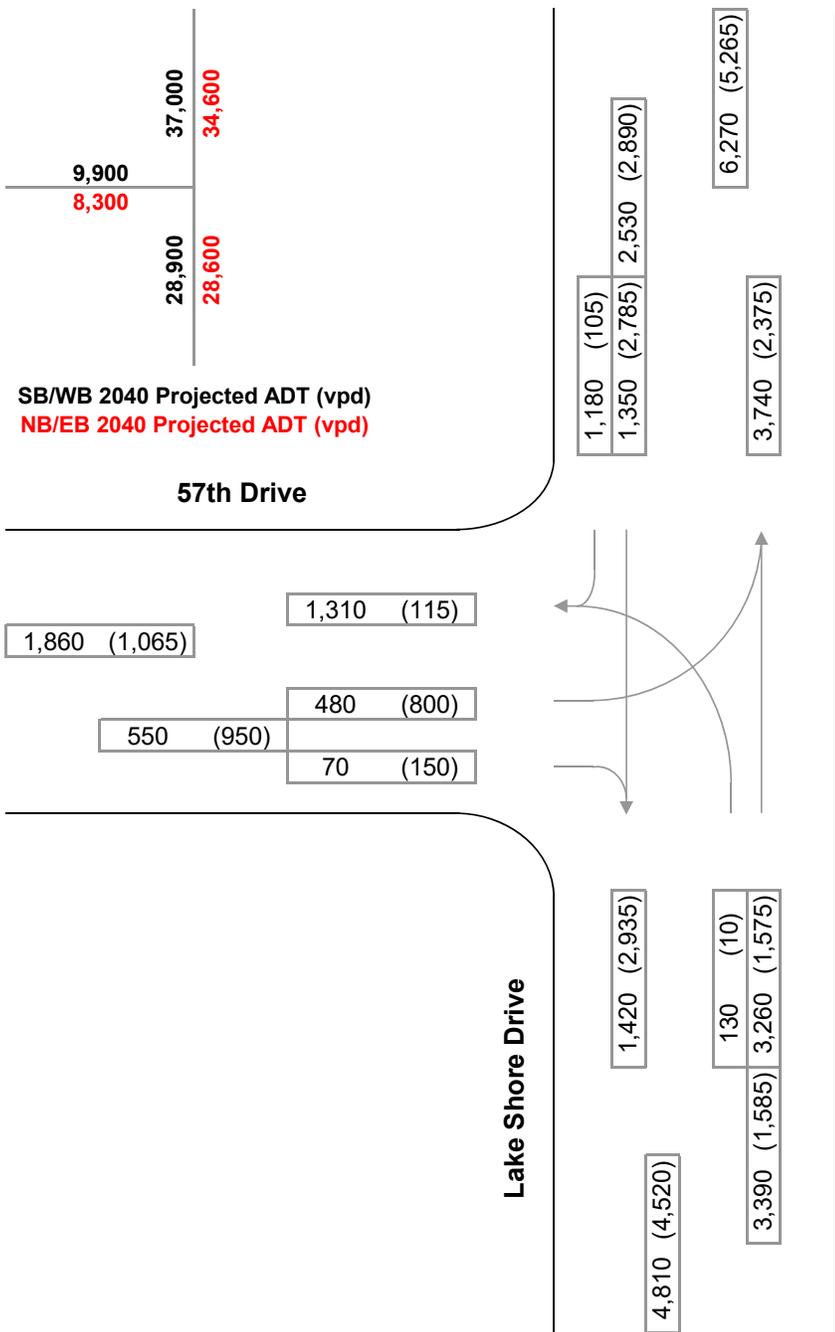
COSIM Pre-Screen Analysis
Lake Shore Drive/57th Drive
Receptor Location

February 2018

Exhibit 1-2



A.M. (P.M.) Traffic Volumes



Peak Hours:

7:30 A.M. - 8:30 A.M.
4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
A.M. (P.M.) Peak Hour Traffic**

Lake Shore Drive/57th Drive

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Lake Shore Drive/Science Drive

3. Project Located in County(s):

Cook

4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

28,900 ADT 3,390 vph
(SB approach) (NB AM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

300 feet



OPC Mobility Improvements to Support the SLFP

COSIM Pre-Screen Analysis
Lake Shore Drive/Science Drive
Receptor Location

February 2018

Exhibit 2-2



A.M. (P.M.) Traffic Volumes

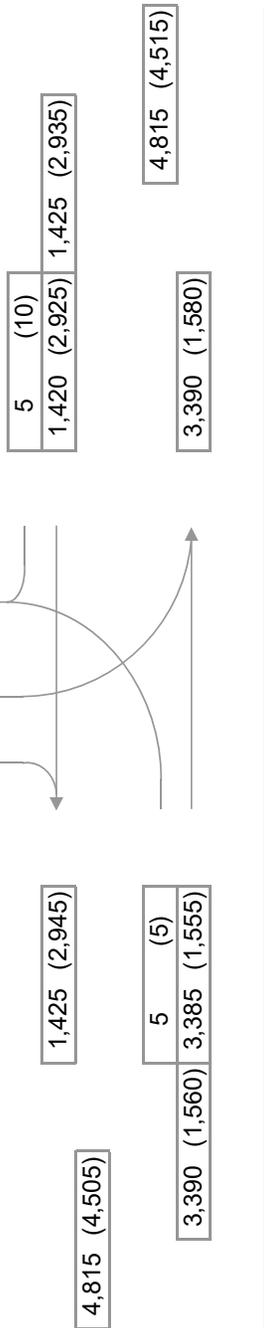
400	28,900
400	28,600

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

Science Drive

20 (60)	10 (15)
10 (45)	5 (25)
	5 (20)

Lake Shore Drive



Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Lake Shore Drive/Science Drive

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Lake Shore Drive/Hayes Drive

3. Project Located in County(s):

Cook

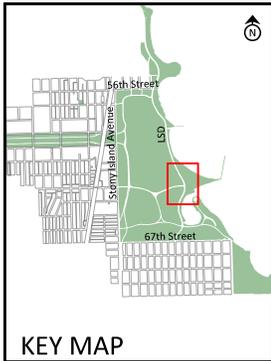
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

