



Agenda
Village of Glen Ellyn
Plan Commission Meeting
Thursday, June 6, 2024
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. New Business**
 - 1) Public Hearing - Churchill Elementary School Expansion – 240 Geneva Road, 1N221 Bloomingdale Road, and 1N249 Bloomingdale Road.
- D. Trustee Liaison's Report**
- E. Chairman's Report**
- F. Staff Report**
- G. Other Business**
- H. Adjourn**



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

Meeting 6/6/2024 7:00 PM
Department: Community Development
Department Head: Emily Rodman
Category: Public Hearing
Prepared By: Daniel Harper

**AGENDA ITEM (ID
2024-354)**

DOC ID: 2024-354

Public Hearing - Churchill Elementary School Expansion – 240 Geneva Road, 1N221 Bloomingdale Road, and 1N249 Bloomingdale Road.

Statement of the Issue:

Glen Ellyn School District 41 is proposing to annex 4.95 acres of property to the Village in order to accommodate a 33,876 square foot expansion to the north side of Churchill Elementary School. The expansion will allow the District to provide full-day kindergarten to all families within the District. In addition to annexation and lot consolidation, Glen Ellyn School District 41 is requesting the following zoning variations below for the proposed project:

The following variations from the Glen Ellyn Zoning Code:

- a) Variance from 10-5-5 Yards, Table 10-5-5 (B) 4: To allow recreation equipment in the side yard and located at 28.3' from the side lot line in lieu of the minimum 42.1' or 10 percent of the lot width.
- b) Variance from 10-5-5 Yards, Table 10-5-5 (B) 4: To allow for a retaining wall greater than 3 feet in height to be setback 24 feet from the side property line in lieu of the required 42.1 feet setback.
- c) Variance from 10-5-5 Yards, Table 10-5-5 (B): To allow impervious surface to be located 6.4' from the side property line in lieu of the required 21' or 5% of the lot width.
- d) Variance from 4-5-8 Sign Schedule: To allow for more than one freestanding sign on the property.

Analysis:

BACKGROUND: Glen Ellyn School District 41 aims to construct an addition to the north side of Churchill Elementary School. This addition will provide space for the District to offer full-day kindergarten for families within their boundaries. The District's plan to create a space for a full-day kindergarten aligns with Illinois House Bill 2396 which requires each school board to develop a kindergarten program with full-day attendance. The District plans to be ready to host students in the new addition at the start of the 2025-2026 school year.

SURROUNDING USES: The site is surrounded primarily by existing single family uses.

Surrounding Land Uses

North: Single Family
South: Single Family
East: Churchill Park

Surrounding Zoning

R2 Single Family Residential
R2 Single Family Residential
CR Conservation Recreation

COMPREHENSIVE PLAN: The 2023 Comprehensive Plan recommends single family residential use for the to be annexed properties at 1N221 Bloomingdale Road and 1N249 Bloomingdale.

REVIEW PROCESS: In order to proceed with the project, the petitioner will need to receive approval of the requested Zoning Variations and plat of consolidation. The annexation request will be reviewed by the President and Village Board of Trustees.

PUBLIC NOTICE: Notice of the public hearing was published in the May 20, 2024, 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.

PROJECT SUMMARY: Glen Ellyn School District 41 is the owner of two properties located north of Churchill Elementary School that are currently located in unincorporated DuPage County. The School District is proposing to annex two properties, demolishing an existing single-family home, and construct stormwater and floodplain engineering management on the two properties in order to accommodate the construction of a northern addition to Churchill Elementary School that will host full-day kindergarten for all families within the school district.

A summary of the project and various approvals requested by Glen Ellyn School District 41 is below:

1. Annexation. The two most northern properties of the proposal are outside the corporate boundaries of the Village, but contiguous with the Village on two sides. The review and approval of these actions is not part of the Plan Commission's duties and responsibilities but falls under the purview of the Village Board.
2. Zoning. In compliance with Section 10 -3 – 3 Automatic Zoning, upon annexation the properties in question will be zoned R2 Single-family Residential District and will be consistent with the existing zoning of Churchill Elementary School. No Plan Commission action is required.
3. Plat of Consolidation. In accordance with Section 10-10-10 of the Zoning Code, a Plat of Consolidation is required and is being requested. The properties commonly known at 1N221 Bloomingdale Road and 1N249 Bloomingdale Road will be consolidated with the existing properties making up Churchill Elementary School to create one contiguous lot for the school campus. The proposed plat of consolidation complies with Section 11-4-4 Design Standards of the Village's Subdivision Regulations. The Plan Commission is being asked to consider the request for lot consolidation in accordance with Section 11-3-7 and Section 11-3-9 of the Subdivision Regulations Code.
4. Variations. The school district is requesting the following variations below to accommodate the construction of the addition:
 - a) Variance from 10-5-5 Yards, Table 10-5-5 (B) 4: To allow recreation equipment in the side yard and located at 28.3' from the side lot line in lieu of the minimum 42.1' or 10 percent of the lot width.

The proposed school addition includes a relocation and addition of playground equipment and play areas from the western border of the property to the eastern side of the property. A total of 43,596 square feet of space will be dedicated to outdoor recreation space on the site. The proposal includes a playground that is dedicated to kindergarten students only and is located 28.3 feet away from the eastern property line in lieu of the required 42.1 feet. Approximately 3,990 square feet of total outdoor recreation space is proposed to be located in the required recreation setback.

b) Variance from 10-5-5 Yards, Table 10-5-5 (B) 4: To allow for a retaining wall greater than 3 feet in height to be setback 24 feet from the side property line in lieu of the required 42.1 feet setback. Due to the existing topography of the site, a retaining wall is being proposed south of the proposed kindergarten playground area. A retaining wall is also proposed along the western side of the site to maintain a swale for stormwater runoff and provide a sidewalk. The sidewalk is an accessible route for the school and the retaining walls are required to maintain the allowable slope of the walk for accessibility.

c) Variance from 10-5-5 Yards, Table 10-5-5 (B): To allow an impervious surface to be located 6.4' from the side property line in lieu of the required 21' or 5% of the lot width. A sidewalk is proposed to 6.4' from the eastern property line south of the kindergarten playground area. This sidewalk will connect to an existing sidewalk located on the eastern wall of the existing gymnasium and integrate the pedestrian infrastructure of the addition to the existing school campus.

d) Variance from 4-5-8 Sign Schedule: To allow for more than one freestanding sign on the property. The School District is proposing an additional monument sign to be located at the proposed Bloomingdale Road entrance of the site. The proposed monument sign will be made of sandstone and meets the Village's sign code requirements.

