



Agenda
Village of Glen Ellyn
Plan Commission Meeting
Thursday, June 22, 2023
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

Visitors are most welcome to attend all public meetings and can find copies of the Agenda online at www.glenellyn.org prior to the meeting. Any individual with a disability requiring reasonable accommodation in order to participate in a meeting should contact the Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting.

- A. Call to Order**
- B. Public Comment**
- C. Approval of Minutes**
 - 1) Approval of the June 8, 2023 Meeting Minutes
- D. New Business**
 - 1) Public Hearing – 800 St. Charles Road: Ackerman Sports and Fitness Center; Glen Ellyn Park District, is petitioning the Village for a Special Use Permit, associated with construction of a building addition.
 - 2) Pre-Application Review – 49 Deicke Drive and 26 Newton Drive: B. R. Ryall YMCA of Northwestern DuPage, is petitioning the Village for a Planned Unit Development associated with the renovation of the existing YMCA facility as well as expansion to a new facility at 26 Newton Ave.
 - 3) Possible Zoning Code Text Amendment Regarding the Keeping of Hens - To be continued
- E. Trustee Liaison's Report**
- F. Chairman's Report**
- G. Staff Report**
- H. Other Business**
- I. Adjourn**

DRAFT MINUTES
Glen Ellyn Plan Commission
Thursday, June 8, 2023 at 7:00 p.m.
Glen Ellyn Civic Center
Galligan Board Room
535 Duane Street

A. Call to Order and Roll Call

Chairperson Loftus called the meeting to order at 7:00 PM and explained the Plan Commission's function and operating procedure as an advisory body. He described the public hearing protocol, including public comment, and announced that comments would be recorded.

Roll was called.

PRESENT: Chairperson Loftus; Commissioners Brown, Dawson, Kreuzer, Saeed, and Thakkar; Student Commissioner Smith.

ABSENT: Commissioners Arango, Cooper, and Wyant.

B. Public Comment (non-agenda items)

There were no public comments for non-agenda items.

C. Approval of Minutes

Chairperson Loftus requested a motion for approval of minutes.

Commissioner Kreuzer made a motion to approve the May 25, 2023 Plan Commission meeting minutes. Commissioner Thakkar seconded the motion. Chairperson Loftus and Commissioner Brown abstained, as they were not present for the meeting. The motion passed by voice vote.

D. New Business

1.) Public Hearing — 490 Kenilworth Avenue: Frank Johnson Center

Chairperson Loftus requested a motion to open the public hearing.

Commissioner Brown moved to open the Public Hearing. Commissioner Saeed seconded the motion, and the motion passed by voice vote.

Staff Presentation

Chairperson Loftus invited staff presentation.

Sworn in, Martin Scott, Community Development Director for the Village of Glen Ellyn, introduced the project: The Glen Ellyn Park District is petitioning the Village for a Special Use Permit and Zoning Variations associated with construction of a new maintenance facility, associated outdoor storage, and site development.

Mr. Scott presented information from the Staff Report dated June 2, 2023, included in the agenda packet. He described the history of the request, including that the Park District had appeared before the Commission on May 4, 2023, and that at the meeting the Commission had expressed concern regarding the application and notice in regard to the Special Use category, as well as a possible compliance issue relating to the non-conforming section of the Zoning regulations. Mr. Scott reminded the Commission that Village Attorney Gregory Mathews responded to the issues in a confidential memorandum sent directly to Plan Commission members.

Mr. Scott described the changes the Petitioner made to the original request to respond to Commissioner concerns from the prior hearing, in consultation with the Village attorney, including: updated Special Use and Variation applications; installation of a new fence, as a safety measure; information addressing building coverage; and the removal of a proposed fuel tank. Mr. Scott invited questions and said that Village Attorney Mathews was in attendance, as well.

Commissioner Questions

Commissioners offered questions to the Village Staff, including:

- Chairperson Loftus requested clarification about the process for installing a fuel tank should the Park District choose to install one at a later date. Mr. Scott relayed that if the Park District decides to install a fuel tank in the future, it would be in a location and design permitted by all applicable Codes.
- Commissioner Saeed requested information about the total area of impervious surfaces proposed. Mr. Scott deferred to the Petitioner's presentation.
- Commissioner Dawson requested clarification regarding the specific acreage of the property, noting that two different numbers were provided in the agenda packet. Mr. Scott referred to prior email exchanges and discussed recorded acreage versus calculated acreage. Commissioner Dawson also noted that an overall square footage for the bin storage area was not provided. Mr. Scott deferred to the Petitioner's presentation.

Petitioner Presentation:

Chairperson Loftus invited Petitioner presentation.

Sworn in, Nathan Troia, Superintendent of Planning and Natural Resources at the Glen Ellyn Park District, provided a brief overview of the request, describing the decision-making process and reasoning for the proposal. Mr. Troia named several of the Glen Ellyn parks and said the petitioners are proposing a facility to take care of those parks.

Sworn in, Dan Nicholas, Principal of FGM Architects, presented the request, as detailed in the Petitioner's Application for Special Use Permit, Application for Variation, and associated attachments included in the agenda packet. He reviewed the project summary, discussing the reasoning for proposing a new building on the existing site. Mr. Nicholas reviewed the project location, the project zoning, and the neighborhood context, responding to prior Commissioner comments regarding the harmonious nature of the proposal. He reviewed the existing conditions of the site and the proposed project goals. Mr. Nicholas discussed the proposed demolition plan, the project grading plan, utility plan, tree preservation plan, and planting plan. He noted that updates to the former proposal include new shrubbery and decorative fencing. Mr. Nicholas reviewed the proposed project area limits, site improvements, floor plan, and project elevations. He noted that with regard to material bin storage, it is currently open-air, and would be covered in the proposed plan. Mr. Nicholas noted that the Building Department code review comments were favorable, and he emphasized the plan's natural light. Mr. Nicholas presented project renderings and said they complement and support the surrounding area in attempt to be harmonious.

Sworn in, Aaron Bruder of CAGE Engineering, responded to Commissioner Speed's prior question regarding impervious surface area. He noted that an increase in impervious surface area for the proposed project triggers specific stormwater management strategies. He described the proposed rain garden.

Commissioner Questions

Commissioners offered questions to the Petitioners, including:

- Commissioner Kreuzer referred to flooding on Anthony Street and asked whether the Petitioners expect less flooding as a result of the proposed project. Mr. Bruder responded that significantly more storage would more than offset the additional impervious surface area, resulting in a net positive.
- Chairperson Loftus asked whether any calculations or studies had been done to assess previous flooding on Anthony and anticipated flooding. He asked whether flooding would be lessened

or eliminated. Mr. Bruder replied that formal studies have not been done, that the proposed project would meet stormwater management requirements and that it would reduce flooding.

- Commissioner Saeed asked whether there would be fencing around rain gardens for safety purposes. Mr. Bruder replied that the screening for the rain gardens would be plantings, noting that the proposed rain gardens are not deep and not designed to hold water.
- Commissioner Thakkar asked for clarification about the proposed fencing. Mr. Bruder noted that there would be fencing around the trash enclosures, but not specifically the rain garden.
- Student Commissioner Smith referenced the nearby middle school and asked about how construction might affect school-related traffic. Mr. Nicholas responded that there might be a decline in physical traffic, given that the normal Park District maintenance operations would be offsite during the construction process.

Mr. Bruder responded to Commissioner Dawson's prior question about the lot size, sharing that the Petitioner had paper copies of old record surveys as well as calculated dimensions; he provided 2.097 as the specific area in acres.

Mr. Nicholas addressed the Commissioners' questions about Variances from the prior hearing. He reviewed yard setback requirements and impervious setbacks, noting that the Petitioner was able to make minor adjustments to pavement so as to avoid infringement on impervious surface setbacks and avoid the need for another Variance request.

Commissioners offered additional questions and comments to the Petitioners, including:

- Commissioner Dawson questioned the acreage discrepancy provided in the agenda packet, specifically 2.09 versus 2.04. Mr. Nicholas responded that calculations led to 2.097, and that the 2.04 came from the county recorder.
- Commissioner Dawson questioned the dimensions of the accessory structures. Mr. Nicholas reviewed the proposed material storage bins. Commissioner Dawson said the packet does not include dimensions for the building, including height, width, and length of the proposed structure. Mr. Nicholas apologized that those dimensions were not included in the package and said it would be made available. Commissioner Dawson said there are Zoning regulations limiting the size of the structures and that the Commission would be in a position to vote on inclusion of a structure without its dimensions. Mr. Troia said it the Petitioners would do their best to obtain the information during the meeting.
- Commissioner Dawson remarked that he thought it was excellent that the Park District had an open house with neighbors in Dec. 2022; he also appreciated that the Park District returned to the Plan Commission a second time after the initial hearing.

- Commissioner Brown questioned the expected lifespan of the proposed building, remarking on sustainability with regard to a building that was 100+ years old in comparison to a proposed building that would last “at least 50 years.” Mr. Nicholas said that the minimum lifespan of the proposed building would be 50 years, and that as a utilitarian building, he would anticipate the proposed building would last as long, if not longer, than the existing building.

Public Comments

Chairperson Loftus invited public participation. There were no written public comments submitted in advance of the meeting.

The following individual, sworn in, made respective comments:

- Susan Thorne Devin described her family’s history and familiarity with the project site, and said that when she saw the proposal she was fearful that the adjacent playground would be removed as part of the project. She said after learning that the playground would remain, she is fine with the proposal. She remarked on the condition of the existing building and alternative locations and concluded in support of the proposal.

Commissioner Questions

Chairperson Loftus invited final questions from Commissioners.

Commissioners Thakkar and Dawson discussed the specific dimensions Commissioner Dawson was seeking. Mr. Nicholas noted that there were two proposed accessory structures: the material bin enclosure and the trash enclosure. He said his colleague at FGM Architects had obtained the dimensions of the material bin structure.

Sworn in, Taylor Willis of FGM Architects said that the proposed material bin height is 18 feet, pitched down to a height of 10 feet. Commissioner Dawson requested the width and height. Mr. Nicholas reported that the structure was 19 feet deep and 90.75 feet in length, east to west. Chairperson Loftus and Commissioner Dawson discussed the figures in relation to the total area proposed for the accessory structures. Mr. Nicholas provided 1724 square feet for material storage and 740 square feet for the trash enclosure, for a combined total of just above 2400 square feet. He apologized again that those dimensions had not been included in the agenda packet.

Commissioner Kreuzer asked about how stormwater would be managed off of the pitched roof. Chairperson Loftus and Commissioner Saeed offered additional questions about flooding and stormwater management. Mr. Nicholas and Mr. Bruder described in detail the proposed

stormwater management plan, including the gutter system, the rain garden, and the underground connections to the Village storm sewer system; they compared the plan to existing conditions.

Commissioner Dawson noted that Commissioners had been provided new information, including seeing at least one drawing and hearing dimensions verbally, that had not been included in the agenda packet. He asked Mr. Scott whether the information would be added to the Village Board packet, and whether the motion would need to be modified. Mr. Scott said the Commission could make a motion with verbiage that would ensure that the updated information be provided to the Village Board; he confirmed that the agenda packet would be updated as well.

Chairperson Loftus invited a motion to close the Public Hearing.

**A motion was made by Commissioner Dawson to close the Public Hearing;
Commissioner Saeed seconded the motion, which passed by voice vote.**

Commissioner Deliberation

Commissioners shared their positions regarding the request, including:

- Chairperson Loftus said he would like to add the following to the draft motion for approval: Add drawings and information for accessory structures to the package based on the dimensions that have since been provided.
- Commissioner Dawson shared his position and changes following the prior hearing, remarking that the updates go a long way but do not complete the picture. He said he'd have a condition to add to the draft motion for approval, that the Commission was reviewing information in real-time but that he had proposed text. Commissioner Dawson discussed his perspective on technical details of requests and the purposes of zoning. He referred to the storage facility and the potential need for a Variance due to height.
- Commissioner Brown discussed her position, including that the site is the wrong location for a maintenance shed; that it's a disservice to neighbors; and that, while she commends the design, it's too commercial for a residential area. Commissioner Brown shared that she considers requests with respect to the Comprehensive Plan and that she would hope the Village units of government could work together to explore consolidation of public works. She referred to stormwater challenges at the site and advocated for leaving it mostly pervious.
- Student Commissioner Smith shared her position, noting that the existing building needs to be updated.
- Chairperson Loftus discussed his support for the proposal, saying that it is a vast improvement over existing conditions. He shared that he considers the request from the standpoint of

common good, including what would benefit the Village in its entirety. He discussed alternative sites with respect to green space. Chairperson Loftus concluded that with some minor variations and more documentation to the Village Board regarding accessory structures, he supports the facility presented.

Village Attorney Gregory Mathews asked for an opportunity to reference a written memorandum he had provided to Commissioners, as well as the statute, regarding the review of applications by public agencies, including limitations on the Plan Commission's considerations. Chairperson Loftus offered related guidance regarding the purview of the Plan Commission with respect to considering a proposed building's location and appearance. Commissioner Brown, Chairperson Loftus, and Commissioner Dawson discussed the Plan Commission's purview, including considerations about whether a proposal is harmonious with the neighborhood.

Commissioners shared additional positions regarding the request, including:

- Commissioner Kreuzer expressed concern about the proposed project's impact to neighbors regarding impervious surfaces and the view from the site at night, specifically the amount of commercial lighting proposed. He encouraged attention to the effect of proposed outdoor lighting at night, and efforts to reduce white light and opportunities to control light such as motion sensors and timers. Commissioner Kreuzer encouraged attention to impervious surfaces, noting the amount of proposed grass, and advocated for more native plantings and action toward mature trees. Commissioner Kreuzer concluded that he is supportive of the plan and that his comments are to encourage the Park District to do what's best with regard to plantings and lighting options.
- Commissioner Saeed shared his position, including his thoughts on the conditions of the existing building, stormwater concerns, and the affect on neighbors. He acknowledged his fellow Commissioners' feedback on the proposed storage facility and questioned whether an additional condition could be included. Commissioner Saeed said overall he supports the request, but suggested there may be conditions to address the harmonious aspect.

Commissioners Loftus and Saeed discussed potential conditions regarding the design criteria to address considerations of the harmonious nature of the project. Attorney Mathews and Chairperson Loftus offered guidance regarding the Plan Commission's limited purview regarding appearance. Commissioner Brown read from the draft Findings of Fact and its references to the proposal as "harmonious," questioning the Plan Commission's limited purview in this regard. Attorney Mathews discussed his legal interpretation. Chairperson Loftus discussed his perspective on the issue, concluding that the proposal doesn't change the character of the neighborhood from what was there before, that there is not a change of use, rather just a newer

building. Chairperson Loftus reminded Commissioners that they were making a recommendation to the Village Board for final consideration.

Commissioners shared additional positions regarding the request, including:

- Commissioner Thakkar indicated he was supportive of the overall project. He noted the changes made following the prior meeting, and that concerns have been addressed. Commissioner Thakkar suggested his only concern was with respect to lighting, that he preferred the parking lot feel less commercial at night. He said that the appearance is an upgrade, that while the facility might be better served elsewhere, it's an upgrade and the Park District has done a good job of responding to the Commission.
- Commissioner Kreuzer added that there could be more trees, improvements to the landscaping, and lighting, specifically considerations of how the site will look at night. He suggested the proposal would be an improvement to the area and he supports it.
- Commissioner Dawson added to the discussion regarding harmony, concluding that the proposed building is not harmonious and is out of place in the proposed location. He also proposed conditions to be included in the motion. He suggested specifying the dimensions of the material bin storage to say "construction of a storage facility not to exceed 91 feet in width, 19 feet in depth "and "roof height should comply with Zoning Code." Commissioner Dawson also proposed specifying the percentage of the site area the proposed building would occupy as "allowed to 14.34%."

Mr. Scott and Commissioner Dawson discussed Zoning Code regarding the roof height of the proposed material storage bin. Mr. Scott noted that the height of the storage bin would have to comply with the zoning code and that issue will be addressed prior to review by the Village Board. Mr. Scott, Commissioner Dawson, and Chairperson Loftus discussed potential conditions to the motion.

Commissioner Brown and Chairperson Loftus returned to the discussion regarding the Plan Commission's purview. Commissioner Brown requested clarification regarding her ability to make comments that provide context to her vote. Commissioner Brown also noted that in prior years, agenda packets would include information about how a request relates to the Village's Comprehensive Plan.

Commissioner Dawson returned to the discussion of the proposed material storage bin, noting that he'd like to see an elevation for the structure.

Chairperson Loftus invited a motion to approve the request. Commissioner Kreuzer made the motion as follows:

After conducting a public hearing and deliberating on the requests of the petitioner, Glen Ellyn Park District, to construct a new maintenance facility, associated outdoor storage, and site development located at 490 N. Kenilworth Avenue, the Plan Commission hereby recommends approval based on the findings of fact, as discussed or amended at the Plan Commission public hearing on June 8, 2023 which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. The project shall be constructed in substantial conformance with the plans as submitted and the testimony presented at the June 8, 2023, Plan Commission public hearing.
2. That the proposed landscaping on the site shall be installed in compliance with the approved landscape plan and be continuously maintained in perpetuity.
3. That the proposed structures shall be constructed in compliance with the approved Exterior Appearance.
4. The final stormwater management plan shall be reviewed and approved by the Village Stormwater Engineer prior to the issuance of a building permit.
5. All updated documentation of the accessory structures, including renderings and dimensions, to be provided to the Village Board.
6. Construction of the 91 ft. long by 19 ft. deep material storage bin shall comply with the zoning code (section 10-5-5 Yards).
7. The proposed building is allowed to occupy 14.34% in lieu of the maximum 10% of the site area.

Commissioner Saeed seconded the motion. Chairperson Loftus asked for a roll call vote. The motion passed on a roll call vote, with: Four Commissioners present voting “Yes”: Chairperson Loftus, and Commissioners Kreuzer, Saeed, and Thakkar; Two Commissioners present voting “No”: Commissioners Brown and Loftus. Motion carried.

E. Trustee Liaison’s Report

Village Trustee Steve Thompson shared updates, including the following:

- The Andy Warhol exhibit is open at the MAC; there is active marketing and related special events throughout town.
- The streetscape project is active and on track.
- The 4th of July parade and the Taste of Glen Ellyn will take place at COD this year.

- The Village is wrapping up the Comprehensive Plan with final edits and comments. The Village Board will vote on the Comprehensive Plan in the near future.

Trustee Thompson also shared updates on the status of Glenwood Station, the former US Bank site, and the former hotel site on Roosevelt Road. Trustee Thompson, Commissioner Thakkar, and Chairperson Loftus discussed the Plan Commission's expected role in reviewing the proposed development of the Roosevelt Road site. Trustee Thompson and Commissioner Saeed discussed the status of the agreement regarding the Butterfield Road and Route 53 IDOT project.

F. Chairperson's Report

Chairperson Loftus shared updates, including the following:

- Chairperson Loftus participated in a focus group for the downtown event park; a diverse group of Village representatives attended, and two more focus groups are expected. A public engagement event is also scheduled for June 30.
- He is also participating in the evaluation of the train station development.

G. Staff Report

Mr. Scott shared updates, including the following:

- Agenda items for the next meeting scheduled for June 22 include: YMCA pre-application review; Park District request regarding an addition at Ackerman; updated draft ordinance regarding hen keeping, which the Commission might want to postpone to keep the agenda manageable. Commissioner Thakkar and Mr. Scott discussed the inclusion of some of the items that had been proposed for the hen keeping ordinance.

Commissioner Brown asked Mr. Scott about information in the agenda packet which states: "An affirmative vote of four (4) members of the ZBA and five (5) members of the PC is necessary to recommend the granting of a requested zoning variation to the Village Board." Mr. Scott said he would obtain clarification on this from the Village Attorney.

H. Other Business

None.

I. Adjournment

Chairperson Loftus invited a motion to adjourn the meeting.

**Commissioner Thakkar made a motion to adjourn the meeting at 9:25 p.m.
Commissioner Dawson seconded the motion, and the motion passed by voice vote.**

Respectfully submitted,

Audrey Savikas
Recording Secretary



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/22/2023 7:00 PM
Department: Community Development
Department Head: marty scott
Category: Commission Recommendation
Prepared By: Mike D'Onofrio

**AGENDA ITEM (ID
2023-652)**

DOC ID: 2023-652

Public Hearing – 800 St. Charles Road: Ackerman Sports and Fitness Center; Glen Ellyn Park District, is petitioning the Village for a Special Use Permit, associated with construction of a building addition.

Statement of the Issue:

Please see the attached staff report.

Analysis:

Please see the attached staff report.

Budget Impact:

N/A

Contribution to Strategic Plan

Action Requested:

The Plan Commission should review the petitioner's requests for approval of the requested Special Use Permit and make a recommendation to the Village Board for approval, approval with conditions or denial.

Attachments:

1. Ackerman PC Staff Report
2. Ackerman - Project Narrative
3. Ackerman Center Addition & Renovation - Scope Exhibit
4. Ackerman - Special Use Permit Application
5. Ackerman SUP - Draft PC Findings
6. Ackerman SUP - PC Draft Motion
7. Ackerman Civil Drawings
8. Ackerman - Elevations REVISED 5-30-23
9. Ackerman - Renderings REVISED 5-30-23
10. 30_List of Building materials AND colors
11. 33_Site Photometric Plan
12. 32_S1 thru S4 Site Lighting Fixtures
13. 29 Floor Plan 0 Site

14. 29_Floor Plan 1
15. 29_Floor Plan 2
16. Revised Landscape Plan 5-31
17. 26_TP.1-Tree Preservation Plan
18. 26_Tree Survey (Demo Plan)
19. Public Hearing Notice-Ackerman PC 2023
20. GIS 350 Ft. Map
21. Address List

STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Michael D’Onofrio, Planning Consultant

DATE: June 15, 2023

FOR: June 22, 2023, Plan Commission Meeting

SUBJECT: 800 St. Charles Road – Ackerman Sports and Fitness Center; Glen Ellyn Park District - Special Use Permit

PETITIONER: Glen Ellyn Park District is the owner of the property located at 800 St. Charles Road.

REQUEST: Approval of a Special Use Permit associated with construction of a new 13,000 s.f. addition to the existing facility. The petitioner is specifically requesting approval of the following:

1. A Special Use Permit in accordance with Section 10-4-3(A) and (B) for expansion of the existing building (Ackerman Sports and Fitness Center).

**LOCATION/
ZONING:**

The subject property is comprised of approximately 59.5 acres and is located north of St. Charles Road, south of the Great Western Trail and east of the Churchill Woods Forest Preserve. The surrounding zoning and land uses are as follows:

	<u>Land Use</u>	<u>Zoning</u>
North:	Single Family Residential (Unincorp. Milton Township)	R-4 Single Family*
South:	Single Family Residential	R2
East:	DuPage County FPD & PW (Unincorp. Milton Township)	R-1 Single Fam. & I-Light Indus.*
West:	Single-Family (Unincorp. Milton Township)	R-4 Single Family*
*DuPage County Zoning		

COMPREHENSIVE

PLAN: According to the 2001 Glen Ellyn Comprehensive Plan, the Community Plan, Figure 2 (pg. 12), calls for the site to be used for Public/Semi-Public and Parks and Open Space uses. The 2023 Draft Comprehensive Plan recommends the same uses (Future Land Use Plan, pg. 11).

PUBLIC

NOTICE: Notice of the public hearing was published in the June 6, 2023, edition of the *Daily Herald*. Property owners within 350 feet of the property were notified by mail of the public hearing and a placard was placed on the property. (The Park District also held a neighborhood meeting on June 12, 2023).

REVIEW

PROCESS: To accommodate the project, the Park District is requesting approval of a Special Use Permit. The proposed exterior appearance was reviewed by the Architectural Appearance Commission on Wednesday, June 14, 2023 and it recommend approval of the improvements.

PROJECT

SUMMARY: The Glen Ellyn Park District is proposing to construct a 13,000 s.f. addition to the Ackerman Sports and Fitness Center. The proposed area of expansion is currently open space/playing fields. Along with the addition, there will be site improvements, the most significant being the expansion of the parking lot located east of the existing building. The current 58 space parking lot will be expanded by 52 spaces. Pedestrian and landscaping additions/upgrades will also be part of the site improvements.

Specific details of the project are contained in the petitioner's application packet. An overview of the proposed improvements as they relate to the requested Special Use Permit is below.

Building Addition - The petitioner is proposing construction of an addition to the Ackerman Sports and Fitness Center. It will be constructed along the rear (north) wall of the existing building and have a footprint of 9,836 s.f. (78.25 ft. by 115 ft. + a 25.25 ft by 27 ft. vestibule and stair). It will include a 6,000 s.f. gymnastics center, 900 s.f. viewing area and multipurpose room, two exercise and multipurpose exercise and multipurpose studios, and a customer service center. The height of the addition is 32.1 feet. The building style is an extension of the existing pre-engineered metal building, consisting of a metal frame with corrugated metal panel siding. The color of the siding will match the existing building color as close as practical, as well as include two horizontal-colored bands, which are also on the current building. As for fenestration, the glazing frames will match the color of the

existing as close as possible. The glazing on the north elevation will be clear; the glazing on the east and west elevations will be tinted gray. The roof will be a standing seam metal and will match the existing color as best possible and will include no roof top mechanical units. It should be noted that a ground mounted condenser will be installed along the west wall of the addition. It will measure 7 ft. x 7.3 ft. and be 6.5 ft. tall. The condenser and required maintenance/operation clearances (42 inches and 72 inches) would result in the entire installation measuring 19 ft. x 14.3 ft. (271 s.f.) This condenser will be landscaped on three sides with evergreen shrubs and switch grasses.

Parking Lot – Outside of the building addition, this is the most significant of the site improvements. The existing 58 space parking lot which is located east of the existing building, will be expanded to the west adding 52 spaces. To accommodate the expansion, ten trees along the west side of the lot will be removed. The trees range in size from 2” to 9” caliper. The new lot will be surfaced entirely with brick pavers and include landscaped islands at the ends and at the middle of the lot. These landscaped islands will be planted with a variety of perennials and ornamental grasses. The west perimeter of the lot will be landscaped with 12, 3” caliper shade trees and grass. Finally, sidewalks will be installed along the west side of the new parking lot, from the lot to the new addition entrance, and from the new lot south to the existing parking lot in the front of the facility.

Landscaping – In addition to the plantings associated with the parking lot, the plans call for five-foot perimeter landscaping around the entire addition, as well as the entire length of the north wall of the existing building. The proposed plantings include a variety of evergreen and deciduous shrubs, perennials, and ornamental grasses.

Access – The building expansion will include a new entrance along the east side. As mentioned above, this 675 s.f. improvement will include an entry vestibule and a set of stairs. It will be accessed from a new sidewalk from the expanded parking lot.

Signage - No freestanding sign is proposed.

Phasing - This is proposed as a single-phase development.

Stormwater - The Village Engineer has reviewed preliminary engineering plans and has identified issues that relate to typical stormwater and site design details but no issues that would impact the proposed building layout. These remaining issues would be addressed prior to issuance of a building permit.

**PLAN
COMMISSION
ACTION:**

The Plan Commission should review the petitioner's requests for approval of the requested Special Use Permit and make a recommendation to the Village Board for approval, approval with conditions or denial. In reviewing the requested Special Use Permits, the Commission should consider the criteria in Section 10-10-14(E) of the Zoning Code. The criteria are provided in the draft findings of fact which are attached for your reference.

cc: Martin Scott, Community Development Director
Nathan Troia, Glen Ellyn Park District
Matthew Duggan, Wight Co.



Glen Ellyn Park District Ackerman Sports and Fitness Expansion Preliminary Project Narrative

INTRODUCTION

Glen Ellyn Park District is planning an addition and site improvements to the Ackerman Sports and Fitness Center located at 800 St. Charles Road in Glen Ellyn. This facility has been Glen Ellyn Park District's most active facility since it opened in 2010. This facility currently serves the District's community and provides classes, equipment, amenities, and services dedicated to achieving people's health and fitness goals. These improvements will expand District's services by increasing adult training and exercise opportunities while significantly expanding recreational opportunities.

The following paragraphs summarize the scope of work for the proposed improvements.

BUILDING ADDITION

The new building addition will be connected to the North side of the existing building. The addition will be a two-story building constructed of pre-engineered metal frame with a corrugated metal panel siding and roof. The East side of the addition will have a canopy built over the entrance. The existing building is currently 35'-4". The addition will be 32'-0" in height. Both existing and new buildings will comply with current regulations. Planned expansion and improvements will include a new 6,000-square-foot gymnastics center, a new adjacent 900-square-foot viewing area and multipurpose room, a new first and second floor exercise and multipurpose studio, and an improved customer service center. Approximate total square footage of the addition will be 10,000 square feet.

SITE/CIVIL DESIGN

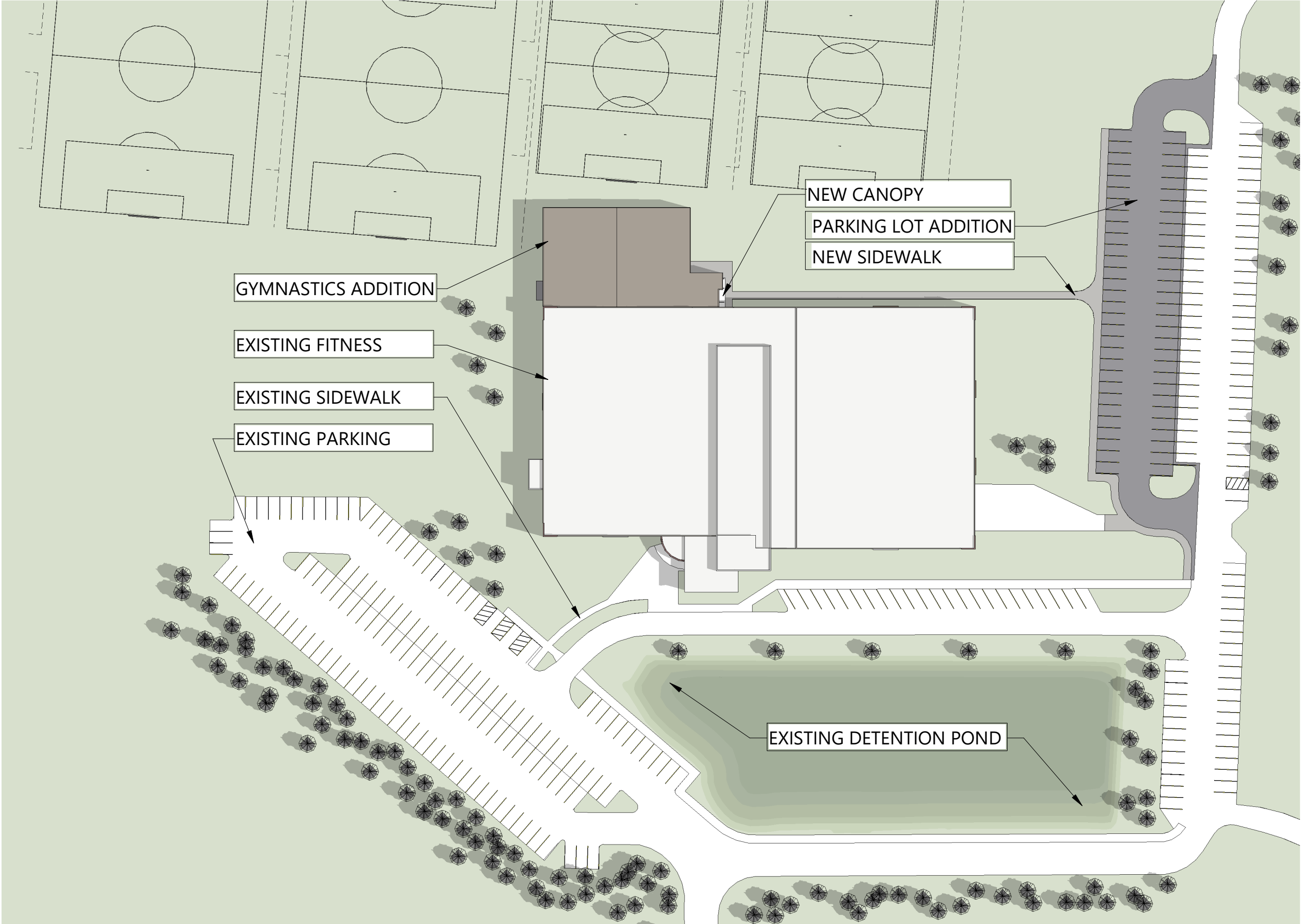
Parking Lot

Proposed expansion and improvements will include an additional parking lot to the east of the addition. The expanded parking will provide 60 additional parking spaces. A new sidewalk will provide an access from parking lot to new addition entrance. Parking lot lighting is proposed for site safety and security.

Stormwater Management System

The proposed improvements will be in compliance with DuPage County Stormwater Ordinance and the Village of Downers Grove Storm Water Ordinance. Currently studies are being made to find out what is more feasible: to provide permeable pavers for the parking lot addition or to increase detention pond capacity.

PROPOSED SCOPE OF WORK





VILLAGE OF GLEN ELLYN

Special Use Permit Application Packet

*Planning & Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370*

**SPECIAL USE PERMIT PROCEDURE
OUTLINE**

1. Pre-application meeting with Planning and Development Department;
2. Preparation of application packet;
3. Review of packet by Planning and Development Department staff (recommended);
4. Formal application (submission of packets and fee);
5. Notice in newspaper, notice by letter to surrounding property owners, sign on site;
6. Review by Plan Commission at a public hearing;
7. Preparation of public hearing transcripts or minutes;
8. Review by Village Board at workshop;
9. Action by Village Board at meeting;
10. Adoption of ordinance.

SPECIAL USE PERMIT PROCEDURE

1. **Pre-Application Meeting:** The petitioner should meet with the Village Planner or Director of Planning and Development for a pre-application meeting to informally discuss the proposed Special Use prior to filling out a formal application. At the pre-application meeting, the petitioner should provide general information that describes or outlines the existing conditions of the site and the proposed Special Use. A request to informally discuss the proposed Special Use with the Plan Commission may be made at this time. The Planning and Development Department staff will also review the types of required submittals (see item #2), the number of copies required and the approximate length of review time required by the Village.

The petitioner is encouraged to become familiar with the appropriate provisions of the Zoning Code.

2. **Required Submittals:** The petitioner shall prepare the following items for submittal to Village staff:
 - a. **Application:** Completed application for Special Use Permit (form attached and associated fee);
 - b. **Reimbursement of Fees Agreement:** Signed agreement consenting to reimburse the Village for out of pocket expenses incurred in processing the application.
 - c. **Plat of Survey:** A current Plat of Survey of the property, prepared by a land surveyor registered with the State of Illinois, with contour lines depicting the existing grade and a statement that the property is or is not in the floodplain;
 - d. **Site Plan:** A plan or plat drawn to scale, including a north arrow, address of the site, name of the preparer and date, showing:
 1. Lot line dimensions and lot area;
 2. Existing or proposed grades with contour intervals not in excess of two feet;
 3. Location of any existing and proposed structures on the lot;
 4. Street locations, right-of-way widths and pavement widths;
 5. Location, width and materials of sidewalks, curb cuts and driveways;
 6. Location and size of any sanitary sewer and water lines or septic systems and wells, location of storm sewers;
 7. Location and width of easements;
 8. Location of parking areas, type of surface, dimension of parking spaces and drive aisles;
 9. Location of loading areas, types of surface, dimensions, striping and signing, type of screening;
 10. On-site traffic access and circulation delineated by directional arrows and signs;
 11. Open spaces;
 12. Location of existing and proposed signs;
 13. Location, height and type of existing and proposed lighting;
 14. Location, size and species of existing and proposed landscaping;

- 15. Zoning of subject property and adjacent properties;
- 16. Other data that may be necessary for the review of the application, as determined by the Planning and Development staff;

- d. Proof of Ownership: A copy of a Guarantee Title Policy or other proof of ownership as approved by the Planning and Development Department staff;
- e. Disclosure of Interest: If the subject property is held in a trust, a complete disclosure of interest of the ownership, including the names of trustees and beneficial owners, shall be provided. If the subject property is owned by a corporation, a disclosure of the shareholders, including the names of the officers and directors, should be provided (form attached);
- f. Affidavit of Authorization: A document signed by the owner of the subject property which authorizes the petitioner to represent them for the Special Use request shall be provided (form attached);
- g. Narrative Statement: A description of the existing and proposed use(s) of all structures and land. The statement should evaluate the economic effects of the proposed Special Use and the impacts of such elements as noise, glare, odor, fumes, and vibration on adjoining property. The statement should discuss the general compatibility with existing and proposed uses in the general vicinity and with the recommendations of the Comprehensive Plan; and
- h. Land Use Opinion: A Land Use Opinion from the Kane DuPage Soil and Water Conservation District Board, if required.

NOTE: Waiver of the required documentary evidence can be granted by the Director of Planning and Development provided staff determines that the information is insignificant or unnecessary.

NOTE: If the plans accompanying the Special Use application are required to be recorded with the DuPage County Recorder of Deeds, the petitioner should have the surveyor sign a Letter of Authorization (form attached) which designates a representative from the Village of Glen Ellyn as the agent to record the plan.

NOTE: The petitioner should be aware that the requirements outlined herein are the minimum requirements for processing an application for Special Use and that, from time to time, the Plan Commission may require such other information that it deems necessary to determine if the proposed Special Use meets the intent and requirements of the Zoning Code.

- 3. **Preliminary Staff Review:** When the petitioner has plans in substantially completed form, it is recommended that a draft copy of all application documents shall be submitted for preliminary review by the Planning and Development staff. Staff will review the project for compliance with all applicable Village ordinances and will raise any concerns or issues with the proposal. Following review by staff, the petitioner may wish to modify the proposal to respond to staff comments.
- 4. **Escrow Account for Consultants:** The Village utilizes consultants for engineering, legal and Plan Commission secretarial services. Prior to involving these individuals in the

review of a proposed Special Use Permit, the Village requires a petitioner to establish an escrow account to pay the Village consultant costs. The minimum amount of an escrow account is five hundred dollars (\$500). The Director of Planning and Development may set a higher minimum based on an evaluation of the size of the project and likely expenses associated with the review process. Once the escrow account is established, the Village involves its consultants in the review process as necessary. When invoices are received from the consultants, the Village draws on the account. The developer receives a monthly accounting of the invoices and is requested to replenish the escrow account back to the original amount, when the balance is less than five hundred dollars (\$500). The escrow account is maintained throughout the review and building processes. Once the project is complete, any remaining funds in the escrow account are returned to the petitioner.

5. **Formal Application:**

- a. Special Use requests require an application fee. Staff will identify the amount of the fee, as determined by the Village Board, at the pre-application meeting. This fee is applied toward project review costs. The fee is payable when formal application is made for a Special Use Permit;
- b. Upon receipt of the required number of copies of all of the items enumerated above and the application fee, the Planning and Development staff shall set a date for a public hearing before the Plan Commission on the application for Special Use Permit. The application must be received a minimum of 21 days in advance of the proposed public hearing date;
- c. Not more than 30 days nor less than 15 days before the public hearing before the Plan Commission, the Planning and Development staff will place a legal notice in The Glen Ellyn News which will describe the petitioner's request, location of the subject property and the time, date, and location of the public hearing. The staff will also mail a notice of the Special Use request to property owners within 250 feet of the subject property and will cause a sign to be placed on the subject property not less than 15 days prior to the public hearing which announces that a public hearing regarding the subject property will be held. The sign shall remain until completion of the public hearing, after which it will be removed. Jurisdiction of the Plan Commission to hold the public hearing shall not be affected by the absence of a sign, if such absence is not the result of the petitioner; and
- d. The Director of Planning and Development, if he/she considers it necessary, may call upon any Village department or official for their review of the proposed Special Use prior to any public hearing. Such review shall be in writing and take no more than ten days.

6. **Staff Review:** The Village Planner or Director of Planning and Development will review the request for compliance with the provisions of the Comprehensive Plan, Zoning Code and other applicable codes. Staff will also visit the subject property. A staff report, which summarizes the request and presents staff concerns, will be prepared and submitted to the Plan Commission. The petitioner will be provided a copy of the staff report and the agenda of the Plan Commission meeting.

7. **Public Hearing:**

- a. The Planning and Development staff will submit the application, staff report and any other supporting documents to the Plan Commission to conduct the public hearing thereon. The Plan Commission meets on the second and fourth Thursday of each month, at 7:00 p.m. in the Glen Ellyn Civic Center, 535 Duane Street;
- b. The petitioner or his/her representative must attend the public hearing. It is the responsibility of the petitioner to present an argument supporting the request for a Special Use Permit in a complete and logical manner and to have available all evidence necessary to support the request. It is advisable, but not required, for the petitioner to prepare color versions of the plans (site plan, landscaping, building drawings), mounted for presentation purposes;
- c. The Plan Commission may make a decision at one meeting or choose to continue the public hearing to another date for a variety of reasons, including but not limited to: additional information is deemed necessary; Plan Commissioners desire an opportunity to visit the site or request staff to conduct further research; or insufficient time remains on the night of the public hearing to conclude the hearing. If the hearing is continued, no additional public notice is required to be published, however the sign remains on the subject property;
- d. At the close of the public hearing, the Plan Commission will take a roll call vote on the requested Special Use. The Plan Commission may recommend approval, approval with conditions, or denial. In making its recommendation, the Plan Commission must find that the requested Special Use:
 1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan or the Zoning Code;
 2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area;
 3. Will not be hazardous or disturbing to existing or future neighborhood uses;
 4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structure, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed Special Use shall be able to provide adequately any such services;
 5. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village;
 6. Will not involve uses, activities, processes, materials, equipment or conditions of operation that will be detrimental to any persons, property or

the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors;

7. Will have vehicular approaches to the property which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads;
8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief; and
9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community.

8. **Final Action:**

- a. Within 90 days after the close of the public hearing, the Plan Commission will submit to the Village Board the minutes or transcripts which contain the Commission's recommendations to the Village Board and summarize what occurred at the public hearing, the exhibits presented and the citizens and witnesses heard;

NOTE: Before the Village Board takes final action and votes on the request, the petitioner must have the escrow account balance brought back to the original amount.

- b. After receiving the minutes or transcripts and supporting documents, the Village Board will schedule the request on a Village Board agenda. The Village Board meets on the 2nd, 3rd, and 4th Monday of each month. The third Monday is a workshop, and the second and fourth Mondays are formal meetings. There is a pre-board meeting before the formal meeting on the 2nd Monday. At the workshop and pre-board meetings, the Village Board discusses and decides what action will be taken on the agenda items for the formal meeting. The petitioner will be informed by Planning and Development staff at which Village Board workshop or pre-board meeting and formal meeting they are scheduled to be heard. The petitioner or his/her representative must be in attendance at these meetings.
- c. The meeting of the Village Board is not a public hearing. The Village Board may decide to approve, approve with conditions, or deny the requested Special Use. Any proposed Special Use that fails to receive the approval of the Plan Commission may be approved by a favorable vote of two-thirds of the Village Board. If a proposed Special Use receives the approval of the Plan Commission, a favorable vote of the majority of the members of the Village Board is sufficient to grant the Special Use. Conditions or restrictions may be required to reduce or minimize injurious effects of Special Uses on other property or to implement the general purpose and intent of the Zoning Code. Action on the requested Special Use will be by an ordinance which is adopted by the Village Board.
- d. After the Village Board votes on the petition, Director of Planning and Development, Building and Zoning Official and Director of Public Works are informed of the action. If the decision is to approve the Special Use Permit, the

petitioner may seek building permits after the ordinance has been approved and signed. A building permit must be applied for within 18 months from the date of the ordinance or the Special Use Permit will become null and void. The Planning and Development Department will compare plans submitted for permits to the plans that were approved by the Village Board and any conditions applied to the Special Use Permit.

Questions may be directed to the Village Planner at phone number 630-547-5250.

APPLICATION FOR SPECIAL USE PERMIT

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The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider the Special Use described in this application.

Date Filed: _____ Application No: _____

Name of Applicant: Nathan Troia - Superintendent of Planning and Natural Resources - Glen Ellyn Park District

Address of Applicant: 185 Spring Ave, Glen Ellyn, IL 60137

Business Phone: 630-942-7265 Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: ntroia@gepark.org

Property Interest of Applicant: _____

(Owner, Contract Purchaser, Owner Representative)

Name of Owner: Glen Ellyn Park District

Address of Owner: 185 Spring Ave, Glen Ellyn, IL 60137

Business Phone: _____ Fax: _____

Home Phone: _____ Mobile Phone: _____

Email: _____

Property Address: 800 St. Charles Road Glen Ellyn, IL

Legal Description of Property:

Parcel number: 05-02-417-019
Ackerman Park Consol

Permanent Index No. (PIN): 05-02-417-019 Zoning: CR

Lot Dimensions: Odd Shaped Lot Area: 59.6 Acres

Present Use:

Recreation

Requested Use/Construction:

Recreation

Estimated Date to Begin New Use/Construction: 09/15/23

Name(s), Address(es) and Phone No(s). of Experts (architects, engineers, etc.):

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Wight & Company - 2500 N. Frontage Road Darien, IL

Matt Duggan - Architectural Project Manager - 312-261-5734

Paul Sorci - Project Architect - 630-739-6979

Shawn Benson - Engineering Director of Land Development - 630-739-6943

Narrative Statement evaluating the economic effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, and the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

The proposed improvements are a continuation of the existing Ackerman Sports and Fitness Center.

The use of the facility is consistent with, and supports, the recreation use of this zoning district.

The building addition and site improvements will harmonize with the current facility. Surrounding properties are distant and not impacted.

Describe How the Special Use:

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

The Special Use will be an expansion of the current property use thus harmonizing with the purpose of the zoning code which protects and promotes public health.

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

The building appearance and site amenities will be consistent with and a simplification of the existing development.

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

The expansion of the existing facility will be at least 350 feet from any surrounding property to the north and in excess of 1000 feet in other directions.

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

Existing service will be maintained and are adequate for the expansion. There will be minimal increased services and facilities to the existing site.

5. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the Village:

Existing service will be maintained and are adequate for the expansion. There will be minimal increases of services and facilities to the existing site.

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

The expansion of the facility will further the health and benefits to the Village residence.

7. Will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

The current vehicular access is clear and provides good traffic flow that will not be adversely effected by the proposed improvements

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

Improvements will not increase flood damage potential for the site or adjacent properties. Project will meet Village and County Stormwater Ordinance.

9. Will not result in destruction, loss or damage of natural, scenic or historic features of major importance to the community:

Expansion occurs within a turf developed area and will not have adverse effects on natural, scenic or historic features.

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

I (We) understand that no final action shall be taken by the Village Board subsequent to the public hearing until and upon payment of transcribing fees.

<u>2-21-23</u> Date	<u>Nathan Troia</u> Print Name	 Signature of Applicant
Date	Print Name	Signature of Applicant
Date	Print Name	Signature of Applicant

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED
BY COMPLETING THIS APPLICATION IN DETAIL**

OWNERSHIP BY LAND TRUST

CLEAR PAGE

Date: _____

Address: **800 St. Charles Road Glen Ellyn, IL**

Legal Description:

Parcel number: 05-02-417-019
Ackerman Park Consol

TRUSTEE: **[NATHAN]** TRUST NO.: _____

Address: _____

LIST ALL BENEFICIARIES:

Name: **not applicable** Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

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Name: _____ Address: _____

Name: _____ Address: _____

OWNERSHIP BY A CORPORATION

CLEAR PAGE

Date: _____

Address: _____

Legal Description:

Parcel number: 05-02-417-019
Ackerman Park Consol

LIST ALL SHAREHOLDERS AND OFFICERS/DIRECTORS (AND % OF INTEREST
OWNED IN EXCESS OF 5% OF STOCK)

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

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Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

AFFIDAVIT OF AUTHORIZATION

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I, ALEX DUNHAM BOARD OF COMMISSIONERS owner of the property described as

Ackerman Sports and Fitness Center

verify that Nathan Troia, PLA

is duly authorized to apply and represent my interests before the Glen Ellyn Plan Commission, Zoning Board of Appeals, and/or Village Board of Trustees. Owner acknowledges that any notice given applicant is actual notice to owner.

OWNER SIGNATURE

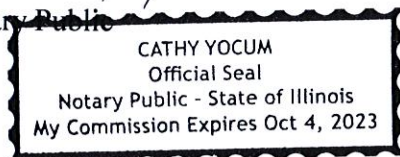
PRESIDENT

Subscribed and sworn to before me this

24th day of February, 2023

Cathy Yocum

Notary Public



Special Use Permit Packet FILLABLE 072817 lg.docx

LETTER OF AUTHORIZATION

CLEAR PAGE

I, _____, Registered Land Surveyor with the State of Illinois, hereby authorize a representative from the Village of Glen Ellyn to record the plat(s) or plan(s) prepared by me for:

Signature

Date

IDNR ENDANGERED SPECIES CONSULTATION

An Endangered Species Consultation may be required for your project. If an Endangered Species Consultation is required as part of your application, the Online Ecological Compliance Assessment Tool (EcoCAT) must be completed and a copy of the final report from the Illinois Department of Natural Resources (IDNR) should be included in your Special Use Permit application packet. The online EcoCAT information and application can be found at <https://dnr.illinois.gov/ecopublic/>.

Below is information directly from the EcoCAT Frequently asked Questions, regarding which actions require consultation and which are exempt from consultation.

What actions require consultation?

Any action that will change existing environmental conditions, i.e. anything that disturbs the land, water, or air. Examples include:

- construction
- discharge of pollutants or application of chemicals into the air, water, or land
- dredging any naturally occurring materials
- re-zoning from a non-urban classification to an urban classification (e.g. from agricultural to residential) or a change from one urban classification to another on land not used in its entirety for the original classification
- subdivision and other development plats
- infrastructure alterations (utilities, roads, sewers)
- land management
- alteration, removal, excavation or plowing of non-farmed, non-cultivated areas
- altering existing topography
- annexations
- parks, stream, or lake modifications

What actions are exempt from consultation?

Unless it is evident that they could directly or indirectly affect an endangered or threatened species or a Natural Area, the following actions are exempt from consultation:

- mowing within maintained highway rights-of-way
- routine resurfacing and application of oil and gravel to existing roads
- maintenance or repair of existing structures
- actions under a Department-approved management plan undertaken to maintain or improve natural ecosystem conditions or to re-establish pre-settlement vegetation conditions (such as prescribed burns, spot application of herbicides or brush clearing)
- maintenance of existing lawns, yards, and ornamental plantings
- routine cultivation of agricultural lands
- change of zoning requests for land currently zoned, developed, and used in its entirety for commercial, industrial, or residential purposes

**KANE DUPAGE SOIL AND WATER CONSERVATION DISTRICT
LAND USE OPINION**

A Land Use Opinion from the Kane DuPage Soil and Water Conservation District may be required to be submitted with an application for approval of a Special Use Permit. If a Land Use Opinion is required for your project, the required fee and application should be submitted directly to the Kane DuPage Soil and Water Conservation District. A link to this typing enabled form can be found at <http://www.kanedupageswcd.org/pdfs/LUO/LandUseOpinionApp13.pdf>.

REIMBURSEMENT OF FEES AGREEMENT

CLEAR PAGE

Village of Glen Ellyn Acct: # _____

Initial Deposit Amount: _____

- I. DESCRIPTION OF PROJECT: **Ackerman Sports and Fitness Center Addition**
- II. OWNER:
- A. Owner of Property: **Glen Ellyn Park District**
- B. Owner's Address: **185 Spring Ave, Glen Ellyn, IL 60137**
- C. Owner's Home Phone Number: _____ Fax: _____
- D. Owner's Work Phone Number: _____
- E. Owner's E-mail: _____
- F. If Owner is a Land Trust or Corporation, the attached disclosures of interest should be filled out.
- III. PERSON MAKING REQUEST (Petitioner):
- A. Name of Petitioner: **Nathan Troia - Superintendent of Planning and Natural Resources - Glen Ellyn Park District**
- B. Petitioner's Address: **185 Spring Ave, Glen Ellyn, IL 60137**
- C. Petitioner's Home Phone Number: _____
- D. Petitioner's Work Number: **630-942-7265**
- E. Petitioner's E-mail: **ntroia@gepark.org**
- IV. LOCATION OF PROPERTY:
- A. General Location of Property: **800 St. Charles Road Glen Ellyn, IL**
- B. Acreage of Parcel: **59.6 Acres**
- C. Permanent Index Number(s): **05-02-417-019**
- D. Legal Description (Please attach)
- V. REIMBURSEMENT OF FEES:

The Ordinances of the Village require the owners of property, or individuals seeking to utilize property, to receive approval by ordinance or the issuance of a permit to undertake various uses or improvements of property in the Village. These uses can include requests for textual or map changes in the Zoning Ordinance, applications for building permits, requests for zoning relief and other similar requests. The Village has established a fee schedule for the anticipated use of staff time in processing such petitions or applications. In many cases, however the Village cannot reasonably evaluate the validity or compliance of the petition or application with the Ordinances of the Village without the use of reports from various consultants. In some cases, the application or petition requires among other things, public hearings and associated public notice costs, preparation of minutes or transcripts from the public hearing or meeting, recording costs of Ordinances and

the preparation of reports by consultants whose services require the payment of out-of-pocket expenses by the Village. These expenses would not have been incurred but for the petition or application. The Village does not intend to seek to make a profit on its utilization of such consultants, but requires that the applicant, or the person receiving benefit, shall be obligated to reimburse the out-of-pocket expenses incurred by the Village. The Village shall seek to employ consultants who shall charge rates consistent with those paid by private parties who seek similar consulting services. The Village intends, through this Agreement, to cause the payment of out-of-pocket expenses and to require the creation of an escrow fund to guarantee that the petition or application will not result in the citizens of the Village being required to pay for costs incurred at the request of the owner or applicant.

This document shall constitute a contract when an application is made for a license, permit, request for zoning relief or other approval involving the use of real property. Should the Village, in its sole and exclusive discretion, determine that it is necessary or desirable for the Village to obtain professional services, including, but not limited to, attorneys, engineers, planners, architects, surveyors, court reporters, traffic, drainage or other consultants, including full and/or part time site inspection services during the actual construction of any required improvements, and/or to incur costs related to any required notices or recordations, in connection with any application or petition filed by the petitioner then the petitioner and owner shall be jointly and severally liable for the payment of such professional fees and costs, as shall actually be incurred by the Village. The Planning and Development Director is hereby authorized to assign the above described services to the Village staff or to consultants, as the Director deems appropriate and without prior notification to the petitioner.

Any application or petition to be reviewed by the Planning and Development Department or by the Plan Commission shall require the petitioner to establish an escrow account with the Village in an amount determined by the Planning and Development Director to reimburse the Village for all out of pocket costs associated with the request. These out of pocket costs will cover such things as services provided by the Village's consulting engineer, consulting attorney, consulting planner, traffic consultant, wetland consultant, landscape consultant, architectural consultant, appraiser and transcriber, among others, as well as reproduction costs, public hearing notice costs, recording costs, etc. Along with the application the petitioner shall also submit a signed copy of this agreement thereby acknowledging and agreeing to reimburse the Village for all out of pocket costs associated with the application or petition.

This agreement shall be accompanied by an initial deposit in an amount to be determined by the Director of Planning and Development but shall be no less than \$500. The Village will provide an itemized list of Village expenses incurred related to any charge to the escrow account, and the petitioner shall deposit funds to reimburse the Village for those expenses upon notice from the Village that the deposit has dropped below \$300. If the expenses are not reimbursed, then reviews meetings and permits associated with out of pocket costs will cease, and the request will not be moved forward through the review process. At the completion of the review process, and development of the project, if appropriate, any remaining balance from the deposit will be returned to the petitioner, without interest, after all expenses have been paid.

The Village shall deduct the incurred expenditures and costs from the funds deposited. If the remaining deposit balance falls below \$300.00, the petitioner, upon notice by the Village, shall be required to replenish the deposit to its initial amount. The Village shall mail the petitioner regular invoices for the fees and costs incurred. The petitioner shall replenish the deposit amount within thirty (30) days of issuance of each such invoice directing replenishment of the deposit.

A petitioner who withdraws his or her petition may apply in writing to the Planning and Development Director for a refund of his or her remaining escrow balance. The Planning and Development Director may, at his or her discretion, approve such refund less any actual fees and costs, which the Village has already paid or incurred relative to the application.

Upon the failure of the petitioner or owner to reimburse the Village in accordance with this Agreement, no further action shall be undertaken on the application by the Village President and Board of Trustees, or by any other official or quasi-official individual or body thereunder, including the conduct of any hearings or deliberations, reviews of any plans or applications, the granting of any relief or approvals, issuance of any permits or occupancies, performance of inspections and the execution or recording of any documents, until all such outstanding fees are paid in full and/or the initial deposit is restored to its full amount. Upon any failure to reimburse the Village in accordance with this Section, the Village may in its discretion, apply any or all of the initial deposit to the outstanding balance due.

The remedies available to the Village as set forth hereinabove are non-exclusive and nothing herein shall be deemed to limit or waive the Village's right to seek relief of such fees against any or all responsible parties in a court of competent jurisdiction.

Any remaining balance of any funds deposited pursuant to this Agreement shall be refunded at such time as the completion of Village deliberation on the petition or application, recordation of all necessary documents associated with the petition or application, issuance of a building permit, approval of a final inspection, or issuance of a final certificate of occupancy upon the real property in question whichever occurs later.

BY SIGNING BELOW, THE PETITIONER AND OWNER ACKNOWLEDGE THAT EACH OF THEM HAS READ THE FOREGOING PARAGRAPHS AND EACH OF THEM FULLY UNDERSTANDS AND AGREES TO COMPLY WITH THE TERMS SET FORTH HEREIN. FURTHER, BY SIGNING BELOW, EACH SIGNATORY WARRANTS THAT HE/SHE/IT POSSESSES FULL AUTHORITY TO SO SIGN.

THE PETITIONER AND OWNER AGREE THAT PETITIONER AND OWNER SHALL BE JOINTLY AND SEVERALLY LIABLE FOR PAYMENT OF FEES REFERRED TO IN APPLICABLE SECTIONS OF THE ORDINANCES OF THE VILLAGE OF GLEN ELLYN, AND THE OBLIGATIONS FOR PAYMENT RELATING TO THE FILING OF PETITION OR APPLICATION, AS SET FORTH HEREIN.

Glen Ellyn Park District

Petitioner


Owner

Date: 2-21-23

Village of Glen Ellyn

By: _____
Planning and Development Director

Date: _____

Affidavit Affirming No Conflict of Interest

CLEAR PAGE

The undersigned, being duly sworn and under oath, states as follows:

1. My name is NATHAN TROIA, and I hold the position of SUPT. OF PLANNING for GLEN ELLYN PARK DISTRICT ("Owner").
2. I have personal knowledge of all facts stated in this Affidavit, and if called to testify, I could and would testify competently thereto.
3. I am authorized by the Owner to make the representations and statements in this Affidavit on the Owner's behalf in support of the application for development approval ("Application") the Owner filed with the Village of Glen Ellyn ("Village").
4. To the best of my knowledge, and as of the Application's date, no individual that is employed by the Village or sits on an elected or appointed Village board or commission has a financial interest in the Owner, the Application, or the project proposed by the Owner.
5. To the best of my knowledge, and as of the Application's date, no individual that is related to any person that is employed by the Village or sits on an elected or appointed Village board or commission has a financial interest in the Owner, the Application, or the project proposed by the Owner.
6. I will immediately notify the Village if the Owner learns of the material inaccuracy of any statement within this Affidavit.

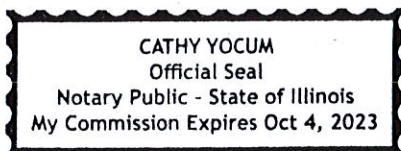
Further affiant sayeth naught.

Name: NATHAN TROIA, PLA
Title: SUPT. OF PLANNING AND NAT. RESOURCES
Signature: [Signature]

Subscribed and sworn to me this

24th day of February, 2023.

Cathy Yocum
Notary Public



**(DRAFT) FINDINGS OF FACT TO SUPPORT A MOTION TO RECOMMEND
APPROVAL OF A SPECIAL USE PERMIT TO ALLOW THE EXPANSION OF THE
ACKERMAN SPORTS AND FITNESS CENTER AT 800 ST. CHARLES ROAD.**

(Draft reasons, as to how the project may comply with the necessary findings have been drafted by Staff; the Commission may wish to consider the findings but should feel free to amend the below reasons to make your own findings of fact based upon information provided at the public hearing).

1. The proposed use will be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code, because the expansion of the facility will result in the enhancement of its use as a recreational facility which is identified as an allowed a use (Special) in the CR Conservation/Recreation District. With respect to the 2001 Comprehensive Plan, it is consistent with The Parks, Recreation and Open Space Goal which is: “A park and open space system that meets the recreational and leisure needs of the Village residents and enhances the overall image and character of the community”. Furthermore, it is consistent with the land use plans in both the 2001 Comprehensive Plan and the 2023 Draft Comprehensive Plan.
2. The proposed use will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area in that the proposed improvements, including a building and parking lot, are consistent with improvements already found on this property, the proposed construction materials are similar in type, color and design to the existing ones, and therefore will remain harmonious and appropriate with the existing character of the vicinity.
3. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses of the property because the addition and site improvements are like existing ones found on the property. Second, the footprint of the improvements will total approximately 0.6 acres, on a 59.5-acre site. Finally, with respect to neighboring uses, the current 915 ft. setback to the residential properties to the west will be maintained and the setback to the residential properties to the north will be reduced by 78 ft. to 362 ft.
4. The proposed use will be served adequately by existing public facilities and services such as highways, streets, police, fire protection, drainage structure, refuse disposal, water, sewers, and schools because the site is already improved with a recreation facility, the site and proposed improvements will be adequately served and not require any expansion of services or infrastructure.
5. The proposed use will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village because as noted in the above response, this proposal will not significantly change the use and nature of the existing property and therefore will not create excessive additional requirements at a public cost.

6. The use will not involve activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, and odors due to it being a recreational facility and such uses do not produce noise, smoke fumes, and odors. It may generate additional traffic, which can be accommodated on the existing roadway network.
7. The development will have vehicular approaches to the property, which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads because the expansion will utilize the existing roadway network and parking facilities.
8. The development will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue, or relief because the expansion will be de minimis (0.6 acre) in that the site is almost 60 acres. Furthermore, the development must be constructed in accordance with DuPage County's and the village's stormwater management requirements. As such it will not require additional public expenses for flood protection, rescue, or relief.
9. The development will not result in destruction, loss, or damage of natural, scenic, or historic features of major importance to the community because the area where the improvement is proposed is currently comprised of playfields and open space, neither of which are of major importance to the community.

**(DRAFT) MOTION TO RECOMMEND APPROVAL OF A SPECIAL USE PERMIT,
FOR 800 ST. CHARLES ROAD**

After conducting a public hearing and deliberating on the request of the petitioner, the Park District of Glen Ellyn, for approval of a Special Use Permit, for 800 St. Charles Rd. in the CR Conservation/Recreation District, the Plan Commission hereby recommends approval based on the Findings of Fact, as discussed or amended at the Plan Commission public hearing on June 22, 2023, which are hereby incorporated into the Motion by reference as though fully set forth herein, and a copy of which will be attached to the minutes of this meeting and kept on file as part of the permanent records of the Village. The Plan Commission makes this recommendation of approval with the following conditions:

1. That the project be constructed in substantial conformance with the plans and testimony presented at the Architectural Appearance Commission public meeting and before the Village Board of Trustees.
2. A building permit shall be required for the proposed improvements.

Motion by: _____ Seconded by: _____

GLEN ELLYN PARK DISTRICT ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

PROJECT TEAM

CLIENT:

GLEN ELLYN PARK DISTRICT
185 SPRING AVE
GLEN ELLYN, IL 60137
PHONE: (620)-858-2462
CONTACT: NATHAN TROIA

CIVIL ENGINEER:

WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, IL 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT: SHAWN BENSON
Design Firm Registration #184-000451

LANDSCAPE ARCHITECT:

WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, IL 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT: PATTY KING
Design Firm Registration #184-000451

STRUCTURAL ENGINEER:

WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, IL 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT: MATT AQUINO
Design Firm Registration #184-000451

MECHANICAL/ELECTRICAL/PLUMBING/ FIRE PROTECTION ENGINEER:

WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, IL 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT: SUDESH SARAF
Design Firm Registration #184-000451

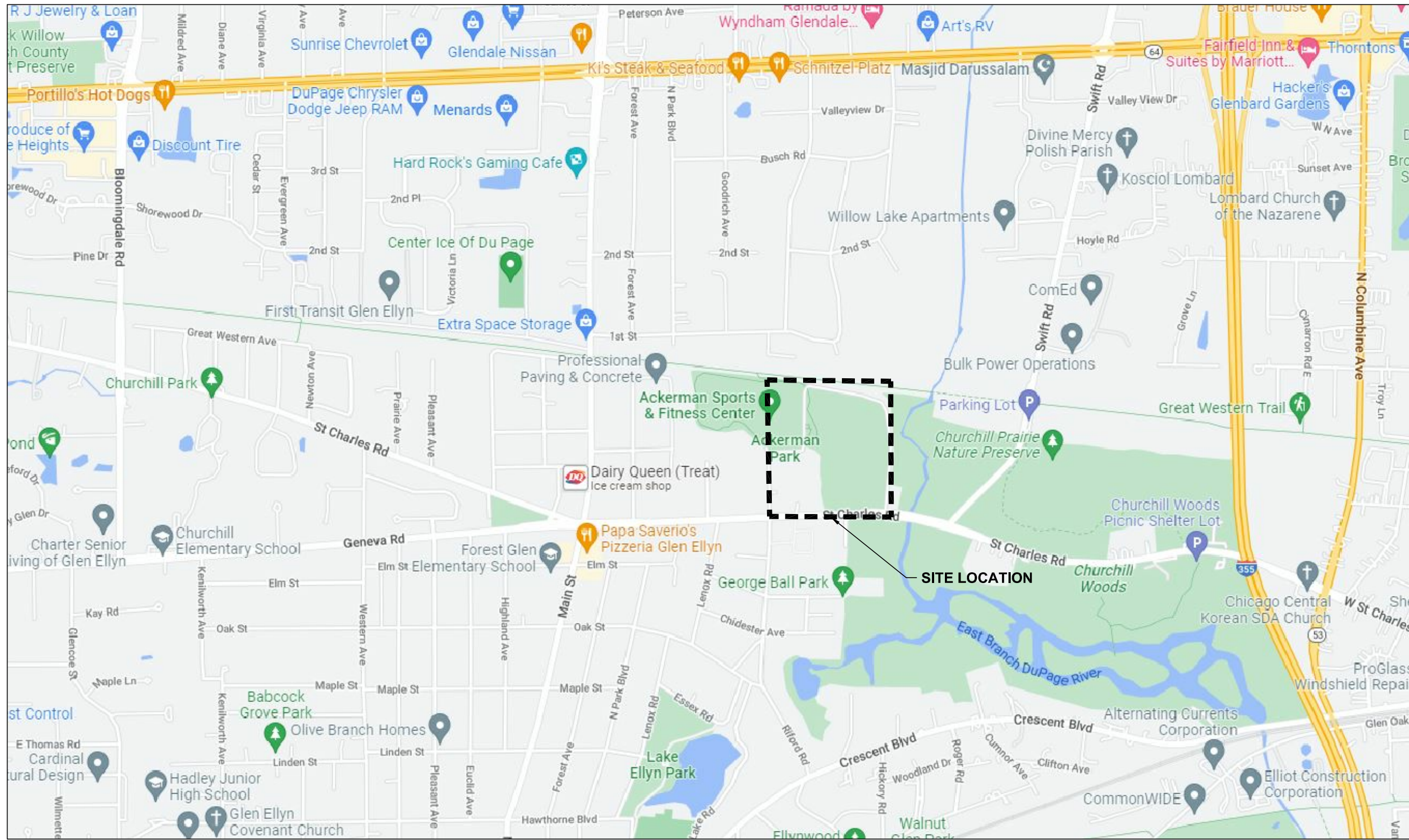
CONSTRUCTION MANAGER

WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN, IL 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT: CRAIG POLTE
Design Firm Registration #184-000451

FOR UNDERGROUND UTILITY LOCATIONS,
CALL J.U.L.I.E.
TOLL FREE TEL. 1-800-892-0123

JULIE SUBURBS & DIGG CHICAGO

- | | | |
|----------|-------|-----------------------------|
| • YELLOW | _____ | GAS |
| • RED | _____ | ELECTRICAL |
| • ORANGE | _____ | PHONE / TV
COMMUNICATION |
| • BLUE | _____ | WATER |
| • GREEN | _____ | SEWERS |
| • WHITE | _____ | SAFE TO DIG |



LOCATION MAP

PIN: 05-02-417-019

BENCHMARKS:

INDEX OF DRAWINGS

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C0.01	GENERAL NOTES
C1.00	OVERALL EXISTING CONDITIONS PLAN
C1.01	EXISTING CONDITIONS PLAN
C1.02	DEMOLITION PLAN
C2.00	SITE PLAN
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C5.00-C5.03	CIVIL DETAILS
LANDSCAPE	
L1.00	LANDSCAPE PLAN
L1.01	LANDSCAPE DETAILS
TP.1	TREE PRESERVATION PLAN



Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
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ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

COVER SHEET

Project Number:
220194
Drawn By:
EN
Sheet:

C0.00

GENERAL

- EXISTING SITE TOPOGRAPHY, UTILITIES, AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE FIELD MEASURED BY COMPASS SURVEYING LTD, DATED 04/16/2019. UNDERGROUND UTILITY LOCATIONS ARE BASED ON BEST AVAILABLE INFORMATION. TRADE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITY LOCATIONS, INVERTS, RIMS, PIPE SIZE, MATERIAL TYPE, ETC. PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
- ELEVATIONS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM NAVD 88 DATUM.
- THE TRADE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL ABIDE BY THE REQUIREMENTS OF ALL APPLICABLE PERMITS.
- ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL HEALTH AND SAFETY ACT ARE HEREIN INCORPORATED BY REFERENCE.
- NO BURNING OR INCINERATION OF RUBBISH IS PERMITTED ON THE SITE.
- STREET AND DRIVEWAY PAVEMENT SHALL BE PROTECTED FROM DAMAGE. ANY DAMAGE SHALL BE REPAIRED PER THE VILLAGE OF GLEN ELLYN REQUIREMENTS. MATERIALS AND WORKMANSHIP OF REPAIRS SHALL CONFORM TO THE "DOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS (LATEST EDITION), THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION), HEREIN AFTER REFERRED TO AS "STANDARD SPECIFICATIONS" AND THE VILLAGE OF GLEN ELLYN REQUIREMENTS.
- THE "DEVELOPMENT REGULATIONS", LATEST EDITION, AS ADOPTED BY THE VILLAGE OF GLEN ELLYN, ILLINOIS, HEREIN AFTER REFERRED TO AS THE "DEVELOPMENT REGULATIONS", INCLUDING ALL VILLAGE STANDARD DETAILS AND SPECIFICATIONS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION)" PREPARED BY ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), HEREIN AFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS"; AND ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ILLINOIS URBAN MANUAL, LATEST EDITION, AND "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", HEREIN AFTER REFERRED TO AS "ISPE STANDARDS" SHALL GOVERN THE CONSTRUCTION OF THESE IMPROVEMENTS EXCEPT AS MODIFIED BY THE CONTRACT DOCUMENTS.
- ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS OF THE VILLAGE OF GLEN ELLYN, ILLINOIS AND THE STANDARD SPECIFICATIONS FOR ROAD AND SEWER MAIN CONSTRUCTION IN ILLINOIS, HEREIN AFTER REFERRED TO AS ISPE STANDARDS.
- ALL FACILITIES OR LANDSCAPING DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION BY THE RESPONSIBLE TRADE CONTRACTOR.
- PROPOSED ELEVATIONS INDICATE FINISHED GRADES. FOR SUBGRADE ELEVATIONS, ALLOW FOR THICKNESS OF PROPOSED PAVING OR TOPSOIL THICKNESS.
- THE TRADE CONTRACTOR SHALL NOTIFY THE VILLAGE OF GLEN ELLYN, ILLINOIS 48 HOURS BEFORE THE COMMENCEMENT OF CONSTRUCTION.
- SHOULD THE TRADE CONTRACTOR ENCOUNTER FIELD DRAINAGE TILE NOT SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT ENGINEER AND THE VILLAGE OF GLEN ELLYN FOR INSTRUCTIONS. SHOULD THE ENGINEER OR VILLAGE OF GLEN ELLYN INSTRUCT THAT DAMAGED FIELD TILES BE RESTORED TO THEIR ORIGINAL CONDITION, THAT REPAIR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE LOCATION OF FOUND DRAINAGE TILE SHALL BE INDICATED ON THE RECORD DRAWINGS.
- ALL TRENCHES SHOULD FOLLOW THE VILLAGE OF GLEN ELLYN STANDARD DETAILS INCLUDED IN THE CIVIL DETAILS. TRENCHES ARE TO BE BACKFILLED WITH TRENCH BACKFILL AND COMPACTED TO 95% MODIFIED PROCTOR DENSITY, AS REQUIRED BY THE VILLAGE OF GLEN ELLYN AND THE ISPE STANDARDS.
- TRADE CONTRACTOR IS RESPONSIBLE FOR CALLING J.U.L.I.E. AT 1-800-892-0123 OR 811 AND NOTIFYING THE CONSTRUCTION MANAGER AT LEAST 48 HOURS PRIOR TO BEGINNING ANY EXCAVATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING UTILITY MARKINGS THROUGHOUT CONSTRUCTION.
- ALL DIMENSIONS, CURB RADI AND ELEVATIONS REFER TO THE BACK OF CURB WHERE CURB IS SHOWN. COORDINATES ARE TO BACK OF CURB, CENTER OF STRUCTURES OR AS SHOWN.
- WHERE PAVEMENT, CURB OR SIDEWALK REMOVAL IS REQUIRED, THE TRADE CONTRACTOR SHALL SAW CUT THE BOUNDARIES OF THE AREA TO BE REMOVED PRIOR TO DEMOLITION.
- TRADE CONTRACTOR IS RESPONSIBLE FOR LAYOUT, LINE AND GRADE FOR ITEMS INCLUDED IN THE CONTRACT SCOPE OF WORK. CONTRACTOR TO USE CAD FILES AS PROVIDED BY THE ENGINEER FOR GEOMETRIC LAYOUT.
- TRADE CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PUBLIC STREET CLEAN OF DEBRIS.
- "BAND SEAL" JOINTS WITH STAINLESS STEEL STRAPS AND BOLTS SHALL BE USED WHEN CONNECTING DISSIMILAR MATERIALS.
- ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
- IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION AND/OR ELEVATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND CONSTRUCTION MANAGER SO THAT THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL AS-BUILT SURVEYS. ALL AS-BUILT SURVEYS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR AND BE SIGNED AND SEALED. THE CONTRACTOR SHALL SUBMIT TWO SETS OF FINAL AS-BUILT FINAL ENGINEERING DRAWINGS (I.E. RECORD DRAWINGS) AND STORMWATER MANAGEMENT CALCULATIONS UPON COMPLETION OF IMPROVEMENTS AND INCLUDE ELECTRONIC CAD FILES. THE RECORD DRAWINGS SHOULD AT LEAST INCLUDE THE FOLLOWING INFORMATION: AS-BUILT DETENTION CONTOURS, ELEVATIONS (INCLUDING DETENTION BASIN TOP OF BERM AND OVERFLOW WEIR GRADES) AND VOLUME (VERIFIED, SIGNED, & SEALED BY A PROFESSIONAL ENGINEER (PE) OR PROFESSIONAL LAND SURVEYOR (PLS)), ELEVATION (TIES TO TWO POINTS) OF ALL NEW STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINES TOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), ALL STORM/SANITARY SERVICE STRUCTURES (INCLUDING INVERTS AND PIPES SIZES), ALL PIPES (LOCATIONS, SLOPES, LENGTHS, ETC.), OUTLET CONTROL STRUCTURES (INCLUDING RESTRICTOR SIZES AND ELEVATIONS PLUS TOP OF WALL) AND ABANDONED WATER OR SANITARY SERVICE LINES. DETAILED TOPOGRAPHIC SURVEY OF ALL HIGH POINTS, LOW POINTS, CHANGING SLOPES INCLUDING CUTTER GRADES, TOP OF CURB GRADES, PAVEMENT GRADES, SIDEWALK GRADES, RAMP GRADES, ETC. TO VERIFY POSITIVE DRAINAGE. ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS. WITHIN DETENTION/BMP AREAS: FOR VERIFICATION OF DETENTION VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-7, THE CONTRACTOR SHALL HAVE ENGINEER WITNESSED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-7 AGGREGATE.
- EMERGENCY VEHICLE ACCESS IS TO BE MAINTAINED THROUGHOUT DURATION OF PROJECT. VEHICLE ACCESS IS TO BE CLEARLY MARKED. ANY ALTERATION OF EMERGENCY VEHICLE ROUTE OR ACCESS IS TO BE APPROVED BY THE VILLAGE OF GLEN ELLYN, ILLINOIS.

VILLAGE CONTACT INFORMATION:
VILLAGE OF GLEN ELLYN
209 N. YORK ST.
ELMHURST, IL 60126
630-530-3050
CONTACT: KENT JOHNSON, CITY ENGINEER

HOT MIX ASPHALT PAVING

- SUBGRADE PREPARATION, BASE COURSE, PLACEMENT, AND HMA PAVEMENT SHALL BE IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.
- DEPRESSIONS OF FINAL HMA SURFACES SHALL NOT EXCEED 1/4 INCH FROM PROPOSED CORRECTIONS TO NON-COMPLIANT AREAS ORDERED BY THE CONSTRUCTION MANAGER SHALL BE MADE AT NO ADDITIONAL CHARGE.
- ALL SIGNAGE AND STRIPING SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

TRAFFIC CONTROL

- THE TRADE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL (IDOT STANDARD 701006) AT ALL TIMES WHEN ANY VEHICLES, EQUIPMENT, WORKER, OR ACTIVITY ENDOACHES ADJACENT ROADWAYS FROM 15 FEET TO THE EDGE OF PAVEMENT. THE TRADE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL (IDOT STANDARD 701501) WHEN ACTIVITY ENDOACHES THE EDGE OF PAVEMENT FOR THESE ROADS.
- IF THE OPERATION IS 15 FEET OR MORE, OFF THE EDGE OF PAVEMENT, NO SIGNING WILL BE REQUIRED UNLESS TWO OR MORE VEHICLES CROSS THE 15 FOOT CLEAR ZONE IN ONE HOUR
- WHEN WORKING WITHIN 2 FEET OF THE PAVEMENT EDGE, CONES, DRUMS, OR BARRICADES SHALL BE PLACED ACCORDING TO THE STANDARD 701101 REQUIREMENTS
- CONTRACTOR MUST FOLLOW ALL VILLAGE OF GLEN ELLYN AND DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS REQUIREMENTS FOR TRAFFIC CONTROL.

STORM SEWER

- CONTRACTOR TO FOLLOW ALL VILLAGE OF GLEN ELLYN REQUIREMENTS.
- ALL STORM STRUCTURES AND SEWERS ARE TO BE CLEANED PRIOR TO FINAL ACCEPTANCE. THE TRADE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING SEDIMENT FROM THE STORM SEWER STRUCTURES AND PIPES DURING CONSTRUCTION AND UNTIL 90% OF VEGETATION IS ESTABLISHED.
- MANHOLES, CATCH BASINS, INLETS, BEDDING AND TRENCH BACKFILL SHALL CONFORM TO THE CONSTRUCTION DETAILS, STANDARD SPECIFICATIONS AND ISPE SPECIFICATIONS.

EARTHWORK

- ALL AREAS SHALL BE CLEARED AND TILLED IN PREPARATION TO RECEIVE SEED. REFER TO SPECIFICATIONS FOR REQUIREMENTS.
- THE TRADE CONTRACTOR SHALL APPLY FERTILIZER AND SEED TO ALL DISTURBED AREAS. AS NOTED ON THE CONSTRUCTION DRAWINGS. TRADE CONTRACTOR SHALL APPLY FERTILIZER AND SEED USING THE HYDROSEED METHOD. FERTILIZER AND SEED QUANTITIES AND SEEDING PROCEDURES SHALL CONFORM TO THE SPECIFICATIONS.
- THE TRADE CONTRACTOR WILL INSPECT THE SEEDED AREAS AFTER SEEDING, TO RECEIVE FINAL ACCEPTANCE. SEEDED AREAS MUST SUPPORT DENSE, THRIVING GRASSES SUFFICIENT TO PROTECT THE SOIL FROM EROSION IN A MODERATE RAINFALL. AREAS THAT, IN THE OPINION OF THE OWNER & ENGINEER, DO NOT MEET THIS REQUIREMENT, MUST BE IMMEDIATELY RESEDED. REFER TO SPECIFICATIONS FOR ALL REQUIREMENTS.
- TOPSOIL FOR RESTORATION AREAS SHALL COMPLY WITH THE STANDARD SPECIFICATIONS. TOPSOIL MAY BE SALVAGED FROM THE SITE AND STOCKPILED FOR REUSE WHEN ALL WORK IS COMPLETED. ADDITIONAL TOPSOIL REQUIRED TO COMPLETE THE JOB SHALL BE OBTAINED FROM OFF-SITE SOURCES AT THE TRADE CONTRACTOR'S EXPENSE. SALVAGED TOPSOIL SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL AND WILL BE REJECTED IF NOT CLEAN, UNCONTAMINATED MATERIAL.
- THE CROWNS AND ROOT OF TREES WHICH ARE TO BE PRESERVED IN THE PROJECT AREA, BUT WHICH COULD BE NEGATIVELY AFFECTED DURING THE CONSTRUCTION PROCESS, SHALL BE PRUNED BY A QUALIFIED ARBORIST ACCORDING TO THE TREE PRUNING STANDARDS SET BY ANSI 2100 CODE.
- POROUS GRANULAR EMBANKMENT, SUBGRADE

THIS WORK CONSISTS OF FURNISHING, PLACING, AND COMPACTING POROUS GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. POROUS GRANULAR EMBANKMENT SHALL CONSIST OF CA-1 AGGREGATE CAPPED WITH A 3 INCHES NOMINAL THICKNESS TOP LIFT OF CA-6 CAPPING AGGREGATE. THE MATERIAL SHALL BE USED AS A BRIDGING LAYER OVER SOFT, PUMPY, AND LOOSE SOIL AND SHALL CONFORM.

THE POROUS GRANULAR MATERIAL SHALL BE PLACED IN ONE LIFT WHEN THE TOTAL THICKNESS TO BE PLACED IS 2 FEET OR LESS OR AS DIRECTED BY THE ENGINEER. EACH LIFT OF THE POROUS GRANULAR MATERIAL SHALL BE ROLLED WITH A VIBRATORY ROLLER MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS TO OBTAIN THE DESIRED KEYING OR INTERLOCK AND COMPACTION. THE ENGINEER SHALL VERIFY THAT ADEQUATE KEYING HAS BEEN OBTAINED.

CONSTRUCTION EQUIPMENT NOT NECESSARY FOR THE COMPLETION OF THE REPLACEMENT MATERIAL WILL NOT BE ALLOWED ON THE UNDERCUT AREAS UNTIL COMPLETION OF THE RECOMMENDED THICKNESS OF THE POROUS GRANULAR EMBANKMENT SUBGRADE.

FULL DEPTH SUBGRADE UNDERCUT SHOULD OCCUR AT LIMITS DETERMINED BY THE ENGINEER. A TRANSITION SLOPE TO THE FULL DEPTH OF UNDERCUT SHALL BE MADE OUTSIDE OF THE UNDERCUT LIMITS AT A TAPER OF 1 FOOT LONGITUDINAL PER 1 INCH DEPTH BELOW THE PROPOSED SUBGRADE OR BOTTOM OF THE AGGREGATE SUBGRADE WHEN INCLUDED IN THE CONTRACT.

THIS WORK WILL BE MEASURED FOR PAYMENT IN ACCORDANCE THE STANDARD SPECIFICATIONS. WHEN SPECIFIED ON THE CONTRACT, THE THEORETICAL ELEVATION OF THE BOTTOM OF THE AGGREGATE SUBGRADE SHALL BE USED TO DETERMINE THE UPPER LIMIT OF POROUS GRANULAR EMBANKMENT, SUBGRADE. THE VOLUME WILL BE COMPUTED BY THE METHOD OF AVERAGE END AREAS.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR POROUS GRANULAR EMBANKMENT, SUBGRADE WHICH PRICE SHALL INCLUDE THE CAPPING AGGREGATE, WHEN REQUIRED.

THE POROUS GRANULAR EMBANKMENT, SUBGRADE SHALL BE USED AS FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION.

SPECIAL EXCAVATION

WORK UNDER THIS ITEM SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT AS HEREIN MODIFIED.

SPECIAL EXCAVATION SHALL INCLUDE THE SATISFACTORY REMOVAL AND OFF-SITE DISPOSAL OF ALL UNSUITABLE MATERIAL BELOW THE SUBGRADE ELEVATION.

AFTER EXCAVATING TO THE REQUIRED SUBGRADE LEVEL, THE ENGINEER & GEOTECH ENGINEER SHALL INSPECT THE SUBGRADE. PRIOR TO PLACING ANY PAVEMENT SECTION MATERIAL THE EXCAVATION LEVEL OR SUBGRADE LEVEL SHALL BE COMPACTED AND, WHERE POSSIBLE, PROOF ROLLED WITH A 40,000 LB TANDEM AXLE TRUCK BY MAKING AT LEAST 4 PASSES. THE COMPACTING AND PROOF ROLLING WILL DETECT SOFT OR UNSTABLE POCKETS OF MATERIAL WHICH SHALL BE REMOVED AND REPLACED AS HEREIN SPECIFIED. THE COMPACTING AND PROOF ROLLING SHALL BE INCIDENTAL TO THE WORK AND NO ADDITIONAL COMPENSATION WILL BE PAID.

IF THE EXISTING SUBGRADE SOIL IS NOT SUITABLE FOR PROVIDING AN IBR SOIL SUPPORT VALUE OF 2, THE TRADE CONTRACTOR SHALL REMOVE THE UNSUITABLE SUBGRADE SOIL BELOW THE PROPOSED SUBGRADE LEVEL TO A DEPTH AS DIRECTED BY THE ENGINEER, COMPACT AND PROOF ROLL. THE EXCAVATED AREA, IF UPON PROOF ROLLING THE SUBGRADE IS STILL UNSUITABLE, ADDITIONAL EXCAVATION MAY BE REQUIRED. NO ADDITIONAL COMPENSATION WILL BE MADE REGARDLESS OF THE NUMBER OF TIMES THE AREA IS COMPACTED AND PROOF ROLLED.

CA-1 SHALL BE USED TO BRING THE SUBGRADE TO THE PROPOSED ELEVATION AS INDICATED UNDER THE ITEM POROUS GRANULAR EMBANKMENT, SUBGRADE. POROUS GRANULAR EMBANKMENT, SUBGRADE IS NOT CONSIDERED PART OF THIS ITEM.

THOSE AREAS OF SUBGRADE WHICH ARE NOT OVER EXCAVATED SHALL ALSO BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO 1-99.

SPECIAL EXCAVATION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER WILL BE MEASURED FOR PAYMENT IN PLACE AND THE VOLUME IN CUBIC YARDS COMPUTED BY THE METHOD OF AVERAGE END AREAS. EXCAVATION IN EXCESS OF THAT AUTHORIZED SHALL NOT BE MEASURED FOR PAYMENT.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT CUBIC YARD FOR SPECIAL EXCAVATION, WHICH PRICE SHALL INCLUDE ALL COSTS ASSOCIATED WITH UNSUITABLE MATERIAL REMOVAL AND LEGAL DISPOSAL, GRADING COMPACTING AND PROOF ROLLING OF SUBGRADE.

- THE OWNER IS REQUIRED TO HAVE A GEOTECHNICAL ENGINEER ON-SITE TO MONITOR EARTHWORK, AND THE GRADING ACTIVITY, IN ORDER TO IDENTIFY UNSUITABLE SOILS FOR REMOVAL FROM THE SITE. CONTRACTOR TO ENSURE REQUIREMENTS ARE MET.