28,900 ADT 2,945 vph
(SB approach) (SB PM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

75 feet



Lake Michigan

63rd Street Beach

Lake Shore Drive

Hayes Drive

75'

R-3

Receptor Location



0' 100' 200'

OPC Mobility Improvements to Support the SLFP

**COSIM Pre-Screen Analysis
Lake Shore Drive/Hayes Drive
Receptor Location**

February 2018

Exhibit 3-2



A.M. (P.M.) Traffic Volumes

11,800	28,900
12,700	28,600
18,500	17,900

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

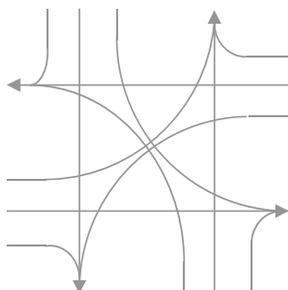
Hayes Drive

390 (995)	1,425 (2,945)	4,810 (4,505)
1,030 (1,940)	5 (10)	3,385 (1,560)

Beach Access Drive

0 (10)	5 (25)
5 (10)	
0 (5)	

1,520 (1,615)	450 (1,070)
1,070 (545)	1,040 (445)
	10 (20)
	20 (80)



20 (55)	25 (80)
---------	---------

Lake Shore Drive

1,050 (2,025)	55 (65)
3,455 (3,220)	2,345 (1,105)
	5 (25)

Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Lake Shore Drive/Hayes Drive

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/67th Street

3. Project Located in County(s):

Cook

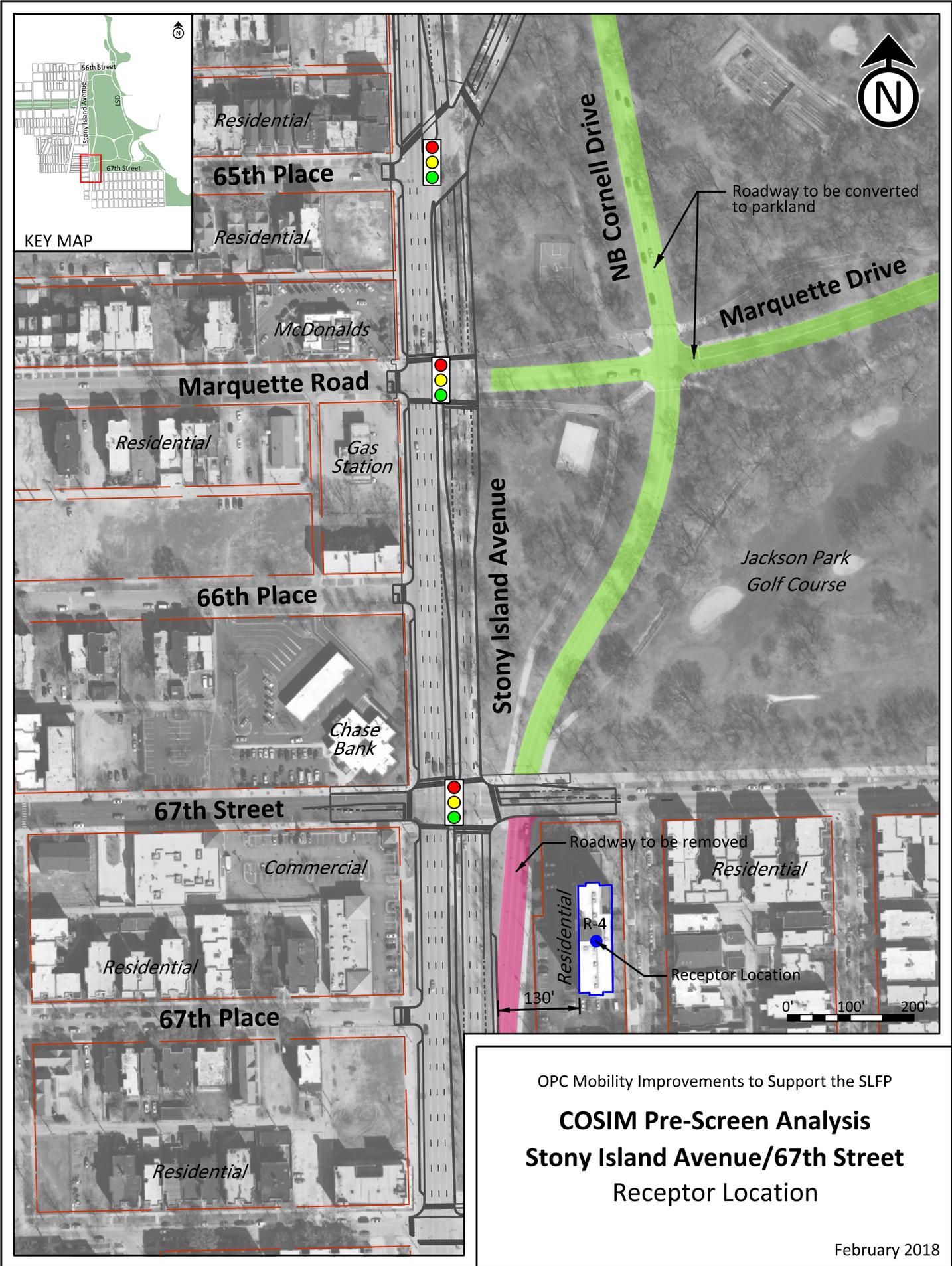
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

20,100 ADT 2,120 vph
(SB approach) (SB PM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

130 feet



OPC Mobility Improvements to Support the SLFP

COSIM Pre-Screen Analysis

Stony Island Avenue/67th Street

Receptor Location

February 2018



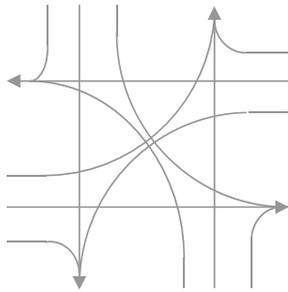
4,900	20,100	4,700
5,600	16,700	4,800
21,900	15,400	

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

67th Street

A.M. (P.M.) Traffic Volumes

45 (90)	760 (2,120)	2,855 (3,020)
625 (1,875)	90 (155)	2,095 (900)