Staff Comments:

1. Required Public Improvements.

Geneva Road and St. Charles Road are both under the jurisdiction of the DuPage County Division of Transportation (DuDOT). All public improvements related to transportation will be administered by DuDOT as part of this project.

Bloomingdale Road will be expanded approximately 8 feet in width to accommodate a dedicated southbound turn lane for the proposed access point along Bloomingdale Road.

Improved sidewalk infrastructure will be constructed along Bloomingdale Road and will be designed to incorporate in with the proposed access on Bloomingdale Road.

2. Required On-site Improvements.

The project consists of a new school addition, a forty-two (42) space parking lot, a driveway entrance and access from Bloomingdale Rd, hardscape play area, two new playgrounds, and pedestrian improvements. This adds a substantial amount of new impervious area to the site. Some of the new impervious area encroaches into an existing floodplain. Therefore, per DuPage County Stormwater and Floodplain Ordinance, the project has to meet water quality (remove pollutants), water control (detention storage), and compensatory storage standards. The project is able to meet these standards by proposing a new storm sewer, expanding an existing detention system, and

proposing a new detention pond.

New inlets, manholes, and storm sewers are proposed north of the building addition and in the parking lot. The new storm sewer network will capture and convey all the stormwater runoff onsite. The existing large underground storage detention system situated north of the school will be expanded. The expansion will occur west and north of the building addition underneath the new parking lot. The new storm sewer network mentioned above will tie into the detention system. This fulfills the water quality and water control requirements of the Ordinance.

Since a portion of the floodplain located north of the existing play area and playground is being filled to accommodate the new parking lot, the house, garage, and driveway located at 881 Bloomingdale will be removed. The property will be converted into a detention pond to compensate for the loss in floodplain storage. This fulfills the compensatory storage requirement of the DuPage County Stormwater and Floodplain Ordinance.

3. Traffic.

There are multiple signalized intersections adjacent to the property: Geneva Road with Bloomingdale Road, Geneva Road with Western Avenue, and Bloomingdale Road with St. Charles Road. Based on the location of the proposed north entrance on Bloomingdale Road, a traffic study provided by the School District concluded that all intersections will generally have sufficient reserve capacity to accommodate the expansion-generated traffic.

The signalized intersection located at Geneva Road with Kenilworth Avenue currently operates at an overall “Level of Service B” during weekday morning and weekday afternoon peak hours. However, this intersection experiences additional congestion during the ten (10) to fifteen (15) minute period during the peak traffic associated with drop-off activity at the school. The submitted traffic study predicts a delay increase of less than two seconds at this intersection based on its projected predictions.

The traffic study does mention that an inbound right-turn lane queue to the school can be extended along the westbound outside lane of Geneva Road to allow for greater stacking during the peak morning drop-off period. The school district has not proposed this expansion at this time as their study does not support that need at this time. Approval of the extension of the queuing lane would need to be approved by the DuPage County Division of Transportation.

The school district has proposed traffic mitigation measures to enhance the internal operations of the site including the following:

- Deploying more staff to help direct/manage the morning drop-off activity.
- Having the staff better enforce the drop-off/pick-up procedures, including prohibiting parents/caregivers from dropping off students outside the designated loading zone, directing parents/caregivers to pull up to the front of the loading zone, and expediting the drop-off of students.
- Using more signage along the internal circulation system to clearly indicate where students can be dropped off and to direct parents/caregivers to pull to the front of the loading zone.

- Extending the loading zone further west along the north side of the southwest parking lot. As proposed, the loading zone will extend to the east of the middle parking aisle.
- Prohibiting parents/caregivers from dropping off students along the east-west circulation road which extends along the south side of the school. Additional staff and signage will be located along the north-south circulation road to minimize any drop-off activity.

The school district has also committed that if the proposed measures above are not successful, the school district would consider moving the drop-off/pick-up for first grade students from the south side of the school to the north side of the school.

DuPage County Division of Transportation has reported that they generally agree with the analysis and recommendations of the traffic study presented by the school district. However, DuDOT has not reviewed the specifics of highway right-of-way modifications proposed by this plan at this time and reserves the right to review the submittal once submitted by the School District.

4. Parking Lot Design and Circulation.

The school district is expecting approximately 293 kindergarten students to attend the dedicated kindergarten facility. The expected total school enrollment at Churchill Elementary is expected to be 820 students with 114 staff/faculty.

The proposed parking lot will provide forty-two (42) parking spaces, of which two (2) will be designated for ADA parking and two (2) will be electric vehicle charging spaces.

The proposed north addition will be accessible by vehicle by the proposed Bloomingdale Road access drive. The proposed traffic circulation and student drop-off design incorporates a one-way clockwise loop with two separated lanes provided around the parking lot for student pick-up/drop-off activity and bus loading. The interior lane will serve as a dedicated bus lane while the exterior lane will serve passenger vehicles. Thirteen (13) school buses are expected to be needed for the entire elementary school. Five (5) of the school buses are expected to be dedicated for the kindergarten addition. The submitted traffic study reports that the pick-up/drop-off lane has capacity for forty-two (42) to forty-three (43) vehicles to be stacked and that this lane will exclusively serve the proposed expansion of the kindergarten center and its students. In the traffic study addendum attached, the school district's traffic consultants confirmed that the drop-off/pick-up demand should not spill out onto Bloomingdale Road provided that the school actively manages the drop-off/pick-up operations.

5. Elevations.

The proposed addition will be two stories, 31 feet tall with twelve classrooms, a gross motor area, and dining and staff areas. The lower and upper levels are estimated to be a total of 33,876 square feet. The architectural style for the addition was selected to resemble the existing school building. Materials, colors, and details reflect similar elements on the school campus with the intent of creating a consistent and unified appearance. The exterior will be primarily brick and stone-masonry with highlights of composite paneling. The brown and beige color palette will be similar in appearance to the existing structure. A silicone glazed curtain wall will be installed with low e-clear vision glass and bird glass film, with dark bronze and aluminum framing. Multiple vertical windows will be placed on either side of the main entrance. The painted steel canopy/trellis above the main entrance will extend to the rounded drive-up. The height of the building will match the existing

building height of 31 feet. The scale and proportions of the building are inspired by and designed to be compatible with the current architectural style of the campus.

The elevations and landscape plan were reviewed by the Architectural Appearance Commission at their March 13, 2024, meeting. The project received a unanimous recommendation of approval by the AAC with a condition that the School District use careful consideration and attention to detail to create an appropriate scale and welcoming entrance for the kindergarten students.