ABBREVIATIONS

A	ARC LENGTH	MH	MANHOLE
B/C	BACK OF CURB	N.D.L	NO DISTURB LINE
B-B	BACK-TO-BACK OF CURB	N.I.C.	NOT IN CONTRACT
BV	BITUMINOUS PAVEMENT	N.W.E.	NORMAL WATER ELEVATION
B.L	BUILDING LINE	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.R.C.	POINT OF REVERSE CURVATURE
BRW	BOTTOM OF RETAINING WALL	PVC	POLYVINYL CHLORIDE
B/W	BACK OF SIDEWALK	P.T.	POINT OF TANGENCY
CHDPE	CORRUGATED HIGH DENSITY POLYETHYLENE PIPE	P.L.	PROPERTY LINE
CO	CLEAN OUT	P.C.	POINT OF CURVATURE
C & G	CURB AND GUTTER	PVI	POINT OF VERTICAL INTERSECTION
C.B.	CATCH BASIN	P.G.	PROFILE GRADE
CP	CONTROL POINT	R	RADIUS
DWG.	DRAWING	RCP	REINFORCED CONCRETE PIPE
D.I.P.	DUCTILE IRON PIPE	REC.	RECORD DIMENSION
DIA.	DIAMETER	R.O.W.	RIGHT-OF-WAY
D.	DISTANCE	RT	RIGHT
DC	DEPRESSED CURB	SHT	SHEET
D.E.	DRAINAGE EASEMENT	STA	STATION
D.V.	DETENTION VOLUME	STMH	STORM MANHOLE
DS	DOWNSPOUT	SAN	SANITARY
ELEV./ EL.	ELEVATION	SMH	SANITARY MANHOLE
E/P	EDGE OF PAVEMENT	T.E.	TOP ELEVATION
E.J.	EXPANSION JOINT	T/C	TOP OF CURB
EX.	EXISTING	T.O.P.	TOP OF PIPE
F.G.	FINISH GRADE	TP	TELEPHONE
F-F	FACE-TO-FACE OF CURB OR STALL	TRW	TOP OF RETAINING WALL
F/L	FLOW LINE	TYP	TYPICAL
F.H.	FIRE HYDRANT	U.E.	UTILITY EASEMENT
F.E.S.	FLARED END SECTION	V.C.	VERTICAL CURVE
FIP	FOUND IRON PIPE	V.I.F.	VERIFY IN FIELD
F/F	FINISHED FLOOR	V.I.T.	VITRIFIED HUB TILE
GAV	GAS VALVE	V.B.	VALVE BOX
GL	GRADE AT FOUNDATION	V.V.	VALVE VAULT
G.L.	GUTTER LINE	V.C.P.	VITRIFIED CLAY PIPE
G.	GAS	VER	VERTICAL
GR	GRADE ELEVATION	W	WATER
GV/VV	GATE VALVE IN VALVE VAULT	W/	WITH
GV/VB	GATE VALVE IN VALVE BOX	WM	WATER MAIN
HDW	HEADWALL		
HOR.	HORIZONTAL		
H.W.E.	HIGH WATER ELEVATION		
I.E. / INV.	INVERT ELEVATION		
INL.	INLET		
IRR.	IRRIGATION		
L.	LENGTH		
L.P.	LIGHT POLE		
LT.	LEFT		
(M)	MEASURED BEARING OR DISTANCE		
M/E	MATCH EXISTING		
M.O.	MID ORDINATE		

LEGEND

EXISTING			
	STORM SEWER		FIRE HYDRANT
	SANITARY SEWER		WATER VALVE VAULT
	WATER MAIN		WATER VALVE BOX
	TELEPHONE		WATER BUFFALO BOX
	ELECTRICAL		WATER METER
	GAS MAIN		ELECTRIC METER
	GUARD RAIL		GAS METER
	EXISTING FENCE		GAS VALVE
	STORM MANHOLE		CLEANOUT
	CATCH BASIN		CITY ELEC. MH
	INLET		COMED ELEC. MH
	FLARED END SECTION		TELEPHONE MH
	SANITARY MANHOLE		SOIL BORING
	DECIDUOUS TREE		LIGHT POLE
	EVERGREEN TREE		POWER POLE
	SIGN		TELEPHONE POLE
PROPOSED			
	COMBINED SEWER		FIBER OPTIC CONDUIT
	STORM SEWER		ELECTRIC LIGHT
	SANITARY SEWER		CLEANOUT ACCESS
	WATER MAIN		FIRE HYDRANT
	TELEPHONE		WATER VALVE VAULT
	ELECTRICAL		WATER VALVE BOX
	GAS MAIN		ELECTRIC MANHOLE
	GUARD RAIL		TELEPHONE PEDESTAL
	STORM MANHOLE		GAS METER
	CATCH BASIN		DOWNSPOUT
	SANITARY MANHOLE		
	DECIDUOUS TREE		
	SIGN		
	TELEVISION		
	ELECTRIC GENERATOR		
	ELECTRIC TRANSFORMER		
	ELECTRIC METER BOX		
	SILT FENCE		
	FENCE/GATE		
		GRAPHIC SCALE	
		1 INCH = 30 FEET	



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ACKERMAN CENTER
ADDITION &
RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

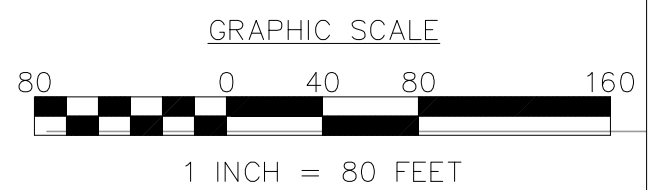
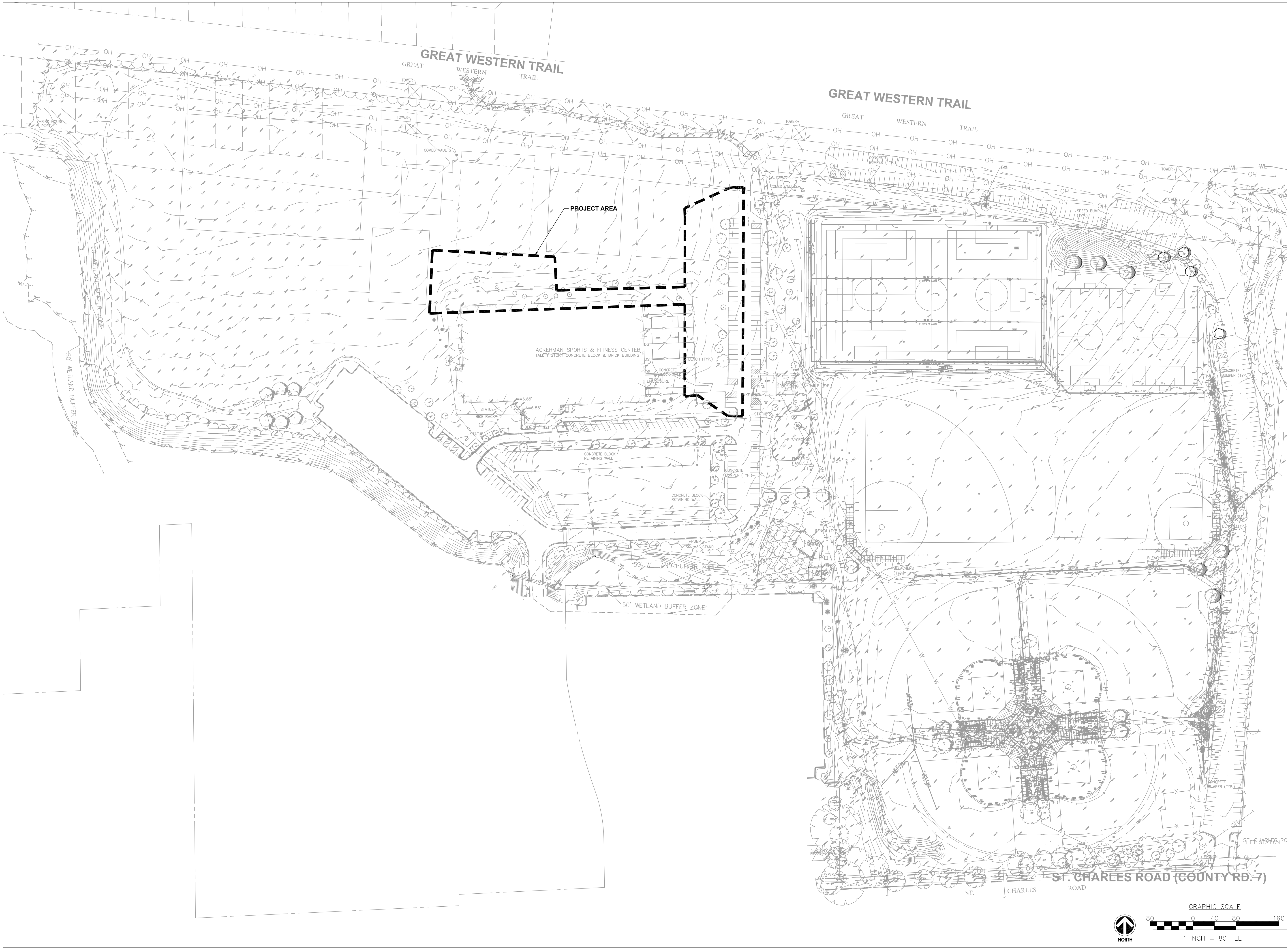
GENERAL NOTES

Project Number:
220194
Drawn By:
EN
Sheet:

C0.01

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OVERALL EXISTING CONDITIONS PLAN

Project Number:
220194
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Sheet:

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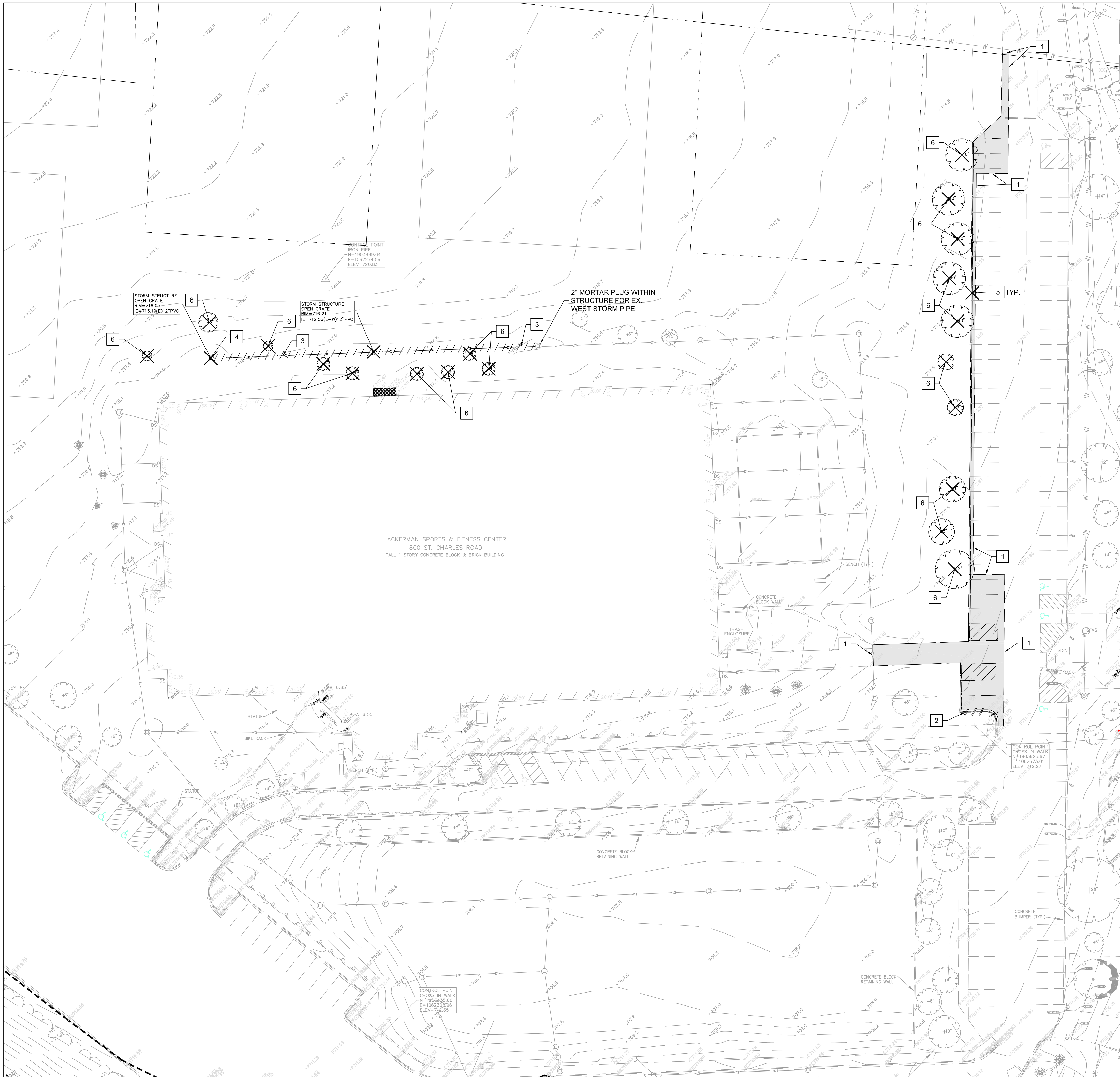
EXISTING CONDITIONS PLAN

Project Number:
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Sheet:

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S:\Darien\glen_ellyn_park_district\220194_ackerman_center_addition & renovation\01\11 drawings\02 CD\C1.01 DEMOLITION PLAN.dwg eneeson Feb 17, 2023 12:51:53 pm

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LEGEND

	ITEM REMOVAL
	LINEAR ITEM REMOVAL
	FULL DEPTH HMA AND STONE BASE REMOVAL
	CONCRETE AND STONE BASE REMOVAL

DEMO KEY NOTES

1	SAWCUT
2	REMOVE CURB AND GUTTER
3	REMOVE STORM SEWER
4	REMOVE STORM STRUCTURE.
5	REMOVE WHEEL STOPS. RELOCATE PER OWNER DIRECTION.
6	REMOVE TREE.
7	REMOVE SIGN, POST AND FOUNDATION

DEMOLITION NOTES

- CONTRACTOR TO PROTECT ALL EXISTING UTILITIES DURING DEMOLITION & CONSTRUCTION ACTIVITIES, WHETHER SHOWN ON THE PLANS OR NOT, UNLESS OTHERWISE SPECIFIED. ANY RELOCATION, ADJUSTMENTS, CONFLICTS, ETC. SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. CONTRACTOR TO LOCATE ALL PUBLIC & PRIVATE UTILITIES IN THE RIGHT-OF-WAY AND SITE PRIOR TO CONSTRUCTION.
- ALL EXISTING CURB TO REMAIN UNLESS OTHERWISE SPECIFIED. ANY CURB DAMAGED DURING DEMOLITION SHALL BE REPLACED IN KIND.
- ALL EXISTING SIGNS & LIGHT POLES TO REMAIN AND BE PROTECTED UNLESS OTHERWISE SPECIFIED. ANY SIGNS REMOVED SHALL BE SALVAGED AND RELOCATED OR RETURNED TO OWNER.
- ANY UTILITY ADJUSTMENTS, CONFLICTS, RELOCATIONS, ETC. REQUIRED SHALL BE COORDINATED WITH ENGINEER AND UTILITY OWNER/PROVIDER.
- ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE SPECIFIED.
- ALL DEMOLITION AND CONSTRUCTION IN THE RIGHT-OF-WAY SHALL BE COORDINATED AND APPROVED BY THE VILLAGE OF GLEN ELLYN. THE CONTRACTOR IS TO CONTACT THE INSPECTORS AT THE VILLAGE OF GLEN ELLYN PRIOR TO CONSTRUCTION.
- COORDINATE ALL ELECTRICAL, CABLE FIBER, ETC., REMOVAL/RELOCATION WITH MEP PLANS. CONTRACTOR SHALL PROTECT ALL EXISTING ELECTRIC SERVICES DURING CONSTRUCTION AND NOTIFY ENGINEER IMMEDIATELY OF ANY CONFLICTS.
- ALL EXISTING SHRUBS AND LANDSCAPING IN CONFLICT WITH SITE IMPROVEMENTS SHALL BE REMOVED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DAMAGED PUBLIC/PRIVATE PROPERTY OR ROADWAY AS A RESULT OF CONSTRUCTION ON THIS SITE. THE RIGHT-OF-WAY MUST BE RESTORED TO EXISTING OR BETTER CONDITION.
- ITEMS NOTED AS REMOVE AND RELOCATE, SEE LAYOUT PLAN FOR NEW LOCATIONS.



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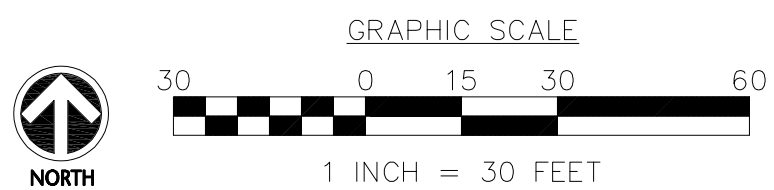
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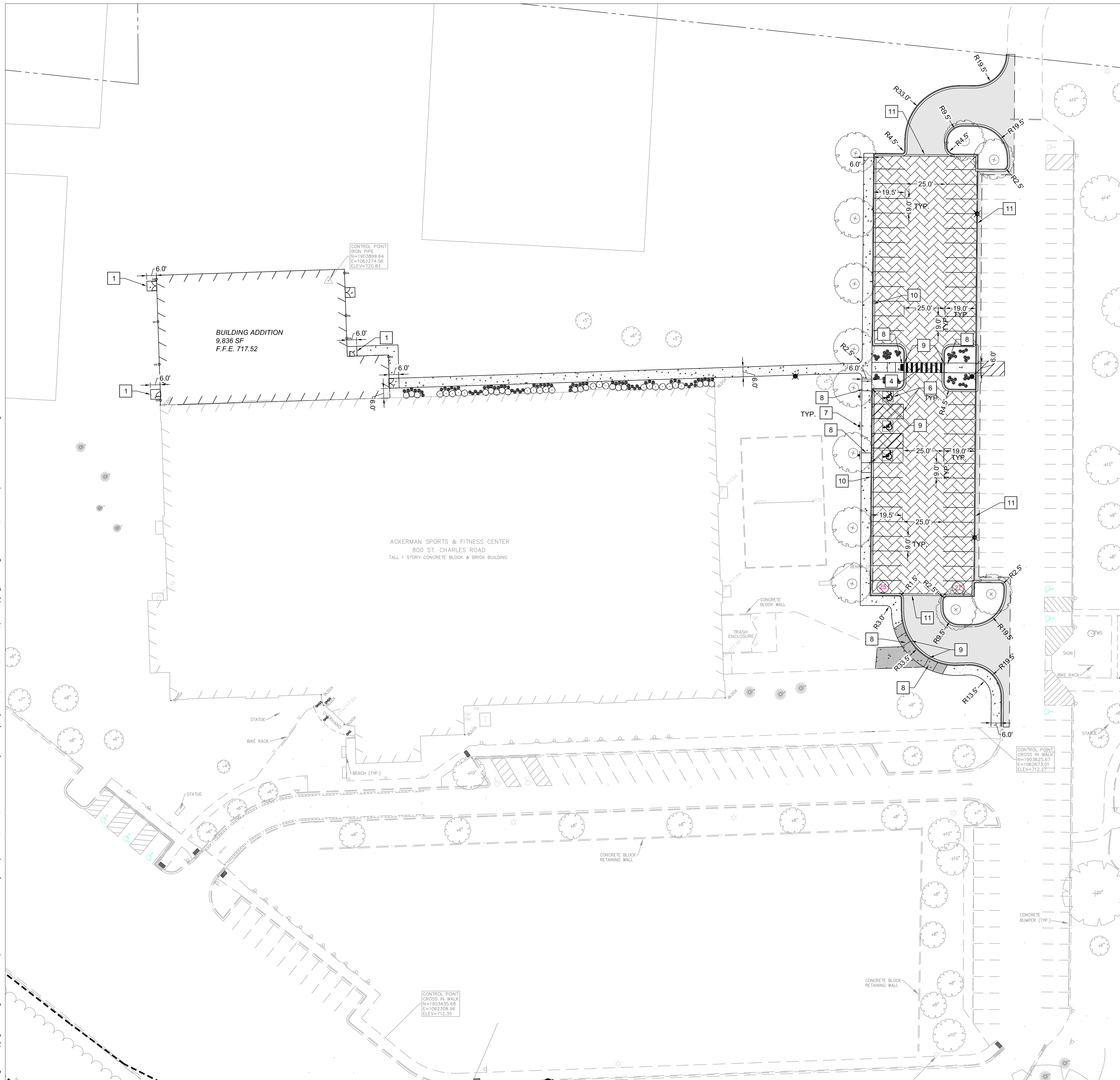
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DEMOLITION PLAN

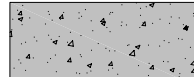
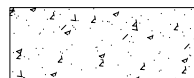
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C1.02





LEGEND

	FULL DEPTH HMA PAVEMENT AND STONE BASE
	HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
	PCC SIDEWALK AND STONE BASE
	PERMEABLE PAVERS
	PARKING COUNT
	LIGHT POLE
	PROPERTY LINE

SITE KEY NOTES

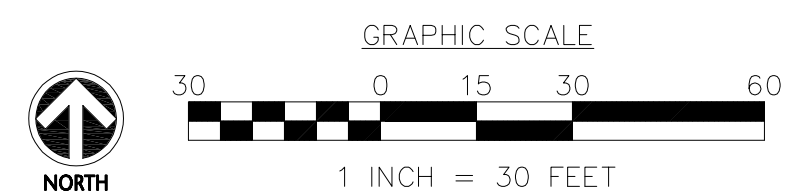
1	FROST STOOP
2	4" SOLID PARKING STRIPE, TRAFFIC WHITE PAINT
3	24" STOP BAR, TRAFFIC WHITE PAINT
4	12" CROSSWALK STRIPING, TRAFFIC WHITE PAINT
5	4" SOLID PARKING STRIPE, 4" O.C., 45° ANGLE, YELLOW
6	ADA PARKING STRIPING
7	ADA SIGN
8	ADA RAMP AND DETECTIBLE WARNINGS
9	DEPRESSED CURB
10	B6.12 CURB & GUTTER
11	FLUSH CONCRETE CONTAINMENT CURB

SITE PLAN NOTES

1. ALL EXISTING CURB TO BE REMOVED UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN. ALL RADII DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT.
3. ALL DISTURBED AREAS ON-SITE AND IN THE RIGHT-OF-WAY SHALL BE RESTORED TO EXISTING CONDITION. ALL ITEMS DISTURBED SHALL BE REPLACED INCLUDING ALL LANDSCAPING, CURB, SIDEWALK, PAVEMENT, ETC.
4. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE NOTED.
5. CONTRACTOR TO COORDINATE WITH OWNER ON FINAL LOCATIONS OF SIGNS.

LAYOUT NOTE:

1. ALL LAYOUT FOR SITE IMPROVEMENTS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR HIRED BY THE CONTRACTOR. LAYOUT SHALL BE COMPLETED USING THE ELECTRONIC CAD FILES PROVIDED BY THE ENGINEER.



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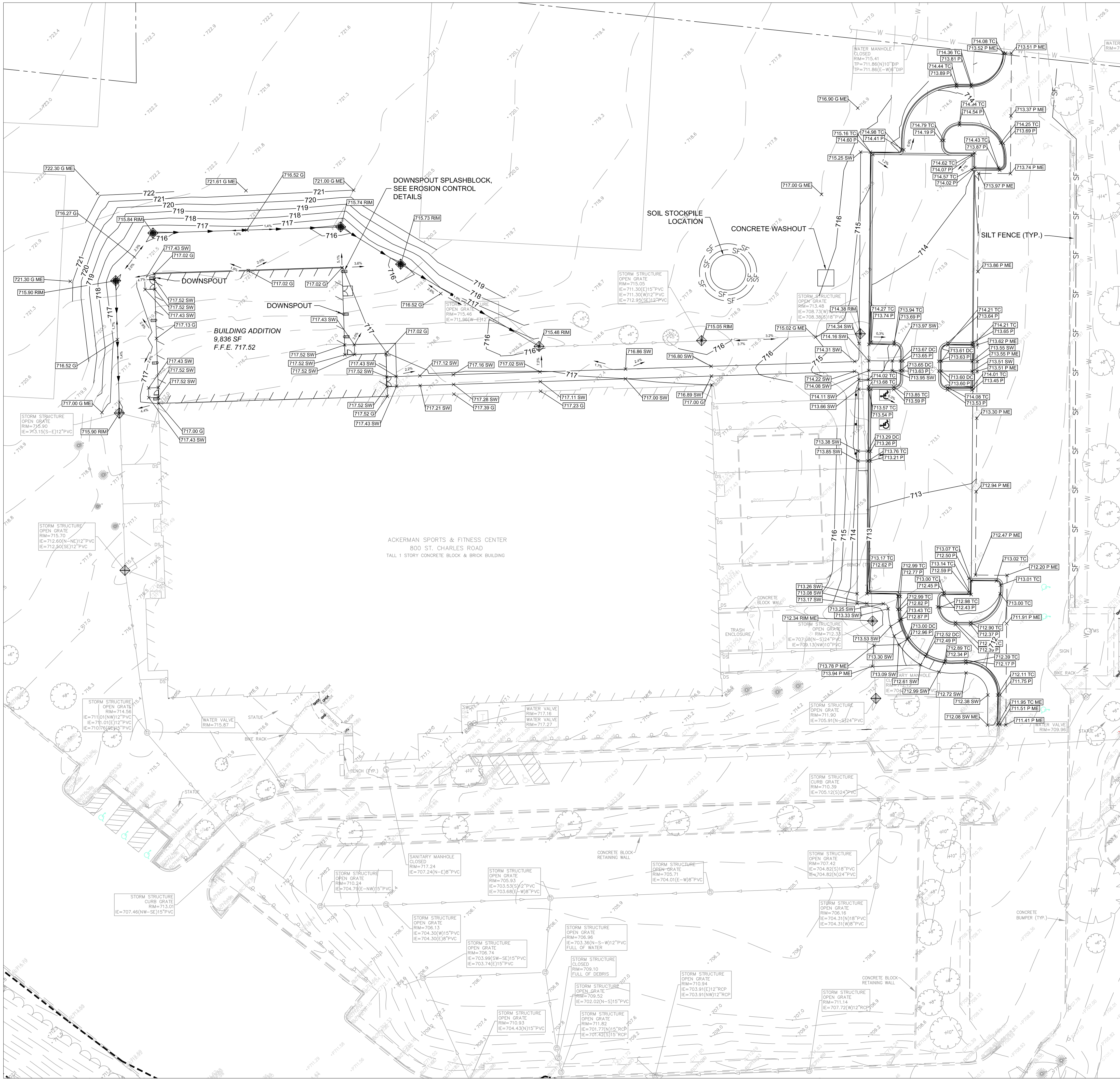
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SITE PLAN

Project Number:
220194
Drawn By:
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LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
11.77 P	TOP OF PAVEMENT ELEVATION
11.77 G	GROUND ELEVATION
11.77 SW	TOP OF SIDEWALK ELEVATION
11.77 RM	RIM ELEVATION
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE
2.0%	SLOPE/FLOW DIRECTION
→	OVERLAND FLOW ROUTE
●	CATCH BASIN
○	MANHOLE
⊕	INLET PROTECTION (TYP.)
○DS	DOWNSPOUT

NOTES:

- CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, SLOPES, INVERTS, ETC. AND CONTACT ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS/DISCREPANCIES.
- CONTRACTOR TO COORDINATE LOCATIONS, SIZE AND INVERTS WITH MEP PLANS.
- THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES EITHER SHOWN OR NOT SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED. MINIMUM PROTECTION FOR TREES SHALL BE 4' SNOW FENCE INSTALLED ALONG THE DRIP LINE OF TREES.
- CONTRACTOR TO PROTECT ALL EXISTING UTILITIES.
- ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
- ALL SITE WORK SHALL BE IN CONFORMANCE WITH THE ILLINOIS ACCESSIBILITY CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.
- RAMPS SHALL NOT EXCEED A RUNNING SLOPE OF 1:12 (8.33%).
- MAXIMUM CROSS-SLOPE ON ANY WALK OR RAMPS SHALL BE 2%. ALL ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
- SEE SWPPP PLAN FOR ALL EROSION AND SEDIMENT CONTROL NOTES, STANDARDS, INSPECTIONS, MAINTENANCE AND PRACTICES THAT NEED TO BE FOLLOWED.

GEOTECH NOTE:

FOLLOW ALL RECOMMENDATIONS, REQUIREMENTS, REMEDIATION, ETC. AS SPECIFIED IN THE "REPORT OF SUBSURFACE EXPLORATION AND GEOTECHNICAL ENGINEERING SERVICES" PROVIDED BY CONSTRUCTION & GEOTECHNICAL MATERIAL TESTING, INC. ANY DISCREPANCIES BETWEEN THE REPORTS, NOTES AND SPECIFICATIONS, THE MORE STRINGENT SHALL APPLY.

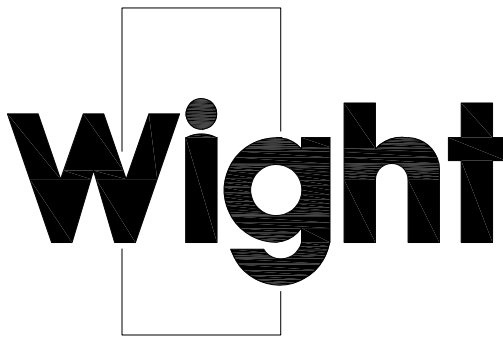
EARTHWORK NOTES:

CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXACT EARTHWORK REQUIREMENTS (CUT, FILL, HAUL IN/OFF, ETC.) TO BRING SITE TO FINISHED GRADE. ANY ON-SITE RE-USE OF ON-SITE DEMOLITION DEBRIS/MATERIALS MUST BE APPROVED BY THE GEOTECHNICAL ENGINEER.

AS-BUILT NOTES:

THE CONTRACTOR IS RESPONSIBLE FOR ALL AS-BUILT SURVEYS. ALL AS-BUILT SURVEYS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR AND BE SIGNED AND SEALED. THE CONTRACTOR SHALL SUBMIT TWO SETS OF THE "AS-BUILT" FINAL ENGINEERING DRAWINGS (I.E. RECORD DRAWINGS) AND STORMWATER MANAGEMENT CALCULATIONS UPON COMPLETION OF IMPROVEMENTS AND INCLUDE ELECTRONIC CAD FILES. THE RECORD DRAWINGS SHOULD AT LEAST INCLUDE THE FOLLOWING INFORMATION: AS-BUILT DETENTION CONTOURS, ELEVATIONS (INCLUDING DETENTION BASIN TOP OF BERM AND OVERFLOW WEIR GRADES) AND VOLUME (VERIFIED, SIGNED, & SEALED BY A PROFESSIONAL ENGINEER (PE) OR PROFESSIONAL LAND SURVEYOR (PLS)), ELEVATION, AND LOCATION (TIES TO TWO POINTS) OF ALL NEW STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINESSTOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), ALL STORM/SANITARY SEWER STRUCTURES (INCLUDING INVERTS AND PIPE SIZES), ALL PIPES (LOCATIONS, SLOPES, LENGTHS, ETC.), OUTLET CONTROL STRUCTURES (INCLUDING RESTRICTOR SIZES AND ELEVATIONS PLUS TOP OF WALL) AND ABANDONED WATER OR SANITARY SERVICE LINES. DETAILED TOPOGRAPHIC SURVEY OF ALL HIGH POINTS, LOW POINTS, CHANGE OF SLOPE INCLUDING GUTTER GRADES, TOP OF CURB GRADES, PAVEMENT GRADES, SIDEWALK GRADES, RAMP GRADES, ETC. TO VERIFY POSITIVE DRAINAGE. ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS.

WITHIN DETENTION/BMP AREAS: FOR VERIFICATION OF DETENTION VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-7, THE CONTRACTOR SHALL PROVIDE ENGINEER WITH A CERTIFIED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-7 AGGREGATE.



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GRADING AND EROSION CONTROL PLAN

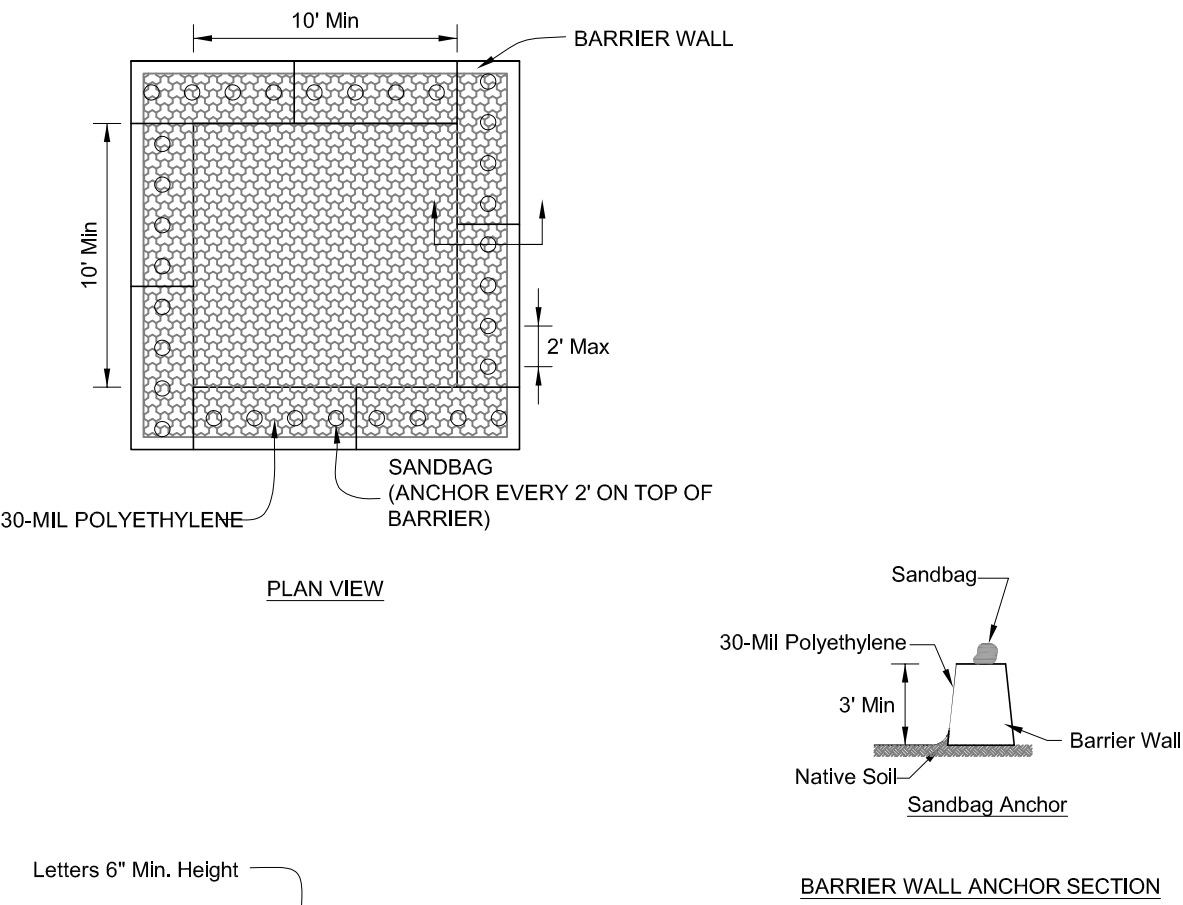
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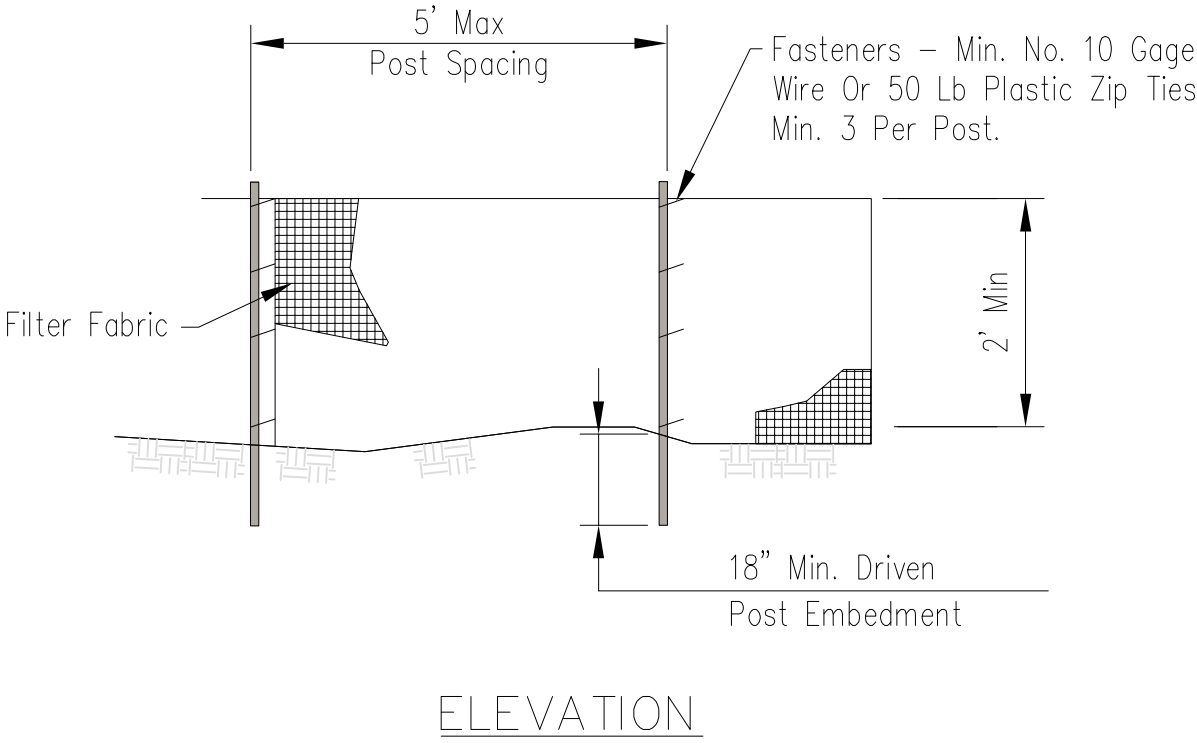
1 TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL
SCALE: NTS



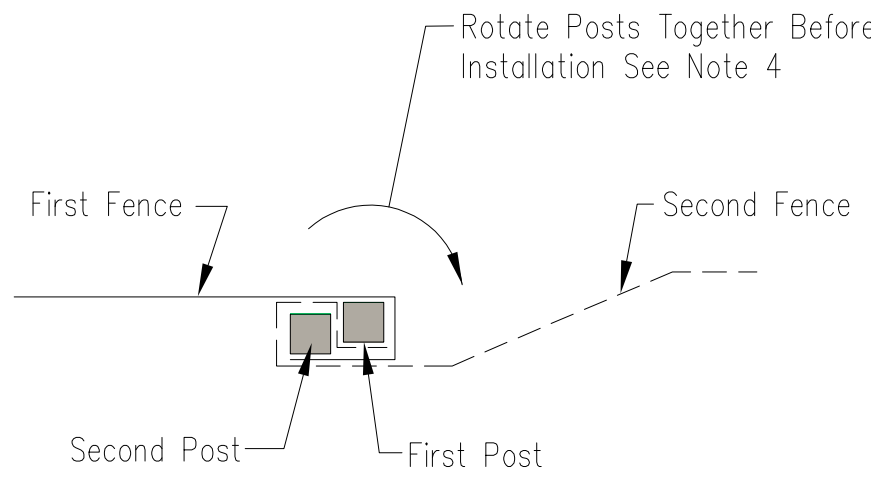
- NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
 2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

DESIGNED BY	DATE	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	DESIGNED BY	DATE
DRWN BY	05/08		DRWN BY	05/08
CHECKED BY			CHECKED BY	
APPROVED BY			APPROVED BY	

2 SILT FENCE
SCALE: NTS



- NOTES:
1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
 3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
 4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.



SPLICE DETAIL—PLAN VIEW

DESIGNED BY	DATE	DESIGNED BY	DATE
DRWN BY	05/08	DRWN BY	05/08
CHECKED BY		CHECKED BY	
APPROVED BY		APPROVED BY	

SILT FENCE

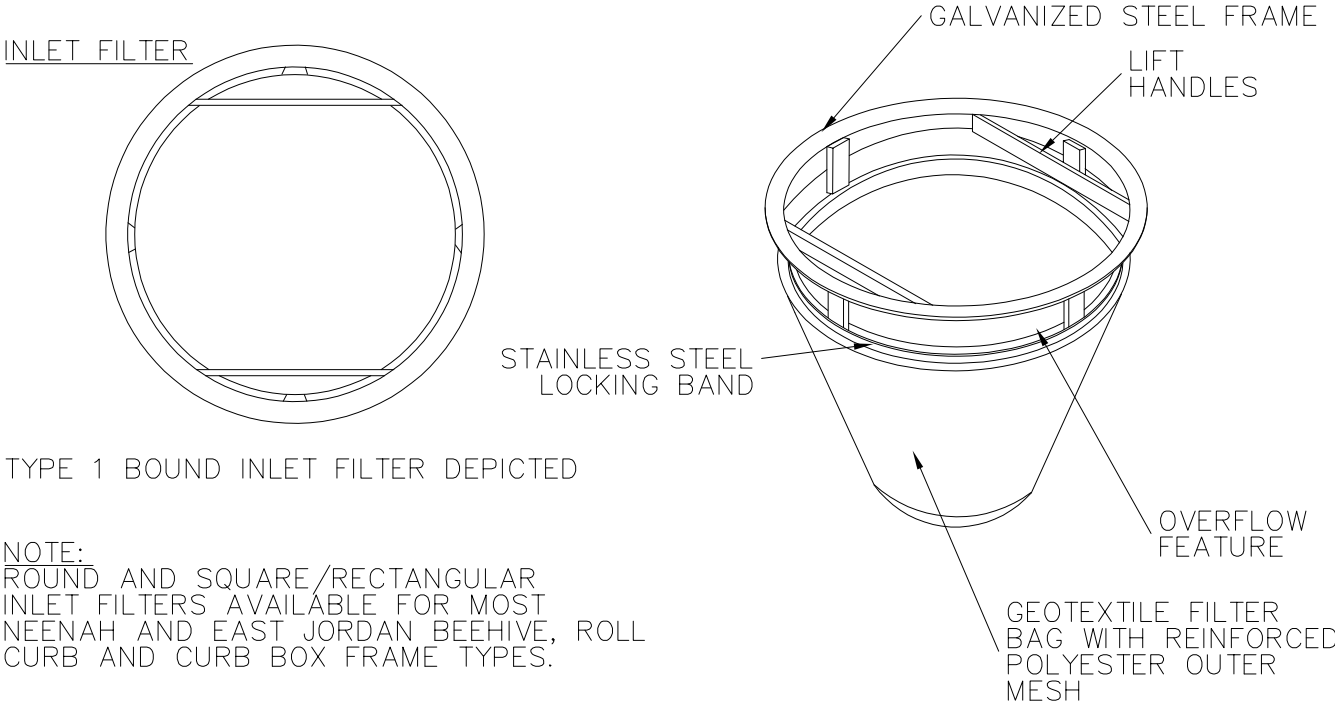
United States Department of Agriculture	United States Department of Agriculture
Natural Resources Conservation Service	Natural Resources Conservation Service

File No. IL-ENG-49

Drawing No. 1 of 1

Sheet of

3 DROP INLET PROTECTION
SCALE: NTS

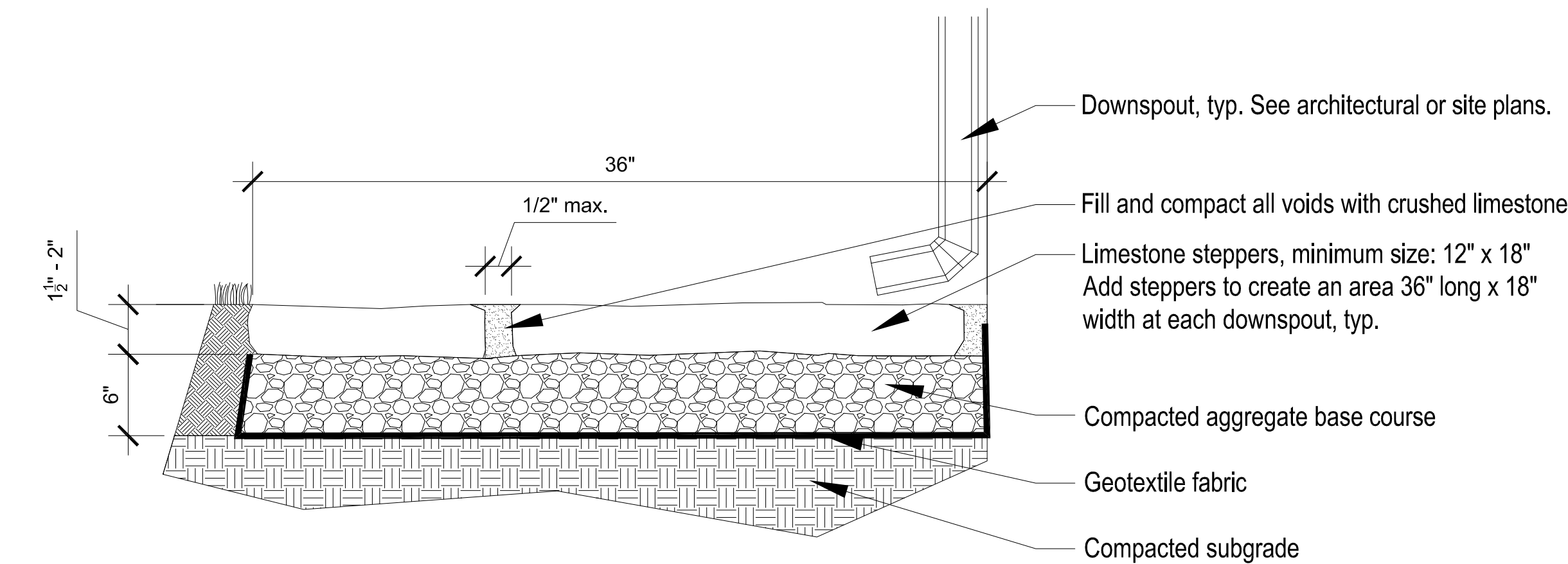


NOTE: ROUND AND SQUARE/RECTANGULAR INLET FILTERS AVAILABLE FOR MOST NEENAH AND EAST JORDAN BEEHIVE, ROLL CURB AND CURB BOX FRAME TYPES.

**CERTIFICATION: All IPP INLET FILTERS CONFORM TO IDOT SPECIFICATIONS AS OUTLINED IN ARTICLE 1081.15 OF IDOT'S STANDARDS SPECIFICATIONS GUIDE

IDOT Std	Grate Size	Opening	Filter P/N	Aprox Dims	Notes
Type 1, 5	22.75 dia	21 (mhole)	2200-1	D=22	Round
Type 8	33 dia	20 x 15	2600-8	D=26.5	Round
Type 3, 3V	22 x 16.9	27 x 9.875	2116-3CB	W=21, H=16	Curb box, flap
Type 11, 11V	28.75 x 11.38	27 x 9.875	2811-11CB	W=28, H=11	Curb box, flap
Type 6	22 x 22.75	20.25 x 23.4	2122-6	W=21, H=22	Rollod curb
Type 12	28.75 x 17.25	27 x 16.5+	2817-12	W=28, H=16	Rollod curb
Type 4	21.75 x 14.75	20 x 13	2114-4	W=21, H=14	Rect flat
Type 20, 21, 22	22.5 x 22.5	20 x 20	2222-20	W=22, H=22	Square flat
Type 23	24 x 18.25	22 x 14.5	2316-23	W=23, H=16	Rect flat
Type 24	24 x 22.5	22 x 20.5	2322-24	W=23, H=22	Rect flat

4 LIMESTONE DOWNSPOUT SPLASHBLOCK
SCALE: NTS



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EROSION CONTROL DETAILS

Project Number:
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SEDIMENT AND EROSION CONTROL

- TRADE CONTRACTOR SHALL ABIDE BY EROSION CONTROL MEASURES OUTLINED IN THE "ILLINOIS URBAN MANUAL, LATEST EDITION" BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA).
- SILT FENCING AND OTHER EROSION CONTROL DEVICES SHALL BE INSTALLED BY THE TRADE CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES TO THE LIMITS DELINEATED ON THE PLANS. NO DISTURBANCE OF LAND IS ALLOWED OUTSIDE THE SILT FENCE AND PROJECT LIMITS AS INDICATED ON THE PLANS.
- ALL REQUIRED EROSION CONTROL MEASURES INCLUDING DETENTION BASIN CONSTRUCTION SHALL BE IN PLACE PRIOR TO ANY OTHER SITE DISTURBANCE.
- ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE INSPECTED WEEKLY AND MAINTAINED. INSPECTIONS SHALL ALSO BE MADE AFTER A RAINFALL EVENT OF 1/2 INCH OR GREATER OR EQUIVALENT SNOW FALL EVENT. IF NECESSARY, REPAIR OR REPLACEMENT MUST BE PERFORMED IMMEDIATELY TO ASSURE EFFECTIVE PERFORMANCE OF THEIR INTENDED FUNCTIONS.
- IF DRAINAGE DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS, BASINS, SEDIMENT FILTER BAGS OR EQUIVALENT MEASURES.
- STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OR PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES.
- MAJOR AMENDMENTS OF THE SITE DEVELOPMENT OR EROSION AND SEDIMENTATION CONTROL PLANS SHALL BE SUBMITTED TO THE MUNICIPALITY TO BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.
- THE TRADE CONTRACTOR SHALL STABILIZE THE SIDE SLOPES GREATER THAN 10:1 OR WHERE SHOWN ON THE PLANS BY INSTALLING NORTH AMERICAN GREEN SC150BN EROSION CONTROL BLANKET, WITHIN 5 DAYS AFTER FINAL GRADE IS ACHIEVED AND FOLLOWING SEEDING WITH THE TEMPORARY SEED MATRIX. THE EROSION CONTROL BLANKET SHALL BE INSTALLED AS REQUIRED BY THE MANUFACTURER'S STANDARDS AND
- TEMPORARY STOCKPILES SHALL HAVE A SILT FENCE ERECTED AROUND THE PERIMETER OF THE PILE. IF A PILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, IT SHALL BE TEMPORARY SEEDED.
- IF THE SOIL STOCKPILE LOCATIONS MAY BE LOCATED BY THE CONTRACTOR AS NECESSARY ONSITE AND DO NOT NEED TO MATCH EXACT LOCATION AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN, PROVIDE SILT FENCE AROUND ALL STOCKPILE LOCATIONS. NO STOCKPILES SHALL BE PLACED IN THE PROPOSED DETENTION POND OR BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
- ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY EXISTING STORM DRAINAGE SYSTEM BY THE USE OF STRAW WATTLES, ROCK CHECK DAMS OR OTHER APPROVED METHODS. THE TRADE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM THIS PROJECT FROM ALL SEWERS AND DRAINAGE STRUCTURES (NO FLUSHING DOWNSTREAM) UNTIL 90% OF VEGETATION IS ESTABLISHED.
- TEMPORARY SEDIMENT BARRIERS, STRAW WATTLE PROTECTION, FOR STORM SEWER GRATES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS WITHIN THE PLANS AND THE ILLINOIS URBAN MANUAL.
- THE TRADE CONTRACTOR SHALL PRESCRIBE THE METHODS OUTLINED IN THE ILLINOIS URBAN MANUAL TO CONTROL DUST. ACCEPTABLE MEASURES INCLUDE VEGETATION COVER (TEMPORARY SEEDING), MULCH, IRRIGATION, STONE, AND PERMANENT VEGETATION (PERMANENT SEEDING). TEMPORARY DUST CONTROL MEASURES (BY MEANS ACCEPTABLE TO LOCAL AUTHORITIES) SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- IF AN EXISTING ON-SITE ASPHALT ACCESS IS NOT PRESENT THEN, THE TRADE CONTRACTOR SHALL PROVIDE A CONSTRUCTION ACCESS ROAD CONSTRUCTED OF IDOT CA-1 FOR 100 FEET IN LENGTH. THE TRADE CONTRACTOR SHALL MAINTAIN THE ADJACENT ROADS FREE OF MUD AND SEDIMENT AT ALL TIMES. REFER TO THE ILLINOIS URBAN MANUAL STANDARD DRAWING IL-630.
- ALL ACCESS TO AND FROM THE CONSTRUCTION SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.
- TRADE CONTRACTOR IS RESPONSIBLE FOR KEEPING PUBLIC STREETS CLEAR OF DIRT, DUST, DEBRIS AND MUD ON A DAILY BASIS FOR THE ENTIRE CONSTRUCTION PERIOD BY A MEANS ACCEPTABLE TO LOCAL AUTHORITIES.
- ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL.
- CONTRACTOR IS TO SUBMIT ALL REPORTS, CORRESPONDENCE AND DOCUMENTATION REQUIRED BY THE SWPPP AND IEPA PERMIT TO THE CIVIL ENGINEER FOR REVIEW AND RECORD.

DUST CONTROL MEASURES

ACTIVITY	DESCRIPTION
STABILIZED CONSTRUCTION ENTRANCE	A STABILIZED PAD OF EXISTING ASPHALT OR NEW AGGREGATE LOCATED WHERE TRAFFIC IS ENTERING OR LEAVING THE CONSTRUCTION SITE. ALSO, USED AS A TEMPORARY PARKING FACILITY TO REDUCE TRAFFIC ON DISTURBED SOILS.
PERMANENT VEGETATION	ESTABLISHING PERMANENT VEGETATIVE COVER TO STABILIZE DISTURBED AREAS. APPROPRIATELY SELECTED PLANTS WILL BE ESTABLISHED TO REDUCE EROSION AND STABILIZE THE SITE IN A MANNER THAT ADOPTS TO SITE CONDITIONS.
WATERING TRUCK	A WATERING TRUCK SHALL BE PROVIDED BY THE CONTRACTOR. USAGE OF THE TRUCK WILL BE BASED ON THE REQUEST OF THE OWNER. OWNER'S REPRESENTATIVE, ENGINEER AND/OR MUNICIPALITY TO KEEP THE DUST DOWN.

SEEDING INFORMATION AND SCHEDULE

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEP.	OCT.	NOV.
PERMANENT SEEDING				A,B,C,D		*	*	*			
SODDING											
TEMPORARY SEEDING				E							
SEEDING SPECS	**IRRIGATION NEEDED DURING JUNE AND JULY ***IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD () IDOT STANDARD DO NOT SEED OF SOD IF GROUND IS FROZEN OR IF THERE IS FROST.										
A. (1) STANDARD LAWN MIXTURE KENTUCKY BLUE GRASS 100 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 60 LBS/ACRE CREeping RED FESCUE 40 LBS/ACRE											
B. (1A) SALT TOLERANT LAWN MIXTURE BLUE GRASS 60 LBS/ACRE PERENNIAL RYEGRASS 20 LBS/ACRE DAWSONS RED FESCUE 20 LBS/ACRE SCALDIS HARD FESCUE 20 LBS/ACRE FULTS SALT GRASS 60 LBS/ACRE											
C. (4A) LOW PROFILE NATIVE GRASS MIXTURE ANDROPOGON SCOPARIUS (LITTLE BLUE STEM) 5 LBS/ACRE BOULETELOUA CURIPENDULA (SIDE OATS GRAMA) 5 LBS/ACRE LYMIUS CANADENSIS (MILD RYE) 1LB/ACRE SPOROBOLUS HETEROLEPIS (PRAIRIE DROPSIED) 0.5 LB/ACRE ANNUAL RYE GRASS 25 LBS/ACRE OATS, SPRING 25 LBS/ACRE PERENNIAL RYE GRASS 15 LBS/ACRE											
D. (4B) WETLAND GRASS AND SEDGE MIXTURE ANNUAL RYE GRASS 25 LBS/ACRE OATS, SPRING 25 LBS/ACRE WETLAND GRASSES 6 LBS/ACRE											
E. (7) TEMPORARY EROSION CONTROL MIXTURE PERENNIAL RYEGRASS 50LBS/ACRE SPRING OATS 64 LBS/ACRE											
F. SOD											

STORM WATER POLLUTION PREVENTION NOTES

- THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) FOR STORMWATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.
- THE PERMITTEE MUST COMPLY WITH ALL CONDITIONS OF THE GENERAL PERMIT. ANY NON-COMPLIANCE CONSTITUTES A VIOLATION OF THE IEPA ACT AND THE CLEAN WATER ACT AND CAN BE GROUNDS FOR ENFORCEMENT ACTION, PERMIT REVOCATION, MODIFICATION, RE-ISSUANCE, TERMINATION, OR DENIAL OF A PERMIT RENEWAL.
- SITE DESCRIPTION
 - THE CONSTRUCTION ACTIVITY CONSISTS OF CLEARING AND GRUBBING, MASS GRADING, CONSTRUCTION OF UTILITIES, CONSTRUCTION OF PARKING LOTS, DRIVES AND SIDEWALKS, A PROPOSED BUILDING, AND SITE LANDSCAPING.
 - THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION IS: TOPSOIL STRIPPING, MASS GRADING, UTILITY CONSTRUCTION, PROPOSED BUILDING FOUNDATIONS, HARD SURFACE CONSTRUCTION, FINE GRADING, PLACEMENT OF TOPSOIL AND ESTABLISHMENT OF PERMANENT VEGETATION.
 - THE TOTAL AREA OF THE SITE IS 59.61 ACRES. 157 ACRES ARE EXPECTED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER ACTIVITIES. THE PROPOSED RUNOFF COEFFICIENT FOR THE DISTURBANCE AREA IS 0.79
 - THE SOIL TYPES THAT ARE PREVALENT ON THE SITE ARE 854 B SOIL. IT CONSISTS OF MARKHAM SILT LOAM, ASHKUM SILT CLAY LOAM, AND BEECHER SILT LOAM. THE PROJECT CONSISTS OF PREDOMINANTLY TYPE A/B SOILS ACCORDING TO THE NRCS SOIL SURVEY.
 - THIS PLAN INDICATES DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFFSITE SEDIMENT TRACKING, AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS), AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO A SURFACE WATER.
 - THE RECEIVING WATERS ARE THE EAST BRANCH OF THE DUPAGE RIVER AND THE EXISTING DETENTION BASIN JUST SOUTH OF THE BUILDING.
 - CONTROLS

THIS PLAN ADDRESSES THE VARIOUS CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED ABOVE. FOR EACH MEASURE, THE CONTRACTOR(S) WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION.

 - EROSION AND SEDIMENT CONTROLS – THE PERMITTEE SHALL INSTALL AND MAINTAIN EFFECTIVE EROSION CONTROLS AND SEDIMENT CONTROLS TO MINIMIZE THE DISCHARGE POLLUTANTS. AT A MINIMUM, SUCH CONTROLS MUST BE INSTALLED AND MAINTAINED TO:
 - CONTROL STORM WATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE SOIL EROSION
 - CONTROL STORM WATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND TOTAL STORM WATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND STREAM BANK EROSION
 - MINIMIZE THE AMOUNT OF SOIL EXPOSED DURING CONSTRUCTION ACTIVITY
 - MINIMIZE THE DISTURBANCE OF STEEP SLOES
 - MINIMIZE SEDIMENT DISCHARGES FROM THE SITE. THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROLS MUST ADDRESS FACTORS INCLUDING THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON THE SITE.
 - PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATER, DIRECT STORM WATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORM WATER INFILTRATION, UNLESS INFEASIBLE
 - MINIMIZE SOIL COMPACTED AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
 - STABILIZATION PRACTICES – STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATION OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OR PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. STABILIZATION PRACTICES MAY INCLUDE: TEMPORARILY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SOD STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, STAGERS, OR STAGGERED DEVELOPMENT, AND OTHER APPROPRIATE MEASURES. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, AND WHEN STABILIZATION MEASURES ARE INITIATED, SHALL BE INCLUDED IN THE PLAN. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED PROVIDED IN PARAGRAPHS (a) and (b) BELOW.
 - WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
 - ON AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.
 - STRUCTURAL PRACTICES – PRACTICES INSTALLED TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR RUNOFF AND OTHERWISE FILTER OR LIMIT THE DISCHARGE OF POLLUTANTS FROM THE SITE SUCH AS, BUT NOT LIMITED TO: SILT FENCES, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, CHECK DAMS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. STRUCTURAL PRACTICES SHOULD BE ON UPLAND SOILS TO THE DEGREE PRACTICABLE.
 - THE FOLLOWING REQUIREMENTS APPLY TO SEDIMENT BASINS IF SUCH STRUCTURAL PRACTICES WILL BE INSTALLED TO REDUCE SEDIMENT DISCHARGES.
 - WHEN DISCHARGING FROM THE SEDIMENT BASIN, UTILIZE OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE IN ORDER TO MINIMIZE THE DISCHARGE. a.b. PREVENT EROSION OF THE SEDIMENT BASIN USING STABILIZATION CONTROLS (E.G., EROSION CONTROL BLANKETS), AT THE INLET AND OUTLET USING EROSION CONTROL AND VELOCITY DITCHING DEVICES.
 - SEDIMENT BASINS SHALL BE DESIGNED TO FACILITATE MAINTENANCE, INCLUDING SEDIMENT REMOVAL FROM THE BASINS, AS NECESSARY.
 - USE OF TREATMENT CHEMICALS – THE USE OF ALL POLYMER FLOCCULANTS OR TREATMENT CHEMICALS AT THE SITE SHALL BE IDENTIFIED. DOSAGE OF TREATMENT CHEMICALS SHALL BE IDENTIFIED ALONG WITH ANY INFORMATION FROM ANY MATERIAL SAFETY DATA SHEET. STORAGE AREAS FOR CHEMICALS AND ANY INFORMATION FROM THE MANUFACTURER'S SPECIFICATIONS SHALL BE PROVIDED. TREATMENT CHEMICALS MUST BE STORED IN AREAS WHERE THEY WILL NOT BE EXPOSED TO PRECIPITATION.
 - BEST MANAGEMENT PRACTICES FOR IMPAIRED WATERS – THIS SITE DOES NOT DISCHARGE DIRECTLY TO AN IMPAIRED WATER IDENTIFIED ON THE AGENCY'S WEBSITE FOR 303(a) LISTING FOR SUSPENDED SOLIDS, TURBIDITY, OR SILTATION
 - POLLUTION PREVENTION – POLLUTION PREVENTION MEASURES SHALL BE DESIGNED, INSTALLED, IMPLEMENTED, AND MAINTAINED TO MINIMIZE THE DISCHARGE OF POLLUTANTS. AT A MINIMUM, SUCH MEASURES MUST BE DESIGNED, INSTALLED, IMPLEMENTED AND MAINTAINED TO:
 - MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WELL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE
 - MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTER AND OTHER MATERIALS PRESENT ON THE SITE TO PRECIPITATION AND TO STORM WATER MINIMIZE THE DISCHARGE OF POLLUTANTS FORM SPILLS AND LEAKS AND IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE PROCEDURES.
 - OTHER CONTROLS
 - WASTE DISPOSAL THE SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIAL, MACHINERY, TOOLS AND OTHER SOLID ITEMS WILL BE COLLECTED AND DISPOSED OFF-SITE BY THE CONTRACTOR.
 - THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING THE NECESSARY PERMITS FOR SUCH DISPOSAL.
 - BURNING ON THE SITE IS NOT ALLOWED.
 - NO SOLID MATERIALS SHALL BE DISCHARGED TO WATERS OF THE STATE.
 - THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL AND SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS. SANITARY SEWAGE SHALL BE DISCHARGED TO THE PROPOSED SANITARY SEWER CONSTRUCTED PER IEPA AND LOCAL STANDARDS.
 - APPROPRIATE CONTROLS AND MEASURES SHALL BE IN PLACE TO REDUCE OR ELIMINATE DISCHARGES FROM CONCRETE OR ASPHALT.
 - CONTRACTOR TO INCLUDES SPILL RESPONSE PROCEDURES AND PROVISIONS FOR REPORTING IF THERE ARE RELEASES IN EXCESS OF REPORTABLE QUANTITIES.
 - CONTRACTOR TO MINIMIZE THE DISCHARGE OF POLLUTANTS FORM ALL WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR OTHER CONTROL
 - MINIMIZE THE EXPOSURE OF BUILDING MATERIAL, BUILDING PRODUCTS, CONSTRUCTION WASTE, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, DETERGENTS, SANITARY WASTE, AND OTHERS MATERIALS PRESENT ONSITE TO PRECIPITATION EXPOSURE.
 - MINIMIZE THE DISCHARGE OF POLLUTANTS FROM SPILLS AND LEAKS AND IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE MEASURES.

- SPILL PREVENTION AND RESPONSE PROCEDURES – THE CONTRACTOR WILL TRAIN ALL PERSONNEL IN THE PROPER HANDLING AND CLEANUP OF SPILLED HAZARDOUS SUBSTANCES OR OIL. NO SPILLED HAZARDOUS SUBSTANCES OR OIL WILL BE ALLOWED TO COME IN CONTACT WITH STORM WATER DISCHARGES. IF SUCH CONTACT OCCURS, THE STORM WATER WILL BE CONTAINED ON SITE BY MEASURES SUCH AS, BUT NOT LIMITED TO ABSORBENTS, BOOMS, STATIC RESISTANT PADS, SUMP BOOMS AND OTHER CLEAN UP EQUIPMENT UNTIL APPROPRIATE MEASURES IN COMPLIANCE WITH STATE AND FEDERAL REGULATIONS ARE TAKEN TO DISPOSE OF SUCH CORPUSCLE STORM WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTRACTOR'S SUPERINTENDENT TO BE PROPERLY TRAINED, AND TO TRAIN ALL PERSONNEL IN SPILL PREVENTION AND CLEAN UP PROCEDURES.
 - IN ORDER TO PREVENT OR MINIMIZE THE POTENTIAL FOR A SPILL OF HAZARDOUS SUBSTANCES OR OIL TO COME INTO CONTACT WITH STORM WATER, THE FOLLOWING STEPS WILL BE IMPLEMENTED:
 - ALL HAZARDOUS SUBSTANCES OR OIL (SUCH AS PESTICIDES, PETROLEUM PRODUCTS, FERTILIZERS, DETERGENTS, CONSTRUCTION CHEMICALS, ACIDS, PAINTS, PAINT SOLVENTS, CLEANING SOLVENTS, ADDITIVES FOR SOIL STABILIZATION, CONCRETE CURING COMPOUNDS AND ADDITIVES, ETC.) WILL BE STORED IN A SECURE LOCATION WITH THEIR LIDS ON, PREFERABLY UNDER COVER, WHEN NOT IN USE.
 - THE MINIMUM PRACTICAL QUANTITY OF ALL SUCH MATERIALS WILL BE KEPT AT THE PROJECT.
 - A SPILL CONTROL AND CONTAINMENT KIT WILL BE PROVIDED AT THE STORAGE SITE.
 - MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED INSIDE THE JOBS TRAILER WALL. ALL PERSONNEL WILL BE TRAINED REGARDING THESE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL HAZARDOUS WASTE DISCOVERED OR GENERATED AT THE PROJECT SITE IS DISPOSED OF PROPERLY BY A LICENSED HAZARDOUS MATERIAL DISPOSAL COMPANY. THE CONTRACTOR IS RESPONSIBLE FOR NOT EXCEEDING HAZARDOUS WASTE STORAGE REQUIREMENTS MANDATED BY THE EPA OR STATE AND LOCAL AUTHORITY.
 - IN THE EVENT OF A SPILL OF HAZARDOUS SUBSTANCES OR OIL, THE FOLLOWING PROCEDURES MUST BE FOLLOWED:
 - ALL MEASURES MUST BE TAKEN TO CONTAIN AND ABATE THE SPILL AND TO PREVENT THE DISCHARGE OF THE HAZARDOUS SUBSTANCE OR OIL TO STORM WATER OR OFF-SITE. (THE SPILL AREA MUST BE KEPT WELL VENTILATED AND PERSONNEL MUST WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INHALE/CONTACT WITH HAZARDOUS SUBSTANCES.)
 - DETERMINE WHETHER THE SPILL IS REPORTABLE.
 - IF THE SPILL IS DETERMINED TO BE REPORTABLE THE EPA SHALL BE CONTACTED IMMEDIATELY.
 - IF THE RELEASE IS EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY, THE SWPPP MUST BE MODIFIED WITHIN SEVEN (7) CALENDAR DAYS OF THE DISCHARGE TO PREPARE A PRELIMINARY DESCRIPTION OF THE RELEASE, THE CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF THE RELEASE. THE SWPPP MUST IDENTIFY MEASURES TO PREVENT THE RECCURENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.
 - IF THE RELEASE IS DETERMINED TO NOT BE REPORTABLE (LESS THAN A REPORTABLE QUANTITY) IT SHALL BE NOTED ON AN INSPECTION REPORT AS AN UNSATISFACTORY ITEM AND THE CORRECTIVE ACTION ITEM SHALL BE NOTED AND DATED AS IMPLEMENTED.
- THE CONTRACTOR'S SUPERINTENDENT WILL BE THE SPILL PREVENTION AND RESPONSE COORDINATOR. HE WILL DESIGNATE THE INDIVIDUALS WHO WILL RECEIVE SPILL PREVENTION AND RESPONSE TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND RESPONSE. THE NAMES OF THESE PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IN THE OFFICE TRAILER ONSITE.
- BEST MANAGEMENT PRACTICES FOR POST-CONSTRUCTION STORM WATER MANAGEMENT – STRUCTURAL MEASURES SHOULD BE PLACED ON UPLAND SOILS TO THE DEGREE ATTAINABLE. THIS PERMIT ONLY ADDRESSES THE INSTALLATION OF STORM WATER MANAGEMENT MEASURES, AND NOT THE DESIGN, OPERATION AND MAINTENANCE OF SUCH STRUCTURES AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS UNDERGONE FINAL STABILIZATION. THE CONTRACTOR IS RESPONSIBLE FOR ONSITE STORM WATER MANAGEMENT. FINAL STORM WATER MANAGEMENT MEASURES SHALL BE IN PLACE AT STABILIZATION OF THE SITE, AND IS NOT RESPONSIBLE FOR MAINTENANCE AFTER STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY HAVE BEEN ELIMINATED FROM THE SITE.
 - POST-CONSTRUCTION STORM WATER MANAGEMENT PRACTICES HAVE BEEN DESIGNED AND INCLUDED TO RETAIN THE GREATEST AMOUNT OF PRE-DEVELOPMENT STORM WATER RUN-OFF PRACTICABLE. GIVEN THE SITE AND PROJECT CONSTRAINTS, THREE INFILTRATION TRENCHES HAVE BEEN INCLUDED IN THE DESIGN. THE INFILTRATION TRENCHES WILL USED TO FILTER OUT POLLUTANTS BY INFILTRATION OF THE RUN-OFF THROUGH AGGREGATE AND FABRIC. POST-DEVELOPMENT FLOWS THAT EXCEED THE PRE-DEVELOPMENT FLOWS WILL BE CONTROLLED BY THE INFILTRATION TRENCHES. THE INFILTRATION TRENCH WILL CAPTURE AND RETAIN RUNOFF ON-SITE TO OFFSET THE ADDITIONAL POST DEVELOPMENT FLOW.
 - VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FORM THE STRUCTURE TO A WATER COURSE THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED UNDER PROTECTED (E.G. MAINTAINED CHANNELS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES.
- MAINTENANCE
 - THE CONTRACTOR SHALL MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE SEDIMENT AND EROSION CONTROL MEASURES IDENTIFIED ON THIS PLAN UNTIL THE SITE IS STABILIZED. ITEMS IN NEED OF REPAIR SHALL BE ADDRESSED AS SOON AS PRACTICABLE.
 - SILT FENCE ALL DAMAGED SILT FENCE SHALL BE RESTORED TO MEET THE STANDARDS OR REMOVED AND REPLACED AS NEEDED. SEDIMENT SHALL BE REMOVED AND LEGALLY DISPOSED OF WHEN IT HAS REACHED 1/3 THE HEIGHT OF THE FABRIC.
 - STABILIZED CONSTRUCTION ENTRANCE THE ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONT PUBLIC STREETS. THIS SHALL BE DONE BY TOP DRESSING WITH ADDITIONAL STONE. REMOVE AND REPLACED TOP LAYER OR WASHING THE ENTRANCE. THE SEDIMENT WASHED ON THE PUBLIC RIGHT OR WAY WILL BE REMOVED IMMEDIATELY.
 - SEDIMENTATION BASINS/TRAPS – THE SEDIMENTS SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. IF THE SEDIMENT BE BUILT UP TO REMOVE THAT 1 FOOT BELOW THE CREST ELEVATION. AT THIS STAGE, THE BASIN SHALL BE CLEANED OUT TO RESTORE ITS ORIGINAL VOLUME.
 - INLET/OUTLET PROTECTION SEDIMENT SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. ALL SEDIMENT SHALL BE REMOVED PRIOR TO LARGE RAIN EVENTS. FILTER MATERIAL FOR BASKET TYPE INLET PROTECTION SHALL BE POWER WASHED.
 - ROCK DAMS/FILTERS– SEDIMENT SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. ADDITIONAL STONE SHALL BE ADDED OR DAM/FILTER STABILIZED AS NECESSARY.
 - SEDIMENT FILTER BAG– SEDIMENT SHALL BE REMOVED WHEN 50% OF THE TOTAL ORIGINAL CAPACITY IS OCCUPIED BY THE SEDIMENT. BAG SHALL BE REPLACED AND DISPOSED OF PROPERLY. BAG SHALL BE INSPECTED FOR HOLE, DAMAGED OR WEAR AND REPLACED AS NECESSARY.
 - VEGETATIVE EROSION CONTROL MEASURES – THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE FILTERS, ETC SHALL BE MAINTAINED FREQUENTLY AND SUPPLY ADEQUATE WATERING AND FERTILIZER. THE VEGETATIVE COVER SHALL BE RESEED AS NECESSARY.
 - STRAW WATTLES – STRAW WATTLES SHALL BE INSPECTED FREQUENTLY AND SHALL BE REPAIRED OR REMOVED AND REPLACED AS NEEDED.
 - RIP RAP – RIP RAP SHALL BE INSPECTED AFTER HIGH FLOWS FOR ANY SCOUR BENEATH THE RIP RAP OR FOR STONES THAT HAVE BEEN DISLOGGED. REPAIRS SHALL BE MADE IMMEDIATELY.
- INSPECTIONS
 - QUALIFIED PERSONNEL (PROVIDED BY THE CONTRACTOR) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY. IF THE PERSONNEL INSPECTING THE SITE ARE NOT PERSONNEL WITH KNOWLEDGEABLE OF THE SITE, THE PRINCIPLES AND PRACTICES OF EROSION AND SEDIMENT CONTROLS MEASURES, SUCH AS A LICENSED PROFESSIONAL ENGINEER (P.E.), A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC), A CERTIFIED EROSION SEDIMENT AND STORM WATER INSPECTOR (CESSW) OR OTHER KNOWLEDGEABLE PERSON WHO POSSESSES THE SKILLS AND ABILITY TO INSPECT THE CONSTRUCTION SITE THAT COULD IMPACT STORM WATER QUALITY AND TO ASSESS THE EFFECTIVENESS OF ANY SEDIMENT AND EROSION CONTROL MEASURES SELECTED TO CONTROL THE QUALITY OF STORM WATER DISCHARGES FORM THE CONSTRUCTION ACTIVITIES.
 - INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTIONS WILL BE REQUIRED WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS 0.5" OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOW MELT OCCURS.
 - DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY, WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE. THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICATION IMPACTS TO RECEIVING WATERS, LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE SHALL BE INSPECTED FOR EVIDENCE OR OFFSITE SEDIMENT TRACKING.
 - BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PARAGRAPH 1 (SITE DESCRIPTION) OF THESE NOTES AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PARAGRAPH 2 (CONTROLS) OF THESE NOTES SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
 - A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH 2 ABOVE SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE PERMIT COVERAGE EXPIRES OR IS TERMINATED. THE REPORT SHALL BE SIGNED BY THE CONTRACTOR.
 - THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE BY EMAIL AT: EPA.SWNP@ILLINOIS.GOV, TELEPHONE OR FAX WITHIN 24 HOURS OF AN INCIDENT OF NONCOMPLIANCE FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING ANY INSPECTION CONDUCTED, OR FOR VIOLATIONS OF ANY CONDITION OF THIS PERMIT. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 5 DAYS AN "INCIDENCE OF NONCOMPLIANCE" REPORT FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING AN INSPECTION CONDUCTED, OR FOR VIOLATIONS OF ANY CONDITION OF THIS PERMIT. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE.
 - ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY THE PERMITTEE.
 - AFTER THE INITIAL CONTACT HAS BEEN MADE WITH THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE, ALL REPORTS OF NONCOMPLIANCE SHALL BE MAILED TO THE AGENCY AT THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

- NON-STORM WATER DISCHARGES

THE FOLLOWING SOURCES OF NON-STORMWATER MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN.

 - FIRE FIGHTING ACTIVITIES
 - WATER MAIN/ HYDRANT FLUSHING
 - WATERING FOR DUST CONTROL
 - IRRIGATION DRAINAGE FOR VEGETATIVE GROWTH
 - WASH WATER WHERE DETERGENTS ARE NOT USED UNCONTAMINATED GROUND WATER

NON-FIRE FIGHTING DISCHARGES FROM WATER MAINS AND PUMPS SHALL NOT BE PERMITTED TO FLOW DIRECTLY ONTO THE SOIL WITHOUT EROSION DISSIPATORS SUFFICIENT TO REDUCE VELOCITIES TO A NON-EROSIVE RATE. ALL SITE DE-WATERING, INCLUDING PUMP DISCHARGE SHALL PASS THROUGH SEDIMENT CONTROL DEVICES PRIOR TO LEAVING THE SITE. THE FOLLOWING SOURCES OF NON-STORMWATER ARE PROHIBITED FROM BEING COMBINED WITH STORM WATER DISCHARGES:

 - CONCRETE AND WASTEWATER FROM WASHOUT OF CONCRETE (UNLESS MANAGED BY AN APPROPRIATE CONTROL
 - DRYWALL COMPOUND
 - WASTEWATER FROM WASHOUT AND CLEANOUT FOR STUCCO AND PAINT
 - FORM RELEASE OILS
 - CURING COMPOUNDS
 - CONSTRUCTION MATERIALS, FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE
 - SOAPS, SOLVENTS, OR DETERGENTS
 - TOXIC OR HAZARDOUS SUBSTANCES FORM A SPILL OR OTHER RELEASE
 - OR ANY OTHER POLLUTANT THAT COULD CAUSE OR TEND TO CAUSE WATER POLLUTION
- RETENTION OF RECORDS

A. THE CONTRACTOR SHALL RETAIN COPIES OF STORM WATER POLLUTION PREVENTION PLANS AND ALL REPORTS AND NOTICES REQUIRED BY THIS PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT, FOR A PERIODS OF AT LEAST THREE YEARS FROM THE DATE THAT THE PERMIT COVERAGE EXPIRES OR IS TERMINATED. THIS PERIOD MAY BE EXTENDED BY REQUEST OF THE AGENCY AT ANY TIME.

B. THE CONTRACTOR SHALL RETAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.

C. NOTICE OF TERMINATION UPON FINAL STABILIZATION OF THE SITE, THE PERMITTEE SHALL SUBMIT A \ COMPLETED NOTICE OF TERMINATION IN ACCORDANCE WITH NPDES PERMIT NO. ILR10.

STORM WATER POLLUTION PREVENTION PLAN

GLEN ELLYN PARK DISTRICT	
LOCATION OF DEVELOPMENT	LEGAL DESCRIPTION
800 ST CHARLES RD	2 39N 10E
STREET ADDRESS	1/4 SECTION TOWNSHIP RANGE
GLEN ELLYN	
MUNICIPALITY	EAST BRANCH OF DUPAGE RIVER NAME OF RECEIVING WATERS

OWNER/DEVELOPER CERTIFICATION

GLEN ELLYN PARK DISTRICT-ACKERMAN CENTER ADDITION & RENOVATION
800 ST. CHARLES RD
GLEN ELLYN, IL 60137
"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERTY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINES AND IMPRISONMENT FOR KNOWING VIOLATIONS."

SIGNED: _____ DATE: _____
OWNER/DEVELOPER

CONTRACTOR'S CERTIFICATION

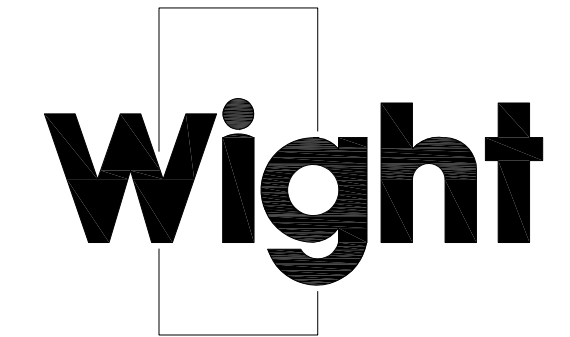
GLEN ELLYN PARK DISTRICT-ACKERMAN CENTER ADDITION & RENOVATION
800 ST. CHARLES RD
GLEN ELLYN, IL 60137
"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITIES FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."
I HAVE READ AND UNDERSTAND ALL OF THE INFORMATION AND REQUIREMENTS STATED IN THE STORM WATER POLLUTION PREVENTION PLANS FOR THE ABOVE REFERENCED PROJECT.

SIGNED: _____ DATE: _____
CONSTRUCTION MANAGER

NAME: _____ TITLE: _____

FIRM: _____

ADDRESS: _____ TELEPHONE: _____



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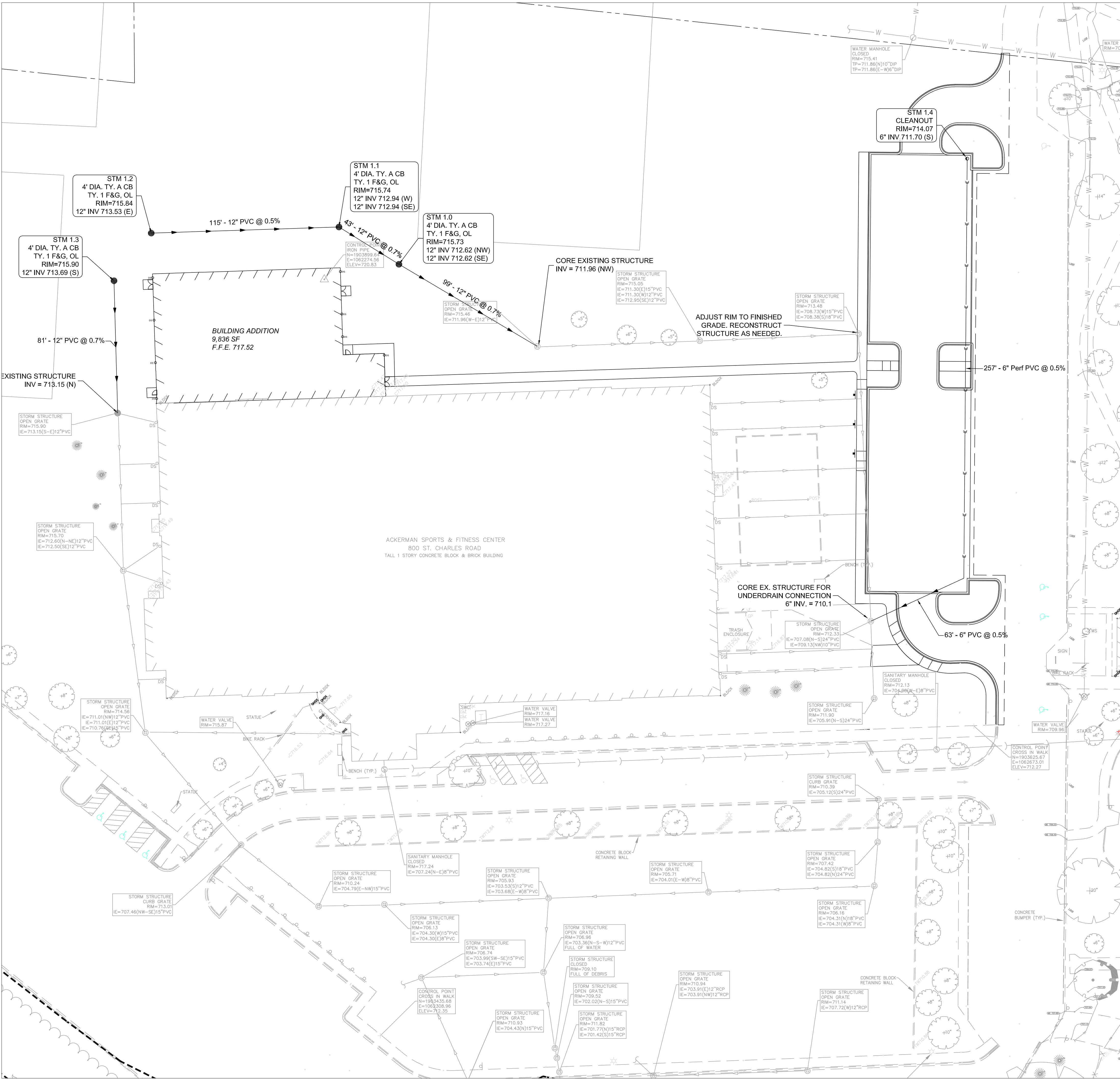
ACKERMAN CENTER
ADDITION &
RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

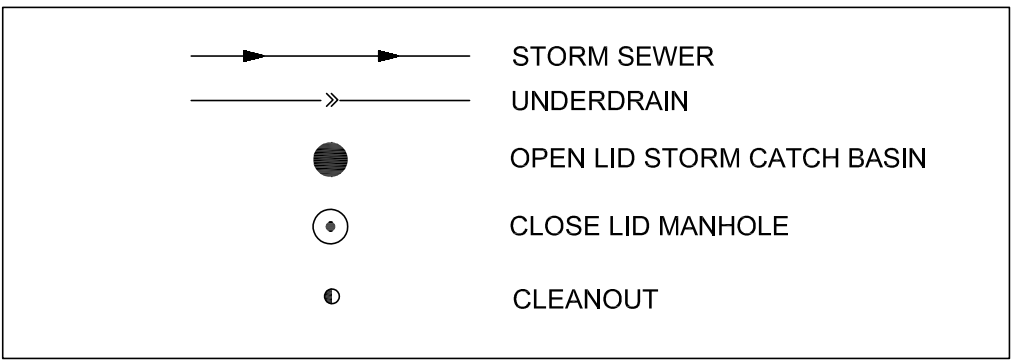
STORM WATER POLLUTION
PREVENTION PLAN

Project Number:
220194
Drawn By:
EN
Sheet:

C3.02



LEGEND



UTILITY NOTES:

1. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, SLOPES, INVERTS, ETC. AND CONTACT ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS/DISCREPANCIES.
2. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES.
3. ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
4. CONTRACTOR TO COORDINATE ALL UTILITY CONNECTIONS AT THE BUILDING WITH THE MEP TO VERIFY CONNECTION LOCATION, PIPE SIZE, AND INVERT.
5. CONTRACTOR TO SEE MEP PLANS FOR ALL DETAILS, LOCATION, ROUTING, SIZE, ETC. REGARDING GAS, TELEPHONE, ELECTRIC, AND LIGHTING DESIGN. FOLLOW ALL REQUIREMENTS OF UTILITY PROVIDERS.
6. ALL STORM SEWER SHOULD BE PVC SDR 26 OR STRONGER.

AS-BUILT NOTES:

THE CONTRACTOR IS RESPONSIBLE FOR ALL AS-BUILT SURVEYS. ALL AS-BUILT SURVEYS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR AND BE SIGNED AND SEALED. THE CONTRACTOR SHALL SUBMIT TWO SETS OF THE "AS-BUILT" FINAL ENGINEERING DRAWINGS (I.E. RECORD DRAWINGS) AND STORMWATER MANAGEMENT CALCULATIONS UPON COMPLETION OF IMPROVEMENTS AND INCLUDE ELECTRONIC CAD FILES. THE RECORD DRAWINGS SHOULD AT LEAST INCLUDE THE FOLLOWING INFORMATION: AS-BUILT DETENTION CONTOURS, ELEVATIONS (INCLUDING DETENTION BASIN TOP OF BERM AND OVERFLOW WEIR GRADES) AND VOLUME (VERIFIED, SIGNED, & SEALED BY A PROFESSIONAL ENGINEER (PE) OR PROFESSIONAL LAND SURVEYOR (PLS)); ELEVATION, AND LOCATION (TIES TO TWO POINTS) OF ALL NEW STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINESSTOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), ALL STORM/SANITARY SEWER STRUCTURES (INCLUDING INVERTS AND PIPE SIZES), ALL PIPES (LOCATIONS, SLOPES, LENGTHS, ETC.), OUTLET CONTROL STRUCTURES (INCLUDING RESTRICTOR SIZES AND ELEVATIONS PLUS TOP OF WALL) AND ABANDONED WATER OR SANITARY SERVICE LINES. DETAILED TOPOGRAPHIC SURVEY OF ALL HIGH POINTS, LOW POINTS, CHANGE OF SLOPE INCLUDING GUTTER GRADES, TOP OF CURB GRADES, PAVEMENT GRADES, SIDEWALK GRADES, RAMP GRADES, ETC. TO VERIFY POSITIVE DRAINAGE. ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS. WITHIN DETENTION/BMP AREAS: FOR VERIFICATION OF DETENTION VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-7, THE CONTRACTOR SHALL PROVIDE ENGINEER WITH A CERTIFIED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-7 AGGREGATE.