580 (850)	295 (440)	115 (70)
285 (410)	90 (170)	80 (170)

155 (60)	440 (435)	795 (910)
185 (190)	100 (185)	355 (475)

Stony Island Avenue

805 (2,230)	65 (160)	175 (150)
2,870 (3,310)	1,825 (770)	2,065 (1,080)

Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Stony Island Avenue/67th Street

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/Marquette Drive

3. Project Located in County(s):

Cook

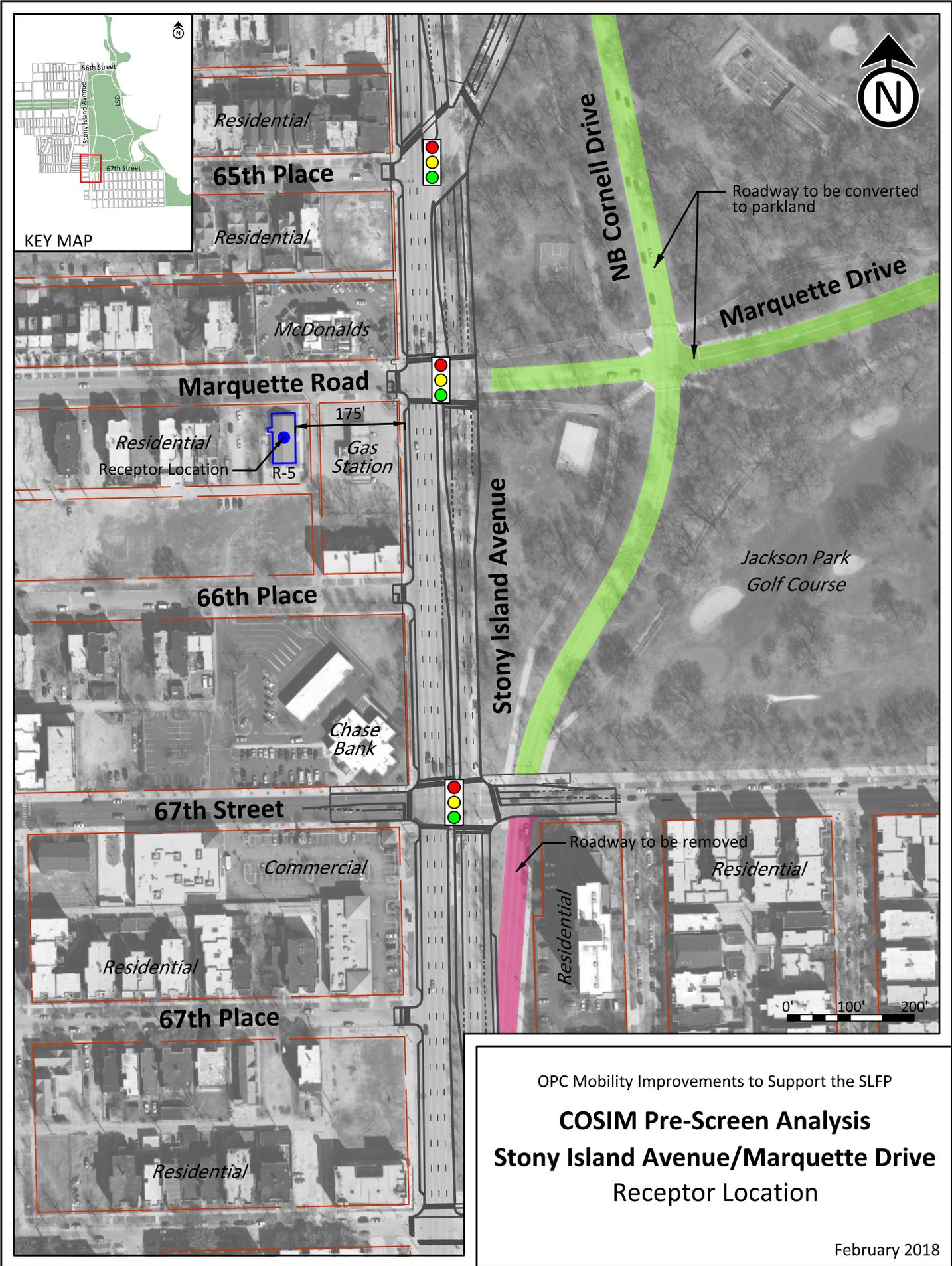
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

19,900 ADT 2,095 vph
(SB approach) (NB AM approach)