6. Landscaping/Fencing.

Approximately 99 new trees are being proposed for the site. The majority of the evergreen trees are proposed along the western property line that is shared with the rear property lines of residential properties. The evergreen trees range from seven (7) feet to eleven (11) feet in height at the time of planting and are designed to mitigate the visual impact of the expansion to the western residential properties.

Landscape islands are proposed in the parking lot as required by code. These islands have shade trees and grasses in compliance with the Code.

Section 10-5-8(G)5 requires a “densely planted compact hedge not less than 4’ in height when open vehicle parking areas are adjoining residential districts. The School District proposes new shrub plantings along this western parking spaces. The proposed shrub line in the parking area and evergreen tree line proposed along the western property line should effectively screen headlights from residential properties.

7. Lighting.

As part of the project, twelve (12) new light poles are proposed in the parking lot with six (6) wall mounted fixtures attached to addition. All light fixtures are fully shielded and do not project light upward.

The proposed photometric plan meets the lighting requirements of Section 10-5-13(M)2(a) which mandates a maximum foot-candle level of 0.5 at the property line.

Budget Impact:

This project is not expected to have an impact on the Village Budget.

Contribution to Strategic Plan

Action Requested:

The Plan Commission should consider the petitioner’s request for approval of Zoning Variations and make a recommendation to the Village Board for approval, approval with conditions or denial.

In reviewing the requested Zoning Variations, the Commission should consider the criteria in Sections 10-10-12 of the Zoning Code.

The Commission may wish to consider recommending that the following conditions be placed on any approval.

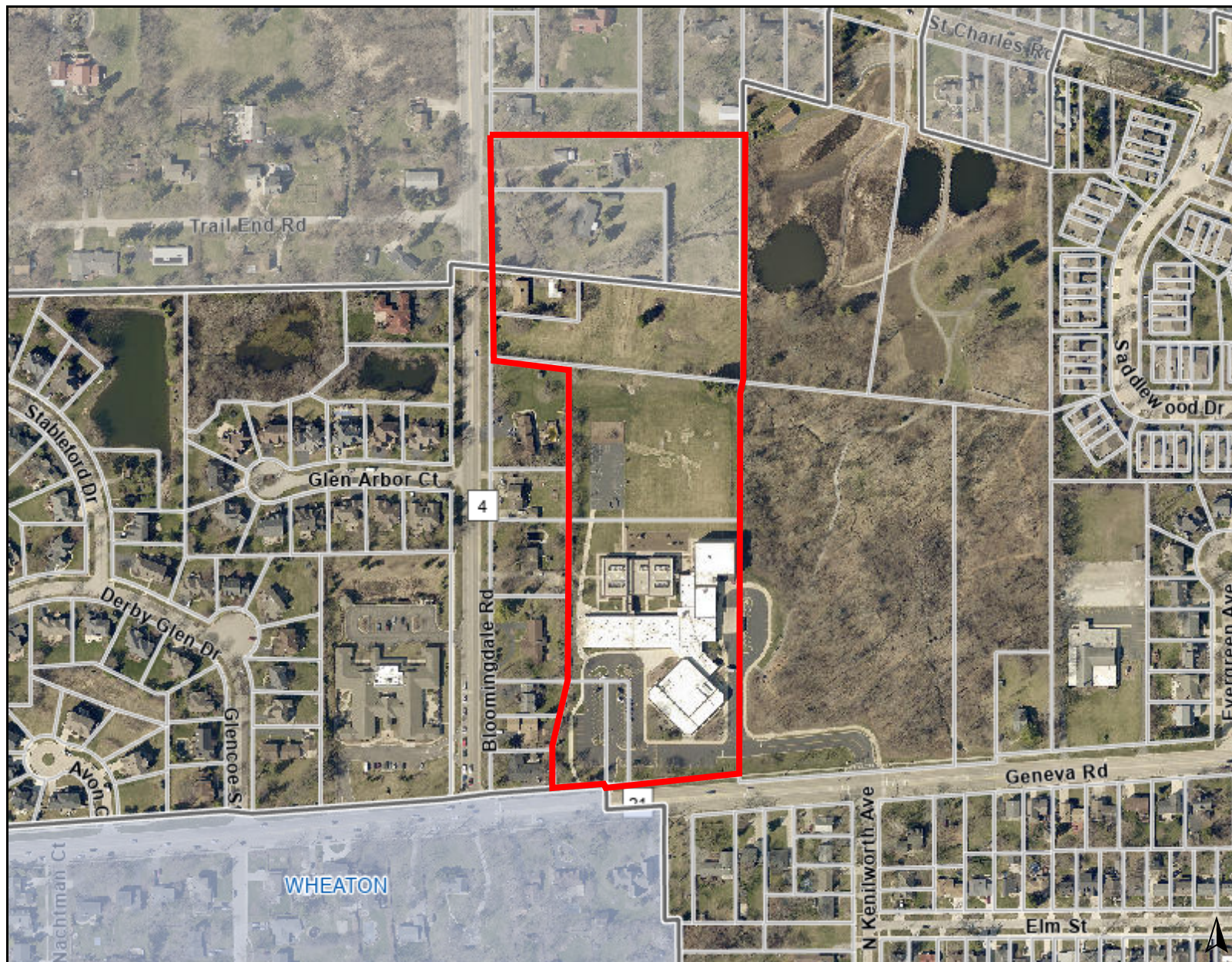
1. The property shall be developed in substantial compliance with the Site Development Plans

prepared by Wight & Company dated 03.06.2024, Lighting Plan prepared by Wight & Company dated 02.22.2024 and Landscape Plan prepared by Wight & Company dated 03.06.2024 last revised 03.28.2024.

2. That prior to the issuance of any building permits for the parking lot expansion, a Plat of Consolidation shall be executed and recorded for the property.