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SPECIAL USE APPLICATION 02-17-2023

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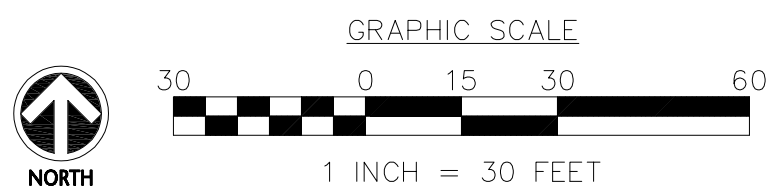
ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

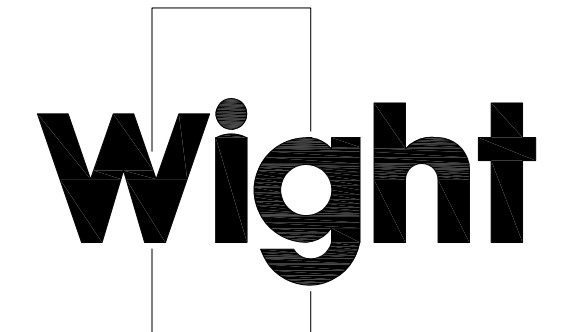
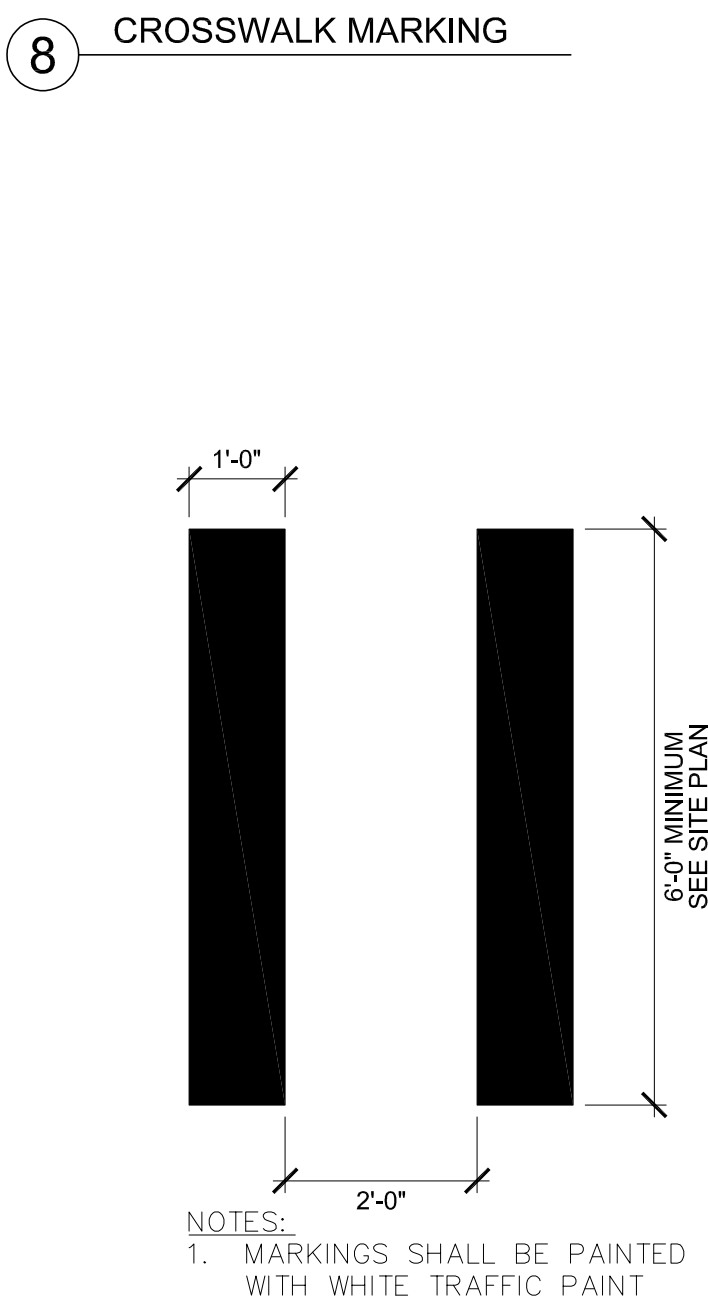
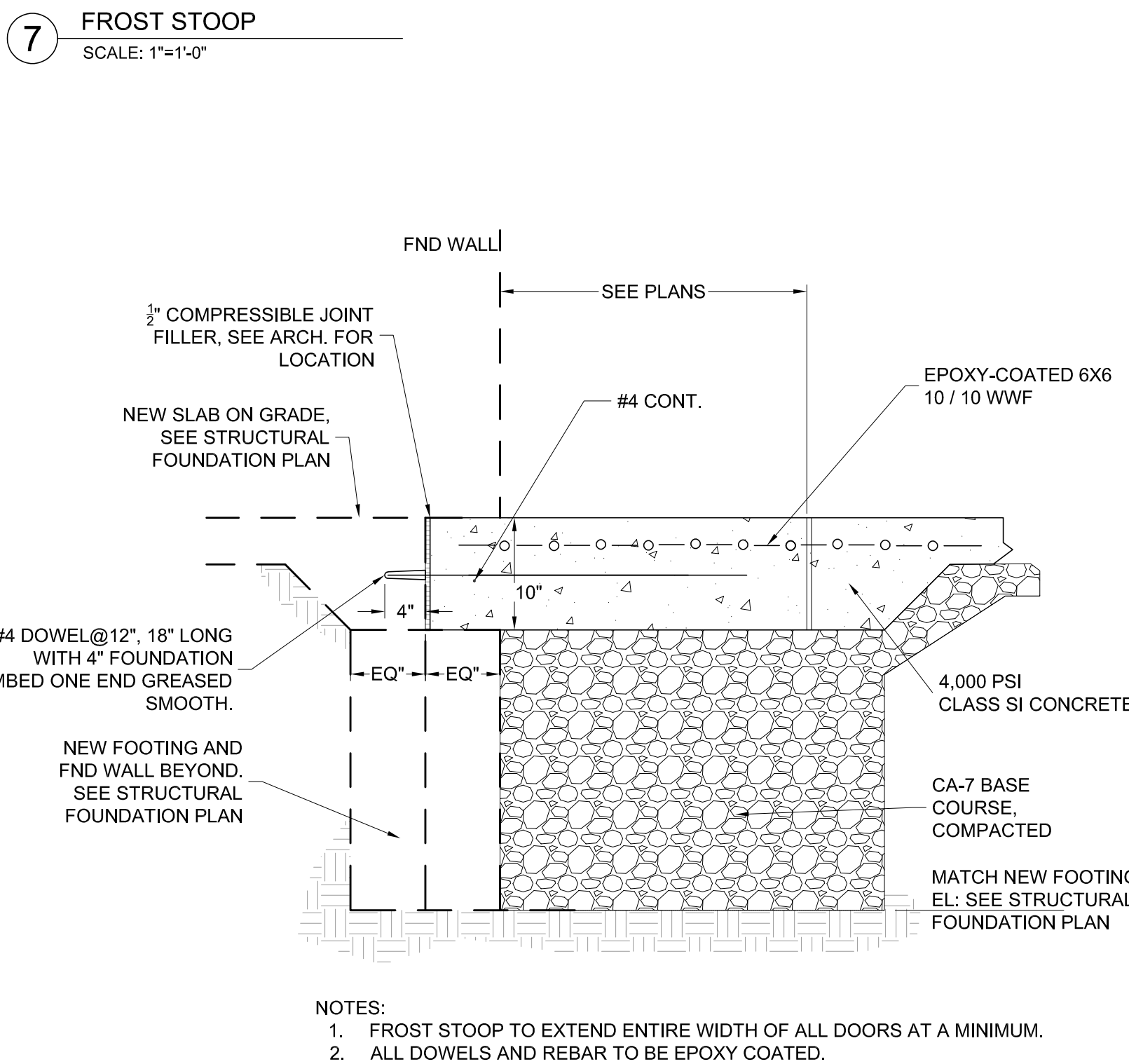
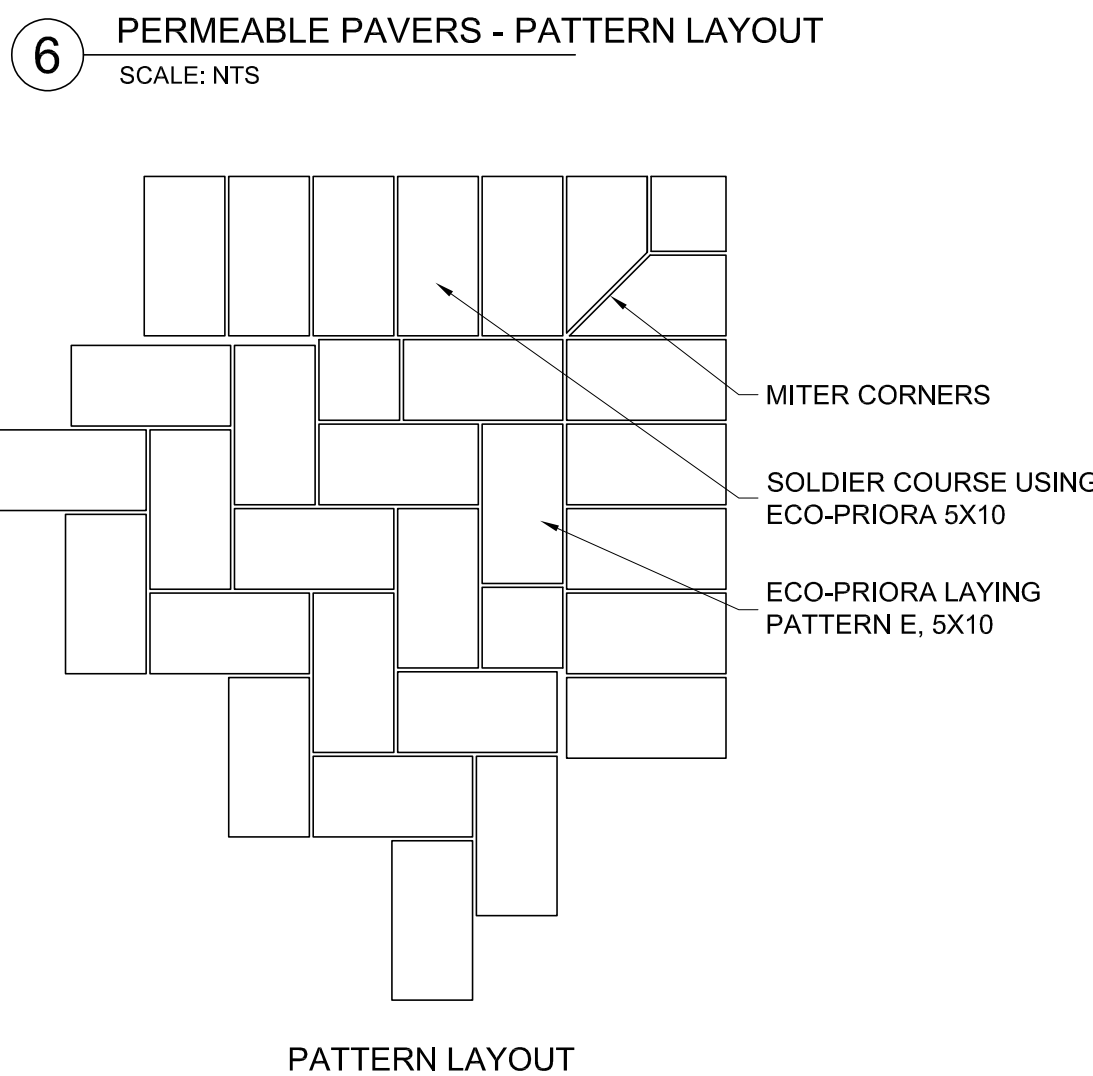
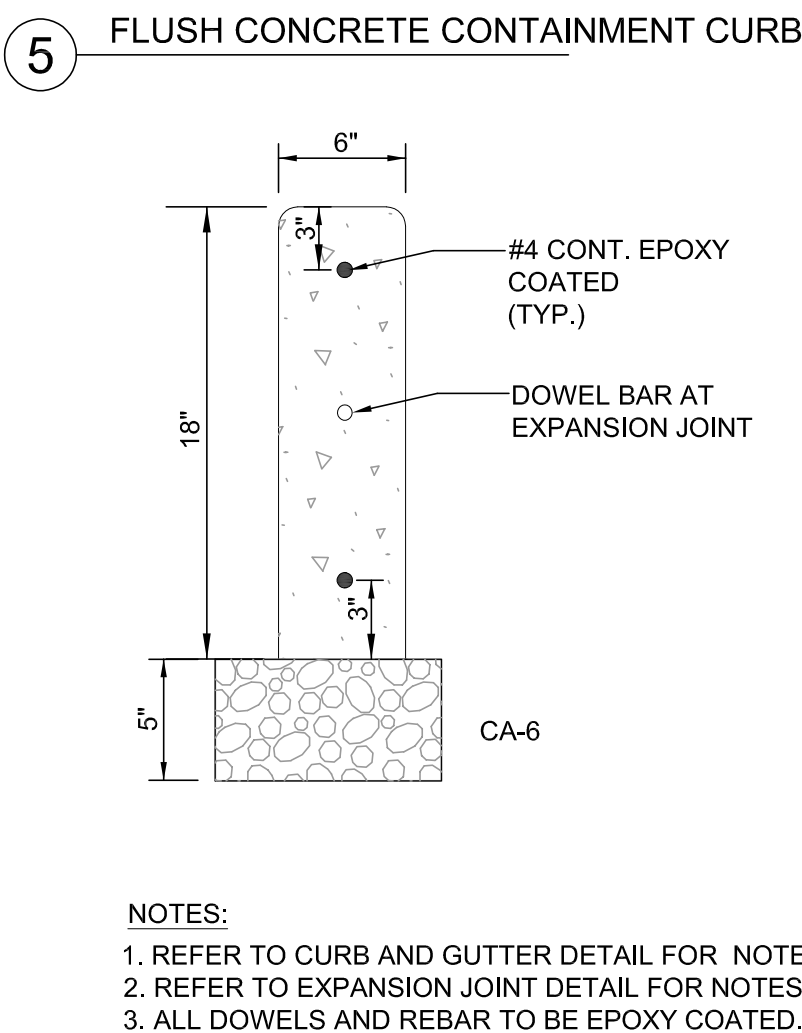
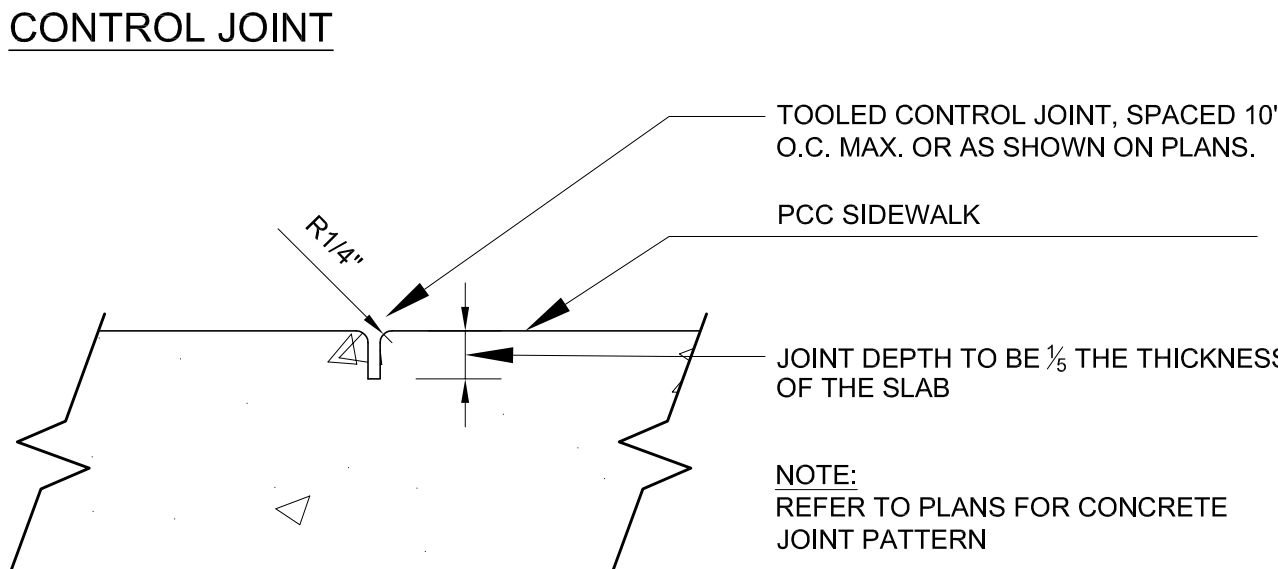
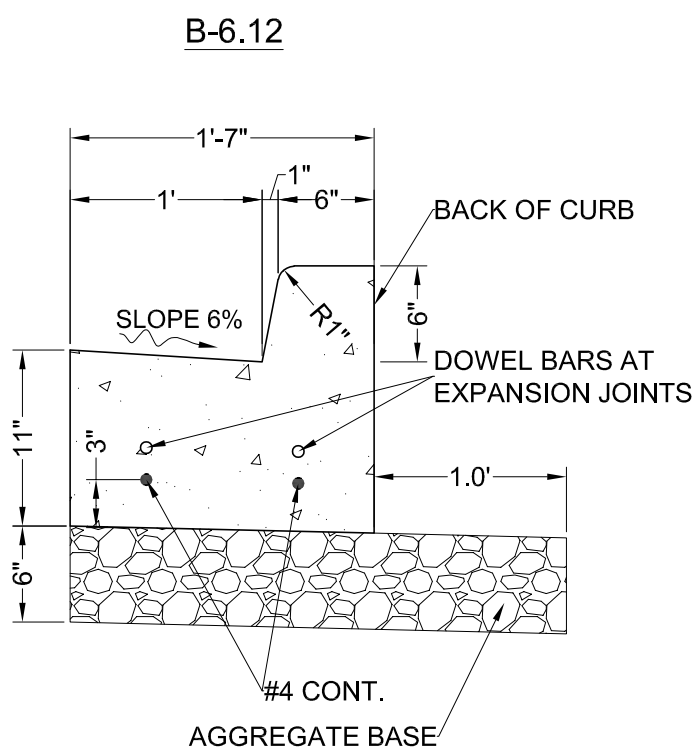
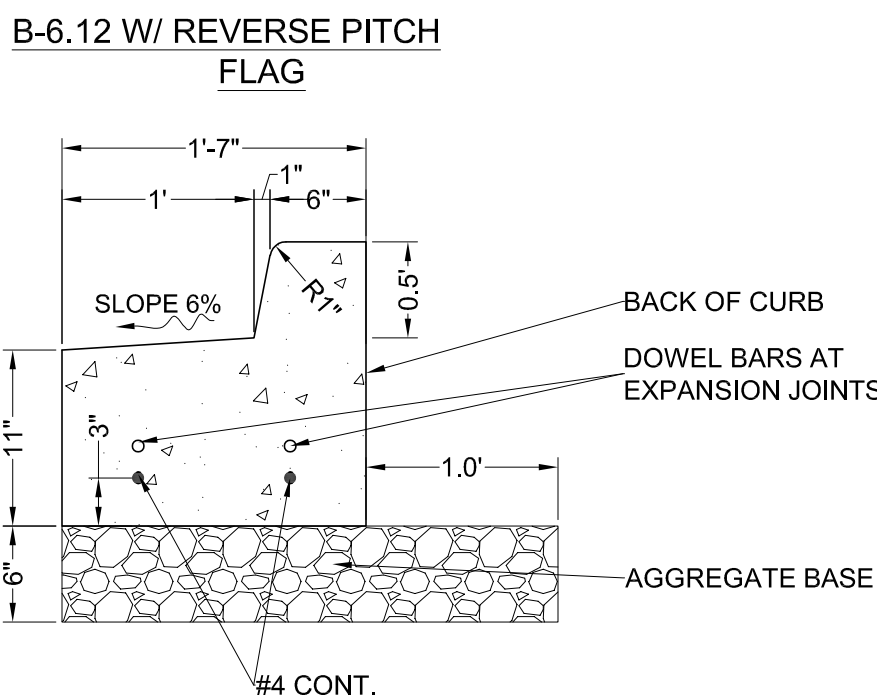
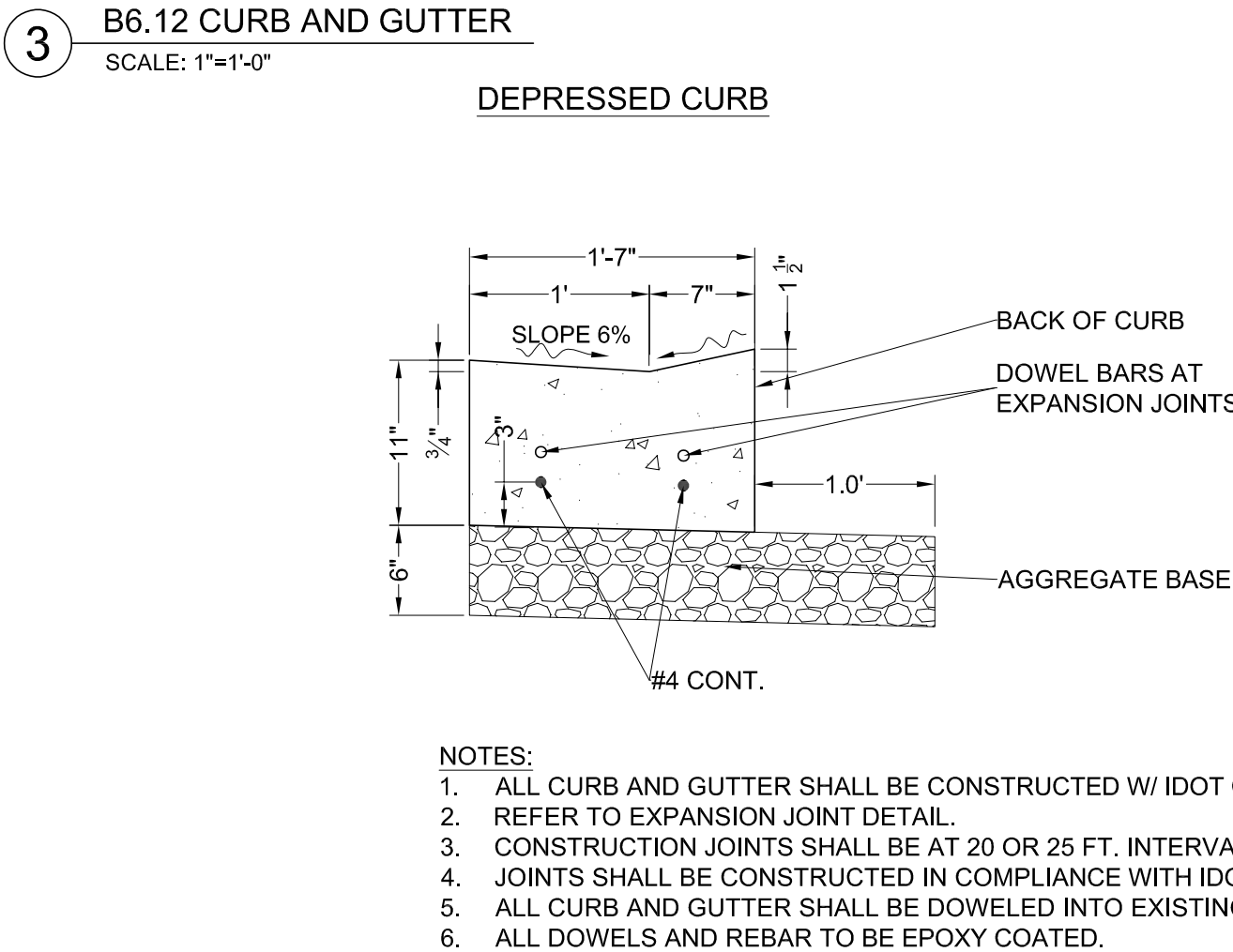
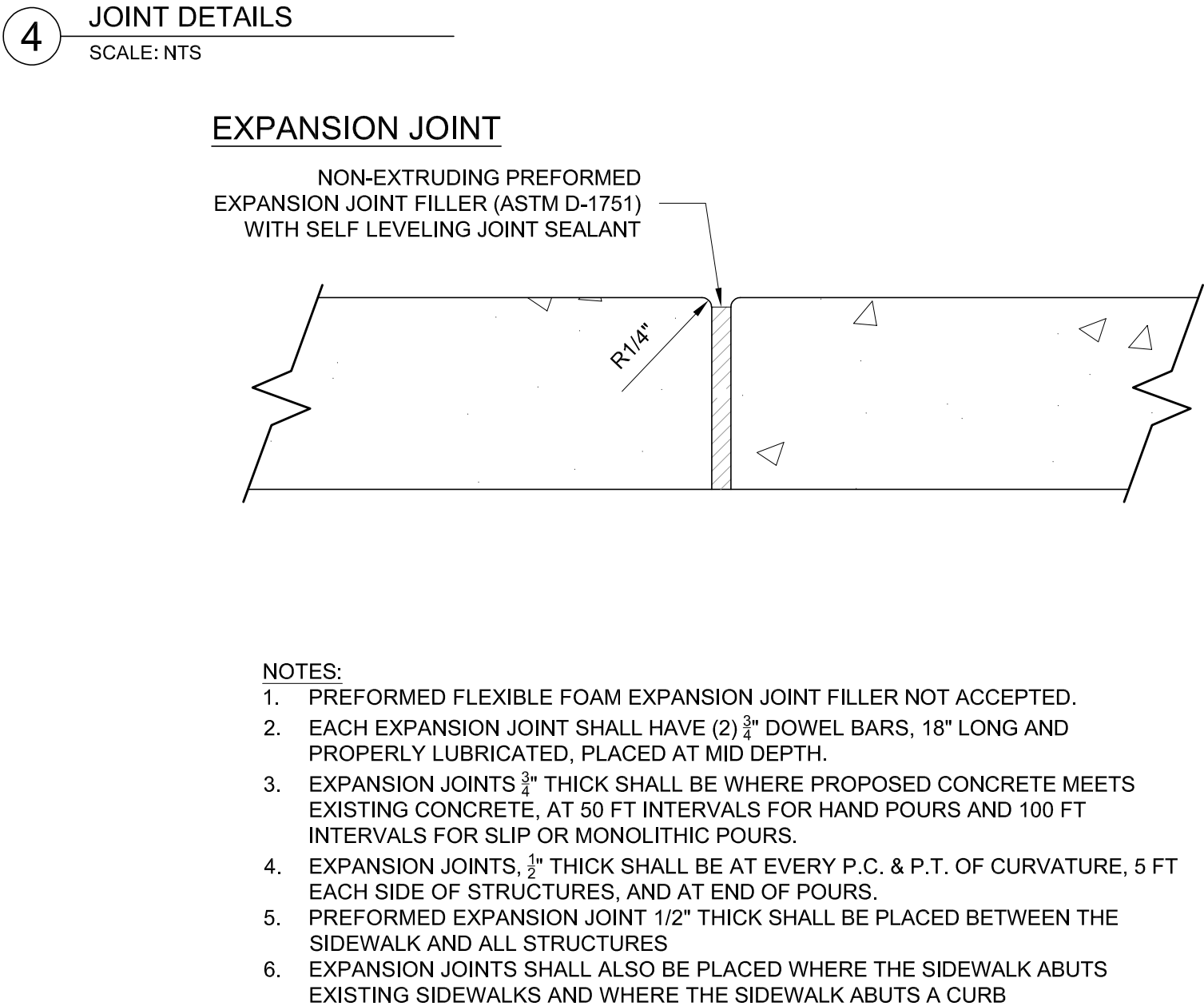
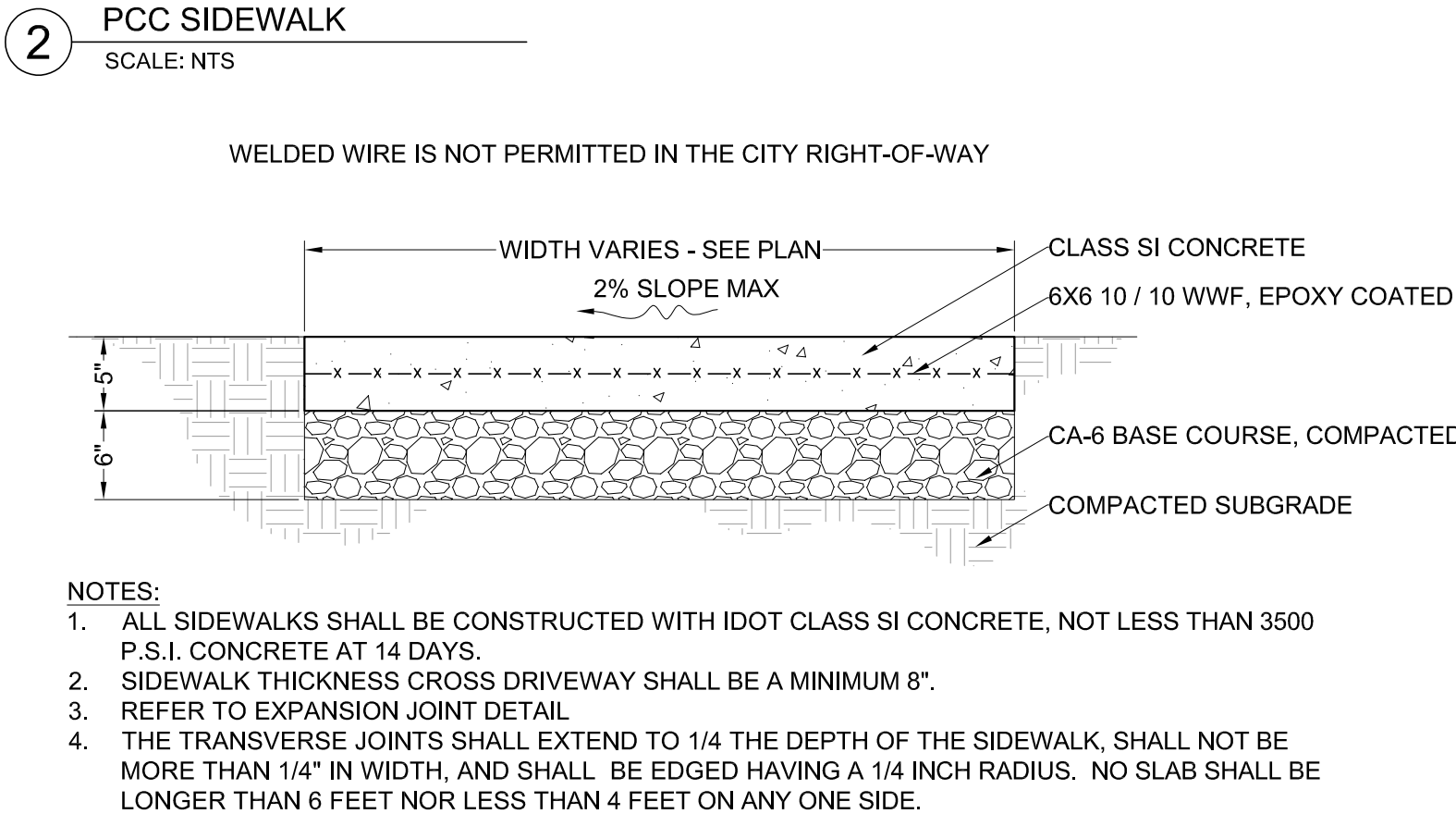
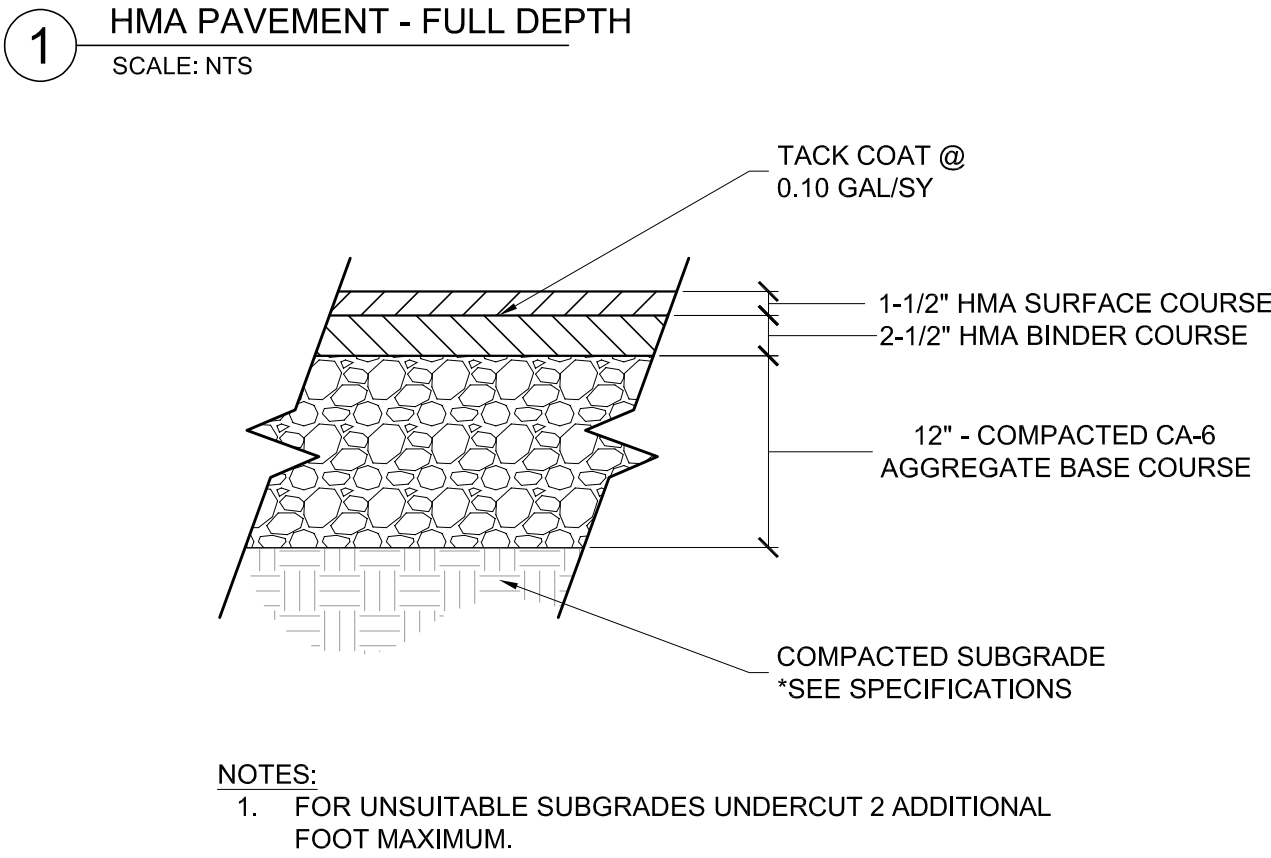
UTILITY PLAN

Project Number:
220194
Drawn By:
EN
Sheet:

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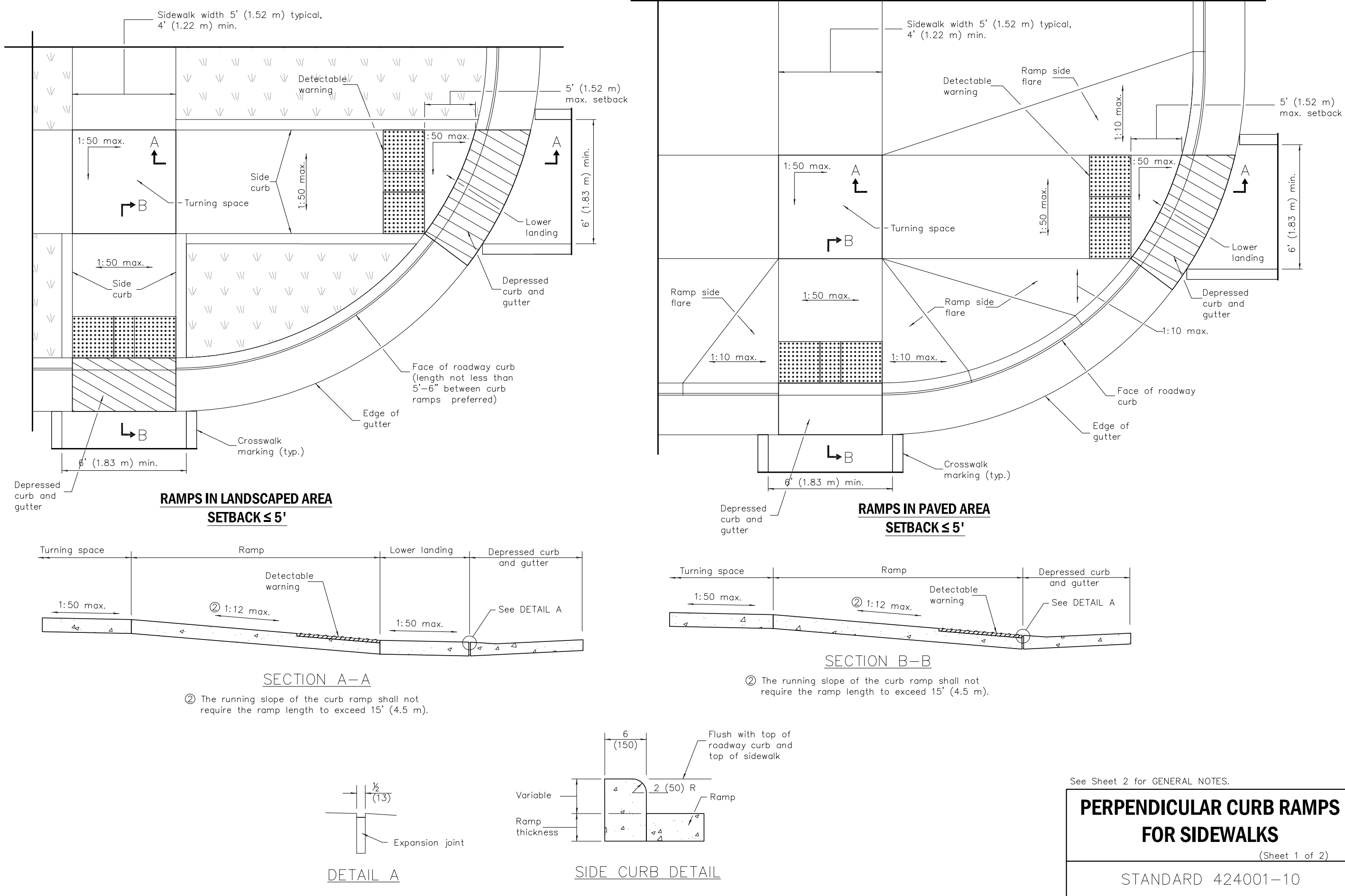
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Project Number:
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Drawn By:
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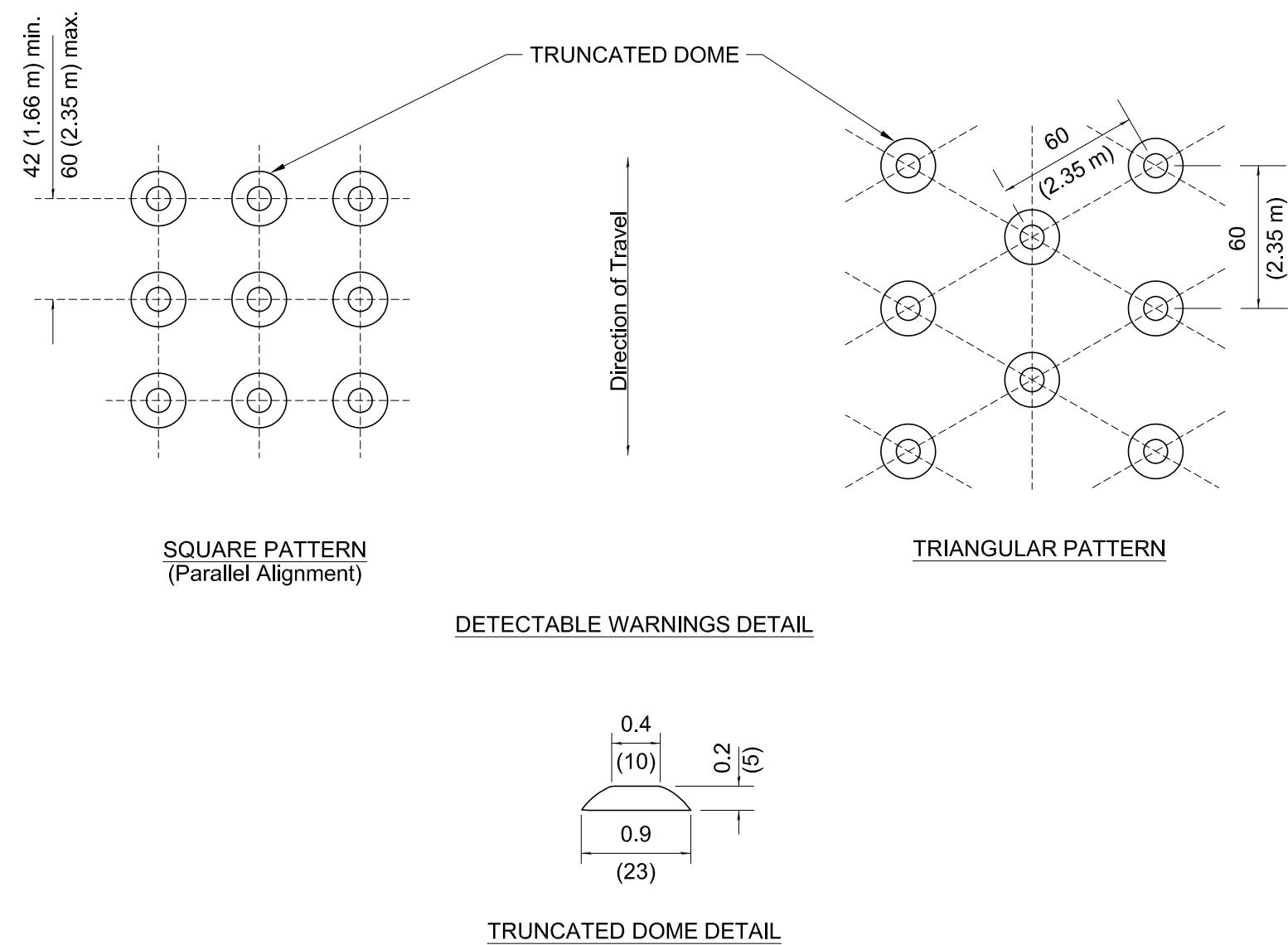
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1 IDOT PERPENDICULAR CURB RAMPS FOR SIDEWALKS



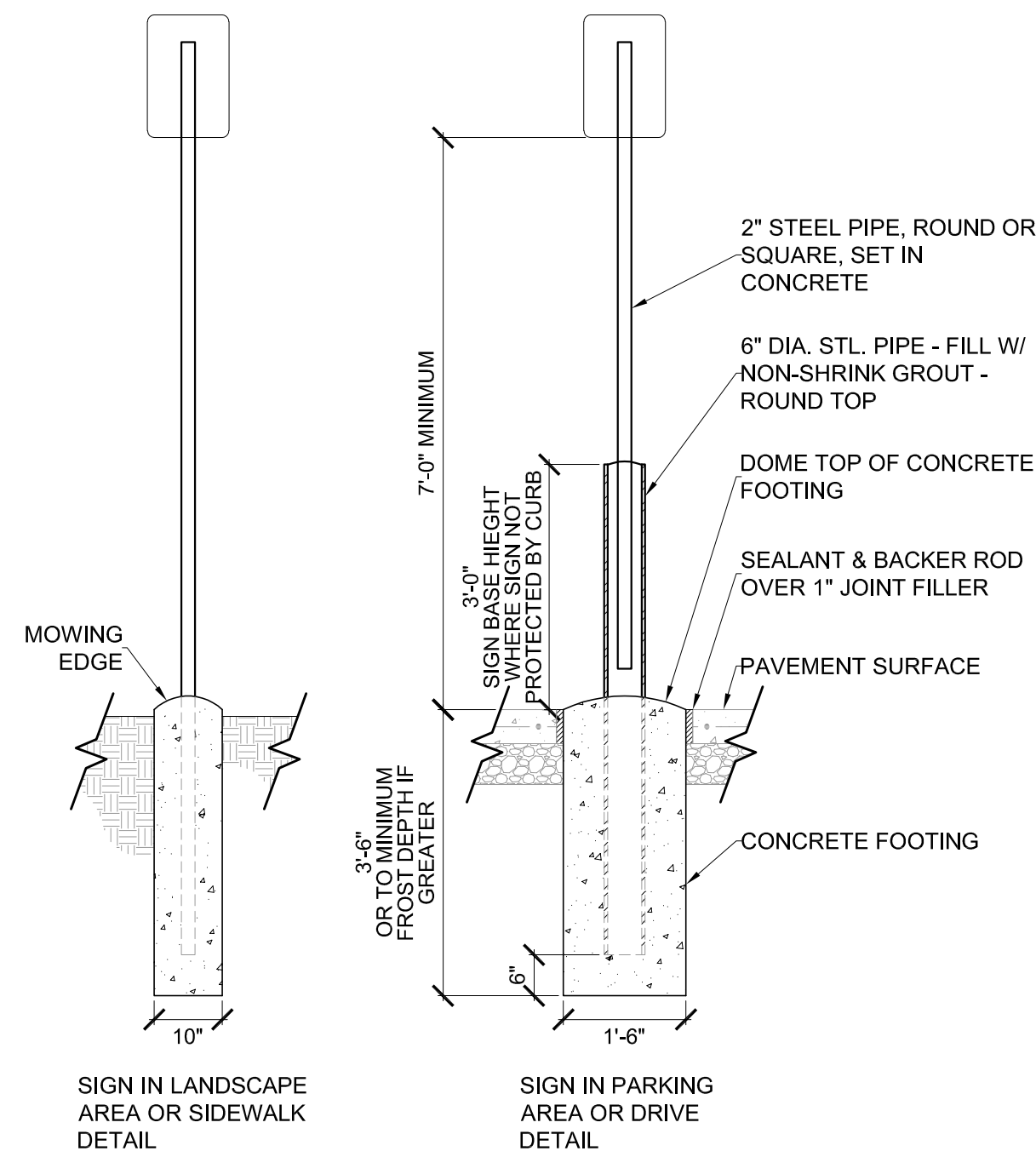
2 DETECTABLE WARNING

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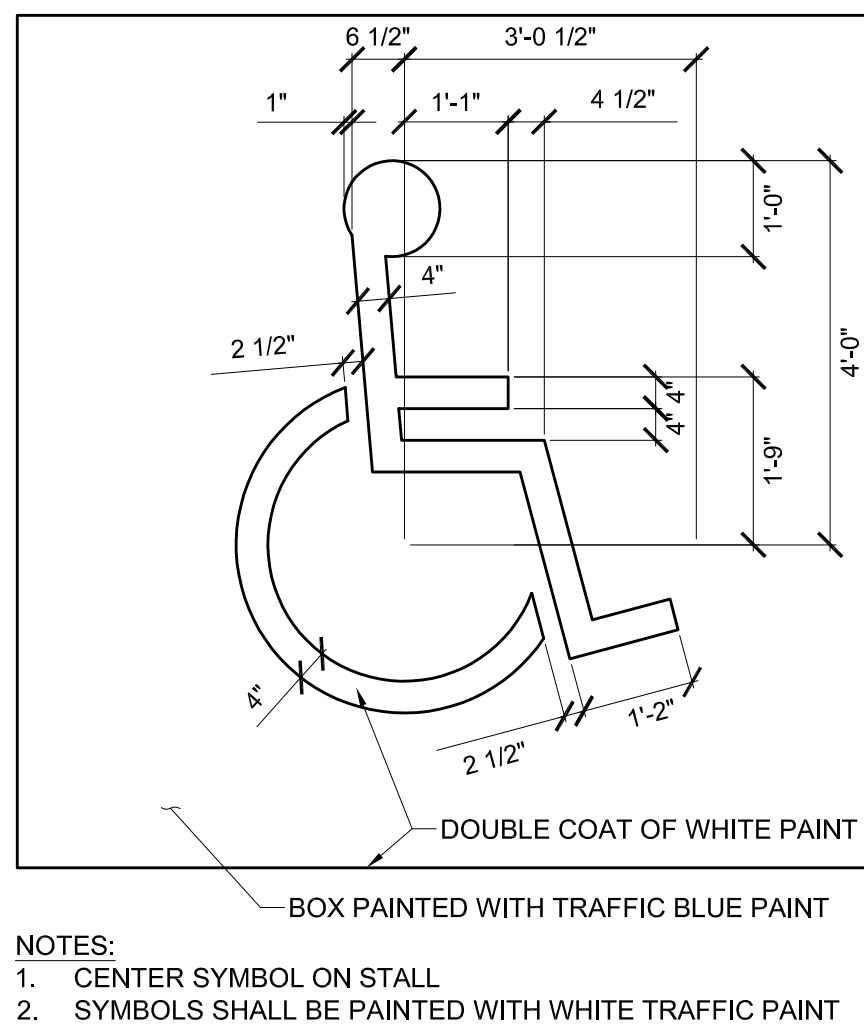
3 SIGN POST FOOTING

SCALE: 1/2"=1'-0"



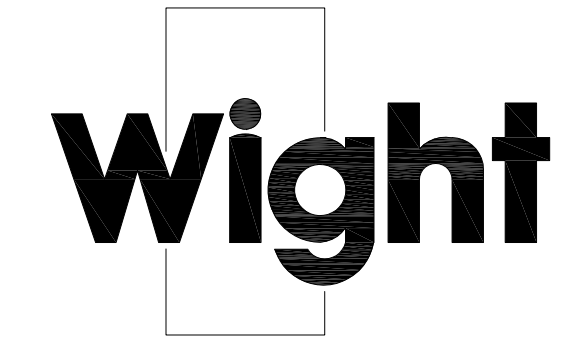
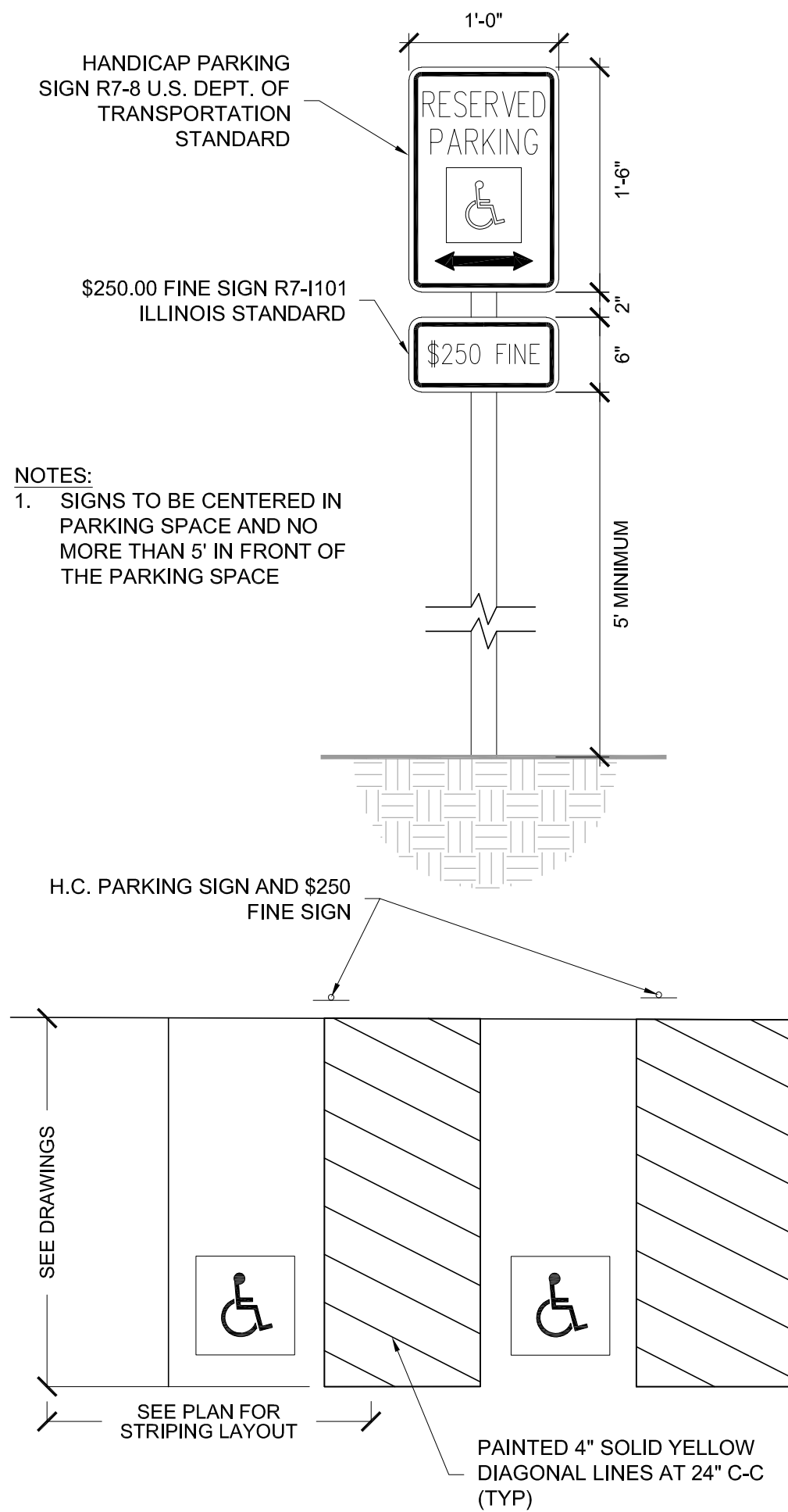
4 ADA PARKING SYMBOL

SCALE: 1"=1'-0"



5 TYPICAL ADA PARKING SPACE AND SIGNAGE

SCALE: 1"=1'-0"



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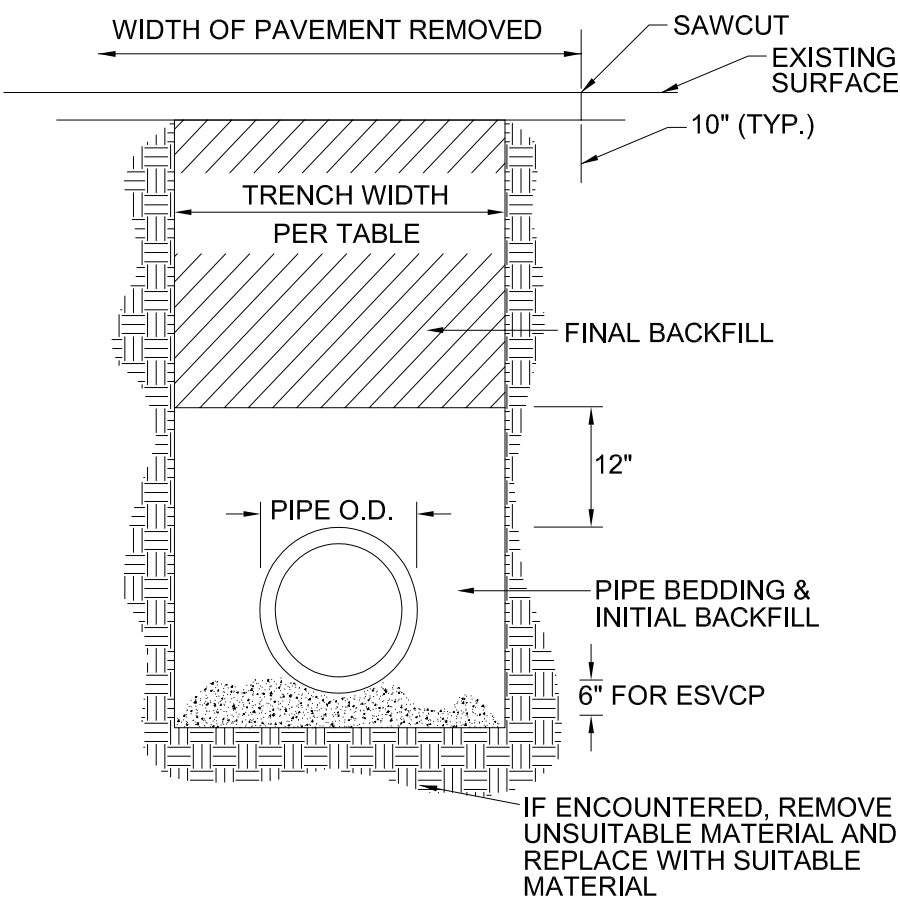
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1 UTILITY TRENCH
SCALE: NTS



TRENCH WIDTH - MINIMUM TO COMPLY WITH OSHA SAFETY STANDARDS

ALLOWABLE TRENCH WIDTH	
PIPE SIZE	MAXIMUM TRENCH WIDTH
6"	3'-2"
8"	3'-2"
10"	3'-2"
12"	3'-4"
15"	3'-6"
18"	3'-8"
21"	4'-4"
24"	4'-8"

PIPE BEDDING AND INITIAL BACKFILL

FOR PVC AND HDPE, CRUSHED STONE (IDOT CA-11) TO 1 FOOT OVER PIPE. FOR RCP & DIP, CA-11 TO SPRING LINE. PLACE IN MAXIMUM 6" LIFTS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY PER AASHTO T-99.

FINAL BACKFILL

IN PAVEMENT AREAS AND WHERE TRENCH FALLS WITHIN A 1 TO 1 SLOPE EXTENDED FROM THE EDGE OF THE PAVEMENT, MATERIAL SHALL BE TRENCH-BACKFILL (FA-6 PER I.D.O.T. SPECS.) COMPACTED TO 95% STANDARD PROCTOR DENSITY PER AASHTO T-99.

IN AREAS WHERE GRASS IS REMOVED AND PARKWAY RESTORATION IS REQUIRED LANDSCAPE FABRIC SHALL BE PLACED BETWEEN THE BACKFILLED MATERIAL AND THE REQUIRED TOPSOIL AS DIRECTED BY THE MUNICIPAL DIRECTOR OF PUBLIC WORKS.

IN LANDSCAPE AREAS MATERIAL SHALL BE SELECT, EXCAVATED MATERIAL, FREE OF ROCKS AND DEBRIS COMPACTED TO 85% STANDARD PROCTOR DENSITY PER AASHTO T-99. (REFER TO SPECIFICATIONS FOR TYPE E FILL)

UTILITY CROSSINGS

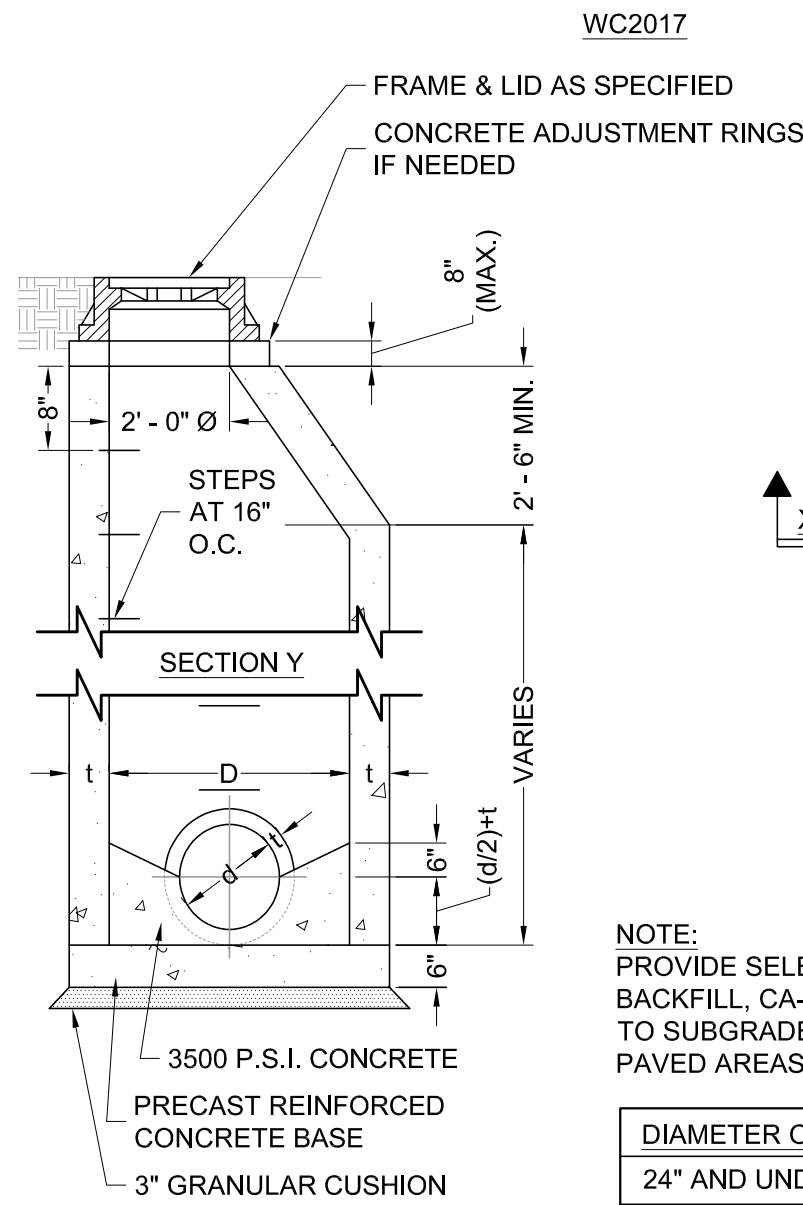
AT UTILITY CROSSINGS, INSTALL TRENCH BACKFILL, AS ABOVE, FROM THE PIPE BEDDING TO 1 FOOT OVER THE HIGHER PIPE. SUCH A GRANULAR CRADLE SHALL BE CONSTRUCTED REGARDLESS OF WHETHER THE CROSSING OCCURS IN PAVED OR LANDSCAPED AREAS.

WHERE UTILITY CROSSINGS INCLUDE A WATER MAIN, USE CLASS IV COMPACTED SELECT EXCAVATED MATERIAL BETWEEN PIPES AS REQUIRED BY THE STANDARD SPECIFICATIONS FOR SEWER & WATER MAIN CONSTRUCTION IN ILLINOIS, STANDARD DRAWINGS 19 THROUGH 24.

NOTES:

- TRENCH WIDTH - MINIMUM TO COMPLY WITH OSHA SAFETY STANDARDS.
- RESTORATION TO ORIGINAL SURFACE REQUIRED. NO CONCRETE PATCHES ON ASPHALT ROADS.
- CONTRACTORS SHALL ERECT AND MAINTAIN SUFFICIENT AND SUITABLE SIGNS AND BARRICADES DURING AND AFTER CONSTRUCTION FOR TRAFFIC CONTROL.
- STREETS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION WITHIN 72 HOURS FROM THE TIME THE WORK COMMENCED. STREET OPENINGS SHALL BE BACKFILLED WITH APPROVED GRANULAR MATERIAL AND A TEMPORARY PAVEMENT SURFACE OF COMPACTED COLD ASPHALT MATERIAL SHALL BE INSTALLED WITHIN 24 HOURS FROM THE TIME THE WORK COMMENCED.
- A MINIMUM OF 24 HOURS NOTICE MUST BE GIVEN TO THE MUNICIPALITY BEFORE BACKFILLING AND RESTORATION WORK ARE TO COMMENCE.

2 STORM SEWER MANHOLE, TYPE A
SCALE: NTS



NOTE:

PROVIDE SELECT GRANULAR BACKFILL, CA-7, AROUND MANHOLE TO SUBGRADE ELEVATION IN PAVED AREAS

DIAMETER OF MAIN SEWER	D	
24" AND UNDER	4' - 0"	t
24" TO 36" INCLUSIVE	5' - 0"	4"
36" TO 42"	6' - 0"	5"

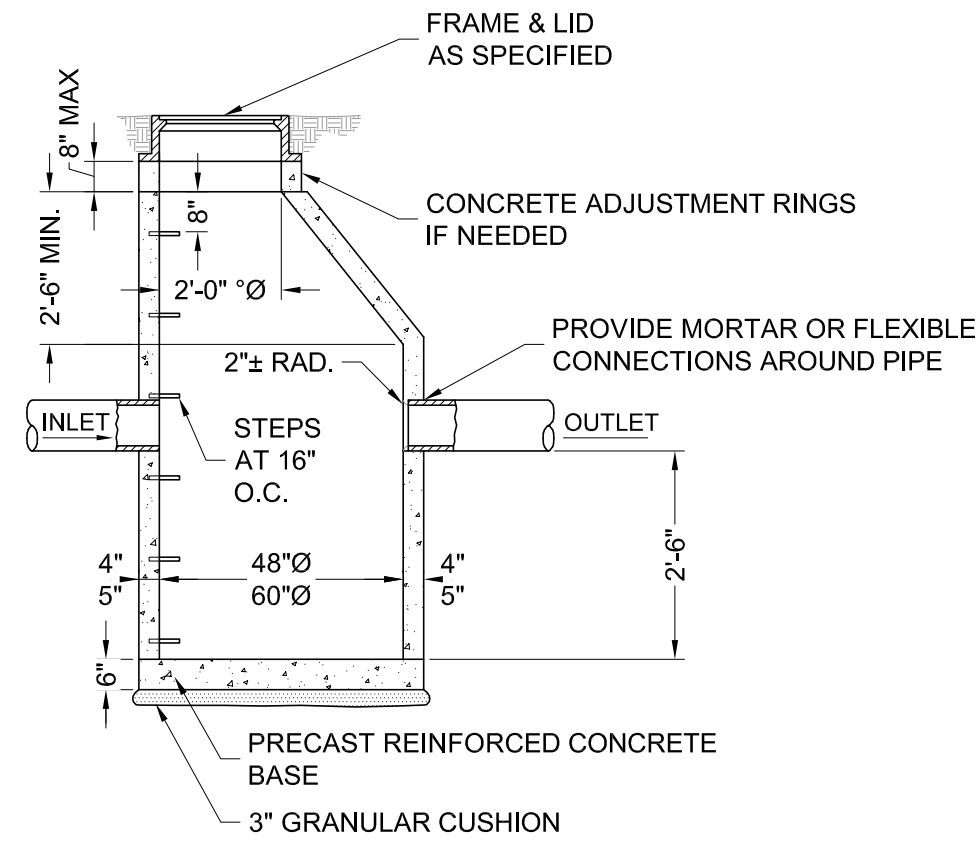
t

4"

5"

6"

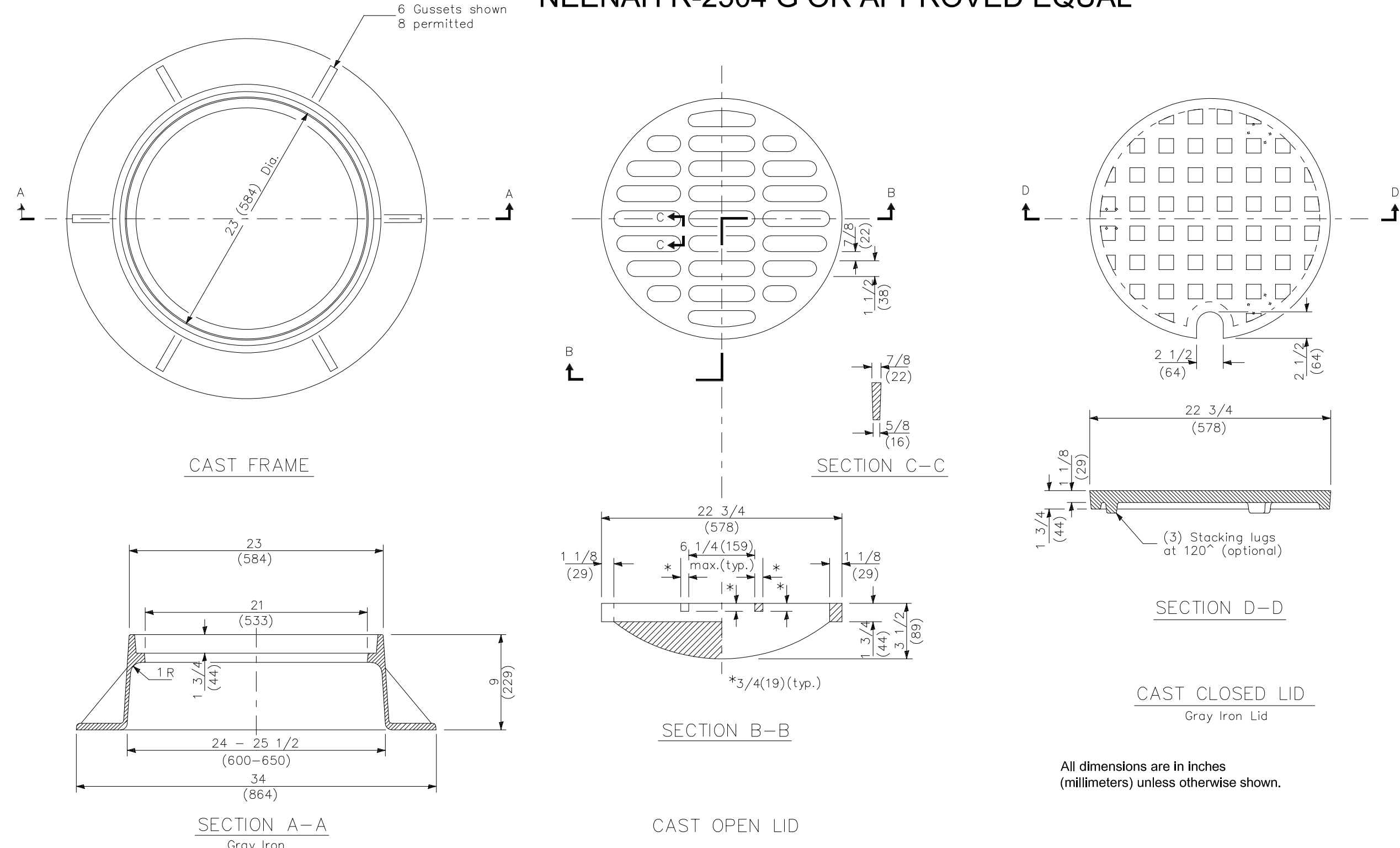
3 STANDARD CATCH BASIN, TYPE A
SCALE: NTS



NOTES:

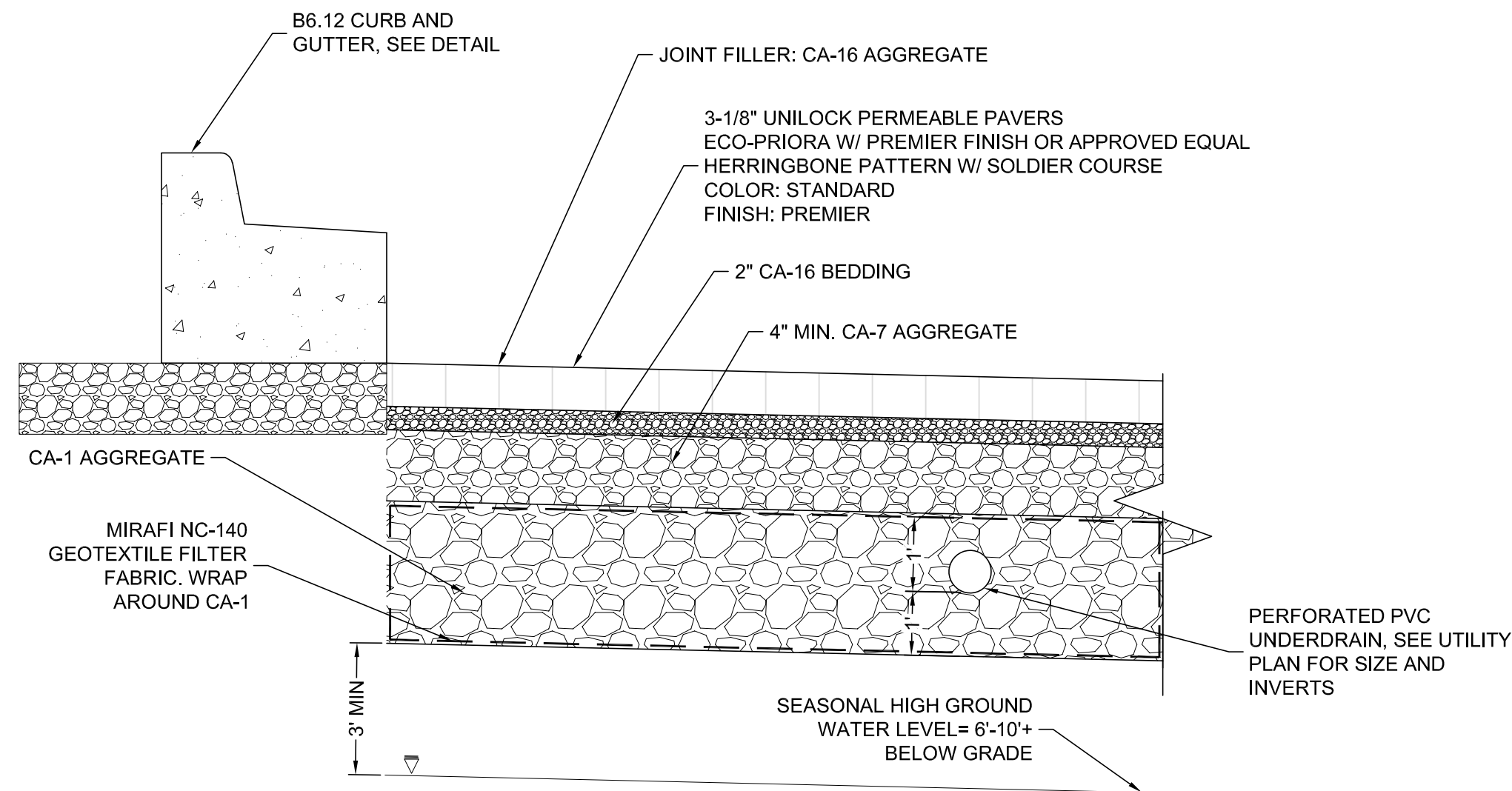
- CATCH BASINS SHALL BE OF PRECAST REINFORCED CONCRETE SECTIONS UNLESS OTHERWISE SPECIFIED.
- PIPE OPENINGS, AS INDICATED ON THE PLANS, SHALL BE CAST INTO THE WALL SECTIONS.
- ALL CATCH BASINS SHALL BE CONSTRUCTED WITH A PRECAST REINFORCED CONCRETE BASE.
- ALL JOINTS BETWEEN PRECAST RISER, TOP SLAB SECTIONS, ADJUSTMENT RINGS AND CASTINGS SHALL BE SEALED WITH A BITUMASTIC MATERIAL.
- MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS.
- STEPS SHALL BE IMBEDDED INTO THE WALL A MINIMUM OF 4" AND SHALL NOT BE EXTENDED ON THE OUTSIDE.
- FRAME AND LID CASTING SHALL BE AS SPECIFIED ON THE PLANS.
- THE CONTRACT UNIT PRICE FOR CATCH BASINS SHALL INCLUDE THE FRAME AND LID, STEPS AND THE GRANULAR CUSHION.
- WHERE A FLAT TOP IS REQUIRED, IT SHALL BE PRECAST AND CONFORM TO IDOT STANDARDS.

4 FRAME AND LIDS TYPE 1



All dimensions are in inches (millimeters) unless otherwise shown.

5 BMP #1 - PERMEABLE PAVERS



BMP #	BMP TYPE	SURFACE AREA (SF)	AGGREGATE DEPTH (FT)	AGGREGATE VOLUME (36%)	TOTAL VOLUME PROVIDED (CF)
1	PERMEABLE PAVER	15,358	1.00	5,528	5,528
TOTAL VOLUME PROVIDED					5,528

REQUIRED BMP = 21,202 *1,25/12 = 2,209 CF

AS-BUILT NOTE FOR PERMEABLE PAVERS:
WITHIN BMP AREAS: FOR VERIFICATION OF BMP VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-1. THE CONTRACTOR SHALL PROVIDE ENGINEER WITH A CERTIFIED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-1 AGGREGATE.



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SPECIAL USE APPLICATION 02-17-2023
REV DESCRIPTION DATE

ACKERMAN CENTER
ADDITION &
RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

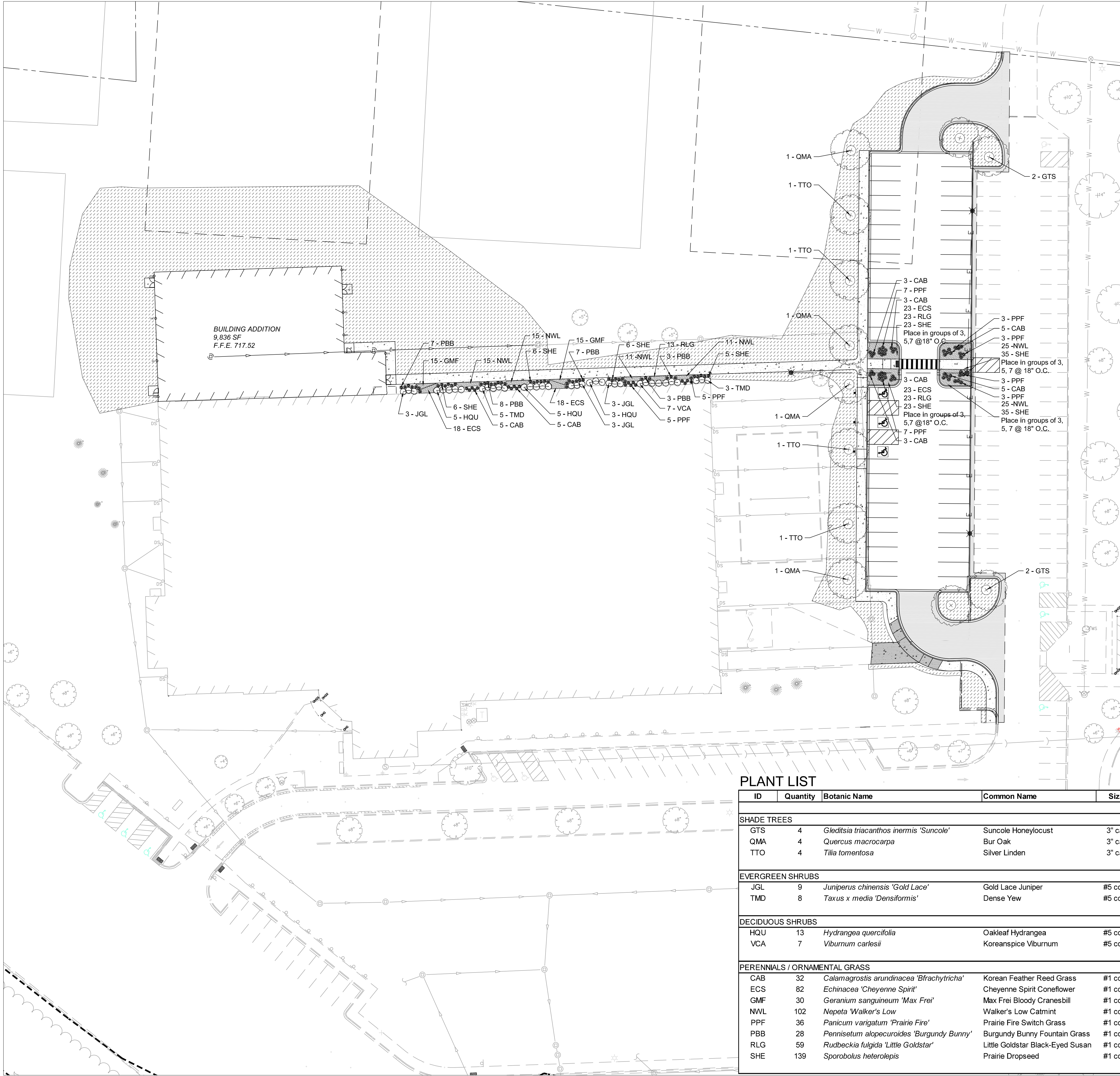
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Project Number:
220194
Drawn By:
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Sheet:

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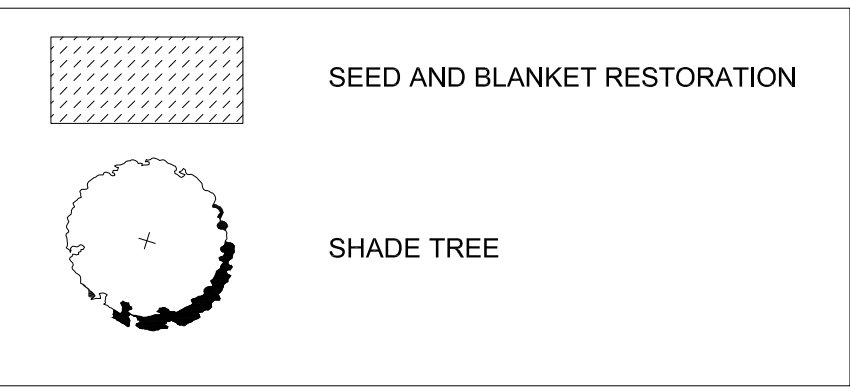
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PLANT LIST

ID	Quantity	Botanic Name	Common Name	Size	Root	Spacing
SHADE TREES						
GTS	4	<i>Gleditsia triacanthos inermis</i> 'Suncole'	Suncole Honeylocust	3" cal.	B&B	As shown
QMA	4	<i>Quercus macrocarpa</i>	Bur Oak	3" cal.	B&B	As shown
TTO	4	<i>Tilia tomentosa</i>	Silver Linden	3" cal.	B&B	As shown
EVERGREEN SHRUBS						
JGL	9	<i>Juniperus chinensis</i> 'Gold Lace'	Gold Lace Juniper	#5 cont.		As shown
TMD	8	<i>Taxus x media</i> 'Densiformis'	Dense Yew	#5 cont.		As shown
DECIDUOUS SHRUBS						
HQU	13	<i>Hydrangea quercifolia</i>	Oakleaf Hydrangea	#5 cont.		As shown
VCA	7	<i>Viburnum carlesii</i>	Koreanspice Viburnum	#5 cont.		As shown
PERENNIALS / ORNAMENTAL GRASS						
CAB	32	<i>Calamagrostis arundinacea</i> 'Brachytricha'	Korean Feather Reed Grass	#1 cont.		18" O.C.
ECS	82	<i>Echinacea</i> 'Cheyenne Spirit'	Cheyenne Spirit Coneflower	#1 cont.		18" O.C.
GMF	30	<i>Geranium sanguineum</i> 'Max Frei'	Max Frei Bloody Cranesbill	#1 cont.		18" O.C.
NWL	102	<i>Nepeta</i> 'Walker's Low'	Walker's Low Catmint	#1 cont.		18" O.C.
PPF	36	<i>Panicum variegatum</i> 'Prairie Fire'	Prairie Fire Switch Grass	#1 cont.		18" O.C.
PBB	28	<i>Pennisetum alopecuroides</i> 'Burgundy Bunny'	Burgundy Bunny Fountain Grass	#1 cont.		18" O.C.
RLG	59	<i>Rudbeckia fulgida</i> 'Little Goldstar'	Little Goldstar Black-Eyed Susan	#1 cont.		18" O.C.
SHE	139	<i>Sporobolus heterolepis</i>	Prairie Dropseed	#1 cont.		18" O.C.

LEGEND



LANDSCAPE NOTES:

- SEED AND BLANKET LIMIT LINE IS APPROXIMATE. RESTORE TO LIMITS OF DISTURBANCE. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 6" DEPTH), FERTILIZER, SEED AND BLANKET AS SHOWN. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION, OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.
- ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 10" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.
- THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES NOT SHOWN ON THE PLANS TO BE SAVED FROM DAMAGE DUE TO THEIR OPERATIONS. CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING AS SHOWN ON PLANS AND DETAILS PRIOR TO BEGINNING WORK.
- THE CONTRACTOR WILL MAKE NO SUBSTITUTIONS WITHOUT PRIOR WRITTEN CONSENT BY THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL SUBMIT ANY SUBSTITUTIONS IN WRITING TO THE LANDSCAPE ARCHITECT.
- ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERY STOCK" AND AS DETAILED ON THESE DRAWINGS. DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
- ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHREDDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.
- TREES PLACED IN TURF AREAS WILL HAVE 6" DIA. MULCH RING WITH 3" DEEP SPADE CUT EDGE.
- ALL BEDLINES SHALL BE SPADE CUT TO A MIN. DEPTH OF 3". CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED.
- EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED AND REMOVED.
- ALL PERENNIAL & SHRUB BEDS TO HAVE AMENDED TOPSOIL. 2" MINIMUM ORGANIC MATTER SHALL BE TILLED INTO THE TOP 10" OF TOPSOIL, THOROUGHLY TILL TO BREAK UP CLUMPS AND SPREAD EVENLY OVER SURFACE.
- TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.
- TREES SHALL BE INSTALLED A MINIMUM OF 5' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.
- TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM UTILITY STRUCTURES AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO MANHOLES, VALVE VAULTS, VALVE BOXES, AND FIRE HYDRANTS.
- ANY AREA COMPACTED BY CONSTRUCTION TRAFFIC SHALL BE TILLED OR RESTORED TO ALLOW FOR SUITABLE PLANTING CONDITIONS.
- THE CROWNS AND ROOTS OF TREES WHICH ARE TO BE PRESERVED IN THE PROJECT AREA, BUT WHICH COULD BE NEGATIVELY AFFECTED DURING THE CONSTRUCTION PROCESS, SHALL BE PRUNED BY A QUALIFIED ARBORIST ACCORDING TO THE TREE PRUNING STANDARDS SET BY ANSI 2100 CODE.



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Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

SPECIAL USE APPLICATION 02-17-2023

REV DESCRIPTION DATE

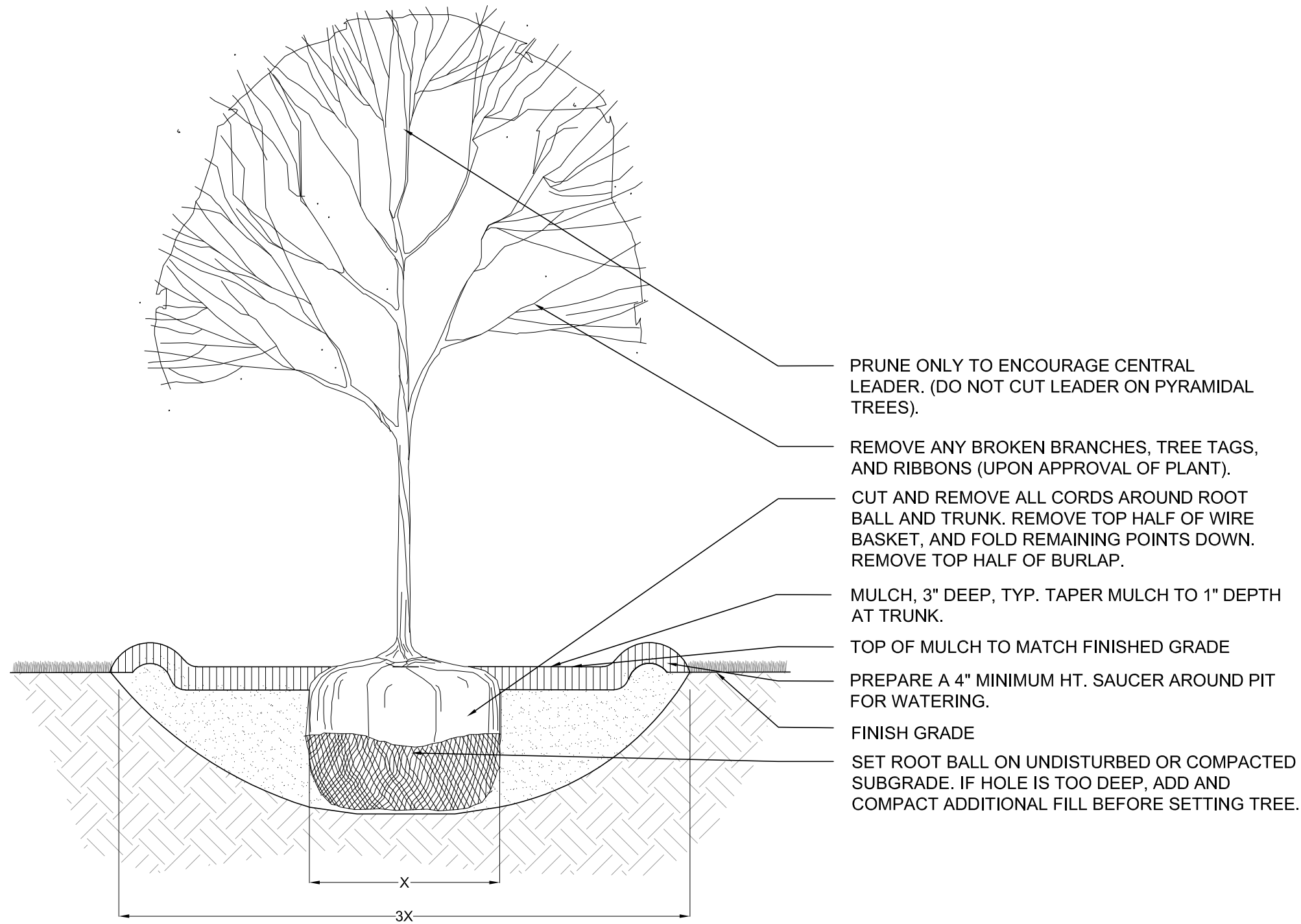
ACKERMAN CENTER
ADDITION &
RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

LANDSCAPE PLAN

Project Number:
220194
Drawn By:
PK/DW
Sheet:

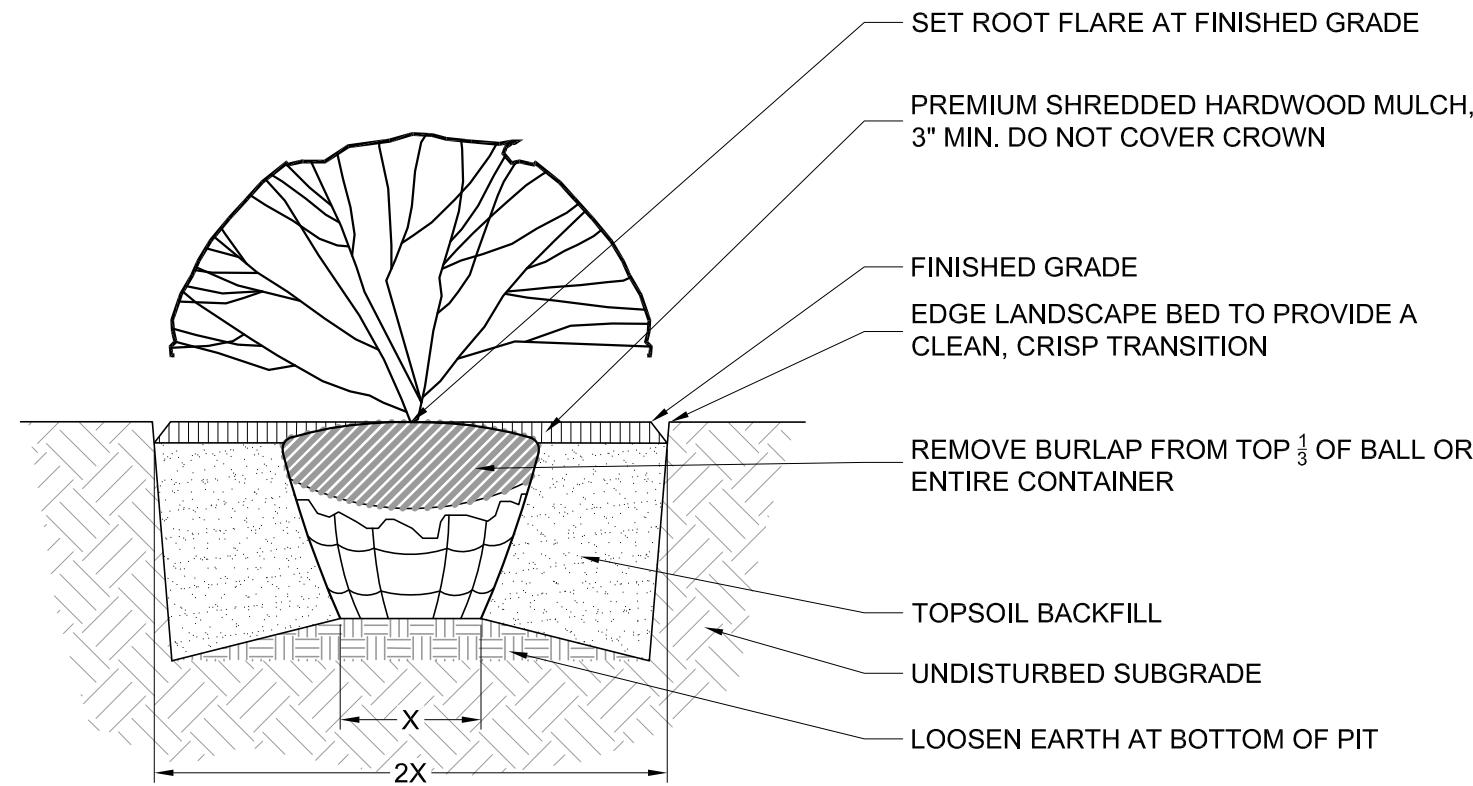
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- NOTES:
1. PRUNE TO THIN AND SHAPE TREE CANOPY PER SPECIFICATIONS
 2. APPLY STAKES AND/ OR GUYS ONLY AS INDICATED IN THE PLANS OR AS DIRECTED BY THE LANDSCAPE ARCHITECT
 3. AVOID PLACING SOIL ON TOP OF THE ROOT BALL. MAINTAIN EXPOSURE OF ROOT FLARE. IF ROOT FLARE IS NOT EXPOSED, CAREFULLY REMOVE EXCESS SOIL. SET ROOT BALL SO THAT BASE OF ROOT FLARE IS 3'-6" HIGHER THAN ADJACENT FINISH GRADE (ROOT FLARE IS TYPICALLY 6" BELOW BUD GRAFT UNION ON GRAFTED TREES).
 4. FLARE PLANTING HOLE EDGE SIZE TO BE TWICE AS WIDE AS ROOT BALL. BACKFILL PIT WITH 1/3 AMENDED TOPSOIL AND 2/3 EXCAVATED MATERIAL. REMOVE EXCESS EXCAVATED MATERIAL FROM SITE AND DISPOSE OF LEGALLY.
 5. SET ROOT FLARE AND TOP OF ROOT BALL 2-3" ABOVE FINISHED GRADE - DO NOT BURY WITH MULCH OR TOPSOIL
 6. EDGE TREE MULCH RING TO PROVIDE A CLEAN, CRISP TRANSITION FOR TREES LOCATED OUTSIDE OF LANDSCAPE BEDS. 5' Ø MIN. MULCH RING. DO NOT VOLCANO MULCH OR MOUND IN A SAUCER

1 TREE PLANTING

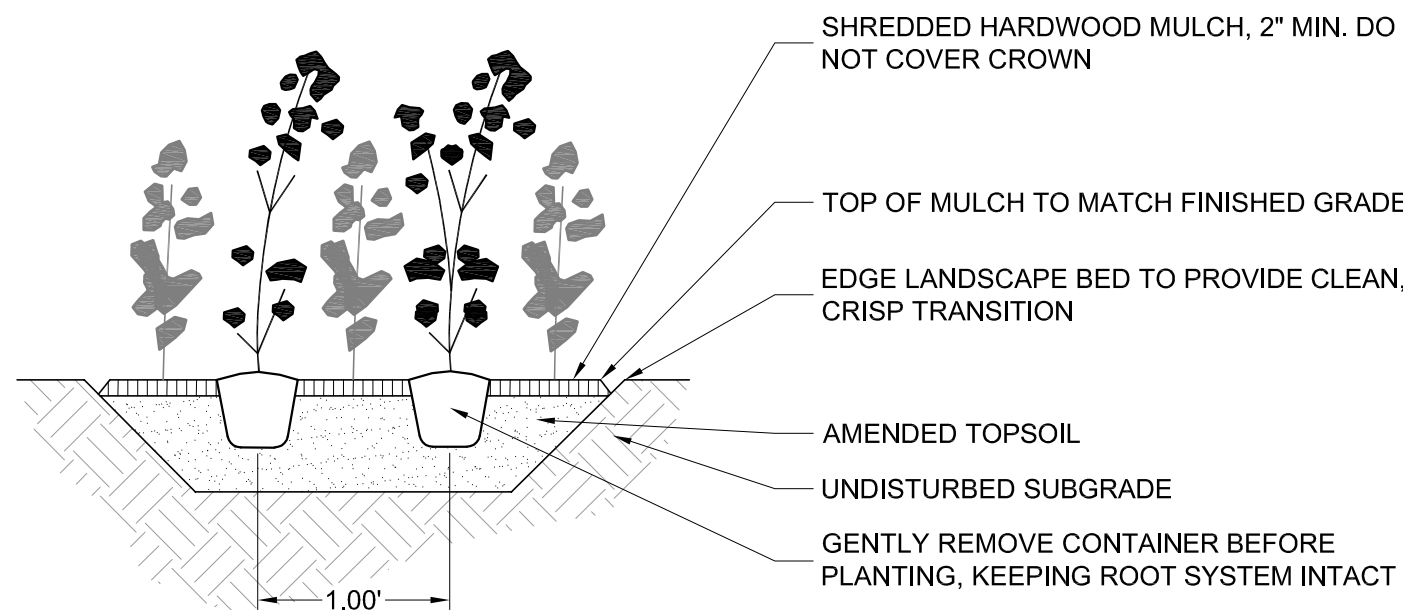
SCALE: 1/2" = 1'-0"



NOTE: TAKE CARE WHEN PLACING HARDWOOD MULCH NOT TO COVER WEEP HOLES

2 SHRUB PLANTING

SCALE: 1/2"=1'-0"



NOTE: TAKE CARE WHEN PLACING HARDWOOD MULCH NOT TO COVER WEEP HOLES

3 PERENNIAL PLANTING

SCALE: 1/2"=1'-0"



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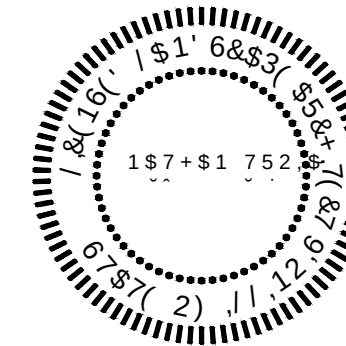
ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

LANDSCAPE DETAILS

Project Number:
220194
Drawn By:
PK/DW
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GLEN ELLYN
PARK DISTRICT

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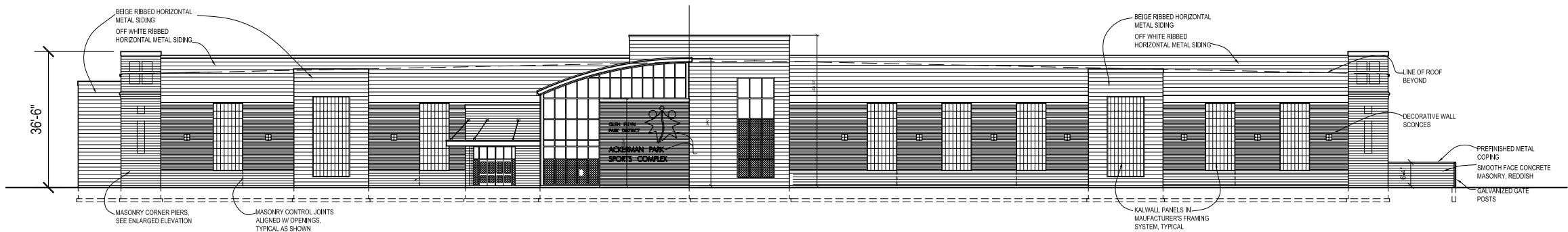
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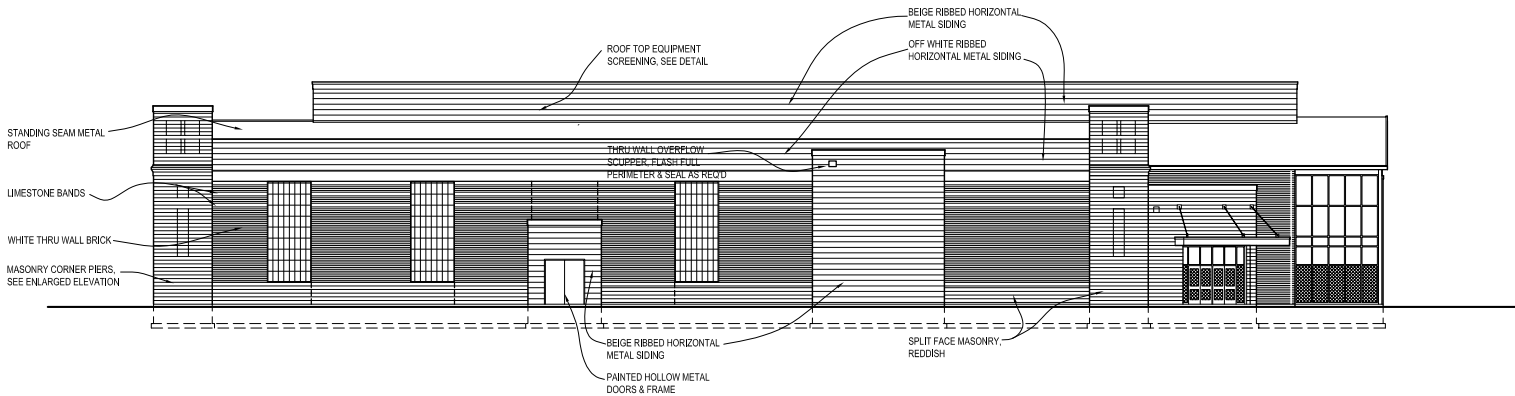
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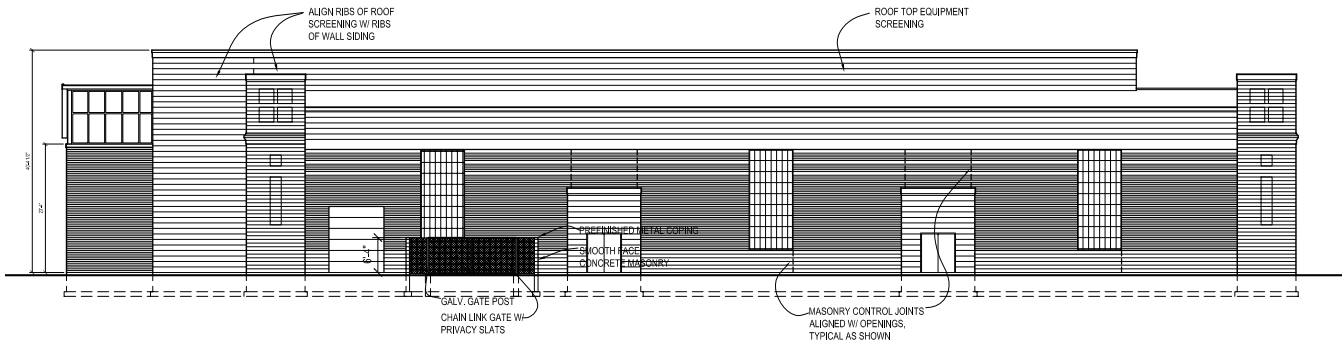
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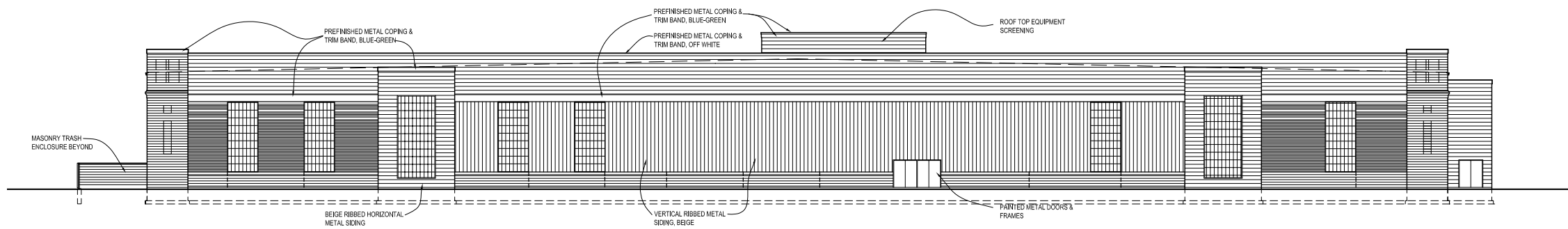
A3 SOUTH ELEVATION
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E3 WEST ELEVATION
SCALE : 1/16" = 1'-0"

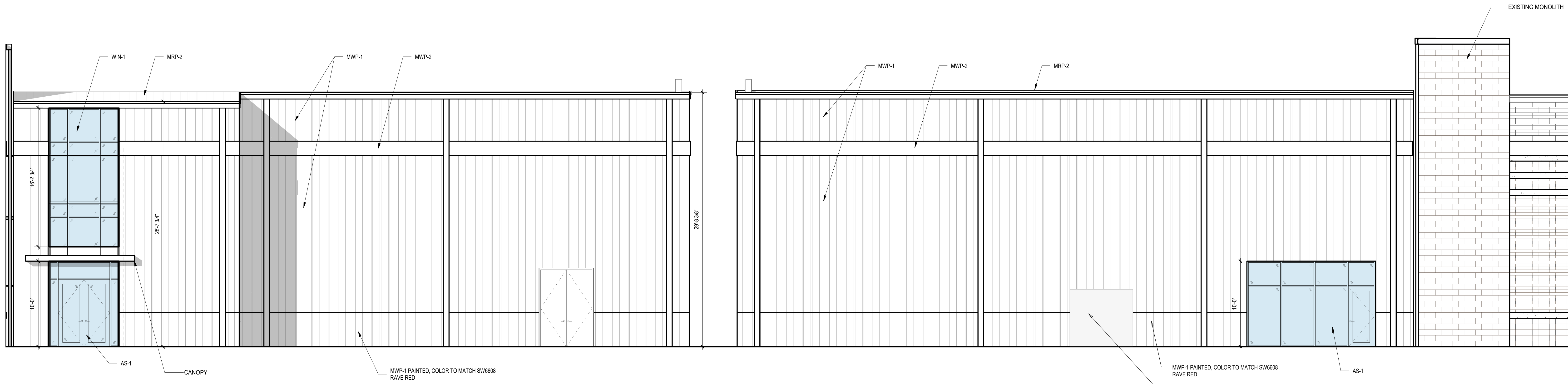
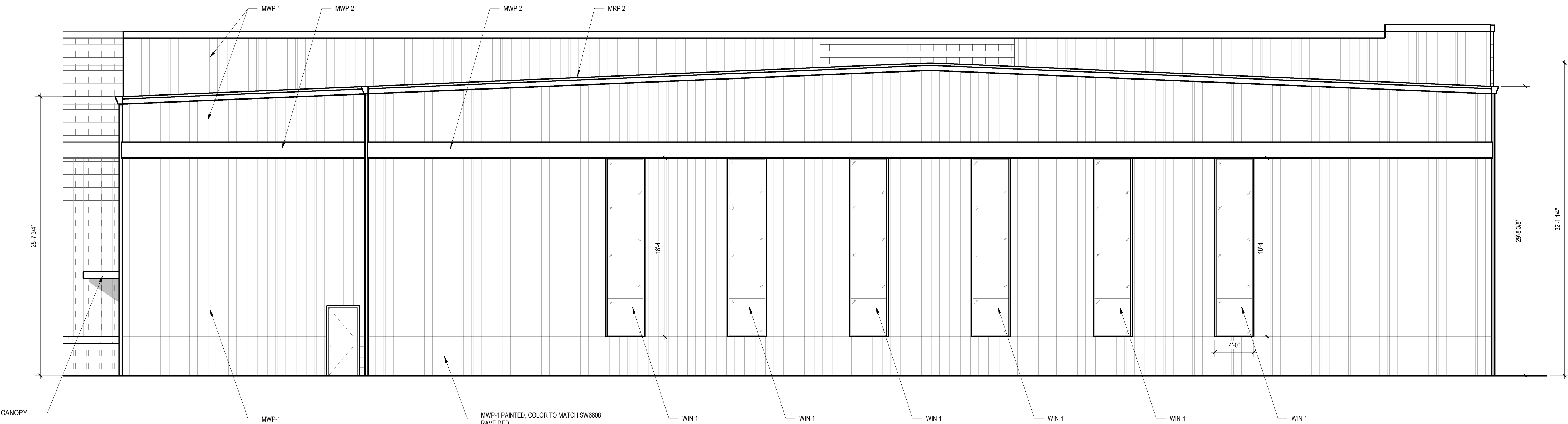


D3 EAST ELEVATION
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C3 NORTH ELEVATION
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LEGEND - FINISH - EXTERIOR			
SYMBOL	MATERIAL	DESCRIPTION	SPEC
AS-1	ALUMINUM STOREFRONT		
MRP-2	METAL ROOF PANEL	BASIS OF DESIGN PRODUCT: DOUBLE LOK CONSEALED FASTENER METAL PANEL BY CECO COLOR: LIGHT STONE 1/2" TO 1" SLOPE	
MWP-1	METAL WALL PANEL	BASIS OF DESIGN PRODUCT: PER METAL PANEL BY CECO COLOR: LIGHT STONE INSTALLATION: VERTICAL RIBS	
MWP-2	METAL WALL PANEL	BASIS OF DESIGN PRODUCT: PER METAL PANEL BY CECO COLOR: FERN GREEN INSTALLATION: HORIZONTAL	
WIN-1	WINDOW SYSTEM	BASIS OF DESIGN PRODUCT: ALPEN WINDOWS	



GLEN ELLYN PARK DISTRICT

Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

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CONSTRUCTION**

Revision 1
REV DESCRIPTION DATE

**ACKERMAN SPORTS
AND FITNESS CENTER
ADDITION &
RENOVATION**

800 ST CHARLES ROAD
GLEN ELLYN, IL 60137

EXTERIOR ELEVATIONS

Project Number:
220194
Drawn By:
DA
Sheet:

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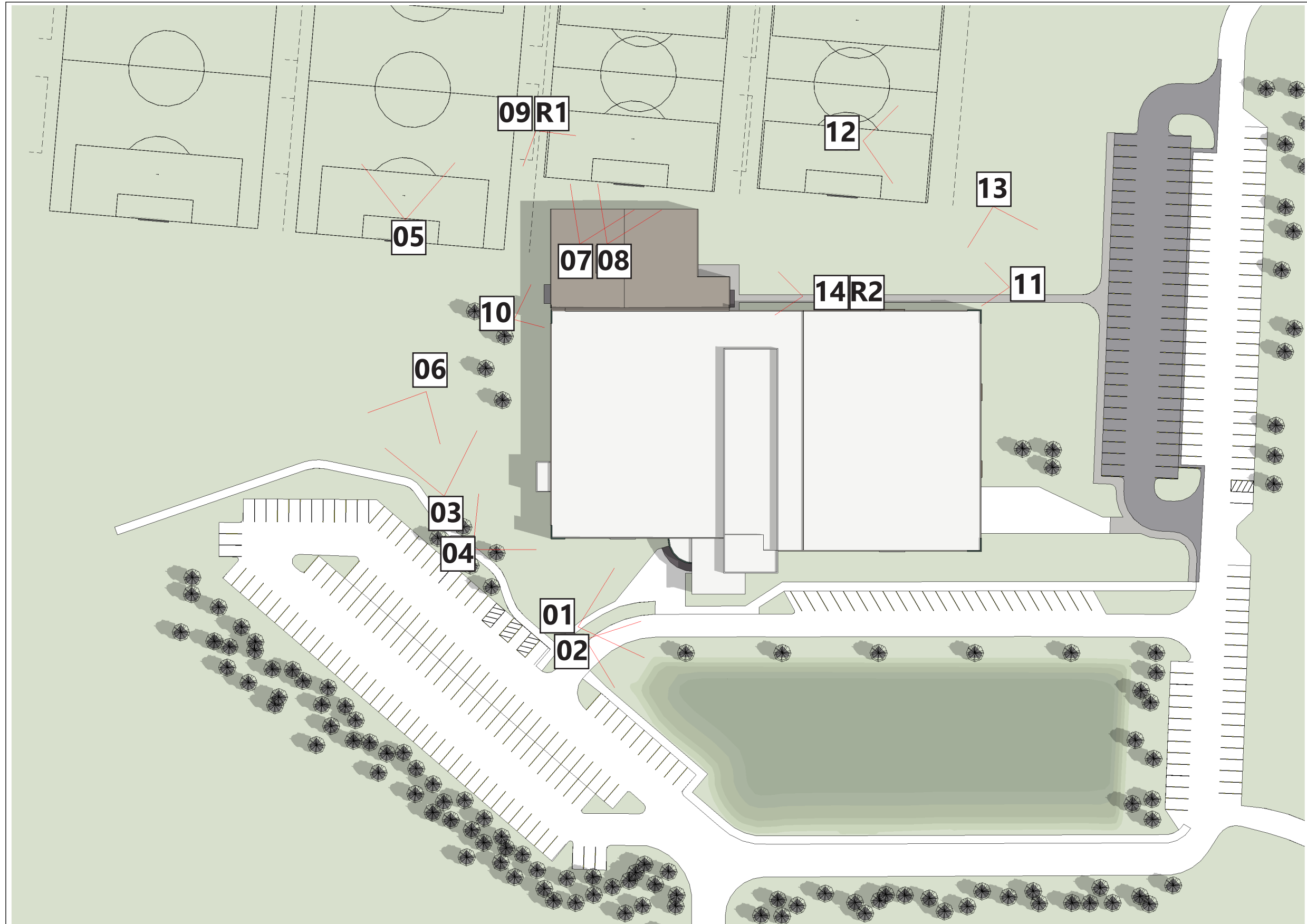


PHOTO 01



PHOTO 02



PHOTO 03



PHOTO 04



PHOTO 05



PHOTO 06



PHOTO 07



PHOTO 08



PHOTO 10



PHOTO 11



PHOTO 12



PHOTO 13



PHOTO 14









Glen Ellyn Park District
Ackerman Sports and Fitness Expansion
800 St. Charles Road
Glen Ellyn, IL

Glen Ellyn Park District Ackerman Sports and Fitness Expansion Project Materials and Colors

Roofing

Metal roof panels to match existing color as close as practical.