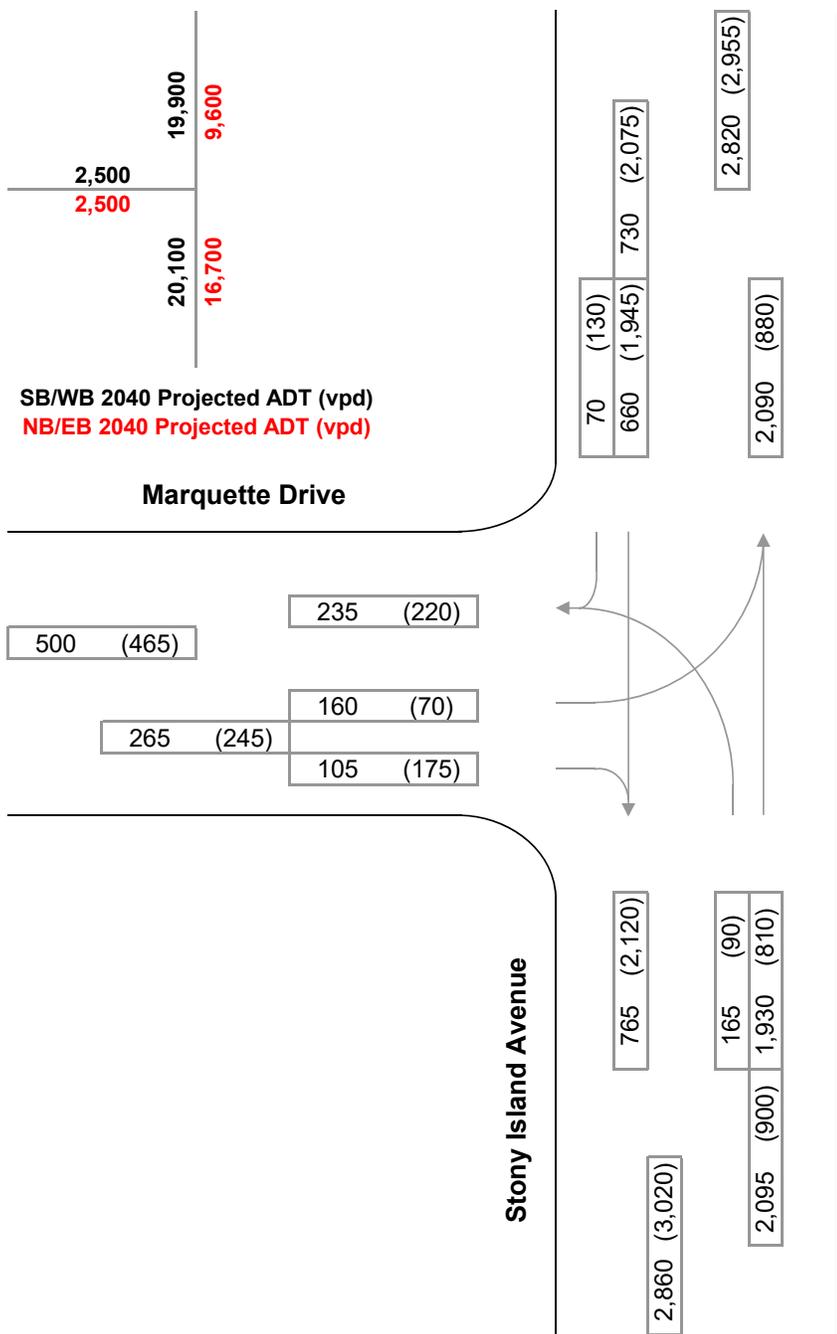
5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

175 feet





A.M. (P.M.) Traffic Volumes



Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

2040 Projected
A.M. (P.M.) Peak Hour Traffic
 Stony Island Avenue/Marquette Drive

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/65th Place

3. Project Located in County(s):

Cook

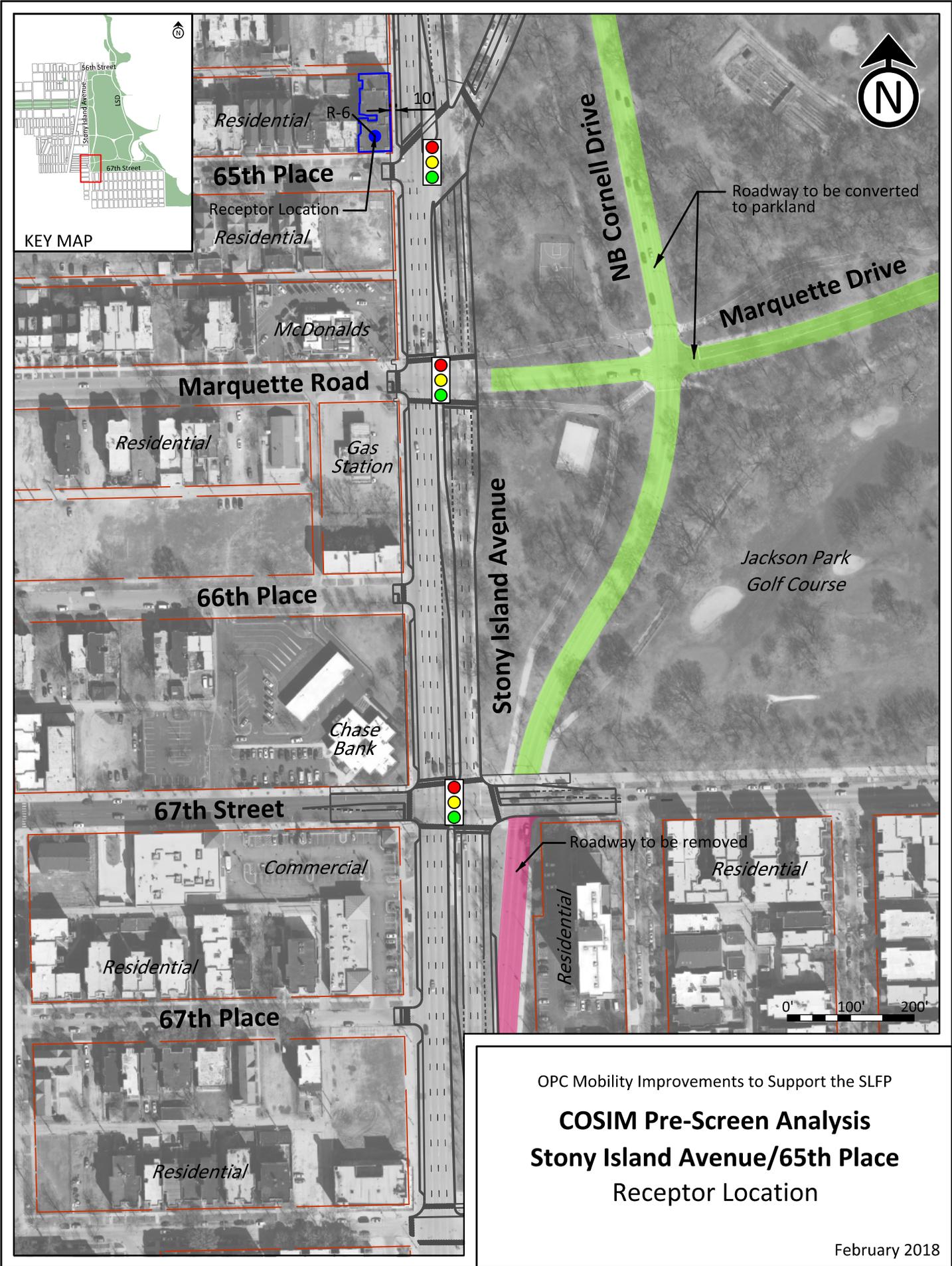
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

11,500 ADT 2,090 vph
(SB approach) (NB AM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

10 feet





A.M. (P.M.) Traffic Volumes

11,500	6,900
9,400	8,800
19,900	9,600

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

65th Place

5	(0)
485	(1,270)
490	(1,270)