Attachments:

1. Aerial Map
2. Zoning Map
3. Application Variation Request for Planning Commission 20240417
4. Narrative Statement & Project Description
5. Site Plan
6. Landscape Plans
7. Photometric Plan
8. Building Elevations
9. Building Renderings
10. Monument Sign Plan
11. Traffic Study_ May_6_2024
12. Traffic_Study_Addendum_May_29_2024
13. School Bus Autoturn Exhibit
14. Annexation Application 2024-0403
15. Plat of Annexation
16. Lot Consolidation Application
17. Plat of Consolidation
18. Findings of Fact
19. Draft Motion to Approve
20. Draft Motion to Deny



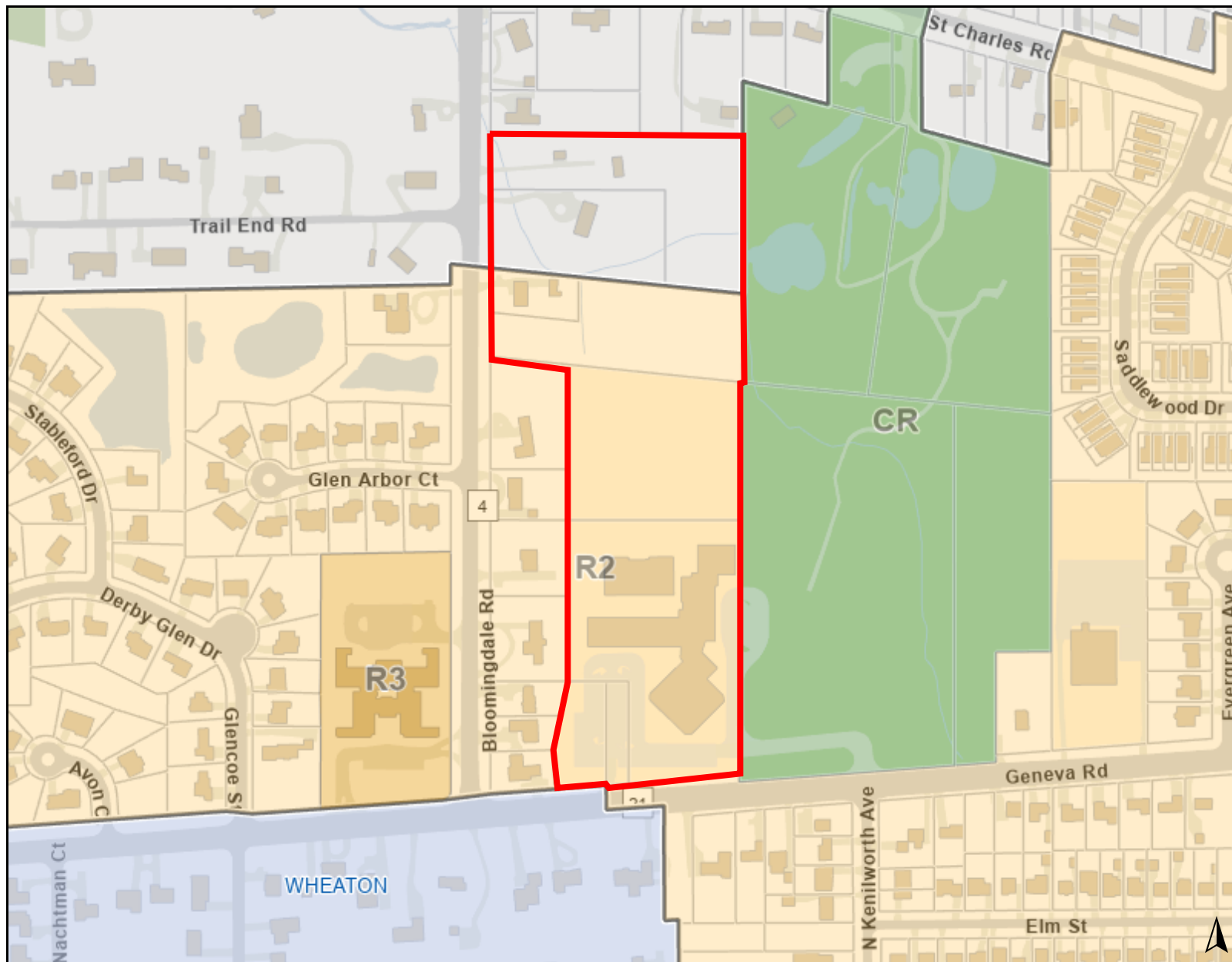
Legend

0 500 1000
ft

Print Date: 5/30/2024

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.



Legend

Zoning and Development

Zoning

- CR: Conservation/Recreation District
- R2: Single Family Residential District
- R3: Multi-Family Residential District

0 500 1000
ft

Print Date: 5/30/2024

Notes

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VILLAGE OF GLEN ELLYN
535 Duane Street
Glen Ellyn, Illinois 60137
(630) 547-5250

CLEAR PAGES

APPLICATION FOR VARIATION

For the property at 240 Geneva Rd, Glen Ellyn, IL 60137 Glen Ellyn, IL 60137

Note to the Applicant: This application should be filed with, and any questions regarding it, should be directed to the Director of the Village Community Development Department.

You may attach separate sheets of paper if additional space is needed for the following answers.

The undersigned hereby petitions the Village of Glen Ellyn, Illinois, for one or more variations from the Glen Ellyn Zoning Code (Ordinance No. 3617-Z, as amended), as described in this application.

I. APPLICANT INFORMATION:

(Note: The applicant must comply with Section 10-10-10(B) of the Zoning Code).

Name: Eric L. DePorter

Address: 793 N Main St, Glen Ellyn, IL 60137

Home Phone No.: (630) 790-6400 Cell Phone No.: N/A

Fax No.: 630-790-1867

E-mail: edeporter@d41.org

Ownership Interest in the Property in Question:

**No Ownership -
District 41 Assistant Superintendent of Finance, Facilities and Operations / CSBO**

II. INFORMATION REQUIRED BY SECTION 10-10-10(B) OF THE ZONING CODE, IF APPLICABLE:

NOTE: All parties, whether petitioner, agent, attorney, representative and or organization et al. must be fully disclosed by true name and address in compliance with Section 10-10-10(B) of the Zoning Code. Disclosure forms are attached for your convenience.

Name and address of the legal owner of the property (if other than the applicant):

***Glen Ellyn School District 41
793 N Main Street
Glen Ellyn, IL 60137***

Name and address of the person or entity for whom the applicant is acting (if the applicant is acting in a representative capacity):

***Glen Ellyn School District 41
793 N Main Street
Glen Ellyn, IL 60137***

Is the property in question subject to a contract or other arrangement for sale with the fee owner? (Choose "Yes" or "No")

YES ☐

NO ☒

If YES, the contract purchaser must provide a copy of the contract to the Village and must either be a co-petitioner to this application or submit the attached Affidavit of Authorization with the application packet.