Walls

Metal wall panels - Field: Wall panels to have vertical ribs to match the existing color and profile as close as practical

Metal wall panels – Upper: Horizontal band to be painted to match the green trim of the existing building.

Metal wall panels – Lower: : Lower band to be painted to match the lower trim of the existing building.

Fenestration

Glazing frames to match color of the existing buildings as close as possible

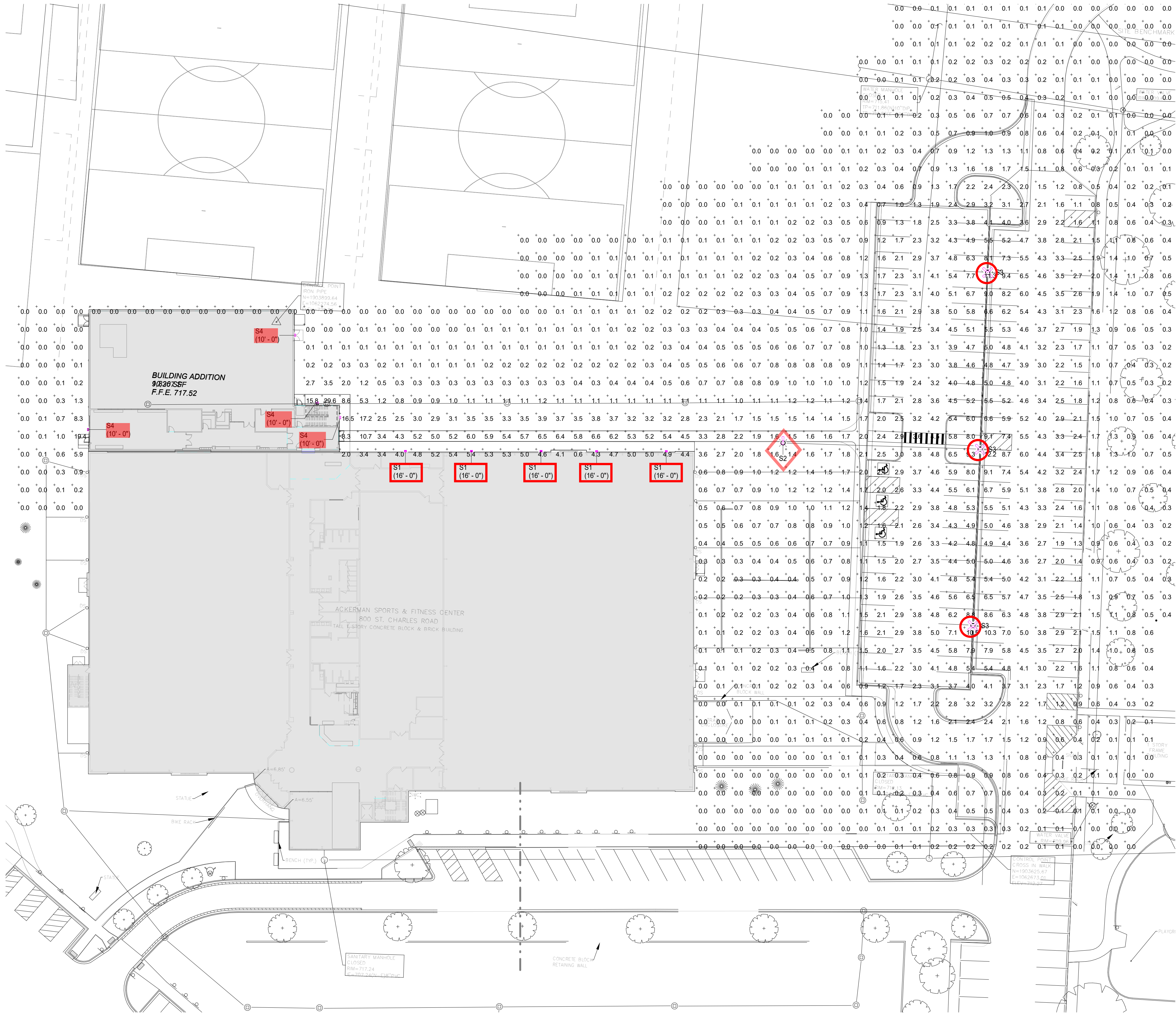
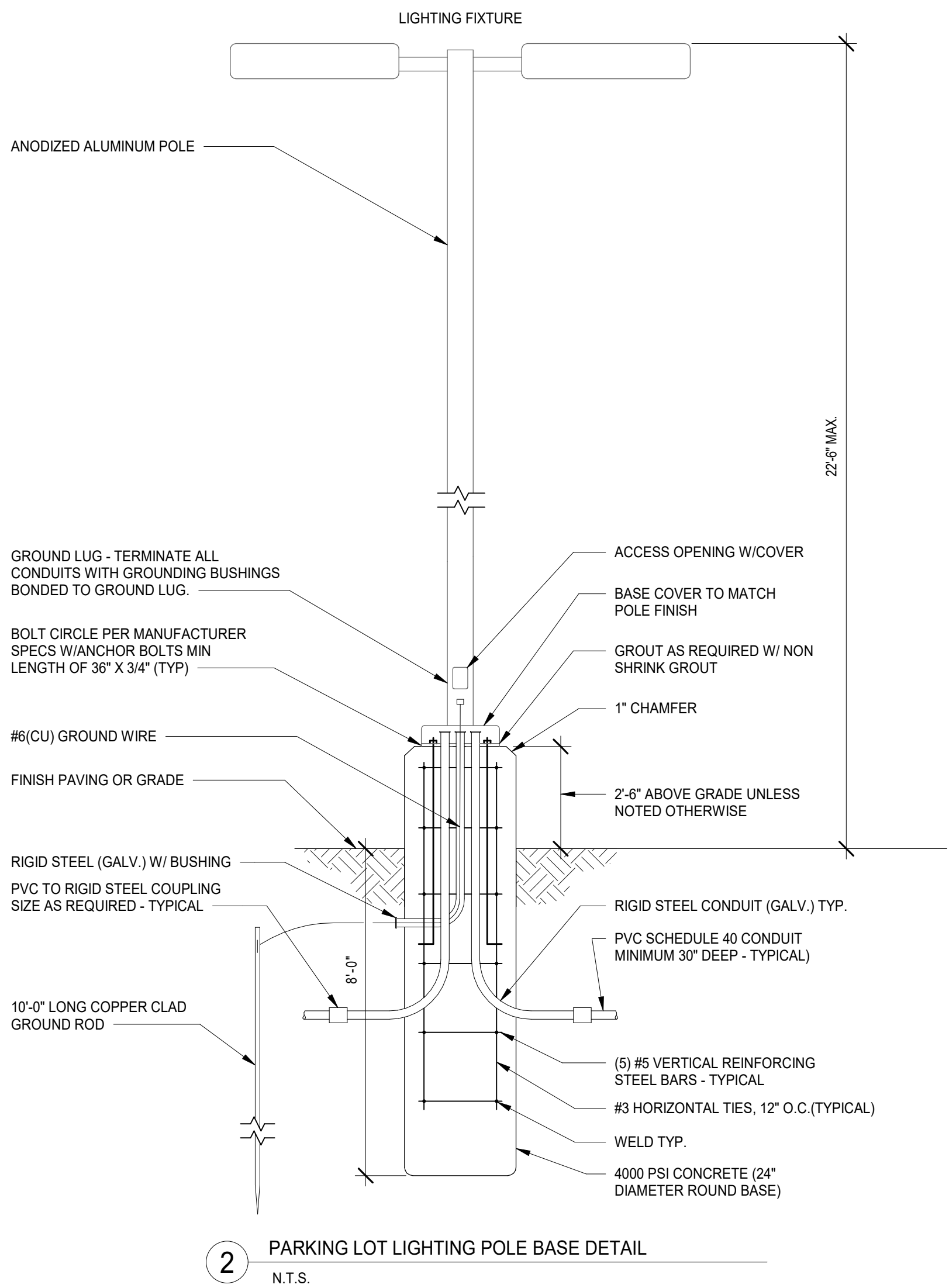
Glazing north elevation to be clear glass

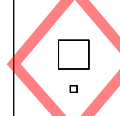
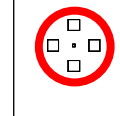
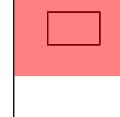
Glazing east and west elevations to be tinted gray

Egress doors

To be hollow metal doors and frames painted to match the field metal wall panels as close as possible.

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Schedule						
Symbol	Label	QTY	Manufacturer	Catalog	Description	Number Lamps
	S1	5	Lithonia Lighting	DSXW2 LED 30C 700 40K T2M MVOLT	DSXW2 LED WITH 3 LIGHT ENGINES, 30 LED's, 700mA DRIVER, 4000K LED, TYPE 2 MEDIUM OPTIC	1
	S2	1	Lithonia Lighting	DSX1 LED P3 40K 80CRI T5W	D-Series Size 1 Area Luminaire P3 Performance Package 4000K CCT 80 CRI Type 5 Wide	1
	S3	3	Lithonia Lighting	DSX1 LED P4 40K 80CRI T4M	D-Series Size 1 Area Luminaire P4 Performance Package 4000K CCT 80 CRI Type 4 Medium	1
	S4	3	Lithonia Lighting	WST LED P3 40K VW MVOLT	WST LED, Performance package 3, 4000 K, visual comfort wide, MVOLT	1

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone Entire Site	+	1.4 fc	29.6 fc	0.0 fc	N/A	N/A

Exterior Lighting Fixture Schedule					
Type Mark	Manufacturer	Model	Voltage	Apparent Load	Comments
S1	LITHONIA	DSXW2 LED 30 700 40K T2M MVOLT BBW PIRH1FC3V SF	277 V	104 VA	WALL MOUNTED
S2	LITHONIA	DSX1 LED P3 40K 80CRI T5W MVOLT SPA NLTAIR2 PIRHN	277 V	116 VA	POLE MOUNTED
S3	LITHONIA	DSX1 LED P4 40K 80CRI T4M MVOLT SPA NLTAIR2 PIRHN	277 V	125 VA	POLE MOUNTED
S4	LITHONIA	WST LED P3 40K VW MVOLT NLTAIR2 PIRH E20WC	277 V	100 VA	



GLEN ELLYN PARK DISTRICT

Wight

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

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CONSTRUCTION

REVDESCRIPTIONDATE

ACKERMAN SPORTS
AND FITNESS CENTER
RENOVATION

800 ST CHARLES ROAD
GLEN ELLYN, IL 60137

ELECTRICAL SITE PLAN

Project Number:
220194
Drawn By:
Author
Sheet:

E1.00

d⁺series

D-Series Size 2 LED Wall Luminaire

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a **shaded background**. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a **shaded background**¹

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

Specifications Luminaire

Width: 18-1/2" (47.0 cm) **Weight:** 21 lbs (9.5 kg)

Depth: 10" (25.4 cm)

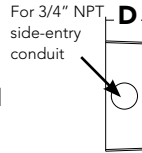
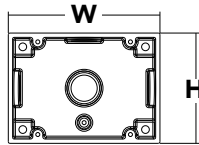
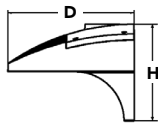
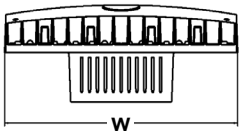
Height: 7-5/8" (19.4 cm)

Back Box (BBW)

Width: 5-1/2" (14.0 cm) **BBW Weight:** 1 lbs (0.5 kg)

Depth: 1-1/2" (3.8 cm)

Height: 4" (10.2 cm)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSXW2 LED 30C 700 40K T3M MVOLT DDBTXD

DSXW2 LED							
Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options
DSXW2 LED	20C 20 LEDs (two engines)	350 350 mA 530 530 mA 700 700 mA	30K 3000 K 40K 4000 K 50K 5000 K	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT ³ 120 ⁴ 208 ⁴ 240 ⁴ 277 ⁴ 347 ^{4,5} 480 ^{4,5}	Shipped included (blank) Surface mounting bracket Shipped separately⁶ BBW Surface-mounted back box (for conduit entry)	Shipped installed PE Photoelectric cell, button type ⁷ PER NEMA twist-lock receptacle only (control ordered separately) ⁸ PER5 Five-wire receptacle only (control ordered separately) ^{8,9} PER7 Seven-wire receptacle only (control ordered separately) ^{8,9}
	30C 30 LEDs (three engines)	1000 1000 mA ¹ (1 A)	AMBPC Amber phosphor converted ²				DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) PIR 180° motion/ambient light sensor, <15' mtg ht ^{10,11} PIRH 180° motion/ambient light sensor, 15-30' mtg ht ^{10,11} PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{11,12} PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{11,12}

Other Options		Finish (required)			
Shipped installed		Shipped separately¹³			
SF	Single fuse (120, 277, 347V) ³	BSW	Bird-deterrent spikes	DDBXD	Dark bronze
DF	Double fuse (208, 240, 480V) ³	VG	Vandal guard	DBLXD	Black
HS	House-side shield ⁴			DNAXD	Natural aluminum
SPD	Separate surge protection ¹³			DWHXD	White
				DSSXD	Sandstone
				DDBTXD	Textured dark bronze
				DBLBXD	Textured black
				DNATXD	Textured natural aluminum
				DWHGXD	Textured white
				DSSTXD	Textured sandstone



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DSXW2-LED
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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁴
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁴
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁴
DSHORT SBK U	Shorting cap (Included when ordering PER, PERS or PER7) ¹⁴
DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW2VG U	Vandal guard accessory
DSXW2BBW	Back box accessory
DDBXD U	(specify finish)

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

- 1000mA is not available with AMBPC.
- AMBPC is not available with 1000mA.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- Available with 30 LED/700mA options only (DSXW2 LED 30C 700). DMG option not available.
- Also available as a separate accessory; see Accessories information.
- Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- Reference Motion Sensor table on page 3.
- Reference PER Table on page 3 for functionality.
- PIR and PIR1FC3V specify the [SensorSwitch SBGR-10-ODP](#) control; PIRH and PIRH1FC3V specify the [SensorSwitch SBGR-6-ODP](#) control; see [Motion Sensor Guide](#) for details. Dimming driver standard. Not available with PER5 or PER7. Separate on/off required.
- See the electrical section on page 2 for more details.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item. See PER Table.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K					40K					50K				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
(20 LEDs)	350 mA	25W	T2S	2,783	1	0	1	111	2,989	1	0	1	120	3,008	1	0	1	120
			T2M	2,709	1	0	1	108	2,908	1	0	1	116	2,926	1	0	1	117
			T3S	2,748	1	0	1	110	2,951	1	0	1	118	2,969	1	0	1	119
			T3M	2,793	1	0	1	112	2,999	1	0	1	120	3,018	1	0	1	121
			T4M	2,756	1	0	1	110	2,959	1	0	1	118	2,977	1	0	1	119
			TFTM	2,753	1	0	1	110	2,956	1	0	1	118	2,975	1	0	1	119
	530 mA	36W	T2S	4,030	1	0	1	112	4,327	1	0	1	120	4,354	1	0	1	121
			T2M	3,920	1	0	1	109	4,210	1	0	1	117	4,236	1	0	1	118
			T3S	3,978	1	0	1	111	4,272	1	0	1	119	4,299	1	0	1	119
			T3M	4,044	1	0	2	112	4,343	1	0	2	121	4,370	1	0	2	121
			T4M	3,990	1	0	1	111	4,284	1	0	1	119	4,310	1	0	1	120
			TFTM	3,987	1	0	1	111	4,281	1	0	1	119	4,308	1	0	1	120
	700 mA	47W	T2S	5,130	1	0	1	109	5,509	1	0	1	117	5,544	1	0	1	118
			T2M	4,991	1	0	2	106	5,360	1	0	2	114	5,393	1	0	2	115
			T3S	5,066	1	0	1	108	5,440	1	0	1	116	5,474	1	0	1	116
			T3M	5,148	1	0	2	110	5,529	1	0	2	118	5,563	1	0	2	118
			T4M	5,080	1	0	2	108	5,455	1	0	2	116	5,488	1	0	2	117
			TFTM	5,075	1	0	2	108	5,450	1	0	2	116	5,484	1	0	2	117
	1000 mA	73W	T2S	7,147	2	0	2	98	7,675	2	0	2	105	7,723	1	0	1	104
			T2M	6,954	2	0	2	95	7,467	2	0	2	102	7,514	2	0	2	103
			T3S	7,057	1	0	2	97	7,579	1	0	2	104	7,627	1	0	2	104
			T3M	7,172	2	0	3	98	7,702	2	0	3	106	7,751	2	0	3	106
			T4M	7,076	1	0	2	97	7,599	1	0	2	104	7,646	1	0	2	105
			TFTM	7,071	1	0	2	97	7,594	1	0	2	104	7,641	1	0	2	105
(30 LEDs)	350 mA	36W	T2S	4,160	1	0	1	116	4,467	1	0	1	124	4,494	1	0	1	125
			T2M	4,048	1	0	1	112	4,346	1	0	2	121	4,373	1	0	2	121
			T3S	4,108	1	0	1	114	4,411	1	0	1	123	4,438	1	0	1	123
			T3M	4,174	1	0	2	116	4,483	1	0	2	125	4,510	1	0	2	125
			T4M	4,119	1	0	1	114	4,423	1	0	2	123	4,450	1	0	2	124
			TFTM	4,115	1	0	1	114	4,419	1	0	1	123	4,446	1	0	1	124
	530 mA	54W	T2S	6,001	1	0	1	111	6,444	1	0	1	119	6,484	1	0	1	120
			T2M	5,838	1	0	2	108	6,270	2	0	2	116	6,308	2	0	2	117
			T3S	5,926	1	0	2	110	6,364	1	0	2	118	6,403	1	0	2	119
			T3M	6,023	1	0	2	112	6,467	1	0	2	120	6,507	1	0	2	121
			T4M	5,942	1	0	2	110	6,380	1	0	2	118	6,420	1	0	2	119
			TFTM	5,937	1	0	2	110	6,376	1	0	2	118	6,415	1	0	2	119
	700 mA	71W	T2S	7,403	2	0	2	104	8,170	2	0	2	115	8,221	2	0	2	116
			T2M	7,609	2	0	2	107	7,949	2	0	2	112	7,998	2	0	2	113
			T3S	7,513	1	0	2	106	8,068	1	0	2	114	8,118	1	0	2	114
			T3M	7,635	2	0	3	108	8,199	2	0	3	115	8,250	2	0	3	116
			T4M	7,534	1	0	2	106	8,089	1	0	2	114	8,140	1	0	2	115
			TFTM	7,527	1	0	2	106	8,082	2	0	2	114	8,134	2	0	2	115
	1000 mA	109W	T2S	10,468	2	0	2	96	11,241	2	0	2	103	11,311	2	0	2	104
			T2M	10,184	2	0	3	93	10,936	2	0	3	100	11,005	2	0	3	101
			T3S	10,335	2	0	2	95	11,099	2	0	2	102	11,169	2	0	2	102
			T3M	10,505	2	0	3	96	11,280	2	0	3	103	11,351	2	0	3	104
			T4M	10,365	2	0	2	95	11,129	2	0	2	102	11,198	2	0	2	103
			TFTM	10,356	2	0	2	95	11,121	2	0	3	102	11,190	2	0	3	103

Note:

Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.



Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	-	-
	1000	74 W	0.68	0.39	0.34	0.29	-	-
30C	350	36 W	0.33	0.19	0.17	0.14	-	-
	530	54 W	0.50	0.29	0.25	0.22	-	-
	700	71 W	0.66	0.38	0.33	0.28	0.23	0.16
	1000	109 W	1.01	0.58	0.50	0.44	-	-

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW2 LED 30C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.92	0.87

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*For use when motion sensor is used as dusk to dawn control

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
			Wire 4/Wire5		Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	⊘	✓	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion	⊘	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof*	⊘	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof* with Motion	⊘	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture

✓ Recommended

⊘ Will not work

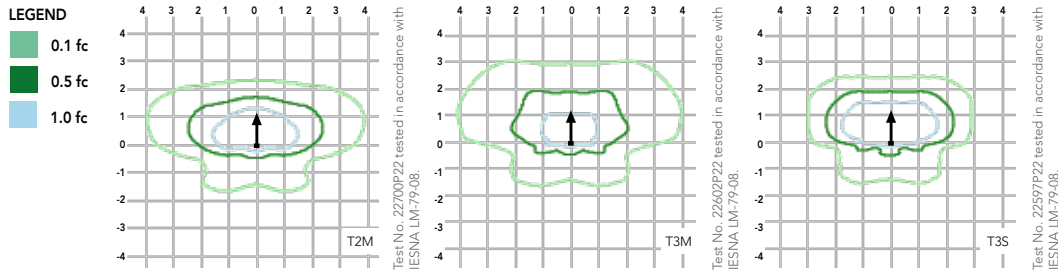
⚠ Alternate

*Futureproof means: Ability to change controls in the future.

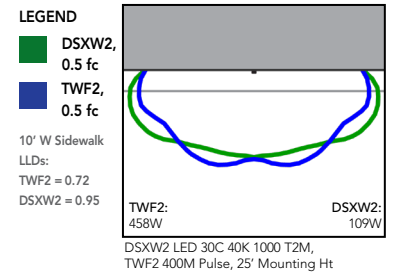
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Wall Size 2 homepage](#)

Isofootcandle plots for the DSXW2 LED 30C 1000 40K. Distances are in units of mounting height (25').



Distribution overlay comparison to 400W metal halide.



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 2 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (70 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 min. CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L87/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

BUY AMERICAN ACT

This product is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/resources/buy-american for additional information.

WARRANTY

Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





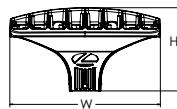
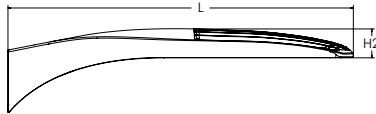
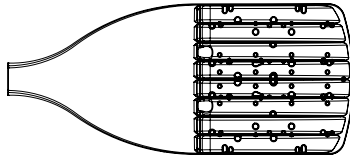
D-Series Size 1 LED Area Luminaire



d#series

Specifications

EPA:	0.69 ft ² (0.06 m ²)
Length:	32.71" (83.1 cm)
Width:	14.26" (36.2 cm)
Height H1:	7.88" (20.0 cm)
Height H2:	2.73" (6.9 cm)
Weight:	34 lbs (15.4 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED										
Series	LEDs		Color temperature ²	Color Rendering Index ²	Distribution		Voltage		Mounting	
DSX1 LED	Forward optics		(this section 70CRI only)		AFR	Automotive front row	T5M	Type V medium	MVOLT (120V-277V) ⁴	Shipped included
	P1	P6	30K 3000K	70CRI	T1S	Type I short	T5LG	Type V low glare	HVOLT (347V-480V) ^{5,6}	SPA Square pole mounting (#8 drilling)
	P2	P7	40K 4000K	70CRI	T2M	Type II medium	T5W	Type V wide	XVOLT (277V - 480V) ^{7,8}	RPA Round pole mounting (#8 drilling)
	P3	P8	50K 5000K	70CRI	T3M	Type III medium	BLC3	Type III backlight control ³		SPA5 Square pole mounting #5 drilling ⁹
	P4	P9	(this section 80CRI only, extended lead times apply)		T3LG	Type III low glare ³	BLC4	Type IV backlight control ³		RPA5 Round pole mounting #5 drilling ⁹
	P5				T4M	Type IV medium				
					T4LG	Type IV low glare ³	LCCO	Left corner cutoff ³		
	Rotated optics		27K 2700K	80CRI	TFTM	Forward throw medium	RCCO	Right corner cutoff ³		
	P10 ¹	P12 ¹	30K 3000K	80CRI						
	P11 ¹	P13 ¹	35K 3500K	80CRI						
			40K 4000K	80CRI						
			50K 5000K	80CRI						

Control options	Other options	Finish (required)
Shipped installed	Shipped installed	DDBXD Dark Bronze
NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. ^{11,12,20,21}	SPD20KV 20KV surge protection	DBLXD Black
PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc. ^{13,20,21}	HS Houseside shield (black finish standard) ²²	DNAXD Natural Aluminum
PER NEMA twist-lock receptacle only (controls ordered separately) ¹⁴	L90 Left rotated optics ¹	DWHXD White
PER5 Five-pin receptacle only (controls ordered separately) ^{14,21}	R90 Right rotated optics ¹	DBTDX Textured dark bronze
	CCE Coastal Construction ²³	DBLBD Textured black
	Shipped separately	DNATXD Textured natural aluminum
	EGS External Glare Shield (reversible, field install required, matches housing finish)	DWHGXD Textured white
	BS Bird Spikes (field install required)	
PER7 Seven-pin receptacle only (controls ordered separate) ^{14,21}		
FAO Field adjustable output ^{15,21}		
BL30 Bi-level switched dimming, 30% ^{16,21}		
BL50 Bi-level switched dimming, 50% ^{16,21}		
DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹⁷		
DS Dual switching ^{18,19,21}		



COMMERCIAL OUTDOOR

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DSX1-LED
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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁴
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁴
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁴
DSHORT SBK	Shorting cap ²⁴
DSX1HS 30C	House-side shield for P1, P2, P3, P4 and P5 ²²
DSX1HS 40C	House-side shield for P6 and P7 ²²
DSX1HS 60C	House-side shield for P8, P9, P10, P11 and P12 ²²
DSXRPA (FINISH)	Round pole adapter (#8 drilling, specify finish)
DSXSPA5 (FINISH)	Square pole adapter #5 drilling (specify finish)
DSXRPA5 (FINISH)	Round pole adapter #5 drilling (specify finish)
DSX1EGS (FINISH)	External glare shield

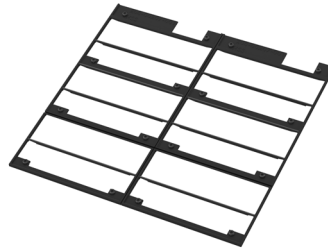
NOTES

- 1 Rotated optics available with packages P10, P11, P12 and P13. Must be combined with option L90 or R90.
- 2 30K, 40K, and 50K available in 70CRI and 80CRI. 27K and 35K only available with 80CRI. Contact Technical Support for other possible combinations.
- 3 T3LG, T4LG, BLC3, BLC4, LCCO, RCCO not available with option HS.
- 4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 5 HVOLT driver operates on any line voltage from 347-480V (50/60 Hz).
- 6 HVOLT not available with package P1 and P10 when combined with option NLTAIR2 PIRHN or option PIR.
- 7 XVOULT operates with any voltage between 277V and 480V (50/60 Hz).
- 8 XVOULT not available in packages P1 or P10.
- 9 SPA5 and RPA5 for use with #5 drilling only (Not for use with #8 drilling).
- 10 WBA cannot be combined with Type 5 distributions plus photocell (PER).
- 11 NLTAIR2 and PIRHN must be ordered together. For more information on nLight AIR2 visit this [link](#).
- 12 NLTAIR2 PIRHN not available with other controls including PIR, PER, PER5, PER7, FAO, BL30, BL50, DMG and DS. NLTAIR2 PIRHN not available with P1 and P10 using HVOLT. NLTAIR2 PIRHN not available with P1 and P10 using XVOULT.
- 13 PIR not available with NLTAIR2 PIRHN, PER, PER5, PER7, FAO BL30, BL50, DMG and DS. PIR not available with P1 and P10 using HVOLT. PIR not available with P1 and P10 using XVOULT.
- 14 PER/PER5/PER7 not available with NLTAIR2 PIRHN, PIR, BL30, BL50, FAO, DMG and DS. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- 15 FAO not available with other dimming control options NLTAIR2 PIRHN, PIR, PER5, PER7, BL30, BL50, DMG and DS.
- 16 BL30 and BL50 are not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, FAO, DMG and DS.
- 17 DMG not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DS.
- 18 DS not available with NLTAIR2 PIRHN, PIR, PER, PER5, PER7, BL30, BL50, FAO and DMG.
- 19 DS requires (2) separately switched circuits. DS provides 50/50 fixture operation via (2) different sets of leads using (2) drivers. DS only available with packages P8, P9, P10, P11, P12 and P13.
- 20 Reference Motion Sensor Default Settings table on page 4 to see functionality.
- 21 Reference Controls Options table on page 4.
- 22 HS not available with T3LG, T4LG, BLC3, BLC4, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- 23 CCE option not available with option BS and EGS. Contact Technical Support for availability.
- 24 Requires luminaire to be specified with PER, PER5 or PER7 option. See Controls Table on page 4.

Shield Accessories



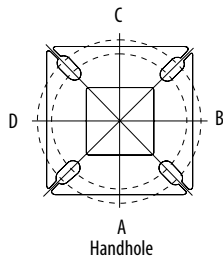
External Glare Shield (EGS)



House Side Shield (HS)

Drilling

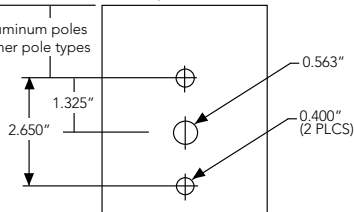
HANDHOLE ORIENTATION



Template #8

Top of Pole

1.75" for aluminum poles
2.75" for other pole types



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS
Minimum Acceptable Outside Pole Dimension							
SPA	#8	3.5"	3.5"	3.5"	3.5"		3.5"
RPA	#8	3"	3"	3"	3"	3"	3"
SPA5	#5	3"	3"	3"	3"		3"
RPA5	#5	3"	3"	3"	3"	3"	3"
SPA8N	#8	3"	3"	3"	3"		3"

DSX1 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

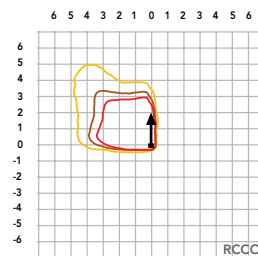
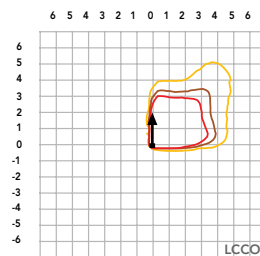
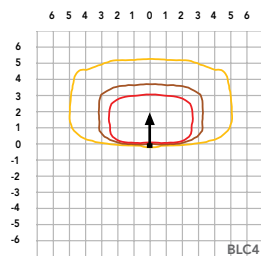
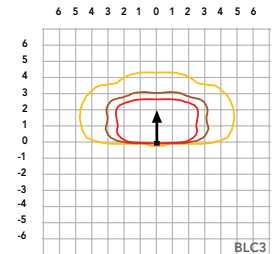
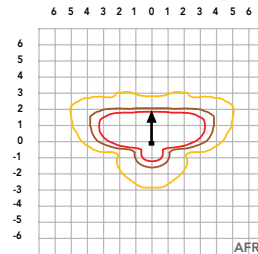
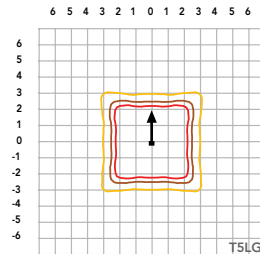
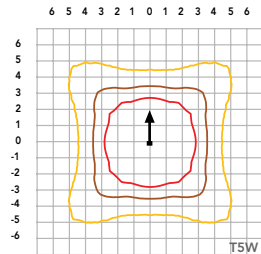
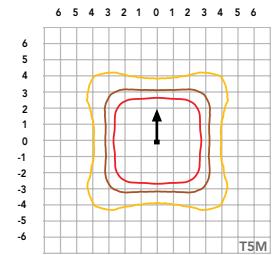
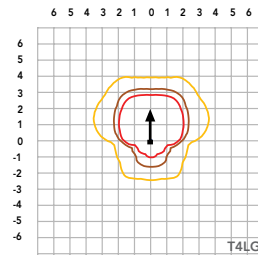
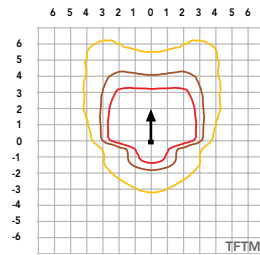
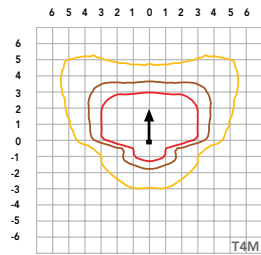
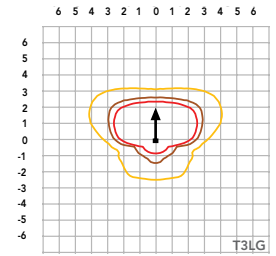
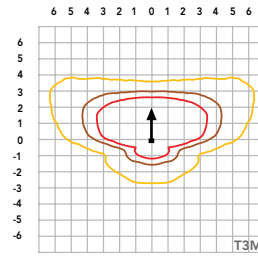
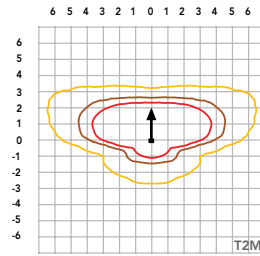
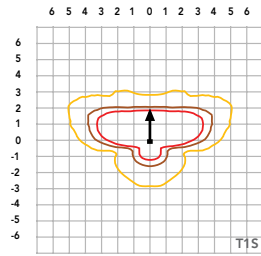
Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX1 with SPA	0.69	1.38	1.23	1.54	---	1.58
DSX1 with SPA5, SPA8N	0.70	1.40	1.30	1.66	---	1.68
DSX1 with RPA, RPA5	0.70	1.40	1.30	1.66	1.60	1.68
DSX1 with MA	0.83	1.66	1.50	2.09	2.09	2.09

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit [Lithonia Lighting's homepage](https://www.lithonia.com).

Isofootcandle plots for the DSX1 LED P9 40K 70CRI. Distances are in units of mounting height (25').

LEGEND



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.95
50,000	0.90
100,000	0.81

FAO Dimming Settings

FAO Position	% Wattage	% Lumen Output
8	100%	100%
7	93%	95%
6	80%	85%
5	66%	73%
4	54%	61%
3	41%	49%
2	29%	36%
1	15%	20%

*Note: Calculated values are based on original performance package data. When calculating new values for given FAO position, use maximum published values by package listed on specification sheet (input watts and lumens by optic type).

Electrical Load

	Performance Package	LED Count	Drive Current (mA)	Wattage	Current (A)					
					120V	208V	240V	277V	347V	480V
Forward Optics (Non-Rotated)	P1	30	530	51	0.42	0.24	0.21	0.18	0.15	0.11
	P2	30	700	68	0.56	0.33	0.28	0.24	0.20	0.14
	P3	30	1050	104	0.85	0.49	0.43	0.37	0.29	0.21
	P4	30	1250	125	1.03	0.60	0.52	0.45	0.36	0.26
	P5	30	1400	142	1.15	0.66	0.58	0.50	0.40	0.29
	P6	40	1250	167	1.38	0.79	0.69	0.60	0.48	0.34
	P7	40	1400	188	1.54	0.89	0.77	0.67	0.53	0.38
	P8	60	1100	216	1.80	1.04	0.90	0.78	0.62	0.45
	P9	60	1400	279	2.31	1.33	1.15	1.00	0.80	0.58
Rotated Optics (Requires L90 or R90)	P10	60	530	101	0.84	0.49	0.42	0.37	0.29	0.21
	P11	60	700	135	1.12	0.65	0.56	0.49	0.39	0.28
	P12	60	1050	206	1.72	0.99	0.86	0.74	0.59	0.43
	P13	60	1400	279	2.30	1.33	1.15	1.00	0.79	0.57

LED Color Temperature / Color Rendering Multipliers

	70 CRI		80CRI		90CRI	
	Lumen Multiplier	Availability	Lumen Multiplier	Availability	Lumen Multiplier	Availability
5000K	102%	Standard	92%	Extended lead-time	71%	(see note)
4000K	100%	Standard	92%	Extended lead-time	67%	(see note)
3500K	100%	(see note)	90%	Extended lead-time	63%	(see note)
3000K	96%	Standard	87%	Extended lead-time	61%	(see note)
2700K	94%	(see note)	85%	Extended lead-time	57%	(see note)

Note: Some LED types are available as per special request. Contact Technical Support for more information.

Motion Sensor Default Settings

Option	Unoccupied Dimmed Level	High Level (when occupied)	Photocell Operation	Dwell Time	Ramp-up Time	Dimming Fade Rate
PIR	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min
NLTAIR2 PIRHN	30%	100%	Enabled @ 2FC	7.5 min	3 sec	5 min

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS (not available on DSX0)	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire. Cannot be used with other controls options that need the 0-10V leads.
PIR	Motion sensor with integral photocell. Sensor suitable for 8' to 40' mounting height.	Luminaires dim when no occupancy is detected.	Acuity Controls rSBG	Cannot be used with other controls options that need the 0-10V leads.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight Air rSBG	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app. Cannot be used with other controls options that need the 0-10V leads.
BL30 or BL50	Integrated bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output	BLC device provides input to 0-10V dimming leads on all drivers providing either 100% or dimmed (30% or 50%) control by a secondary circuit	BLC UVOLT1	BLC device is powered off the 0-10V dimming leads, thus can be used with any input voltage from 120 to 480V

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current (mA)	Performance Package	System Watts	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	P1	51W	T1S	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
				T2M	7,203	1	0	3	142	7,507	2	0	3	147	7,653	2	0	3	150
				T3M	7,287	1	0	3	143	7,594	1	0	3	149	7,742	1	0	3	152
				T3LG	6,509	1	0	1	128	6,783	1	0	1	133	6,916	1	0	1	136
				T4M	7,395	1	0	3	145	7,707	1	0	3	151	7,857	1	0	3	154
				T4LG	6,726	1	0	1	132	7,010	1	0	1	138	7,146	1	0	1	140
				TFTM	7,446	1	0	3	146	7,760	1	0	3	152	7,912	1	0	3	155
				T5M	7,609	3	0	2	149	7,930	3	0	2	156	8,084	3	0	2	159
				T5W	7,732	3	0	2	152	8,058	4	0	2	158	8,215	4	0	2	161
				T5LG	7,631	3	0	1	150	7,953	3	0	1	156	8,108	3	0	1	159
				BLC3	5,300	0	0	2	104	5,524	0	0	2	109	5,631	0	0	2	111
				BLC4	5,474	0	0	3	108	5,705	0	0	3	112	5,816	0	0	3	114
				RCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				LCCO	5,348	0	0	2	105	5,573	0	0	2	109	5,682	0	0	2	112
				AFR	7,776	1	0	2	153	8,104	1	0	2	159	8,262	1	0	2	162
30	700	P2	68W	T1S	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
				T2M	9,260	2	0	3	137	9,651	2	0	3	142	9,839	2	0	3	145
				T3M	9,368	2	0	3	138	9,763	2	0	3	144	9,953	2	0	3	147
				T3LG	8,368	1	0	2	123	8,721	1	0	2	129	8,891	1	0	2	131
				T4M	9,507	2	0	3	140	9,909	2	0	3	146	10,102	2	0	3	149
				T4LG	8,647	1	0	2	128	9,012	1	0	2	133	9,187	1	0	2	136
				TFTM	9,573	2	0	3	141	9,977	2	0	3	147	10,172	2	0	3	150
				T5M	9,782	4	0	2	144	10,195	4	0	2	150	10,393	4	0	2	153
				T5W	9,940	4	0	2	147	10,360	4	0	2	153	10,562	4	0	2	156
				T5LG	9,810	3	0	1	145	10,224	3	0	1	151	10,423	3	0	1	154
				BLC3	6,814	0	0	2	101	7,101	0	0	2	105	7,240	0	0	2	107
				BLC4	7,038	0	0	3	104	7,334	0	0	3	108	7,477	0	0	3	110
				RCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				LCCO	6,875	1	0	2	101	7,165	1	0	2	106	7,305	1	0	2	108
				AFR	9,997	1	0	2	147	10,418	1	0	2	154	10,621	1	0	2	157
30	1050	P3	102W	T1S	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147
				T2M	13,055	2	0	3	128	13,605	2	0	3	133	13,871	2	0	3	136
				T3M	13,206	2	0	4	129	13,763	2	0	4	135	14,031	2	0	4	137
				T3LG	11,797	2	0	2	115	12,294	2	0	2	120	12,534	2	0	2	123
				T4M	13,403	2	0	4	131	13,968	2	0	4	137	14,241	2	0	4	139
				T4LG	12,190	2	0	2	119	12,704	2	0	2	124	12,952	2	0	2	127
				TFTM	13,496	2	0	4	132	14,065	2	0	4	138	14,339	2	0	4	140
				T5M	13,790	4	0	2	135	14,371	4	0	2	141	14,652	4	0	2	143
				T5W	14,013	4	0	3	137	14,605	4	0	3	143	14,889	4	0	3	146
				T5LG	13,830	3	0	2	135	14,413	3	0	2	141	14,694	3	0	2	144
				BLC3	9,606	0	0	2	94	10,011	0	0	2	98	10,206	0	0	2	100
				BLC4	9,921	0	0	3	97	10,340	0	0	3	101	10,541	0	0	3	103
				RCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				LCCO	9,692	1	0	2	95	10,101	1	0	2	99	10,298	1	0	2	101
				AFR	14,093	2	0	2	138	14,687	2	0	2	144	14,973	2	0	2	147

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics																			
LED Count	Drive Current (mA)	Performance Package	System Watts	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	1250	P4	124W	T1S	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
				T2M	15,207	3	0	4	123	15,849	3	0	4	128	16,158	3	0	4	130
				T3M	15,383	2	0	4	124	16,032	2	0	4	129	16,345	2	0	4	132
				T3LG	13,742	2	0	2	111	14,321	2	0	2	116	14,600	2	0	2	118
				T4M	15,613	2	0	4	126	16,272	2	0	4	131	16,589	2	0	4	134
				T4LG	14,200	2	0	2	115	14,799	2	0	2	119	15,087	2	0	2	122
				TFTM	15,721	2	0	4	127	16,384	2	0	4	132	16,703	2	0	4	135
				T5M	16,063	4	0	2	130	16,741	4	0	2	135	17,067	4	0	2	138
				T5W	16,324	5	0	3	132	17,013	5	0	3	137	17,344	5	0	3	140
				T5LG	16,110	3	0	2	130	16,790	4	0	2	135	17,117	4	0	2	138
				BLC3	11,190	0	0	3	90	11,662	0	0	3	94	11,889	0	0	3	96
				BLC4	11,557	0	0	3	93	12,044	0	0	3	97	12,279	0	0	4	99
				RCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				LCCO	11,291	1	0	3	91	11,767	1	0	3	95	11,996	1	0	3	97
				AFR	16,416	2	0	3	132	17,109	2	0	3	138	17,442	2	0	3	141
		P5	138W	T1S	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
				T2M	16,723	3	0	4	121	17,428	3	0	4	126	17,768	3	0	4	129
				T3M	16,917	3	0	4	122	17,630	3	0	4	128	17,974	3	0	4	130
				T3LG	15,111	2	0	2	109	15,749	2	0	2	114	16,055	2	0	2	116
				T4M	17,169	3	0	5	124	17,893	3	0	5	130	18,242	3	0	5	132
				T4LG	15,615	2	0	2	113	16,274	2	0	2	118	16,591	2	0	2	120
				TFTM	17,288	2	0	4	125	18,017	2	0	5	130	18,368	3	0	5	133
				T5M	17,664	5	0	3	128	18,410	5	0	3	133	18,768	5	0	3	136
				T5W	17,951	5	0	3	130	18,708	5	0	3	135	19,073	5	0	3	138
				T5LG	17,716	4	0	2	128	18,463	4	0	2	134	18,823	4	0	2	136
				BLC3	12,305	0	0	3	89	12,824	0	0	3	93	13,074	0	0	3	95
				BLC4	12,709	0	0	4	92	13,245	0	0	4	96	13,503	0	0	4	98
				RCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				LCCO	12,416	1	0	3	90	12,940	1	0	3	94	13,192	1	0	3	95
				AFR	18,052	2	0	3	131	18,814	2	0	3	136	19,180	2	0	3	139
		P6	165W	T1S	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135
				T2M	19,482	3	0	4	118	20,303	3	0	4	123	20,699	3	0	4	125
				T3M	19,708	3	0	5	119	20,539	3	0	5	124	20,939	3	0	5	127
				T3LG	17,604	2	0	2	107	18,347	2	0	2	111	18,704	2	0	2	113
				T4M	20,001	3	0	5	121	20,845	3	0	5	126	21,251	3	0	5	129
				T4LG	18,191	2	0	2	110	18,959	2	0	2	115	19,328	2	0	2	117
				TFTM	20,140	3	0	5	122	20,989	3	0	5	127	21,398	3	0	5	129
				T5M	20,579	5	0	3	125	21,447	5	0	3	130	21,865	5	0	3	132
				T5W	20,912	5	0	3	127	21,795	5	0	3	132	22,219	5	0	3	134
				T5LG	20,638	4	0	2	125	21,509	4	0	2	130	21,928	4	0	2	133
				BLC3	14,335	0	0	3	87	14,940	0	0	3	90	15,231	0	0	3	92
				BLC4	14,805	0	0	4	90	15,430	0	0	4	93	15,731	0	0	4	95
				RCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				LCCO	14,464	1	0	3	88	15,074	1	0	3	91	15,368	1	0	3	93
				AFR	21,031	2	0	3	127	21,918	2	0	3	133	22,345	2	0	3	135

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current (mA)	Performance Package	System Watts	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1400	P7	184W	T1S	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
				T2M	21,066	3	0	4	114	21,955	3	0	4	119	22,383	3	0	4	121
				T3M	21,311	3	0	5	116	22,210	3	0	5	120	22,642	3	0	5	123
				T3LG	19,036	2	0	2	103	19,839	2	0	3	108	20,226	2	0	3	110
				T4M	21,628	3	0	5	117	22,541	3	0	5	122	22,980	3	0	5	125
				T4LG	19,671	2	0	2	107	20,501	2	0	3	111	20,900	2	0	3	113
				TFTM	21,778	3	0	5	118	22,697	3	0	5	123	23,139	3	0	5	125
				T5M	22,252	5	0	3	121	23,191	5	0	3	126	23,643	5	0	3	128
				T5W	22,613	5	0	3	123	23,567	5	0	4	128	24,027	5	0	4	130
				T5LG	22,317	4	0	2	121	23,258	4	0	2	126	23,712	4	0	2	129
				BLC3	15,501	0	0	3	84	16,155	0	0	4	88	16,470	0	0	4	89
				BLC4	16,010	0	0	4	87	16,685	0	0	4	90	17,010	0	0	4	92
				RCCO	15,631	5	0	5	85	---	---	---	---	---	---	---	---	---	---
				LCCO	15,641	1	0	3	85	---	---	---	---	---	---	---	---	---	---
				AFR	22,741	2	0	3	123	23,700	2	0	3	129	24,162	3	0	3	131
60	1100	P8	216W	T1S	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
				T2M	26,587	3	0	5	123	27,709	3	0	5	128	28,249	3	0	5	131
				T3M	26,895	3	0	5	125	28,030	3	0	5	130	28,576	3	0	5	132
				T3LG	24,025	3	0	3	111	25,038	3	0	3	116	25,526	3	0	3	118
				T4M	27,296	3	0	5	127	28,448	3	0	5	132	29,002	3	0	5	134
				T4LG	24,826	3	0	3	115	25,873	3	0	3	120	26,378	3	0	3	122
				TFTM	27,485	3	0	5	127	28,645	3	0	5	133	29,203	3	0	5	135
				T5M	28,084	5	0	4	130	29,269	5	0	4	136	29,839	5	0	4	138
				T5W	28,539	5	0	4	132	29,743	5	0	4	138	30,323	5	0	4	141
				T5LG	28,165	4	0	2	131	29,354	4	0	2	136	29,926	4	0	2	139
				BLC3	19,563	0	0	4	91	20,388	0	0	4	94	20,786	0	0	4	96
				BLC4	20,205	0	0	5	94	21,057	0	0	5	98	21,468	0	0	5	99
				RCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				LCCO	19,740	1	0	4	91	20,572	1	0	4	95	20,973	1	0	4	97
				AFR	28,701	3	0	3	133	29,912	3	0	4	139	30,495	3	0	4	141
60	1400	P9	277W	T1S	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134
				T2M	32,255	3	0	5	116	33,616	3	0	5	121	34,271	3	0	5	124
				T3M	32,629	3	0	5	118	34,006	3	0	5	123	34,668	3	0	5	125
				T3LG	29,146	3	0	3	105	30,376	3	0	4	110	30,968	3	0	4	112
				T4M	33,116	3	0	5	120	34,513	3	0	5	125	35,185	3	0	5	127
				T4LG	30,119	3	0	3	109	31,389	3	0	4	113	32,001	3	0	4	116
				TFTM	33,345	3	0	5	120	34,751	3	0	5	125	35,429	3	0	5	128
				T5M	34,071	5	0	4	123	35,509	5	0	4	128	36,201	5	0	4	131
				T5W	34,624	5	0	4	125	36,084	5	0	4	130	36,788	5	0	4	133
				T5LG	34,170	5	0	3	123	35,612	5	0	3	129	36,306	5	0	3	131
				BLC3	23,734	0	0	4	86	24,735	0	0	4	89	25,217	0	0	4	91
				BLC4	24,513	0	0	5	88	25,547	0	0	5	92	26,045	0	0	5	94
				RCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				LCCO	23,948	1	0	4	86	24,958	1	0	4	90	25,445	1	0	4	92
				AFR	34,819	3	0	4	126	36,288	3	0	4	131	36,996	3	0	4	134

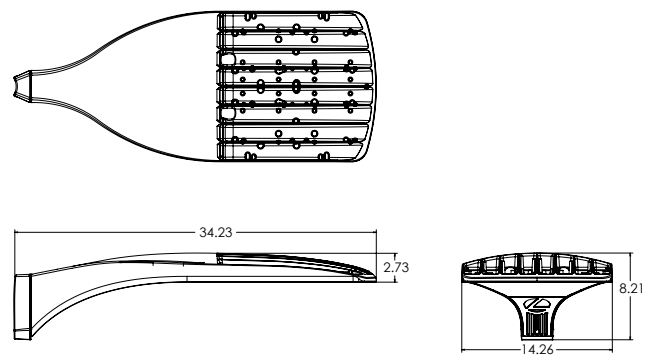
Performance Data

Lumen Output

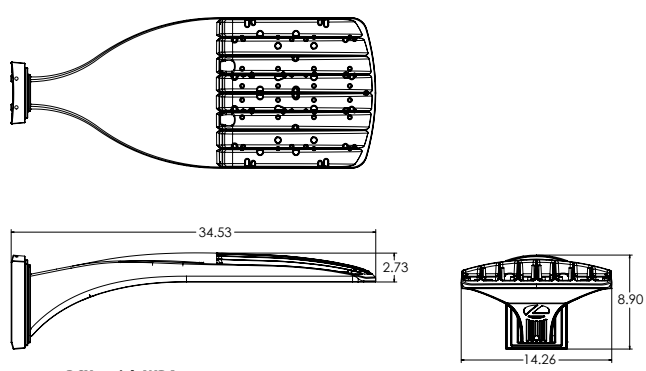
Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of configurations shown within the tolerances described within LM-79. Contact factory for performance data on any configurations not shown here.

Rotated Optics																			
LED Count	Drive Current (mA)	Performance Package	System Watts	Distribution Type	30K					40K					50K				
					(3000K, 70 CRI)					(4000K, 70 CRI)					(5000K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	P10	101W	T1S	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
				T2M	14,047	4	0	4	139	14,640	4	0	4	145	14,925	4	0	4	147
				T3M	14,208	4	0	4	140	14,807	4	0	4	146	15,096	4	0	4	149
				T3LG	12,693	3	0	3	125	13,229	3	0	3	131	13,487	3	0	3	133
				T4M	14,420	4	0	4	142	15,028	4	0	4	148	15,321	4	0	4	151
				T4LG	13,115	3	0	3	129	13,668	3	0	3	135	13,934	3	0	3	138
				TFTM	14,522	4	0	4	143	15,134	4	0	4	149	15,429	4	0	4	152
				T5M	14,836	4	0	2	146	15,462	4	0	2	153	15,763	4	0	2	156
				T5W	15,076	4	0	3	149	15,712	5	0	3	155	16,019	5	0	3	158
				T5LG	14,879	3	0	2	147	15,507	3	0	2	153	15,809	3	0	2	156
				BLC3	10,335	3	0	3	102	10,771	4	0	4	106	10,981	4	0	4	108
				BLC4	10,674	4	0	4	105	11,124	4	0	4	110	11,341	4	0	4	112
				RCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				LCCO	10,429	1	0	2	103	10,869	1	0	2	107	11,080	1	0	2	109
				AFR	15,164	3	0	3	150	15,803	3	0	3	156	16,112	3	0	3	159
60	700	P11	135W	T1S	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
				T2M	18,005	4	0	4	133	18,765	4	0	4	139	19,131	4	0	4	142
				T3M	18,211	4	0	4	135	18,980	4	0	4	141	19,350	4	0	4	143
				T3LG	16,270	3	0	3	121	16,957	3	0	3	126	17,287	4	0	4	128
				T4M	18,483	4	0	4	137	19,263	5	0	5	143	19,638	5	0	5	146
				T4LG	16,810	3	0	3	125	17,519	3	0	3	130	17,861	3	0	3	132
				TFTM	18,614	4	0	4	138	19,399	4	0	4	144	19,777	5	0	5	147
				T5M	19,017	5	0	3	141	19,819	5	0	3	147	20,205	5	0	3	150
				T5W	19,325	5	0	3	143	20,140	5	0	3	149	20,533	5	0	3	152
				T5LG	19,072	4	0	2	141	19,876	4	0	2	147	20,264	4	0	2	150
				BLC3	13,247	4	0	4	98	13,806	4	0	4	102	14,075	4	0	4	104
				BLC4	13,682	4	0	4	101	14,259	4	0	4	106	14,537	4	0	4	108
				RCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				LCCO	13,367	1	0	3	99	13,931	1	0	3	103	14,203	1	0	3	105
				AFR	19,437	4	0	4	144	20,257	4	0	4	150	20,651	4	0	4	153
60	1050	P12	206W	T1S	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
				T2M	25,436	5	0	5	124	26,509	5	0	5	129	27,025	5	0	5	131
				T3M	25,727	5	0	5	125	26,812	5	0	5	130	27,335	5	0	5	133
				T3LG	22,984	4	0	4	112	23,954	4	0	4	116	24,421	4	0	4	119
				T4M	26,110	5	0	5	127	27,212	5	0	5	132	27,742	5	0	5	135
				T4LG	23,747	4	0	4	115	24,749	4	0	4	120	25,231	4	0	4	123
				TFTM	26,295	5	0	5	128	27,404	5	0	5	133	27,938	5	0	5	136
				T5M	26,864	5	0	4	130	27,997	5	0	4	136	28,543	5	0	4	139
				T5W	27,299	5	0	4	133	28,451	5	0	4	138	29,006	5	0	4	141
				T5LG	26,942	4	0	2	131	28,078	4	0	2	136	28,626	4	0	2	139
				BLC3	18,714	4	0	4	91	19,504	4	0	4	95	19,884	4	0	4	97
				BLC4	19,327	5	0	5	94	20,143	5	0	5	98	20,535	5	0	5	100
				RCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				LCCO	18,883	1	0	4	92	19,680	1	0	4	96	20,064	1	0	4	97
				AFR	27,457	4	0	4	133	28,616	4	0	4	139	29,174	4	0	4	142
60	1400	P13	276W	T1S	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133
				T2M	31,900	5	0	5	116	33,246	5	0	5	121	33,894	5	0	5	123
				T3M	32,265	5	0	5	117	33,626	5	0	5	122	34,282	5	0	5	124
				T3LG	28,826	4	0	4	105	30,042	4	0	4	109	30,628	4	0	4	111
				T4M	32,746	5	0	5	119	34,128	5	0	5	124	34,793	5	0	5	126
				T4LG	29,782	4	0	4	108	31,039	4	0	4	113	31,644	5	0	4	115
				TFTM	32,978	5	0	5	120	34,369	5	0	5	125	35,039	5	0	5	127
				T5M	33,692	5	0	4	122	35,113	5	0	4	127	35,797	5	0	4	130
				T5W	34,238	5	0	4	124	35,682	5	0	4	129	36,378	5	0	4	132
				T5LG	33,789	5	0	3	122	35,215	5	0	3	128	35,901	5	0	3	130
				BLC3	23,471	5	0	5	85	24,461	5	0	5	89	24,937	5	0	5	90
				BLC4	24,240	5	0	5	88	25,262	5	0	5	92	25,755	5	0	5	93
				RCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				LCCO	23,683	1	0	4	86	24,682	1	0	4	89	25,163	1	0	4	91
				AFR	34,436	5	0	5	125	35,889	5	0	5	130	36,588	5	0	5	133

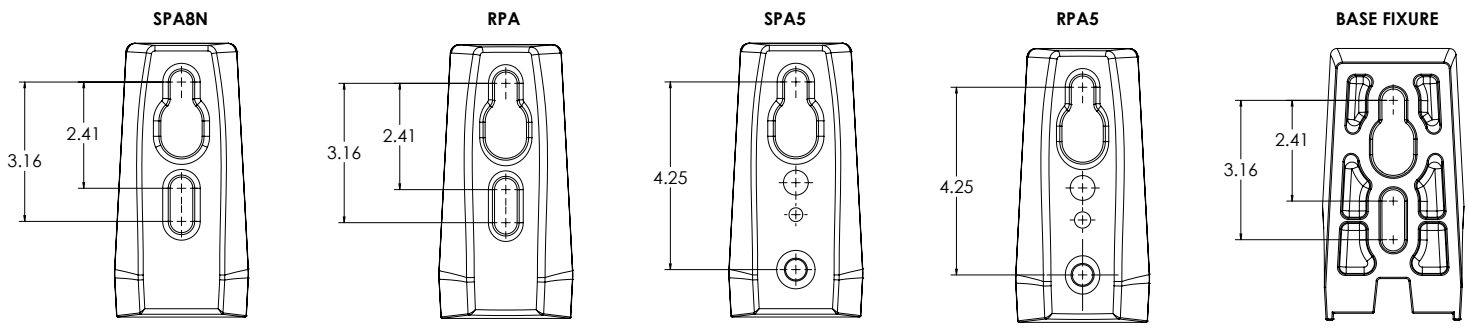
Dimensions



DSX1 with RPA, RPA5, SPA5, SPA8N

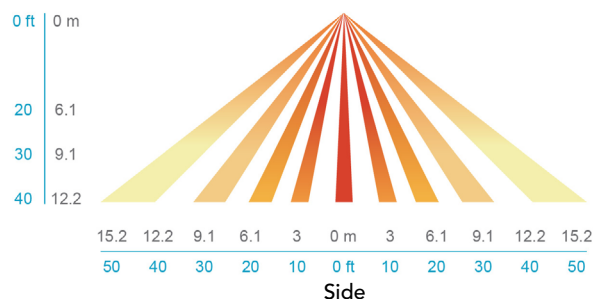
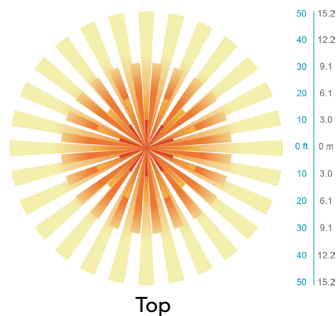
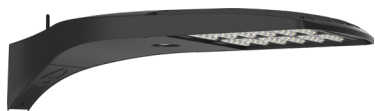


DSX1 with WBA



nLight Sensor Coverage Pattern

NLTAIR2 PIRHN



FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing driver compartment is completely sealed against moisture and environmental contaminants (IP66). Vibration rated per ANSI C136.31 for 1.5G. Low EPA (0.69 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

Coastal Construction (CCE)

Optional corrosion resistant construction is engineered with added corrosion protection in materials and/or pre-treatment of base material under super durable paint. Provides additional corrosion protection for applications near coastal areas. Finish is salt spray tested to over 5,000 hours per ASTM B117 with scribe rating of 10. Additional lead-times may apply.

OPTICS

Precision-molded proprietary silicone lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. 80CRI configurations are also available. The D-Series Size 1 has zero uplight and qualifies as a Night-time Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L81/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX1 LED area luminaire has a number of control options. DSX Size 1, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensor with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 40 feet. Control option BL features a bi-level device that allows a second control circuit to switch all light engines to either 30% or 50% light output.

nLIGHT AIR CONTROLS

The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found here.

INSTALLATION

Integral mounting arm allows for fast mounting using Lithonia standard #8 drilling and accommodates pole drilling's from 2.41 to 3.12" on center. The standard "SPA" option for square poles and the "RPA" option for round poles use the #8 drilling. For #5 pole drillings, use SPA5 or RPA5. Additional mountings are available including a wall bracket (WBA) and mast arm (MA) option that allows luminaire attachment to a 2 3/8" horizontal mast arm.

LISTINGS

UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP66 rated. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



WST LED

Architectural Wall Sconce



TYPE S4

Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

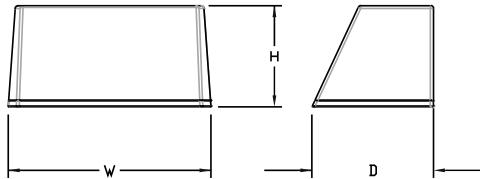
Luminaire

Height: 8-1/2"
(21.59 cm)

Width: 17"
(43.18 cm)

Depth: 10-3/16"
(25.9 cm)

Weight: 20 lbs
(9.1 kg)



A+ Capable options indicated
by this color background.

Introduction

The WST LED is designed with the specifier in mind. The traditional, trapezoidal shape offers a soft, non-pixelated light source for end-user visual comfort. For emergency egress lighting, the WST LED offers six battery options, including remote. For additional code compliance and energy savings, there is also a Bi-level motion sensor option. With so many standard and optional features, three lumen packages, and high LPW, the WST LED is your "go to" luminaire for most any application.

Ordering Information

EXAMPLE: WST LED P1 40K VF MVOLT DDBTXD

WST LED					
Series	Performance Package	Color temperature	Distribution	Voltage	Mounting
WST LED	P1 1,500 Lumen package P2 3,000 Lumen package P3 6,000 Lumen package	27K 2700 K 30K 3000 K 40K 4000 K 50K 5000 K	VF Visual comfort forward throw VW Visual comfort wide	MVOLT ¹ 277 ² 120 ² 347 ² 208 ² 480 ² 240 ²	Shipped included (blank) Surface mounting bracket PBBW Premium surface-mounted back box ^{3,4} Shipped separately BBW Surface-mounted back box ³

Options	Finish (required)
NLTAIR2 PIR nLIGHT AIR Wireless enabled motion/ambient sensor for 8'-15' mounting heights ^{5,6,7}	DDBXD Dark bronze
NLTAIR2 PIRH nLIGHT AIR Wireless enabled motion/ambient sensor for 15'-30' mounting heights ^{5,6,7}	DBLXD Black
PE Photoelectric cell, button type ⁸	DNAXD Natural aluminum
PER NEMA twist-lock receptacle only (controls ordered separate) ⁹	DWHXD White
PER5 Five-wire receptacle only (controls ordered separate) ⁹	DSSXD Sandstone
PER7 Seven-wire receptacle only (controls ordered separate) ⁹	DDBTXD Textured dark bronze
PIR Motion/Ambient Light Sensor, 8-15' mounting height ^{5,6}	DBLBXD Textured black
PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{5,6}	DNATXD Textured natural aluminum
PIRH 180° motion/ambient light sensor, 15-30' mounting height ^{5,6}	DWHGXD Textured white
PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{5,6}	DSSTXD Textured sandstone
SF Single fuse (120, 277, 347V) ²	
DF Double fuse (208, 240, 480V) ²	
DS Dual switching ¹⁰	
DMG 0-10V dimming extend out back of housing for external control (control ordered separate) ¹¹	
E7WH Emergency battery backup, Non CEC compliant (7W) ⁷	
E7WC Emergency battery backup, CA Title 20 Noncompliant (cold, 7W) ^{7,12}	
E7WHR Remote emergency battery backup, CA Title 20 Noncompliant (remote 7W) ^{7,13}	
E20WH Emergency battery pack 18W constant power, Certified in CA Title 20 MAEDBS ⁷	
E20WC Emergency battery pack -20°C 18W constant power, Certified in CA Title 20 MAEDBS ^{7,12}	
E23WHR Remote emergency battery backup, CA Title 20 Noncompliant (remote 20W) ^{7,12,14}	
LCE Left side conduit entry ¹⁵	
RCE Right side conduit entry ¹⁵	
BAA Buy America(n) Act Compliant	
Shipped separately	
RBPW Retrofit back plate ³	
VG Vandal guard ¹⁵	
WG Wire guard ¹⁵	

See Accessories and Notes on next page.



COMMERCIAL OUTDOOR

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WST-LED
Rev. 01/19/23

Accessories

Ordered and shipped separately.

WSTVCPBBW DDBXD U	Premium Surface - mounted back box
WS8BW DDBTXD U	Surface - mounted back box
RBPW DDBXD U	Retrofit back plate
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁷
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁷
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁷

NOTES

- 1 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 2 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 3 Also available as a separate accessory; see accessories information.
- 4 Top conduit entry standard.
- 5 Not available with VG or WG. See PER Table.
- 6 Reference Motion Sensor table.
- 7 Not available 347/480. E7WC or E23WHR, only available 120 or 277.
- 8 Need to specify 120, 208, 240 or 277 voltage.

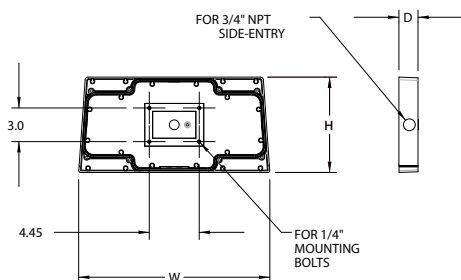
- 9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- 10 Not available with Emergency options, PE or PER options.
- 11 DMG option not available with standalone or networked sensors/controls.
- 12 Battery pack rated for -20° to 40°C.
- 13 Comes with PBBW.
- 14 Warranty period is 3-years.
- 15 Not available with BBW.
- 16 Must order with fixture; not an accessory.
- 17 Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table.

Optional Back Box (PBBW)

Height: 8.49"
(21.56 cm)

Width: 17.01"
(43.21 cm)

Depth: 1.70"
(4.32 cm)

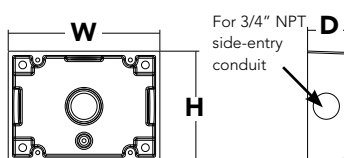


Optional Back Box (BBW)

Height: 4"
(10.2 cm)

Width: 5-1/2"
(14.0 cm)

Depth: 1-1/2"
(3.8 cm)



Emergency Battery Operation

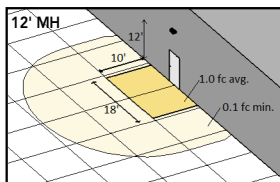
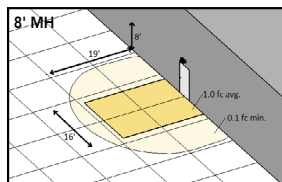
The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All emergency backup configurations include an independent secondary driver with an integral relay to immediately detect AC power loss, meeting interpretations of [NFPA 70/NEC 2008 - 700.16](#)

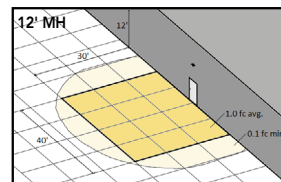
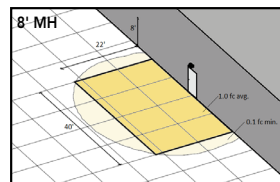
The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per [International Building Code Section 1006](#) and [NFPA 101 Life Safety Code Section 7.9](#), provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples below show illuminance of 1 fc average and 0.1 fc minimum of the P1 power package and VF distribution product in emergency mode.

10' x 10' Gridlines
8' and 12' Mounting Height



WST LED P1 27K VF MVOLT E7WH



WST LED P2 40K VF MVOLT E20WH

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Electrical Load

Performance package	System Watts	Current (A)					
		120	208	240	277	347	480
P1	11	0.1	0.06	0.05	0.04	---	---
	14	---	---	---	---	0.04	0.03
P1 DS	14	0.12	0.07	0.06	0.06	---	---
P2	25	0.21	0.13	0.11	0.1	---	---
	30	---	---	---	---	0.09	0.06
P2 DS	25	0.21	0.13	0.11	0.1	---	---
P3	50	0.42	0.24	0.21	0.19	---	---
	56	---	---	---	---	0.16	0.12
P3 DS	52	0.43	0.26	0.23	0.21	---	---

Projected LED Lumen Maintenance

Values calculated according to IESNA TM-21-11 methodology and valid up to 40°C.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.95	>0.92	>0.87

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Ramp-up Time	Dwell Time	Ramp-down Time
*PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	3 sec	5 min	5 min
PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	3 sec	5 min	5 min

*for use with site wide Dusk to Dawn control

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
			Wire 4/Wire5		Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	✓	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion	✗	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof*	✗	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof* with Motion	✗	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture

✓ Recommended

✗ Will not work

⚠ Alternate

*Futureproof means: Ability to change controls in the future.

Lumen Output

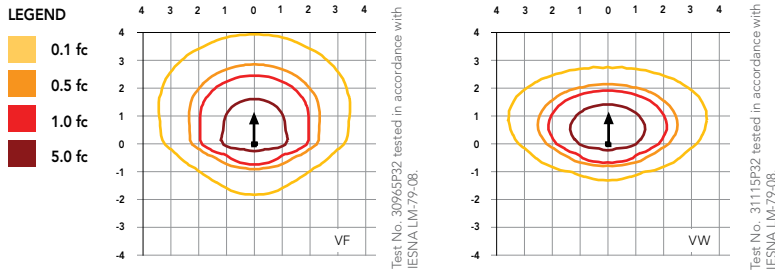
Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts.

Performance Package	System Watts (MVOLT ¹)	Dist. Type	27K (2700K, 70 CRI)					30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
P1	12W	VF	1,494	0	0	0	125	1,529	0	0	0	127	1,639	0	0	0	137	1,639	0	0	0	137
		VW	1,513	0	0	0	126	1,548	0	0	0	129	1,659	0	0	0	138	1,660	0	0	0	138
P2	25W	VF	3,163	1	0	1	127	3,237	1	0	1	129	3,469	1	0	1	139	3,468	1	0	1	139
		VW	3,201	1	0	0	128	3,276	1	0	0	131	3,512	1	0	0	140	3,512	1	0	0	140
P3	50W	VF	6,025	1	0	1	121	6,165	1	0	1	123	6,609	1	0	1	132	6,607	1	0	1	132
		VW	6,098	1	0	1	122	6,240	1	0	1	125	6,689	1	0	1	134	6,691	1	0	1	134

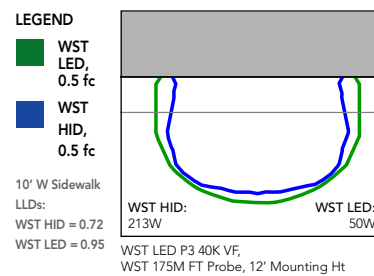
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [WST LED homepage](#).

Isofootcandle plots for the WST LED P3 40K VF and VW. Distances are in units of mounting height (10').



Distribution overlay comparison to 175W metal halide.



FEATURES & SPECIFICATIONS

INTENDED USE

The classic architectural shape of the WST LED was designed for applications such as hospitals, schools, malls, restaurants, and commercial buildings. The long life LEDs and driver make this luminaire nearly maintenance-free.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WST LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) consist of 98 high-efficacy LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (100,000 hrs at 40°C, L87). Class 2 electronic driver has a power factor >90%, THD <20%. Easily-serviceable surge protection device meets a minimum Category B (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. PIR and back box options are rated for wet location. Rated for -30°C to 40°C ambient.

BUY AMERICAN ACT

Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



COMMERCIAL OUTDOOR

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WST-LED
Rev. 01/19/23

FEATURES & SPECIFICATIONS

INTENDED USE — Only customers in USA are eligible for this program.

Square Straight Steel is a general purpose light pole for up to 25-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION

Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, .12"), or 50 KSI (7-gauge, .18"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4" and 5".

Pole Top: A flush non-metallic black top cap is provided for all poles ordered without a tenon.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A color matched durable ABS plastic two-piece full base cover, is provided with each pole assembly.

Anchor Base/Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE — All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH — Exterior parts are protected by a TGIC or Urethane polyester powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures superior adhesion as well as a minimum finish thickness of 3 mils. Extra durable standard powder-coat finishes include Dark Bronze, Black and Natural Aluminum colors.

INSTALLATION — Do not erect poles without having fixtures installed. Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates. If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage. Lithonia Lighting is not responsible for the foundation design.

WARRANTY — 1-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

Catalog Number
Notes
Type



SSS QS

SQUARE STRAIGHT STEEL – QUICK SHIP

ORDERING INFORMATION

Example: SSS QS 20 4C DM19AS DDBXD

SSS	QS					
Series	Quick Ship	Pole Length (FT)	Nominal shaft size/wall thickness ¹	Mounting ²	Finish	Options
SSS	QS	10 10'	4C 4" / 11 Gauge	Tenon mounting	DDBXD Dark bronze	L/AB Less anchor bolts (Include when anchor bolts are not provided)
		12 12'	4G 4" / 7 Gauge	PT Open top (includes top cap)	DBLXD Black	
		14 14'	5C 5" / 11 Gauge	T20 2-3/8" O.D. (2" NPS)	DNAXD Natural aluminum	
		16 16'	5G 5" / 7 Gauge			
		18 18'		DSX/RSX Drill mounting ³		
		20 20'		DM19AS 1 at 90°		
		25 25'		DM28AS 2 at 180°		
				DM29AS 2 at 90°		
				DM39AS 3 at 90°		
				DM49AS 4 at 90°		
				ESX Drill mounting ³		
				DM19ESX 1 at 90°		
				DM28ESX 2 at 180°		
				DM29ESX 2 at 90°		
				DM39ESX 3 at 90°		
				DM49ESX 4 at 90°		

SINGLE HEAD (TYPE S2)

FOUR HEAD (TYPE S3)

Accessories: Order as separate catalog number.

PL DT20 Plugs for ESX drillings
PL DT8 Plugs for DSX/RSX drillings

PROGRAM RULES:

- Only options listed in the ordering tree are valid for the Quick Ship program.
- Nomenclature must include "QS" after "SSS" to be qualified for Quick Ship.
Example: SSS QS 20 4C DM19AS DDBXD
- Total order quantity cannot exceed 10 poles.
- Anchor bolts will be shipped separately.
- Quick Ship orders cannot have "Not Before Date" or "Ship Date".
- Quick ship orders cannot have standard pole lines.
- All pole orders must include "Call Before Number" to avoid delays.

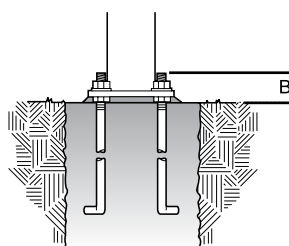
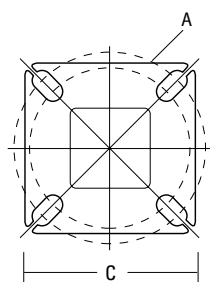
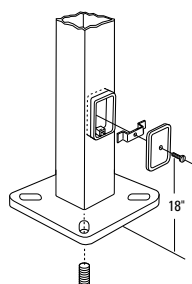
NOTES:

- Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7-Gauge) in nomenclature. "C" - 0.12" | "G" - 0.18".
- PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, follow this example: DM28/T20. The combination includes a required extra handhole.
- Refer to the luminaire spec sheet for the correct drilling template pattern and orientation compatibility.

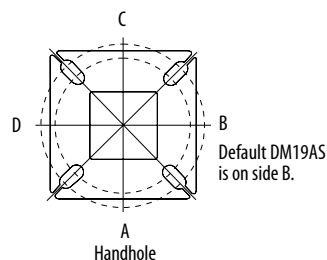
TECHNICAL INFORMATION — EPA (ft²) with 1.3 gust

Catalog Number	Nominal Shaft Length (ft.)	Pole Shaft Size (Base in. x Top in. x ft.)	Wall thick (in)	Gauge	EPA (ft ²) with 1.3 gust						Bolt circle (in)	Bolt size (in. x in. x in.)	Approximate ship weight (lbs.)
					80 MPH	Max. weight	90 MPH	Max. weight	100 MPH	Max. weight			
SSS QS 10 4C	10	4.0 x 10.0	0.1196	11	30.6	765	23.8	595	18.9	473	8–9	3/4 x 18 x 3	75
SSS QS 12 4C	12	4.0 x 12.0	0.1196	11	24.4	610	18.8	470	14.8	370	8–9	3/4 x 18 x 3	90
SSS QS 14 4C	14	4.0 x 14.0	0.1196	11	19.9	498	15.1	378	11.7	293	8–9	3/4 x 18 x 3	100
SSS QS 16 4C	16	4.0 x 16.0	0.1196	11	15.9	398	11.8	295	8.9	223	8–9	3/4 x 18 x 3	115
SSS QS 18 4C	18	4.0 x 18.0	0.1196	11	12.6	315	9.2	230	6.7	168	8–9	3/4 x 18 x 3	125
SSS QS 20 4C	20	4.0 x 20.0	0.1196	11	9.6	240	6.7	167	4.5	150	8–9	3/4 x 18 x 3	140
SSS QS 20 4G	20	4.0 x 20.0	0.1793	7	14	350	11	275	8	200	8–9	3/4 x 30 x 3	198
SSS QS 20 5C	20	5.0 x 20.0	0.1196	11	17.7	443	12.7	343	9.4	235	10–12	1 x 36 x 4	185
SSS QS 20 5G	20	5.0 x 20.0	0.1793	7	28.1	703	21.4	535	16.2	405	10–12	1 x 36 x 4	265
SSS QS 25 4C	25	4.0 x 25.0	0.1196	11	4.8	150	2.6	100	1	50	8–9	3/4 x 18 x 3	170
SSS QS 25 4G	25	4.0 x 25.0	0.1793	7	10.8	270	7.7	188	5.4	135	8–9	3/4 x 30 x 3	245
SSS QS 25 5C	25	5.0 x 25.0	0.1196	11	9.8	245	6.3	157	3.7	150	10–12	1 x 36 x 4	225
SSS QS 25 5G	25	5.0 x 25.0	0.1793	7	18.5	463	13.3	333	9.5	238	10–12	1 x 36 x 4	360

NOTE: * EPA values are based on ASCE 7-93 wind map.

BASE DETAIL

POLE DATA

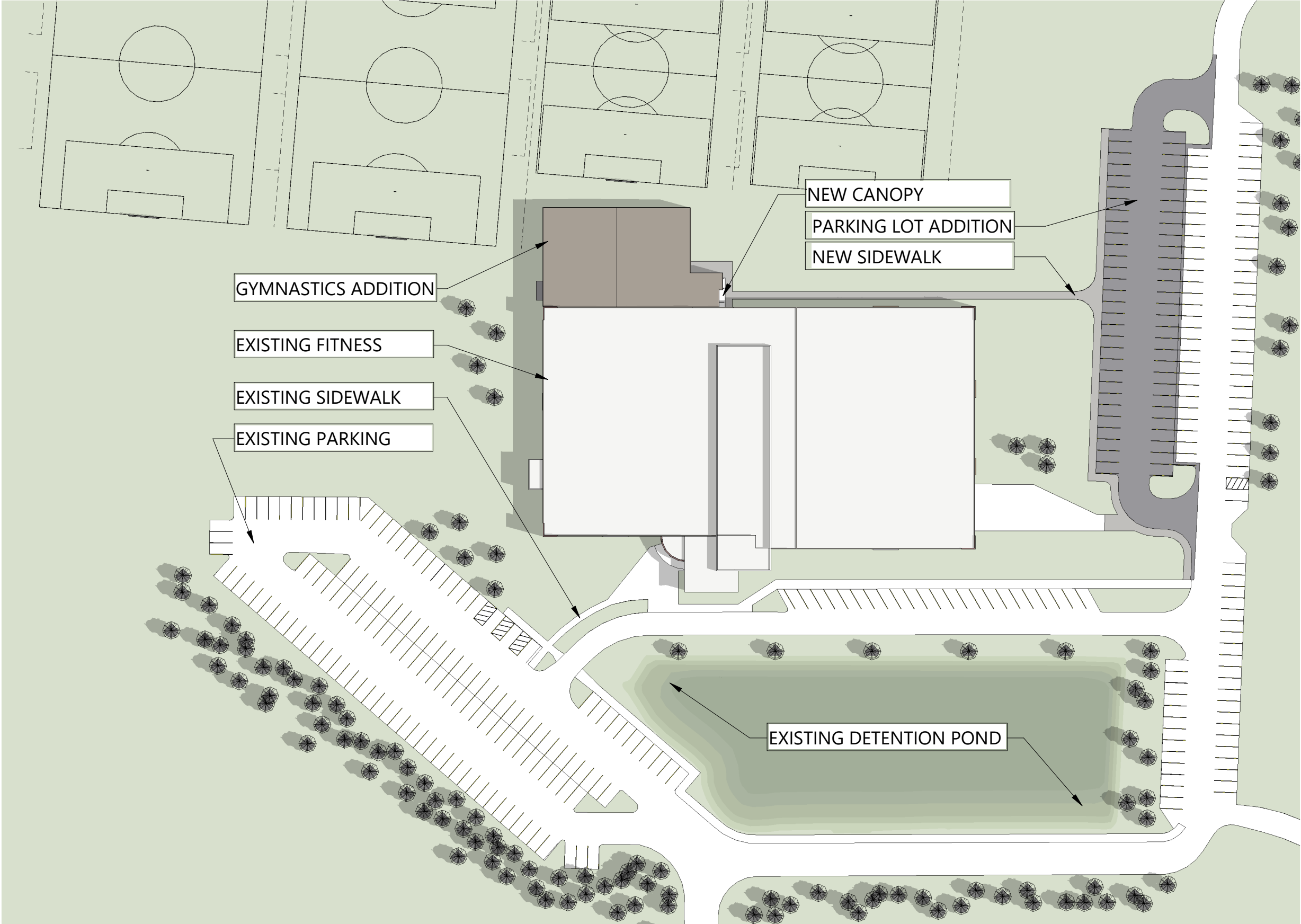
Shaft base size	Bolt circle A	Bolt projection B	Base diameter C	Base plate thickness	Anchor bolt and template number	Anchor bolt description
4"C	8" – 9"	3.25"– 3.75"	8"– 8.25"	0.75"	ABSSS-4C	3/4"x18"x3"
4"G	8" – 9"	3.38"– 3.75"	8"– 8.25"	0.875"	ABSSS-4G	3/4"x30"x3"
5"	10" – 12"	3.5"– 4"	11"	1"	ABSSS-5	1"x36"x4"

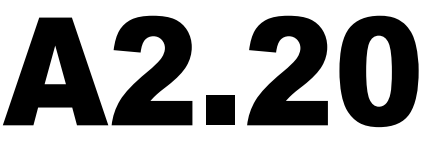
HANDHOLE ORIENTATION

IMPORTANT INSTALLATION NOTES:

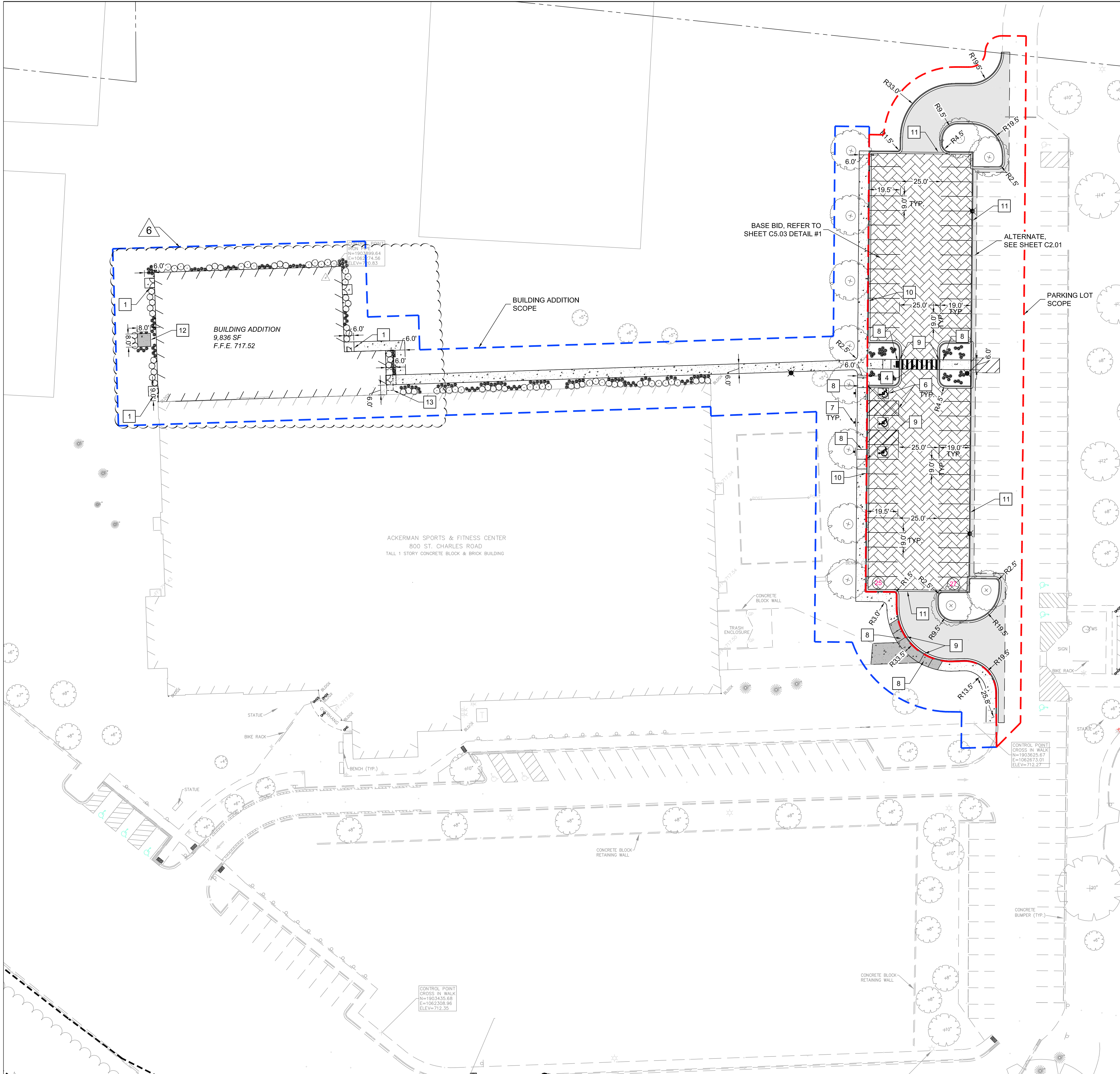
- **Do not** erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.
- Bolt circles have +/- 1/2" tolerance.