1,640 (1,855)

1,150 (585)

5 (0)

5 (0)

5 (5)

240 (810)

235 (805)

1,185 (1,110)

945 (300)

Stony Island Avenue

720 (2,075)

2,810 (2,955)

1,145 (580)

945 (300)

Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**
 Stony Island Avenue/65th Place

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/64th Street

3. Project Located in County(s):

Cook

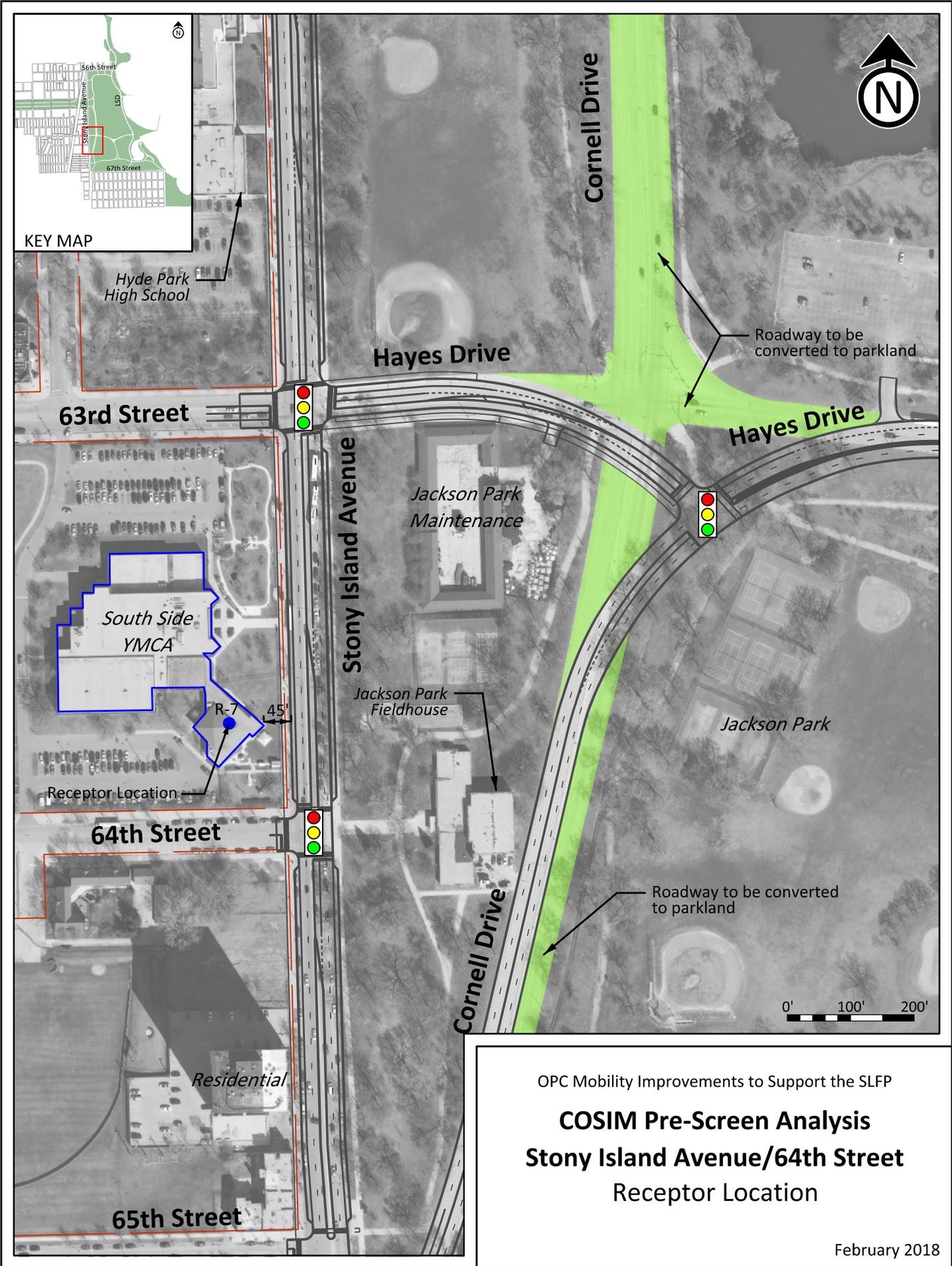
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

10,400 ADT 1,255 vph
(SB approach) (SB PM approach)