Is the property in question the subject of a land trust agreement? (Choose "Yes" or "No")

YES ☐

NO ☒

If YES, (1) either the trustee must be a co-petitioner or submit the attached Affidavit of Authorization from the trustee to represent the holders of the beneficial interests in the trust and (2) the applicant must provide a trust disclosure in compliance with "An Act to Require Disclosure of All Beneficial Interests", Chapter 148, Section 71 et seq., Illinois Revised Statutes, signed by the trustee.

III. PROPERTY INFORMATION:

Common address: 240 Geneva Rd, Glen Ellyn, IL 60137

Permanent tax index number: See Attached

Legal description:

See Plat of Survey

Zoning classification: R2 Residential District

Lot size: Varies ft. x Varies ft. Area: 669,256 sq. ft.

Present use:

Elementary School

IV. INFORMATION REGARDING THE VARIATION(S) REQUESTED:

Description of the variation(s) requested (including identification of the Zoning Code provisions from which variation is sought) and proposed use(s):

See Attached

IV. INFORMATION REGARDING THE VARIATION(S) REQUESTED:

Description of the variation(s) requested (including identification of the Zoning Code provisions from which variation is sought) and proposed use(s):

Request #1:

To allow for more than one free standing sign on the property at the new site entry off Bloomingdale Road.

4-5-8. - Sign schedule (CR and Residential Zoning Districts).

(A) Nonresidential establishment signs,

1. Freestanding sign:

1 freestanding sign per property is permitted.

and

10-5-5 Yards, Table 10-5-5(B)4

31. Sign (See item above)

Reason for request: The addition has a separate entrance from Bloomingdale Road from the school's main entrance from Geneva Road. The second freestanding sign is needed to identify the Bloomingdale Road entrance for the kindergarten center.

Request #2:

To allow recreation equipment in the side yard and located at 28.3' from the side lot line in lieu of the minimum 42.1' or 10 percent of the lot width.

10-5-5 Yards, Table 10-5-5(B)4

29. Recreational equipment - Limitations: Must be located 10% of lot width away from property. This section has only the rear yard "X". Will the variance be requesting to allow it in the side yard.

Reason for request: The playground equipment is being relocated from the western side to the eastern side of the property. This will move the playground away from the residents on the west side to the east side where it will border the park. The project has many program requirements having to fit in the area south of the on-site creek. To fit the recreational equipment in this desired area, a reduction of the side yard is required.

Request #3:

To allow for a retaining wall greater than 3 feet in height to be setback 24 feet from the from the side property line in lieu of the required 42.1 feet.

We believe exception (3) should apply with Village Engineer deeming them necessary and approving. The site grading plan is designed to have no adverse impact of stormwater runoff to adjacent properties.

10-5-5 Yards, Table 10-5-5(B)4

39. Wall, Retaining

(2) Retaining wall greater than 3' in height shall be considered a structure and must be set back a distance equal to 10% of the lot width (side yard setback) from all property lines.

Reason for request: The kindergarten playground on the east side of the site requires a retaining wall greater than three feet because of the sloped ground in that area. The playground should be a relatively

flat surface and needs to be close to the center for security and supervision. Any other location would not be practical for kindergarten students.

A retaining wall greater than three feet is required along the western side of the property to maintain a swale for stormwater runoff and provide a sidewalk. The sidewalk is an accessible route for the school and the retaining walls are required to maintain the allowable slope of the walk for accessibility. The walk is also an emergency exit for the building.

We believe exception (3) item # 39 should apply with Village Engineer deeming them necessary and approving. The site grading plan is designed to have no adverse impact of stormwater runoff to adjacent properties.

Request #4:

To allow impervious surface to be located 6.4' from the side property line in lieu of the required 21' or 5% of the lot width.

10-5-5 Yards, Table 10-5-5(B)4

(C) Impervious surfaces setback:

1. New construction, class II and III alterations, class III additions:

Lot Width	Distance (Between Edge Of Impervious Surface And Lot Line:
<i>More than 100'</i>	<i>5% of lot width</i>

Reason for request: The existing sidewalk at the northeast corner of the existing school at the gym that will need to be replaced due to construction and grading with a new sidewalk.

Estimated date to begin construction: June 3, 2024

Names and addresses of any experts (e.g., planner, architect, engineer, attorney, etc.):

See Attached

V. EVIDENCE RELATING TO ZONING CODE STANDARDS FOR A VARIATION:

The following items are intended to elicit information to support conclusions by the ZBA or PC and the Village Board that the required findings/standards for a variation under the Zoning Code have been established and met. Therefore, please complete these items carefully.

A. Standards Applicable to All Variations Requested:

1. Provide evidence that due to the characteristics of the property in question, there are practical difficulties or particular hardship for the applicant/owner in carrying out the strict letter of the Zoning Code:

The site has multiple engineering challenges that include an on-site creek to the north with a floodplain elevation that encompasses a large portion of the site. The floodplain limits the amount of fill that can be done due to compensatory storage requirements. There exists on-site and off-site wetlands with buffer areas that limit the amount of development that can be done on the site. There is an existing underground detention system which limits the type of development above that footprint. Finally, there is 25' of elevation change between the northern face of the existing building and the creek to the north, which creates a need for retaining walls to allow for site circulation and ADA accessibility. The is no contemplated construction north of the creek, which is not practical for the kindergarten project.

2. a. Provide evidence that the property in question cannot yield a reasonable return if permitted to be used under the conditions allowed by the Zoning Code (i.e., without one or more variations):

Due to the challenges mentioned above in the Application (A.1.), it would be unreasonable to complete the proposed site improvements without the requested variations.

OR

IV. INFORMATION REGARDING THE VARIATION(S) REQUESTED:

Names and addresses of any experts (e.g., planner, architect, engineer, attorney, etc.):

Architect:

Craig Siepka
Wight & Company
2500 North Frontage Road
Darien, IL 60561

Civil Engineering:

Shawn Benson
Wight & Company
2500 North Frontage Road
Darien, IL 60561

Landscape Architect:

Gage Berger
Wight & Company
2500 North Frontage Road
Darien, IL 60561

Traffic Engineer:

Michael A. Werthmann, PE, PTOE
Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA)
9575 West Higgins Road, Suite 400
Rosemont, IL 60018

Attorney:

J. Todd Faulkner
Franczek, PC
300 S. Wacker Drive, Ste. 3400
Chicago, IL 60606

- b. Provide evidence that the plight of the applicant/owner is due to unique circumstances relating to the property in question:

The engineering challenges mentioned above in the Application (A.1.), above are specific to this property and are not typical conditions for other properties within the same zoning district.

3. Provide evidence that the requested variation(s), if granted, will not alter the essential character of the locality of the property in question:

The addition's proposed variances will not interference or change the character of the property or the neighborhood. The site use remains an elementary school.