CAUTION: These specifications are intended for general purposes only. Lithonia Lighting reserves the right to change material or design, without prior notice, in a continuing effort to upgrade its products.

PROPOSED SCOPE OF WORK







LEGEND

	FULL DEPTH HMA PAVEMENT AND STONE BASE
	HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
	PCC SIDEWALK AND STONE BASE
	PERMEABLE PAVERS REFER TO SHEET C5.03 DETAIL #1
	BUILDING ADDITION SCOPE
	PARKING LOT SCOPE
	PARKING COUNT
	LIGHT POLE
	PROPERTY LINE

SITE KEY NOTES

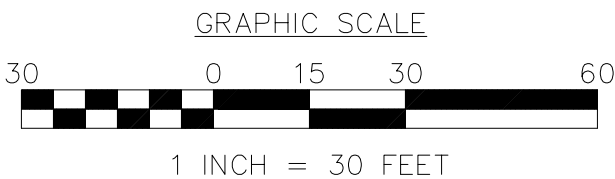
1	FROST STOOP
2	4" SOLID PARKING STRIPE, TRAFFIC WHITE PAINT
3	24" STOP BAR, TRAFFIC WHITE PAINT
4	12" CROSSWALK STRIPING, TRAFFIC WHITE PAINT
5	4" SOLID PARKING STRIPE, 4" O.C., 45° ANGLE, YELLOW
6	ADA PARKING STRIPING
7	ADA SIGN
8	ADA RAMP AND DETECTIBLE WARNINGS
9	DEPRESSED CURB
10	B6.12 CURB & GUTTER
11	FLUSH CONCRETE CONTAINMENT CURB
12	HEAVY DUTY CONCRETE PAD FOR COMPRESSOR UNIT
13	ADDITION CANOPY

SITE PLAN NOTES

- ALL EXISTING CURB TO BE REMOVED UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN. ALL RADIi DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT.
- ALL DISTURBED AREAS ON-SITE AND IN THE RIGHT-OF-WAY SHALL BE RESTORED TO EXISTING CONDITION. ALL ITEMS DISTURBED SHALL BE REPLACED INCLUDING ALL LANDSCAPING, CURB, SIDEWALK, PAVEMENT, ETC.
- ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE NOTED.
- CONTRACTOR TO COORDINATE WITH OWNER ON FINAL LOCATIONS OF SIGNS.

LAYOUT NOTE:

- ALL LAYOUT FOR SITE IMPROVEMENTS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR HIRED BY THE CONTRACTOR. LAYOUT SHALL BE COMPLETED USING THE ELECTRONIC CAD FILES PROVIDED BY THE ENGINEER.



Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

NOT FOR
CONSTRUCTION

	BID GROUP 3-ADDENDUM 2	05-25-2023
	90% CD	05-11-2023
	ADDENDUM 2	05-01-2023
	BID GROUP 2- ISSUED FOR BID	04-21-2023
	1 BID GROUP 1- ISSUED FOR BID	02-22-2023
	SPECIAL USE APPLICATION	02-17-2023
REV	DESCRIPTION	DATE

ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

SITE PLAN

Project Number:
220194
Drawn By:
EN
Sheet:

C2.00

SHADE TREES

EVERGREEN SHRUBS

JGL	24	<i>Juniperus chinensis</i> 'Gold Lace'	Gold Lace Juniper	#5 cont.		As shown
TMD	23	<i>Taxus x media</i> 'Densiformis'	Dense Yew	#5 cont.		As shown

DECIDUOUS SHRUBS

HQU	19	<i>Hydrangea quercifolia</i>	Oakleaf Hydrangea	#5 cont.		As shown
VCA	17	<i>Viburnum carlesii</i>	Koreanspice Viburnum	#5 cont.		As shown

PERENNIALS / ORNAMENTAL GRASS

CAB	54	<i>Calamagrostis arundinacea</i> 'Brachytricha'	Korean Feather Reed Grass	#1 cont.	18" O.C.
ECB	112	<i>Echinacea</i> 'Cheyenne Spirit'	Cheyenne Spirit Coneflower	#1 cont.	18" O.C.
GMF	41	<i>Geranium sanguineum</i> 'Max Frei'	Max Frei Bloody Cranesbill	#1 cont.	18" O.C.
NWL	132	<i>Nepeta</i> 'Walker's Low'	Walker's Low Catmint	#1 cont.	18" O.C.
PPF	54	<i>Panicum variegatum</i> 'Prairie Fire'	Prairie Fire Switch Grass	#1 cont.	18" O.C.
ESP	28	<i>Eragrostis spectabilis</i>	Purple Lovegrass	#1 cont.	18" O.C.
RLG	89	<i>Rudbeckia fulgida</i> 'Little Goldstar'	Little Goldstar Black-Eyed Susan	#1 cont.	18" O.C.
SHE	156	<i>Sporobolus heterolepis</i>	Prairie Dropseed	#1 cont.	18" O.C.

SEED AND BLANKET RESTORATION

SHADE TREE

1. SEED AND BLANKET LIMIT LINE IS APPROXIMATE. RESTORE TO LIMITS OF DISTURBANCE. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 10" DEPTH) FERTILIZER, SEED AND BLANKET AS SHOWN.
2. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION, OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.
3. ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 10" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.
4. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES NOT SHOWING ON THE PLANS TO BE SAVED FROM DAMAGE DUE TO THEIR OPERATIONS. CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING AS SHOWN ON PLANS AND DETAILS PRIOR TO BEGINNING WORK.
5. THE CONTRACTOR WILL MAKE NO SUBSTITUTIONS WITHOUT PRIOR WRITTEN AGREEMENT BY THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL SUBMIT ANY SUBSTITUTIONS IN WRITING TO THE LANDSCAPE ARCHITECT.
6. ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERIES" AND AS DETAILED ON THESE DRAWINGS. DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
7. ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHROUDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.
8. TREES PLACED IN TURF AREAS WILL HAVE 6" DIA. MULCH RING WITH 3" DEEP SPADE CUT EDGE.
9. TREES PLACED IN MULCH AREAS TO A MIN. DEPTH OF 3" CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED. EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED AND REMOVED.
11. ALL PERENNIAL & SHRUB BEDS WILL HAVE AMENDED TOPSOIL. 10" MINIMUM ORGANIC MATTER SHALL BE TILLED INTO THE TOP 10" OF TOPSOIL. THOROUGHLY TILL TO BREAK UP CLUMPS AND SPREAD EVENLY OVER SURFACE.
12. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.
13. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.
14. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM ALL STRUCTURES AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO MANHOLES, VALVE VAULTS, VALVE BOXES, AND FIRE HYDRANTS.
15. ANY AREA COMPACTED BY CONSTRUCTION TRAFFIC SHALL BE TILLED OR RESTORED TO ALLOW FOR SUITABLE PLANTING CONDITIONS.
16. THE CROWNS AND ROOTS OF TREES WHICH ARE TO BE PRESERVED IN THE PROJECT AREA, BUT WHICH COULD BE NEGATIVELY AFFECTED DURING THE CONSTRUCTION PROCESS, SHALL BE PRUNED BY A QUALIFIED ARBORIST ACCORDING TO THE TREE PRUNING STANDARDS SET BY ANSI Z100 CODE.



2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

**NOT FOR
CONSTRUCTION**

	BID GROUP 3-ADDENDUM 2	05-25-2022
	ADDENDUM 3	05-25-2022
	90% CD	05-11-2022
	ADDENDUM 2	05-01-2022
	BID GROUP 2- ISSUED FOR BID	04-21-2022
	1 BID GROUP 1- ISSUED FOR BID	02-22-2022
	SPECIAL USE APPLICATION	02-17-2022
REV	DESCRIPTION	DATE

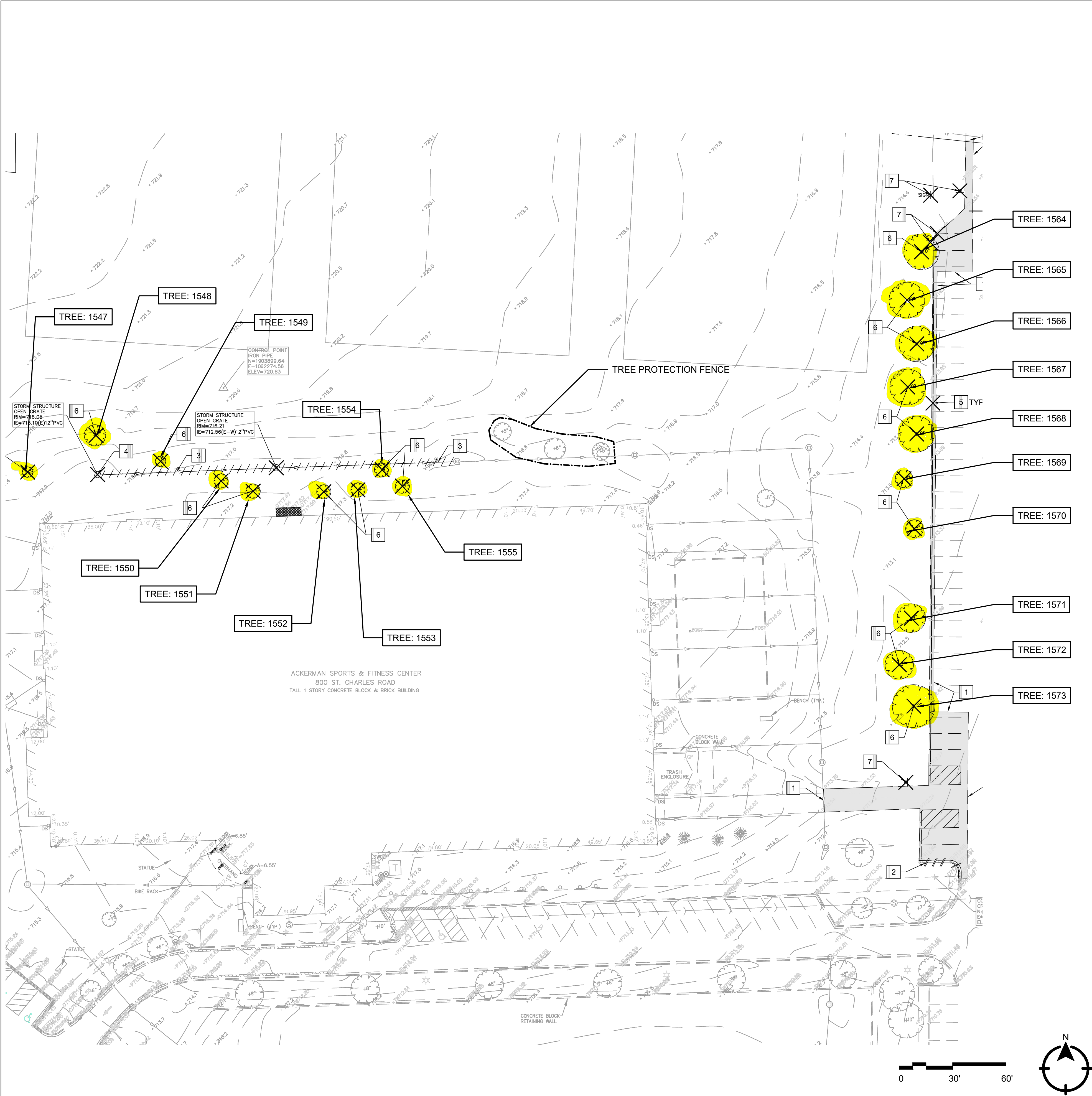
ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

LANDSCAPE PLAN

Project Number
220194
Drawn By:
PK/DW
Sheet:

L1.00



1 VIEW TITLE

Scale: 1:30

TREE INVENOTORY					
Tree #	Botanical Name	Common Name	Size (Cal.)	Condition	Action
1547	Gymnocladus	Kentucky Coffee	2"	3 (Average)	Remove
1548	Acer	Silver Maple	3"	3 (Average)	Remove
1549	Gymnocladus	Kentucky Coffee	2"	3 (Average)	Remove
1550	Taxodium	Bald Cyprus	3"	3 (Average)	Remove
1551	Taxodium	Bald Cyprus	3"	3 (Average)	Remove
1552	Taxodium	Bald Cyprus	3"	3 (Average)	Remove
1553	Taxodium	Bald Cyprus	3"	3 (Average)	Remove
1554	Taxodium	Bald Cyprus	3"	3 (Average)	Remove
1555	Taxodium	Bald Cyprus	2"	3 (Average)	Remove
1564	Gleditsia tricanthos	Honey Locust	9"	2 (Above Average)	Remove
1565	Gleditsia tricanthos	Honey Locust	9"	2 (Above Average)	Remove
1566	Gleditsia tricanthos	Honey Locust	8"	3 (Average)	Remove
1567	Gleditsia tricanthos	Honey Locust	8"	2 (Above Average)	Remove
1568	Gleditsia tricanthos	Honey Locust	9"	3 (Average)	Remove
1569	Quercus spp.	Burr Oak	4"	3 (Average)	Remove
1570	Syringa spp.	Lilac Shrub	4"	3 (Average)	Remove
1571	Acer platanoides	Norway Maple	4"	3 (Average)	Remove
1572	Gymnocladus	Kentucky Coffee	6"	3 (Average)	Remove
1573	Tilia spp.	Linden	9"	4 (Below Average)	Remove
				1 (Specimen)	
				2 (Above Average)	
				3 (Average)	
				4 (Below Average)	
				5 (Nearly Dead)	



GLEN ELLYN
PARK DISTRICT

CALL J.U.L.I.E. 1-800-892-0123
to locate underground utilities at least
48 Hours before start of construction.

The location and type of existing
underground utilities shown on the plan
may not be accurate. The Contractor is
responsible for determining the exact
location and type of underground utility
present so as to avoid damage.

Ackerman Center
Addition & Renovation

800 St. Charles Road

ISSUE

Review
Documents

February 17, 2023

REVISION/RE-ISSUES

REV. COMMENT, DATE

SHEET TITLE

Tree
Preservation

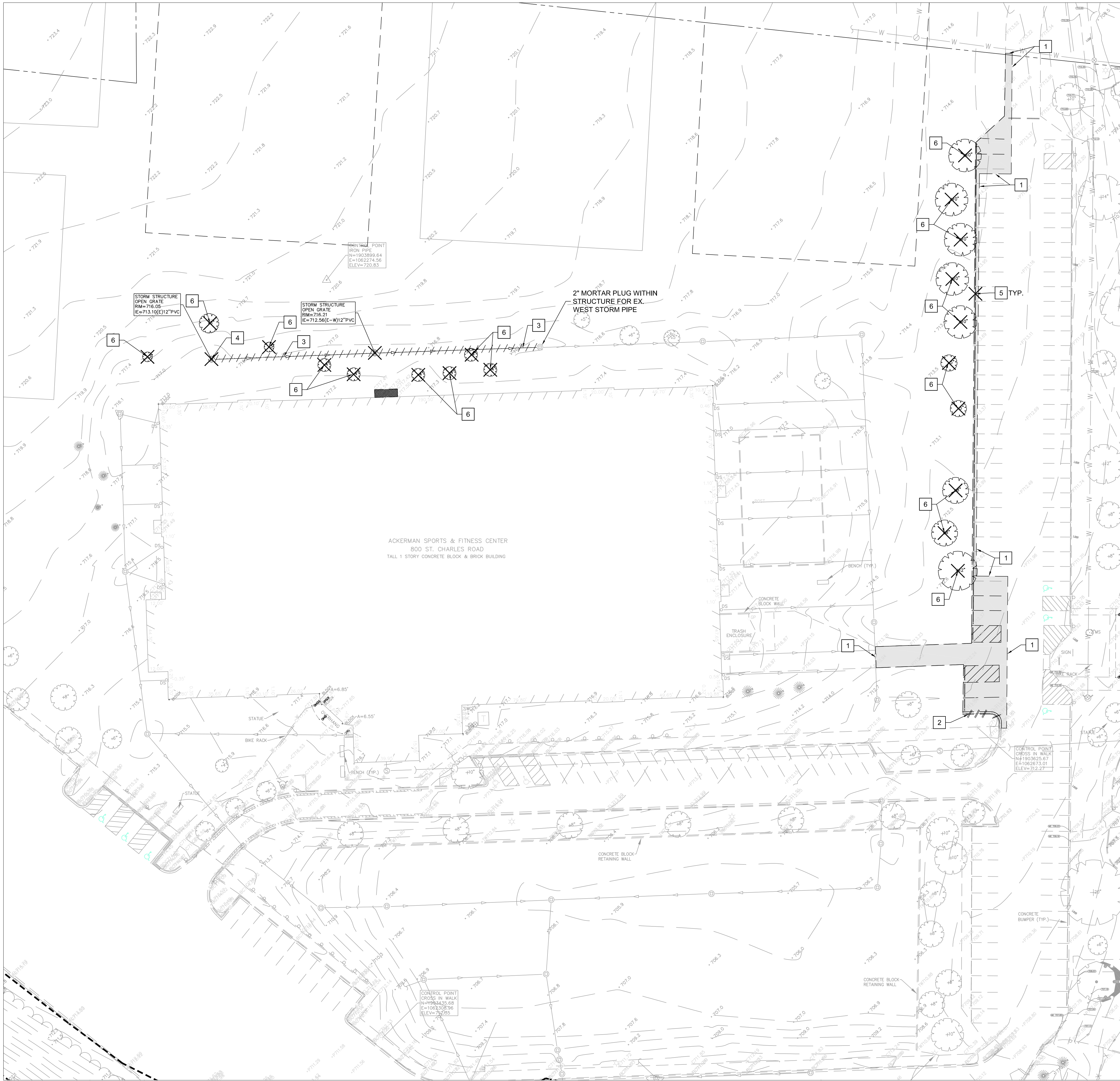
DRAWN: CHECKED:

SHEET NO.

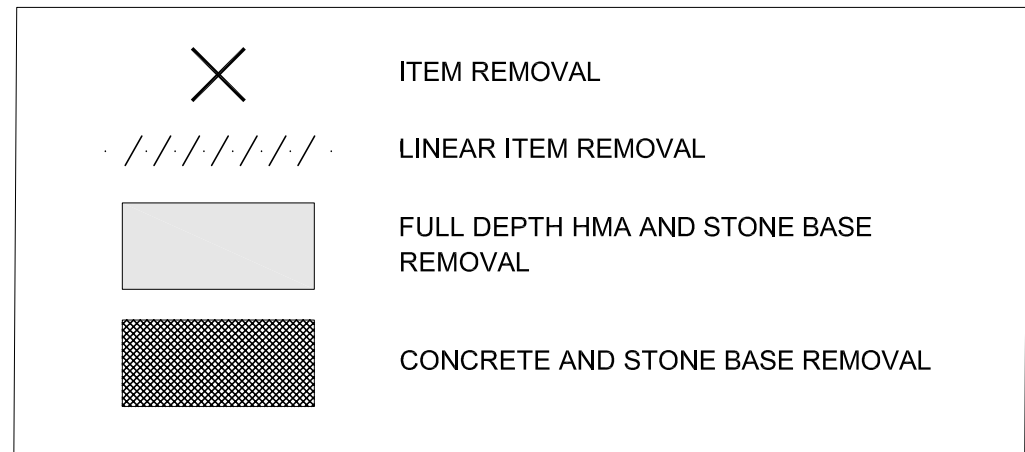
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LEGEND

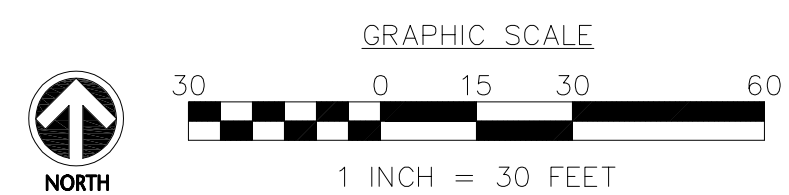


DEMO KEY NOTES

1	SAWCUT
2	REMOVE CURB AND GUTTER
3	REMOVE STORM SEWER
4	REMOVE STORM STRUCTURE.
5	REMOVE WHEEL STOPS. RELOCATE PER OWNER DIRECTION.
6	REMOVE TREE.
7	REMOVE SIGN, POST AND FOUNDATION

DEMOLITION NOTES

1. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES DURING DEMOLITION & CONSTRUCTION ACTIVITIES, WHETHER SHOWN ON THE PLANS OR NOT, UNLESS OTHERWISE SPECIFIED. ANY RELOCATION ADJUSTMENTS, CONFLICTS, ETC. SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. CONTRACTOR TO LOCATE ALL PUBLIC & PRIVATE UTILITIES IN THE RIGHT-OF-WAY AND SITE PRIOR TO CONSTRUCTION.
2. ALL EXISTING CURB TO REMAIN UNLESS OTHERWISE SPECIFIED. ANY CURB DAMAGED DURING DEMOLITION SHALL BE REPLACED IN KIND.
3. ALL EXISTING SIGNS & LIGHT POLES TO REMAIN AND BE PROTECTED UNLESS OTHERWISE SPECIFIED. ANY SIGNS REMOVED SHALL BE SALVAGED AND RELOCATED OR RETURNED TO THE OWNER.
4. ANY UTILITY ADJUSTMENTS, CONFLICTS, RELOCATIONS, ETC. REQUIRED SHALL BE COORDINATED WITH ENGINEER AND UTILITY OWNER/PROVIDER.
5. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE SPECIFIED.
6. ALL DEMOLITION AND CONSTRUCTION IN THE RIGHT-OF-WAY SHALL BE COORDINATED AND APPROVED BY THE VILLAGE OF GLEN ELLYN. THE CONTRACTOR IS TO CONTACT THE SUPERVISOR OF PUBLIC WORKS FOR APPROVAL.
7. COORDINATE ALL ELECTRICAL, CABLE FIBER, ETC., REMOVAL/RELOCATION WITH MEP PLANS. CONTRACTOR SHALL PROTECT ALL EXISTING ELECTRIC SERVICES DURING CONSTRUCTION AND NOTIFY ENGINEER IMMEDIATELY OF ANY CONFLICTS.
8. ALL EXISTING TREES AND LANDSCAPING IN CONFLICT WITH SITE IMPROVEMENTS SHALL BE REMOVED.
9. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DAMAGED PUBLIC/PRIVATE PROPERTY OR ROADWAY AS A RESULT OF CONSTRUCTION ON THE RIGHT-OF-WAY. ROADWAY MUST BE RETURNED TO ORIGINAL OR BETTER CONDITION.
10. ITEMS NOTED AS REMOVE AND RELOCATE, SEE LAYOUT PLAN FOR NEW LOCATIONS.



wight

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

SPECIAL USE APPLICATION		02-17-202
REV	DESCRIPTION	DATE

ACKERMAN CENTER ADDITION & RENOVATION

800 ST. CHARLES RD
GLEN ELLYN, IL 60137

DEMOLITION PLAN

Project Number:
220194
Drawn By:
EN
Sheet:

C1.02

NOTICE OF PUBLIC HEARING

The Glen Ellyn Park District, owner of the property located at 800 St. Charles Road, is requesting approval of a Special Use Permit associate with the construction of an addition and site improvements to the Ackerman Sports and Fitness. The subject property is comprised of approximately 56.5 acres and is located north of St. Charles Road in the CR Conservation/Recreation District.

Before the Glen Ellyn Village Board can consider this request, the Plan Commission must conduct a public hearing. The Plan Commission will conduct a public hearing on **Thursday, June 22, 2023, at 7:00 p.m.** in the Galligan Board Room on the 3rd floor of the Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn, Illinois, 60137.

The petitioner is specifically requesting approval of the following:

- a. A Special Use Permit in accordance with the Glen Ellyn Zoning Code, specifically Sections 10-4-3(B), special uses within the CR Conservation/Recreation District, and 10-10-14(A)(1) related to a use operated by a public agency, all associated with construction of an addition and site improvements to the Ackerman Sports and Fitness Center.

The subject property is legally described as follows:

LOT 1 IN THE PLAT OF CONSOLIDATION FOR ACKERMAN PARK RECORDED ON APRIL 22, 2009, AS DOCUMENT NUMBER R2009-05599, IN SECTION 2, TOWNSHIP 39 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, IL.

P.I.N.: 05-28-417-019

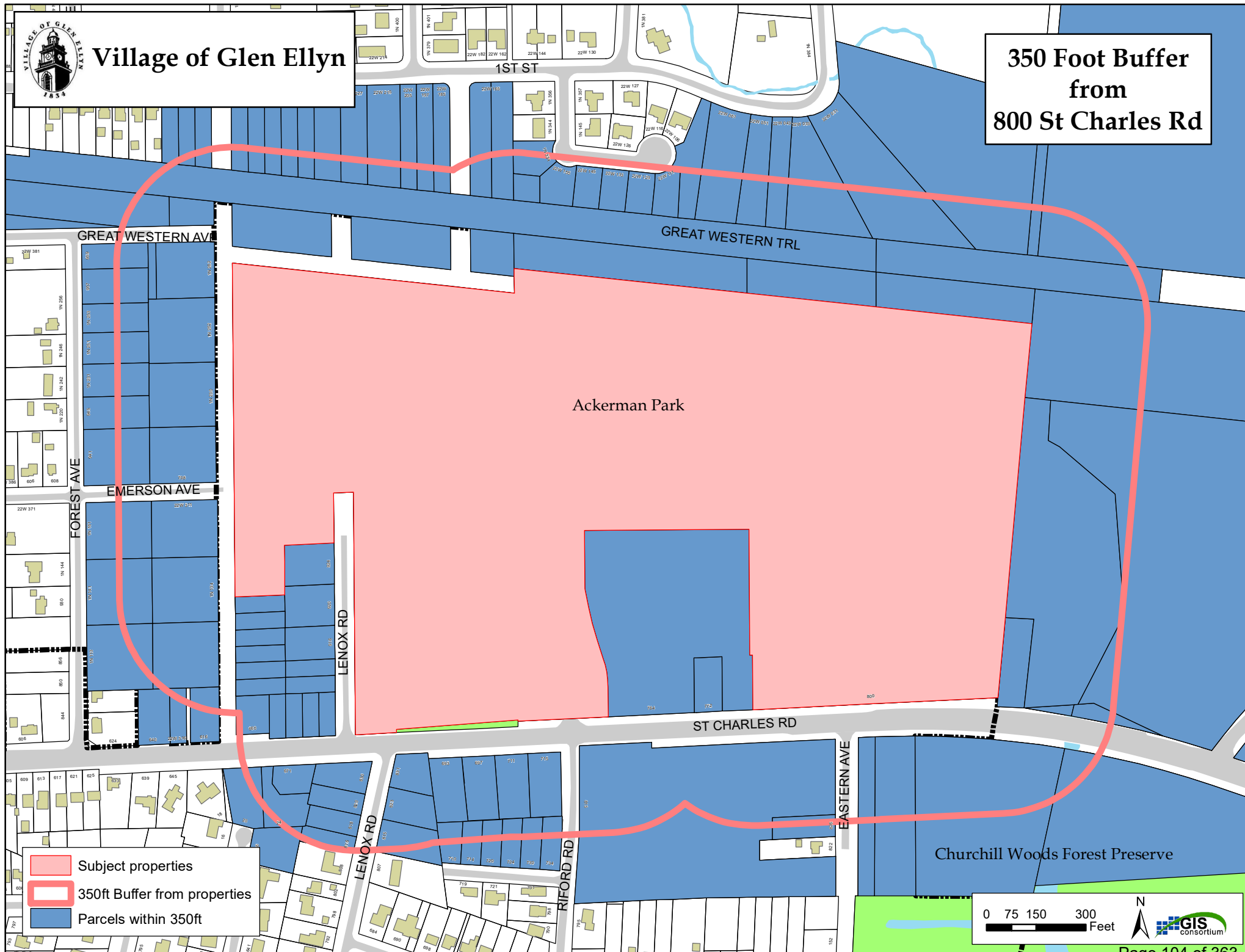
All persons in the Village of Glen Ellyn who are interested are invited to attend the public hearing to listen and be heard. To view plans related to the proposed project, please visit the Village website here: <http://www.glenellyn.org/246/Public-Notice-Portal>. Plans are also on file in the Community Development Department, Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Information related to the request is also available for public review in the Community Development Department at the Civic Center, 535 Duane Street, Glen Ellyn, Illinois. Questions related to the request should be directed to Michael D'Onofrio, Planning Consultant, at (630) 547-5246.

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village 24 hours in advance of the meeting.



Village of Glen Ellyn

350 Foot Buffer
from
800 St Charles Rd



PIN	BILLNAME	BILLSTNUM	BILLSTDIR	BILLSTNAME	BILLAPT
0502414006	BARDER, TIMOTHY & ANAMARIA	1N134		PARK BLVD	
0502402007	BERG, GARY & SHARON	22W215		1ST AVE	
0502409005	BIESZART, ROBERT J & JOAN	1N231		FOREST AVE	
0502403007	BOSACKI, JACOB	22W061		1ST ST	
0502400015	BROWN, K & K HEMESATH	22W321		1ST ST	
0502403020	BUGAJSKY, JASON & JESSICA	22W123		GLENRISE CT	
0502414001	CANO, SERGIO & LETICA	1N161		FOREST AVE	
0502402005	CARDONA, ALEKSANDRA & A	835		PINE ST	2
0502421010	CARROLL, ALEXANDER	207		PRINCETON	
0502401005	CHALEKIAN, BRYAN & S BUFFA	22W245		1ST ST	
0501302001	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0501301002	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4FL
0502405001	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502407001	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502404003	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502404001	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502418001	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502418005	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502406001	COMMONWEALTH EDISON CO	3		LINCOLN CENTRE	4TH FL
0502421009	CREECH, DAVID & MELISSA	697		ST CHARLES RD	
0502401004	CRONIN, JASON	22W255		1ST ST	
0502421014	DAI, LANCE & MARIA	720		MEREDITH PL	
0502414009	DERRICO, TIMOTHY & JEAN	22W316		ST CHARLES RD	
0501300003	DU PAGE COUNTY	421	N	COUNTY FARM RD	
0502406002	DU PAGE COUNTY HWY DEPT	421	N	COUNTY FARM RD	
0501302005	DU PAGE COUNTY HWY DEPT	421	N	COUNTY FARM RD	
0501302008	DU PAGE PUBLIC WORKS	421	N	COUNTY FARM RD	
0501302009	DU PAGE PUBLIC WORKS	421	N	COUNTY FARM RD	
0502403017	ELLENS, MARTIN & CAREY	22W155		GLENRISE CT	
0502419018	EVANS, MARK & M MORAN	20		MUIRWOOD DR	
0502422012	FOREST HILL CEMETERY ASSO			PO BOX 585	
0502422013	FOREST HILL CEMETERY ASSO			PO BOX 585	
0501304003	FOREST PRESERVE DISTRICT			PO BOX 5000	
0501303001	FOREST PRESERVE DISTRICT			PO BOX 5000	
0501304002	FOREST PRESERVE DISTRICT			PO BOX 5000	
0502423001	FOREST PRESERVE DISTRICT			PO BOX 5000	
0501305001	FOREST PRESERVE DISTRICT			PO BOX 5000	
0502403016	G & K JOINT VENTURE	170A		ALEXANDRA WAY	
0502403009	GALVAN, WILFREDO	22W043		1ST ST	
0502415024	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502409008	GLEN ELLYN BUILDERS LLC	1N282		PARK BLVD	
0502409001	GLEN ELLYN BUILDERS LLC	1N282		PARK BLVD	
0502409010	GLEN ELLYN BUILDERS LLC	1N282		PARK BLVD	
0502409009	GLEN ELLYN BUILDING LLC	1N282		PARK BLVD	
0502404004	GLEN ELLYN JEHOVAHS	22W410		GREAT WESTERN AV	
0502415011	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502415021	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502415023	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502415018	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502415019	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502415007	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502417019	GLEN ELLYN PARK DIST	185		SPRING RD	
0502415008	GLEN ELLYN PARK DIST	185		SPRING AVE	
0502415022	GLEN ELLYN PARK DISTRICT	185		SPRING AVE	
0502415016	GLEN ELLYN PARK DISTRICT	185		SPRING AVE	
0502415017	GUZICK, EDWARD F	916		LENOX RD	
0502409006	HAAS, KIM R & JOAN	945		FOREST AVE	
0502400013	HADDON, STEVEN D & SUSAN	22W307		1ST ST	
0502421012	HARTSELL, DAVID	710		MEREDITH PL	
0502403018	HE, GUOXIN & HAOPING	22W145		GLENRISE CT	
0502401007	HERNANDEZ, OSCAR	22W241		1ST ST	

BILLCITY	BILLSTATE	BILLZIP	BILLZIPSUF
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	3672
GLEN ELLYN	IL	60137	3532
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0000
SAN FRANCISCO	CA	94108	3046
ARLINGTON HTS	IL	60005	0000
GLEN ELLYN	IL	60137	3530
OAKBROOK TERR	IL	60181	0000
OAKBROOK TERR	IL	60181	0000
OAKBROOK TERR	IL	60181	0000
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GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	3919
GLEN ELLYN	IL	60137	0000
WHEATON	IL	60187	0000
WHEATON	IL	60187	0000
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WHEATON	IL	60187	0000
WHEATON	IL	60187	0000
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60138	0000
GLEN ELLYN	IL	60138	0000
WHEATON	IL	60189	0000
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WHEATON	IL	60189	0000
WHEATON	IL	60189	0000
WHEATON	IL	60189	0000
CAROL STREAM	IL	60188	0000
GLEN ELLYN	IL	60137	3672
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GLEN ELLYN	IL	60137	3919
GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0000

0502414002	HOUGHTALING, DAVID	747		AURORA AVE
0502414007	HOUGHTALING, DAVID P TR	747		AURORA AVE
0502414003	HOUGHTALING, DAVID P TR	747		AURORA AVE
0502421022	IMIG, ROBERT A ET AL	815		LENOX RD
0502403008	IQBAL, SHARIQ & ZEBA	1884		KEYSTONE PL
0502421016	JOHNSON, ANDREW	730		MEREDITH PL
0502415032	KEELEY, T & L CARNEY	660		SAINT CHARLES RD
0502401001	KELLY GRAYER, DONNA	22W273		1ST ST
0502409007	KNASKO, GARRETT	941	N	FOREST AVE
0502403001	LYSZCZARZ, WIOLETTA	22W175		1ST ST
0502421015	MAC ISSAC, JOHN & DAWN	724		MEREDITH PL
0502421011	MALYSA, BALTAZAR	715		ST CHARLES RD
0501303003	MIDWEST GENERATION LLC	804		CARNEGIE CENTER
0502402006	MITTERER, JOHN L & MARY	22W185		1ST ST
0502420003	MOELLER, JAMES C	26		MUIRWOOD DR
0502414010	MORRISON, TIMOTHY & ERIN	616		ST CHARLES RD
0502409012	MOY, KING & ALICE LO	708	E	EMERSON AVE
0502403015	MRACHEK, JEFFERY & DONNA	1N334		GLENRISE CT
0502414016	NG 1 LLC	1405		MONARCH CIRCLE
0501300004	NICOR GAS / SOUTHERN CO			
0502409011	NIEWINSKI, LUKASZ	1N230		PARK BLVD
0502403022	OAK BROOK BK	1400		16TH ST
0502418014	PARKVIEW COMMUNITY CHURCH	764		ST CHARLES RD
0502418009	PARKVIEW COMMUNITY CHURCH	764		ST CHARLES RD
0502402004	PRUETER, FREDERICK & C A	22W205		FIRST ST
0502421013	REECE, WENDIE J	714		MEREDITH PL
0502409004	ROBERTS, M & M APPLEBEE	1N251		FOREST AVE
0502420024	ROWE, RICHARD D TR	818		LENOX RD
0502420025	RUMPS, JEREMY JAMES	24		MUIRWOOD DR
0502420026	RUMPS, JEREMY JAMES	24		MUIRWOOD DR
0502414005	SAMS, LISA A	22W311		EMERSON AVE
0502403002	SCHNEIDER, ROBERT	1218	S	WISCONSIN AVE
0502403019	SHAH, RASHESH & VAISHALI	22W133		GLENRISE CT
0502403021	SHAHAJAR, SAMAN & M	22W111		GLENRISE CT
0502421021	SHOW, ELIZABETH	823		LENOX RD
0502401002	SIMMERER FAMILY TR	22W267		1ST ST
0502421020	SIMONAIRE, ERIC & J	831		LENOX RD
0501302011	SPRINTCOM INC			PO BOX 12913
0502420019	SWISTON, ANDREW J	816		LENOX RD
0502400012	THOMAS, KATHRYN	22W313		1ST ST
0502402008	TRETINA, ROBERT R	22W227		1ST ST
0501302010	US CELLULAR			PO BOX 31369
0502420016	VALERIO, MICHAEL & J	830		LENOX RD
0502415010	VILLAGE OF GLEN ELLYN	535		DUANE ST
0502415009	VILLAGE OF GLEN ELLYN	535		DUANE ST
0502415006	VILLAGE OF GLEN ELLYN	535		DUANE ST
0502409003	VISCOSI, MELISSA & J CLARK	1N253		FOREST AVE
0502420017	WEEDFALL, A & S DAVIS	820		LENOX RD
0502401003	WEST CAMPUS LLC	2286		DECADE CT
0502403012	WHITE, DENNIS R & J A	22W033		1ST ST
0502403011	WHITE, DENNIS R & JUDITH	22W033		1ST ST
0502415015	WILLIAMS, DANIEL & KAREN	924		LENOX RD
0502421008	WILSON, ROBERT & MARTHA	693		ST CHARLES RD
0502421007	WILSON, ROBERT & MARTHA	693		ST CHARLES RD
0502421017	WILT, DANIEL & ANNA	734		MEREDITH PL
0502409002	XIANG, LIU			PO BOX 87111

AURORA	IL	60505	0000
AURORA	IL	60505	0000
AURORA	IL	60505	0000
GLEN ELLYN	IL	60137	0000
SCHAUMBURG	IL	60193	3534
GLEN ELLYN	IL	60137	0000
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NAPERVILLE	IL	60564	0000
		30309	3374
GLEN ELLYN	IL	60137	0000
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LOMBARD	IL	60148	0000
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SHAWNEE MISSION	KS	66282	2913
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CHICAGO	IL	60631	0369
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RIVERSIDE	CA	92506	0000
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GLEN ELLYN	IL	60137	0000
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GLEN ELLYN	IL	60137	0000
GLEN ELLYN	IL	60137	0808
GLEN ELLYN	IL	60137	0000
CAROL STREAM	IL	60188	7111

PIN	BILLNAME
0502414006	BARDER, TIMOTHY & ANAMARIA
0502402007	BERG, GARY & SHARON
0502409005	BIESZART, ROBERT J & JOAN
0502403007	BOSACKI, JACOB
0502400015	BROWN, K & K HEMESATH
0502403020	BUGAJSKY, JASON & JESSICA
0502414001	CANO, SERGIO & LETICA
0502402005	CARDONA, ALEKSANDRA & A
0502421010	CARROLL, ALEXANDER
0502401005	CHALEKIAN, BRYAN & S BUFFA
0501302001	COMMONWEALTH EDISON CO
0502405001	CREECH, DAVID & MELISSA
0502407001	CRONIN, JASON
0502404003	DAI, LANCE & MARIA
0502404001	DERRICO, TIMOTHY & JEAN
0502418001	DU PAGE COUNTY
0502418005	DU PAGE COUNTY HWY DEPT
0502406001	DU PAGE PUBLIC WORKS
0502421009	ELLENS, MARTIN & CAREY
0502401004	EVANS, MARK & M MORAN
0502421014	FOREST HILL CEMETERY ASSO
0502414009	FOREST PRESERVE DISTRICT
0501300003	G & K JOINT VENTURE
0502406002	GALVAN, WILFREDO
0501302005	GLEN ELLYN PARK DIST
0501302008	GLEN ELLYN BUILDERS LLC
0502403017	GLEN ELLYN JEHOVAHS
0502419018	GLEN ELLYN PARK DIST
0501304003	GUZICK, EDWARD F
0501303001	HAAS, KIM R & JOAN
0501304002	HADDON, STEVEN D & SUSAN
0502423001	HARTSELL, DAVID
0501305001	HE, GUOXIN & HAOPING
0502403016	HERNANDEZ, OSCAR
0502403009	HOUGHTALING, DAVID
0502409008	IMIG, ROBERT A ET AL
0502409001	IQBAL, SHARIQ & ZEBA
0502409010	JOHNSON, ANDREW
0502409009	KEELEY, T & L CARNEY
0502404004	KELLY GRAYER, DONNA
0502415011	KNASKO, GARRETT
0502415021	LYSZCZARZ, WIOLETTA
0502415023	MAC ISSAC, JOHN & DAWN
0502415018	MALYSA, BALTAZAR
0502415019	MIDWEST GENERATION LLC
0502415007	MITTERER, JOHN L & MARY
0502417019	MOELLER, JAMES C
0502415008	MORRISON, TIMOTHY & ERIN
0502415022	MOY, KING & ALICE LO
0502415016	MRACHEK, JEFFERY & DONNA
0502415017	NG 1 LLC
0502409006	NICOR GAS / SOUTHERN CO
0502400013	NIEWINSKI, LUKASZ
0502421012	OAK BROOK BK
0502403018	PARKVIEW COMMUNITY CHURCH
0502401007	PRUETER, FREDERICK & C A
0502414002	REECE, WENDIE J
0502414007	ROBERTS, M & M APPLEBEE

0502414003	ROWE, RICHARD D TR
0502421022	RUMPS, JEREMY JAMES
0502403008	SAMS, LISA A
0502421016	SCHNEIDER, ROBERT
0502415032	SHAH, RASHESH & VAISHALI
0502401001	SHAHSAVAR, SAMAAAN & M
0502409007	SHOW, ELIZABETH
0502403001	SIMMERER FAMILY TR
0502421015	SIMONAIRE, ERIC & J
0502421011	SPRINTCOM INC
0501303003	SWISTON, ANDREW J
0502402006	THOMAS, KATHRYN
0502420003	TRETINA, ROBERT R
0502414010	US CELLULAR
0502409012	VALERIO, MICHAEL & J
0502403015	VILLAGE OF GLEN ELLYN
0502414016	VISCOSI, MELISSA & J CLARK
0501300004	WEEDFALL, A & S DAVIS
0502409011	WEST CAMPUS LLC
0502403022	WHITE, DENNIS R & J A
0502418009	WILLIAMS, DANIEL & KAREN
0502402004	WILSON, ROBERT & MARTHA
0502421013	WILT, DANIEL & ANNA
0502409004	XIANG, LIU
0502420024	
0502420025	
0502420026	
0502414005	
0502403002	
0502403019	
0502403021	
0502421021	
0502401002	
0502421020	
0501302011	
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0502403011	
0502415015	
0502421008	
0502421007	
0502421017	
0502409002	

OR	BILLSTNUM	BILLSTDIR
Or Current Property Owner	1N134	
Or Current Property Owner	22W215	
Or Current Property Owner	1N231	
Or Current Property Owner	22W061	
Or Current Property Owner	22W321	
Or Current Property Owner	22W123	
Or Current Property Owner	1N161	
Or Current Property Owner	835	
Or Current Property Owner	207	
Or Current Property Owner	22W245	
Or Current Property Owner	3	
Or Current Property Owner	697	
Or Current Property Owner	22W255	
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Or Current Property Owner	22W145	
Or Current Property Owner	22W241	
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Or Current Property Owner	730	
Or Current Property Owner	660	
Or Current Property Owner	22W273	
Or Current Property Owner	941	N
Or Current Property Owner	22W175	
Or Current Property Owner	724	
Or Current Property Owner	715	
Or Current Property Owner	804	
Or Current Property Owner	22W185	
Or Current Property Owner	26	
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Or Current Property Owner	708	E
Or Current Property Owner	1N334	
Or Current Property Owner	1405	
Or Current Property Owner		
Or Current Property Owner	1N230	
Or Current Property Owner	1400	
Or Current Property Owner	764	
Or Current Property Owner	22W205	
Or Current Property Owner	714	
Or Current Property Owner	1N251	

Or Current Property Owner	818	
Or Current Property Owner	24	
Or Current Property Owner	22W311	
Or Current Property Owner	1218	S
Or Current Property Owner	22W133	
Or Current Property Owner	22W111	
Or Current Property Owner	823	
Or Current Property Owner	22W267	
Or Current Property Owner	831	
Or Current Property Owner		
Or Current Property Owner	816	
Or Current Property Owner	22W313	
Or Current Property Owner	22W227	
Or Current Property Owner		
Or Current Property Owner	830	
Or Current Property Owner	535	
Or Current Property Owner	1N253	
Or Current Property Owner	820	
Or Current Property Owner	2286	
Or Current Property Owner	22W033	
Or Current Property Owner	924	
Or Current Property Owner	693	
Or Current Property Owner	734	
Or Current Property Owner		

BILLSTNAME	BILLAPT	BILLCITY	BILLSTATE	BILLZIP
PARK BLVD		GLEN ELLYN	IL	60137
1ST AVE		GLEN ELLYN	IL	60137
FOREST AVE		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
GLENRISE CT		GLEN ELLYN	IL	60137
FOREST AVE		GLEN ELLYN	IL	60137
PINE ST	2	SAN FRANCISCO	CA	94108
PRINCETON		ARLINGTON HTS	IL	60005
1ST ST		GLEN ELLYN	IL	60137
LINCOLN CENTRE	4TH FL	OAKBROOK TERR	IL	60181
ST CHARLES RD		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
MEREDITH PL		GLEN ELLYN	IL	60137
ST CHARLES RD		GLEN ELLYN	IL	60137
COUNTY FARM RD		WHEATON	IL	60187
COUNTY FARM RD		WHEATON	IL	60187
COUNTY FARM RD		WHEATON	IL	60187
GLENRISE CT		GLEN ELLYN	IL	60137
MUIRWOOD DR		GLEN ELLYN	IL	60137
PO BOX 585		GLEN ELLYN	IL	60138
PO BOX 5000		WHEATON	IL	60189
ALEXANDRA WAY		CAROL STREAM	IL	60188
1ST ST		GLEN ELLYN	IL	60137
SPRING AVE		GLEN ELLYN	IL	60137
PARK BLVD		GLEN ELLYN	IL	60137
GREAT WESTERN AV		GLEN ELLYN	IL	60137
SPRING AVE		GLEN ELLYN	IL	60137
LENOX RD		GLEN ELLYN	IL	60137
FOREST AVE		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
MEREDITH PL		GLEN ELLYN	IL	60137
GLENRISE CT		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
AURORA AVE		AURORA	IL	60505
LENOX RD		GLEN ELLYN	IL	60137
KEYSTONE PL		SCHAUMBURG	IL	60193
MEREDITH PL		GLEN ELLYN	IL	60137
SAINT CHARLES RD		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
FOREST AVE		GLEN ELLYN	IL	60137
1ST ST		GLEN ELLYN	IL	60137
MEREDITH PL		GLEN ELLYN	IL	60137
ST CHARLES RD		GLEN ELLYN	IL	60137
CARNEGIE CENTER		PRINCETON	NJ	08540
1ST ST		GLEN ELLYN	IL	60137
MUIRWOOD DR		GLEN ELLYN	IL	60137
ST CHARLES RD		GLEN ELLYN	IL	60137
EMERSON AVE		GLEN ELLYN	IL	60137
GLENRISE CT		GLEN ELLYN	IL	60137
MONARCH CIRCLE		NAPERVILLE	IL	60564
				30309
PARK BLVD		GLEN ELLYN	IL	60137
16TH ST		OAK BROOK	IL	60523
ST CHARLES RD		GLEN ELLYN	IL	60137
FIRST ST		GLEN ELLYN	IL	60137
MEREDITH PL		GLEN ELLYN	IL	60137
FOREST AVE		GLEN ELLYN	IL	60137

LENOX RD	GLEN ELLYN	IL	60137
MUIRWOOD DR	GLEN ELLYN	IL	60137
EMERSON AVE	GLEN ELLYN	IL	60137
WISCONSIN AVE	LOMBARD	IL	60148
GLENRISE CT	GLEN ELLYN	IL	60137
GLENRISE CT	GLEN ELLYN	IL	60137
LENOX RD	GLEN ELLYN	IL	60137
1ST ST	GLEN ELLYN	IL	60137
LENOX RD	GLEN ELLYN	IL	60137
PO BOX 12913	SHAWNEE MISSION	KS	66282
LENOX RD	GLEN ELLYN	IL	60137
1ST ST	GLEN ELLYN	IL	60137
1ST ST	GLEN ELLYN	IL	60137
PO BOX 31369	CHICAGO	IL	60631
LENOX RD	GLEN ELLYN	IL	60137
DUANE ST	GLEN ELLYN	IL	60137
FOREST AVE	GLEN ELLYN	IL	60137
LENOX RD	GLEN ELLYN	IL	60137
DECADE CT	RIVERSIDE	CA	92506
1ST ST	GLEN ELLYN	IL	60137
LENOX RD	GLEN ELLYN	IL	60137
ST CHARLES RD	GLEN ELLYN	IL	60137
MEREDITH PL	GLEN ELLYN	IL	60137
PO BOX 87111	CAROL STREAM	IL	60188



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/22/2023 7:00 PM
Department: Community Development
Department Head: marty scott
Category: Discussion Item
Prepared By: Jim Brown

**AGENDA ITEM (ID
2023-653)**

DOC ID: 2023-653

**Pre-Application Review – 49 Deicke Drive and 26 Newton Drive:
B. R. Ryall YMCA of Northwestern DuPage, is petitioning the
Village for a Planned Unit Development associated with the
renovation of the existing YMCA facility as well as expansion to a
new facility at 26 Newton Ave.**

Statement of the Issue:

Please see the attached staff report.

Analysis:

Please see the attached staff report.

Budget Impact:

N/A

Contribution to Strategic Plan

Action Requested:

The Plan Commission is being asked to conduct a pre-application conference and provide informal comments that will assist the petitioner in preparing a formal application.

Attachments:

1. PC Pre-App Staff Report 2023-06-15
2. Final BRRY_PUD_Submission_6_15_23 (1)
3. Final BRRY_PUD_Appendix_6_15_23

STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Marty Scott, Community Development Director
Jim Brown, Consultant Planner

DATE: June 16, 2023

FOR: June 22, 2023, Plan Commission Meeting

SUBJECT: B.R. Ryall YMCA Renovation and Expansion -
Pre-application Meeting for a Planned Unit Development

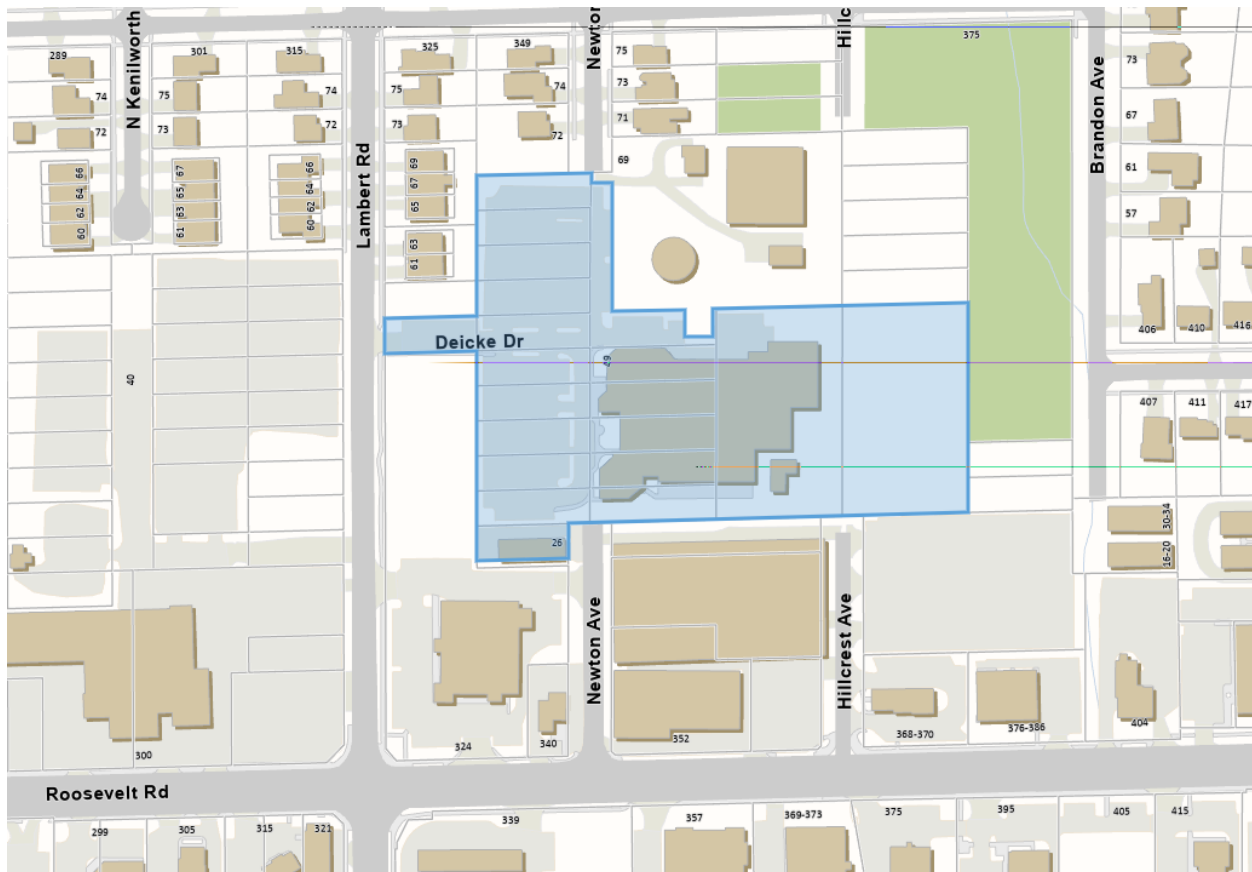
PETITIONER: The petitioner is the B.R. Ryall YMCA of Northwestern Du Page County.

REQUEST: A pre-application meeting regarding a Planned Unit Development (PUD) concept plan for the renovation of the existing YMCA facility at 49 Deicke and an expansion to a new facility at 26 Newton.

LOCATION: The existing YMCA facility that will undergo renovation is at 49 Deicke. The new facility is at 26 Newton. These subject properties comprise 6.51 acres and are located near the northeast corner of Roosevelt Road and Lambert Road. The site is approximately 330 feet north of Roosevelt Road and separated from the throughfare by a handful of commercial buildings, such as a Walgreen's.

ZONING: The subject properties are zoned C3 (Service Commercial). The current use and intended use are consistent with permitted use "indoor recreational facility" for this zoning district. To the north is a municipal water tower. The surrounding land uses and zoning are as follows:

	<u>Land Use</u>	<u>Zoning</u>
North:	Municipal; residential	R2
South:	Commercial	C3
East:	Open space	CR
West:	Commercial	C3



PUBLIC NOTICE: Although public notification is not statutorily required for a pre-application meeting, staff nonetheless mailed notifications to property owners within 350 feet of the subject site.

**COMPREHENSIVE
PLAN:**

The YMCA's use is consistent with the 2001 Comprehensive Plan's community wide plan land use designation as "service commercial." The Comprehensive Plan also designates three "Target Areas Plans," These plans "build upon the general guidelines established in the Community-Wide Plan, and provide more detailed and site specific improvement and development recommendations" (p.37). The subject properties fall within the Roosevelt Rd Target Area Plan. The proposed development would meet several of the recommendations of this target area: reuse of vacant buildings; high-quality building design; update of exteriors with focus on materials, colors, canopies; the grouping and clustering of buildings.

**REVIEW
PROCESS:**

The plans received approval from the Architectural Appearance Commission on June 14. In order to proceed with the project, the petitioner will need to receive approval of a Preliminary and Final Planned Unit

Development Plat and Plan with zoning variations. Staff would suggest the Preliminary and Final PUD plans be reviewed as a one-step process.

**PROJECT
SUMMARY:**

The B.R. Ryall YMCA is undertaking an extensive \$12 million renovation project. This project is intended to transform the “existing Y into a vibrant facility with flexible program spaces to address community needs—enabling the Y to expand its impact now and in the future.” The project will repurpose 10,000 square feet of unutilized and underutilized space to create more adaptable program areas, increase ADA accessibility, upgrade mechanical and HVAC system efficiency, and put the Y in a position of success for the next 20+ years. By repurposing spaces within the existing building, the Y will create a state-of-the-art facility at one-third the cost of a newly constructed facility. In preparation for the renovation, the Y purchased an adjacent building at 26 Newton as a temporary program space. Following the completion of the renovation, the space will be used for wellness programming.

1. Phasing. The YMCA master plan for improvements is phased. Improvements to the parking lot, landscaping and lighting have been made. The most immediate exterior improvements will include façade enhancements to the 49 Deicke building, a front entry stair and canopy to 49 Deicke, addition of a day care entry canopy, façade enhancements with entrance canopy to 26 Newton, and site improvements and landscaping in front of 26 Newton. Per 10-7-6 of the zoning code: “All areas of a planned unit development shall be developed within 12 months after approval of the final planned unit development plat, unless a staging plan or phased expansion of the planned unit development is approved as part of the final planned unit development plat.”
2. Consolidation of lots. The site is currently made up of 19 lots, and 26 Newton will be added. In accordance with Section 10-10-10(B)10 of the Zoning Code, the petitioner will be required to consolidate the property into one lot. The Planned Unit Development Plat and Plan will be presented to the Plan Commission and Village Board for approval.
3. Exterior Appearance. Both 49 Deicke and 26 Newton will receive facelifts. Key components will be entry canopies on both buildings. The buildings will have a consistent look, with white metal panels and dark bronze metal paint, panels, and framing. The project was reviewed by the Architecture Appearance Commission for compliance with the Village’s Design Guidelines on June 14. The review was favorable.
4. Landscape Plan. A preliminary landscape plan has been prepared. The

removal of plant material will be limited to generally small, shrub-type vegetation in front of 26 Newton, i.e. between the building and the parking lot. This vegetation will be replaced with maples, shrubs, perennials and grasses. All plant material is native to the North-Central US, except the Little Lime Hydrangea (*Hydrangea paniculata*), which is native to Japan and China. The parking lot is landscaped.

5. Circulation/Parking. Initially the YMCA desired to provide an access point from Newton Avenue directly north into the existing parking lot. However, this idea was discarded and is not in any of the plans. The traffic study by KLOA was conducted while this access was still under consideration, and thus is addressed in the study. Commissioners should disregard this discussion.

The existing parking lot will be used for the new building at 26 Newton. A variance for 32 spaces will be needed. Access and site circulation should remain the same. There will be drop-off zones near the entrance canopies.

6. Lighting. The existing parking lot lighting will remain. A photometric plan and cut sheets with details on lighting will be provided with the formal application.
7. Signage. An existing monument sign at the entrance at Lambert Road will remain. New wall signage is planned for both 49 Deicke and 26 Newton. Each building will have one main sign and several secondary signs. The main signs, roughly 8x10 and 6x8, will feature the Y logo. Secondary signage will be the “B.R. Ryall YMCA” as well as a few signs informative in nature without logo or branding, e.g. “Daycare.”
8. Building Setbacks. The required and proposed building setbacks are as follows. The assembled lots result in an odd configuration. Important to note is that two sides of the 26 Newton building are immediately adjacent to a lot line.

Setback	Required	Proposed
Front Yard (West)	40 ft in depth	170 feet
Rear Yard (East)	40 feet	0 feet*
Interior Side Yards (North and South)	10 ft	48 ft and 0 ft*

*due to 26 Newton

PLAN COMMISSION ACTION:

The Plan Commission is being asked to conduct a pre-application conference and provide comments that will assist the petitioner in preparing a formal application. In reviewing the project, the Plan Commission may wish to consider/provide feedback regarding the following:

1. If the Commission is supportive of the overall development concept.
2. Site circulation and parking.
3. Signage and sign illumination.
4. Landscaping.
5. Clarify any concerns.

ATTACHMENTS:

1. Final BRRY PUD Submission 6 15 23
2. Final BRRY PUD Appendix 6 15 23

cc: Patrick Brosnan

X:\Plandev\PLANNING\DEVELOPMENT PROJECTS\Deicke\Diecke 49, YMCA, Facility Renovation 2023 (+26 Newton)\Meeting Materials\PC Pre-App Staff Report 2023-06-15.docx



VILLAGE OF GLEN ELLYN

Planned Unit Development Application Packet

*Planning & Development Department
535 Duane Street – Glen Ellyn, IL 60137 – Telephone 630.547.5250 – Fax 630.547.5370*

**APPLICATION FOR APPROVAL OF
PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN**

CLEAR PAGE

The undersigned petitions the President and Village Board of Trustees of the Village of Glen Ellyn, Illinois, to consider this Application for approval of a Preliminary Planned United Development Plan (PUD), as described below.

Date Filed: 06/15/23 Application No. _____

Type of PUD: Commercial
(Residential, Commercial, Other)

Name of Applicant: B.R. Ryall YMCA of Northwestern DuPage County

Address of Applicant: 49 Deicke Drive, Glen Ellyn, Illinois 60137

Business Phone: 630.547.2004 (Mobile): 815.970.4016

Email: rwilkinson@ryallymca.org (Fax): _____

Property Interest of Applicant: Owner
(Owner, Owner Representative, Contract Purchaser, etc.)

Name of Owner(s): B.R. Ryall YMCA of Northwestern DuPage County

Address: 49 Deicke Drive, Glen Ellyn, Illinois 60137

Legal Description of Property:

See attached

Zoning Classification: C3 Service Commercial Property Size/Area: 6.5 Acres / 283,751 S.F.

Present Use: Recreation / Indoor Recreation

Requested Use/Construction:

No changes in use, the purchase of 26 Newton and lot consolidation requires a Planned Unit Development Application.

Estimated Date to Start Construction: 08/16/23

(You may attach separate sheets as needed to answer any of the following questions)

Narrative Statement evaluating the economic effects of adjoining property, the effect of such elements as noise, glare, odor, fumes, and vibration on adjoining property, a discussion of the general compatibility with the adjacent and other properties in the district, the effect of traffic, the relationship of the proposed use to the Comprehensive Plan, and how it fulfills the requirements of paragraph (E) of Section 10-10-14 of the Zoning Code:

The B.R. Ryall YMCA's proposed renovation project will update the existing facility and provide flexible space for current and future programs to support the needs of the community. These improvements will ensure the long-term viability of the YMCA and its facilities. The YMCA has chosen to reinvest in their existing facility and purchase the adjacent underutilized building.

These decisions demonstrate the YMCA's focus on sustainability, respect for the current and future neighbors, and appreciation for the past generations who invested their time, talent and money into the growth and development of the YMCA.

The improvements to the facility have been designed to be harmonious and appropriate in appearance with the existing character of the general vicinity, and the existing site.

The attached project narrative provides additional information and insights into the planned project, its desired outcome and impact.

Describe How the PUD:

1. Will be harmonious with and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or this Zoning Code:

The improvements are primarily interior renovations which will make better use of area and volume of the existing building. The project includes improvements to the adjacent 26 Newton building, increasing its long-term viability.

2. Will be designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area:

The YMCA has operated and maintained its current facility since 1965 and expanded six other times in its history responding to the needs of the community. These improvements will enhance the facility and the YMCA's programs.

3. Will not be hazardous or disturbing to existing or future neighborhood uses:

The YMCA's improvements will not be disruptive to its neighbors. All the neighbors have been notified and given the opportunity to learn more about the improvements.

4. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water, sewers and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services:

The project as planned will not create a significant increase in the use of public utilities or in the need for services. The YMCA has the resources to properly maintain its renewed facility.

5. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the Village:

The proposed project will increase the long-term viability of the YMCA and its programs which provide significant support to families and families in need, enhancing the economic welfare of the communities served.

6. Will not involve uses, activities, processes, materials, equipment and/or conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors:

The traffic study provided demonstrates that the current parking, roadways and signage is sufficient to serve the current and future expanded programs.

7. Will have vehicular approaches to the property which shall be so designed as not to create an undue interference with traffic on surrounding public streets or roads:

The YMCA has a significant set back from Lambert allowing easy vehicular access to the site without impact or interference with other traffic.

8. Will not increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief:

The proposed exterior improvements will not increase the impervious surfaces or significantly impact existing grades.

9. Will not result in destruction, loss or damage of natural, scenic or historical features of major importance to the community:

The improvements to the YMCA have been designed in a manner which will not negatively impact the site, the adjacent sites or any features of major importance to the community.

I (We) certify that all of the statements and documents submitted as part of this application are true to the best of my (our) knowledge and belief.

I (We) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Glen Ellyn for the purpose of inspection.

I (We) consent to pay the Village of Glen Ellyn all costs incurred for transcribing the public hearing on this application.

<u>6.13.23</u>	<u>Rob Wilkinson</u>	<u>Rob Will</u>
Date	Print Name	Signature of Applicant
<u> </u>	<u> </u>	<u> </u>
Date	Print Name	Signature of Applicant
<u> </u>	<u> </u>	<u> </u>
Date	Print Name	Signature of Applicant

**THE BEST INTERESTS OF THE APPLICANT WILL BE SERVED
BY COMPLETING THIS APPLICATION IN DETAIL**

**APPLICATION FOR APPROVAL OF
FINAL PLANNED UNIT DEVELOPMENT PLAN**

CLEAR PAGE

Date filed: 06/15/23 Application No. _____

Common Name of PUD: Renovations and Expansion of the B.R. Ryall YMCA

Type of PUD: Commercial
(Residential, Commercial, Other)

Name of Applicant: B.R. Ryall YMCA of Northwestern DuPage County

Address of Applicant: 49 Deicke Drive, Glen Ellyn, Illinois 60137

Business Phone: 630.547.2004 (Mobile): 815.970.4016

Email: rwilkinson@ryallymca.org (Fax): _____

Property Interest of Applicant: Owner
(Owner, Owner Representative, Contract Purchaser, etc.)

Name of Owner(s): B.R. Ryall YMCA of Northwestern DuPage County

Address: 49 Deicke Drive, Glen Ellyn, Illinois 60137

Legal Description of Property:

See attached.

Zoning Classification: C3 Service Commercial Property Size/Area: 6.5 Acres / 283,751 S.F.

Requested Use/Construction:

No changes in use, the purchase of 26 Newton and lot consolidation requires a Planned Unit Development Application.

Date of Preliminary PUD Plan Approval: _____

Estimated Date to Start Construction: 08/16/23

6.13.23

Date



Signature of Applicant

LETTER OF AUTHORIZATION

CLEAR PAGE

I, **Douglas R. McClintic**, Registered
Land Surveyor with the State of Illinois, hereby authorize a representative from the Village of
Glen Ellyn to record the plat(s) or plan(s) prepared by me for:

**B.R. Ryall YMCA of Northwestern DuPage County
49 Deicke Drive, & 26 Newton Avenue,
Glen Ellyn, Illinois 60137**


Signature
Date

CLEAR PAGE

OWNERSHIP BY A CORPORATION

Date: _____

Address: **Not Applicable**

Legal Description:

--

LIST ALL SHAREHOLDERS AND OFFICERS/DIRECTORS (AND % OF INTEREST OWNED IN EXCESS OF 5% STOCK)

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

Name: _____ Address: _____ % _____

CLEAR PAGE

OWNERSHIP BY LAND TRUST

Date: _____

Address: **Not Applicable**

Legal Description:

TRUSTEE: _____ TRUST NO.: _____

Address: _____

LIST ALL BENEFICIARIES:

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Reimbursement Agreement

REIMBURSEMENT OF FEES AGREEMENT

CLEAR PAGE

Village of Glen Ellyn Acct: # _____

Initial Deposit Amount: _____

- I. DESCRIPTION OF PROJECT: Renovation of the B.R. Ryall YMCA
- II. OWNER:
- A. Owner of Property: B.R. Ryall YMCA of Northwestern DuPage County
- B. Owner's Address: 49 Deicke Drive, Glen Ellyn, Illinois 60137
- C. Owner's Home Phone Number: 815.970.4016 Fax: _____
- D. Owner's Work Phone Number: 630.547.2004
- E. Owner's E-mail: rwilkinson@ryallymca.org
- F. If Owner is a Land Trust or Corporation, the attached disclosures of interest should be filled out.
- III. PERSON MAKING REQUEST (Petitioner):
- A. Name of Petitioner: Rob Wilkinson, CEO
- B. Petitioner's Address: 49 Deicke Drive, Glen Ellyn, Illinois 60137
- C. Petitioner's Home Phone Number: 815.970.4016
- D. Petitioner's Work Number: 630.547.2004
- E. Petitioner's E-mail: rwilkinson@ryallymca.org
- IV. LOCATION OF PROPERTY:
- A. General Location of Property: 49 Deicke Drive, Glen Ellyn, Illinois 60137
- B. Acreage of Parcel: 6.5 Acres
- C. Permanent Index Number(s): See attached
- D. Legal Description (Please attach)

V. REIMBURSEMENT OF FEES:

The Ordinances of the Village require the owners of property, or individuals seeking to utilize property, to receive approval by ordinance or the issuance of a permit to undertake various uses or improvements of property in the Village. These uses can include requests for textual or map changes in the Zoning Ordinance, applications for building permits, requests for zoning relief and other similar requests. The Village has established a fee schedule for the anticipated use of staff time in processing such petitions or applications. In many cases, however the Village cannot reasonably evaluate the validity or compliance of the petition

or application with the Ordinances of the Village without the use of reports from various consultants. In some cases, the application or petition requires among other things, public hearings and associated public notice costs, preparation of minutes or transcripts from the public hearing or meeting, recording costs of Ordinances and the preparation of reports by consultants whose services require the payment of out-of-pocket expenses by the Village. These expenses would not have been incurred but for the petition or application. The Village does not intend to seek to make a profit on its utilization of such consultants, but requires that the applicant, or the person receiving benefit, shall be obligated to reimburse the out-of-pocket expenses incurred by the Village. The Village shall seek to employ consultants who shall charge rates consistent with those paid by private parties who seek similar consulting services. The Village intends, through this Agreement, to cause the payment of out-of-pocket expenses and to require the creation of an escrow fund to guarantee that the petition or application will not result in the citizens of the Village being required to pay for costs incurred at the request of the owner or applicant.

This document shall constitute a contract when an application is made for a license, permit, request for zoning relief or other approval involving the use of real property. Should the Village, in its sole and exclusive discretion, determine that it is necessary or desirable for the Village to obtain professional services, including, but not limited to, attorneys, engineers, planners, architects, surveyors, court reporters, traffic, drainage or other consultants, including full and/or part time site inspection services during the actual construction of any required improvements, and/or to incur costs related to any required notices or recordations, in connection with any application or petition filed by the petitioner then the petitioner and owner shall be jointly and severally liable for the payment of such professional fees and costs, as shall actually be incurred by the Village. The Planning and Development Director is hereby authorized to assign the above described services to the Village staff or to consultants, as the Director deems appropriate and without prior notification to the petitioner.

Any application or petition to be reviewed by the Planning and Development Department or by the Plan Commission shall require the petitioner to establish an escrow account with the Village in an amount determined by the Planning and Development Director to reimburse the Village for all out of pocket costs associated with the request. These out of pocket costs will cover such things as services provided by the Village's consulting engineer, consulting attorney, consulting planner, traffic consultant, wetland consultant, landscape consultant, architectural consultant, appraiser and transcriber, among others, as well as reproduction costs, public hearing notice costs, recording costs, etc. Along with the application the petitioner shall also submit a signed copy of this agreement thereby acknowledging and agreeing to reimburse the Village for all out of pocket costs associated with the application or petition.

This agreement shall be accompanied by an initial deposit in an amount to be determined by the Director of Planning and Development but shall be no less than \$500. The Village will provide an itemized list of Village expenses incurred related to any charge to the escrow account, and the petitioner shall deposit funds to reimburse the Village for those expenses upon notice from the Village that the deposit has dropped below \$300. If the expenses are not reimbursed, then reviews meetings and permits associated with out of pocket costs will cease, and the request will not be moved forward through the review process. At the completion of the review process, and development of the project, if appropriate, any remaining balance from the deposit will be returned to the petitioner, without interest, after all expenses have been paid.

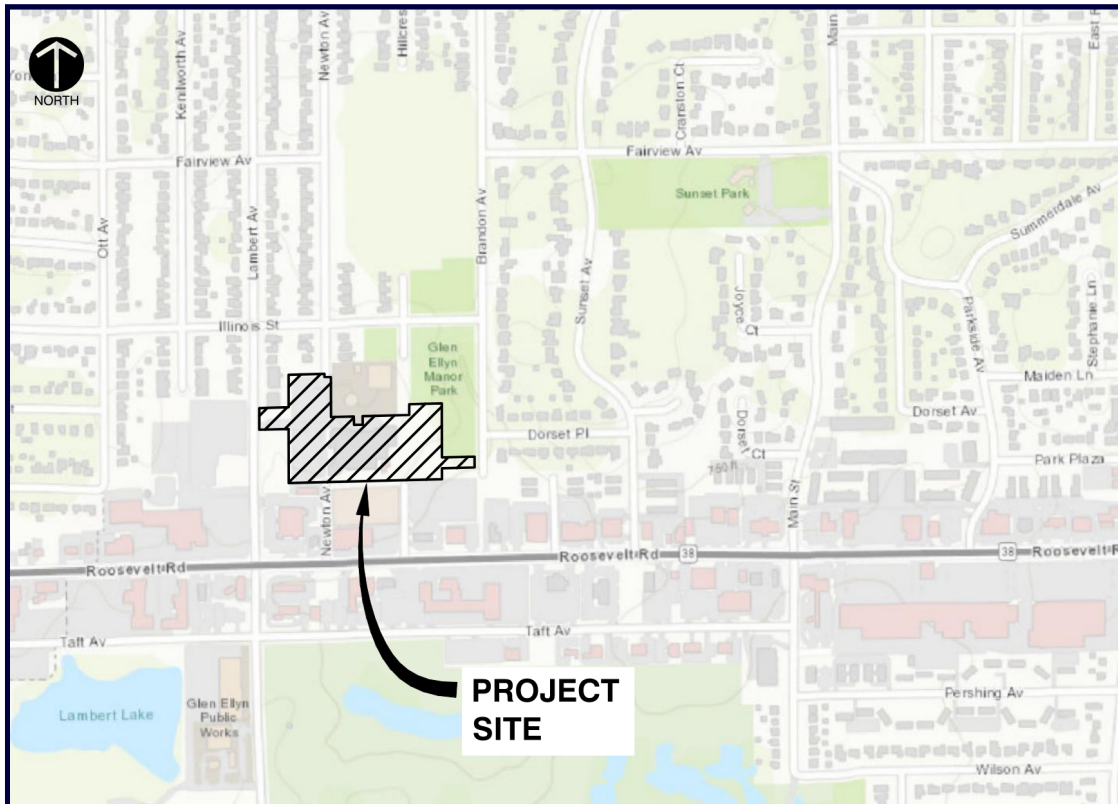
The Village shall deduct the incurred expenditures and costs from the funds deposited. If the remaining deposit balance falls below \$300.00, the petitioner, upon notice by the Village, shall be required to replenish the deposit to its initial amount. The Village shall mail the petitioner regular invoices for the

Application Attachments

Permanent Index Numbers

P.I.N.: 05-15-420-009
05-15-420-010
05-15-420-024
05-15-420-025
05-15-420-026
05-15-420-027
05-15-420-028
05-15-420-029
05-15-420-030
05-15-420-031
05-15-420-032
05-15-420-033
05-15-420-034
05-15-421-006
05-15-421-007
05-15-421-008
05-15-421-009
05-15-421-010
05-15-421-036
05-15-421-044
05-15-422-034
05-15-422-041
05-15-422-060

Location Map (not to scale)



**Legal Description for Combined
49 Deicke Drive &
26 Newton Avenue**

LOTS 5 THROUGH 15 AND LOTS 33 AND 34 IN BLOCK 13; LOTS 9 THROUGH 14 AND 29 THROUGH 34 IN BLOCK 12; AND LOTS 29 THROUGH 35 AND LOT 13 IN BLOCK 11;

ALSO ALL THAT PART OF THE WEST HALF OF VACATED NEWTON AVENUE LYING EAST OF AND ADJACENT TO SAID LOTS 5 THROUGH 14 OF SAID BLOCK 13;

ALSO ALL THAT PART OF THE EAST HALF OF VACATED NEWTON AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 29 THROUGH 34 OF SAID BLOCK 12;

ALSO ALL THAT PART OF VACATED HILLCREST AVENUE LYING EAST OF AND ADJACENT TO SAID LOTS 9 THROUGH 14 OF SAID BLOCK 12;

ALSO:

THOSE PARTS OF NEWTON AVENUE AS SHOWN ON GLEN ELLYN MANOR, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON JANUARY 16, 1922 AS DOCUMENT 153289 IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 35 IN BLOCK 12 OF SAID GLEN MANOR, BEING ON THE EAST LINE OF SAID NEWTON AVENUE; THENCE SOUTH 88 DEGREES 44 MINUTES 12 SECONDS WEST ALONG THE WESTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT 35, A DISTANCE OF 30.01 FEET TO THE CENTERLINE OF SAID NEWTON AVENUE; THENCE NORTH 0 DEGREES 0 MINUTES 39 SECONDS EAST ALONG SAID CENTERLINE, 185.66 FEET TO THE SOUTHERLY FACE OF AN EXISTING GUARDRAIL; THENCE SOUTH 88 DEGREES 01 MINUTES 3 SECONDS EAST ALONG SAID SOUTHERLY FACE 30.02 FEET TO SAID EAST LINE OF NEWTON AVENUE; THENCE SOUTH 0 DEGREES 0 MINUTES 39 SECONDS WEST ALONG SAID EAST LINE OF NEWTON AVENUE, 183.96 FEET TO SAID POINT OF BEGINNING.

EXCEPT THAT PART CONVEYED TO THE VILLAGE OF GLEN ELLYN DESCRIBED AS FOLLOWS:

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FACILITY RENOVATION PROJECT

The B.R. Ryall YMCA of Northwestern DuPage County has been serving our community for more than 100 years to help improve the physical, mental and emotional health of neighbors of all ages.

Over the past several years, and especially brought to light throughout the COVID pandemic, the lack of adaptable multipurpose spaces has challenged the Y's ability to grow and to meet community needs, including five key priority issues identified through meetings with more than 60 community advocates, business leaders, organizational partners and donors:

- Welcoming Place for All
- Affordable Quality Child Care
- Community Health
- Safe Place for Teens (Emphasis on Mental Health)
- Senior Health and Well-Being

Our current facility was built to serve the needs of previous generations, and restricts our ability to meet the most pressing community needs of today and into the future. We need adequate flexible space to continue to carry out our mission.

The B.R. Ryall YMCA Board of Directors approved significant upgrades and modifications to the facility, in order to increase offerings, enhance member and participant experiences, and create an environment that is welcoming to all. A newly renovated facility will ensure that, for generations to come, our Y is positioned to be able to respond to community needs and provide the necessary support and access to programs and services for all members of our community.

Data has been a critical part of the B.R. Ryall YMCA's decision to move forward with the facility renovation. Not only has the Y been gathering data regarding space utilization for over three years, but the Y also hired two firms to conduct surveys and collect benchmark data from the community at-large. This process provided information and statistics that indicated the outcomes from the project would be beneficial to the long-term sustainability and impact of the Y.

The first firm conducted nearly 1,000 surveys, which included community members, community leaders, current Y members and Y staff. The survey results showed that our Y would struggle in the existing market without major change. It also indicated that the renovation plan would provide the Y with membership growth that would be vital for the future sustainability of the organization. Also significant, the renovation provides the Y with the ability to easily change spaces within the facility as the needs of our community change.

With the help of Wight & Company, by repurposing 10,000 square feet of unutilized or underutilized spaces within the existing building, the Y can create a state-of-the-art facility at one-third the cost of a new facility. Not only will these changes allow for continued membership and programmatic growth, but also will provide the adaptable program spaces required to be able to respond to changing community needs for generations to come.



FACILITY RENOVATION PROJECT



Exciting news! The B.R. Ryall YMCA will undergo an extensive \$12 million renovation project. This project will transform our existing Y into a vibrant facility with flexible program spaces to address community needs—enabling the Y to expand its impact now and in the future.

The project will repurpose 10,000 square feet of unutilized and underutilized space to create more adaptable program areas, increase ADA accessibility, upgrade mechanical and HVAC system efficiency, and put the Y in a position of success for the next 20+ years. By repurposing spaces within the existing building, the Y will create a state-of-the-art facility at one-third the cost of a newly constructed facility.

In preparation for the renovation, the Y purchased the building next door at 26 Newton as a temporary program space. Following the completion of the renovation, the space will be used for wellness programming.

The Vision

For over a century, the B.R. Ryall YMCA of Northwestern DuPage County has been dedicated to improving the physical, mental, and emotional health of community members of all ages. We work to strengthen families, support children's potential, keep seniors active and engaged, collaborate with other organizations, and promote self-care and community involvement.

However, our current facility was designed for past generations and limits our ability to address the current and future needs of our community. To continue fulfilling our mission, we require more flexible space and partnerships to realize our vision for a better future for children, adults, seniors, and families in our area.

What does the project include:

- Three new Wellness Studios
- Two levels of expanded Wellness Center space
- New ALIVE Center for teens, which will include 2 multipurpose programs rooms and a kitchen
- New and enlarged Kids Campus area
- Intergenerational room/lounge for teens and seniors
- New dividable multipurpose room for meetings and programs
- Several gathering areas/lounges for socialization
- Bathrooms in the rear of the facility
- Pool viewing lounge
- Widened main hallway with sightlines into program areas
- Updated locker rooms, all on the lower level, offering improved ADA accessibility, private changing areas and shower stalls, and the addition of a new steam room and sauna for women
- Secured access to the preschool wing
- Addition of flexible Wellness space at 26 Newton

The Y's Board of Directors and staff have taken necessary steps to ensure a successful capital campaign by already securing \$10 million of the \$12 million needed for the project, including a \$2 million Federal grant thanks to Congressman Sean Casten and an anonymous \$5 million donation. The Y is asking for community support to raise the last \$2 million in funding.

**Legal Description for Consolidated
49 Deicke Drive &
26 Newton Avenue**

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Traffic Impact Study

B.R. Ryall YMCA Expansion

Glen Ellyn, Illinois



Prepared For:



Prepared By:



May 10, 2023

1. Introduction

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion for the B.R. Ryall YMCA (YMCA) located at 49 Deicke Drive in Glen Ellyn, Illinois.

As proposed, the existing YMCA will be expanded via floor infill of three racquetball courts and the former rock-climbing area. Additionally, the existing property at 26 Newton Avenue will be adequate for additional indoor recreational programs. Main access to the YMCA will continue to be provided via Deicke Drive and its intersection with Lambert Road. However, additional access to the YMCA will be provided via Newton Avenue via a connection of the 26 Newton Avenue site to the existing YMCA. This new access is anticipated to be primarily utilized by guests traveling to/from the east on Roosevelt Road.

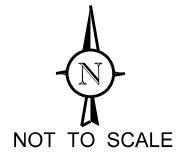
The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine recommendations to mitigate any impacts and enhance the area streets and alternative modes of transportation. **Figure 1** shows the location of the site in relation to the area street system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadways conditions
- A description of the proposed expansion
- Directional distribution of the traffic generated by the proposed expansion
- Vehicle trip generation for the expansion
- Future traffic conditions including access to the YMCA
- Traffic analyses for the weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to adequacy of the access to the site, the adjacent street system, and alternate forms of transportation
- Evaluation of the proposed parking supply

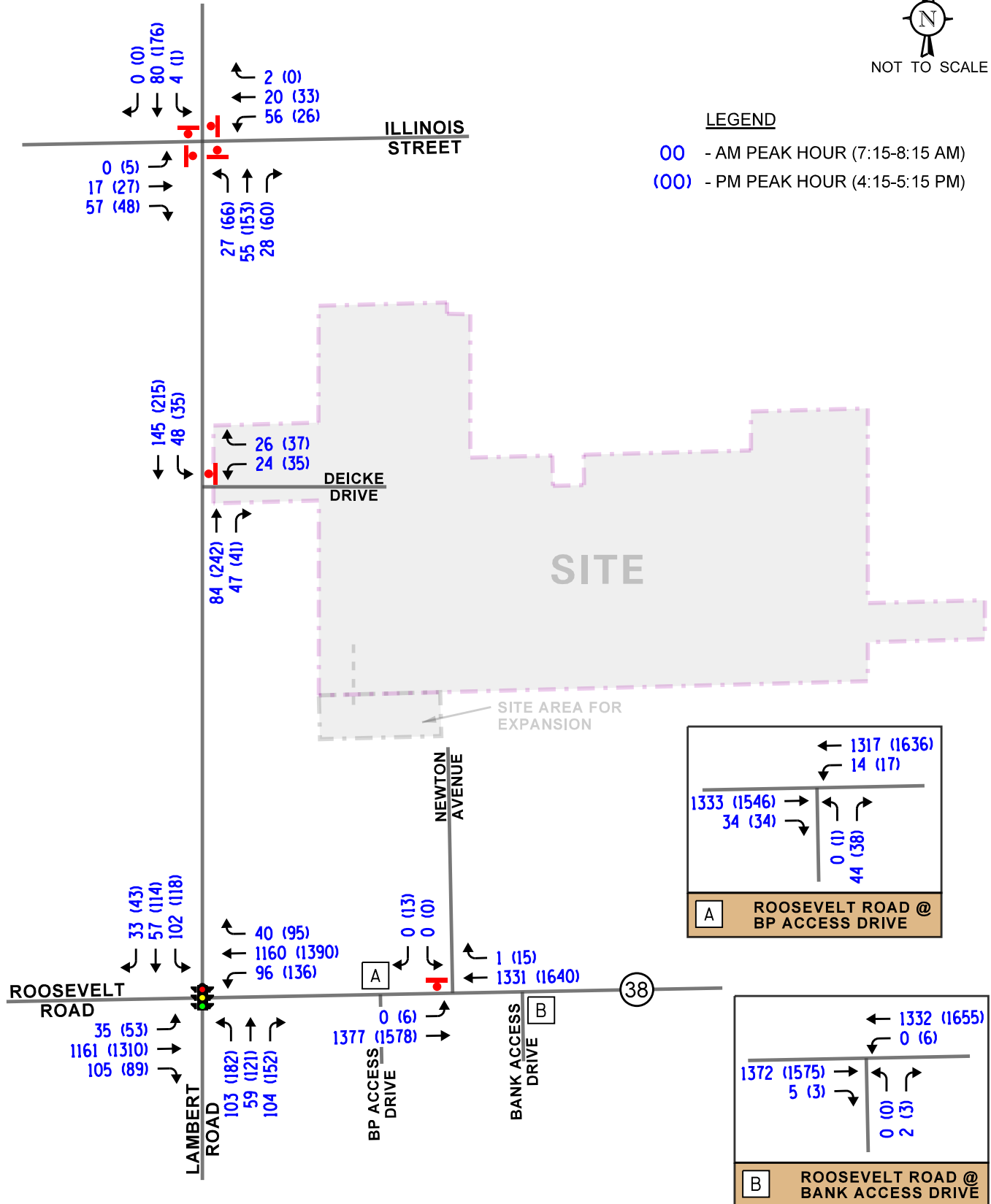
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions - Analyze the capacity of the existing street system using existing peak hour traffic volumes in the surrounding area.
2. No Build Conditions – Analyze the capacity of the existing street system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by other area developments.
3. Projected Conditions – Analyze the capacity of the future street system using the projected traffic volumes that include the existing traffic volumes, background development traffic growth, and the traffic estimated to be generated by the buildout of the proposed facility.



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)



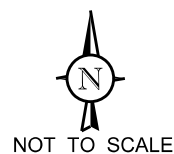
BR Ryall YMCA
Expansion
Glen Ellyn, Illinois

Existing Traffic Volumes



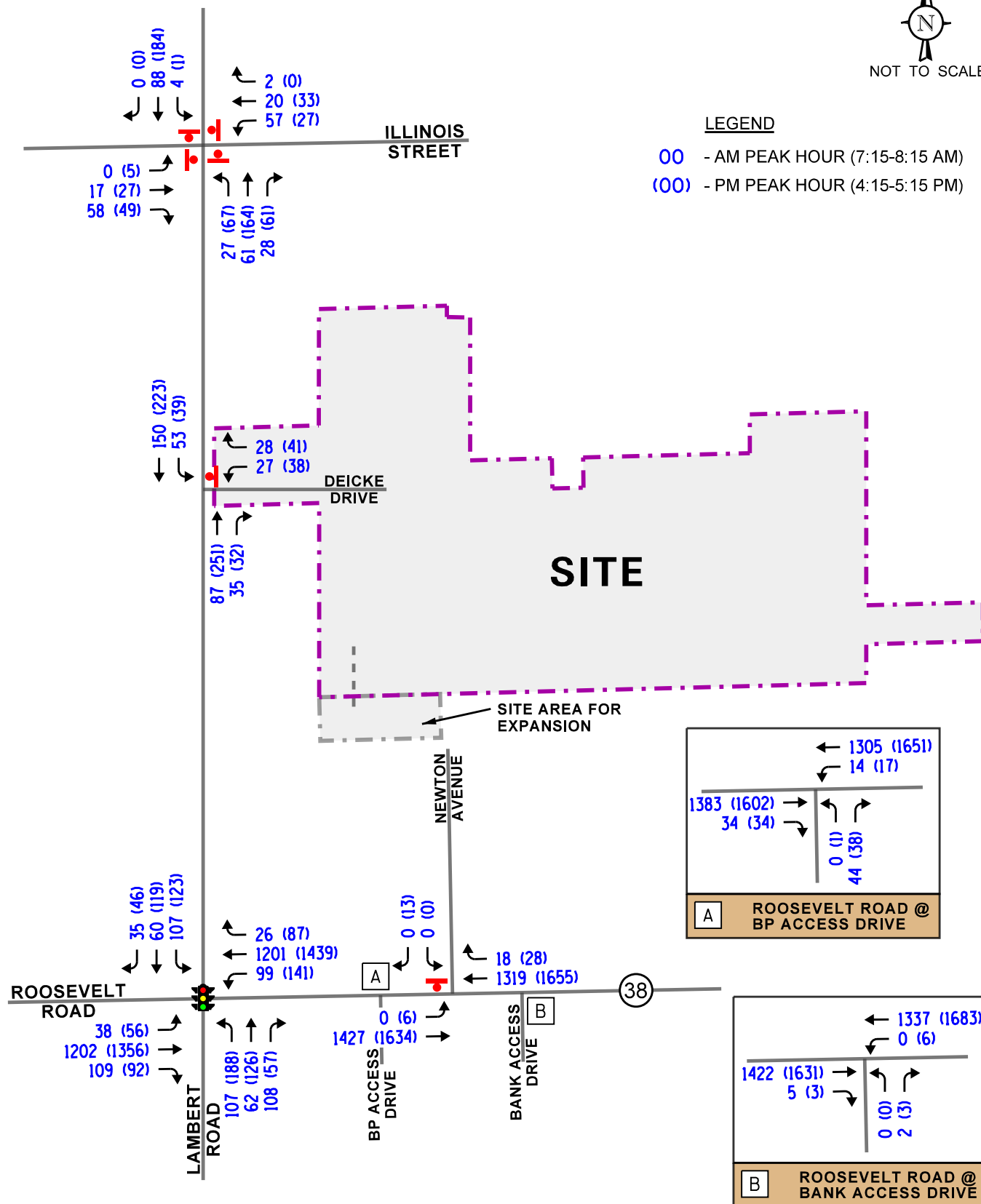
Job No: 23-081

Figure: 4



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)



BR Ryall YMCA
Expansion
Glen Ellyn, Illinois

Year 2029 Total Traffic Volumes



Job No: 23-081

Figure: 9

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The volume of traffic estimated by the proposed expansion can be accommodated by the existing access system serving the YMCA site and by the proposed inbound only connection to Newton Avenue.
- The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed expansion.
- Providing the inbound only connection to Newton Avenue will provide more direct access for visitors traveling to the site from the east on Roosevelt Road and will reduce the volume of traffic traversing the intersection of Roosevelt Road with Lambert Road.
- The proposed 216 parking spaces will be adequate in accommodating the estimated peak parking demand of the full buildout of the facility based on parking occupancy surveys conducted at the existing YMCA and based on information published in the ITE *Parking Generation Manual*, 5th Edition.