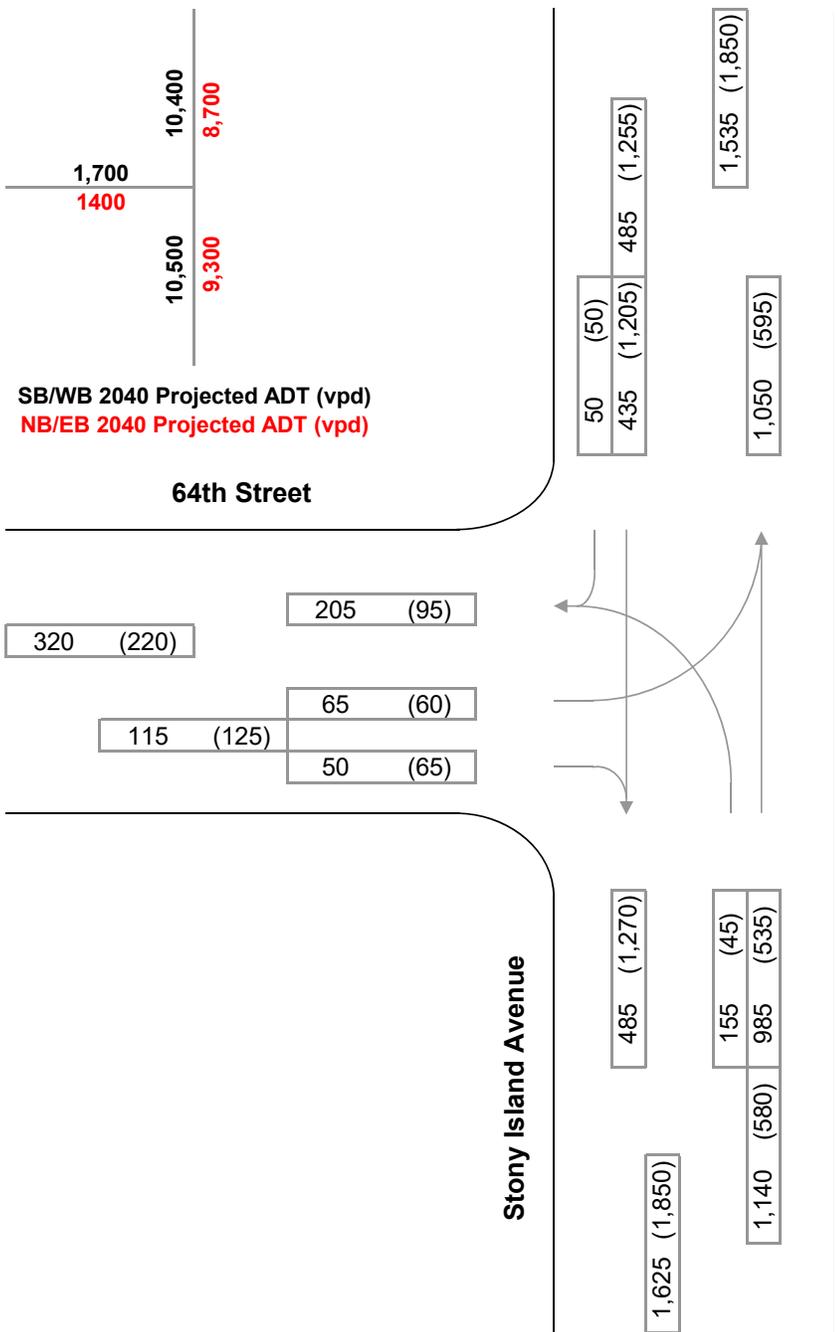
5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

45 feet





A.M. (P.M.) Traffic Volumes



Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Stony Island Avenue/64th Street

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/63rd Street/Hayes Drive

3. Project Located in County(s):

Cook

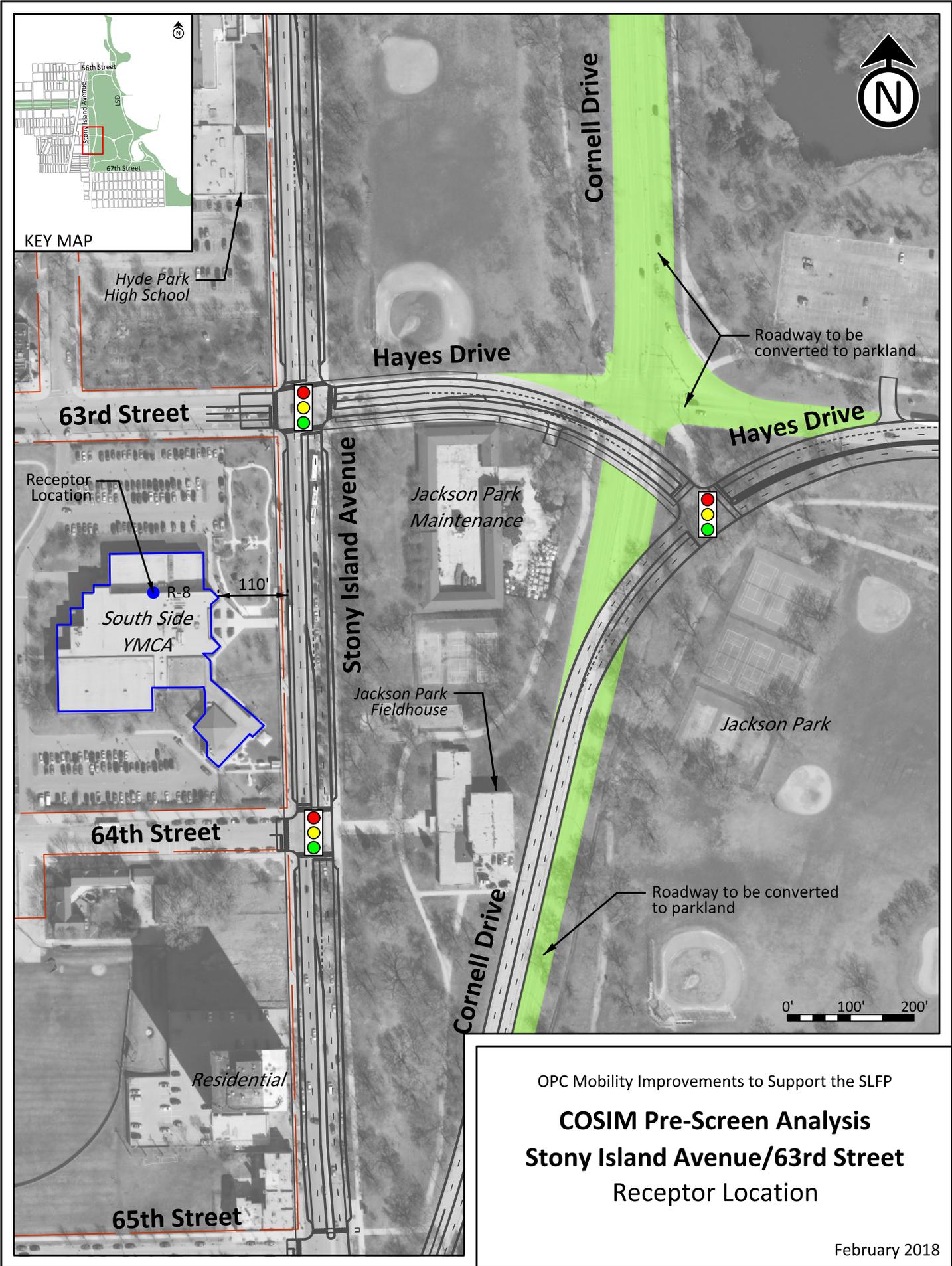
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

11,400 ADT 1,430 vph
(SB approach) (SB PM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