- B. For the purpose of supplementing the above standards, the ZBA or PC, in making its recommendation that there are practical difficulties or particular hardships, shall also take into consideration the extent to which the evidence establishes or fails to establish the following facts favorably to the applicant:

1. Provide evidence that the particular physical surroundings, shape or topographical condition of the property in question would bring particular hardship upon the applicant/owner as distinguished from a mere inconvenience if the strict letter of the Zoning Code were to be carried out:

The site has multiple engineering challenges that include an on-site creek to the north with a floodplain elevation that encompasses a large portion of the site. The floodplain limits the amount of fill that can be done due to compensatory storage requirements. There exists on-site and off-site wetlands with buffer areas that limit the amount of development that can be done on the site. There is an existing underground detention system which limits the type of development above that footprint. Finally, there is 25 ' of elevation change between the northern face of the existing building and the creek to the north, which creates a need for retaining walls to allow for site circulation and ADA accessibility. The is no contemplated construction north of the creek, which is not practical for the kindergarten project.

2. Provide evidence that the conditions upon which the petition for variation is based would not be applicable generally to other property within the same zoning district:

The engineering challenges mentioned above in the Application (B.1.) are specific to this property and are not typical conditions for other properties within the same zoning district.

3. Provide evidence that the purpose of the variation is not based exclusively upon a desire to make more money out of the property in question:

The variations are not based on making more money for the District (A not-for-Profit) but providing an additional amenity and service to the Village's Families.

4. Provide evidence that the alleged difficulty or particular hardship has not been created by any person presently having an interest in the property in question or by the applicant.

The engineering challenges including the on-site creek, floodplain, wetlands, and 25' of elevation change are naturally occurring conditions and not created by any person having interest in the property.

5. Provide evidence that the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property in question is located.

The variance request #2 for allowing the recreational equipment to be partly in the side yard improves the neighborhood by relocating the school's play areas away from the west side where there are several residential properties. The variance request #3 for allowing some retaining walls in the side yards will allow the stormwater runoff to adjacent properties to remain unchanged and have no adverse impact to them.

6. Provide evidence that the proposed variation will not:

- a. Impair an adequate supply of light and air to adjacent property;

The proposed addition is not taller than the existing school building and will not impair the supply of air and light to any of the neighboring properties.

- b. Substantially increase the hazard from fire or other dangers to the property in question or adjacent property;

The use of the property will not change; it will remain an elementary school. An increase in hazards from fire or other dangers will not be increase to this property or any adjacent properties by the requested variances.

- c. Otherwise impair the public health, safety, comfort, morals or general welfare of the inhabitants of the Village;

The variance will allow school district to provide a Village amenity by providing a full day kindergarten program.

- d. Diminish or impair property values within the neighborhood;

The property is an allowed use in the zoning district and will remain as an elementary school. To move the school activities away from the residential areas, the playground areas that are currently located on the western side of the property are being relocated to the eastern side of the property away from the residential properties. The new location is adjacent to the Churchill Park (eastern side).

- e. Unduly increase traffic congestion in the public streets and highway;

A traffic study (Traffic Impact Study dated February 29, 2024) was performed by KLOA and is provided as an Appendix to the application. KLOA is a registered professional engineering firm known to the Village of Glen Ellyn. KLOA was contracted to analyze the traffic impact for the proposed Kindergarten on the existing school entrance on Geneva Road and the proposed entrance on Bloomingdale Road. The proposed site improvements will reduce the drop-off and pick-up traffic on Geneva Road. An additional entrance to the school property for only the Kindergarten will be added on Bloomingdale Road, which is regulated by DuPage County Department of Transportation (DuDOT). DuDOT has required a left turn lane (in) for traffic coming from the north, which includes widening of Bloomingdale Road for the turn lane. The peak traffic times are for a short duration in the morning (school drop-off) and in the afternoon (school pick-up).

- f. Create a nuisance; or

The current play area and playground will be relocated to the east side of the property away from the adjacent western residential properties. A variance is being requested for the playground to be partially in the side yard setback requirement. The eastern adjacent property is a wooded area in Churchill Park and will not be impacted by the relocation.

- g. Results in an increase in public expenditures.

No increases in public expenditures for the Village are anticipated.

7. Provide evidence that the variation is the minimum variation that will make possible the reasonable use of the land, building or structure.

The area within the site to place required spaces like play areas, and to manage storm water is very limited with its multiple engineering challenges as described above. The variances that are being requested are minimal to allow the required program, access, and storm water structures.

8. Please add any comments which may assist the commission in reviewing this application.

See Supporting Documents with project narrative, engineering plans, building plans, building elevations, and renderings.

VI. CERTIFICATIONS, CONSENT AND SIGNATURE(S)

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

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

I (We) certify that I (we) have carefully reviewed the Glen Ellyn Zoning Variation Request Package and applicable provisions of the Glen Ellyn Zoning Code.

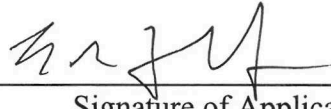
I (We) consent to accept and pay the cost to publish a notice of Public Hearing as submitted on an invoice from the publishing newspaper. I (we) understand that our request will not be scheduled for a Village Board agenda until and unless this invoice is paid.

3/28/2024

Date

Eric Deporter

Print Name



Signature of Applicant

Date

Print Name

Signature of Applicant

Date

Print Name

Signature of Applicant

AFFIDAVIT OF AUTHORIZATION

I, Dr. Melissa Kaczkowski owner of the property described as

Churchill Elementary School @ 240 Geneva Rd, Glen Ellyn, IL 60137

verify that Eric DePorter

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

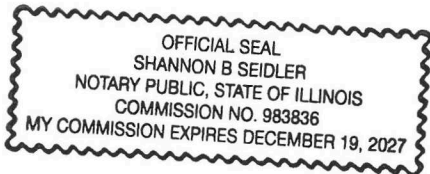

Owner Signature

Subscribed and sworn to before me this

1 day of April, 2024

Shannon B. Seidler

Notary Public



Affidavit Affirming No Conflict of Interest

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

1. My name is Eric DePorter, and I hold the position of Assistant Superintendent for Glen Ellyn SD 41 ("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: ERIC DEPORTER

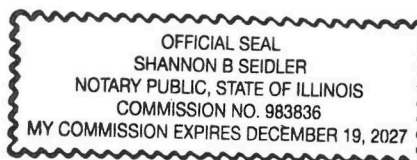
Title: Asst. Superintendent

Owner's Name: Glen Ellyn SD 41

Subscribed and sworn to me this

1 day of April, 2024.