Appendix

BR RYALL YMCA | **PLANNED UNIT DEVELOPMENT**

49 DEICKE DRIVE & 26 NEWTON AVENUE, GLEN ELLYN | 07.13.23



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Market Study.....	155

BR RYALL YMCA | **PLANNED UNIT DEVELOPMENT**

49 DEICKE DRIVE & 26 NEWTON AVENUE, GLEN ELLYN | 07.13.23



Traffic Impact Study

B.R. Ryall YMCA Expansion

Glen Ellyn, Illinois



Prepared For:



Prepared By:



May 10, 2023

1. Introduction

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion for the B.R. Ryall YMCA (YMCA) located at 49 Deicke Drive in Glen Ellyn, Illinois.

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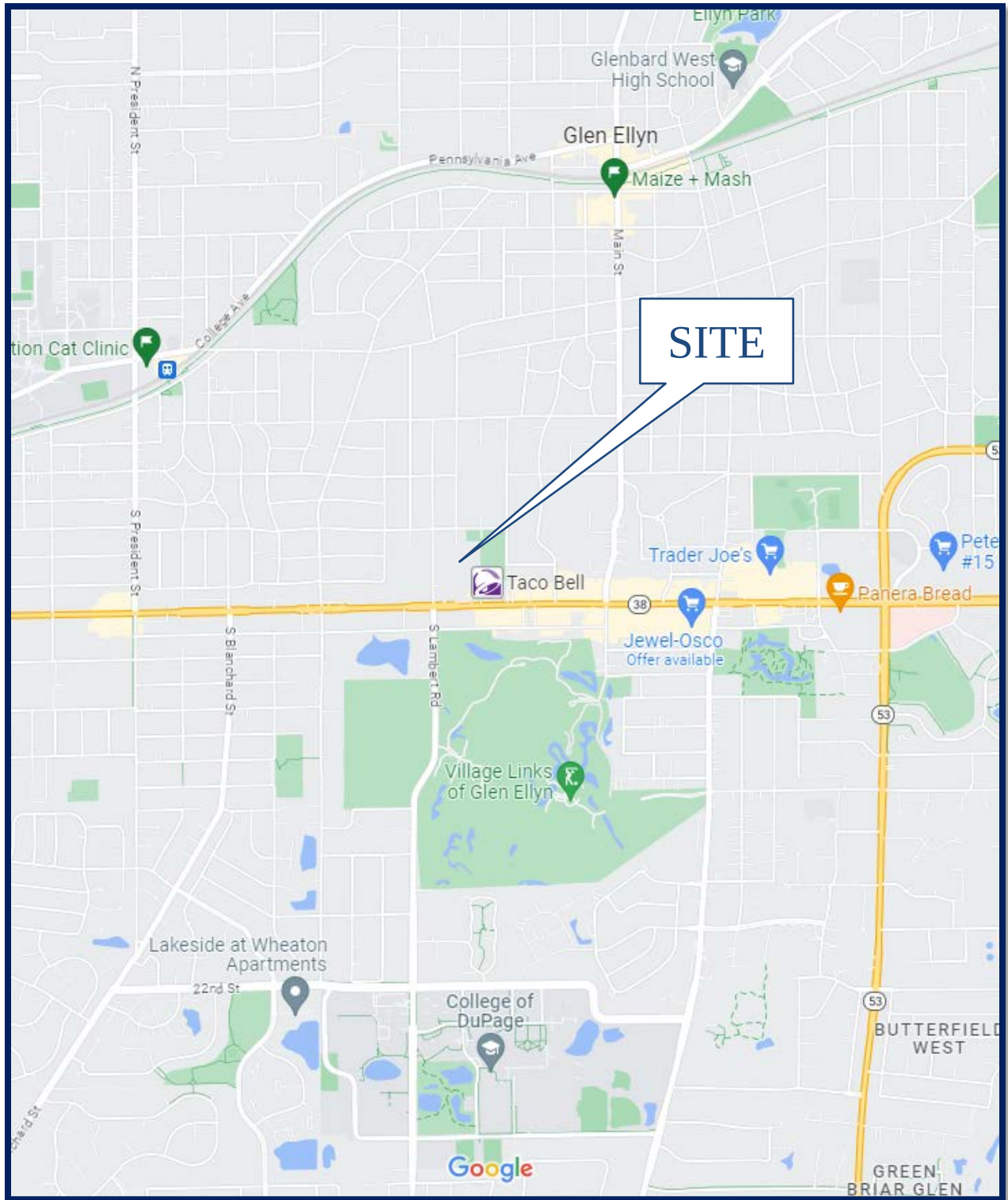
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- Evaluation of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

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3. Projected Conditions – Analyze the capacity of the future street system using the projected traffic volumes that include the existing traffic volumes, background development traffic growth, and the traffic estimated to be generated by the buildout of the proposed facility.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area street system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

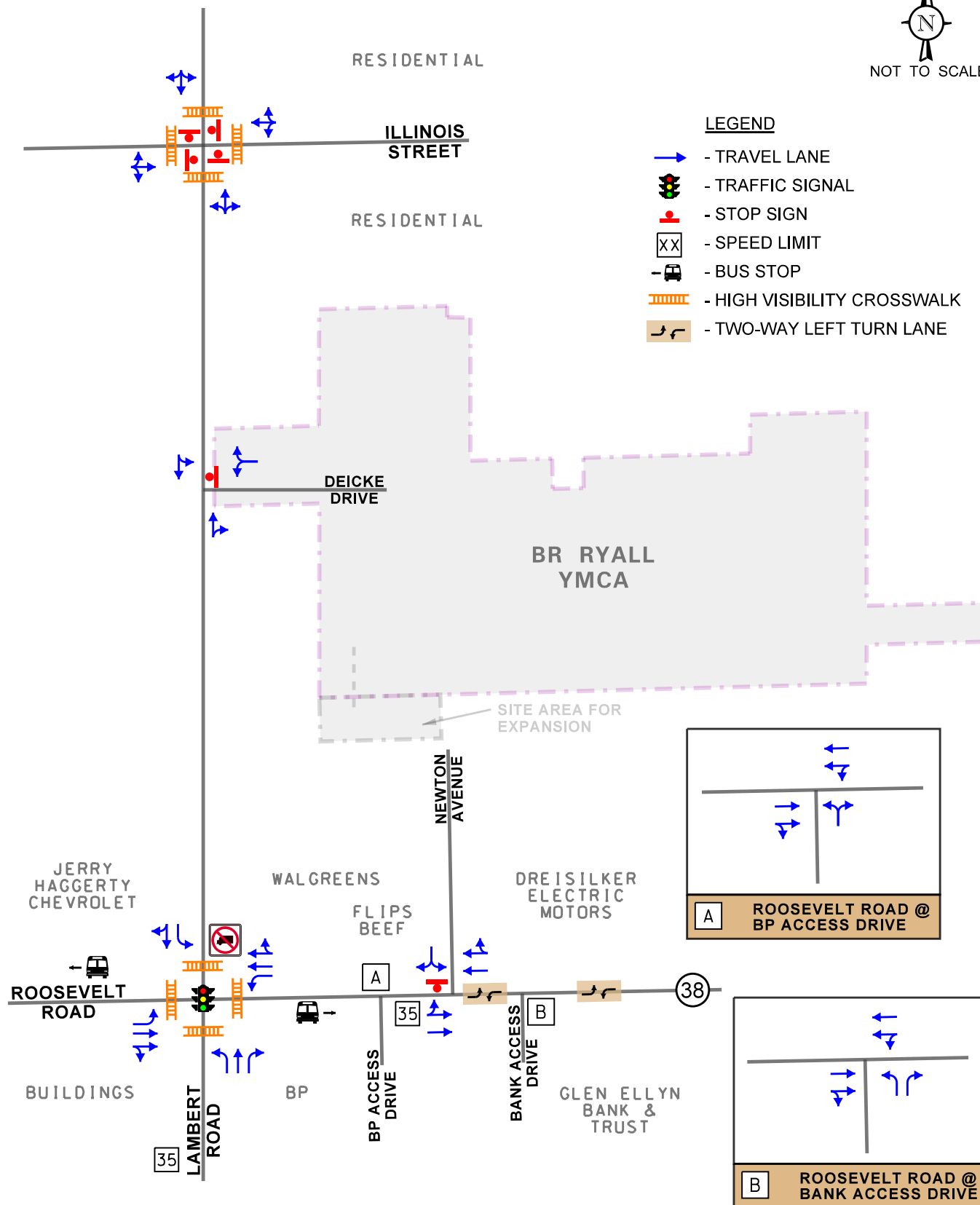
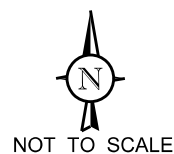
The site is located on the east side of Lambert Road, approximately 550 feet north of Roosevelt Road. Land uses are primarily residential to the west, north and east, and commercial to the south which includes Walgreens, Flips Beef of Glen Ellyn, Dreisilker Electric Motors, Taco Bell, and CD One Price Cleaners.

Existing Roadway System Characteristics

The characteristics of the existing streets near the development are described below and illustrated in **Figure 3**.

Roosevelt Road (IL 38) is an east-west other principal arterial roadway that in the vicinity of the site provides two travel lanes in each direction separated by a center two-way left-turn lane. At its signalized intersection with Lambert Road, Roosevelt Road provides an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. Both legs provide high visibility crosswalks and pedestrian countdown signals. At its unsignalized intersection with Newton Avenue, Roosevelt Road provides two through lanes on the eastbound approach, and an exclusive through lane and a shared through/right-turn lane on the westbound approach. Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) roadway, carries an annual average daily traffic volume of 31,300 to 33,300 vehicles (IDOT AADT 2021) and has a posted speed limit of 35 miles per hour.

Lambert Road is a north-south roadway that generally provides one travel lane in each direction and is classified as a major collector roadway south of Roosevelt Road and as a local roadway north of Roosevelt Road. At its signalized intersection with Roosevelt Road, Lambert Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach and an exclusive left-turn lane and a shared through/right-turn lane on southbound approach. Both legs provide high visibility crosswalks and pedestrian countdown signals. At its all-way stop sign controlled intersection with Illinois Street, Lambert Road provides a shared left/through/right-turn lane and a high visibility crosswalk on both approaches. At its unsignalized intersection with Deicke Drive, Lambert Road provides a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane on the southbound approach. Lambert Road is under the jurisdiction of the Village of Glen Ellyn. South of Roosevelt Road, Lambert Road carries an estimated AADT volume of 9,300 vehicles (CMAP 2021) and has a posted speed limit of 35 miles per hour.



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Existing Roadway Characteristics



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Figure: 3

Illinois Street is an east-west local roadway that in the vicinity of the site provides one travel lane in each direction. At its all-way stop sign controlled intersection with Lambert Road, Illinois Street provides a shared left/through/right-turn lane and a high visibility crosswalk on the eastbound and westbound approaches. Illinois Street is under the jurisdiction of the Village of Glen Ellyn.

Newton Avenue is a north-south local roadway that provides a single travel lane in each direction, extends from Roosevelt Road north to its terminus at Hill Avenue, and is bifurcated by the YMCA site. At its unsignalized intersection with Roosevelt Road, Newton Avenue provides a shared left/right-turn lane that is under stop-sign control. It should be noted that the short segment of Newton Avenue between Roosevelt Road and the YMCA only serves Walgreens, Flips Beef of Glen Ellyn, Dreisilker Electric Motors, and the vacant building at 26 Newton Avenue (site area for expansion). Newton Avenue is under the jurisdiction of the Village of Glen Ellyn.

Deicke Drive is an approximately 175-foot east-west local roadway that extends from Lambert Road and serves the YMCA site and provides one travel lane in each direction. At its unsignalized intersection with Lambert Road, Deicke Drive provides a shared left/right-turn lane that is under stop-sign control. Deicke Drive is under the jurisdiction of the Village of Glen Ellyn.

Existing Peak Hour Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts conducted utilizing Miovision Scout Video Collection Units. The counts were conducted on Thursday, April 20, 2023 during the weekday evening (4:00 P.M. to 6:00 P.M.) peak period and on Friday, April 21, 2023 during the weekday morning (6:00 A.M. to 9:00 A.M.) and peak period at the following intersections:

- Roosevelt Road with Lambert Road
- Lambert Road with Illinois Street
- Roosevelt Road with Newton Avenue
- Roosevelt Road with the BP Access Drive
- Roosevelt Road with the Glen Ellyn Bank and Trust Access Drive

The results of the capacity analyses indicate that the weekday morning peak hour of traffic occurs between 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic generally occurs between 4:15 P.M. to 5:15 P.M. These counts were supplemented with counts performed at the intersection of Lambert Road with Deicke Drive on Friday, May 5th, 2023 during the same time periods.

It should be noted that the traffic volumes at the intersection of Roosevelt Road with Lambert Road were compared to traffic volumes previously conducted by KLOA, Inc. in July 2017 and the comparison indicated that the 2023 traffic counts were with five percent of the 2017 traffic counts, as such, it is concluded that the traffic counts conducted were reflective of typical traffic conditions for the area. **Figure 4** illustrates the existing peak hour traffic volumes.

Crash Data

KLOA, Inc. obtained crash data for the most recent available five years (2017 to 2021) for the study area intersections. The crash data is summarized in **Tables 1** through **4**, respectively. It should be noted that no fatalities were reported at the intersection during the reviewed period. Furthermore, as can be seen from Table 3, no crashes were reported at the intersection of Lambert Road with Deicke Drive (YMCA Access Drive) during the review period.

Table 1

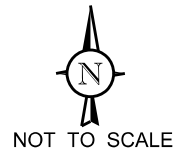
ROOSEVELT ROAD WITH LAMBERT ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	1	0	0	2	0	3	0	6
2018	2	0	2	3	1	4	0	12
2019	0	0	1	1	0	1	0	3
2020	1	0	0	1	0	2	0	4
2021	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>8</u>
Total	5	1	3	10	1	13	0	33
Average	1.0	<1.0	<1.0	2.0	<1.0	2.6	0	6.6

Table 2

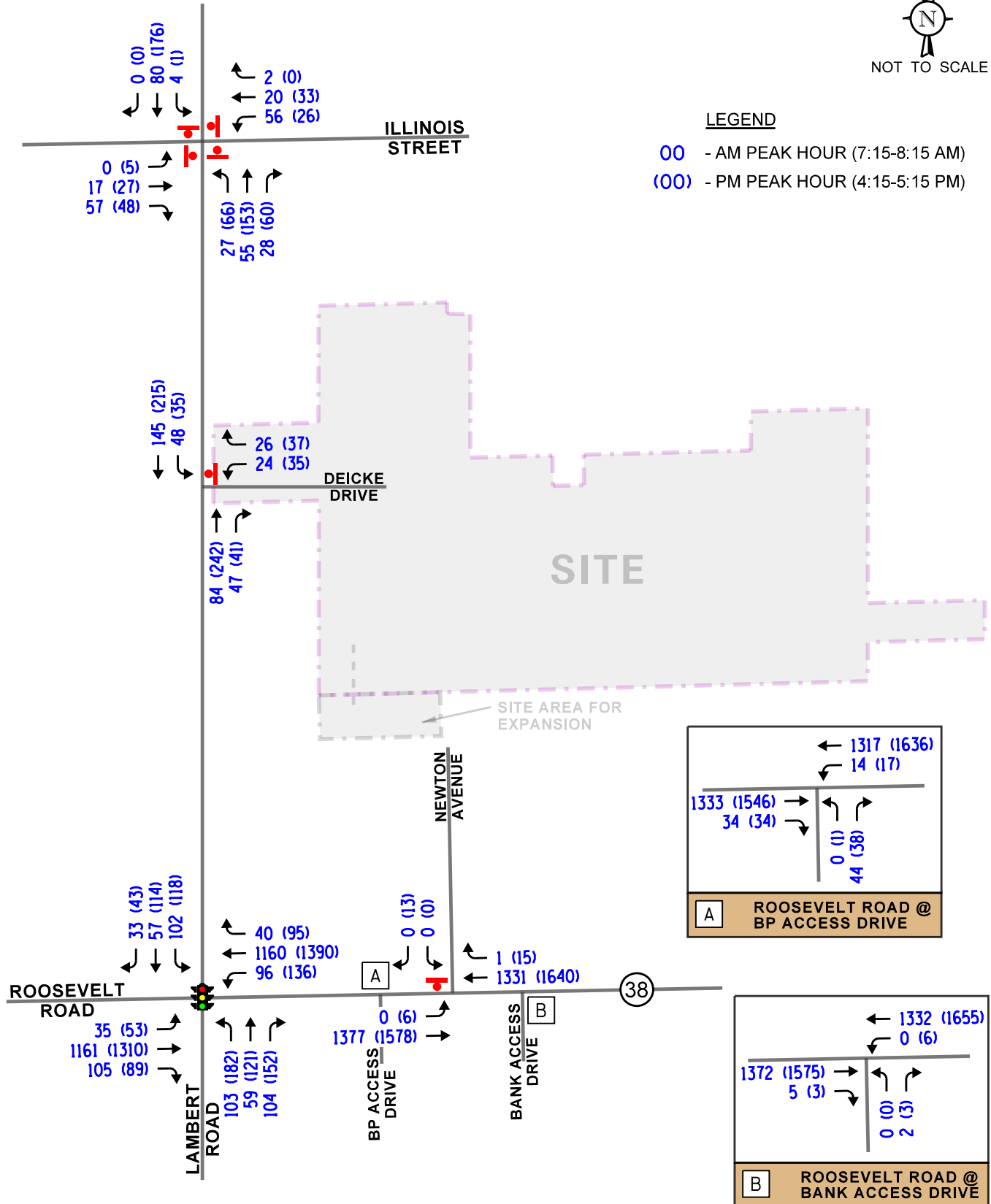
LAMBERT ROAD WITH ILLINOIS STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2017	2	0	0	0	0	0	0	2
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	2	0	0	0	0	0	0	2
Average	<1.0	0	0	0	0	0	0	<1.0



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)



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Expansion
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Existing Traffic Volumes



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Figure: 4

Table 3

LAMBERT ROAD WITH DEICKE ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0	0	0	0
Average	0	0	0	0	0	0	0	0

Table 4

ROOSEVELT ROAD WITH NEWTON AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	1	0	0	0	0	0	0	1
2019	0	0	0	0	0	1	0	1
2020	0	0	0	0	0	0	0	0
2021	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Total	1	0	0	0	0	2	0	3
Average	<1.0	0	0	0	0	<1.0	0	<1.0

3. Traffic Characteristics of the Proposed Expansion

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed facility, including the directional distribution and volumes of traffic that it will generate.

Existing YMCA and Proposed Plan for Expansion

The existing YMCA is an approximately 69,925 square-foot recreational facility located on the east side of Lambert Road between Roosevelt Road (IL 38) and Illinois Street. Access to the facility is provided via Deicke Drive and its unsignalized intersection with Lambert Road. As previously indicated, Deicke Drive at Lambert Road provides a shared left/right-turn lane that is under stop-sign control and no exclusive turn lanes are provided along Lambert Road. Under existing conditions, the parking lot provides a total of 215 standard parking spaces and 7 ADA parking spaces for a total of 222 parking spaces.

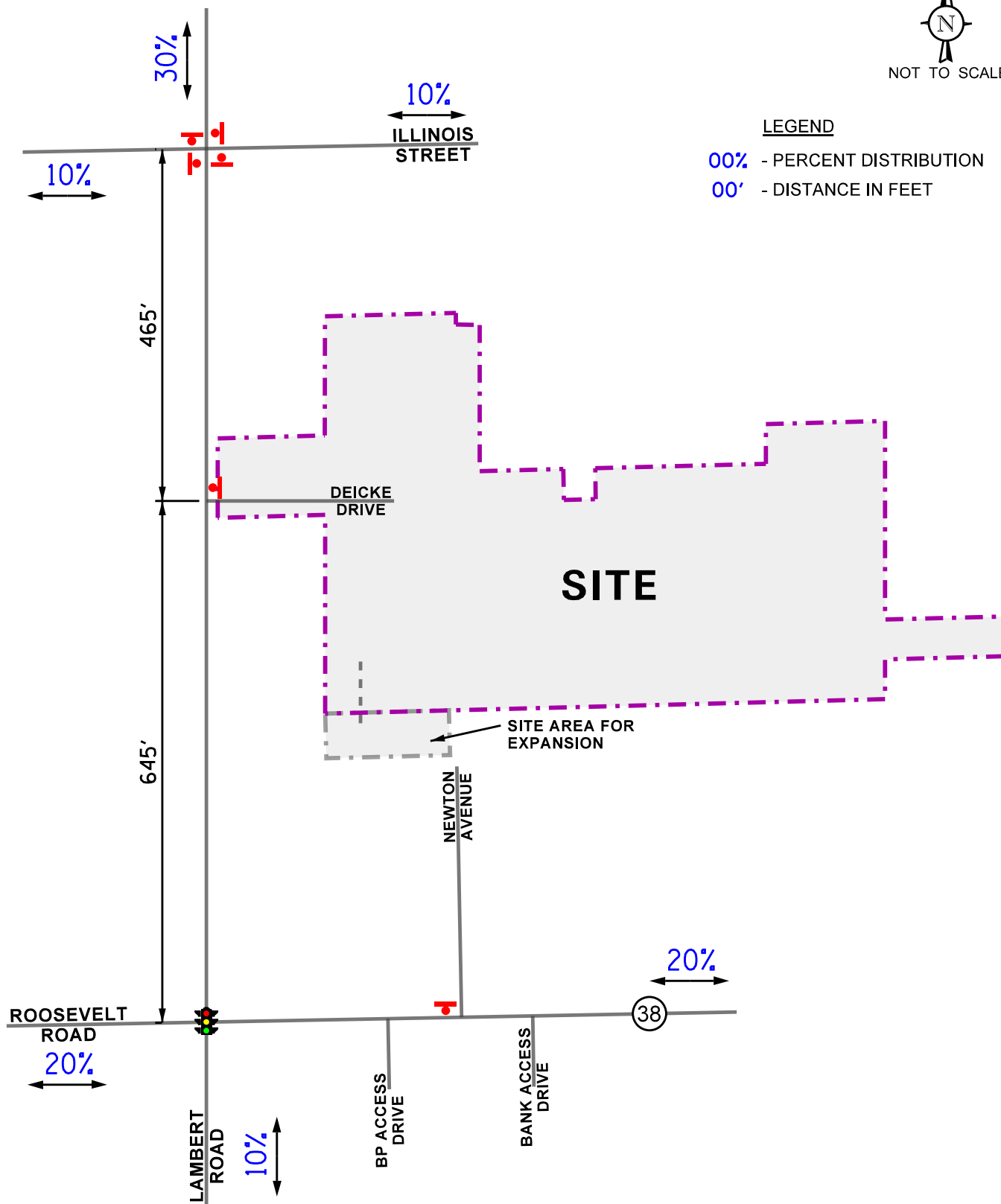
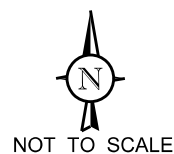
As proposed, the existing building will be expanded for floor infill of three racquetball courts and the former rock-climbing area resulting in approximately 4,435 square feet of space added to the existing building. Furthermore, the currently vacant building at 26 Newton Avenue will be added to the YMCA site. This building is approximately 2,900 square feet and will be utilized for additional indoor recreational programs.

Primary access to the YMCA will continue to be provided via Deicke Drive and its intersection with Lambert Road. As part of the acquisition of the 26 Newton Avenue the parking lot serving the YMCA will be modified to provide a connection to the 26 Newton Avenue site. Due to the proposed parking lot connection, supplemental access to the YMCA will be provided off Newton Avenue which currently serves the 26 Newton Avenue site. This access will be restricted to inbound movements only, to better serve the existing YMCA guests which are traveling westbound on Roosevelt Road.

It should be noted that the proposed expansion and parking lot modifications will result in a loss of approximately seven parking spaces.

Directional Distribution

The directions from which employees or visitors will approach and depart the facility was estimated based on existing travel patterns, as determined from the traffic counts, and the proposed access system of the facility. **Figure 5** illustrates the directional distribution of traffic.



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Directional Distribution



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Figure: 5

Peak Hour Traffic Volumes

As can be seen from Figure 4, the existing YMCA generates approximately 145 trips (95 in/50 out) during the weekday morning peak hour and approximately 148 trips (76 in/72 out) during the weekday evening peak hour. With an existing size of approximately 69,925 square feet, this results in a trip generation rate of 2.07 trips and 2.11 trips per 1,000 square feet during the weekday morning and weekday evening peak hours, respectively. When this trip generation rate is applied to the proposed expansion of 7,335 square feet, that results in 15 new trips during the weekday morning peak hour and 15 new trips during the weekday evening peak hour. **Table 5** summarizes the trip generation for the existing YMCA and proposed expansion based on the traffic counts conducted.

Comparatively, the number of peak hour trips estimated to be generated by the expansion was estimated based on the vehicle trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition for Land-Use Code 495 (Recreational Community Center). **Table 6** summarizes the trips projected to be generated by the proposed expansion based on ITE trip generation data.

As can be seen from Tables 6 and 7, the trips generated by both methodologies were consistent and as such, the volume of traffic generated by the trip generation rates derived from the existing facility were utilized for the purposes of this evaluation.

Table 5
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Existing YMCA Trip Generation (69,925 s.f.)	95	50	145	76	72	148
Expansion Generated Traffic Volumes (7,335 s.f.)	<u>10</u>	<u>5</u>	<u>15</u>	<u>8</u>	<u>7</u>	<u>15</u>
YMCA Total Trip Generation	105	55	160	84	79	163

Table 6
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
495	Recreational Community Center (7,335 s.f.)	9	5	14	9	9	18
	Existing YMCA Trip Generation Rates (as shown in Table 6)	10	5	15	8	7	15

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed expansion.

Existing Traffic Reassignment

The existing weekday morning and evening peak hour traffic volumes that are generated by the YMCA were reassigned to the roadway system taking into consideration the proposed connection to Newton Avenue and its unsignalized intersection with Roosevelt Road. The reassignment of traffic volumes is illustrated in **Figure 6**.

New Traffic Assignment

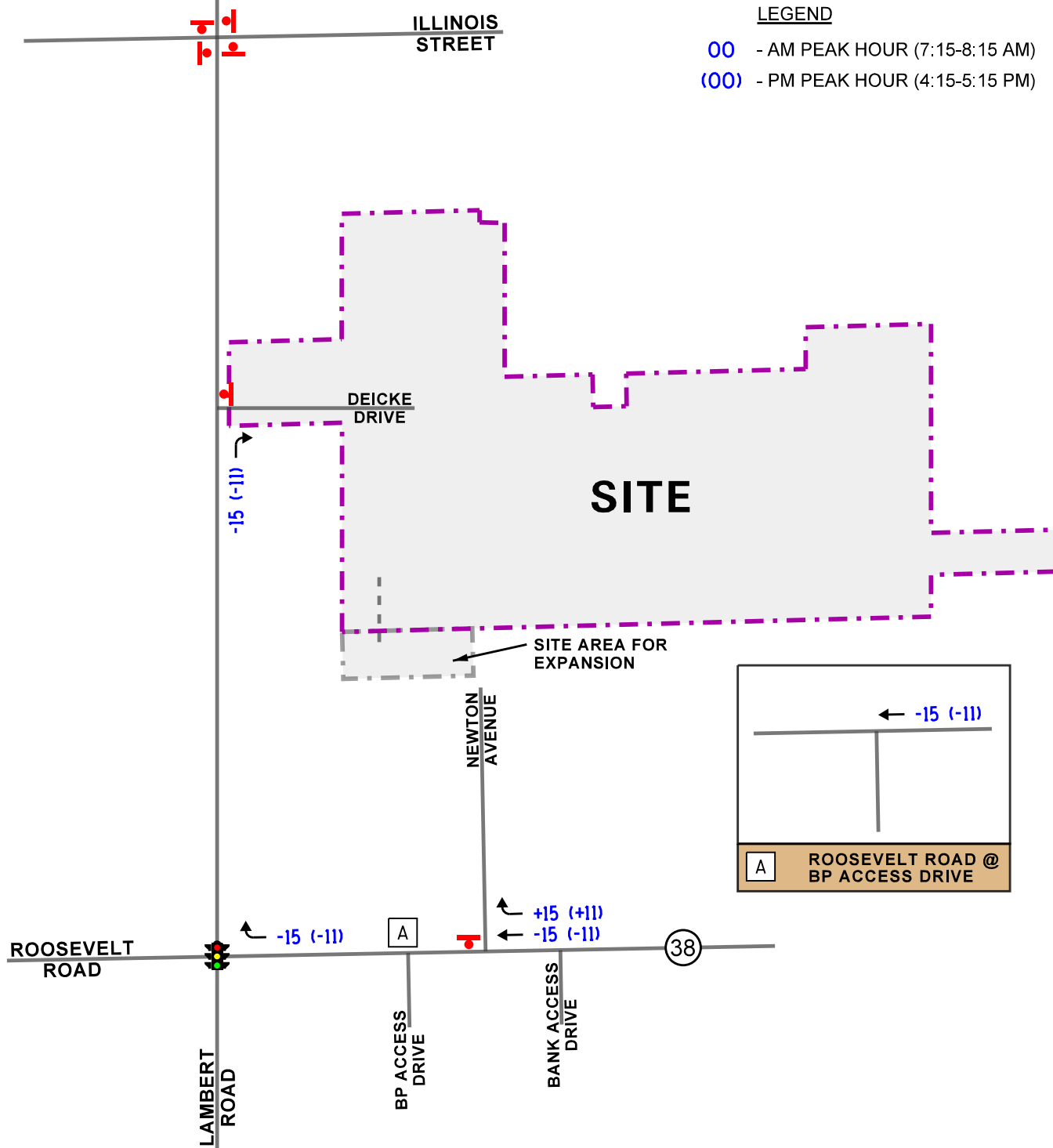
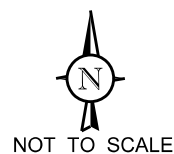
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed YMCA expansion were assigned to the street system in accordance with the previously described directional distribution (Figure 5) and proposed access. **Figure 7** illustrates the traffic assignment of the new trips.

Ambient Traffic Growth

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.6 percent per year for six years for a total of approximately 3.5 percent to project Year 2029 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix. The Year 2029 no-build traffic volumes are illustrated in **Figure 8**.

Total Projected Traffic Volumes

The existing traffic volumes were increased by the ambient growth in the area and were added to the reassigned and new peak hour traffic volumes generated by the YMCA to determine the total projected traffic volumes, shown in **Figure 9**.



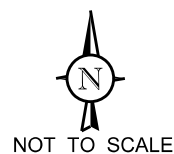
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Reassignment of Existing Traffic Volumes



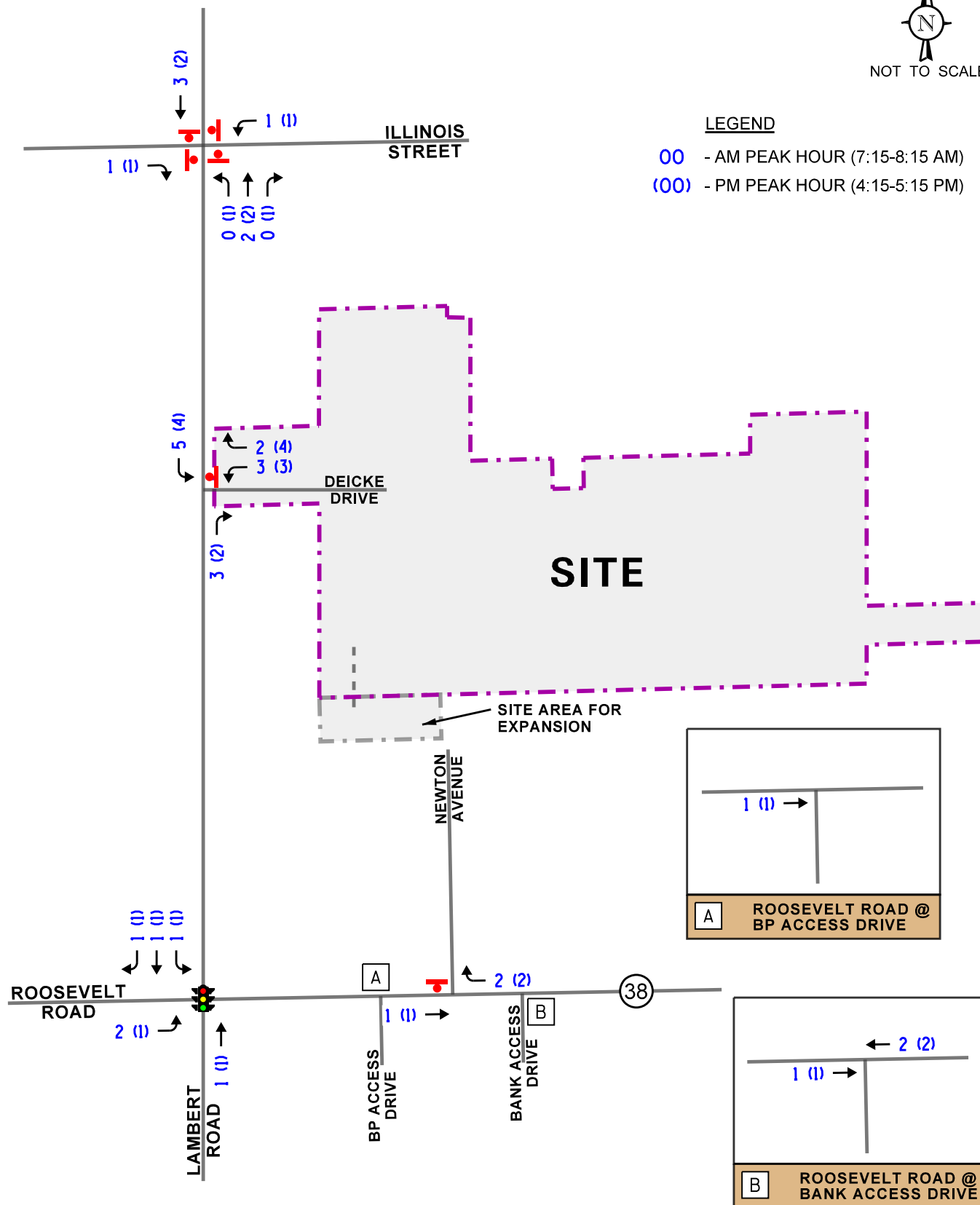
Job No: 23-081

Figure: 6



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)



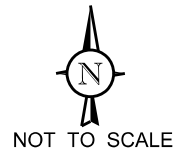
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Glen Ellyn, Illinois

New Site Traffic Volumes



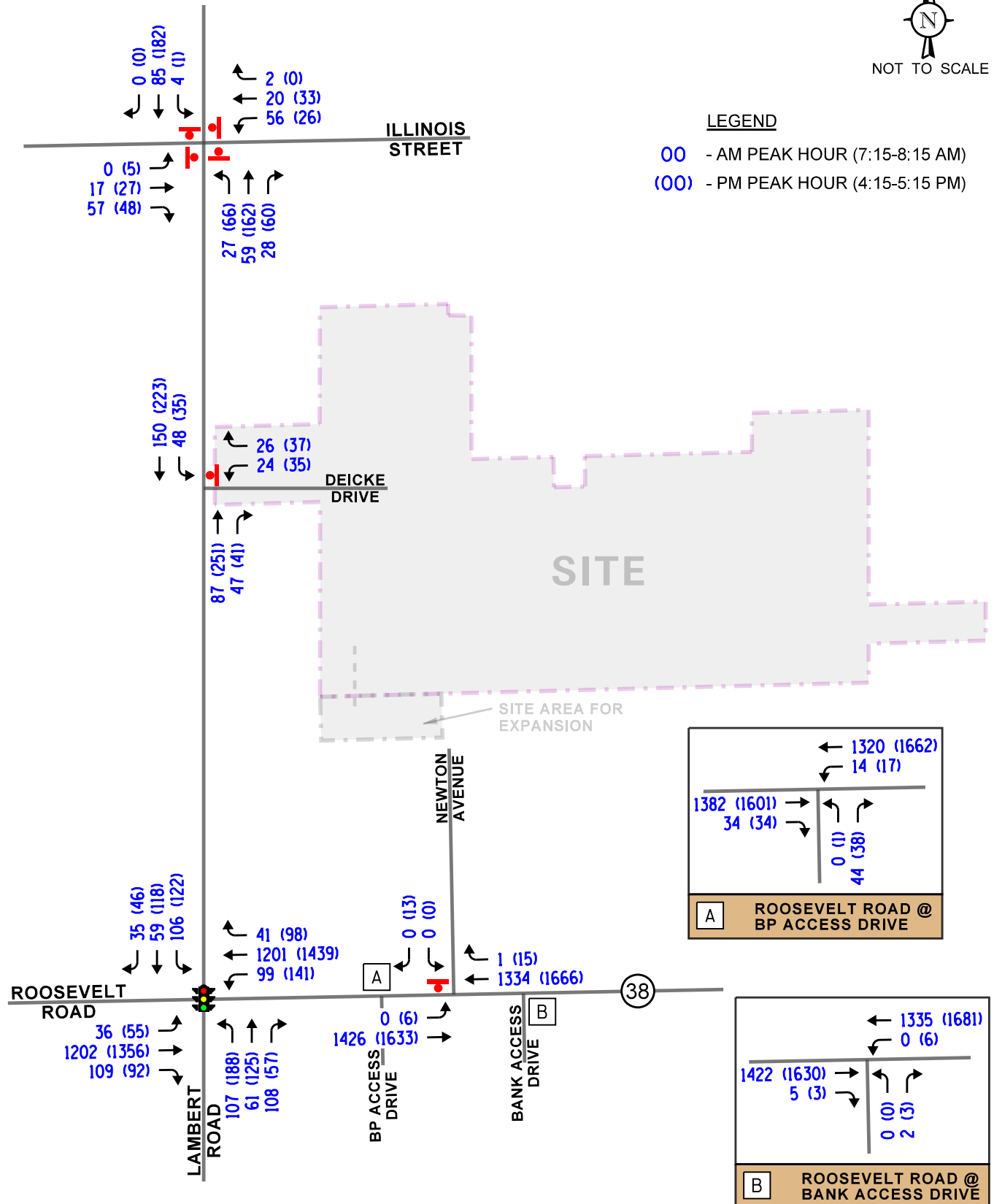
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Figure: 7



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)



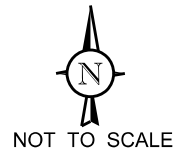
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Year 2029 No-Build Traffic Volumes



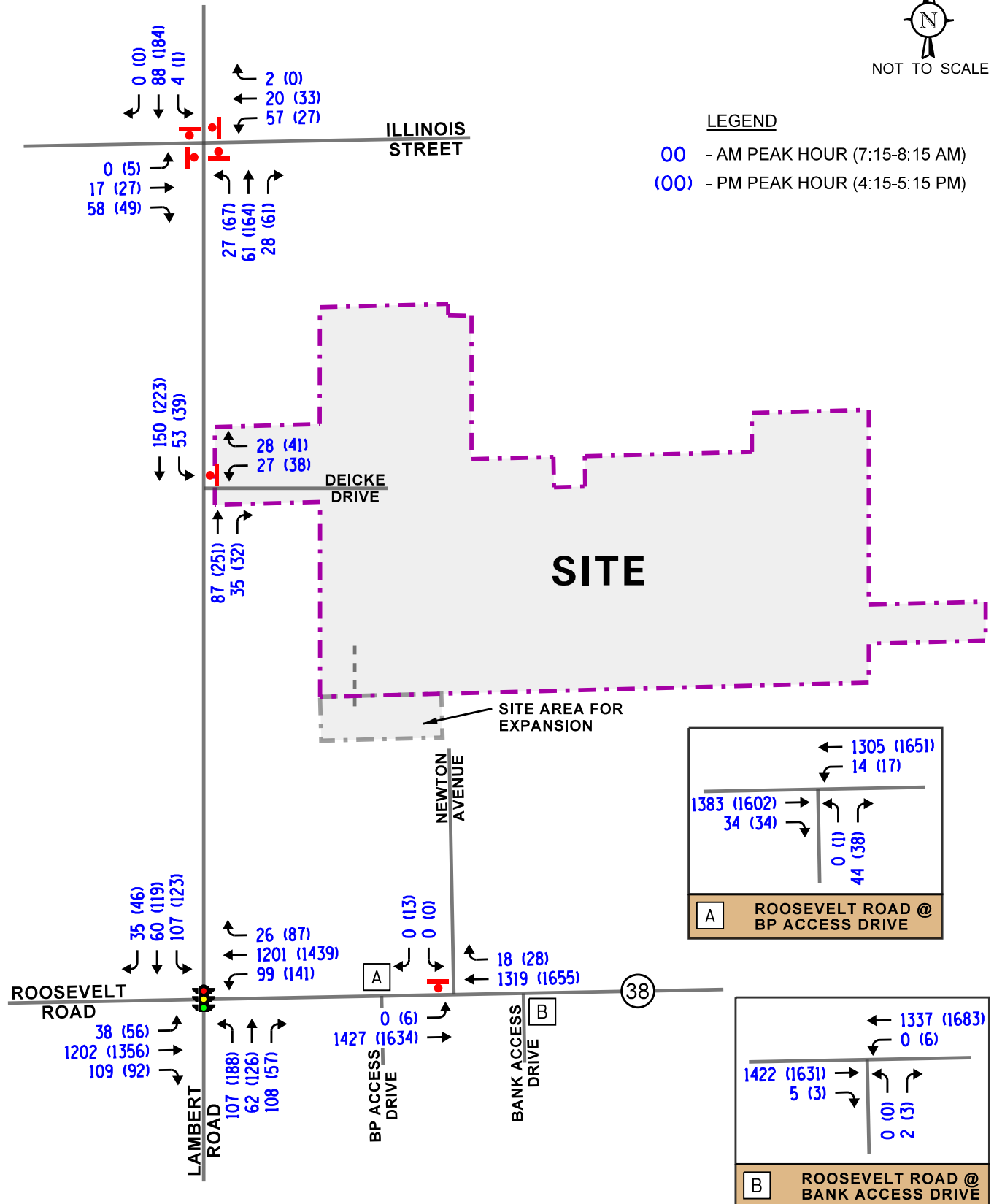
Job No: 23-081

Figure: 8



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)



BR Ryall YMCA
Expansion
Glen Ellyn, Illinois

Year 2029 Total Traffic Volumes



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Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the street system and access drives are projected to operate and whether any street improvements or modifications are required.

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, no-build and future projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro 11 software. The analyses for the signalized intersection of Roosevelt Road with Lambert Road were conducted utilizing actual cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 7** through **10**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7

CAPACITY ANALYSIS RESULTS – ROOSEVELT ROAD WITH LAMBERT ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	A 7.4	B 18.5	B 11.2	B 15.7	E 58.1	E 72.9	B 14.0	D 54.2	E 67.6	E – 60.5			C – 21.9
		B – 18.2			B – 15.3			D – 44.1						
	Weekday Evening	B 14.3	C 31.1	C 26.8	C 25.8	E 56.8	E 62.6	B 15.6	D 45.9	E 72.8	E – 61.3			C – 32.4
C – 30.5			C – 25.9			D – 44.6								
No-Build Conditions	Weekday Morning	A 7.8	B 19.9	B 12.2	B 16.4	E 58.4	E 73.3	B 16.0	D 54.2	E 67.9	E – 60.6			C – 22.9
		B – 19.6			B – 16.1			D – 45.2						
	Weekday Evening	B 16.2	C 33.2	D 35.3	C 27.4	E 57.9	E 62.4	B 17.1	D 45.8	E 73.1	E – 61.4			C – 34.3
C – 32.6			C – 28.0			D – 45.5								
Projected Conditions	Weekday Morning	A 7.9	C 20.0	B 12.3	B 16.4	E 58.1	E 73.1	B 16.2	D 54.1	E 68.1	E – 60.7			C – 23.0
		B – 19.7			B – 16.1			D – 45.2						
	Weekday Evening	B 16.1	C 33.4	D 35.5	C 27.4	E 57.7	E 62.2	B 17.2	D 45.7	E 73.0	E – 61.3			C – 34.4
C – 32.7			C – 28.1			D – 45.4								
Letter denotes Level of Service Delay is measured in seconds.														
L – Left Turn R – Right Turn T – Through														

Table 8

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lambert Road with Illinois Street				
• Overall	A	8.1	A	9.9
• Eastbound Approach	A	7.6	A	8.7
• Westbound Approach	A	8.3	A	9.0
• Northbound Approach	A	8.2	B	10.7
• Southbound Approach	A	8.1	A	9.5
Lambert Road with Deicke Drive				
• Westbound Approach	B	10.3	B	13.2
• Southbound Left Turn	A	7.6	A	8.0
Roosevelt Road with Newton Avenue				
• Southbound Approach	--	--	C	17.3
• Eastbound Left Turn	--	--	B	14.7
Roosevelt Road with BP Access Drive				
• Northbound Approach	C	15.9	C	17.6
• Westbound Left Turn	B	13.4	C	15.0
Roosevelt Road with Bank Access Drive				
• Northbound Approach	B	14.7	C	16.2
• Westbound Left Turn	--	--	B	14.0
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two-way stop sign control				

Table 9

CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lambert Road with Illinois Street				
• Overall	A	8.1	B	10.0
• Eastbound Approach	A	7.6	A	8.7
• Westbound Approach	A	8.3	A	9.1
• Northbound Approach	A	8.2	B	10.9
• Southbound Approach	A	8.2	A	9.6
Lambert Road with Deicke Drive				
• Westbound Approach	B	10.3	B	13.4
• Southbound Left Turn	A	7.6	A	8.1
Roosevelt Road with Newton Avenue				
• Southbound Approach	--	--	C	17.6
• Eastbound Left Turn	--	--	B	14.9
Roosevelt Road with BP Access Drive				
• Northbound Approach	C	16.5	C	18.2
• Westbound Left Turn	B	13.8	C	15.6
Roosevelt Road with Bank Access Drive				
• Northbound Approach	C	15.1	C	16.6
• Westbound Left Turn	--	--	B	14.4
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two-way stop sign control				

Table 10

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Lambert Road with Illinois Street				
• Overall	A	8.2	B	10.1
• Eastbound Approach	A	7.6	A	8.8
• Westbound Approach	A	8.4	A	9.1
• Northbound Approach	A	8.3	B	11.0
• Southbound Approach	A	8.2	A	9.7
Lambert Road with Deicke Drive				
• Westbound Approach	B	10.4	B	13.6
• Southbound Left Turn	A	7.6	A	8.1
Roosevelt Road with Newton Avenue				
• Southbound Approach	--	--	C	17.6
• Eastbound Left Turn	--	--	B	14.9
Roosevelt Road with BP Access Drive				
• Northbound Approach	C	16.5	C	18.2
• Westbound Left Turn	B	13.8	C	15.6
Roosevelt Road with Bank Access Drive				
• Northbound Approach	C	15.1	C	16.7
• Westbound Left Turn	--	--	B	14.5
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two-way stop sign control				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any street and traffic control improvements necessary to accommodate the development-generated traffic.

Roosevelt Road with Lambert Road

The results of the capacity analyses indicate that overall, this intersection currently operates at level of service (LOS) C during the weekday morning and weekday evening peak hours. The eastbound and westbound approaches currently operate at LOS C or better during the peak hours. The northbound approach currently operates at LOS D during the peak hours and at LOS E during the weekday evening peak hours. Under Year 2029 no-build and total projected conditions, this intersection overall and all of the approaches are projected to continue operating at existing levels of service with increases in delay of approximately two seconds or less over existing conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed YMCA expansion, particularly given that the proposed connection to Newton Avenue will reduce the volume of westbound right-turn movements occurring at this intersection. Overall, no roadway improvements or traffic signal timing modifications will be required.

Lambert Road with Illinois Street

The results of the capacity analyses indicate that overall this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Furthermore, all of the approaches currently operate at LOS B or better during the peak hours. Under Year 2029 no-build conditions, this intersection is projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour with increases in delay of less than one second. All of the approaches are projected to continue operating at existing levels of service with increases in delay of less than one second. Under Year 2029 total projected conditions, this intersection overall and all of the approaches are projected to operate at no-build levels of service with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed YMCA expansion and no roadway or traffic control improvements will be required.

Lambert Road with Deicke Drive

The results of the capacity analyses indicate that the westbound approach of Deicke Drive at Lambert Road currently operate at LOS B during the weekday morning and weekday evening peak hours. Under Year 2029 no-build and total projected conditions, the westbound approach is projected to continue operating at existing levels of service with increases in delay of less than one second. Furthermore, southbound left-turn movements are projected to continue operating at LOS A during the peak hours. As such, this intersection will continue to be adequate in providing primary access to the YMCA and will accommodate the traffic estimated to be generated by the proposed expansion.

Roosevelt Road with Newton Avenue

The results of the capacity analyses indicate that the southbound approach of Newton Avenue at Roosevelt Road currently operates at LOS C during the weekday evening peak hour. As previously indicated, the proposed parking lot connection to the 26 Newton Avenue site will be an inbound only connection and as such, the proposed YMCA expansion is not projected to generate any additional traffic on the southbound approach of Newton Avenue to Roosevelt Road. The connection will primarily allow westbound vehicles from Roosevelt Road to access the existing YMCA site more efficiently.

Under Year 2029 no-build and total projected conditions, the southbound approach is projected to continue operating at LOS C during the weekday evening peak hour with increase in delay of less than one second. Furthermore, eastbound left-turn movements are projected to continue operating at LOS B. However, it should be noted that the proposed YMCA expansion is not projected to increase the volume to this movement.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the YMCA and the proposed connection will result in a limited increase in traffic along Newton Avenue.

Roosevelt Road with BP Access Drive and Bank Access Drive

The results of the capacity analyses indicate that turning movements to/from the BP gas station and Glen Ellyn Bank and Trust access drives currently operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2029 no-build and total projected conditions, the turning movements are projected to continue operating at LOS C or better during the peak hours with increases in delay of less than one second over existing conditions. As such, the proposed YMCA expansion generated traffic will have a limited impact on the operations of these access drives and no roadway or traffic control improvements will be required.

Parking Evaluation

In order to determine current parking demands for B.R. Ryall YMCA, KLOA, Inc. conducted parking occupancy surveys at the parking lot serving the YMCA. The parking occupancy surveys were conducted in half-hour intervals on Tuesday, April 18, 2023 between 10:00 A.M. and 8:00 P.M. and on Saturday, April 29, 2023 between 10:00 A.M. and 5:00 P.M. The results of the parking occupancy surveys are summarized in **Table 11**. As can be seen from Table 11, the YMCA had a peak parking demand of 82 spaces occurring at 4:30 P.M. on the weekday and 73 spaces occurring at 11:00 A.M. on Saturday. This results in a parking occupancy of 37 percent and 33 percent, respectively, or a surplus of 140 and 149 spaces, respectively. It should be noted that the parking demand is inclusive of any reserved parking spaces and YMCA buses.

As previously indicated the existing YMCA building is approximately 69,925 square feet, this results in a peak parking demand of 1.17 spaces per 1,000 square feet for a weekday and 1.04 spaces per 1,000 square feet on Saturday. When these parking demand ratios are applied to the proposed YMCA expansion (7,335 square feet), this results in an estimated increase in parking demand by nine (9) parking spaces on a weekday and seven (7) parking spaces on Saturday. When the projected increase in parking is added to the existing parking demand, the resulting parking demand is 91 spaces on a weekday and 80 spaces on Saturday, which can be accommodated by the proposed 216 parking space proposed for the existing YMCA site and 26 Newton Avenue building.

Overall, the total projected size of the YMCA is projected to be 77,260 square feet. Based on information published in the ITE *Parking Generation Manual*, 5th Edition for Land-Use Code 495 (Recreational Community Center), the average peak parking demand is estimated to be 160 spaces on a weekday (parking ratio of 2.07 per 1,000 square feet) and 147 spaces on Saturday. As such, this estimated peak parking demand can be accommodated by the 216 parking spaces proposed.

Table 11

PARKING OCCUPANCY SURVEY RESULTS – B.R. RYALL YMCA

Time	Tuesday, April 18, 2023		Saturday, April 29, 2023	
	Parking Demand	Percent Occupied	Parking Demand	Percent Occupied
10:00 AM	53	24%	66	30%
10:30 AM	56	25%	71	32%
11:00 AM	49	22%	73	33%
11:30 AM	56	25%	61	27%
12:00 PM	60	27%	46	21%
12:30 PM	59	27%	36	16%
1:00 PM	52	23%	28	13%
1:30 PM	40	18%	34	15%
2:00 PM	41	18%	31	14%
2:30 PM	43	19%	37	17%
3:00 PM	46	21%	39	18%
3:30 PM	53	24%	34	15%
4:00 PM	71	32%	39	18%
4:30 PM	82	37%	30	14%
5:00 PM	61	27%	14	6%
5:30 PM	73	33%	-	-
6:00 PM	60	27%	-	-
6:30 PM	60	27%	-	-
7:00 PM	58	26%	-	-
7:30 PM	53	24%	-	-
8:00 PM	61	27%	-	-
Inventory	222			

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The volume of traffic estimated by the proposed expansion can be accommodated by the existing access system serving the YMCA site and by the proposed inbound only connection to Newton Avenue.
- The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed expansion.
- Providing the inbound only connection to Newton Avenue will provide more direct access for visitors traveling to the site from the east on Roosevelt Road and will reduce the volume of traffic traversing the intersection of Roosevelt Road with Lambert Road.
- The proposed 216 parking spaces will be adequate in accommodating the estimated peak parking demand of the full buildout of the facility based on parking occupancy surveys conducted at the existing YMCA and based on information published in the ITE *Parking Generation Manual*, 5th Edition.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2050 Projection Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bnay@kloainc.com

Count Name: Roosevelt Road with Lambert
Road - Full
Site Code:
Start Date: 04/20/2023
Page No: 1

Turning Movement Data

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Lambert Rd Northbound						Lambert Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	12	327	20	0	359	0	29	314	10	0	353	0	45	26	16	0	87	0	33	20	15	0	68	867
4:15 PM	0	11	280	24	0	315	0	27	319	22	0	368	0	54	27	58	0	139	0	27	18	8	1	53	875
4:30 PM	0	16	295	24	0	335	0	31	352	36	0	419	0	42	30	28	0	100	0	30	26	5	0	61	915
4:45 PM	0	16	336	23	0	375	0	36	353	17	0	406	0	36	33	35	0	104	0	38	46	16	0	100	985
Hourly Total	0	55	1238	91	0	1384	0	123	1338	85	0	1546	0	177	116	137	0	430	0	128	110	44	1	282	3642
5:00 PM	0	10	322	18	0	350	0	42	366	20	0	428	0	50	31	31	0	112	0	23	24	14	1	61	951
5:15 PM	0	9	315	30	0	354	0	43	334	29	0	406	0	51	35	31	0	117	0	28	29	3	1	60	937
5:30 PM	0	13	308	34	0	355	0	42	349	10	0	401	0	50	44	41	0	135	0	24	24	6	0	54	945
5:45 PM	0	14	318	32	0	364	0	35	348	23	0	406	0	44	49	52	0	145	0	30	16	14	1	60	975
Hourly Total	0	46	1263	114	0	1423	0	162	1397	82	0	1641	0	195	159	155	0	509	0	105	93	37	3	235	3808
6:00 PM	0	17	316	24	0	357	0	44	330	17	0	391	0	62	28	40	0	130	0	21	17	8	0	46	924
6:15 PM	0	5	242	25	0	272	0	31	260	17	0	308	0	39	12	25	0	76	0	16	16	7	0	39	695
6:30 PM	0	9	213	23	0	245	0	35	264	11	0	310	0	42	19	24	0	85	0	21	20	7	0	48	688
6:45 PM	0	12	202	22	0	236	0	20	258	10	0	288	0	33	24	23	0	80	0	18	8	1	0	27	631
Hourly Total	0	43	973	94	0	1110	0	130	1112	55	0	1297	0	176	83	112	0	371	0	76	61	23	0	160	2938
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	12	277	18	0	307	0	18	201	3	0	222	0	17	9	22	1	48	0	17	7	4	0	28	605
7:15 AM	0	7	319	16	0	342	0	22	224	9	0	255	0	20	14	26	0	60	0	24	15	14	0	53	710
7:30 AM	0	10	310	29	0	349	0	17	272	9	0	298	0	26	18	26	0	70	0	29	15	9	0	53	770
7:45 AM	0	13	297	41	0	351	0	35	322	16	0	373	0	38	12	32	0	82	0	23	15	8	0	46	852
Hourly Total	0	42	1203	104	0	1349	0	92	1019	37	0	1148	0	101	53	106	1	260	0	93	52	35	0	180	2937
8:00 AM	0	5	260	19	0	284	0	22	307	6	0	335	0	19	15	20	0	54	0	26	12	2	0	40	713
8:15 AM	0	4	264	16	0	284	0	21	244	8	0	273	0	26	13	33	0	72	0	34	14	11	0	59	688
8:30 AM	0	7	232	27	0	266	0	21	262	11	0	294	0	26	16	30	0	72	0	28	8	7	1	43	675
8:45 AM	0	6	259	55	1	320	0	27	256	9	0	292	0	25	15	24	0	64	0	32	13	9	0	54	730
Hourly Total	0	22	1015	117	1	1154	0	91	1069	34	0	1194	0	96	59	107	0	262	0	120	47	29	1	196	2806
9:00 AM	0	10	271	35	0	316	0	27	234	10	0	271	0	32	10	19	0	61	0	17	18	9	0	44	692
9:15 AM	0	7	268	36	0	311	0	15	238	5	0	258	0	24	12	17	0	53	0	29	10	13	0	52	674
9:30 AM	0	6	248	38	0	292	0	31	230	9	0	270	0	30	14	25	0	69	0	19	12	9	0	40	671
9:45 AM	0	5	252	47	1	304	0	19	244	13	0	276	0	50	12	19	0	81	0	19	15	6	2	40	701
Hourly Total	0	28	1039	156	1	1223	0	92	946	37	0	1075	0	136	48	80	0	264	0	84	55	37	2	176	2738
Grand Total	0	236	6731	676	2	7643	0	690	6881	330	0	7901	0	881	518	697	1	2096	0	606	418	205	7	1229	18869
Approach %	0.0	3.1	88.1	8.8	-	-	0.0	8.7	87.1	4.2	-	-	0.0	42.0	24.7	33.3	-	-	0.0	49.3	34.0	16.7	-	-	-
Total %	0.0	1.3	35.7	3.6	-	40.5	0.0	3.7	36.5	1.7	-	41.9	0.0	4.7	2.7	3.7	-	11.1	0.0	3.2	2.2	1.1	-	6.5	-
Lights	0	231	6561	671	-	7463	0	682	6721	326	-	7729	0	874	513	690	-	2077	0	597	407	199	-	1203	18472

% Lights	-	97.9	97.5	99.3	-	97.6	-	98.8	97.7	98.8	-	97.8	-	99.2	99.0	99.0	-	99.1	-	98.5	97.4	97.1	-	97.9	97.9
Buses	0	1	26	1	-	28	0	6	21	2	-	29	0	3	1	5	-	9	0	3	2	0	-	5	71
% Buses	-	0.4	0.4	0.1	-	0.4	-	0.9	0.3	0.6	-	0.4	-	0.3	0.2	0.7	-	0.4	-	0.5	0.5	0.0	-	0.4	0.4
Single-Unit Trucks	0	4	73	3	-	80	0	2	82	2	-	86	0	3	4	1	-	8	0	4	7	5	-	16	190
% Single-Unit Trucks	-	1.7	1.1	0.4	-	1.0	-	0.3	1.2	0.6	-	1.1	-	0.3	0.8	0.1	-	0.4	-	0.7	1.7	2.4	-	1.3	1.0
Articulated Trucks	0	0	71	1	-	72	0	0	57	0	-	57	0	1	0	1	-	2	0	2	2	1	-	5	136
% Articulated Trucks	-	0.0	1.1	0.1	-	0.9	-	0.0	0.8	0.0	-	0.7	-	0.1	0.0	0.1	-	0.1	-	0.3	0.5	0.5	-	0.4	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Roosevelt Road with Lambert
Road - Full
Site Code:
Start Date: 04/20/2023
Page No: 3

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Lambert Rd Northbound						Lambert Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	11	280	24	0	315	0	27	319	22	0	368	0	54	27	58	0	139	0	27	18	8	1	53	875
4:30 PM	0	16	295	24	0	335	0	31	352	36	0	419	0	42	30	28	0	100	0	30	26	5	0	61	915
4:45 PM	0	16	336	23	0	375	0	36	353	17	0	406	0	36	33	35	0	104	0	38	46	16	0	100	985
5:00 PM	0	10	322	18	0	350	0	42	366	20	0	428	0	50	31	31	0	112	0	23	24	14	1	61	951
Total	0	53	1233	89	0	1375	0	136	1390	95	0	1621	0	182	121	152	0	455	0	118	114	43	2	275	3726
Approach %	0.0	3.9	89.7	6.5	-	-	0.0	8.4	85.7	5.9	-	-	0.0	40.0	26.6	33.4	-	-	0.0	42.9	41.5	15.6	-	-	-
Total %	0.0	1.4	33.1	2.4	-	36.9	0.0	3.7	37.3	2.5	-	43.5	0.0	4.9	3.2	4.1	-	12.2	0.0	3.2	3.1	1.2	-	7.4	-
PHF	0.000	0.828	0.917	0.927	-	0.917	0.000	0.810	0.949	0.660	-	0.947	0.000	0.843	0.917	0.655	-	0.818	0.000	0.776	0.620	0.672	-	0.688	0.946
Lights	0	52	1210	89	-	1351	0	134	1379	95	-	1608	0	179	120	151	-	450	0	116	112	43	-	271	3680
% Lights	-	98.1	98.1	100.0	-	98.3	-	98.5	99.2	100.0	-	99.2	-	98.4	99.2	99.3	-	98.9	-	98.3	98.2	100.0	-	98.5	98.8
Buses	0	0	5	0	-	5	0	2	5	0	-	7	0	1	0	1	-	2	0	0	0	0	-	0	14
% Buses	-	0.0	0.4	0.0	-	0.4	-	1.5	0.4	0.0	-	0.4	-	0.5	0.0	0.7	-	0.4	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	1	8	0	-	9	0	0	3	0	-	3	0	2	1	0	-	3	0	2	2	0	-	4	19
% Single-Unit Trucks	-	1.9	0.6	0.0	-	0.7	-	0.0	0.2	0.0	-	0.2	-	1.1	0.8	0.0	-	0.7	-	1.7	1.8	0.0	-	1.5	0.5
Articulated Trucks	0	0	10	0	-	10	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	13
% Articulated Trucks	-	0.0	0.8	0.0	-	0.7	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Roosevelt Road with Lambert
Road - Full
Site Code:
Start Date: 04/20/2023
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Roosevelt Rd Eastbound						Roosevelt Rd Westbound						Lambert Rd Northbound						Lambert Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	7	319	16	0	342	0	22	224	9	0	255	0	20	14	26	0	60	0	24	15	14	0	53	710
7:30 AM	0	10	310	29	0	349	0	17	272	9	0	298	0	26	18	26	0	70	0	29	15	9	0	53	770
7:45 AM	0	13	297	41	0	351	0	35	322	16	0	373	0	38	12	32	0	82	0	23	15	8	0	46	852
8:00 AM	0	5	260	19	0	284	0	22	307	6	0	335	0	19	15	20	0	54	0	26	12	2	0	40	713
Total	0	35	1186	105	0	1326	0	96	1125	40	0	1261	0	103	59	104	0	266	0	102	57	33	0	192	3045
Approach %	0.0	2.6	89.4	7.9	-	-	0.0	7.6	89.2	3.2	-	-	0.0	38.7	22.2	39.1	-	-	0.0	53.1	29.7	17.2	-	-	-
Total %	0.0	1.1	38.9	3.4	-	43.5	0.0	3.2	36.9	1.3	-	41.4	0.0	3.4	1.9	3.4	-	8.7	0.0	3.3	1.9	1.1	-	6.3	-
PHF	0.000	0.673	0.929	0.640	-	0.944	0.000	0.686	0.873	0.625	-	0.845	0.000	0.678	0.819	0.813	-	0.811	0.000	0.879	0.950	0.589	-	0.906	0.893
Lights	0	33	1149	104	-	1286	0	95	1082	39	-	1216	0	101	58	104	-	263	0	99	53	31	-	183	2948
% Lights	-	94.3	96.9	99.0	-	97.0	-	99.0	96.2	97.5	-	96.4	-	98.1	98.3	100.0	-	98.9	-	97.1	93.0	93.9	-	95.3	96.8
Buses	0	1	6	1	-	8	0	1	5	1	-	7	0	2	0	0	-	2	0	0	2	0	-	2	19
% Buses	-	2.9	0.5	1.0	-	0.6	-	1.0	0.4	2.5	-	0.6	-	1.9	0.0	0.0	-	0.8	-	0.0	3.5	0.0	-	1.0	0.6
Single-Unit Trucks	0	1	12	0	-	13	0	0	28	0	-	28	0	0	1	0	-	1	0	1	1	2	-	4	46
% Single-Unit Trucks	-	2.9	1.0	0.0	-	1.0	-	0.0	2.5	0.0	-	2.2	-	0.0	1.7	0.0	-	0.4	-	1.0	1.8	6.1	-	2.1	1.5
Articulated Trucks	0	0	19	0	-	19	0	0	10	0	-	10	0	0	0	0	-	0	0	2	1	0	-	3	32
% Articulated Trucks	-	0.0	1.6	0.0	-	1.4	-	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	2.0	1.8	0.0	-	1.6	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 rmay@kloainc.com

Count Name: Lambert Road with Illinois Street
TMC
Site Code:
Start Date: 04/20/2023
Page No: 1

Turning Movement Data

Start Time	Illinois Street Eastbound						Illinois Street Westbound						Lambert Road Northbound						Lambert Road Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
4:00 PM	0	0	5	16	0	21	0	12	4	0	1	16	0	16	31	19	0	66	0	1	22	0	3	23	126	
4:15 PM	0	2	4	16	1	22	0	10	7	0	0	17	0	21	44	18	0	83	0	0	22	0	2	22	144	
4:30 PM	0	1	12	14	0	27	0	8	10	0	0	18	0	14	40	16	0	70	0	0	15	0	1	15	130	
4:45 PM	0	2	9	11	0	22	0	4	7	0	1	11	0	19	45	20	0	84	0	1	19	0	1	20	137	
Hourly Total	0	5	30	57	1	92	0	34	28	0	2	62	0	70	160	73	0	303	0	2	78	0	7	80	537	
5:00 PM	0	0	2	7	0	9	0	4	9	0	0	13	0	12	24	6	0	42	0	0	12	0	4	12	76	
5:15 PM	0	0	5	8	0	13	0	6	4	0	0	10	0	13	14	8	0	35	0	0	10	1	0	11	69	
5:30 PM	0	1	4	13	0	18	0	4	6	0	1	10	0	11	19	7	0	37	0	0	13	2	1	15	80	
5:45 PM	0	0	1	7	0	8	0	7	3	0	0	10	0	11	26	7	0	44	0	0	11	0	1	11	73	
Hourly Total	0	1	12	35	0	48	0	21	22	0	1	43	0	47	83	28	0	158	0	0	46	3	6	49	298	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7:00 AM	0	1	6	19	0	26	0	11	8	2	0	21	0	13	18	5	0	36	0	2	17	0	3	19	102	
7:15 AM	0	0	4	15	0	19	0	14	5	1	0	20	0	8	16	7	0	31	0	4	30	0	0	34	104	
7:30 AM	0	0	7	17	1	24	0	17	4	1	2	22	0	7	18	7	0	32	0	0	16	0	1	16	94	
7:45 AM	0	0	4	11	0	15	0	14	4	0	0	18	0	9	11	7	0	27	0	0	20	0	0	20	80	
Hourly Total	0	1	21	62	1	84	0	56	21	4	2	81	0	37	63	26	0	126	0	6	83	0	4	89	380	
8:00 AM	0	0	2	14	0	16	0	11	7	0	0	18	0	3	10	7	0	20	0	0	14	0	0	14	68	
8:15 AM	0	0	1	16	0	17	0	5	2	0	0	7	0	4	12	8	0	24	0	1	10	0	2	11	59	
8:30 AM	0	0	2	17	0	19	0	9	2	0	0	11	0	12	8	5	0	25	0	2	8	0	0	10	65	
8:45 AM	0	0	3	12	0	15	0	8	1	1	0	10	0	8	13	5	0	26	0	1	11	0	2	12	63	
Hourly Total	0	0	8	59	0	67	0	33	12	1	0	46	0	27	43	25	0	95	0	4	43	0	4	47	255	
Grand Total	0	7	71	213	2	291	0	144	83	5	5	232	0	181	349	152	0	682	0	12	250	3	21	265	1470	
Approach %	0.0	2.4	24.4	73.2	-	-	0.0	62.1	35.8	2.2	-	-	0.0	26.5	51.2	22.3	-	-	0.0	4.5	94.3	1.1	-	-	-	
Total %	0.0	0.5	4.8	14.5	-	19.8	0.0	9.8	5.6	0.3	-	15.8	0.0	12.3	23.7	10.3	-	46.4	0.0	0.8	17.0	0.2	-	-	18.0	
Lights	0	7	70	211	-	288	0	144	82	4	-	230	0	179	345	151	-	675	0	9	245	3	-	257	1450	
% Lights	-	100.0	98.6	99.1	-	99.0	-	100.0	98.8	80.0	-	99.1	-	98.9	98.9	99.3	-	99.0	-	75.0	98.0	100.0	-	-	97.0	98.6
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	0	1	3	0	-	4	7	
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	20.0	-	0.4	-	0.0	0.6	0.0	-	0.3	-	8.3	1.2	0.0	-	-	1.5	0.5
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	1	-	2	0	2	1	0	-	3	6	
% Single-Unit Trucks	-	0.0	0.0	0.5	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.7	-	0.3	-	16.7	0.4	0.0	-	-	1.1	0.4
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2	
% Articulated Trucks	-	0.0	0.0	0.5	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.1	-	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	2	0	0	-	2	0	0	1	0	-	1	5	

% Bicycles on Road	-	0.0	1.4	0.0	-	0.3	-	-	0.0	1.2	0.0	-	0.4	-	1.1	0.0	0.0	-	0.3	-	0.4	0.0	-	0.4	0.3
Pedestrians	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990 rmay@kloainc.com

Count Name: Lambert Road with Illinois Street
TMC
Site Code:
Start Date: 04/20/2023
Page No: 3

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Illinois Street Eastbound						Illinois Street Westbound						Lambert Road Northbound						Lambert Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	2	4	16	1	22	0	10	7	0	0	17	0	21	44	18	0	83	0	0	22	0	2	22	144
4:30 PM	0	1	12	14	0	27	0	8	10	0	0	18	0	14	40	16	0	70	0	0	15	0	1	15	130
4:45 PM	0	2	9	11	0	22	0	4	7	0	1	11	0	19	45	20	0	84	0	1	19	0	1	20	137
5:00 PM	0	0	2	7	0	9	0	4	9	0	0	13	0	12	24	6	0	42	0	0	12	0	4	12	76
Total	0	5	27	48	1	80	0	26	33	0	1	59	0	66	153	60	0	279	0	1	68	0	8	69	487
Approach %	0.0	6.3	33.8	60.0	-	-	0.0	44.1	55.9	0.0	-	-	0.0	23.7	54.8	21.5	-	-	0.0	1.4	98.6	0.0	-	-	-
Total %	0.0	1.0	5.5	9.9	-	16.4	0.0	5.3	6.8	0.0	-	12.1	0.0	13.6	31.4	12.3	-	57.3	0.0	0.2	14.0	0.0	-	14.2	-
PHF	0.000	0.625	0.563	0.750	-	0.741	0.000	0.650	0.825	0.000	-	0.819	0.000	0.786	0.850	0.750	-	0.830	0.000	0.250	0.773	0.000	-	0.784	0.845
Lights	0	5	26	48	-	79	0	26	33	0	-	59	0	66	153	59	-	278	0	1	68	0	-	69	485
% Lights	-	100.0	96.3	100.0	-	98.8	-	100.0	100.0	-	-	100.0	-	100.0	100.0	98.3	-	99.6	-	100.0	100.0	-	-	100.0	99.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	1.7	-	0.4	-	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	3.7	0.0	-	1.3	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.2
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Lambert Road with Illinois Street
TMC
Site Code:
Start Date: 04/20/2023
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Illinois Street Eastbound						Illinois Street Westbound						Lambert Road Northbound						Lambert Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	4	15	0	19	0	14	5	1	0	20	0	8	16	7	0	31	0	4	30	0	0	34	104
7:30 AM	0	0	7	17	1	24	0	17	4	1	2	22	0	7	18	7	0	32	0	0	16	0	1	16	94
7:45 AM	0	0	4	11	0	15	0	14	4	0	0	18	0	9	11	7	0	27	0	0	20	0	0	20	80
8:00 AM	0	0	2	14	0	16	0	11	7	0	0	18	0	3	10	7	0	20	0	0	14	0	0	14	68
Total	0	0	17	57	1	74	0	56	20	2	2	78	0	27	55	28	0	110	0	4	80	0	1	84	346
Approach %	0.0	0.0	23.0	77.0	-	-	0.0	71.8	25.6	2.6	-	-	0.0	24.5	50.0	25.5	-	-	0.0	4.8	95.2	0.0	-	-	-
Total %	0.0	0.0	4.9	16.5	-	21.4	0.0	16.2	5.8	0.6	-	22.5	0.0	7.8	15.9	8.1	-	31.8	0.0	1.2	23.1	0.0	-	24.3	-
PHF	0.000	0.000	0.607	0.838	-	0.771	0.000	0.824	0.714	0.500	-	0.886	0.000	0.750	0.764	1.000	-	0.859	0.000	0.250	0.667	0.000	-	0.618	0.832
Lights	0	0	17	57	-	74	0	56	20	2	-	78	0	27	53	28	-	108	0	4	75	0	-	79	339
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	96.4	100.0	-	98.2	-	100.0	93.8	-	-	94.0	98.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	0	-	3	4
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.8	0.0	-	0.9	-	0.0	3.8	-	-	3.6	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.8	0.0	-	0.9	-	0.0	1.3	-	-	1.2	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.3	-	-	1.2	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 1 Brightbeginnings

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
630	0	28	5	5	0	6	9	10	0	0	0	0	63
645	0	29	4	3	0	5	3	7	0	0	0	0	51
700	0	52	4	5	0	4	5	16	0	0	0	0	86
715	0	15	9	1	0	4	13	22	0	0	0	0	64
730	0	36	8	3	0	8	16	29	0	0	0	0	100
745	0	28	14	10	0	3	13	25	0	0	0	0	93
800	0	33	11	9	0	8	11	39	0	0	0	0	111
815	0	47	15	4	0	5	7	24	0	0	0	0	102
830	0	30	13	7	0	7	8	27	0	0	0	0	92
845	0	29	11	4	0	13	10	21	0	0	0	0	88
1600	0	39	7	13	0	5	13	45	0	0	0	0	122
1615	0	38	2	9	0	0	5	43	0	0	0	0	97
1630	0	56	10	8	0	10	13	72	0	0	0	0	169
1645	0	32	6	7	0	5	5	33	0	0	0	0	88
1700	0	51	13	13	0	9	10	68	0	0	0	0	164
1715	0	46	6	9	0	11	13	47	0	0	0	0	132
1730	0	54	3	6	0	18	6	50	0	0	0	0	137
1745	0	26	1	6	0	10	4	45	0	0	0	0	92
Total	0	669	142	122	0	131	164	623	0	0	0	0	1851

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 1 Brightbeginnings

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
630	0	124	22	14	0	19	30	55	0	0	0	0	264
645	0	132	25	12	0	21	37	74	0	0	0	0	301
700	0	131	35	19	0	19	47	92	0	0	0	0	343
715	0	112	42	23	0	23	53	115	0	0	0	0	368
730	0	144	48	26	0	24	47	117	0	0	0	0	406
745	0	138	53	30	0	23	39	115	0	0	0	0	398
800	0	139	50	24	0	33	36	111	0	0	0	0	393
815	0	106	39	15	0	25	25	72	0	0	0	0	282*
830	0	59	24	11	0	20	18	48	0	0	0	0	180*
845	0	29	11	4	0	13	10	21	0	0	0	0	88*
1600	0	165	25	37	0	20	36	193	0	0	0	0	476
1615	0	177	31	37	0	24	33	216	0	0	0	0	518
1630	0	185	35	37	0	35	41	220	0	0	0	0	553
1645	0	183	28	35	0	43	34	198	0	0	0	0	521
1700	0	177	23	34	0	48	33	210	0	0	0	0	525
1715	0	126	10	21	0	39	23	142	0	0	0	0	361*
1730	0	80	4	12	0	28	10	95	0	0	0	0	229*
1745	0	26	1	6	0	10	4	45	0	0	0	0	92*

Study Name	Roosevelt Road with Newton Avenue TMC
Start Date	Thursday, April 20, 2023 4:00 PM
End Date	Friday, April 21, 2023 9:00 AM
Site Code	

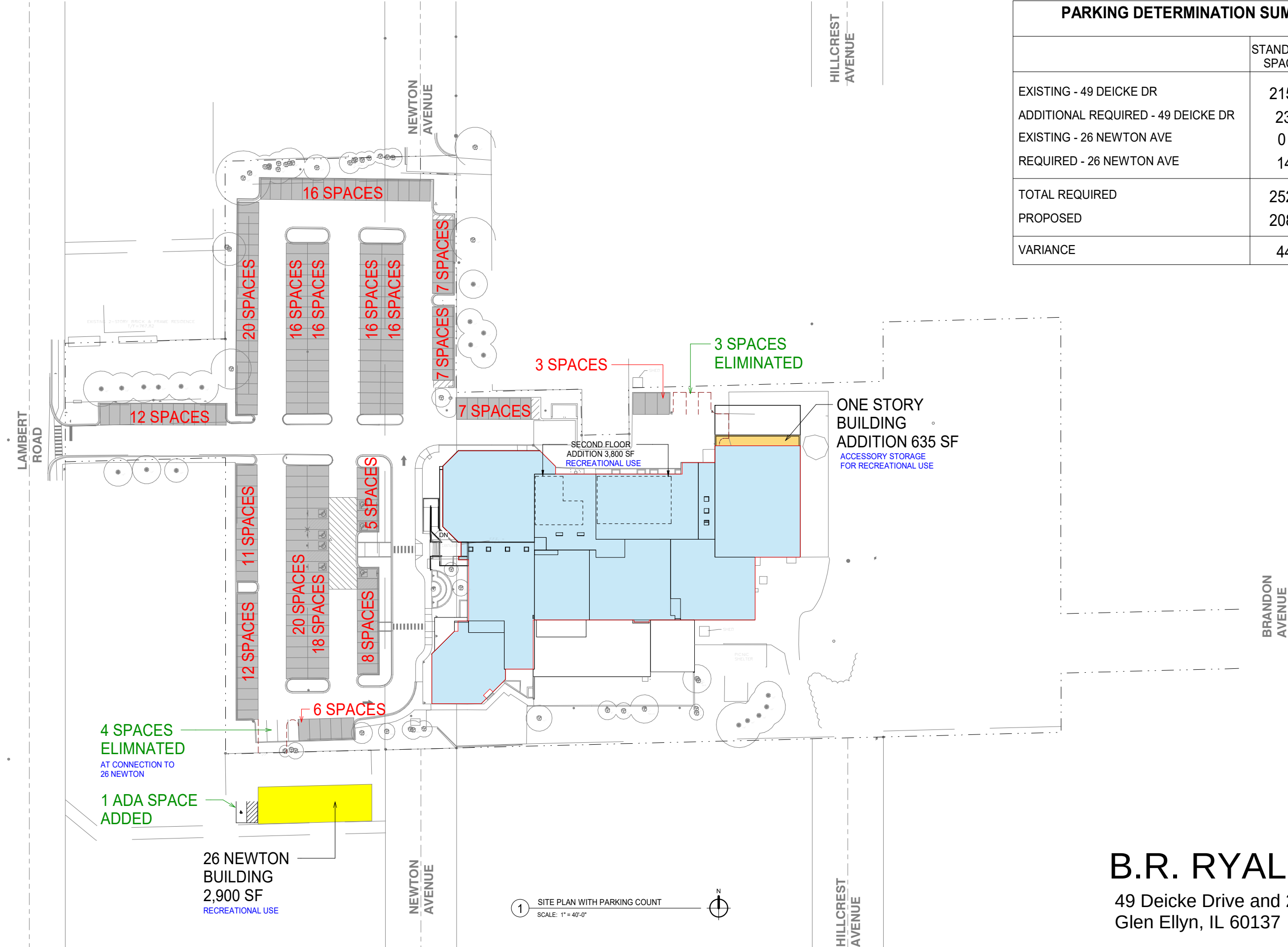
Report Summary

		Eastbound (Roosevelt Road)							Westbound (Roosevelt Road)							Newton Avenue						Glen Ellyn Bank and Trust										BP Gas Station						Crosswalk		
Time Period	Class.	U	L	T	BR	HR	I	O	U	HL	BL	T	R	I	O	U	L	BL	BR	R	I	O	U	L	BL	BR	HR	I	O	U	HL	BL	BR	R	I	O	Total	W	pedestria	Total
Peak 1	Lights	0	6	1508	2	33	1549	1622	0	6	15	1609	15	1645	1548	0	0	0	1	12	13	21	0	0	0	0	3	3	9	0	1	0	37	1	39	49	3249	W	0	0
Specified Period	%	0%	100%	98%	100%	97%	98%	99%	0%	100%	94%	99%	100%	99%	98%	0%	0%	0%	100%	100%	100%	100%	0%	0%	0%	0%	100%	100%	100%	100%	0%	100%	0%	100%	100%	100%	96%	99%		0%
4:15 PM - 5:15 PM	Buses	0	0	6	0	0	6	6	0	0	0	6	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
4:15 PM - 5:15 PM	ngle-Unit Truc	0	0	10	0	1	11	6	0	0	1	6	0	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18	N	4	4	
	%	0%	0%	1%	0%	3%	1%	0%	0%	0%	6%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	1%		100%		
	ticultated Truc	0	0	14	0	0	14	3	0	0	0	3	0	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	SE	1	1
	%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
	Total	0	6	1538	2	34	1580	1637	0	6	16	1624	15	1661	1578	0	0	0	1	12	13	21	0	0	0	0	3	3	9	0	1	0	37	1	39	51	3296		6	6
	PHF	0	0.5	0.95	0.5	0.85	0.95	0.96	0	0.75	0.44	0.96	0.75	0.95	0.96	0	0	0	0.25	0.6	0.65	0.66	0	0	0	0	0.75	0.75	0.75	0	0.25	0	0.71	0.25	0.7	0.8	0.97			
	Approach %						48%	50%						50%	48%						0%	1%						0%	0%					1%	2%					

		Eastbound (Roosevelt Road)							Westbound (Roosevelt Road)							Newton Avenue						Glen Ellyn Bank and Trust										BP Gas Station						Crosswalk		
Time Period	Class.	U	L	T	BR	HR	I	O	U	HL	BL	T	R	I	O	U	L	BL	BR	R	I	O	U	L	BL	BR	HR	I	O	U	HL	BL	BR	R	I	O	Total	W	pedestria	Total
Peak 1	Lights	0	0	1293	5	34	1332	1271	0	0	13	1271	1	1285	1339	0	0	0	0	0	0	1	0	0	0	0	2	2	5	0	0	0	44	0	44	47	2663	W	0	0
Specified Period	%	0%	0%	97%	100%	100%	97%	97%	0%	0%	93%	97%	100%	96%	97%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	100%	100%	0%	0%	0%	100%	0%	100%	98%	97%		0%	
7:15 AM - 8:15 AM	Buses	0	0	5	0	0	5	7	0	0	0	7	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
7:15 AM - 8:15 AM	ngle-Unit Truc	0	0	10	0	0	10	28	0	0	1	28	0	29	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39	N	0	0	
	%	0%	0%	1%	0%	0%	1%	2%	0%	0%	7%	2%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%		0%		
	ticultated Truc	0	0	20	0	0	20	11	0	0	0	11	0	11	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	SE	0	0
	%	0%	0%	2%	0%	0%	1%	1%	0%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Total	0	0	1328	5	34	1367	1317	0	0	14	1317	1	1332	1374	0	0	0	0	0	0	1	0	0	0	0	2	2	5	0	0	0	44	0	44	48	2745		0	0
	PHF	0	0	0.91	0.25	0.71	0.9	0.89	0	0	0.7	0.89	0.25	0.9	0.91	0	0	0	0	0	0	0.25	0	0	0	0	0.25	0.25	0.25	0	0	0	0.85	0	0.85	0.71	0.95			
	Approach %						50%	48%						49%	50%						0%	0%					0%	0%						2%	2%					

Site Plan

PARKING DETERMINATION SUMMARY			
	STANDARD SPACE	ADA SPACE	TOTAL
EXISTING - 49 DEICKE DR	215	7	222
ADDITIONAL REQUIRED - 49 DEICKE DR	23	0	23
EXISTING - 26 NEWTON AVE	0	0	0
REQUIRED - 26 NEWTON AVE	14	1	15
TOTAL REQUIRED	252	8	260
PROPOSED	208	8	216
VARIANCE	44	8	44



B.R. RYALL YMCA
49 Deicke Drive and 26 Newton Avenue
Glen Ellyn, IL 60137

CMAP 2050 Projection Letter



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

April 17, 2023

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Roosevelt Road @ Lambert Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 14, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Lambert Rd south of Roosevelt Rd	4,650 (2020), 9,300 (est. 2021)	11,000
Roosevelt Rd west of Lambert Rd	31,300 (2021)	36,900
Roosevelt Rd east of Lambert Rd	33,300 (2021)	39,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2023_TrafficForecasts\GlenEllyn\du-24-23\du-24-23.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service		Average Total Delay (SEC/VEH)
A		0 - 10
B		> 10 - 15
C		> 15 - 25
D		> 25 - 35
E		> 35 - 50
F		> 50
Source: <i>Highway Capacity Manual</i> , 6 th Edition.		