110 feet





A.M. (P.M.) Traffic Volumes

5,300	11,400
6,300	10,100
10,400	8,700
6,200	8,300

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

63rd Street

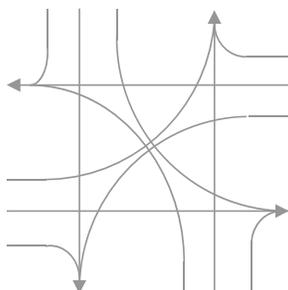
65 (120)	560 (1,430)
345 (930)	1,620 (2,105)
150 (380)	1,060 (675)

Hayes Drive

260 (155)	
285 (180)	570 (455)
25 (120)	

1,010 (1,270)

440 (815)



1,100 (950)	645 (345)
455 (605)	220 (80)
	115 (320)
	120 (205)

Stony Island Avenue

490 (1,255)	295 (45)
1,540 (1,855)	580 (440)
	175 (115)
	1,050 (600)

Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Stony Island Avenue/63rd Street/Hayes Drive

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/Midway Plaisance EB

3. Project Located in County(s):

Cook

4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

10,100 ADT 1,035 vph
(NB approach) (NB AM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

50 feet





A.M. (P.M.) Traffic Volumes

SB/WB 2040 Projected ADT (vpd)
NB/EB 2040 Projected ADT (vpd)

Midway Plaisance (EB)

465 (930)

465 (930) 385 (535)
80 (395)

Stony Island Avenue

615 (950) 615 (950)

2,035 (2,215)

1,420 (1,265)

695 (1,345)

1,035 (730) 1,035 (730)

1,730 (2,075)

Peak Hours:

7:30 A.M. - 8:30 A.M.
4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
A.M. (P.M.) Peak Hour Traffic**

Stony Island Avenue/Midway Plaisance (EB)

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Stony Island Avenue/Midway Plaisance WB

3. Project Located in County(s):

Cook

4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

14,700 ADT 1,420 vph
(NB approach) (NB AM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

15 feet



OPC Mobility Improvements to Support the SLFP

COSIM Pre-Screen Analysis

Stony Island Avenue/Midway Plaisance WB

Receptor Location

February 2018



A.M. (P.M.) Traffic Volumes

8,500	9,200	5,900
	6,900	
8,600	14,700	5,000

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

Midway Plaisance (WB)

105	(25)
480	(805)
585	(830)

1,215 (1,320)

630	(490)
-----	-------

Cornell Drive/57th Drive

115	(45)	1,015	(335)
765	(145)		
135	(145)		

1,520 (875)

505 (540)

1,270 (450)

1,270 (450)

Stony Island Avenue

615 (950)

2,035 (2,215)

400	(280)
515	(445)
505	(540)
1,420	(1,265)

Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Stony Island Avenue/Midway Plaisance (WB)

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Hayes Drive/Cornell Drive

3. Project Located in County(s):

Cook

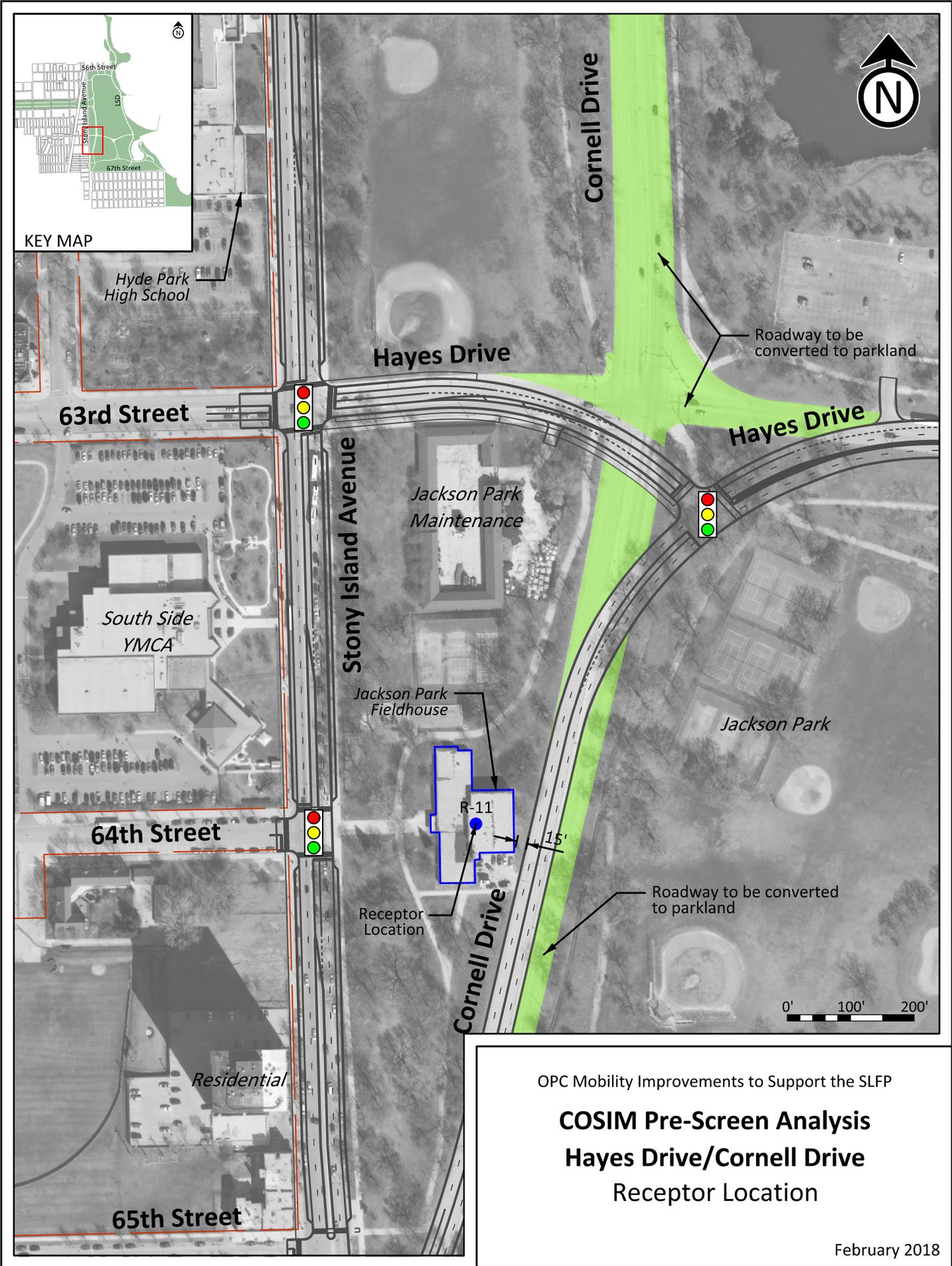
4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