Shannon B. Seidler
Notary Public



Narrative Statement & Project Description

Full-Day Kindergarten

The Board of Education has authorized the construction of an addition to the north side of Churchill Elementary School. This addition will provide space for the District to offer full-day kindergarten for all families within our boundaries. Creating space for full-day kindergarten has been a priority for many years. While the District has been working towards the goal of offering full-day kindergarten for many years, the decision to proceed is especially timely given that the Governor recently signed a bill that requires school districts to offer full-day kindergarten no later than the 2027-28 school year. The District's plan is to welcome children into this new addition at the start of the 2025-2026 school year.



District 41 Full-Day Kindergarten

The new Full Day Kindergarten Center Addition will be a state-of-the-art facility designed to provide a safe and healthy learning environment for the kindergarten children in our community. The building is a two-story facility with the second level being at the same level as the existing school. The addition will be 33,876 square feet including the main level of 17,070 square feet.

This addition will be similar in aesthetics and system components to the existing school. The exterior will be mostly masonry with highlights of composite paneling. Scale and proportions of the building as well as major details are inspired and compatible with the current architectural vocabulary of the campus. The facility will have 12 kindergarten classrooms, a flex room, a multi-use room for dining, art & other activities, gross motor area (indoor playground), small group rooms, and staff areas.

The school will also have ample outdoor space for recreational activities and will include a playground, open play areas for physical education, and ample parking for staff and visitors.

The plan is to incorporate landscaping along the western property line to enhance the existing vegetative buffer to minimize the impacts to adjacent properties.

The addition will have a separate entrance from Bloomingdale Road with a drop-off and pick-up area from the rest of the Churchill Elementary School on Geneva Road. The kindergarten starting and ending times each day will not be the same as the other district elementary schools (staggered start/finish) creating less traffic at the school and allowing parents to drop-off and pick-up older children to other schools. Exact times for the school day are still being studied. The kindergarten center will have separate bus and passenger vehicle drop-off lanes for safety. The bus lane will accommodate the 6 buses for the center. The vehicle lane will have queuing for 25 vehicles.

This new full-day kindergarten addition will be a valuable asset to the community and provide a positive impact on every student's educational experience on this campus.

The District is requesting four variances for the kindergarten center project. The following are the descriptions and justifications for each request:

Request #1:

To allow for more than one free standing sign on the property at the new site entry off Bloomingdale Road.

Reason for request: The addition has a separate entrance from Bloomingdale Road from the school's main entrance from Geneva Road. The second freestanding sign is needed to identify the Bloomingdale Road entrance for the kindergarten center.

Request #2:

To allow recreation equipment in the side yard and located at 28.3' from the side lot line in lieu of the minimum 42.1' or 10 percent of the lot width.

Reason for request: The playground equipment is being relocated from the western side to the eastern side of the property. This will move the playground away from the residents on the west side to the east side where it will border the park. The project has many program requirements having to fit in the area south of the on-site creek. To fit the recreational equipment in its desired area, a reduction of the side yard requirement is required.

Request #3:

To allow for a retaining wall greater than 3 feet in height to be setback 24 feet from the from the side property line in lieu of the required 42.1 feet.

Reason for request: The kindergarten playground on the east side of the site requires a retaining wall greater than three feet because of the sloped ground in that area. The playground should be a relatively flat surface and needs to be close to the center for security and supervision. Any other location would not be practical for kindergarten student's playground.

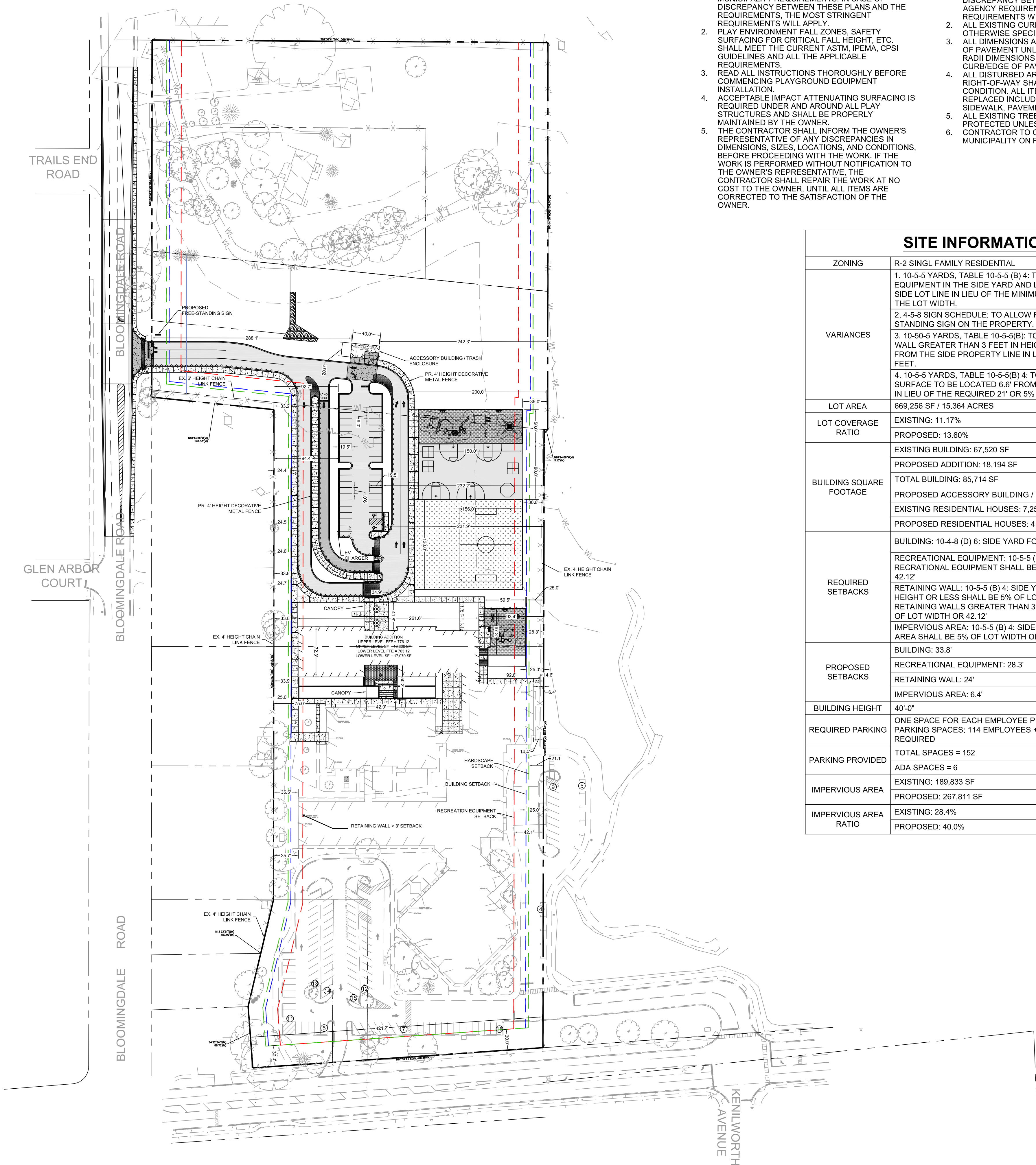
A retaining wall greater than three feet is required along the western side of the property to maintain a swale for stormwater runoff and provide a sidewalk. The sidewalk is an accessible route for the school and the retaining walls are required to maintain the allowable slope of the walk to maintain accessibility. The walk is also an emergency exit for the building.