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour - Existing

Lanes, Volumes, Timings
1: Lambert Road & Roosevelt Road

05/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1161	105	96	1160	40	103	59	104	102	57	33
Future Volume (vph)	35	1161	105	96	1160	40	103	59	104	102	57	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	145		0	0		160	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.995				0.850		0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	3355	0	1745	3341	0	1770	1961	1615	1752	1684	0
Flt Permitted	0.152			0.121			0.692			0.535		
Satd. Flow (perm)	263	3355	0	222	3341	0	1289	1961	1615	987	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			4				104			17
Link Speed (mph)		35			35			35				25
Link Distance (ft)		553			208			395				637
Travel Time (s)		10.8			4.1			7.7				17.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	0%	0%	4%	2%	2%	2%	0%	3%	7%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1422	0	108	1348	0	116	66	117	115	101	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	20.0	8.0	8.0	20.0	
Total Split (s)	14.0	88.0		15.0	89.0		15.0	29.0	15.0	18.0	32.0	
Total Split (%)	9.3%	58.7%		10.0%	59.3%		10.0%	19.3%	10.0%	12.0%	21.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	106.6	97.6		110.9	101.4		23.6	12.1	23.7	29.9	13.8	
Actuated g/C Ratio	0.71	0.65		0.74	0.68		0.16	0.08	0.16	0.20	0.09	

23-081 - B.R. Ryall YMCA Expansion - Glen Ellyn
Existing Weekday Morning Peak Hour

Synchro 11 Report
BSM

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.65		0.43	0.60		0.49	0.42	0.34	0.42	0.59	
Control Delay	7.4	18.5		11.2	15.7		58.1	72.9	14.0	54.2	67.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	7.4	18.5		11.2	15.7		58.1	72.9	14.0	54.2	67.6	
LOS	A	B		B	B		E	E	B	D	E	
Approach Delay		18.2			15.3			44.1			60.5	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	9	414		26	367		97	63	11	96	80	
Queue Length 95th (ft)	22	574		50	488		150	110	62	148	138	
Internal Link Dist (ft)		473			128			315			557	
Turn Bay Length (ft)	150			145					160			
Base Capacity (vph)	290	2186		283	2259		242	300	374	284	305	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.65		0.38	0.60		0.48	0.22	0.31	0.40	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 42 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 21.9

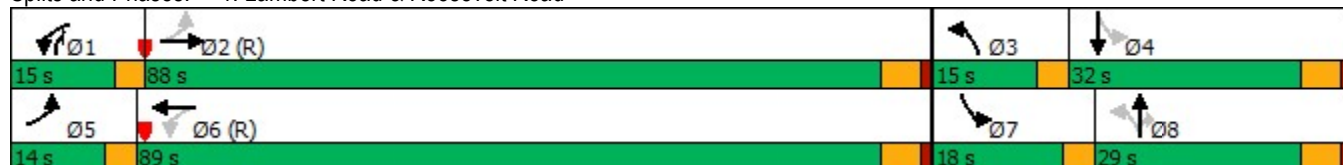
Intersection LOS: C

Intersection Capacity Utilization 66.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Lambert Road & Roosevelt Road



HCM 6th AWSC
2: Lambert Road & Illinois Street

05/09/2023

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	17	57	56	20	2	27	55	28	4	80	0
Future Vol, veh/h	0	17	57	56	20	2	27	55	28	4	80	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	5	0
Mvmt Flow	0	20	69	67	24	2	33	66	34	5	96	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.3	8.2	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	0%	72%	5%
Vol Thru, %	50%	23%	26%	95%
Vol Right, %	25%	77%	3%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	74	78	84
LT Vol	27	0	56	4
Through Vol	55	17	20	80
RT Vol	28	57	2	0
Lane Flow Rate	133	89	94	101
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.101	0.121	0.126
Departure Headway (Hd)	4.324	4.078	4.651	4.467
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	880	772	804
Service Time	2.341	2.098	2.672	2.486
HCM Lane V/C Ratio	0.16	0.101	0.122	0.126
HCM Control Delay	8.2	7.6	8.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.4	0.4

HCM 6th TWSC
3: Lambert Road & Deicke Drive

05/09/2023

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	26	84	47	48	145
Future Vol, veh/h	24	26	84	47	48	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	26	29	92	52	53	159
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	383	118	0	0	144	0
Stage 1	118	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	624	939	-	-	1451	-
Stage 1	912	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	599	939	-	-	1451	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		1.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 738		1451	-	
HCM Lane V/C Ratio	-	- 0.074		0.036	-	
HCM Control Delay (s)	-	- 10.3		7.6	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.2		0.1	-	

HCM 6th TWSC
4: Roosevelt Road & Newton Avenue

05/09/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1377	1331	1	0	0
Future Vol, veh/h	0	1377	1331	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	20	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	0
Mvmt Flow	0	1449	1401	1	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1402	0	-	0	2127	701
Stage 1	-	-	-	-	1402	-
Stage 2	-	-	-	-	725	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	493	-	-	-	44	386
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	446	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	493	-	-	-	44	386
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	446	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	493	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

HCM 6th TWSC
5: BP Access Drive & Roosevelt Road

05/09/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑		↱
Traffic Vol, veh/h	1333	34	14	1317	0	44
Future Vol, veh/h	1333	34	14	1317	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	20	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	7	4	0	0
Mvmt Flow	1403	36	15	1386	0	46
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1439	0	-	720
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.24	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.27	-	-	3.3
Pot Cap-1 Maneuver	-	-	443	-	0	375
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	443	-	-	375
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.9	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	375	-	-	443	-	
HCM Lane V/C Ratio	0.124	-	-	0.033	-	
HCM Control Delay (s)	15.9	-	-	13.4	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	1372	5	0	1332	0	2
Future Vol, veh/h	1372	5	0	1332	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	1444	5	0	1402	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1449	0	2148	725
Stage 1	-	-	-	-	1447	-
Stage 2	-	-	-	-	701	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	474	-	42	372
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	474	-	42	372
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	459	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		14.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	372	-	-	474	-
HCM Lane V/C Ratio	-	0.006	-	-	-	-
HCM Control Delay (s)	0	14.7	-	-	0	-
HCM Lane LOS	A	B	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour - Existing

Lanes, Volumes, Timings
1: Lambert Road & Roosevelt Road

05/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	1310	89	136	1390	95	182	121	152	118	114	43
Future Volume (vph)	53	1310	89	136	1390	95	182	121	152	118	114	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	145		0	0		160	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.990				0.850		0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3391	0	1728	3423	0	1770	1980	1599	1770	1796	0
Flt Permitted	0.091			0.081			0.358			0.640		
Satd. Flow (perm)	164	3391	0	147	3423	0	667	1980	1599	1192	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			7				105		11	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		553			208			395			637	
Travel Time (s)		10.8			4.1			7.7			17.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	1%	1%	0%	2%	1%	1%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	1473	0	143	1563	0	192	127	160	124	165	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	20.0	8.0	8.0	20.0	
Total Split (s)	14.0	75.0		21.0	82.0		19.0	37.0	21.0	17.0	35.0	
Total Split (%)	9.3%	50.0%		14.0%	54.7%		12.7%	24.7%	14.0%	11.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	93.6	83.7		102.8	91.3		39.3	21.9	41.0	33.9	19.1	
Actuated g/C Ratio	0.62	0.56		0.69	0.61		0.26	0.15	0.27	0.23	0.13	

23-081 - B.R. Ryall YMCA Expansion - Glen Ellyn
Existing Weekday Evening Peak Hour

Synchro 11 Report
BSM

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.78		0.60	0.75		0.68	0.44	0.31	0.39	0.69	
Control Delay	14.3	31.1		26.8	25.8		56.8	62.6	15.6	45.9	72.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	14.3	31.1		26.8	25.8		56.8	62.6	15.6	45.9	72.8	
LOS	B	C		C	C		E	E	B	D	E	
Approach Delay		30.5			25.9			44.6			61.3	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	17	575		45	572		155	116	41	96	147	
Queue Length 95th (ft)	37	#828		124	783		218	176	92	146	219	
Internal Link Dist (ft)		473			128			315			557	
Turn Bay Length (ft)	150			145					160			
Base Capacity (vph)	214	1894		289	2086		288	409	560	331	356	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.26	0.78		0.49	0.75		0.67	0.31	0.29	0.37	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 65 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 32.4

Intersection LOS: C

Intersection Capacity Utilization 81.9%

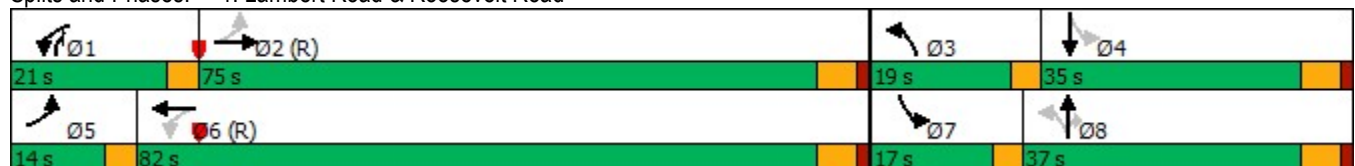
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Lambert Road & Roosevelt Road



HCM 6th AWSC
2: Lambert Road & Illinois Street

05/09/2023

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	27	48	26	33	0	66	153	60	1	176	0
Future Vol, veh/h	5	27	48	26	33	0	66	153	60	1	176	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	0	0	0
Mvmt Flow	6	32	57	31	39	0	79	182	71	1	210	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9	10.7	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	6%	44%	1%
Vol Thru, %	55%	34%	56%	99%
Vol Right, %	22%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	80	59	177
LT Vol	66	5	26	1
Through Vol	153	27	33	176
RT Vol	60	48	0	0
Lane Flow Rate	332	95	70	211
Geometry Grp	1	1	1	1
Degree of Util (X)	0.413	0.129	0.104	0.274
Departure Headway (Hd)	4.48	4.879	5.348	4.688
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	730	665	763
Service Time	2.525	2.945	3.418	2.74
HCM Lane V/C Ratio	0.415	0.13	0.105	0.277
HCM Control Delay	10.7	8.7	9	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2	0.4	0.3	1.1

HCM 6th TWSC
3: Lambert Road & Deicke Drive

05/09/2023

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	37	242	41	35	215
Future Vol, veh/h	35	37	242	41	35	215
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	43	45	295	50	43	262
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	668	320	0	0	345	0
Stage 1	320	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	426	725	-	-	1225	-
Stage 1	741	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	409	725	-	-	1225	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.2	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	527	1225	-	
HCM Lane V/C Ratio	-	-	0.167	0.035	-	
HCM Control Delay (s)	-	-	13.2	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

HCM 6th TWSC
4: Roosevelt Road & Newton Avenue

05/09/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1578	1640	15	0	13
Future Vol, veh/h	6	1578	1640	15	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	20	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	6	1627	1691	15	0	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1706	0	0 2525 853
Stage 1	-	-	- 1699 -
Stage 2	-	-	- 826 -
Critical Hdwy	4.1	-	- 6.8 6.9
Critical Hdwy Stg 1	-	-	- 5.8 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	378	-	- 23 307
Stage 1	-	-	- 136 -
Stage 2	-	-	- 395 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	378	-	- 23 307
Mov Cap-2 Maneuver	-	-	- 99 -
Stage 1	-	-	- 134 -
Stage 2	-	-	- 395 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	378	-	-	-	307
HCM Lane V/C Ratio	0.016	-	-	-	0.044
HCM Control Delay (s)	14.7	-	-	-	17.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC
5: BP Access Drive & Roosevelt Road

05/09/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1546	34	17	1636	0	38
Future Vol, veh/h	1546	34	17	1636	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	20	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	6	1	0	0
Mvmt Flow	1594	35	18	1687	0	39

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1629
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.26	-
Pot Cap-1 Maneuver	-	377	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	377	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	325	-	-	377	-
HCM Lane V/C Ratio	0.121	-	-	0.046	-
HCM Control Delay (s)	17.6	-	-	15	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
6: Bank Access Drive & Roosevelt Road

05/09/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	1575	3	6	1655	0	3
Future Vol, veh/h	1575	3	6	1655	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1624	3	6	1706	0	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1627	0	2491
Stage 1	-	-	-	-	1626
Stage 2	-	-	-	-	865
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	405	-	25
Stage 1	-	-	-	-	149
Stage 2	-	-	-	-	377
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	405	-	25
Mov Cap-2 Maneuver	-	-	-	-	106
Stage 1	-	-	-	-	149
Stage 2	-	-	-	-	371

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	325	-	-	405	-
HCM Lane V/C Ratio	-	0.01	-	-	0.015	-
HCM Control Delay (s)	0	16.2	-	-	14	-
HCM Lane LOS	A	C	-	-	B	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – No-Build

Lanes, Volumes, Timings
1: Lambert Road & Roosevelt Road

05/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1202	109	99	1201	41	107	61	108	106	59	34
Future Volume (vph)	36	1202	109	99	1201	41	107	61	108	106	59	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	145		0	0		160	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.995				0.850		0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	3355	0	1745	3341	0	1770	1961	1615	1752	1684	0
Flt Permitted	0.141			0.108			0.690			0.535		
Satd. Flow (perm)	244	3355	0	198	3341	0	1285	1961	1615	987	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			4				98			17
Link Speed (mph)		35			35			35				25
Link Distance (ft)		553			208			395				637
Travel Time (s)		10.8			4.1			7.7				17.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	0%	0%	4%	2%	2%	2%	0%	3%	7%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1473	0	111	1395	0	120	69	121	119	104	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	20.0	8.0	8.0	20.0	
Total Split (s)	14.0	88.0		15.0	89.0		15.0	29.0	15.0	18.0	32.0	
Total Split (%)	9.3%	58.7%		10.0%	59.3%		10.0%	19.3%	10.0%	12.0%	21.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	105.7	96.7		110.9	101.0		23.7	12.2	24.4	30.3	14.1	
Actuated g/C Ratio	0.70	0.64		0.74	0.67		0.16	0.08	0.16	0.20	0.09	

23-081 - B.R. Ryall YMCA Expansion - Glen Ellyn
No-Build Weekday Morning Peak Hour

Synchro 11 Report
BSM

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/09/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.68		0.46	0.62		0.50	0.43	0.35	0.42	0.60	
Control Delay	7.8	19.9		12.2	16.4		58.4	73.3	16.0	54.2	67.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	7.8	19.9		12.2	16.4		58.4	73.3	16.0	54.2	67.9	
LOS	A	B		B	B		E	E	B	D	E	
Approach Delay		19.6			16.1			45.2			60.6	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	9	446		27	394		100	66	19	100	83	
Queue Length 95th (ft)	23	627		51	520		153	114	71	153	142	
Internal Link Dist (ft)		473			128			315			557	
Turn Bay Length (ft)	150			145					160			
Base Capacity (vph)	276	2166		269	2251		243	300	373	286	305	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.68		0.41	0.62		0.49	0.23	0.32	0.42	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 42 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 22.9

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Lambert Road & Roosevelt Road

			
Ø1	Ø2 (R)	Ø3	Ø4
15 s	88 s	15 s	32 s
			
Ø5	Ø6 (R)	Ø7	Ø8
14 s	89 s	18 s	29 s

HCM 6th AWSC
2: Lambert Road & Illinois Street

05/09/2023

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	17	57	56	20	2	27	59	28	4	85	0
Future Vol, veh/h	0	17	57	56	20	2	27	59	28	4	85	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	5	0
Mvmt Flow	0	20	69	67	24	2	33	71	34	5	102	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.3	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	0%	72%	4%
Vol Thru, %	52%	23%	26%	96%
Vol Right, %	25%	77%	3%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	74	78	89
LT Vol	27	0	56	4
Through Vol	59	17	20	85
RT Vol	28	57	2	0
Lane Flow Rate	137	89	94	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.165	0.102	0.122	0.133
Departure Headway (Hd)	4.334	4.103	4.676	4.472
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	875	768	802
Service Time	2.355	2.124	2.698	2.495
HCM Lane V/C Ratio	0.165	0.102	0.122	0.133
HCM Control Delay	8.2	7.6	8.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.4	0.5

HCM 6th TWSC
3: Lambert Road & Deicke Drive

05/09/2023

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	26	88	47	48	150
Future Vol, veh/h	24	26	88	47	48	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	26	29	97	52	53	165

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	394	123	0	0	149	0
Stage 1	123	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	615	933	-	-	1445	-
Stage 1	907	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	933	-	-	1445	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	729	1445
HCM Lane V/C Ratio	-	-	0.075	0.037
HCM Control Delay (s)	-	-	10.3	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th TWSC
4: Roosevelt Road & Newton Avenue

05/09/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1426	1334	1	0	0
Future Vol, veh/h	0	1426	1334	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	20	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	0
Mvmt Flow	0	1501	1404	1	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1405	0	-	0	2156	703
Stage 1	-	-	-	-	1405	-
Stage 2	-	-	-	-	751	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	492	-	-	-	42	385
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	492	-	-	-	42	385
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	432	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	492	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
5: BP Access Drive & Roosevelt Road

05/09/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑		↱
Traffic Vol, veh/h	1382	34	14	1320	0	44
Future Vol, veh/h	1382	34	14	1320	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	20	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	7	4	0	0
Mvmt Flow	1455	36	15	1389	0	46
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1491	0	-	746
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.24	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.27	-	-	3.3
Pot Cap-1 Maneuver	-	-	423	-	0	360
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	423	-	-	360
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16.5	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	360	-	-	423	-	
HCM Lane V/C Ratio	0.129	-	-	0.035	-	
HCM Control Delay (s)	16.5	-	-	13.8	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Vol, veh/h	1421	5	0	1335	0	2
Future Vol, veh/h	1421	5	0	1335	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	1496	5	0	1405	0	2
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1501	0	2202	751
Stage 1	-	-	-	-	1499	-
Stage 2	-	-	-	-	703	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	452	-	39	358
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	39	358
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	457	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		15.1	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	358	-	-	452	-
HCM Lane V/C Ratio	-	0.006	-	-	-	-
HCM Control Delay (s)	0	15.1	-	-	0	-
HCM Lane LOS	A	C	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – No-Build

Lanes, Volumes, Timings
1: Lambert Road & Roosevelt Road

05/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1356	92	141	1439	98	188	125	157	122	118	45
Future Volume (vph)	55	1356	92	141	1439	98	188	125	157	122	118	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	145		0	0		160	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.990				0.850		0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3391	0	1728	3423	0	1770	1980	1599	1770	1796	0
Flt Permitted	0.078			0.068			0.347			0.624		
Satd. Flow (perm)	140	3391	0	124	3423	0	646	1980	1599	1162	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			7				100		11	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		553			208			395			637	
Travel Time (s)		10.8			4.1			7.7			17.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	1%	1%	0%	2%	1%	1%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1524	0	148	1618	0	198	132	165	128	171	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	20.0	8.0	8.0	20.0	
Total Split (s)	14.0	75.0		21.0	82.0		19.0	37.0	21.0	17.0	35.0	
Total Split (%)	9.3%	50.0%		14.0%	54.7%		12.7%	24.7%	14.0%	11.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	92.7	82.8		102.3	90.7		39.8	22.3	41.8	34.5	19.6	
Actuated g/C Ratio	0.62	0.55		0.68	0.60		0.27	0.15	0.28	0.23	0.13	

23-081 - B.R. Ryall YMCA Expansion - Glen Ellyn
No-Build Weekday Evening Peak Hour

Synchro 11 Report
BSM

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.81		0.65	0.78		0.70	0.45	0.32	0.40	0.70	
Control Delay	16.2	33.2		35.3	27.4		57.9	62.4	17.1	45.8	73.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.2	33.2		35.3	27.4		57.9	62.4	17.1	45.8	73.1	
LOS	B	C		D	C		E	E	B	D	E	
Approach Delay		32.6			28.0			45.5			61.4	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	18	621		63	616		159	120	48	99	152	
Queue Length 95th (ft)	39	#929		144	845		222	182	99	148	224	
Internal Link Dist (ft)		473			128			315			557	
Turn Bay Length (ft)	150			145					160			
Base Capacity (vph)	199	1873		277	2072		287	409	562	330	356	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.29	0.81		0.53	0.78		0.69	0.32	0.29	0.39	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 65 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 34.3

Intersection LOS: C

Intersection Capacity Utilization 84.3%

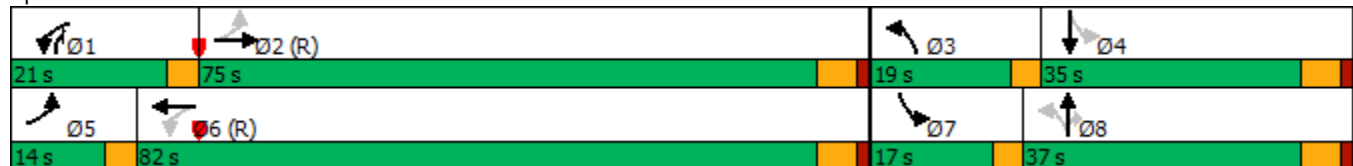
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Lambert Road & Roosevelt Road



HCM 6th AWSC
2: Lambert Road & Illinois Street

05/09/2023

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	27	48	26	33	0	66	162	60	1	182	0
Future Vol, veh/h	5	27	48	26	33	0	66	162	60	1	182	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	0	0	0
Mvmt Flow	6	32	57	31	39	0	79	193	71	1	217	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.1	10.9	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	6%	44%	1%
Vol Thru, %	56%	34%	56%	99%
Vol Right, %	21%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	80	59	183
LT Vol	66	5	26	1
Through Vol	162	27	33	182
RT Vol	60	48	0	0
Lane Flow Rate	343	95	70	218
Geometry Grp	1	1	1	1
Degree of Util (X)	0.428	0.13	0.105	0.285
Departure Headway (Hd)	4.495	4.922	5.391	4.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	799	723	660	760
Service Time	2.542	2.993	3.467	2.758
HCM Lane V/C Ratio	0.429	0.131	0.106	0.287
HCM Control Delay	10.9	8.7	9.1	9.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.2	0.4	0.4	1.2

HCM 6th TWSC
3: Lambert Road & Deicke Drive

05/10/2023

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	37	251	41	35	223
Future Vol, veh/h	35	37	251	41	35	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	43	45	306	50	43	272
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	689	331	0	0	356	0
Stage 1	331	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	415	715	-	-	1214	-
Stage 1	732	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	398	715	-	-	1214	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.4	0	1.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	515	1214	-	
HCM Lane V/C Ratio	-	-	0.17	0.035	-	
HCM Control Delay (s)	-	-	13.4	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

HCM 6th TWSC
4: Roosevelt Road & Newton Avenue

05/10/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1623	1666	15	0	13
Future Vol, veh/h	6	1623	1666	15	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	20	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	6	1673	1718	15	0	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1733	0	-	0	2575	867
Stage 1	-	-	-	-	1726	-
Stage 2	-	-	-	-	849	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	369	-	-	-	22	300
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	385	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	369	-	-	-	22	300
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	385	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	369	-	-	-	300	
HCM Lane V/C Ratio	0.017	-	-	-	0.045	
HCM Control Delay (s)	14.9	-	-	-	17.6	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
5: BP Access Drive & Roosevelt Road

05/10/2023

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1602	34	17	1662	1	38
Future Vol, veh/h	1602	34	17	1662	1	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	20	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	6	1	0	0
Mvmt Flow	1652	35	18	1713	1	39

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1687
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.26
Pot Cap-1 Maneuver	-	-	357
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	357
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	357	-
HCM Lane V/C Ratio	0.126	-	-	0.049	-
HCM Control Delay (s)	18.2	-	-	15.6	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↱	↑↑	↱	↱
Traffic Vol, veh/h	1620	3	6	1681	0	3
Future Vol, veh/h	1620	3	6	1681	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1670	3	6	1733	0	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1673	0	2551	837
Stage 1	-	-	-	-	1672	-
Stage 2	-	-	-	-	879	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	389	-	22	314
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	389	-	22	314
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	365	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		16.6	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	314	-	-	389	-
HCM Lane V/C Ratio	-	0.01	-	-	0.016	-
HCM Control Delay (s)	0	16.6	-	-	14.4	-
HCM Lane LOS	A	C	-	-	B	-
HCM 95th %tile O(veh)	-	0	-	-	0	-

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour - Projected

Lanes, Volumes, Timings
1: Lambert Road & Roosevelt Road

05/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	1202	109	99	1201	26	107	62	108	107	60	35
Future Volume (vph)	38	1202	109	99	1201	26	107	62	108	107	60	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	145		0	0		160	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.997				0.850		0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	3355	0	1745	3347	0	1770	1961	1615	1752	1684	0
Flt Permitted	0.145			0.108			0.689			0.536		
Satd. Flow (perm)	251	3355	0	198	3347	0	1283	1961	1615	989	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2				97		17	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		553			208			395			637	
Travel Time (s)		10.8			4.1			7.7			17.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	0%	0%	4%	2%	2%	2%	0%	3%	7%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1473	0	111	1378	0	120	70	121	120	106	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	20.0	8.0	8.0	20.0	
Total Split (s)	14.0	88.0		15.0	89.0		15.0	29.0	15.0	18.0	32.0	
Total Split (%)	9.3%	58.7%		10.0%	59.3%		10.0%	19.3%	10.0%	12.0%	21.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	105.6	96.5		110.7	100.8		23.9	12.3	24.6	30.5	14.3	
Actuated g/C Ratio	0.70	0.64		0.74	0.67		0.16	0.08	0.16	0.20	0.10	

23-081 - B.R. Ryall YMCA Expansion - Glen Ellyn
Projected Weekday Morning Peak Hour

Synchro 11 Report
BSM

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.68		0.46	0.61		0.50	0.43	0.35	0.43	0.61	
Control Delay	7.9	20.0		12.3	16.4		58.1	73.1	16.2	54.1	68.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	7.9	20.0		12.3	16.4		58.1	73.1	16.2	54.1	68.1	
LOS	A	C		B	B		E	E	B	D	E	
Approach Delay		19.7			16.1			45.2			60.7	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	10	447		27	387		100	67	20	100	85	
Queue Length 95th (ft)	24	631		52	514		153	115	72	153	144	
Internal Link Dist (ft)		473			128			315			557	
Turn Bay Length (ft)	150			145					160			
Base Capacity (vph)	280	2162		269	2249		244	300	374	288	305	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.68		0.41	0.61		0.49	0.23	0.32	0.42	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 42 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 23.0

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Lambert Road & Roosevelt Road

			
Ø1	Ø2 (R)	Ø3	Ø4
15 s	88 s	15 s	32 s
			
Ø5	Ø6 (R)	Ø7	Ø8
14 s	89 s	18 s	29 s

HCM 6th AWSC
2: Lambert Road & Illinois Street

05/10/2023

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	17	58	57	20	2	27	61	28	4	88	0
Future Vol, veh/h	0	17	58	57	20	2	27	61	28	4	88	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	5	0
Mvmt Flow	0	20	70	69	24	2	33	73	34	5	106	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.4	8.3	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	0%	72%	4%
Vol Thru, %	53%	23%	25%	96%
Vol Right, %	24%	77%	3%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	116	75	79	92
LT Vol	27	0	57	4
Through Vol	61	17	20	88
RT Vol	28	58	2	0
Lane Flow Rate	140	90	95	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.103	0.124	0.138
Departure Headway (Hd)	4.348	4.118	4.694	4.483
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	826	871	764	801
Service Time	2.368	2.141	2.717	2.504
HCM Lane V/C Ratio	0.169	0.103	0.124	0.139
HCM Control Delay	8.3	7.6	8.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.4	0.5

HCM 6th TWSC
3: Lambert Road & Deicke Drive

05/10/2023

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	28	88	35	53	150
Future Vol, veh/h	27	28	88	35	53	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	5
Mvmt Flow	30	31	97	38	58	165
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	397	116	0	0	135	0
Stage 1	116	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	612	942	-	-	1462	-
Stage 1	914	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	585	942	-	-	1462	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.4	0	2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	725	1462	-	
HCM Lane V/C Ratio	-	-	0.083	0.04	-	
HCM Control Delay (s)	-	-	10.4	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

HCM 6th TWSC
4: Roosevelt Road & Newton Avenue

05/10/2023

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1427	1319	18	0	0
Future Vol, veh/h	0	1427	1319	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	20	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	3	4	0	0	0
Mvmt Flow	0	1502	1388	19	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1407	0	-	0	2149	704
Stage 1	-	-	-	-	1398	-
Stage 2	-	-	-	-	751	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	491	-	-	-	42	384
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	491	-	-	-	42	384
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	432	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	491	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
5: BP Access Drive & Roosevelt Road

05/10/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑		↑
Traffic Vol, veh/h	1383	34	14	1305	0	44
Future Vol, veh/h	1383	34	14	1305	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	20	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	7	4	0	0
Mvmt Flow	1456	36	15	1374	0	46

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1492
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.27	-
Pot Cap-1 Maneuver	-	422	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	422	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	422	-
HCM Lane V/C Ratio	0.129	-	-	0.035	-
HCM Control Delay (s)	16.5	-	-	13.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↱	↑↑	↱	↱
Traffic Vol, veh/h	1422	5	0	1337	0	2
Future Vol, veh/h	1422	5	0	1337	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	4	0	0
Mvmt Flow	1497	5	0	1407	0	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1502	0	2204	751
Stage 1	-	-	-	-	1500	-
Stage 2	-	-	-	-	704	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	452	-	39	358
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	39	358
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	457	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		15.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	358	-	-	452	-
HCM Lane V/C Ratio	-	0.006	-	-	-	-
HCM Control Delay (s)	0	15.1	-	-	0	-
HCM Lane LOS	A	C	-	-	A	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-

Capacity Analysis Summary Sheets
Weekday Evening Peak Hour – Projected

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1356	92	141	1439	87	188	126	157	123	119	46
Future Volume (vph)	56	1356	92	141	1439	87	188	126	157	123	119	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	145		0	0		160	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.991				0.850		0.958	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3391	0	1728	3426	0	1770	1980	1599	1770	1794	0
Flt Permitted	0.080			0.068			0.344			0.622		
Satd. Flow (perm)	144	3391	0	124	3426	0	641	1980	1599	1159	1794	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6				99		11	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		553			208			395			637	
Travel Time (s)		10.8			4.1			7.7			17.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	1%	1%	0%	2%	1%	1%	2%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	1524	0	148	1607	0	198	133	165	129	173	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	8.0	21.0		8.0	21.0		8.0	20.0	8.0	8.0	20.0	
Total Split (s)	14.0	75.0		21.0	82.0		19.0	37.0	21.0	17.0	35.0	
Total Split (%)	9.3%	50.0%		14.0%	54.7%		12.7%	24.7%	14.0%	11.3%	23.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effect Green (s)	92.6	82.6		102.1	90.4		40.0	22.5	42.0	34.7	19.8	
Actuated g/C Ratio	0.62	0.55		0.68	0.60		0.27	0.15	0.28	0.23	0.13	

23-081 - B.R. Ryall YMCA Expansion - Glen Ellyn
Projected Weekday Evening Peak Hour

Synchro 11 Report
BSM

Lanes, Volumes, Timings

1: Lambert Road & Roosevelt Road

05/10/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.82		0.65	0.78		0.70	0.45	0.32	0.41	0.70	
Control Delay	16.1	33.4		35.5	27.4		57.7	62.2	17.2	45.7	73.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.1	33.4		35.5	27.4		57.7	62.2	17.2	45.7	73.0	
LOS	B	C		D	C		E	E	B	D	E	
Approach Delay		32.7			28.1			45.4			61.3	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	18	623		64	611		159	121	49	99	154	
Queue Length 95th (ft)	40	#932		144	839		222	181	100	149	227	
Internal Link Dist (ft)		473			128			315			557	
Turn Bay Length (ft)	150			145					160			
Base Capacity (vph)	201	1869		276	2068		287	409	564	331	355	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.29	0.82		0.54	0.78		0.69	0.33	0.29	0.39	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 65 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 34.4

Intersection LOS: C

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Lambert Road & Roosevelt Road



HCM 6th AWSC
2: Lambert Road & Illinois Street

05/10/2023

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	27	49	27	33	0	67	164	61	1	184	0
Future Vol, veh/h	5	27	49	27	33	0	67	164	61	1	184	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	2	0	0	0
Mvmt Flow	6	32	58	32	39	0	80	195	73	1	219	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.1	11	9.7
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	6%	45%	1%
Vol Thru, %	56%	33%	55%	99%
Vol Right, %	21%	60%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	81	60	185
LT Vol	67	5	27	1
Through Vol	164	27	33	184
RT Vol	61	49	0	0
Lane Flow Rate	348	96	71	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.435	0.132	0.107	0.289
Departure Headway (Hd)	4.504	4.937	5.411	4.717
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	796	719	656	758
Service Time	2.553	3.013	3.491	2.773
HCM Lane V/C Ratio	0.437	0.134	0.108	0.29
HCM Control Delay	11	8.8	9.1	9.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.2	0.5	0.4	1.2

HCM 6th TWSC
3: Lambert Road & Deicke Drive

05/10/2023

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	41	251	32	39	223
Future Vol, veh/h	38	41	251	32	39	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	46	50	306	39	48	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	694	326	0	0	345
Stage 1	326	-	-	-	-
Stage 2	368	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	412	720	-	-	1225
Stage 1	736	-	-	-	-
Stage 2	704	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	393	720	-	-	1225
Mov Cap-2 Maneuver	393	-	-	-	-
Stage 1	736	-	-	-	-
Stage 2	672	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	514	1225
HCM Lane V/C Ratio	-	-	0.187	0.039
HCM Control Delay (s)	-	-	13.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

HCM 6th TWSC
4: Roosevelt Road & Newton Avenue

05/10/2023

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1634	1655	28	0	13
Future Vol, veh/h	6	1634	1655	28	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	20	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	6	1685	1706	29	0	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1735	0	-	0	2576	868
Stage 1	-	-	-	-	1721	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	368	-	-	-	22	300
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	368	-	-	-	22	300
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	382	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		17.6		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	368	-	-	-	300	
HCM Lane V/C Ratio	0.017	-	-	-	0.045	
HCM Control Delay (s)	14.9	-	-	-	17.6	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC
5: BP Access Drive & Roosevelt Road

05/10/2023

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑		↖
Traffic Vol, veh/h	1602	34	17	1651	1	38
Future Vol, veh/h	1602	34	17	1651	1	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	20	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	6	1	0	0
Mvmt Flow	1652	35	18	1702	1	39

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1687
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.26
Pot Cap-1 Maneuver	-	-	357
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	357
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	18.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	357	-
HCM Lane V/C Ratio	0.126	-	-	0.049	-
HCM Control Delay (s)	18.2	-	-	15.6	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	1631	3	6	1683	0	3
Future Vol, veh/h	1631	3	6	1683	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1681	3	6	1735	0	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1684
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	385
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	385
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	312	-	-	385	-
HCM Lane V/C Ratio	-	0.01	-	-	0.016	-
HCM Control Delay (s)	0	16.7	-	-	14.5	-
HCM Lane LOS	A	C	-	-	B	-
HCM 95th %tile Q(veh)	-	0	-	-	0	-



ECS Midwest, LLC

Geotechnical Engineering Report

Proposed BR Ryall YMCA Facility Improvements

49 Deicke Drive and 26 Newton Avenue
Glen Ellyn, Illinois 60137

ECS Project Number 16:14749

February 27, 2023





ECS MIDWEST, LLC

Geotechnical • Construction Materials • Environmental • Facilities

"One Firm. One Mission."

February 27, 2023

Mr. Rob Wilkinson, CEO
BR Ryall YMCA
49 Deicke Drive
Glen Ellyn, IL 60137
Email: rwilkinson@ryallymca.org

Cc: Mr. Patrick Brosnan, AIA
Lopez & Brosnan Advisors, LLC
545 Hillside Avenue
Glen Ellyn, IL 60137
Email: pbrosnan@lopezbrosnan.com

ECS Project No. 16:14749

Reference: Geotechnical Engineering Report
Proposed BR Ryall YMCA Facility Improvements
49 Deicke Drive and 26 Newton Avenue
Glen Ellyn, Illinois

Dear Mr. Wilkinson:

ECS Midwest, LLC (ECS) has completed the subsurface exploration, laboratory testing, and geotechnical engineering analyses for the above-referenced project. This report presents our understanding of the geotechnical aspects of the project along with the results of the field exploration and laboratory testing conducted, and our design and construction recommendations.

It has been our pleasure to be of service to you during the design phase of this project. ECS would appreciate the opportunity to remain involved during the continuation of the design and construction phases of this project. Should you have any questions concerning the information contained in this report, or if we can be of further assistance to you, please contact us.

Respectfully submitted,

ECS Midwest, LLC

Jason Gibbs, P.E.
Geotechnical Project Manager
jgibbs1@ecslimited.com

Brett Gitskin, P.E.
Senior Principal Engineer
BGitskin@ecslimited.com
Renews 11/30/2023



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EXECUTIVE SUMMARY

This Executive Summary is intended as a very brief overview of the primary geotechnical conditions expected to affect design and construction. Information gleaned from this Executive Summary should not be utilized in lieu of reading the entire geotechnical report.

- **Foundation Evaluation for Level 2 Floor Infill:** Based on our analysis of the available information and assumptions, in particular the use and load history of the structure and the lack of evidence of structural distress, in ECS' opinion the proposed new applied pressures resulting from the proposed renovations are reasonable and should be considered acceptable. A maximum net allowable bearing pressure of 5,000 psf can be used for design purposes. The anticipated incremental settlement of the existing footings under the proposed new loading conditions is estimated to be in the range of approximately ⅛ inch.
- **Special Qualifications Disclaimer:** ECS utilized in-situ pressuremeter test in the evaluation of this site and the development of the foundation recommendations. Therefore, we can take no responsibility for the misinterpretation of our analysis by others unfamiliar with pressuremeter engineering or its applications, or for inspections performed by others. Note that the maximum allowable bearing pressure was determined based on the results of the in-situ pressuremeter testing performed at the project site and proper interpretation of the field conditions encountered during foundation construction is critical for proper foundation performance. ECS must observe the foundation excavations.
- **Storage Building and Covered Patio Addition Foundations:** Given an estimated total and differential settlement of less than 1 inch and ¾ inch, respectively, the proposed storage building and covered patio addition foundations can be supported on shallow isolated and continuous wall footings using maximum net allowable soil bearing pressure of 3,000 psf for foundations bearing in the underlying native stiff to hard silty clay soil (Stratum III) or on new engineered fill overlying Stratum III.

1.0 INTRODUCTION

The purpose of this report was to provide geotechnical information for the evaluation of the existing shallow foundations supporting the existing BR Ryall YMCA building in Glen Ellyn, Illinois. This report explores the feasibility of reusing the existing shallow foundations (with or without modifications) for the support of the structure after undergoing the anticipated renovations. The recommendations developed for this report are based on project information provided by Mr. Patrick Brosnan with Lopez + Brosnan Advisors, LLC and Mr. Matthew Zolecki with Wight & Company.

ECS provided its services in accordance with ECS Proposal No. 16:22594-GP, dated December 6, 2022, as authorized by Mr. Rob Wilkinson of the BR Ryall YMCA on January 10, 2023 which includes our Terms and Conditions of Service.

This report contains the procedures and results of our subsurface exploration and laboratory testing programs, review of existing site conditions, engineering analyses, and recommendations for the design and construction of the proposed structure addition and pavements at the project site.

The report includes the following items:

- Descriptions of the current site conditions, surface drainage features, and surface topographic conditions.
- A brief review and description of our field and laboratory test procedures and the results of testing conducted.
- Records of the field exploration (Test Boring Logs) prepared in accordance with the standard practice for geotechnical engineering.
- A boring location diagram and subsurface profiles at the boring locations within the proposed building addition footprint and at selected boring locations.
- Estimate of static long term groundwater level and seasonal high groundwater table.
- Evaluation of the existing foundation system in the context of the proposed renovations, including modifications (if applicable).
- Recommendation for shallow footings including allowable soil bearing pressures and estimated settlements.
- Recommendations for slab-on-grade construction, including recommendations for minimum slab thickness, subgrade improvements and modulus of subgrade reaction (k).
- Recommendations for site preparation and construction of compacted fills, including an evaluation of on-site soils for use as compacted fills and identification of potentially unsuitable soils and/or soils exhibiting excessive moisture at the time of sampling.
- Recommendations for excavations adjacent to existing construction.
- Recommendations for the new pavements.
- General recommendations for dewatering at the project site during construction of the proposed structure and other associated amenities.
- An evaluation of the on-site soil characteristics encountered in the soil borings and suitability of the on-site materials for reuse as engineered fill to support grade slabs including compaction requirements and suitable material guidelines.

2.0 PROJECT INFORMATION

2.1 PROJECT LOCATION AND CURRENT SITE USE

The project sites are located within the limits of the existing BR Ryall YMCA property at 49 Deicke Drive and the south adjacent property at 26 Newton Avenue in Glen Ellyn, Illinois. The 49 Deicke Drive site is bounded to the north the Glen Ellyn water tower, to the east by a wooded lot, to the south by commercial developments, and to the west by North Lambert Road. The 26 Newton Avenue project site is currently developed with a 1-story brick building with associated paved parking lot to the north and west. This site is bounded to the north by a parking lot, to the east by a 1-story commercial development, to the south by a roadway, and to the west by a grass-covered lot. Based on the publicly available historical aerials, the site was reportedly used as agricultural fields since before 1939. Prior to 1972, the 49 Deicke Drive site was developed with a portion of the existing building and the 26 Newton Avenue site was developed with the existing 1-story building. Between 1972 and 2005, the 49 Deicke Drive building had multiple renovations/additions constructed to the existing building and associated parking lot. The site has remained relatively unchanged since that time in its current configuration. The site location is shown below, and in wider scope on the Site Location Diagram in Appendix A:



Site Location Map

The 49 Deicke Drive project site is currently developed with the existing one to two-story BR Ryall YMCA building with a basement level extending to a depth of about 11.4 feet below FFE of the first floor (considering the footings being about 2 feet below the basement FFE). There also exists an at-grade paved parking lot and drive lanes situated to the west and north of the building. The 26 Newton Avenue project site is currently developed with the existing single-story building with associated parking and drive lanes to the west and north of the building. Based on our review of the civil plan titled "Topographic Survey" prepared by Civil & Environmental Consultants, Inc., dated

December 13, 2022, the existing site grades range from approximately EL. 758 feet to EL. 772 feet above mean sea level (MSL). The existing building (Level 1) FFE is noted as 772.06 feet above MSL.

2.2 PROPOSED CONSTRUCTION

49 Deicke Drive Project Site:

Based on the provided RFP information, ECS understands the proposed construction will include renovations to the existing building including a Level 2 floor infill at the north-central portion of the existing building. The objective of the project team is to reuse the existing foundations if feasible. The added load from the new floor infill would require an allowable soil bearing pressure of 5,000 psf to avoid adding foundation reinforcements (or new columns and new foundations). The project further includes the construction of a 1-story building addition with a slab-on-grade first floor to the northeast portion of the building that will be used for storage and covered patio area. The information listed below summarizes our understanding and assumptions of the structure and its loads based on the most recent information provided by Lopez & Brosnan Advisors, LLC and Wight & Company.

STRUCTURAL DESIGN – LEVEL 2 FLOOR INFILL ADDITION		
SUBJECT	DESIGN INFORMATION / EXPECTATIONS	
Building Addition Footprint	Approximately 3,250 SF in plan view	B
No. of Stories: Existing Building	2-story above grade, existing basement-level foundation	R
Existing Column Loads	Dead Load: 85 kips; Live Load: 45 kips; Total Load: 130 kips	R
Proposed New Column Loads	Dead Load: 115 kips; Live Load: 60 kips; Total Load: 175 kips	R
Existing Column Footing Dimensions	Length: 7 feet; Width: 7 feet	R
Existing Wall Loads	Dead Load: 7.4 kips per linear foot (klf); Live Load: 1.75 klf; Total Load: 9.15 klf	R
Proposed New Wall Loads	Dead Load: 9 kips per linear foot (klf); Live Load: 3 klf; Total Load: 12 klf	R
Existing Exterior Wall Footing Dimensions	Width: 2.5 feet	R
Existing Exterior Wall Footing Elevation	13'-4" below Level 1 finished floor elevation (EL. 758.7)	R

R: Reported by client and/or Design Team

B: Based on ECS estimate in absence of information from Client and/or Design Team

If our understanding of the proposed construction is inaccurate or the design changes, and if the traffic loads become available, please contact ECS immediately so we can review (and revise, if necessary) the recommendations provided herein.

STRUCTURAL DESIGN – STORAGE ADDITION AND COVERED PATIO		
SUBJECT	DESIGN INFORMATION / EXPECTATIONS	
Building Addition Footprint	Approximately 3,000 SF in plan view	B
No. of Stories:	Single-story above grade, slab-on-grade	R
Framing	Concrete foundation, steel framed structure and masonry	R
Column Loads	Dead Load: 5 kips; Snow Load: 15 kips	R
Wall Loads	Dead Load: 3 kips per linear foot (klf); Snow Load: 1 klf	R
Lowest Finished Floor Elevation	About 772 feet above MSL (based on average site grades within proposed building addition footprint; actual elevation not provided)	B
Foundation Settlements	Approximately 1-inch total and ¾ inch differential	B
Grading Operations	Less than 5 feet	B

R: Reported by client and/or Design Team

B: Based on ECS estimate in absence of information from Client and/or Design Team

ECS anticipates the proposed northeast storage building addition will not superimpose new structural loads on existing foundation elements. If the proposed northeast addition structure will increase loads on the existing foundations, please contact ECS as additional exploration (i.e., test pit exploration to expose existing foundations) and additional geotechnical evaluation and engineering analysis will be needed.

26 Newton Avenue Project Site:

Based on the provided RFP information, ECS understands the proposed construction consists of the renovation/reconstruction of the existing pavement. We anticipate the finish site grades will remain approximately the same as the current site grades.

Pavement: The design traffic was not provided to us. Therefore, it was necessary for us to use arbitrarily selected design traffic volumes. The information below summarizes our understanding and assumptions of the traffic:

PAVEMENT DESIGN INFORMATION	
Pavement Area	Maximum Daily Traffic
Light Duty	25 automobiles and 2 delivery trucks
Heavy Duty	50 automobiles and 5 delivery trucks and 1 refuse truck

If our understanding of the proposed construction is inaccurate or the design changes, and if the traffic loads become available, please contact ECS immediately so we can review (and revise, if necessary) the recommendations provided herein.

3.0 FIELD EXPLORATION AND LABORATORY TESTING

3.1 SPT SOIL TEST BORINGS

ECS's field exploration scope of work included performing seven (7) standard penetration test (SPT) soil borings (designated as Borings B-01 through B-03 for the proposed building additions and P-01 through P-04 for the pavement improvement area) that were extended to terminal depths/auger refusal ranging from 5 feet to 35 feet below ground surface. In-situ pressuremeter testing (PMT) was performed in Boring B-03. Additionally, four (4) pavement cores were performed at borings P-01 through P-04. The field exploration procedures are explained in greater detail in Appendix B including the insert titled '*Subsurface Exploration Procedures - Standard Penetration Testing (SPT)*' and '*Field Testing Procedures: PMT*'.

The borings were marked in the field utilizing a handheld GPS unit and existing site features prior to mobilization of the drilling equipment. Ground surface elevations, noted on the boring logs, were approximated based on our review of the civil plan titled "Topographic Survey" prepared by Civil & Environmental Consultants, Inc., dated December 13, 2022. Ground surface elevations and boring locations determined without professional survey are approximate and may not be appropriate for final design. The approximate test boring locations are shown on the Boring Location Plan in Appendix A.

The SPT soil borings were drilled at the site by an ECS subcontracted driller. The drilling operations were performed under the general guidance of an ECS engineer. Prior to drilling, our subcontracted driller contacted the State of Illinois Utility One-Call Center, JULIE, to clear and mark underground utilities in the vicinity of the project site. ECS also engaged a private utility locating services to verify underground utilities in the boring areas.

The SPT boreholes were backfilled with spoils at the completion of drilling and patched with cold asphalt where appropriate. The borehole backfill settlement or expansion can and will occur over time. Monitoring the boreholes after the initial drilling activities is not within our scope. Settlement or expansion of the borehole backfill can create a trip hazard and should be carefully monitored by the client or property owner.

3.2 SUBSURFACE CHARACTERIZATION

Listed in the following table is a generalized characterization of the soil strata encountered at the boring locations during the subsurface exploration. For subsurface information at a specific location, refer to the Boring Logs in Appendix B.

GENERALIZE SUBSURFACE STRATIGRAPHY					
Approximate Depth to Bottom of Stratum (feet)	Stratum No.	Material Description	Calibrated Penetrometer Resistance Q_p (tsf)	Natural Moisture Content (%)	SPT ⁽¹⁾ N-values (bpf)
Surface cover	NA	Bituminous Pavement: 1½ to 4 inches Granular Base: 5½ to 13 inches	NA	NA	NA
1¼ to 3	I	(CL/ML) Silty Clay , dark brown, very stiff to hard	3 to 4½	19 to 28	8 to 14
5½ to 7	II ⁽²⁾	(CL/ML) Sandy Silty Clay , brown, firm to very stiff	½ to 2½	19 to 25	3 to 12
10½ to 13	III	(CL/ML) Silty Clay , brown and gray, very stiff to hard	2 to 5	17 to 29	5 to 28
31	IV	Granular Soils: (SP) Sand with Gravel and (SM) Silty Sand , brown, loose to medium dense	NA	NA	8 to 15
35	V	(CL/ML) Silty Clay , gray, stiff to hard	1 to 4½	15 to 20	11 to 18

Notes: (1) Standard Penetration Test
(2) Encountered in Borings B-01 through B-03

The soil stratification shown on the boring logs represents the interpreted soil conditions at the boring locations. Variations in the stratification can occur between sample intervals and boring locations. The subsurface conditions at other times and locations on the site may differ from those found at the boring locations. If different site conditions are encountered during construction, ECS should be contacted to review our recommendations relative to the new information.

3.3 GROUNDWATER OBSERVATIONS

The drillers observed the boreholes for the presence of measurable water during drilling and at the completion of drilling. The table below lists the borings, and approximate depths and approximate elevations of groundwater level observations where groundwater was encountered during and upon completion of drilling. The groundwater level observations are also noted on the soil boring logs in Appendix B.

SUBSURFACE GROUNDWATER OBSERVATIONS DURING DRILLING ACTIVITIES			
Boring Number	Proposed Development Area	During Drilling Activities	
		Depth Below Existing Site Grade (Feet)	Elevation (Feet, MSL)
B-01	49 Deicke Drive – New Building Additions	NE	NE
B-02		NE	NE
B-03		16	756
P-01	26 Newton Avenue – Parking Lot Improvements	NE	NE
P-02		NE	NE
P-03		NE	NE
P-04		NE	NE

⁽¹⁾ NE – Not encountered

Long Term Static Groundwater Table: Soils in the Midwest frequently oxidize from gray to brown above the level where the soil remains saturated. This zone of change, which may be an indication of the long-term water level, is frequently interpreted to be the groundwater table. Gray soils were identified at the soil boring locations at depths ranging from approximately 10½ to 13 feet below current site grades. It is our professional opinion that the long-term groundwater table is located at the project site at an approximate depth of 10½ feet below current site grades and likely follows the surface topography. Please note groundwater in fine-grained or clayey soils may take several days or weeks to stabilize in the boreholes. The boreholes were backfilled immediately after drilling. As such, stabilized groundwater reading was not possible. Also, please note that due to capillary action in fine-grained soils (silts and clays), the soils are likely partially-saturated a few feet above the aforementioned estimated groundwater levels.

General: Variations in the groundwater table elevation may occur as a result of changes in precipitation, evaporation, surface water runoff, construction activities, and other factors. Perched water conditions may also develop or exist at shallower depths seasonally, particularly within granular soils underlain by clay.

3.4 LABORATORY SERVICES

The laboratory testing consisted of selected tests performed on samples obtained during our field exploration operations. Classification and index property tests were performed on representative soil samples. The basic laboratory testing procedures are explained in greater detail in Appendix B including the insert titled Laboratory Testing: Index Testing. The following tests were performed on soil samples:

- Moisture content determination on fine-grained soil samples in accordance with ASTM D 2166.
- Calibrated hand penetrometer (Q_p) tests on cohesive soil samples.

Each sample was visually classified on the basis of texture and plasticity in accordance with ASTM D2488 Standard Practice for Description and Identification of Soils (Visual-Manual Procedures) and including USCS classification symbols. After classification, the samples were grouped in the major zones noted on the boring logs in Appendix B. The group symbols for each soil type are indicated in parentheses along with the soil descriptions. The stratification lines between strata on the logs are approximate; in situ, the transitions may be gradual.

The soil samples will be retained in our laboratory for a period of 60 days, after which, they will be discarded unless other instructions are received as to their disposal.

4.0 DESIGN RECOMMENDATIONS

4.1 BUILDING DESIGN

The following Sections contain geotechnical design recommendations for foundations, soil supported slabs and below-grade walls.

4.1.1 Analysis of Existing Foundations - Level 2 Floor Infill Renovations

Overview: The conclusions and recommendations presented in this report should be incorporated in the design and construction of the project to help reduce possible soil and/or foundation related problems. The following recommendations have been developed on the basis of the previously described project characteristics and subsurface conditions encountered at the project site. If there are any changes to the project characteristics from those described herein or if different subsurface conditions are encountered during construction, ECS Midwest, LLC should be consulted so that the recommendations of this report can be reviewed and modified, if necessary.

The following sections present specific recommendations with regard to the design and construction of the proposed project and present our geotechnical analyses and evaluation of the existing foundations based upon the anticipated renovations, changes in loading and our understanding of the existing foundation systems. ECS should be contacted once final design, drawings and loads become available to review the information and provide additional recommendations/comments including calculations that may be required by the City of Chicago with regards to the existing foundation bearing pressure and settlement.

Existing Foundations Analysis: ECS understands the proposed construction will include renovations to the existing building including a Level 2 floor infill at the north-central portion of the existing building and the objective of the project team is to reuse the existing foundations. ECS understands that the added load from the new floor infill would require a net allowable soil bearing pressure of 5,000 psf to avoid adding foundation reinforcements (or new columns and new foundations). As discussed herein, the bearing analysis and anticipated incremental settlements were estimated based on the loading information below provided to ECS via an email from Matt Zolecki with Wight & Company, dated February 1, 2023.

Loading Scheme and Loading Change							
Element	Original Loading			New Loading Scheme			Load Change
	Dead Load	Live Load	Total Load	Dead Load	Live Load	Total Load	Total Load
Existing Wall	7.4 klf	1.75 klf	9.15 klf	9 klf	3 klf	12 klf	31%
Existing Interior Columns	85 kips	45 kips	130 kips	115 kips	60 kips	175 kips	35%

According to historical aerial imagery, the existing building was constructed prior to 1972 with building additions having been constructed between 1972 and 2005 and has reportedly been performing satisfactorily (from a structural standpoint) since that time. We have considered the majority, if not all, of the settlement from the existing building loads have likely already occurred.

Therefore, the bearing analysis and settlement estimate needed will be for the anticipated additional increase in load, as provided by Wight & Company.

Based on the available information, we have evaluated the factor of safety in the current loading condition to range from approximately $8\frac{3}{4}$ to $17\frac{1}{2}$. In the proposed new total loading condition, the factor of safety against bearing failure was evaluated to range from approximately $6\frac{1}{2}$ to 13. The values of factors of safety in the current and proposed foundation are greater than $2\frac{1}{2}$, which is considered satisfactory for total loads when utilizing in-situ testing data. The standard practice for evaluating bearing capacity for existing structures in Illinois has been a minimum factor of safety of 3 using sustained loads and 2 for total loads.

Based upon the foregoing, in particular the use and load history of the structure and the lack of evidence of structural distress, in ECS' opinion the proposed new applied pressures resulting from the proposed renovations are reasonable and should be considered acceptable. A maximum net allowable bearing pressure of 5,000 psf can be used for design purposes considering the proposed modifications described above. Based on our analysis of the available information and assumptions, the anticipated incremental settlement of the existing footings under the proposed new loading conditions is estimated to be in the range of approximately $\frac{1}{8}$ inch.

Special Qualifications Disclaimer: ECS utilized in-situ pressuremeter test in the evaluation of this site and the development of the foundation recommendations. Therefore, we can take no responsibility for the misinterpretation of our analysis by others unfamiliar with pressuremeter engineering or its applications, or for inspections performed by others. Note that the maximum allowable bearing pressure was determined based on the results of the in-situ pressuremeter testing performed at the project site and proper interpretation of the field conditions encountered during foundation construction is critical for proper foundation performance.

4.1.2 Storage Building Addition and Covered Patio Foundations

The foundation analysis was performed using the anticipated finished floor elevation noted in the **Proposed Construction** Section of this report, and the building test boring information. Provided subgrades and engineered fills are prepared as discussed herein, the proposed structures may be supported by conventional individual column (spread) footings and continuous wall (strip) footings bearing on suitable native soil and/or engineered fill placed continuous from a suitable bearing native soil subgrade. ECS recommends the foundation design use the parameters in the table below.

SHALLOW FOUNDATION DESIGN PARAMETERS		
Design Parameter	Column Footing	Wall Footing
Maximum Net Allowable Bearing Pressure ⁽¹⁾	3,000 psf	3,000 psf
Acceptable Bearing Soil Material	Silty CLAY (CL/ML) – Stratum III or Engineered Fill overlying Stratum III	Silty CLAY (CL/ML) – Stratum III or Engineered Fill overlying Stratum III
Minimum Width	30 inches	18 inches
Minimum Footing Embedment Depth (below slab or finished grade) ⁽²⁾	24 inches	24 inches
Minimum Exterior Frost Depth (below final exterior grade)	42 inches	42 inches
Estimated Total Settlement ⁽³⁾	Less than 1-inch	Less than 1-inch
Estimated Differential Settlement ⁽⁴⁾	Less than ¾-inch between columns	Less than ¾-inch

Notes:

- (1) Net allowable bearing pressure is the applied pressure in excess of the surrounding overburden soils above the base of the foundation.
- (2) For frost penetration requirements.
- (3) Based on estimated structural loads. If final loads are different, ECS must be contacted to update foundation recommendations and settlement calculations.
- (4) Based on maximum column/wall loads and variability in borings. Differential settlement can be re-evaluated once the foundation plans are more complete.

Suitable Bearing Materials: Soils suitable as the subgrade for engineered fill and indirect foundation support should have parameters as noted in the following Table or greater, unless otherwise approved by the geotechnical engineer:

SUITABLE BEARING SOIL CHARACTERISTICS		
Maximum Net Allowable Bearing Pressure (psf)	Cohesive Soil	
	Comparative Consistency	Unconfined Compressive Strength (tsf)
3,000	Stiff	1½

Potential Foundation Undercuts: Soils at the foundation bearing elevation are anticipated to be suitable for support of the proposed structures. If soft or unsuitable soils are observed at the footing bearing elevations, the unsuitable soils should be undercut and removed. Some of the structural borings, particularly borings B-01 and B-03, which revealed native sandy silty clay and silty clay with low strength (i.e., Q_p value of ½ tsf) and high moisture content (i.e., greater than 25 percent) extending to depths of approximately 5½ to 7 feet below existing grades. As such, localized undercutting to a depth of approximately 5½ to 7 feet below existing grade will be required to reach suitable natural bearing soils to support the proposed structures if such unsuitable soils are encountered during the foundation excavations. ECS recommends hand auger probes and appropriate bearing capacity tests be conducted during construction. Cone penetrometer tests (static or dynamic, depending on soil type) or other appropriate bearing capacity tests should be conducted within the probe holes to evaluate the support characteristics of the soil. The suitability of the actual bearing grade is recommended to be observed and tested to a depth below the foundation bearing grade or undercut subgrade equivalent to ½ the footing width (i.e., ½ B), or a minimum of 3 feet below each isolated column footing and continuous footings, whichever is

deeper. This observation and testing should be performed at each isolated column footing and at approximately 20-foot intervals along continuous wall footings to check that the soils are as indicated by the borings and are suitable to support the recommended maximum net allowable bearing pressure.

ECS should be retained to observe and test the foundation bearing grade as recommended in the **Foundation and Slab Observations** section. Undercuts should be backfilled with engineered fill or controlled low-strength material (CLSM with $f'_c \approx 50$ to 100 psi at 28 days), or lean concrete up to the original design bottom of footing elevation; the original footing shall be constructed on top of the new engineered fill or CLSM or lean concrete. Clay soils encountered at many of the boring locations at or near the anticipated bearing elevations are sensitive to disturbance when exposed, especially when wet. The contractor should exercise care and minimize traffic and potential disturbance of the soils. If disturbed, the exposed surfaces should be compacted with a plate compactor or jumping jack prior to the placement of reinforcing steel and concrete.

Adjacent Existing Foundations: Care must be taken to protect the existing structures and underground utilities. Excavations must be done to not undermine the existing construction, or otherwise adversely affect the structural integrity of the existing building and underground utilities. Excavations should not extend below adjacent existing foundation unless underpinning or other forms of support are provided. Considering the existing structure includes a basement, we do not anticipate new footings extending below the existing foundations.

If load will be added directly to existing foundations or to the support soil within the influence zone of the existing foundations, contact ECS. Load added directly to the existing footings or indirectly to the support soil of existing footing will result in some additional settlement. The amount of settlement will depend on the added load, the existing load, size of the existing footings, and strength and settlement characteristics of the support soil. Test pits in the presence of ECS are recommended to help determine the characteristics of the existing foundation bearing material, and to help evaluate the degree to which load on the existing foundations may be increased, if needed.

The new foundations are recommended to bear at the same elevation as nearby existing foundations. When the actual existing and proposed building foundation systems and depths can be confirmed, contact ECS to evaluate whether our recommendations need to be altered to accommodate either foundation system accordingly. If the new and existing footings will bear at different elevations, a structural engineer should evaluate the stresses to be imposed on the lower foundation system and basement walls and confirm that the structural integrity of the existing structure and new addition will be maintained. Parallel foundations should be at least 1.5 footing widths apart (whichever is larger, either existing or new) to help reduce the additional stress imposed on the existing foundations, unless it is determined that the over-lapping stress imposed by the existing and new foundations are within acceptable limits for the bearing soil. Where parallel foundations are wider than 4 feet apart, their different elevations should not place them within a 45-degree envelope extending upward and downward from the outside edges of the foundations.

Similarly, if new footings will be within 45-degree envelope from the basement footings, the lateral forces imparted on the basement walls should be evaluated. The structural engineer should provide to ECS drawings including section views of the existing basement walls and proposed foundations,

within the 45-degree envelope. If the new foundations are outside the 45 degree envelope from the basement footings, then no new loads would be imparted to the basement walls.

Lateral Loading for Shallow Foundations: The shallow foundations maybe be subjected to lateral forces. Lateral load resistance will be developed by friction or cohesion acting at the base of foundations, and the passive earth pressure developed by the footings below-grade. Passive pressure and sliding resistance (friction or cohesion) may be used in combination in determining the total resistance to lateral loads. The parameters in the following table are recommended for lateral foundation loading.

FOUNDATION LATERAL LOADING RESISTANCE PARAMETERS	
Soil Parameter	Estimated value
Coefficient of Passive Earth Pressure (K_p)	2.0
Soil Moist Unit Weight (γ)	120 pcf
Adhesion [<i>Foundations bearing on silty clay</i>] (C) ⁽¹⁾	1,000 psf
Interface Friction Angle [<i>Poured concrete on granular soil or granular engineered fill</i>] (ϕ_i)	18°
Sliding Friction Coefficient [<i>Poured concrete on granular soil or granular engineered fill</i>] (μ)	0.32
Passive Equivalent Fluid Pressure ⁽²⁾	240H (psf)

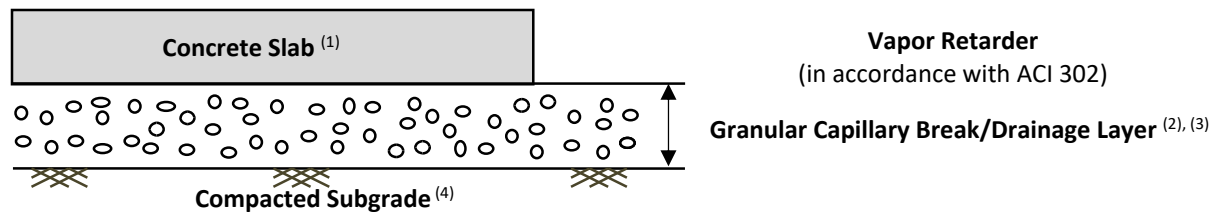
1. Adhesion may be used for lateral sliding resistance on the clay soil, but in no case should the lateral sliding resistance exceed half the dead load.
2. Neglect the passive earth pressure within the frost zone due to loss of strength seasonally and strain required to mobilize.

The final design of the foundation for lateral loads should be based on a minimum factor of safety against sliding of 1.5 and overturning of 2. Also, if the resultant force of the maximum vertical force does not act within the middle one-third (kern) of the footing, a smaller effective bearing area will occur and thereby result in a higher effective bearing pressure that must be accounted for in the design.

4.1.3 Slabs-On-Grade

For the preparation of the conventional ground-supported slabs, the general recommendations provided in the sections of this report entitled **Subgrade Preparation** and **Earthwork Operations** should be followed. After stripping surface materials (i.e., topsoil and pavement materials), the exposed slab subgrades are anticipated to consist of native very stiff silty clay with relatively high moisture contents (i.e., greater than 25 percent) in some areas. Undercuts due to high moisture content clay soils should be expected to provide suitable slab subgrade support.

Based on the anticipated subgrade soils and floor loading, the following graphic depicts our general soil-supported slab recommendations:



1. **Concrete Slab:** Minimum 5 inches thick
2. **Drainage Layer:** Minimum 6 inches thick
3. **Drainage Layer Material:** GRAVEL (GP, GW) having a maximum aggregate size of 1 inch, no more than 10 percent passing the No. 200 sieve, and follow the recommendations of ACI 302.
4. **Compacted Subgrade:** Compacted to at least 95 percent of the maximum dry density per ASTM D1557.

A thicker slab may be needed depending on the actual floor loads. The structural engineer should determine the actual slab thickness and steel reinforcing requirements. Provide adequate construction joints, contraction joints and isolation joints in the slab to reduce the impacts of cracking and shrinkage. Refer to ACI 302.1R04 *Guide for Concrete Floor and Slab Construction* for additional information regarding concrete slab joint design. Reinforce the slab with welded wire fabric or including an appropriate fiber mesh admixture to help control shrinkage cracking.

Provide slabs-on-grade with a granular drainage layer placed on a properly prepared subgrade as recommended in the **Site Construction Recommendations** section. The granular drainage material will serve as a capillary break, which if properly designed and installed, can sometimes eliminate the need for a moisture retarder and can assist in more uniform curing of concrete.

Implement positive drainage around the perimeter of the proposed buildings to reduce the potential for water accumulation under the floor slab and foundation elements. Slope exterior grades adjacent to the building such that runoff is directed away from the building walls. Direct building downspouts away from the building walls/foundations.

Subgrade Modulus: Provided the subgrade is prepared, and engineered fill and the granular drainage layer are placed as recommended in this report, design the slabs estimating an unfactored modulus of subgrade reaction, k_{v1} , of 150 psi/in (pounds per square inch per inch). This modulus of subgrade reaction value estimate is based on the recommended minimum drainage base thickness and correlation of index properties and soil type to historical 1 foot by 1 foot plate load tests. The modulus value used in design should be adjusted for areas larger than 1 foot by 1 foot.

Vapor Barrier: Inclusion of a vapor retarder should be considered if the buildings will contain moisture-sensitive floor coverings, equipment or materials. The vapor retarder will help reduce the potential of upward migration of water vapor from the soil into and through the concrete slab, which can contribute to excess humidity and microbial growth in the building. Where a vapor retarder is considered to help provide additional moisture protection, special attention should be given to the surface curing of the slabs to reduce uneven drying of the slabs and associated cracking and/or slab curling. The designer should consider the moisture sensitivity of floor coverings and finishes, and the potential effects of slab curling and cracking when determining if the vapor retarder will be in direct contact with the slab or beneath a layer of granular fill. The use of a blotter or cushion layer above the vapor retarder may be considered for project specific reasons. Refer to

ACI 302.1R04 *Guide for Concrete Floor and Slab Construction* and ASTM E 1643 *Standard Practice for Installation of Water Vapor Retarders Used in Contact with Earth or Granular Fill under Concrete Slabs* for additional guidance on these issues.

Slab Isolation: Conventional ground-supported slabs should be isolated from the foundations and foundation-supported elements of the structure so that differential movement between the foundations and slab will not induce excessive shear and bending stresses in the floor slab. Where the structural configuration prevents the use of a free-floating slab, the slab should be designed with suitable reinforcement and load transfer devices to preclude overstressing of the slab.

Frost Susceptible Areas: Exterior sidewalks and exterior portions of the building floor slabs, such as at doorway entrance/exit slab may be susceptible to frost heave movement during colder weather. Additional insulation, installation of subgrade drainage, and/or replacement to the frost depth with non-frost-susceptible backfill should be considered for these areas. Pavement and ground surface grades are recommended to be sloped away from the building and flatwork, to reduce water infiltration and potential frost heave problems. In addition, all slab joints should be sealed to reduce surface water infiltration into the sub-base materials.

4.2 SEISMIC DESIGN CONSIDERATIONS

Seismic Site Class: The International Building Code (IBC) 2018 requires site classification for seismic design based on the upper 100 feet of a soil profile. The three parameters used to classify sites are shear wave velocity (v_s); undrained shear strength (s_u); and Standard Penetration Test (SPT) resistance (N-value). The seismic Site Class definitions for the weighted average of shear wave velocity, shear strength or SPT N-value in the upper 100 feet of the soil profile are listed below:

SEISMIC SITE CLASSIFICATION				
Site Class	Soil Profile Name	Shear Wave Velocity, V_s , (ft./s)	N value (bpf)	Undrained Shear Strength, S_u , (psf)
A	Hard Rock	$V_s > 5,000$ fps	N/A	NA
B	Rock	$2,500 < V_s \leq 5,000$ fps	N/A	NA
C	Very dense soil and soft rock	$1,200 < V_s \leq 2,500$ fps	> 50	$> 2,000$
D	Stiff Soil Profile	$600 \leq V_s \leq 1,200$ fps	15 to 60	1,000 to 2,000
E	Soft Soil Profile	$V_s < 600$ fps	< 15	$< 1,000$

Based on the estimated weighted average Standard Penetration Test (SPT) N-values and our information regarding the subsurface conditions in the project vicinity, Seismic Site Class "D" is recommended for this site as shown in the preceding Table.

Ground Motion Parameters: In addition to the seismic site classification, ECS has determined the design spectral response acceleration parameters following the IBC methodology (ASCE 7-16) and assumed building risk category of III. The Mapped Responses were estimated from the 'ATC Hazards by Location' website (<https://hazards.atcouncil.org/>) for the address of the project. The design responses for the short period (0.2 sec, S_{D5}) and 1-second period (S_{D1}) are noted in bold at the far right end of the following Table.

GROUND MOTION PARAMETERS								
Period (sec)	Mapped Spectral Response Accelerations (g)		Values of Site Coefficient for Site Class		Maximum Spectral Response Acceleration Adjusted for Site Class (g)		Design Spectral Response Acceleration (g)	
0.2	S_s	0.130	F_a	1.6	$S_{MS}=F_a S_s$	0.207	$S_{DS}=2/3 S_{MS}$	0.138
1.0	S_1	0.065	F_v	2.4	$S_{M1}=F_v S_1$	0.155	$S_{D1}=2/3 S_{M1}$	0.104

The Site Class definition should not be confused with the Seismic Design Category designation which the Structural Engineer typically assesses.

4.3 PAVEMENT DESIGN CONSIDERATIONS

ECS understands the replacement of the existing asphalt pavement surrounding the 26 Newton Avenue property is planned. The reconstructed parking lot pavement will be constructed of asphaltic concrete pavement and will approximately match the existing site grades. Based on the results of the subsurface exploration and ECS' observation of the existing pavements, we recommend full-depth removal and replacement of the Hot-Mix Asphalt (HMA) pavements. The existing pavement at the site was observed to generally be in 'fair to poor' condition. The pavements were observed to exhibit transverse, longitudinal, and alligator cracking. Please note a mill and overlay is only acceptable in areas where there is at least 3½ inches of intact existing bituminous pavement (so that at least 1½ inches of bituminous pavement remains after milling). The bituminous thicknesses observed in all pavement borings (P-01 through P-04), appear to not be sufficiently thick for a mill and overlay (typically 1½ to 2½ inches in total thickness).

The following sections provide recommendations for pavements.

Subgrade Characteristics: The proposed project is in preliminary design phase and grading information is not available at this time. However, this report is based on cut and fill operations of less than 1 foot to achieve final grades. Once the grading plans are finalized, ECS may be provided with the plans to review and provide additional recommendations (under a separate scope), which may also include additional soil borings and testing. Extensive laboratory and field testing were not part of ECS scope for the pavement section design and recommendations. Assuming that the subgrade of the proposed pavements is similar to the silty clay soils encountered in the parking lot area borings (P-01 to P-04) and is prepared as recommended in this report, the rigid pavements may be designed assuming a modulus of subgrade reaction, k_{v1} of 125 psi/in (pounds per square inch per inch) and flexible pavements may be designed assuming an Illinois Bearing Ratio (IBR) of 3.

Pavement Sections: The recommended minimum pavement sections listed in the table below are based on the anticipated usage at the project site with a design life of 20-years, but were not developed based on specific traffic patterns, loading and resiliency factors, as those parameters were not provided by the design team. If the anticipated traffic will exceed that assumed, ECS should be contacted for revised pavement design recommendations; otherwise, increased pavement maintenance and a shortened pavement life should be expected.

RECOMMENDED MINIMUM PAVEMENT SECTIONS		
Pavement Material	Compacted Material Thickness (inches)	
	Flexible Pavement	Rigid Pavement
Portland Cement Concrete ⁽¹⁾	--	5
Hot Mix Asphalt ⁽²⁾ Surface Course	1½	--
Hot Mix Asphalt ⁽²⁾ Binder Course	2	--
Aggregate Base Course ⁽³⁾	8	6
Total Pavement Section Thickness	11½	11

1. Section 420 of IDOT Standard Specification for Road and Bridge Construction.
2. Section 406 of IDOT Standard Specification for Road and Bridge Construction.
3. Section 351 of IDOT Standard Specification for Road and Bridge Construction. If crushed gravel or some other material is used in lieu of crushed stone, the material may have a lower structural coefficient and a thicker base may be required.

The pavement materials and construction should be in accordance with the AASHTO Guide for Design of Pavement Structures, and the IDOT Standard Specifications for Highway and Structure Construction. If the pavements will be constructed early during site development to accommodate construction traffic, consideration should be given to the construction of designated haul roads, where thickened pavement sections are provided to accommodate the construction traffic, as well as the future in-service traffic.

Crushed Aggregate Base Course and Hot Mix Asphalt Compaction: The crushed aggregate base course should be compacted to at least 95 percent of the maximum dry density obtained in accordance with ASTM D1557, Modified Proctor Method. The hot mix asphalt should be compacted to a minimum of 93 percent of the maximum theoretical density value.

Rigid Pavements: We recommend an air-entrained concrete mix (compressive strength of at least 4,000 pounds per square inch at 28 days) for rigid pavement. Provide adequate construction joints, contraction joints and isolation joints in the areas of rigid pavement to reduce the impacts of cracking and shrinkage. Please refer to ACI 330R-92 *Guide for Design of Concrete Parking Lots*. The ACI Guide recommends an appropriate spacing strategy for the anticipated loads and pavement thickness. It has been our experience that joint spacing closer to the recommended values in ACI results in a pavement with less cracks outside the joints and better long-term performance. Control joint spacing should be determined in accordance with the current ACI code. Provide expansion joints where the pavement abuts fixed objects, such as the buildings and light poles.

Pavement Drainage: An important consideration with the design and construction of pavements is surface and subsurface drainage. Where standing water develops, either on the pavement surface or within the base course layer, softening of the subgrade and other problems related to the deterioration of the pavement can be expected. Based on our estimated groundwater level, we consider surface water infiltration to be the main source of water to be considered for pavement design on this project.

Shape or crown the final pavement surface to properly direct surface water to suitable on or off-site stormwater drainage infrastructure. Properly slope the clay pavement subgrade to avoid dips or pockets where water may become trapped. Dips in the clay subgrade could result in a “bathtub” effect, which may trap water and potentially soften the subgrade. The subgrade in areas requiring undercut and backfill with granular soils are recommended to be graded to drain toward a drain tile. The drain tile should be sloped a minimum of ½ to 1 percent to discharge to nearby storm sewers, drainage ditches or other appropriate drainage facilities. Install edge drains where site grades slope toward the pavement edge to reduce the potential for water to enter the base course layer. Slope edge drains to the nearest appropriate drainage facility. Water that ponds on the subgrade surface can lead to deterioration of the subgrade soils, reduction of the base course support characteristics and result in pavement heave. Good drainage should help reduce the possibility of the subgrade materials being wet over a long period of time.

To help reduce the potential for shallow perched water to develop in areas of the site, install “stub” or “finger” drains around catch basins and in other low-lying areas of the parking lot to reduce the accumulation of water above and within the subgrade soils and aggregate base. Consider installation of pavement edge drains or trench drains to reduce the accumulation of water within the base course and on the subgrade soils.

Pavement Maintenance Considerations: A sound maintenance program should be implemented to help maintain and enhance the performance of pavements and help attain the design service life. A preventative maintenance program should be started early in the pavement life to be effective. The “standard in the industry” supported by research indicates that preventative maintenance should typically begin within 2 to 5 years of the placement of pavement. Failure to perform preventative maintenance will reduce the service life of the pavement and increase the costs for corrective maintenance and full pavement rehabilitation. Seal joints and cracks with elastomeric caulk in a timely manner to help reduce water infiltration thru the pavement section into the base course layer, which may result in softening of the subgrade and deterioration of the pavement. Observe pavements for distresses, such as cracks, depressions, and poor drainage, at least twice a year, typically once in the spring and once in the fall.

Shrinkage cracking is common with asphalt and occurs with age. Development of cracks should be expected with normal exposure to weather, wear and age. These cracks may become larger when exposed to such things as weather and vegetation growth, so should be treated promptly.

Pavement Construction Weather Restrictions: Daily temperatures from mid-November to April can often stay below 40°F, limiting the days that bituminous placement can occur. In this region, bituminous plants may close during the months of December, January, and/or February if particularly cold weather conditions prevail. However, this can change based on year-to-year temperature fluctuations.

5.0 SITE CONSTRUCTION RECOMMENDATIONS

5.1 SUBGRADE PREPARATION

The method of site preparation will depend on some factors that were unknown at the time this report was prepared, which may include weather before and during construction, the possibility of subsurface conditions not revealed by the borings, and the final details of the proposed development.

5.1.1 Stripping and Grubbing

The subgrade preparation should include stripping pavement (including the gravel subbase), vegetation, rootmat, topsoil, and other soft or otherwise unsuitable materials from the 10-foot expanded building addition limits and 5-foot expanded pavement limits where feasible. ECS should be retained to observe and document that topsoil and other unsuitable surficial materials have been removed prior to the placement of engineered fill or construction of structures. ECS does not recommend the subgrade soils remain exposed to the elements or construction traffic for a prolonged period of time as the subgrade may become disturbed and/or softened. Consideration should be given to leaving existing pavement in-place and/or the subgrade approximately 1 foot above the final design subgrade as long as possible to help reduce disturbance of the subgrade soils (if feasible).

ECS also recommends that existing underground utilities and below-grade structures within the footprints of the proposed addition should be removed and rerouted.

5.1.2 Proofrolling and Subgrade Observation

After removing all unsuitable surface materials, cutting to the proposed grade, and prior to the placement of any engineered fill or other construction materials, the exposed subgrade should be observed by ECS. The exposed subgrade should be thoroughly proofrolled with previously approved construction equipment having a minimum axle load of 10 tons (e.g., fully loaded tandem-axle dump truck). The areas subject to proofrolling should be traversed by the equipment in two perpendicular (orthogonal) directions with overlapping passes of the vehicle under the observation of ECS. This procedure is intended to assist identification of yielding materials. In the event that unstable or “pumping” subgrade is identified during the proofroll, those areas should be marked for repair prior to the placement of any subsequent engineered fill or other construction materials. Methods of repair of unstable subgrade, such as undercutting, moisture conditioning and recompaction, or chemical stabilization, should be discussed with ECS to determine the appropriate procedure with regard to the existing conditions causing the instability. Test pits may be excavated to explore the shallow subsurface materials in the area of the instability to help determine the appropriate remedial action to stabilize the subgrade.

If construction will occur during wet times of the year (such as during the spring or fall months) or immediately following extended periods of rain, then seasonal reduction of the near surface soil strength will occur. This may cause additional unstable or pumping subgrade areas for constructability concerns. The high moisture content clayey and silty materials, present near surface at several of the boring locations, may not pass a proofroll, and may need to be undercut or repaired. Some undercutting or repair of unstable subgrade soils should be anticipated during

slab and pavement subgrade preparation. The actual quantity of the subgrade undercut or stabilization should be determined at the time of construction.

Undercut or repair of unstable subgrades to establish a suitable support condition may be needed. The improvement method chosen may be influenced by several factors such as weather and schedule, as well as the area, depth and nature of the unstable subgrade soils. Depending on the aforementioned and other factors, subgrade repair methods may include:

Scarification and Compaction: Soils can be scarified, moisture conditioned (i.e., dried or wetted) to within a narrow range of the material's optimum moisture content and compacted. Scarification and compaction are generally most applicable where very shallow unstable conditions are encountered and at times when the soil can be properly dried or wetted to within a narrow range of the material's optimum moisture content.

Undercut and Replacement: ECS recommends soft or yielding soils be evaluated in approximately 6 to 12-inch intervals to help limit the volume of undercuts. If soft or yielding soils are identified, the contractor should remove only 6 to 12 inches of material at a time in the subject area and then proofroll/evaluate the undercut subgrade to determine if additional undercut is needed. This may take more time but could potentially reduce the removal of more soil than necessary.

5.1.3 Site Temporary Dewatering

Excavation Dewatering: The excavation/foundation contractor should be prepared to dewater during construction. ECS anticipates the removal of accumulated water can be achieved utilizing drainage trenches and a sump and pump system.

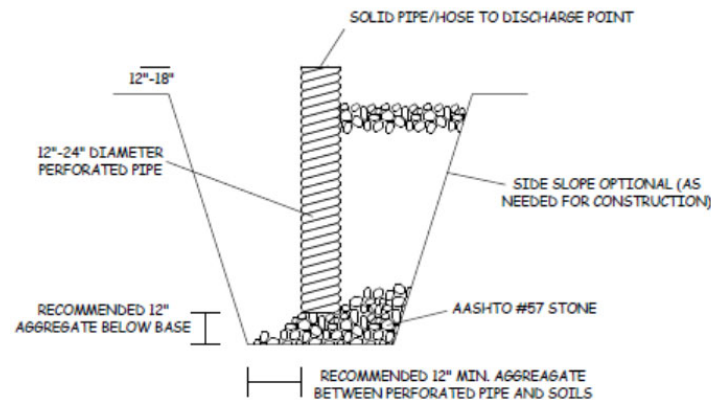
The contractor shall make their own assessment of temporary dewatering needs based upon the limited subsurface groundwater information presented in this report. Soil sampling is not continuous, and thus soil and groundwater conditions may vary between sampling intervals (typically 5 feet). If the contractor believes additional subsurface information is needed to assess dewatering needs, they should obtain such information at their own expense. ECS makes no warranties or guarantees regarding the adequacy of the provided information to determine dewatering requirements; such recommendations are beyond our scope of services.

Dewatering systems are a critical component of many construction projects. Dewatering systems must be selected, designed, and maintained by a qualified and experienced (specialty or other) contractor familiar with the geotechnical and other aspects of the project. The failure to properly design and maintain a dewatering system for a given project can result in delayed construction, unnecessary undercuts, detrimental phenomena such as 'running sand' conditions, heaved subgrades, internal erosion (i.e., 'piping'), the migration of 'fines' down-gradient towards the dewatering system, localized settlement of nearby infrastructure, foundations, slabs-on-grade and pavements, etc. Water discharged from site dewatering systems are recommended to be discharged in accordance with all local, state and federal requirements.

Surface Water: The surface of the site should be kept properly graded to enhance drainage of the surface water to appropriate discharge or storage areas during construction. We recommend that an attempt be made to enhance the natural drainage without interrupting its pattern.

Subsurface Water: Groundwater observations are described in the **Groundwater Observations** section of this report. It appears the hydrostatic groundwater level at this site may be approximately 10½ feet below grade. Excavations for new conventional shallow foundations are not expected to extend below the groundwater level encountered at the boring locations. Based upon the results of the subsurface exploration and proposed construction, we believe construction dewatering at this site will be mainly to remove accumulated runoff water and perched water.

Strategies for Addressing Perched Groundwater: The typical strategy for addressing perched groundwater seepage into excavations is pumping from trench (or French) drains and sump pits with sump pumps. A typical sump pump drain (found in a sump pit or along a French drain) is depicted below. The inlet of the sump pump is placed at the bottom of the corrugated pipe and the discharge end of the sump is directed to an appropriate stormwater drain.



Sump Pit/Pump Diagram

A typical French drain consists of an 18 to 24-inch wide by 18- to 24-inch-deep bed of AASHTO No. 57 aggregate (or similar open graded aggregate) wrapped in a medium duty, non-woven geotextile and (sometimes) containing a 6-inch diameter, Schedule 40 PVC perforated or slotted pipe. Actual dimensions should be determined during construction. After installation, the geotextile should be wrapped over the top of the aggregate and pipe followed by placement of backfill. The top of the drain should be positioned at least 3½ feet below the design subgrade elevations. Drains should not be routed within the expanded building limits.

5.2 EARTHWORK OPERATIONS

5.2.1 Engineered Fill Materials

Prior to placement of Engineered Fill, representative bulk samples (about 50 pounds) of on-site and/or off-site borrow should be submitted to ECS for laboratory testing, which will typically include Atterberg limits, natural moisture content, grain-size distribution, and moisture-density relationships (i.e., Proctors) for compaction. Import materials should be tested prior to being hauled to the site to determine if they meet project specifications. Alternatively, Proctor data from other accredited laboratories can be submitted if the test results are within the last 90 days.

Satisfactory Engineered Fill Materials: Engineered fills should consist of materials free of debris with the following engineering properties:

ENGINEERED FILL INDEX PROPERTIES		
Subject		Property
Plasticity	Upper 4 feet in Building Areas and Upper 2 feet in Pavement Areas	LL ≤ 40, PI ≤ 15
	Below 4 feet in Building Areas and Below 2 feet in Pavement Areas	LL ≤ 50, PI ≤ 20
Max. Particle Size		3 inches
Max. Organic Content		3 percent

Open-graded materials, such as coarser sands, and gravels (SP and GP), which contain increased void space in their mass may need to be encapsulated within a filter geotextile. If the fill is to provide low-frost susceptible characteristics, it must be classified as a clean GP or GW (or clean coarser SW or SP) per Unified Soil Classification System (ASTM D-2487) and must be properly drained.

Unsatisfactory Materials: Unsatisfactory engineered fill materials, which do not satisfy the requirements for suitable materials, include topsoil and organic materials (PT, OH, OL), frost susceptible silt (ML), and high plasticity soils elastic silt (MH) and fat clay (CH).

Pea gravel is not recommended to be used as engineered fill. Pea gravel has round/smooth characteristics, no fines and does not interlock when compacted, which makes it more susceptible to future movement and instability resulting in excessive and variable settlement.

On-Site Borrow Suitability: On-site soil used as engineered fill must not contain more than 3 percent organic matter as determined by ASTM D2974, and must be free of frozen matter, deleterious materials, over-sized material (maximum 3-inch particle diameter), or chemicals that may result in the material being classified as “contaminated.” The on-site soil may be feasible to use as engineered fill during favorable weather conditions but should be further evaluated by ECS prior to its use. For fill placed beneath foundations, we recommend a well graded granular material be used, similar to IDOT CA-6. Some conditions at the time of construction, such as wet or freezing weather, may preclude the use of on-site soil that have appreciable fines content, and use of “cleaner” on-site soil or an imported less moisture sensitive or less frost susceptible granular material may be needed. Sorting to remove rubble and oversized material may be needed prior to reuse of onsite soil.

5.2.2 Compaction

Subgrade Benching: Place fill material in horizontal lifts. Where fill materials will be placed up against sloping ground, the soil subgrade should be scarified, and the new fill benched and keyed into the existing material. Place and compact fill on a 5 (H):1 (V) or flatter slope, or step or bench as required to flatten.

Engineered Fill Compaction: Place and compact engineered fill in appropriate thickness loose lifts as recommended below. Give as much importance to the moisture content requirements of the material as the density requirements during placement and compaction considering the moisture sensitivity of the soil.

ENGINEERED FILL COMPACTION RECOMMENDATIONS		
Subject		Recommendation
Compaction Standard		Modified Proctor, ASTM D1557
Recommended Compaction		95 percent of Max. Dry Density
Moisture Content	Fine-grained	-1 to +3 % points of the material's optimum value
	Coarse-grained	-3 to +3 % points of the material's optimum value

Fill Compaction Control: The expanded limits of the proposed construction areas should be well defined, including the limits of the fill zones at the time of fill placement. Maintain grade control throughout the filling operations. Backfilling operations are recommended to be observed on a full-time basis by ECS to check and document that the minimum compaction requirements are being achieved. The recommended minimum frequency for field density testing of fills is listed in the Table below but should not be less than 1 test per lift.

FREQUENCY OF COMPACTION TESTS IN ENGINEERED FILL AREAS	
Location	Frequency of Tests
Expanded Structure Limits	1 test per 2,500 sq. ft. per lift
Pavement Areas	1 test per 10,000 sq. ft. per lift
Utility Trenches	1 test per 200 linear ft. per lift
Other Non-Critical Areas	1 test per 10,000 sq. ft. per lift

Compaction Equipment: Compaction equipment suitable to the soil type being compacted should be used to compact the subgrades and fill materials. Sheepsfoot compaction equipment should be suitable for the fine-grained soils (clays). A vibratory steel drum roller should be used for compaction of coarse-grained soils (sands and gravels) as well as to help seal compacted surfaces. Vibratory compaction methods should be done with caution near the water table because an unstable subgrade condition could develop. Static compaction and thinner lifts may be needed near the water table.

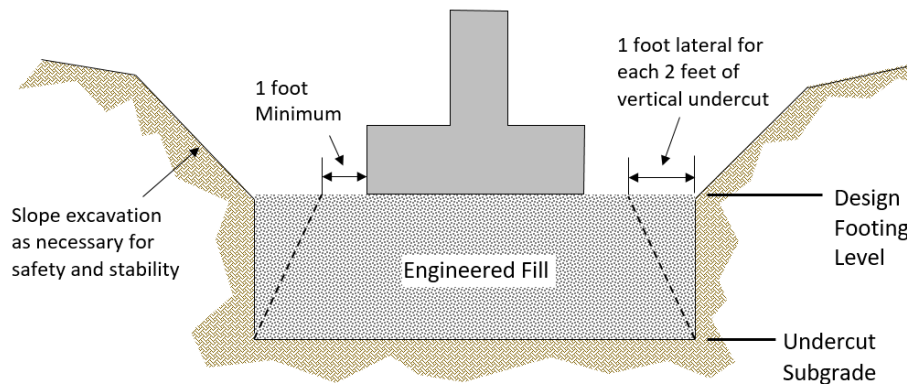
The maximum loose lift thickness depends upon the type of compaction equipment used. For isolated excavations around footing locations or within utility excavations, a hand tamper will likely be required. Listed in the Table below are recommended maximum loose lift thicknesses for compaction based on the utilized compaction equipment.

RECOMMENDED LOOSE LIFT THICKNESSES ⁽¹⁾	
Equipment	Maximum Loose Lift Thickness (inches)
Large/Heavy, Self-Propelled Equipment	8 to 12
Small, Self-Propelled or Remote Controlled (Rammax, etc.)	6 to 8
Hand Operated (Plate Tampers, Jumping Jacks, Wacker-Packers)	4 to 6

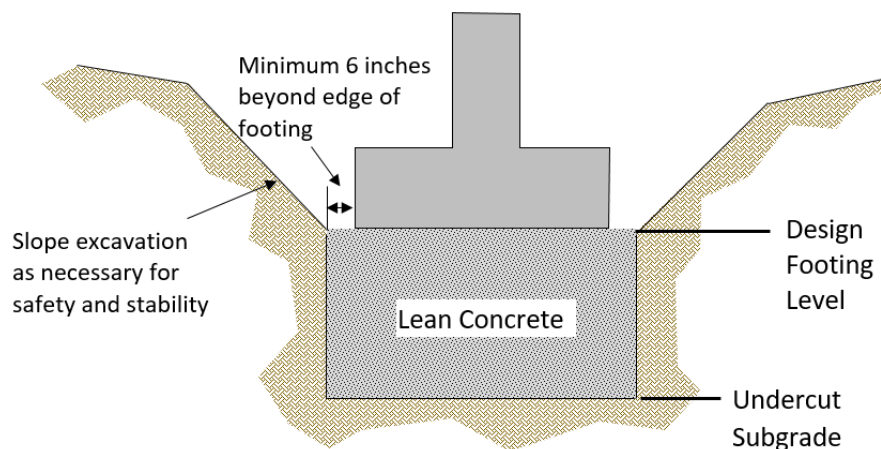
Note 1: Density testing during fill placement is important to check and document that the specified compaction is being achieved. Thinner lifts and/or more compactive energy may be needed to achieve the required degree of compaction.

In confined areas such as utility trenches, portable compaction equipment and thin lifts of 4 inches or less may be required to achieve specified degrees of compaction.

Engineered Fill Below Foundations: Recompect unsuitable bearing soils encountered at the proposed foundation bearing grade or within the foundation influence zone, if feasible, or removed to a suitable bearing subgrade and to a lateral extent, as conceptually shown below. The Engineered Fill below the new building footings should consist of well-graded crushed aggregate material that is placed and compacted as recommended herein.



Alternatively, backfill undercuts with lean concrete ($f'_c \geq 1,000$ psi at 28 days) up to the original design bottom of footing elevation. The original footing is recommended to be constructed on top of the hardened lean concrete. If lean concrete is utilized the excavation is recommended to be 1 foot wider than the footing (6 inches on each side), as conceptually shown below, and the lean concrete should be allowed to sufficiently harden prior to placement of the foundation concrete. Please note that 'sloughing' of undocumented fill materials can occur that can prohibit the use of lean concrete due to resulting larger excavations.



Fill Placement Considerations: Do not place fill materials on frozen soils, on frost-heaved soils, on excessively wet soils, or soils that are otherwise unstable. Borrow fill materials should not contain frozen materials at the time of placement, and frozen or frost-heaved soils should be removed prior to placement of engineered fill or other fill soils and aggregates. Excessively wet soils or aggregates should be scarified, aerated, and moisture conditioned.

5.3 FOUNDATION AND SLAB OBSERVATIONS

Protection of Foundation Excavations: Exposure to the environment may weaken the soils at the footing bearing level if the foundation excavations remain open for too long a time. Therefore, foundation concrete should be placed the same day that excavations are made. If the bearing soils are softened by surface water intrusion or exposure, the softened soils must be removed from the foundation excavation bottom immediately prior to placement of concrete. If the excavation must remain open overnight, or if rainfall becomes imminent while the bearing soils are exposed, a 1 to 3-inch thick “mud mat” of lean concrete should be placed on the bearing soils before the placement of reinforcing steel. The soils encountered at or near the anticipated bearing elevation are sensitive to disturbance when exposed, especially when wet. The contractor should exercise care and minimize traffic and potential disturbance of the soils. If disturbed, the exposed surfaces should be re-compacted prior to the placement of reinforcing steel and concrete.

Footing Subgrade Observations: Most of the native soils at the foundation bearing elevation are anticipated to be suitable for support of the proposed building structures designed for a maximum net allowable soil bearing pressure recommended herein. It is important to have ECS observe the foundation subgrade prior to placing foundation concrete, to confirm the bearing soils are what was anticipated. ECS recommends hand auger probes and appropriate bearing capacity tests be conducted during construction. Cone penetrometer tests (static or dynamic, depending on soil type) or other appropriate bearing capacity tests should be conducted within the probe holes to evaluate the support characteristics of the soil. The suitability of the actual bearing grade is recommended to be observed and tested to a depth below the foundation bearing grade or undercut subgrade equivalent to $\frac{1}{2}$ the footing width (i.e., $\frac{1}{2}$ B), or a minimum of 3 feet below each isolated column footing and continuous footings, whichever is deeper. This observation and testing should be performed at each isolated column footing and at approximately 20-foot intervals along continuous wall footings to check that the soils are as indicated by the borings and are suitable to support the recommended maximum net allowable bearing pressure.

Slab and Pavement Subgrade Verification: Prior to placement of granular base course or a drainage layer, the subgrade should be prepared in accordance with the recommendations found in the **Slab and Pavement Subgrade Proofrolling** section of this report.

5.4 UTILITY INSTALLATIONS

Utility Subgrades: The soils encountered in our exploration are expected to be generally suitable for support of utility pipes. The pipe subgrades should be observed and probed for stability by ECS. Any loose or unsuitable materials encountered should be removed and replaced with suitable compacted Engineered Fill, or pipe stone bedding material.

Utility Backfilling: The granular bedding material should be at least 4 inches thick, but not less than that specified by the project drawings and specifications. Fill placed for support of the utilities, as well as backfill over the utilities, should satisfy the recommendations for engineered fill given in this report. Compacted backfill should be free of topsoil, roots, ice, or any other material designated by ECS as unsuitable. The backfill should be moisture conditioned, placed, and compacted as recommended in this report.

5.5 GENERAL CONSTRUCTION CONSIDERATIONS

Subgrade Protection: Measures should also be taken to limit site disturbance, especially from rubber-tired heavy construction equipment, and to control and remove surface water from development areas, including structural and pavement areas. It would be advisable to designate a haul road and construction staging area to limit the areas of disturbance and to prevent construction traffic from excessively degrading sensitive subgrade soils and existing pavement areas. Haul roads and construction staging areas could be covered with excess depths of aggregate to protect those subgrades. The aggregate can later be removed and used in pavement areas.

Surface Drainage: Surface drainage conditions should be properly maintained. Surface water should be directed away from the construction area, and the work area should be sloped away from the construction area at a gradient of 1 percent or greater to reduce the potential of ponding water and the subsequent saturation of the surface soils. At the end of each workday, the subgrade soils should be sealed by rolling the surface with a smooth drum roller to minimize infiltration of surface water.

Existing Utilities: Prior to construction, all utilities in the proposed construction areas be positively identified and marked. Active utilities to remain in the construction areas should be exposed and protected during construction to reduce the potential for damage or interruption of service. Abandoned utilities should be removed and backfilled with compacted engineered fill or grouted full of lean concrete if left in-place.

Excavation Safety: All excavations and slopes should be constructed and maintained in accordance with OSHA excavation safety standards. The contractor is solely responsible for designing, constructing, and maintaining stable temporary excavations and slopes. The contractor's responsible person, as defined in 29 CFR Part 1926, should evaluate the soil exposed in the excavations as part of the contractor's safety procedures. In no case should slope height, slope inclination, or excavation depth, including utility trench excavation depth, exceed those specified in local, state, and federal safety regulations. ECS is providing this information solely as a service to our client. ECS is not assuming responsibility for construction site safety or the contractor's activities; such responsibility is not being implied and should not be inferred.

