

THE OVERALL TRANSPORTATION NETWORK INCLUDES BOTH PUBLIC AND PRIVATE PROJECTS AND DOES NOT IDENTIFY RESPONSIBILITY FOR FUNDING OR CONSTRUCTION. FUTURE STREETS ARE SUBJECT TO CHANGE.



Exhibit 1 - Overall Transportation Network

Amendment to River North UDO

THE OVERALL TRANSPORTATION NETWORK INCLUDES BOTH PUBLIC AND PRIVATE PROJECTS AND DOES NOT IDENTIFY RESPONSIBILITY FOR FUNDING OR CONSTRUCTION. FUTURE STREETS ARE SUBJECT TO CHANGE.

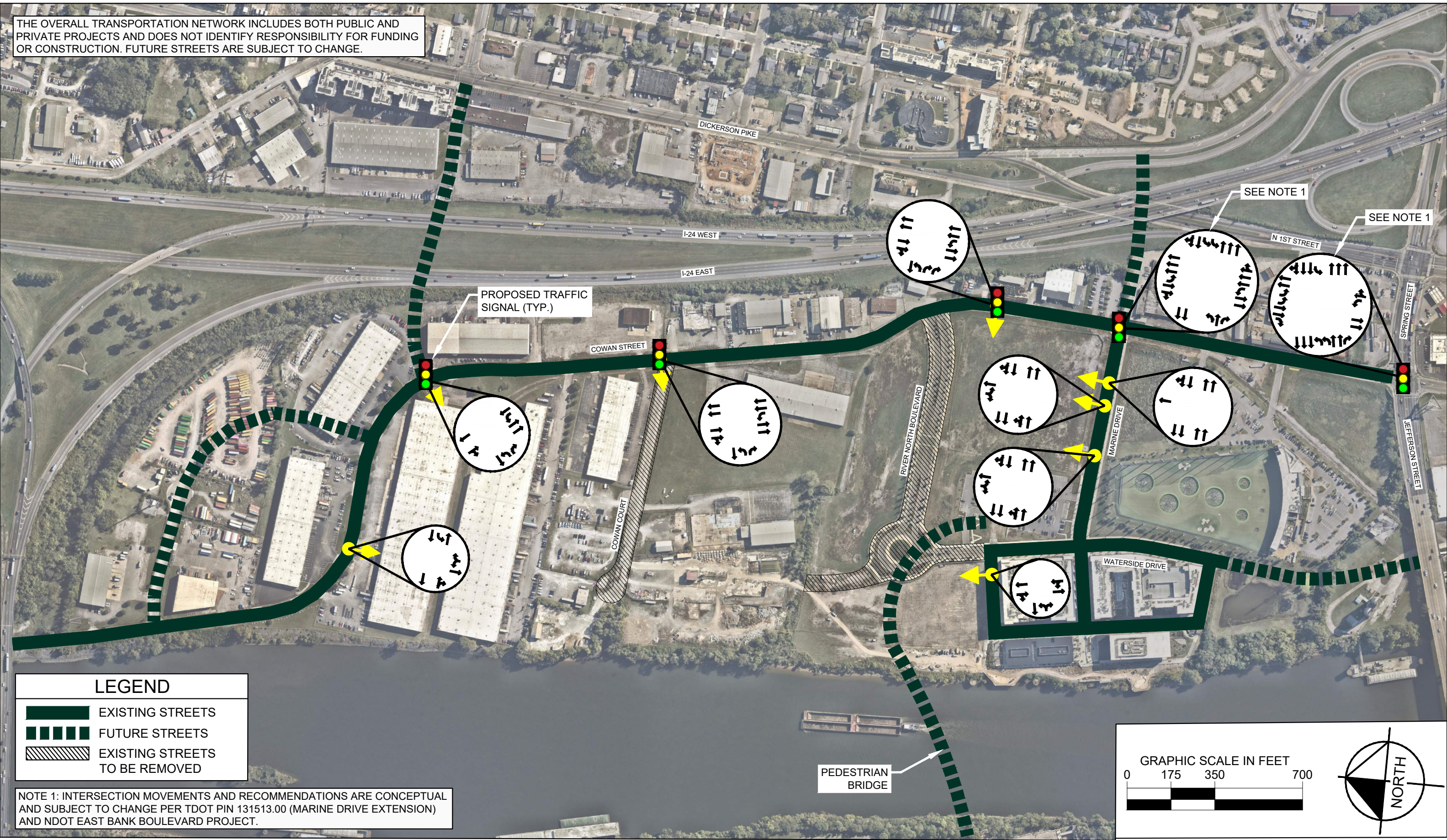
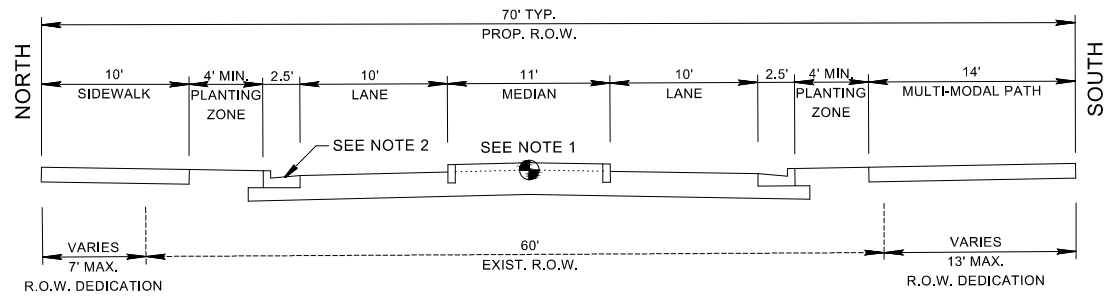