14,300 ADT 1,230 vph
(WB approach) (WB PM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

15 feet





A.M. (P.M.) Traffic Volumes

8,500	8,300	14,300
7,700	6,200	13,800

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

Cornell Drive

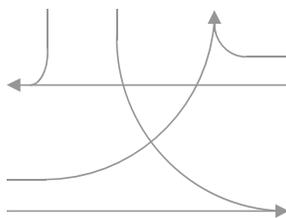
Hayes Drive

Hayes Drive

1,185	(1,110)
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240	(810)
-----	-------

945	(300)	135	(5)
		810	(295)



435	(450)		
235	(780)	670	(1,230)

1,910	(2,305)
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1,240	(1,075)
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Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Hayes Drive/Cornell Drive

Illinois Carbon Monoxide Screen for Intersection Modeling (**COSIM 4.0**) Pre-Screen Worksheet

Please provide the following information PRIOR to filling out any of the COSIM worksheets. This Pre-Screen documentation may exempt the project from a project-level CO air quality analysis.

1. Project Name (Route Name & Project Limits):

Obama Presidential Center (OPC) Mobility Improvements to Support
the South Lakefront Framework Plan (SLFP)

2. Intersection Name (Cross Streets):

Hayes Drive/Richards Drive

3. Project Located in County(s):

Cook

4. Design-Year (2040) Traffic approach volume: On the busiest leg of the intersection should be the highest traffic volume on any leg of the intersection for the proposed improvement:

a. Average Daily Traffic (or) b. Peak Hourly Traffic

13,800 ADT 1,245 vph
(EB approach) (EB AM approach)

5. The closest receptor distance: To any one edge of roadway (for the Build Design-Year)

135 feet



KEY MAP



OPC Mobility Improvements to Support the SLFP

COSIM Pre-Screen Analysis
Hayes Drive/Richards Drive
Receptor Location

February 2018

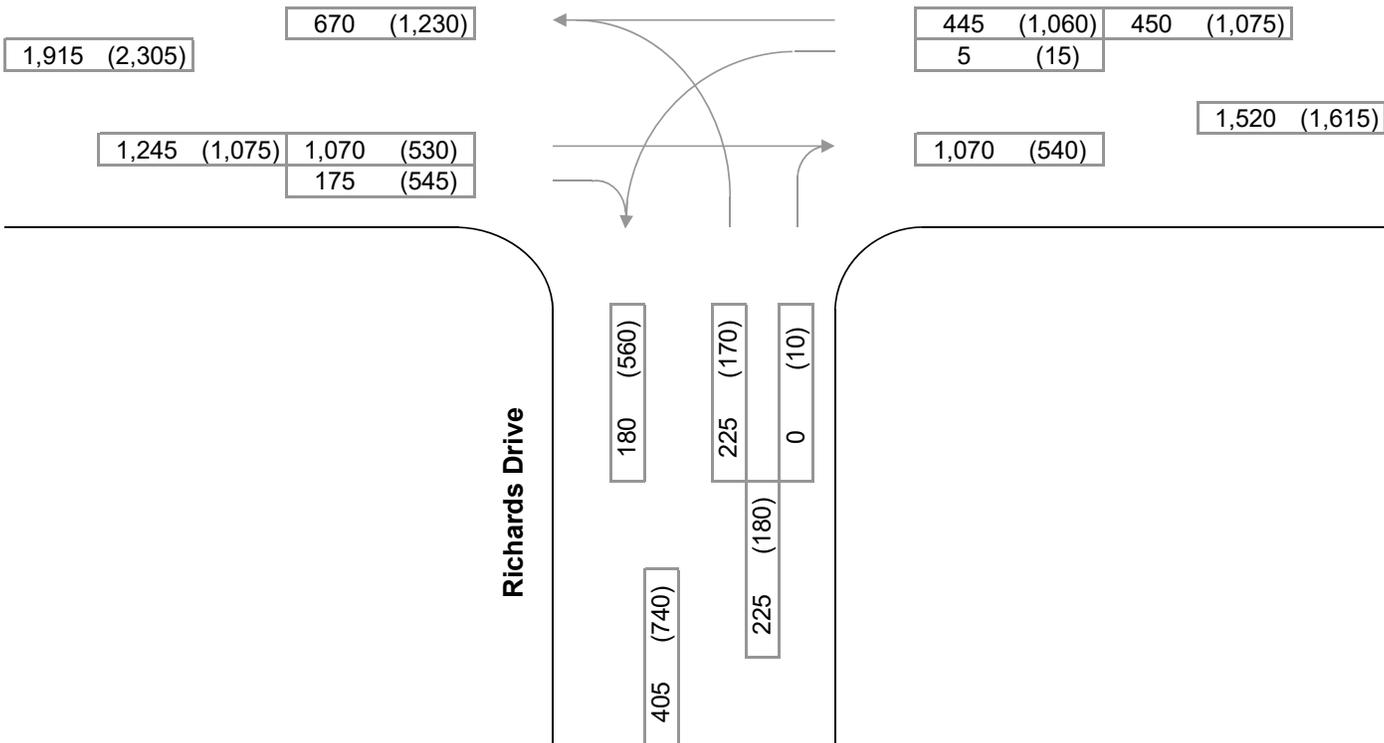


A.M. (P.M.) Traffic Volumes

14,300	11,800
13,800	12,700
5,400	5,800

SB/WB 2040 Projected ADT (vpd)
 NB/EB 2040 Projected ADT (vpd)

Hayes Drive



Peak Hours:

7:30 A.M. - 8:30 A.M.
 4:00 P.M. - 5:00 P.M.

OPC Mobility Improvements to Support the SLFP

**2040 Projected
 A.M. (P.M.) Peak Hour Traffic**

Hayes Drive/Richards Drive