Adjacent Construction Considerations: Care must be taken during earthwork and foundation activities adjacent to existing construction. Vibratory compaction equipment can cause interior and exterior building finishes to crack. Mass or localized undercutting adjacent to existing structures may undermine existing foundations and slabs. Excavation below existing construction such as foundations and slabs must consider appropriate preventative measures, such as shoring and underpinning to help prevent loss of subgrade support. In no case should excavations extend below adjacent foundations and slabs unless underpinning or other forms of engineered support are provided.

Bidding/Estimating Considerations: Contractors bidding or undertaking any work at the site should examine the results of the subsurface exploration, satisfy themselves as to the adequacy of the information for bidding and construction, make their own interpretation of the data, and consider the effect it may have on their cost proposal, construction techniques, schedule, and equipment capabilities. Furthermore, contractors should complete any additional fieldwork and investigation they deem necessary to properly prepare a cost proposal for the site work. Soil borings do not

provide the same wide-scale view of the subsurface conditions that is obtained during site grading, excavation or other aspects of earthwork construction. Additional scope may be required to obtain more detailed subsurface information needed for earthwork bid preparation, which could include test pits to better understand the lateral and vertical extents of the subsurface materials of concern such as existing undocumented fill. Even with this additional information, budget contingencies should be carried in construction to help cover potential variations in subsurface conditions.

6.0 CLOSING

ECS has prepared this report to guide geotechnical-related design and construction aspects of the project. We performed these services in accordance with the standard of care expected of professionals in the industry performing similar services on projects of like size and complexity at this time in the region. No other representation, express or implied, and no warranty or guarantee is included or intended in this report.

The description of the proposed project is based on information provided to ECS. If this information is inaccurate, either because of our interpretation of the documents provided, or site or design changes that may occur later, ECS should be contacted so that we can review our recommendations and provide additional or alternate recommendations as may be required to reflect the proposed construction.

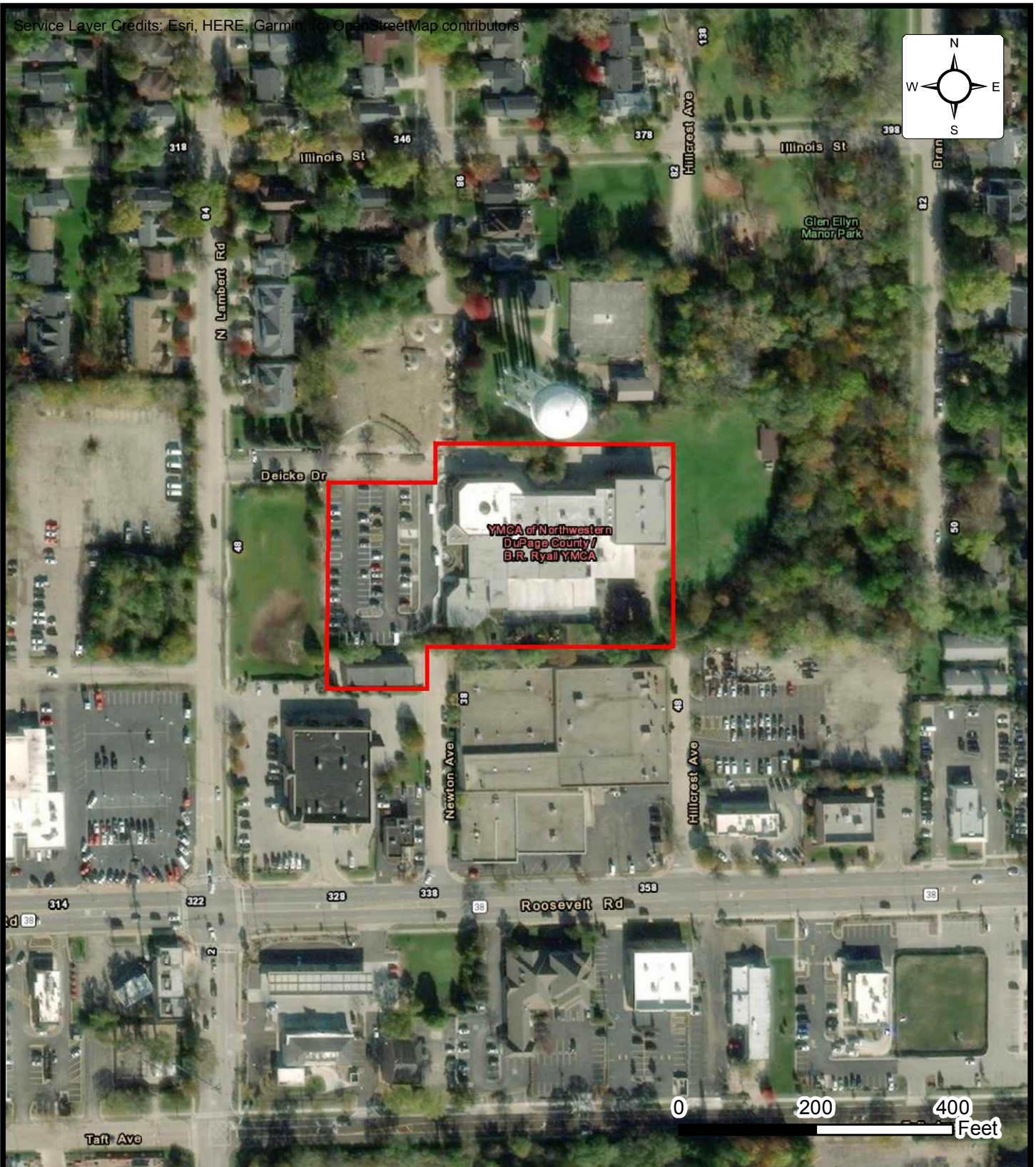
We recommend ECS review the project's plans and specifications so that we may evaluate consistency of those plans/specifications with the intent of the geotechnical report recommendations.

Field observations and quality assurance testing during earthwork and foundation installation are an extension of, and integral to, the geotechnical design. We recommend that ECS be retained to apply our expertise throughout the geotechnical phases of construction, and to provide consultation and recommendations should issues arise.

ECS is not responsible for the conclusions, opinions, or recommendations of others based on the data in this report.

APPENDIX A - Drawings and Reports

Site Location Diagram
Boring Location Diagram
Subsurface Cross-Section

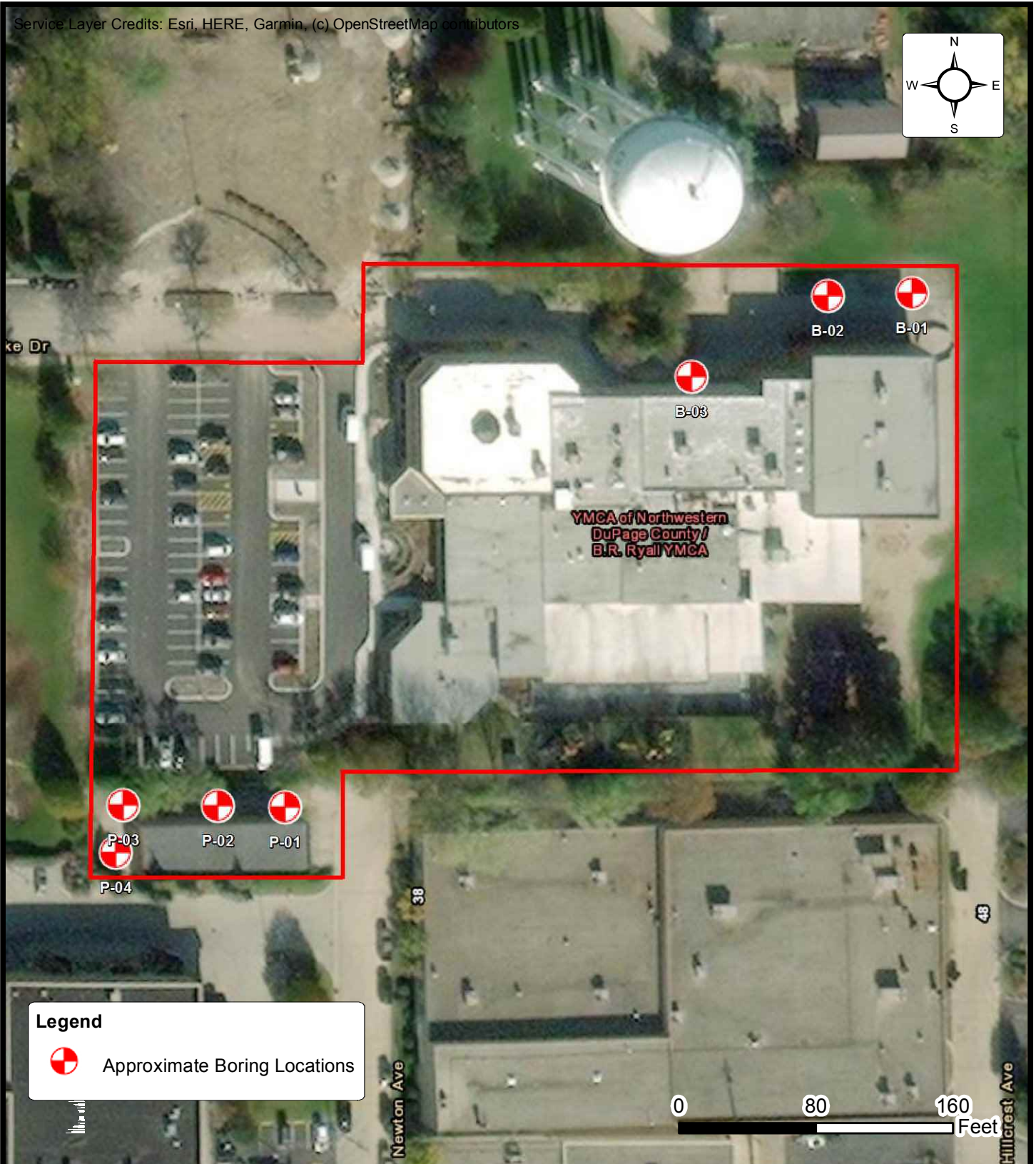
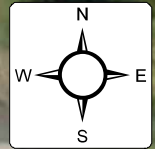


SITE LOCATION DIAGRAM YMCA FACILITY IMPROVEMENTS

49 DEICKE DR \$ 1' ~ 1 (: 7 2 1 \$ 9 (, GLEN ELLYN,

BR RYALL YMCA

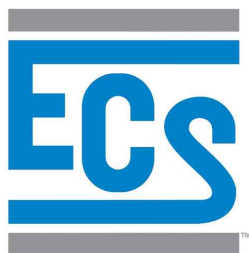
ENGINEER BG
SCALE AS NOTED
PROJECT NO. 16:14749
FIGURE 1 OF 1
DATE / /2023



Legend



Approximate Boring Locations



BORING LOCATION DIAGRAM YMCA FACILITY IMPROVEMENTS

49 DEICKE DR \$ 1 ' ~ 1 (: 7 2 1 \$ 9 (, GLEN ELLYN, IL

BR RYALL YMCA

ENGINEER
BG

SCALE
AS NOTED

PROJECT NO.
16:14749

FIGURE
1 OF 1

DATE
/ /2023

APPENDIX B - Field Operations

Reference Notes for Boring Logs

Subsurface Exploration Procedures: Standard Penetration Testing (SPT)

Boring Logs

Field Exploration Procedures: Pressuremeter Testing

Pressuremeter Testing Results

Pavement Core Photo Log



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)LQH	~ PP WR ~ PP 1R WR 1R VLHYH
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SUBSURFACE EXPLORATION PROCEDURE: STANDARD PENETRATION TESTING (SPT) ASTM D 1586 Split-Barrel Sampling

Standard Penetration Testing, or **SPT**, is the most frequently used subsurface exploration test performed worldwide. This test provides samples for identification purposes, as well as a measure of penetration resistance, or N-value. The N-Value, or blow counts, when corrected and correlated, can approximate engineering properties of soils used for geotechnical design and engineering purposes.

SPT Procedure:

- Involves driving a hollow tube (split-spoon) into the ground by dropping a 140-lb hammer a height of 30-inches at desired depth
- Recording the number of hammer blows required to drive split-spoon a distance of 18-24 inches (in 3 or 4 Increments of 6 inches each)
- Auger is advanced* and an additional SPT is performed
- One SPT typically performed for every two to five feet. An approximate 1.5 inch diameter soil sample is recovered.



**Drilling Methods May Vary—* The predominant drilling methods used for SPT are open hole fluid rotary drilling and hollow-stem auger drilling.

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: B-01		SHEET: 1 of 1		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 49 Deicke Drive, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1892065.5		EASTING: 1054890.3		STATION:		SURFACE ELEVATION: 772.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %				
									20	40	60	80	100	1		2	3	4	5
					Asphalt Thickness[2.5"]														
	S-1	SS	18	12	Gravel Thickness[7"] (CL/ML) SILTY CLAY, trace sand, trace gravel, dark brown, moist, very stiff		767	5-5-7 (12)	12						23.0	3.50			
5	S-2	SS	18	12	(CL/ML) SILTY CLAY, trace sand, trace gravel, brown, moist, very stiff			2-3-2 (5)	5						23.0	2.00			
	S-3	SS	18	16	(CL/ML) SANDY SILTY CLAY, trace gravel, brown, moist, firm			1-1-2 (3)	3						19.0	0.50			
10	S-4	SS	18	16	(CL/ML) SILTY CLAY, trace gravel, trace sand, brown to grayish-brown, moist, hard		762	5-6-9 (15)	15						17.0	4.75			
	S-5	SS	18	16				5-8-12 (20)	20						17.0	4.25			
15	S-6	SS	18	16	(CL/ML) SILTY CLAY, trace gravel, trace sand, gray, moist, very stiff		757	4-6-8 (14)	14						18.0	3.50			
					END OF BORING AT 15 FT														
20							752												
25							747												
30							742												

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
WL (First Encountered)	Dry	BORING STARTED: Feb 14 2023	CAVE IN DEPTH: 10.00
WL (Completion)	Dry	BORING COMPLETED: Feb 14 2023	HAMMER TYPE: Auto
WL (Seasonal High Water)		EQUIPMENT: Truck	LOGGED BY: MRD1
WL (Stabilized)		DRILLING METHOD: HSA	

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: B-02		SHEET: 1 of 1		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 49 Deicke Drive, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1892065.4		EASTING: 1054838.8		STATION:		SURFACE ELEVATION: 772.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		LIQUID LIMIT PLASTIC LIMIT		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %		
									20	40	60	80	100	1	2	3		4	5
					Asphalt Thickness[2.5"]														
					Gravel Thickness[5.5"]														
5	S-1	SS	18	10	(CL/ML) SILTY CLAY, trace sand, trace gravel, dark brown, moist, hard		767	6-6-8 (14)	14								26.0	4.50	
	S-2	SS	18	12	(CL/ML) SILTY CLAY, trace sand, trace gravel, brown, moist, very stiff			4-4-8 (12)	12								21.0	2.50	
	S-3	SS	18	12	(CL/ML) SANDY SILTY CLAY, trace gravel, brown, moist, very stiff			5-5-7 (12)	12								20.0	2.50	
10	S-4	SS	18	16	(CL/ML) SILTY CLAY, trace gravel, trace sand, brown, moist, very stiff		762	3-4-6 (10)	10								20.0	3.50	
	S-5	SS	18	18	(CL/ML) SILTY CLAY, trace sand, trace gravel, gray, moist, very stiff to hard			5-7-11 (18)	18								18.0	4.50	
15	S-6	SS	18	16			757	5-5-7 (12)	12								18.0	3.50	
20	S-7	SS	18	16			752	4-5-10 (15)	15								15.0	3.50	
25	S-8	SS	18	14			747	3-5-6 (11)	11								17.0	3.50	
					END OF BORING AT 25 FT														
30							742												

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
WL (First Encountered)	Dry	BORING STARTED: Feb 14 2023	CAVE IN DEPTH: 18.00
WL (Completion)	Dry	BORING COMPLETED: Feb 14 2023	HAMMER TYPE: Auto
WL (Seasonal High Water)		EQUIPMENT: Truck	LOGGED BY: MRD1
WL (Stabilized)		DRILLING METHOD: HSA	

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: B-03		SHEET: 1 of 2		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 49 Deicke Drive, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1892031.6		EASTING: 1054759.3		STATION:		SURFACE ELEVATION: 772.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		LIQUID LIMIT / PLASTIC LIMIT		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %		
									20	40	60	80	100	1	2	3		4	5
														10	20	30		40	50
					Asphalt Thickness[4"]														
	S-1	SS	18	16	ABC Stone Thickness[7"]			4-3-7 (10)	10									3.25	
5					(CL/ML) SILTY CLAY, trace sand, trace gravel, brown, moist, very stiff			2-3-4 (7)	7									2.00	
	S-2	SS	18	15	(CL/ML) SANDY SILTY CLAY, trace gravel, brown and gray, moist, very stiff		767											25.0	
					(CL/ML) SILTY CLAY, trace gravel, trace sand, brown to grayish-brown, moist, very stiff to hard			3-4-7 (11)	11									19.0	
10							762	8-13-15 (28)	28									18.0	
	S-4	SS	18	5				4-6-9 (15)	15									19.0	
	S-5	SS	18	12				4-7-9 (16)	16									18.0	
15					(CL/ML) SILTY CLAY, trace gravel, trace sand, gray, moist, very stiff		757	4-5-6 (11)	11									3.00	
	S-6	SS	18	9	(SP) SAND WITH GRAVEL, trace silt, brown-gray, wet, medium dense			3-5-9 (14)	14									1.00	
	S-7	SS	18	14	(SP) SAND WITH GRAVEL, gray, wet, medium dense		752	2-3-5 (8)	8									20.0	
20					(SM) SILTY SAND, gray, wet, loose			4-4-6 (10)	10									1.75	
	S-8	SS	18	10			747	5-7-8 (15)	15									19.0	
	S-9	SS	18	3	(CL/ML) SILTY CLAY, trace sand, trace gravel, gray, moist, firm to stiff			4-7-8 (15)	15										
25					(ML/CL) CLAYEY SILT, gray, moist, medium dense														
	S-10	SS	18	9	(SM) SILTY SAND, gray, wet, medium dense														
	S-11	SS	18	14															
30							742												
	S-12	SS	18	12															

CONTINUED ON NEXT PAGE			
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
WL (First Encountered) 16.00 WL (Completion) 2.00 WL (Seasonal High Water) WL (Stabilized) 	BORING STARTED: Feb 13 2023 BORING COMPLETED: Feb 13 2023 EQUIPMENT: Truck		CAVE IN DEPTH: HAMMER TYPE: Auto DRILLING METHOD: HSA

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: B-03		SHEET: 2 of 2		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 49 Deicke Drive, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION		100
NORTHING: 1892031.6		EASTING: 1054759.3		STATION:		SURFACE ELEVATION: 772.00		BOTTOM OF CASING		100

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %								
									20	40	60	80	100	1	2	3	4	5	10	20	30	40	50
									RQD		REC												
35	S-13	SS	18	18	(CL/ML) SILTY CLAY, trace sand, trace gravel, gray, moist, very stiff		737	3-6-8 (14)	14						18.0		3.50						
					END OF BORING AT 35 FT																		
40							732																
45							727																
50							722																
55							717																
60							712																

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL				
WL (First Encountered)	16.00	BORING STARTED:	Feb 14 2023	CAVE IN DEPTH:
WL (Completion)	2.00	BORING COMPLETED:	Feb 14 2023	HAMMER TYPE: Auto
WL (Seasonal High Water)		EQUIPMENT:	MRD1	DRILLING METHOD: HSA
WL (Stabilized)		Truck		

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: P-01		SHEET: 1 of 1		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 26 Newton Avenue, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1891777.7		EASTING: 1054522.6		STATION:		SURFACE ELEVATION: 759.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %				
									20	40	60	80	100	1		2	3	4	5
					Asphalt Thickness[2"]														
	S-1	SS	18	16	Gravel Thickness[8"]			2-4-5 (9)	⊗						28.0	3.50			
					(CL/ML) SILTY CLAY, trace sand, trace gravel, dark brown, moist, very stiff														
	S-2	SS	18	10	(CL/ML) SILTY CLAY, trace sand, trace gravel, brown to grayish-brown, moist, hard			3-4-6 (10)	⊗						21.0	4.50			
5					END OF BORING AT 5 FT		754												
10							749												
15							744												
20							739												
25							734												
30							729												

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
WL (First Encountered)	Dry	BORING STARTED: Feb 14 2023	CAVE IN DEPTH:
WL (Completion)	Dry	BORING COMPLETED: Feb 14 2023	HAMMER TYPE: Auto
WL (Seasonal High Water)		EQUIPMENT: Truck	DRILLING METHOD: HSA
WL (Stabilized)		LOGGED BY: MRD1	

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: P-02		SHEET: 1 of 1		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 26 Newton Avenue, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1891776.8		EASTING: 1054483.9		STATION:		SURFACE ELEVATION: 759.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %								
									20	40	60	80	100	1	2	3	4	5	10	20	30	40	50
									RQD		REC												
					Asphalt Thickness[1.5"]																		
	S-1	SS	18	10	Gravel Thickness[9"]			2-3-5 (8)															
					(CL/ML) SILTY CLAY, trace sand, trace gravel, dark brown, moist, very stiff																		
	S-2	SS	18	16	(CL/ML) SILTY CLAY, trace sand, trace gravel, brown, moist, hard			4-6-8 (14)															
5					END OF BORING AT 5 FT		754																
10							749																
15							744																
20							739																
25							734																
30							729																

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
☒ WL (First Encountered)	Dry	BORING STARTED:	Feb 13 2023
☒ WL (Completion)	Dry	BORING COMPLETED:	Feb 13 2023
☒ WL (Seasonal High Water)		EQUIPMENT:	Truck
☒ WL (Stabilized)		LOGGED BY:	MRD1
		CAVE IN DEPTH:	
		HAMMER TYPE:	Auto
		DRILLING METHOD:	HSA

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: P-03		SHEET: 1 of 1		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 26 Newton Avenue, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1891774.5		EASTING: 1054431.9		STATION:		SURFACE ELEVATION: 759.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		△ LIQUID LIMIT × PLASTIC LIMIT ○ WATER CONTENT % [FINES CONTENT] %
									20 40 60 80 100				1 2 3 4 5		
					Asphalt Thickness[1.5"]										
	S-1	SS	18	12	Gravel Thickness[11"]			5-5-8 (13)							
					(CL/ML) SILTY CLAY, trace sand, trace gravel, dark brown, moist, very stiff										
	S-2	SS	18	14	(CL/ML) SILTY CLAY, trace sand, trace gravel, brown and gray, moist, very stiff			2-4-6 (10)							
5					END OF BORING AT 5 FT										
10															
15															
20															
25															
30															

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
☒ WL (First Encountered) ☒ WL (Completion) ☒ WL (Seasonal High Water) ☒ WL (Stabilized) Dry Dry	BORING STARTED: Feb 14 2023 BORING COMPLETED: Feb 14 2023 EQUIPMENT: Truck		CAVE IN DEPTH: HAMMER TYPE: Auto DRILLING METHOD: HSA

GEOTECHNICAL BOREHOLE LOG

CLIENT: BR Ryall YMCA				PROJECT NO.: 16:14749		BORING NO.: P-04		SHEET: 1 of 1		
PROJECT NAME: BR Ryall YMCA Facility Improvements				DRILLER/CONTRACTOR: Groundbreaking Exploration						
SITE LOCATION: 26 Newton Avenue, Glen Ellyn, Illinois, 60137								LOSS OF CIRCULATION 		
NORTHING: 1891754.4		EASTING: 1054428.9		STATION:		SURFACE ELEVATION: 759.00		BOTTOM OF CASING 		

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6"	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %								
									20	40	60	80	100	1	2	3	4	5	10	20	30	40	50
									RQD		REC												
					Asphalt Thickness[2.5"]																		
	S-1	SS	18	10	Gravel Thickness[13"]			3-4-5 (9)															
					(CL/ML) SILTY CLAY, trace sand, trace gravel, dark brown, moist, very stiff																		
	S-2	SS	18	12	(CL/ML) SILTY CLAY, trace sand, trace gravel, brown and gray, moist, very stiff			2-4-5 (9)															
5					END OF BORING AT 5 FT																		
10																							
15																							
20																							
25																							
30																							

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL			
☒ WL (First Encountered) Dry ☒ WL (Completion) Dry ☒ WL (Seasonal High Water) ☒ WL (Stabilized) 	BORING STARTED: Feb 14 2023 BORING COMPLETED: Feb 14 2023 EQUIPMENT: Truck	CAVE IN DEPTH: HAMMER TYPE: Auto LOGGED BY: MRD1	DRILLING METHOD: HSA

GEOTECHNICAL BOREHOLE LOG



SPECIALIZED IN-SITU TESTING PROCEDURES

PRESSUREMETER TESTING (PMT)

ASTM D 4719

PMT testing is a down-borehole stress-strain test intended to provide a more accurate (and typically less conservative) measurement of the strength and compressibility of in-place soil, weathered rock, and rock. The in-situ PMT testing generally allows for significantly higher allowable bearing pressures and also provides additional data for the efficient design of foundations (both shallow and deep). ECS is one of the few geotechnical engineering firms that can perform PMT testing and in-house analysis.

ECS has extensive experience performing pressuremeter testing on a variety of project types in numerous geologic conditions and has been able to provide cost-effective foundation solutions that have led to significant cost savings for foundations.

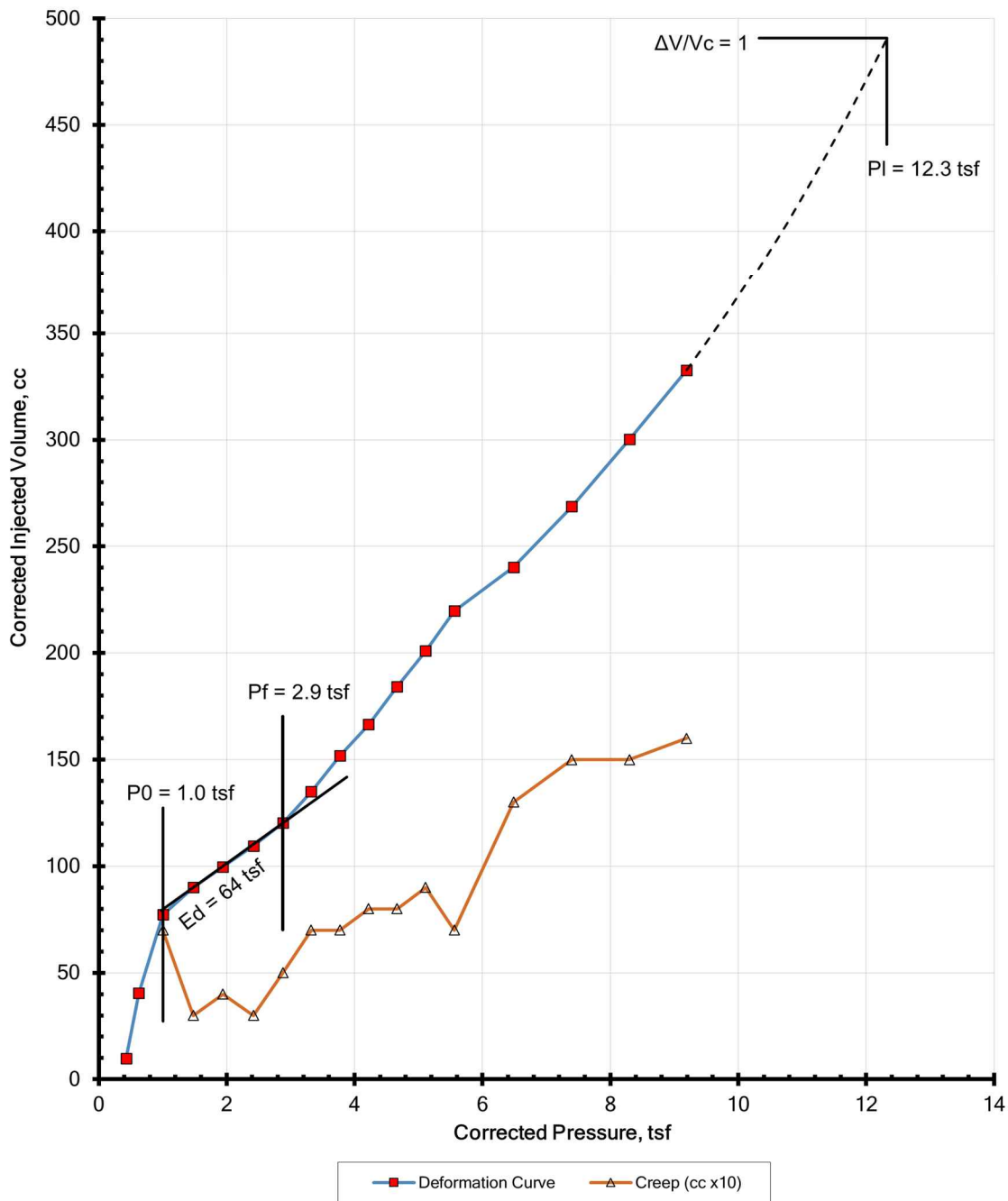
PMT Procedure:

- After sampling via SPT at the target elevation, prepare the test cavity by means of a 2½-inch rock bit or inverted cone split spoon (Menard and TEXAM PMT). This step is skipped for the Pencil PMT.
- Once the cavity has been prepared, insert the PMT probe into the cavity. Alternatively, direct push the probe into the ground (Pencil PMT).
- After insertion, pressurize the probe against the ground with a combination of gas/liquid (Menard PMT) or liquid only (TEXAM and Pencil).
- Each pressure increment is maintained for a period of 1 minute with readings every 30 seconds. The data is plotted in real time to monitor the reaction of the soils in place. Continue increment pressure at regular intervals until failure (or system limits) is reached.
- Interpret the data to obtain soil parameters utilized in the evaluation of the soil strength and deformation characteristics for the design/optimization of foundations. More accurate settlement estimates can be made due to the soil parameters being determined in-situ rather than in the lab.

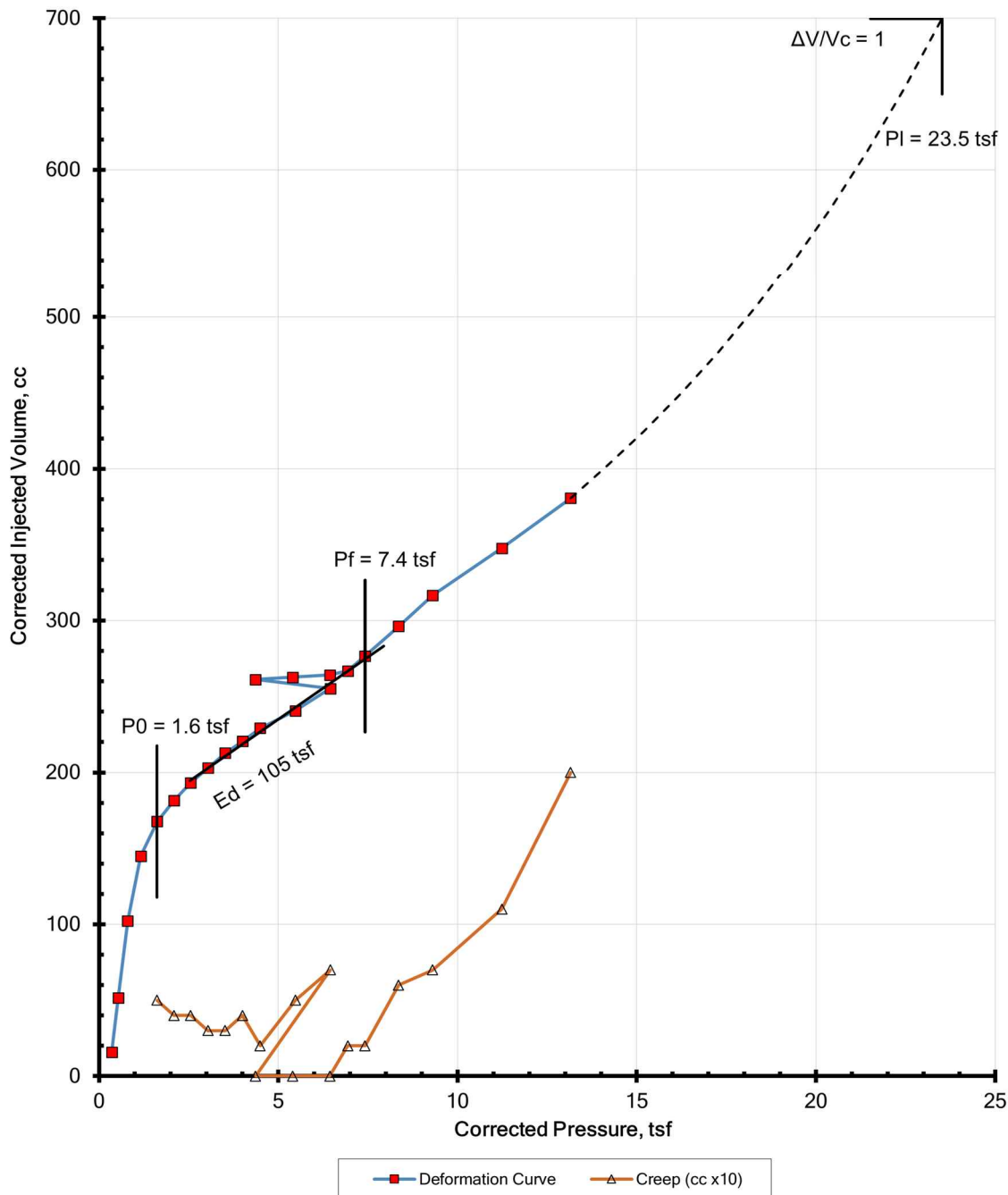
Date: 2/14/2023
Summary By: BMT

[illegible]

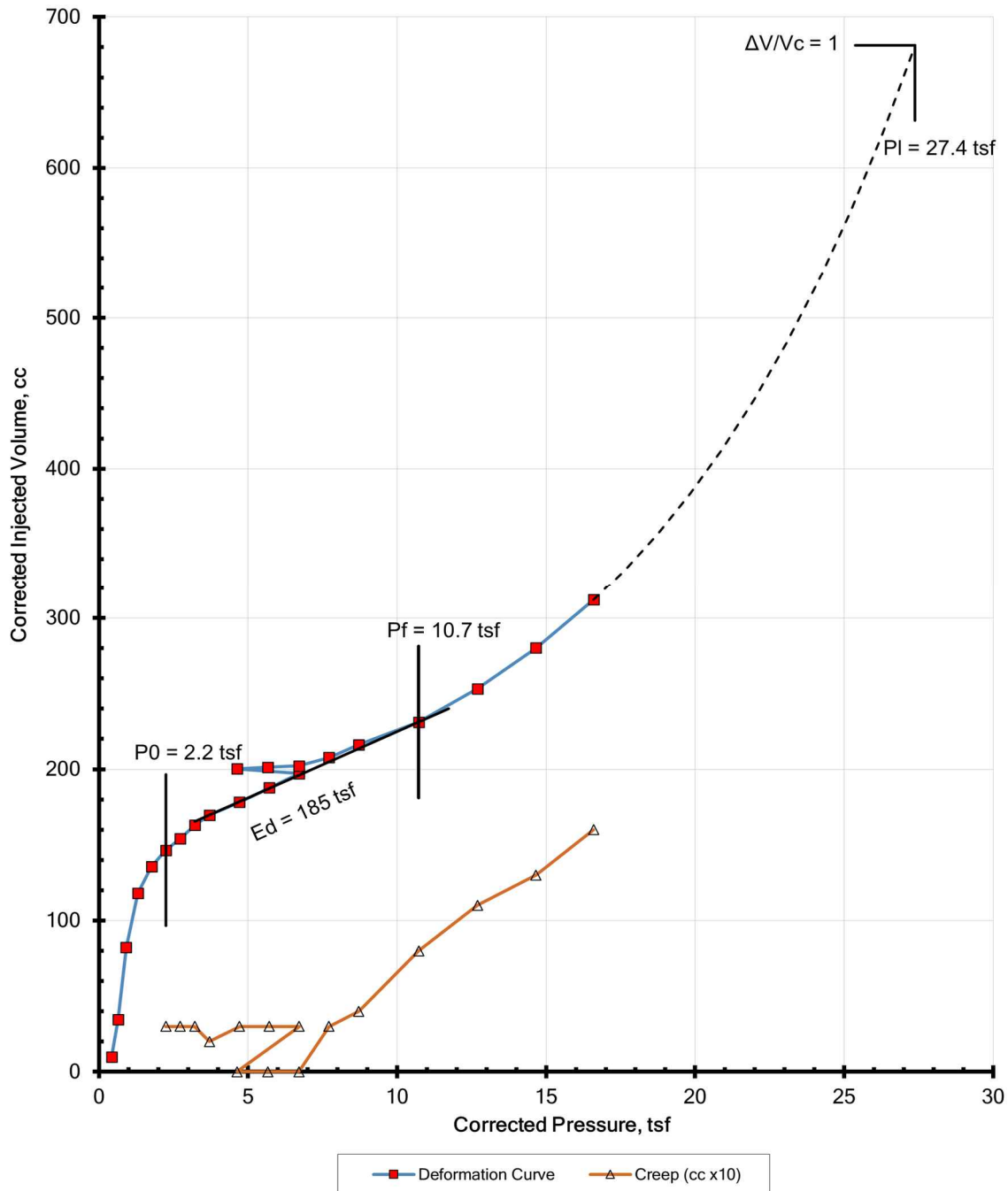
Notes:



Boring Number:	B 03	Depth:	15 feet
Soil Description:	Gray Silty Clay	SPT N:	16 bpf
USCS Classification:	CL	Test Date:	2/13/2022
	PRESSUREMETER TEST Proposed BR Ryall YMCA Improvements 49 DEICKE DRIVE GLEN ELLYN, ILLINOIS	TESTED BY	SCALE
		BMT	NTS
		PROJECT ENGINEER	PROJECT NO.
		JG	16:14749
		PRINCIPAL ENGINEER	SHEET NO.
		BG	1 OF 3



Boring Number: B 03		Depth: 17.5 feet	
Soil Description: Gray Sand with Gravel		SPT N: 11 bpf	
USCS Classification: SP		Test Date: 2/13/2022	
	PRESSUREMETER TEST Proposed BR Ryall YMCA Improvements 49 DEICKE DRIVE GLEN ELLYN, ILLINOIS	TESTED BY	SCALE
		BMT	NTS
		PROJECT ENGINEER	PROJECT NO.
		JG	16:14749
		PRINCIPAL ENGINEER	SHEET NO.
		BG	2 OF 3



Boring Number:	B 03	Depth:	26 feet
Soil Description:	Gray Clayey Silt	SPT N:	15 bpf
USCS Classification:	ML/CL	Test Date:	2/13/2022
	PRESSUREMETER TEST Proposed BR Ryall YMCA Improvements 49 DEICKE DRIVE GLEN ELLYN, ILLINOIS	TESTED BY	SCALE
		BMT	NTS
		PROJECT ENGINEER	PROJECT NO.
		JG	16:14749
		PRINCIPAL ENGINEER	SHEET NO.
		BG	3 OF 3



Pavement Core P-01

Bituminous Pavement Surface Course Thickness: 2 inches
 Bituminous Pavement Binder Course Thickness: N/A
Total Bituminous Pavement Thickness: 2 inches
 Aggregate Base Course Thickness: 8 inches



Pavement Core P-02

Bituminous Pavement Surface Course Thickness: 1½ inches
 Bituminous Pavement Binder Course Thickness: N/A
Total Bituminous Pavement Thickness: 1½ inches
 Aggregate Base Course Thickness: 9 inches



Pavement Core P-03

Bituminous Pavement Surface Course Thickness: 1½ inches
 Bituminous Pavement Binder Course Thickness: N/A
Total Bituminous Pavement Thickness: 1½ inches
 Aggregate Base Course Thickness: 11 inches



Pavement Core P-04

Bituminous Pavement Surface Course Thickness: 2½ inches
 Bituminous Pavement Binder Course Thickness: N/A
Total Bituminous Pavement Thickness: 2½ inches
 Aggregate Base Course Thickness: 13 inches

APPENDIX C — Laboratory Testing

Laboratory Testing Procedures: Index Testing



LABORATORY PROCEDURES:

Index Testing

Moisture content determination was performed on select fine-grained soil samples in accordance with ASTM D 2216.

Calibrated hand penetrometer tests (Qp) were performed on select cohesive soil samples. In the hand penetrometer test, the unconfined compressive strength of a soil sample is estimated, to a maximum of 4.5 or 6 tons per square foot (tsf), depending on the penetrometer model, by measuring the resistance of a soil sample to penetration by a small, calibrated, spring-loaded cylinder.

Atterberg limits determination was performed on select fine-grained soil samples in accordance with ASTM D 4319. The Atterberg limits are a basic measure of the critical water contents of a fine-grained soil: its **liquid limit**, **plastic limit**, and **shrinkage limit**. Depending on its water content, a soil may appear in one of four states: solid, semi-solid, plastic and liquid. In each state, the consistency and behavior of a soil is different and consequently so are its engineering properties. Atterberg limits can also be used to help distinguish between silt and clay, and to distinguish between different types of silts and clays.

Particle size distribution, also referred to as gradation or sieve analysis, refers to the proportions by dry mass of a soil particles distributed over specified particle-size ranges. The particle size distribution is used to help classify soils for engineering purposes. Particle size distribution determination was performed on select fine-grained soil samples in accordance with ASTM D 421, D 422 and/or D 1140.

A **loss on ignition (LOI)** test is used to estimate the organic content of the soil. In the LOI test a dry sample is heated to 440° C to burn off organic matter within the sample. The lost weight is compared to the initial dry weight to estimate the percentage of organics in the material. LOI determination was performed in accordance with ASTM D 2974.

APPENDIX D - Supplemental Report Documents

Important Information About This Geotechnical Report

Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed

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DQG \$W 6SHFL F 7LPHV

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer

will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

EHQH W IURP D ORZHUHG
Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site, (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the “Findings” Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site’s subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual site-wide subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report’s Recommendations Are & RQ¿UPDWLRQ 'HSHQGHHQW

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals’ misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals’ plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*

conspicuously that you’ve included the material for information purposes only. To avoid misunderstanding, you may also want to note that “informational purposes” means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

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0RLVWXUH ,Q¿OWUDWLRQ DQG 0ROG

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration.* Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. *Geotechnical engineers are not building-envelope or mold specialists.*



**GEOPROFESSIONAL
BUSINESS
ASSOCIATION**

Telephone: 301/565-2733

e-mail: info@geoprofessional.org www.geoprofessional.org

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Marketplace Intelligence

Consumer Research Results: Community, Member, and Staff Reaction to A Re-Imagined B.R. Ryall YMCA

August 25, 2022

Prepared for:

Rob Wilkinson

CEO

rwilkinson@ryallymca.org

B R Ryall YMCA

49 Deicke Drive

Glen Ellyn, IL 60137

630-858-0100

PB&A Marketplace Intelligence

96331 Discovery Terrace, Bradenton FL, 34212

O: (941) 748-5053 **C:** (813) 760-3811 **W:** www.PBAresearch.com

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Objectives

The primary purpose of this research is to provide unbiased data and analysis to the B. R. Ryall YMCA of Northwestern DuPage County regarding opportunities for membership, program, and childcare growth by re-imagining the facility at 49 Deicke Drive in Glen Ellyn. In completing this research, a wide variety of issues are studied in order that the impact of each can be evaluated within the context of potentially better serving a significantly larger share of local residents.

The following information was gathered and analyzed:

- An evaluation of the current level of awareness, image, and personal relevance of the Y and the Y mission within the service area of the B. R. Ryall YMCA, as well as how potential changes in facilities, programming and pricing may impact behavior toward the Y in terms of membership, willingness to financially support, and volunteer.
- An assessment, on an unaided and aided basis, of community needs and wants in terms of healthy living, fitness, recreation, youth development, childcare, and related social service programs that can be offered by the YMCA.
- A determination of what new programs and facilities are most likely to generate interest and increase membership.
- Consumer reaction to the idea of the B. R. Ryall YMCA re-imagining and expanding the current facility.
- A measurement of demand for YMCA membership at a re-imagined facility when cost of membership is included.
- A measurement of the impact changes in programs/facilities or pricing will have on current Y members and the extent to which specific modifications will increase or decrease member retention.
- A review of how community wants, and needs may have changed due to the Covid-19 epidemic and determine what changes the B. R. Ryall YMCA should make moving forward as this crisis subsides.
- Identification of other factors that may help or hinder the B. R. Ryall YMCA to increase membership and community outreach.

Study Approach

The B R Ryall YMCA is a complex organization and serves the community in many ways, each of which must be considered in order for this research to be accurate.

Phase One: A review of existing information and research. This review considered data from a variety of sources including the Y, the Village of Glen Ellyn, DuPage County, and SDR.

Phase Two: Three focus groups, moderated by Phil Balducci.

The purpose of these focus groups was to listen and to aid in the design of the questionnaires for Phase Three and Phase Four. These sessions helped to tailor the research to the specific needs and opportunities of the B. R. Ryall YMCA.

- **Group One:** The first focus group was composed of YMCA board members, key staff, and volunteers responsible for the planning and execution of this study and the potential renovation.
- **Group Two:** The second focus group included formal and informal community leaders from across the area served by the B. R. Ryall YMCA.
- **Group Three:** The third focus group was composed of staff from the B. R. Ryall YMCA.

Phase Three- Area Residents Who Are Not YMCA Members: Completion of 400 phone/electronic interviews with a random sample of area residents who currently do not belong to the YMCA.

This sample size was recommended because it has consistently proven to be sufficient and efficient for this type of research. It is sufficient to allow the data to be reliable and accurate for important subsegments (age, income, household composition, etc.) and efficient in that it is not overkill in terms of excess interviewing that adds cost but does not contribute to what is being learned.

Three types of data collection were blended to provide as balanced and unbiased a sample and results as possible. Designing this type of sample correctly is difficult and essential to accurate data gathering. PB&A has successfully implemented an ever-improving sampling methodology on more than 400 YMCA/community research projects.

PB&A generated a random, household telephone sample. The calling plan was designed in such a manner that every telephone household, regardless of whether or not a number is listed, had an equal probability of being included in the study. This sample was constructed on the US Census Block level to assure that all and only those who live within the pre-determined geographic area are included.

PB&A overlaid an electronic survey (email and mobile) to capture an appropriate share of residents who rely on their mobile devices and no longer have a land line telephone.

PB&A attempted five callbacks before replacing a household/mobile number selected for inclusion in the sample. All interviewing was completed on weekday evenings between the hours of 5PM and 8PM, as well as during the daytime on at least one weekend. PB&A utilized a multilingual and multi-cultural interviewing team and as such, within reason, respondents were able to participate in their language of first choice. PB&A uses a computer-based sample system but intentionally does not have “computer generated dialing”.

The overall error range for this phase is $\pm 5.0\%$ at the 95% confidence level for the sample as a whole.

Phase Four - Current YMCA Members: Completion of 362 online interviews with members of the B R Ryall YMCA. These interviews are in addition to the those completed with non-member area residents in Phase Three.

PB&A sent an email invitation to participate in this online study to every B. R. Ryall YMCA member who has provided an accurate email address to the Y and 362 chose to complete a survey.

We use this methodology because the cost of online interviews with YMCA members is essentially the same whether it is 200 or 1,000 complete interviews. It is also recommended because even though this is not necessarily a random technique, the results from this type of interviewing with YMCA members has proven to be very productive and reliable.

Phase Four provides the data needed to determine the impact of the potential improvements on current members and how to best increase member retention.

Phase Five – YMCA Staff: Completion of 86 online interviews with staff from the B. R. Ryall YMCA staff. PB&A sent an email invitation to participate in this online study to every B. R. Ryall YMCA employee who has provided an accurate email address to the Y and 86 chose to complete a survey.

Executive Summary

The findings and conclusions presented here are based upon this research and the experience of PB&A Marketplace Intelligence.

Area Residents

- Fourteen percent (14%) of households in the Glen Ellyn/Wheaton area, that are not part of the YMCA, claim to belong to some type of health club or recreation center. This is a smaller percentage than was typically seen in this type of research prior to the Covid-19 Pandemic.
- Of this 14%, 57% joined their chosen club or recreation center within the Covid timeframe (2020, 2021, 2022).
 - When joining, 29% considered the YMCA, but only “somewhat” considered versus “seriously” considered. Seventy one percent (71%) did not consider the B. R. Ryall YMCA at all.
 - Clearly, the B. R. Ryall has limited appeal in its current format. Without a re-energized facility the Y is missing an opportunity now as many people are choosing to join a new place to exercise and socialize. The time to improve is now.
- Fourteen percent (14%) of those who are not currently Y members claim to be satisfied with where they are now, meaning at a health club or recreation center.
 - This means that the B. R. Ryall YMCA should not expect new members to easily come from existing health club or recreation center customers, but rather from those who currently do not belong to any type of health or wellness facility.
- Nealy four out of ten area residents (38%) claim membership at the B. R. Ryall YMCA is for “*someone like me*”.
 - Among those respondents with children or teens living in their homes, 59% believe Y membership is personally relevant versus 27% of those without youth in their homes.
- None of the area residents polled claim to be very likely to join the Y in the near future.
 - This indicates without some type of significant change in marketing, facilities, programing, and/or pricing the B. R. Ryall YMCA should not expect any meaningful membership growth in the near future.
- The location of the B. R. Ryall YMCA is considered either very or somewhat convenient by a significant majority (85%) of local residents.

- Of 20 tested offerings those that generate the greatest interest among residents, who are not Y members at a re-imagined B. R. Ryall YMCA are:
 - An indoor multi-purpose pool.
 - 24/7 access to the fitness center.
 - A social area at the Y to relax and meet with friends and family members before or after participating in Y programming.
 - Followed by:
 - A safe space, for afterschool youth/teen drop in and programming.
 - Free child watch while parents work out.
 - A state-of-the-art fitness center.
 - Family fitness for youth and parents together.
 - Summer camp.
- Of 23 additional programs tested, those of greatest interest to local residents at the re-imagined B. R. Ryall YMCA are:
 - Lap swimming (consumers often claim interest in lap swimming but use it as a surrogate for an interest in a variety of water-based activities.
 - Age specific youth fitness.
 - Fun, outdoor youth and teen fitness.
 - Health and wellness education.
 - Programs that help students succeed in school.
 - Fun activities to get youth off the couch and away from their screens
 - Pickleball
- At monthly rates of \$95 for a household membership including all children/teens, \$85 for a couple and \$69 for an individual membership in a re-imagined B. R. Ryall YMCA is estimated to grow by approximately 217 new, full pay member units during the first twelve months.
- At these prices, It appears that the overwhelming majority of these new members will be from households without youth/teens versus families where youth/teens are present.
- At monthly rates of \$87/ \$77/\$61 membership is estimated to grow by approximately 651 new, full pay member units during the first twelve months. Of these, approximately 221 will be from households with youth/teens present and approximately 430 will be households without youth/teens.

- These estimates are for full pay members new to the Y. These estimates do not include existing members who remain, nor do they include anyone who receives any type of reduced cost membership.
- These estimates assume that there is not a one-time joining fee. Research consistently demonstrates that joining fees significantly reduce interest in YMCA membership.

Price Elasticity of Demand: Estimated Number of New Full-Pay Member Units at a Re-Imagined B. R. Ryall YMCA

	Total New Full Pay Member Units %	Total New Member Units- Households with Youth/Teens %	Total New Member Units- Households without Youth/Teens %
At \$95/\$85/\$69	217	--	217
At \$85/\$77/\$61	651	221	430

YMCA Members

- Sixty three percent (63%) of the current members claim to be very satisfied with their membership in the B. R. Ryall YMCA.
- An additional 35% are somewhat satisfied.
- Management is to be congratulated. These are very strong satisfaction statistics.
 - However, members with youth or teens living at home are less likely to be very satisfied than are those without children. This is a common pattern at YMCAs across the United States.
 - Younger members are less likely to be very satisfied than are their older colleagues.

Member Satisfaction

	Total Sample (%)	Youth/Teens in home (%)	No teens/Youth in Home (%)
Very satisfied	63	54	68
Somewhat satisfied	35	43	30
Not very satisfied	2	2	2
Not at all satisfied	--	--	--

- Ninety seven percent (97%) of members claim to be either very (82%) or somewhat (15%) likely to remain a member.
 - This indicates that among those families and individuals who consider themselves Y members today, retention should be quite high.
 - Members between the ages of 18 and 34 are significantly less likely to claim to be very likely to remain than are those members above the age of 35.

- Three out of ten (30%) B. R. Ryall YMCA members claim to have unmet needs that they wish the Y could address.
 - This is a substantial percentage, but similar to what PB&A typically sees across the United States.
 - An even greater percentage of members (43%) with children or teens have unmet needs that they would like to see the Y address.
 - This does not differ from percentages found at other well-run YMCAs, but certainly highlights a gap in Y offerings and the reason for lower claimed satisfaction/ likely retention rates among those members with children/teens.
- Of 20 key offerings tested those of greatest interest to current Y members are:
 - An indoor multi-purpose pool.
 - A state-of-the-art fitness center.
 - Multiple new group exercise studios
- Of the 23 additional programs tested in this question, those of greatest interest to existing YMCA members are (in descending order):
 - Lap swimming.
 - Water-based exercise
 - Health and wellness education.
 - Fun programs to get youth active, off the couch and away from their screens.
 - Youth swim lessons.
 - Nutrition, diet, and weight loss.
 - Senior exercise.
 - Classes that move from indoors to outside based upon the weather/season.
 - Core/functional training.

- Of 14 specific group classes or changes to classes tested in this question, those of greatest interest to existing YMCA members are (in descending order):
 - Classes at more convenient times.
 - Separate classes for beginners and advanced participants.
 - Water-based exercise.
 - Small group training.
 - Personal training.
 - Yoga.
 - Pilates.
 - Spin.
- If monthly fees are lowered by \$10 per month at a re-imagined B. R. Ryall YMCA, 90% of current members claim to very likely to remain versus 82% making a similar claim today without any changes.
- If monthly fees remain the same as today at a re-imagined B. R. Ryall YMCA, a similar 88%% of current members claim to very likely to remain. This means, lowering fees by \$10 per month at the re-imagined Y will have a negligible impact on the retention rate among existing YMCA members.
- However, raising monthly fees by \$10 will cause a significant number of current members to question their YMCA participation, with only 53% now claiming to be very likely to remain.

- Adding 24/7 access with an increase of \$10 per month does not negate the impact or higher rates. That is, at \$10 more per month, only 57% of current members claim to be very likely to remain.

Likelihood of Remaining a Member

	TOTAL YMCA MEMBER SAMPLE % Very Likely to Remain
<u>Existing Y With No Changes</u>	82
<u>Re-imagined Y: \$10 more per month</u>	53
Traditional membership	57
24/7 wellness access	
<u>Current monthly fees</u>	
Re-imagined YMCA	88
<u>\$10 less per month</u>	
Re-imagined YMCA	90

YMCA Staff

- Six out of ten (62%) of employees think that YMCA membership is definitely a good value.
 - An additional 38% believe membership is probably a good value.
 - None of the employees participating in this survey claimed to think membership is not a good value.
- When asked what they believe the average middle and high school students think about the B. R. Ryall YMCA, staff most often focuses on:
 - Swimming and the pool, particularly the swim team (positive).
 - Basketball and the gym.

- Four topics that convey the belief that the Y is not for someone my age:
 - Nothing for me to do.
 - Do not know.
 - For young kids.
 - Full of old people.
- When asked about the most common complaints they hear from members staff is most likely to say, 1) most members do not complain about anything and appear quite happy and 2) that members are looking for a wider variety of classes and classes that are available at more convenient times.
- Employees were asked, *“If our goal is to go from good to great, and you were in charge, what changes or additions would you make to the facilities of the B. R. Ryall YMCA?”*.
 - The most common answers to this question have to do with opening a larger pool, improving the condition of the pool, better pool access, and increasing capacity for aquatics programing.
 - Also mentioned frequently is the need for new, multiple group exercise studios and flexible spaces. The goal is to be able to offer more than one group class at a time. Many continued by saying the B. R. Ryall Y has a lot of wasted and inefficient space, particularly the racquetball courts which should be converted to group exercise and flexible space.
 - The problems and issues with the locker rooms and restrooms also was mentioned often by employees as something that is needed before the B. R. Ryall YMCA can go from good to great.

Detailed Findings: Area Residents Who Are Not Members of the B. R. Ryall YMCA of Northwestern DuPage County

I. Health Club/Recreation Center Membership

The results presented in this section of the report are based upon 400 complete interviews with a random sample of area residents who are not members of the B. R. Ryall YMCA.

Early in the questioning, local residents were asked whether or not they currently belong to a health club or recreation center.

- Fourteen percent (14%) of households in the Glen Ellyn/Wheaton area, that are not part of the YMCA, claim to belong to some type of health club or recreation center. This is a smaller percentage than was typically seen in this type of research prior to the Covid-19 Pandemic.
- Of this 14%, 57% joined their chosen club or recreation center within the Covid timeframe (2020, 2021, 2022).

Health Club/Recreation Center Membership

	% Total Area Resident Sample
Yes, I belong	14
No, I do not belong	86

Base: Total area resident sample (400).

Question: Do you or does anyone in your household currently belong to a health club or recreation center?

- When joining, 29% considered the YMCA, but only “somewhat” considered versus “seriously” considered. Seventy one percent (71%) did not consider the B. R. Ryall YMCA at all.

Considered Joining the B. R. Ryall YMCA

	% Total Area Resident Sample
Yes, seriously considered the Y	--
Yes, somewhat considered the Y	29
No, I did not consider the Y	71

Base: Residents who joined a health club or recreation center in 2020, 2021 or 2022 (56).

Question: When joining, did you _____ consider the B. R. Ryall YMCA in Glen Ellyn?

II. Participated in a Program or Activity at the B. R. Ryall YMCA in the Past

- One out of four area residents (22%) claim that someone in their home, has in the past, visited or participated in some type of program or activity at the B. R. YMCA in the past. Of these only one percent came to the Y during or after the Covid-19 Pandemic.

Participated at the YMCA

	% Total Area Resident Sample
Yes, within past 2 years	1
Yes, more than 2 years ago	21
No, I did not consider the Y	78

Base: Total area resident sample (400).

Question: Have you ever visited or participated in an activity at the B. R. Ryall YMCA?

III. Reasons For Not Being a Member of the B. R. Ryall YMCA

Area residents were next asked, to describe in their own words, why they are not members at the B. R. Ryall YMCA.

- The top two answers to this question are common in this type of research. People claim to either have no interest (28%) or to be too busy (18%).
- Fourteen percent (14%) of those who are not currently Y members claim to be satisfied with where they are now, meaning at a health club or recreation center. This is the same percentage of respondents who claimed to currently belong to a health club or recreation center.
- This means that the B. R. Ryall YMCA should not expect new members to easily come from existing health club or recreation center customers, but rather from those who currently do not belong to any type of health or wellness facility.
- One out of ten (10%) area residents claim to not belong to the B. R. Ryall YMCA because of Covid.
- One out of twenty (5%) claim they may look into Y membership in the near future.

**Reasons For Not Being a Member at the B. R. Ryall YMCA
(Unaided)**

	% Total Area Resident Sample
No Interest	28
No time/I'm too busy	18
Happy/satisfied with where I am	14
Covid	10
Children are grown/Y is for families	9
Exercise at home	6
Children are too young	5
May look into it	5
Haven't looked into it	5
Too expensive	3
Prefer golf	3
Y is not accessible	2

Base: Total area resident sample (400).

Question: In your own words, please describe why you are not a member at the B. R. Ryall YMCA?

IV. Unmet Needs

Respondents were next asked, as the Covid – 19 pandemic subsides, if anyone in their home has looked for new fitness or recreational activities and not found what is wanted.

- Only 1% of the households in Glen Ellyn/Wheaton area claim to have an unmet healthy living, wellness, or recreational need for which they cannot find an acceptable answer.
- This means that currently there are not many people in the local area searching for new healthy activities or programs.

Unmet Health Living, Wellness or Recreational Needs

	% Total Area Resident Sample
Yes	1
No	99

Base: Total area resident sample (400).

Question: As the Covid-19 pandemic subsides, have you or has anyone in your home looked for new fitness or recreational activities to participate in, and not found what you want?

V. Personal Relevance of YMCA Membership

Area residents were asked whether they believe membership at the B. R. Ryall YMCA is for someone like themselves or for some other type of person. This is a measure of personal relevance.

- Nealy four out of ten area residents (38%) claim membership at the B. R. Ryall YMCA is for “*someone like me*”.
- Among those respondents with children or teens living in their homes, 59% believe Y membership is personally relevant versus 27% of those without youth in their homes.
- The younger a respondent, the more likely they are to believe Y membership is personally relevant.

YMCA Membership is for Someone Like Me YMCA

	% Total Area Resident Sample
Total Sample	38
Youth/Teens in Home	59
No Youth/Teens in Home	27
Ages 18-31	53
Ages 35-54	38
Ages 55-69	26
Ages 70 or Older	--

Base: Total area resident sample (400).

Question: Based upon what you know or have heard, is membership in the B. R. Ryall YMCA in Glen Ellyn for someone like you or is it more appropriate for some other type of person?

VI. Likelihood of Joining the B. R. Ryall YMCA

Area residents were asked how likely they or a household member is to join the B. R. Ryall YMCA within the next year or when they are convinced the Covid – 19 Pandemic has passed. They were asked to indicate their likelihood of joining, on a 4-point, balanced, scale where 4 = very likely and 1 = not at all likely.

This was asked prior to any mention of improvements or changes in facilities, programing, or pricing.

- None of the area residents polled claim to be very likely to join the Y in the near future.
- This indicates without some type of significant change in marketing, facilities, programing, and/or pricing the B. R. Ryall YMCA should not expect any meaningful membership growth in the near future.

Likelihood of Joining the B. R. Ryall YMCA

	% Total Area Resident Sample
Very likely	--
Somewhat likely	8
Not very likely	41
Not at all likely	42
Do not know	9

Base: Total area resident sample (400).

Question: How likely is it that you or someone else in your household will join the B. R. Ryall YMCA in Glen Ellyn within the next few months?

VII. Convenience of the B. R. Ryall YMCA

Area residents were given the address and a description of where the B. R. Ryall YMCA is located (one block north of Roosevelt Road on North Lambert Road, just west of I – 355 near Haggarty Chevrolet) and asked how convenient this site is for use by their household members.

- The location of the B. R. Ryall YMCA is considered either very or somewhat convenient by a significant majority (85%) of local residents.
- Even though most respondents believe the Y is conveniently located, it is only “somewhat” (57%) versus “very” convenient (28%) to the majority of residents.

Convenience of the B. R. Ryall YMCA Location

	% Total Area Resident Sample
Very convenient	28
Somewhat convenient	57
Not very convenient	12
Not at all convenient	--
Do not know	3

Base: Total area resident sample (400).

Question: Overall, how convenient is this location for you and the others in your household?

VIII. Likelihood of Participating in Key YMCA Offerings

Area residents were presented with a list of 20 key facilities and programs that a re-imagined B. R. Ryall YMCA may offer. By design, many of these are now available at the Y. They were asked to indicate how likely someone from their household would be to participate in, or use, each if this new YMCA was to open.

The chart on the next two pages presents the percentage of local residents who claim they will use each. The proper way to interpret this data is by examining the relative level of interest for these items, rather than thinking the exact percentages for a factor will prove to be true representation of future behavior.

A few observations worth noting:

- Of the tested offerings those that generate the greatest interest among residents, who are not Y members are:
 - An indoor multi-purpose pool.
 - 24/7 access to the fitness center.
 - A social area at the Y to relax and meet with friends and family members before or after participating in Y programming.
- Followed by:
 - A safe space, for afterschool youth/teen drop in and programing.
 - Free child watch while parents work out.
 - A state-of-the-art fitness center.
 - Family fitness for youth and parents together.
 - Summer camp.

Likelihood of Participating in Key YMCA Offerings
% Very Likely

	Total Area Resident Sample	Youth/Teens in home	No Youth/Teens in Home
Indoor multi-purpose pool	38	62	26
24-hour access to fitness center	34	50	26
Social area	28	44	20
Safe, afterschool drop-in and programming for youth/teens	19	44	6
Free child watch	15	44	--
Fitness center	15	18	14
Family fitness	13	38	--
Summer camp	12	35	--
Full court gym	9	21	3
Youth sports	8	24	--
Improved outdoor green space	7	6	8
Teaching kitchen	6	18	--
Improved locker rooms	6	12	3
Online classes with Y instructors	5	6	5
Expanded full day, licensed, early learning/pre-school	4	12	--

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Esports lab for youth gaming	3	3	3
Medically directed wellness with staff from local hospitals	3	--	5
Senior social and activity space	3	--	5
Teen audio/video lab	2	3	2
Multiple group exercise studios	1	3	--

Base: Total area resident sample (400).

Question: How interested are you or are other members of your household in each of the following if available through re-imagined B. R. Ryall YMCA?

IX. Likelihood of Participating in Additional Programs

Area residents were presented with a list of 23 additional programs that the re-imagined B. R. Ryall YMCA may offer. They were asked to indicate how likely someone from their household would be to participate in each. The chart on following pages displays the level of interest (% very interested) in each.

- Of the programs tested in this question, those of greatest interest to local residents are:
 - Lap swimming (consumers often claim interest in lap swimming but use it as a surrogate for an interest in a variety of water-based activities.
 - Age specific youth fitness.
 - Fun, outdoor youth and teen fitness.
 - Health and wellness education.
 - Programs that help students succeed in school.
 - Fun activities to get youth off the couch and away from their screens
 - Pickleball

Likelihood of Participation in Additional Programs
% Very Likely

	Total Area Resident sample	Youth/Teens in Home	No Youth/Teens in Home
Lap swimming	34	56	23
Age specific youth fitness	20	47	6
Outdoor youth/teen fun fitness	19	47	5
Health and wellness education	17	41	5
Programs that help students succeed in school	15	41	2
Fun programs to get kids active, off the couch, and away from their screens	14	32	5
Pickleball	14	26	8
Activities/clubs that use area's hiking/biking trails	11	18	8
Youth swim lessons	8	24	--
Nutrition, diet, and weight loss	8	12	6
Senior exercise	7	--	11
Physical rehabilitation	6	6	6
Programs to prevent and protect from injury/illness	6	3	8
Water-based exercise	6	3	8
YMCA swim team	4	9	2

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Core/functional training	3	3	3
Racquetball	2	3	2
Martial arts	2	--	3
Changes that make Y more handicap accessible	1	1	1
Youth/teen fun leagues	1	3	--
Classes that more inside/outside depending on weather	1	3	--
Y organization of volunteer opportunities	--	--	1
Theatre/acting	--	--	1

Base: Total area resident sample (400).

Question: How interested are you or are members in your household in each of these best- in-class offerings at the re-imagined B. R. Ryall YMCA?

X. Price Elasticity of Demand for YMCA Membership

To determine price elasticity of demand for a re-imagined B. R. Ryall YMCA, local residents were provided with a broad description of the facilities, programs, and services the Y is most likely to offer.

Three membership pricing scenarios were considered. At the second of the three rates, the concept of 24/7 access to the fitness center was introduced.

Questioning began with the highest rates. The first monthly fees presented were \$95 per month for a household membership including all children, \$85 a month for a couple or \$69 per month for an individual membership. These rates are above the current cost of membership.

Likelihood of joining was rated on a four-point scale of very likely, somewhat likely, not very likely, or not at all likely. Those who claim to be very likely to join at these rates were skipped out of the remaining pricing questions, with the assumption that if someone joins at a higher rate they will also join at a lower rate.

Those respondents who did not answer very likely at \$95/\$85/\$69 were asked a similar question at \$87/\$77/\$61. These are the current membership rates.

- At monthly rates of \$95/\$85/\$69 membership is estimated to grow by approximately 217 new, full pay member units during the first twelve months.
- At these prices, It appears that the overwhelming majority of these new members will be from households without youth/teens versus families where youth/teens are present.
- At monthly rates of \$87/ \$77/\$61 membership is estimated to grow by approximately 651 new, full pay member units during the first twelve months. Of these, approximately 221 will be from households with youth/teens present and approximately 430 will be households without youth/teens.

- These charts are for full pay members new to the Y. These estimates do not include existing members who remain, nor do they include anyone who receives any type of reduced cost membership.
- These estimates assume that there is not a one-time joining fee. Research consistently demonstrates that joining fees significantly reduce interest in YMCA membership.

Price Elasticity of Demand: Percentage Claiming to Be Very or Somewhat Likely to Join a Re-Imagined B. R Ryall YMCA

	Total Area Resident Sample %	Households with Youth/Teens %	Households without Youth/Children %
At \$95/\$85/\$69			
Very Likely	1	--	2
Somewhat likely	6	18	--
At \$87/\$77/\$61			
Very likely	3	3	3
Somewhat likely	11	24	5

Base: Total area resident sample (400).

Question: How likely is it that you will join the re-imagined B. R. Ryall YMCA, if a membership for a household including all children is \$__ per month, a couple's membership per month is _____ and an individual membership is \$__ per month?

Price Elasticity of Demand: Estimated Number of New Full-Pay Member Units at a Re-Imagined B. R. Ryall YMCA

	Total New Full Pay Member Units %	Total New Member Units- Households with Youth/Teens %	Total New Member Units- Households without Youth/Teens %
At \$95/\$85/\$69	217	--	217
At \$85/\$77/\$61	651	221	430

Base: Total area resident sample (400).

Question: How likely is it that you will join the re-imagined B. R. Ryall YMCA, if a membership for a household is \$__ per month, a couple's membership is _____ per month, and an individual membership is \$__ per month?

XI. Membership Preference

Respondents were asked to indicate what category of membership they would be most likely to choose if they were to join the re-imagined B. R. Ryall YMCA.

Membership Category Preference

	Total Area Resident Sample (%)	Youth/Teens in Home (%)	No Youth in Home (%)
Household - 2 or more adults	24	68	2
Household – 1 adult	7	21	--
Couple	36	12	48
55+	11	--	17
Individual senior	10	--	15
Individual adult	19	--	29
Youth/teen	4	--	6

Base: Total area resident sample (400).

Question: If you were to join the re-imagined B. R. Ryall YMCA which type of membership is of greatest interest?

Detailed Findings: Members of the B. R. Ryall YMCA

I. Member Satisfaction

The results presented in this section are based upon 362 online surveys completed by members of the B. R. Ryall YMCA. PB&A sent an invitation to participate to every member who has provided the Y with an accurate email address and 362 chose to complete a survey.

This survey began by asking about overall satisfaction with B. R. Ryall YMCA membership.

- In total, 63% of the current members claim to be very satisfied with their membership in the B. R. Ryall YMCA.
- An additional 35% are somewhat satisfied.
- Management is to be congratulated. These are very strong satisfaction statistics.
- However, members with youth or teens living at home are less likely to be very satisfied than are those without children. This is a common pattern at YMCAs across the United States.

Member Satisfaction

	Total Sample (%)	Youth/Teens in home (%)	No teens/Youth in Home (%)
Very satisfied	63	54	68
Somewhat satisfied	35	43	30
Not very satisfied	2	2	2
Not at all satisfied	--	--	--

Base: Total YMCA member sample (362).

Question: How satisfied are you with your YMCA membership?

- Younger members are less likely to be very satisfied than are their older colleagues.

Member Satisfaction

	Total Sample (%)	Ages 18 - 34 (%)	Ages 35 - 54 (%)	Ages 55 – 69 (%)	Ages 70 + (%)
Very satisfied	63	60	63	67	78
Somewhat satisfied	35	30	37	28	22
Not very satisfied	2	10	--	5	--
Not at all satisfied	--	--	1	--	--

Base: Total YMCA member sample (362).

Question: How satisfied are you with your YMCA membership?

- Among those members who indicate they are less than very satisfied with their membership, the reasons volunteered by multiple members, in an open-ended question, are:
 - The Y should be open longer/more hours – 15%.
 - More open and family swim time - 11%.
 - More lap swim time – 9%.
 - More programs for youth and teens - 8%.
 - More class variety – 7%.
 - Locker room issues – 6%
 - Pool hours – 5%.
 - Covid -19 – 5%.
 - More early morning classes – 5%.
 - Cleanliness – 5%.
 - Longer childcare hours – 5%.
 - Facility is outdated – 4%.
 - Cost of classes – 4%.
 - Too expensive – 4%.
 - Better communication – 4%.
 - Bring back towels – 4%.
 - More evening classes – 2%.
 - Outdated equipment – 2%.
 - Do not like new machines – 2%.
 - Return machines that were removed – 2%.

II. Likelihood of Remaining a Member

Members were asked how likely it is that they will remain a member of the B. R. Ryall YMCA for at least the next twelve months. This is a measure of member retention.

- In total, 97% of members claim to be either very (82%) or somewhat (15%) likely to remain a member. This indicates that among those families and individuals who consider themselves Y members today, retention should be quite high.
- Members between the ages of 18 and 34 are significantly less likely to claim to be very likely to remain than are those members above the age of 35.

Likelihood of Remaining a Y Member

	Total Sample (%)	Ages 18-34 (%)	Ages 35-54 (%)	Ages 55-69 (%)	Ages 70+ (%)
Very likely	82	60	84	83	91
Somewhat likely	15	40	13	15	8
Not very likely	1	--	1	1	--
Not at all likely	--	--	1	--	--

Base: Total YMCA member sample (362).

Question: How likely is it that you will remain a member of the B. R. Ryall YMCA for at least the next twelve months?

III. Unmet Needs

Members were asked whether or not they have any unmet recreation, exercise, or healthy living needs that they wish the B. R. Ryall YMCA would address.

- Three out of ten (30%) B. R. Ryall YMCA members claim to have unmet needs that they wish the Y could address. This is a substantial percentage, but in line with what PB&A typically sees across the United States.
- An even greater percentage of members (43%) with children or teens have unmet needs that they would like to see the Y address. Again, this does not differ from percentages found at other well-run YMCAs, but certainly highlights a gap in Y offerings and the reason for lower claimed satisfaction/ likely retention rates among those with children/teens.
- These are large percentages of members who claim to have wants and needs that are not being adequately addressed by the Y today. Coming out of the Covid Pandemic, the B. R. Ryall YMCA should aggressively try to demonstrate that they are listening and attempting to better matching offerings to lingering or potentially new/different member needs.

Unmet Recreation, Exercise or Healthy Living Needs Not Addressed by the B. R. Ryall YMCA

	Total Sample %	Youth/Teens in Home (%)	No Youth/Teens in Home (%)
Have unmet needs	30	43	23
Do not have unmet needs	70	57	77

Base: Total YMCA member sample (362).

Question: Are there specific facilities, services, or programs that you or a family member is interested in, that are not offered at the B. R. Ryall YMCA, that you wish were?

- Those members who claim to have unmet needs were asked, on an unaided basis, to explain what they want. The desires mentioned by multiple respondents are:
 - More programs for youth and teens - 16%.
 - Steam room/hot tub – 12%.
 - Longer hours – 8%.
 - More free pool time – 8%.
 - More Pilates – 6%.
 - Boxing/martial arts/Tai Chi – 6%.
 - More group fitness classes – 6%.
 - More childcare – 5%.
 - Towel service - 4%.
 - Climbing wall – 3%.
 - Parkinson's disease classes – 3%.
 - Outdoor pool – 3%.
 - More Yoga – 3%.
 - Tennis – 3%.
 - Accessible programs – 3%.
 - Gymnastics – 3%.
 - Adult swim lessons – 3%.
 - Beginner classes – 3%.
 - More group exercise studios – 3%.

IV. Likelihood of Current Y Members Participating in Key Offerings

Y members were presented with a list of 20 key facilities and programs that a re-imagined B. R. Ryall YMCA may offer. These are the same potential offerings that were tested among area residents who are not members. Both segments were asked to indicate how likely someone from their household would be to participate in, or use, each at a new, re-imagined B. R. Ryall YMCA.

The chart on this and the next page presents the percentage of YMCA members versus area residents (non-members) who claim they are “very likely” to use each.

- It is important to recognize how different non-members’ thoughts and motivations often are, in terms of what they claim to be interested in, versus what existing Y members want.
- Of the key offerings tested those of greatest interest to current Y members are:
 - An indoor multi-purpose pool.
 - A state-of-the-art fitness center.
 - Multiple new group exercise studios

Likelihood of Participating in Key YMCA Offerings

% Very Likely

	Total Area Resident Sample (%)	Total Member Sample (%)
Indoor multi-purpose pool	38	52
24-hour access to fitness center	34	19
Social area	28	19
Safe, afterschool drop-in and programming for youth/teens	19	19
Free child watch	15	20
Fitness center	15	50
Family fitness	13	17

Consumer Research: Re-imagining the B. R. Ryall YMCA

Summer camp	12	13
Full court gym	9	23
Youth sports	8	13
Improved outdoor green space	7	18
Teaching kitchen	6	12
Improved locker rooms	6	20
Online classes with Y instructors	5	11
Expanded full day, licensed, early learning/pre-school	4	13
Esports lab for youth gaming	3	7
Medically directed wellness with staff from local hospitals	3	13
Senior social and activity space	3	16
Teen audio/video lab	2	10
Multiple group exercise studios	1	35

Base: Total area resident sample (400).

Total member sample (362).

Question: How interested are you or are other members of your household in each of the following if available through re-imagined B. R. Ryall YMCA?

V. Likelihood of Current Y Members Participating in Additional Programs

YMCA members were presented with a list of 23 additional programs that the re-imagined B. R. Ryall YMCA may offer. Again, this is the same list tested among area residents, who are not YMCA members. Both audiences were asked to indicate how likely someone from their household would be to participate in each. The chart on the next two pages compares the percentage of very interested YMCA members with their non-YMCA neighbors.

- Of the programs tested in this question, those of greatest interest to existing YMCA members are (in descending order):
 - Lap swimming.
 - Water-based exercise
 - Health and wellness education.
 - Fun programs to get youth active, off the couch and away from their screens.
 - Youth swim lessons.
 - Nutrition, diet, and weight loss.
 - Senior exercise.
 - Classes that move from indoors to outside based upon the weather/season.
 - Core/functional training.

Likelihood of Participation in Additional Programs
% Very Likely

	Total Area Resident Sample (%)	Total YMCA Member Sample (%)
Lap swimming	34	38
Age specific youth fitness	20	13
Outdoor youth/teen fun fitness	19	13
Health and wellness education	17	25
Programs that help students succeed in school	15	15
Fun programs to get kids active, off the couch, and away from their screens	14	25
Pickleball	14	19
Activities/clubs that use area's hiking/biking trails	11	20
Youth swim lessons	8	23
Nutrition, diet, and weight loss	8	22
Senior exercise	7	21
Physical rehabilitation	6	15
Programs to prevent and protect from injury/illness	6	16
Water-based exercise	6	30

Consumer Research: Re-imagining the B. R. Ryall YMCA

YMCA swim team	4	18
Core/functional training	3	20
Racquetball	2	13
Martial arts	2	11
Changes that make Y more handicap accessible	1	19
Youth/teen fun leagues	1	11
Classes that more inside/outside depending on weather	1	21
Y organization of volunteer opportunities	--	18
Theatre/acting	--	9

Base: Total area resident sample (400).

Base: Total YMCA member sample (362).

Question: How interested are you or are other members in your household interested in?

VI. Likelihood of Current Y Members Participating in Specific Group Activities

YMCA members were presented with a list of specific exercise activities and changes to group exercise offerings. They were asked to indicate how likely someone from their household would be to participate in each. Of the activities tested in this question, those of greatest interest to existing YMCA members are (in descending order):

- Classes at more convenient times.
- Separate classes for beginners and advanced participants.
- Water-based exercise.
- Small group training.
- Personal training.
- Yoga.
- Pilates.
- Spin.

Likelihood of Participation in Group Activities ***% Very Likely***

	Total Member Sample (%)
More convenient class times	23
Separate beginner versus advanced classes	21
Water-based exercise	21
Small group training	21
Personal training	20
Yoga	18
Pilates	18
Spin	18
CrossFit	13
Dance	13

Consumer Research: Re-imagining the B. R. Ryall YMCA

Youth sports conditioning	11
Adult sports training	10
Boot camp	10
Marathon and biathlon training	6

Base: Total YMCA member sample (362).

Question: How interested are you or are other members in your household interested in?

VII. Price Elasticity of Retention

YMCA members were asked how likely they are to remain members if the B. R. Ryall YMCA is renovated, at each of three monthly, price points. Since members often pay differing amounts for their memberships, these questions were presented not as actual rates but as; \$10 more per month, the same as today (current rates), and at \$10 less per month. Within these three levels members were also questioned as to their reaction to membership including 24/7 access to the wellness center.

Recall that with no changes or improvements, a very high 82% of current Y members claim to be very likely to remain members for at least the next twelve months. Thus, greatly improving retention may be difficult.

- If monthly fees are lowered by \$10 per month at a re-imagined B. R. Ryall YMCA, 90% of current members claim to be very likely to remain versus 82% making a similar claim today without any changes.
- If monthly fees remain the same as today at a re-imagined B. R. Ryall YMCA, a similar 88%% of current members claim to very likely to remain very likely to remain. This means, lowering fees by \$10 per month at the re-imagined Y will have a negligible impact on the retention rate among existing YMCA members.
- However, raising monthly fees by \$10 will cause a significant number of current members to question their YMCA participation, with only 53% now claiming to be very likely to remain.

- Adding 24/7 access with an increase of \$10 per month does not negate the impact or higher rates. That is, at \$10 more per month, only 57% of current members claim to be very likely to remain.

Likelihood of Remaining a Member

	TOTAL YMCA MEMBER SAMPLE % Very Likely to Remain
<u>Existing Y With No Changes</u>	82
<u>\$10 more per month</u>	
Traditional membership	53
24/7 wellness access	57
<u>Current monthly fees</u>	
Re-imagined YMCA	88
<u>\$10 less per month</u>	
Re-imagined YMCA	90

Base: Total YMCA member sample (362).

Question: If your membership to the re-imagined B. R. Ryall YMCA costs _____ how likely are you to remain a member?

Detailed Findings: YMCA Employees

I. Employee Profile

The findings presented in this section are based upon online surveys completed by 86 employees of the B.R. Ryall YMCA. PB&A sent an invitation to participate in this research to every staff member and 86 chose to do so.

- Of the employees completing surveys, 78% are part time and 22% are full time.

Full Versus Part Time

	Total Staff Sample (%)
Full time	22
Part time	78

Base: Total YMCA employee sample (86).

Question: Are you a full time or part time employee of the B.R. Ryall YMCA?

- The chart that follows displays the length of time staff members completing surveys have spent as employees of the B. R. Ryall YMCA.

Years at B. R. Ryall YMCA

	Total Staff Sample (%)
Less than one year	39
1 – 2 years	14
2 – 5 years	16
More than 5 years	31

Base: Total YMCA employee sample (86).

Question: How long have you been an employee of the B. R. Ryall YMCA?

II. The Perceived Value of YMCA Membership

- Six out of ten (62%) of these employees think that YMCA membership is definitely a good value.
- An additional 38% believe membership is probably a good value.
- None of the employees participating in this survey claimed to think membership is not a good value.
- This question was asked because often if a staff member does not believe YMCA membership is a good value for the money they either intentionally or unintentionally communicate it to others in the community and to those who are coming to the Y.

Is YMCA Membership a Good Value?

	Total Staff Sample (%)
Yes, definitely	62
Yes, probably	38
No, probably not	--
No, definitely not	--

Base: Total YMCA employee sample (86).

Question: In your opinion is YMCA membership a good value?

III. Perceptions of What Middle and High School Students Think of the B. R. Ryall YMCA.

Employees were next asked how they think an average middle school or high school student who lives in the Glen Ellyn area, if asked, would describe the B. R. Ryall YMCA. This was an open-ended question. The most common answers focused on:

- Swimming and the pool, particularly the swim team (positive).
- Basketball and the gym.
- Four topics that convey the belief that the Y is not for someone my age:
 - Nothing for me to do.
 - Do not know.
 - For young kids.
 - Full of old people.

“Not very kid friendly”.

It has a pool and a gym, but not much else.”

“A lot of old people go there, plus no playing of music, plus not many kids our age.”

“I went there when I was little.”

“They have a great swim team and basketball league.”

Thoughts on How Middle/High School Students Would Describe the B. R. Ryall YMCA (Unaided)

	Total Staff Sample (%)
Pool/swim team	27
Basketball	16
There is nothing for me/my age	13
They would not know/have an opinion	13
My childhood/for young kids	11
Full of old people/for retirees	11
Gym	9
A community center	7
Good place (generic)	5
Old and dingy	4
Good place to work	4
The YMCA song	4

Base: Total YMCA employee sample (86).

Question: If we asked the average middle school or high school student to describe the B. R. Ryall YMCA what do you think they would say?

IV. Perceptions of How The Average Adult Would Describe the B. R. Ryall YMCA.

Employees were next asked how they thought an average adult who lives in the Glen Ellyn area, if asked, would describe the B. R. Ryall YMCA. This was an open-ended question. Their answers were very similar to how they thought an average teenager would describe the Y, but with a somewhat more positive tone.

“Swim team and swimming lessons.”

“Do not know/they offer some classes.”

“It’s a good place.’ (generic).”

A place to work out/for adults to work out.”

“That they know very little about us. If anything at all.”

“Great place for adults to work out and socialize.”

A gym that offers classes and childcare.”

Thoughts on How An Average Adult Would Describe the B. R. Ryall YMCA (Unaided)

	Total Staff Sample (%)
Pool/swim team/swim lessons	22
Do not know/some classes	15
Nice/good (generic)	15
A place to work out/place for adults to work out	13
Childhood/childcare	13
Gym	13
Never been there	11
Some type of community center	11
I used to go there	9
Old and outdated	5
Childcare/child watch	4
The YMCA song	4
Old people	4
Small gym/bad machines	4
The Christmas tree lot	4

Base: Total YMCA employee sample (86).

Question: If we asked the average adult to describe the B. R. Ryall YMCA, what do you think they would say?

V. The Most Common Complaints From Members.

Employees were asked what complaints they hear most often from members. Again, this was asked on an open-ended basis.

- The two answers mentioned most frequently are that 1) most members do not complain about anything and appear quite happy and 2) that members are looking for a wider variety of classes and classes that are available at more convenient times.
- Also mentioned with meaningful levels of frequency are:
 - Pool issues do to crowding, lack of access and overall physical condition.
 - The desire for longer hours and more weekend hours.
 - The facility being run down and in need of renovation.
 - Too many “*unruly children running “everywhere”*”.

“ I never hear complaints.”

“None really anything except maybe just broken equipment.”

“Inconvenient class and program schedule.”

“Lack of lap swim time during prime hours.”

“unruly children.”

Not enough exercise classes and not enough variety.”

Most Common Member Complaints (Unaided)

	Total Staff Sample (%)
Nothing/no complaints	21
Class scheduling/variety	21
Pool issues – too busy/not big enough/more lap swim times	14
Longer hours/weekend hours	9
Old facility/needs updating	9
Unruly kids/kids everywhere	7
Need better equipment maintenance	5
Nothing for kids to do	4
Covid issues	4
Not welcoming/lobby/front desk issues	4
Good place to work	4
Need to enforce rules better	4

Base: Total YMCA employee sample (86).

Question: What is the most common complaint you hear from members?

VI. How to Go From Good to Great - Facilities

Employees were asked, “If our goal is to go from good to great, and you were in charge, what changes or additions would you make to the facilities of the B. R. Ryall YMCA?”.

- The most common answers to this question have to do with opening a larger pool, improving the condition of the pool, better pool access, and increasing capacity for aquatics programming.
- Also mentioned frequently is the need for new, multiple group exercise studios and flexible spaces. The goal is to be able to offer more than one group class at a time. Many continued by saying the B. R. Ryall Y has a lot of wasted and inefficient space, particularly the racquetball courts which should be converted to group exercise and flexible space.
- The problems and issues with the locker rooms and restrooms also was mentioned often by employees as something that is needed before the B. R. Ryall YMCA can go from good to great.
- These comments closely parallel the data from YMCA members presented previously.

“I would work on getting a new pool or updating the pool deck and locker rooms.”

“We need multi-functional space.”

“The space to offer more group exercise classes, more variety and more inclusive classes for all ages including programs that welcome all abilities.”

“Use the wasted space from the racquetball courts for more group exercise studios.”

“The place looks dead. We need music and color from the minute you walk in.”

“The racquetball courts are always empty. We need to re-purpose that space for kids programming and exercise classes.”

How To Go From Good To Great: Facility Improvements (Unaided)

	Total Staff Sample (%)
New/better pool/pool deck	29
More group exercise studios/flex space	24
New locker rooms and restrooms	18
Improved outdoor facilities	7
Vibrant lobby and social space	7
Music	7
More inviting front desk	5
Paint/brighter colors/spaces	5
Better use of space particularly the racquetball courts	5

Base: Total YMCA employee sample (86).

Question: If our goal is to go from good to great, and you were in charge, what changes or additions would you make to the facilities of the B. R. Ryall YMCA?

VII. How to Go From Good to Great - Programs

Employees were asked, “If our goal is to go from good to great, and you were in charge, what changes or additions would you make to the programs of the B. R. Ryall YMCA?”.

- Unlike the responses about how to take facilities from good to great, where a few topics surfaced frequently, when the topic is making Y programs great, a very long list of suggestions were mentioned by staff. These include:
 - More youth programming and youth sports (4).
 - Hire better/unique instructors (3).
 - Offer more outdoor education, workout, and family programs (3).
 - Be sure cardio and strength training is offered every night (3).
 - Lower the cost of membership to encourage class participation (3).
 - Expand offerings for families(3).
 - Create a safe teen hangout space (2).
 - More lap swim (2).
 - Community outreach and volunteer clubs(2).
 - New and different types of yoga (2).
 - Easier exercise (2).
 - Programs unique to the Y (1).
 - Evening water aerobics for younger crowd/30+ (1).
 - Mental health (1).
 - Teen fun (1).
 - Peer counseling for parents with children on the autism spectrum (1).
 - Day care for infants (1).

- Gaming (1).
- More pickleball (1).
- Only things we can do really well (1).
- New member/singles gatherings/introductions (1).
- Get rid of joining fee, it keeps seniors from joining/taking classes (1).
- Programs for stay-at-home moms (1).
- More, better personal training (1).
- Organized teen basketball (1).

VIII. If Not an Employee, Would You be a YMCA Member?

One quarter (26%) of the staff participating in this research claim they would likely not choose to join the Y if they were not an employee. In other words, they would not spend their own money for a Y membership.

- The most common reason why some staff members would be unlikely to spend their own money on a B. R. Ryall YMCA membership is the belief that the “Y is just a place to work out”.

“I always thought the Y was just a place to work out and I don’t join health clubs.”

- Another frequently mentioned reason is that there are, “other gyms closer to where I live”.

“I already have a gym closer to me and is tailored to my needs.”

- Also mentioned by multiple employees is that the B. R. Ryall YMCA is “*not nice enough*”, or as nice/good as WSC.

“It is not nice enough. The lower-level locker rooms are gross, the facility is rundown and not modern like the competitors.”

“I have been a member of WSC for the past 15 years. I like the health club atmosphere.”

- More than one employee unlikely to join claims the B. R. Ryall is “too small” or that it lacks variety of classes.

“It’s a small gym, small pool and I have no interest in the childcare programs.”

If Not an Employee, Would You be a YMCA Member?

	Total Staff Sample (%)
Yes, definitely	29
Yes, probably	45
No probably not	24
No, definitely not	2

Base: Total YMCA employee sample (86).

Question: If you were not an employee of the B. R. Ryall YMCA, would you choose to be a member?

IX. Additional Comments Worth Noting

At the conclusion of the survey, employees were given the opportunity to add in any other comments or ideas that they thought would help the YMCA grow and thrive.

“I think a lot of people in the surrounding areas don’t realize we are here. I’ve lived in Wheaton for 20 years and don’t hear or see anything about the Y. More advertising and local presence is needed.”

“One thing that is truly awesome about our Y is that it feels welcoming.”

“There is lots of great potential for space and community at this YMCA.”

“I really feel like these next few years are crucial after coming out of Covid. Got to get more staff buy-in and get rid of some of the toxicity and obsession with, this is how things have always been done.”

“I’m very happy working for Rob and Kelly. I’m supported and encouraged.”

“We love our CEO and his flexibility in scheduling and keeping our attention on our family. We wish we could serve more community members with an updated facility.”



**Glen Ellyn Plan
Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/22/2023 7:00 PM
Department: Community Development
Department Head:
Category: Commission Recommendation
Prepared By:

**AGENDA ITEM (ID
2023-654)**

DOC ID: 2023-654

Possible Zoning Code Text Amendment Regarding the Keeping of Hens - To be continued

Statement of the Issue:

Analysis:

Budget Impact:

Contribution to Strategic Plan

Action Requested:

Attachments:

1. PC Memo - Village Code Text Amendments - Hens - 6-22-23

STAFF REPORT

TO: Glen Ellyn Plan Commission

FROM: Martin Scott, AICP, Community Development Director
Scott R. Viger, AICP, Planning Consultant

DATE: June 15, 2023

FOR: June 22, 2023, Plan Commission Meeting

SUBJECT: Village Code Text Amendment, Keeping of Hens

PETITIONER: The Village of Glen Ellyn

REQUEST: Village staff is requesting review of a text amendment regarding the keeping of hens to the Village Code at a public hearing and subsequent recommendations to the Village Board.

SUMMARY: Staff has been drawn away from the Hens issue to focus on other priorities. We anticipate that this issue will return to the Commission during the July or August meeting. No action by the Commission is required at the June meeting.