Exhibit 2 - Intersection Movements

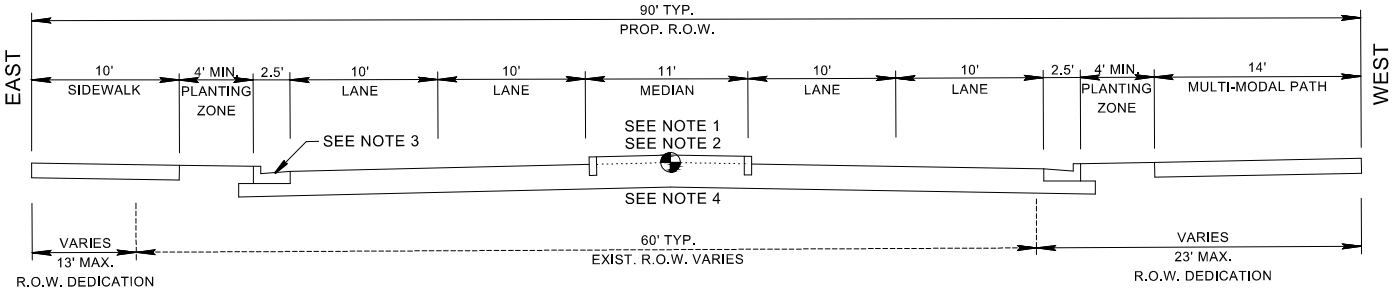
STREET TYPICAL SECTIONS ILLUSTRATE ENVISIONED FUTURE STREET CONDITIONS AND WOULD REQUIRE RIGHT-OF-WAY DEDICATION FROM MULTIPLE PROPERTIES WITHIN THE URBAN DESIGN OVERLAY (UDO) BOUNDARY.



NOTE 1: MATCH THE EXISTING COWAN STREET ROADWAY ELEVATION.

NOTE 2: RETAIN THE EXISTING CURB ON THE NORTH SIDE OF THE ROAD.

Typical Section #1:
Cowan Street
Looking East



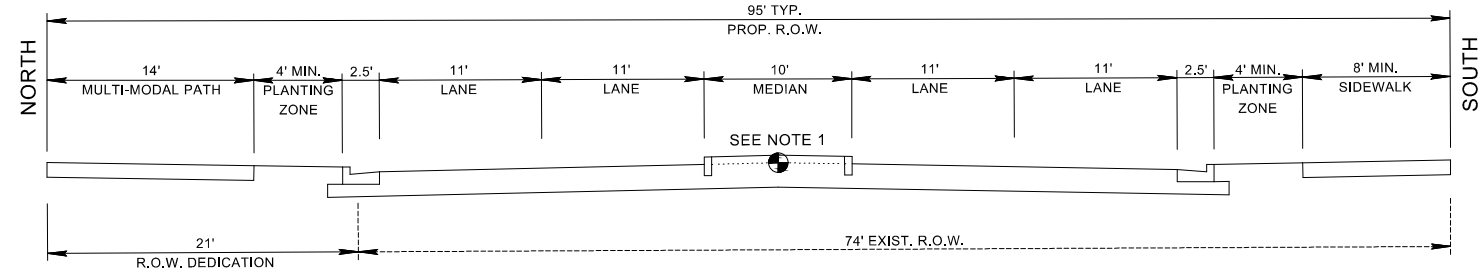
NOTE 1: NORTH OF MARINE DRIVE - MATCH THE EXISTING COWAN STREET ROADWAY ELEVATION.

NOTE 2: AT THE MARINE DRIVE INTERSECTION AND SOUTH OF MARINE DRIVE - THE MINIMUM FINISHED ROADWAY ELEVATION IS 417.8' (ONE FOOT ABOVE THE 100-YEAR BASE FLOOD ELEVATION).

Typical Section #2:
Cowan Street
Looking South

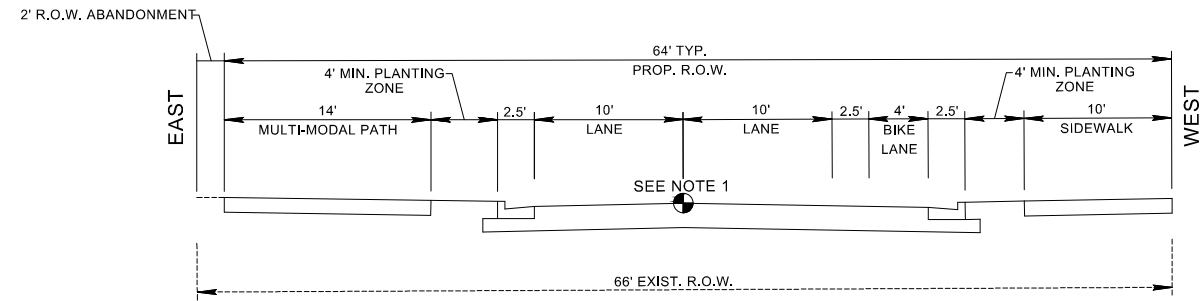
NOTE 3: NORTH OF MARINE DRIVE - RETAIN THE EXISTING CURB ON THE EAST SIDE OF THE ROAD.

NOTE 4: SOUTH OF MARINE DRIVE - ADDITION OF DEDICATED TRANSIT FACILITIES TO BE CONSIDERED, PENDING COORDINATION WITH NDOT, WEGO, AND CHYM PROGRAM TEAM.



NOTE 1: THE MINIMUM FINISHED ROADWAY ELEVATION IS 417.8' (ONE FOOT ABOVE THE 100-YEAR BASE FLOOD ELEVATION).

Typical Section #3:
Marine Drive
Looking East



NOTE 1: MATCH THE EXISTING WATERSIDE DRIVE ELEVATION.

Typical Section #4:
Waterside Drive
Looking South