

Project Traffic Review #1

To: Carissa Smith, P.E.
Village Engineer – Village of Riverwoods

From: Dan Brinkman, P.E., PTOE
Assistant Director of Transportation Services

Date: September 21, 2022

Subject: Proposed Residential Development
“Riverwoods Reserve”
Northeast Quadrant US Rte 45 / IL Rte 21 and Deerfield Road
Village of Riverwoods, Illinois

Per your request, Gewalt Hamilton Associates, Inc. (GHA) has reviewed the following documents provided for the above referenced project related to traffic, parking, and on-site circulation:

- Traffic Impact Study (TIS) prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) dated September 12, 2022.
- Preliminary Site Plan “Riverwoods Reserve” prepared by Haeger Engineering dated December 3, 2021.

We offer the following comments for your consideration. As Deerfield Road is Lake County Division of Transportation (LCDOT) jurisdiction, our comments should only be considered advisory and based on our own recent experience. Ultimately, LCDOT will have to approve any access to and improvements for the proposed access locations along Deerfield Road.

Traffic Study

1. The TIS prepared by KLOA is generally in conformance with the guidelines published by the Institute of Transportation Engineers (ITE).
2. As documented in the TIS, Deerfield Road is under the jurisdiction of LCDOT
3. KLOA and the petitioner should provide copies of all correspondence with LCDOT. We would strongly encourage the Village not to issue a final approval until LCDOT concurs with the access locations and operation on Deerfield Road.
4. It has been our experience that LCDOT will not typically allow two full movement access drives for a development of this nature or even the additional RIRO access as discussed in the TIS. This should be clarified with LCDOT by the petitioner as soon as possible.
5. We generally concur with the description of the surrounding land uses and traffic control.
6. LCDOT requires that current 24-hour traffic volumes be included in a TIS. The KLOA document does not address or include the current or projected 24-hour traffic volumes along Deerfield Road.
7. Generally, LCDOT requires a specific growth rate to be applied to traffic data collected for a particular project. However, in this case, we concur with KLOA's approach to utilize the Design Volumes included in the IDS for the regional improvements to the US 45/IL 21 at Deerfield Road intersection.
8. The Preliminary Site Plan shows future access to Colonial Court which has been discussed by the Village and various property owners for several years. We feel that the TIS should be expanded to provide an

analysis of the impacts of this connection. The TIS indicates this was not done due to the unknown timeframe. We suggest that a design year be selected and analyzed and when the formal proposal comes forward to connect, if necessary, the study can be revisited.

9. We believe that LCDOT would also want to see the potential impacts of the additional Colonial Court traffic on the proposed access drive to Deerfield Road analyzed at this time.
10. We generally concur with the Trip Generations as tabulated in the KLOA TIS. We would anticipate that LCDOT will require a Saturday midday analyses for the development given the overall makeup of the area and the potential connection to Colonial Court.
11. While the KLOA TIS correctly estimates the ITE trip generation data for Federal Life's former building, it is our understanding that it has been many years since the building was fully occupied. This comparison might be slightly misleading.
12. GHA generally concurs with the descriptions of levels of service (LOS) in the TIS.
13. GHA generally concurs with the summary of intersection operations and LOS results.
14. LCDOT generally requires a sight distance analysis for access points. We suggest that sight distance for both Deerfield Road access points be analyzed in accordance with the LCDOT standards for the proposed site access.
15. LCDOT generally requires that all TIS are signed and sealed by a P.E., the KLOA TIS is not signed.

Site Plan

1. We would recommend that the primary access drive show the proposed pavement markings for turn lanes specifically with dimensions between Deerfield Road and the primary access to the proposed residential buildings.
2. The Site plan should illustrate the future RIRO access at the eastern end.
3. The site plan should address the required parking by the Village in addition to what is provided.

We hope you find these comments helpful in your assessment of the proposed development. A revised TIS and updated site plan should be completed, and a point-by-point disposition of the above comments provided. Should you have any questions please do not hesitate to contact GHA at 847-478-9700.

9770.343 Lexington Fed Life TPR #1.docx