Request #4:

To allow impervious surface to be located 6.4' from the side property line in lieu of the required 21' or 5% of the lot width.

Reason for request: The existing sidewalk at the northeast corner of the existing school at the gym will need to be replaced due to construction and grading with a new sidewalk. The new walk will be in the same location as the existing walk.

Additional information is included in the Application.



PLAY ENVIRONMENT NOTES

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6. CONTRACTOR TO COORDINATE WITH LOCAL MUNICIPALITY ON FINAL LOCATIONS OF SIGNS.

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- HEAVY DUTY PCC PAVEMENT AND STONE BASE
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- PARKING COUNT
- PARKING LOT LIGHTING POLES

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wightco.com
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P 630.969.7000
F 630.969.7979

BID PACKAGE #1 - ISSUED FOR BID 03/06/2024		
REV	DESCRIPTION	DATE

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

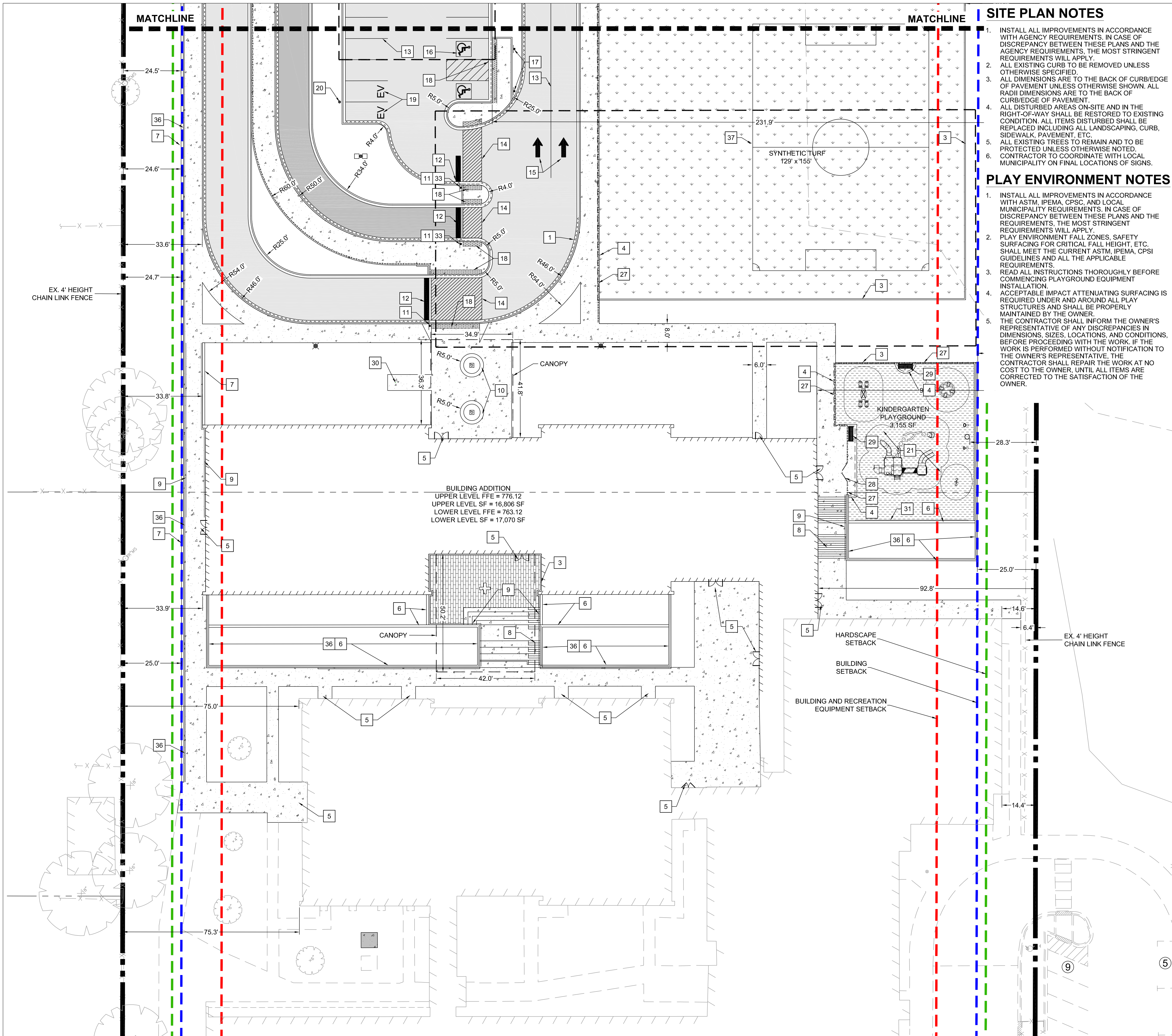
240 GENEVA ROAD
GLEN ELLYN, IL 60137

ZONING SITE PLAN

Project Number: 230157
Scale: 1" = 70'
Drawn By: DE
Sheet: NORTH

SITE

S:\Darien\Glen Elyn SD\230157_FDK Center at Churchill School\01\11 Drawings\02 CD\230157 C2.00 SITE PLAN.dwg devans Apr 17, 2024 3:23:27 pm
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BID PACKAGE #1 - ADDENDUM 2	03/28/2024
BID PACKAGE #1 - ADDENDUM 1	03/21/2024
BID PACKAGE #1 - ISSUED FOR BID	03/06/2024

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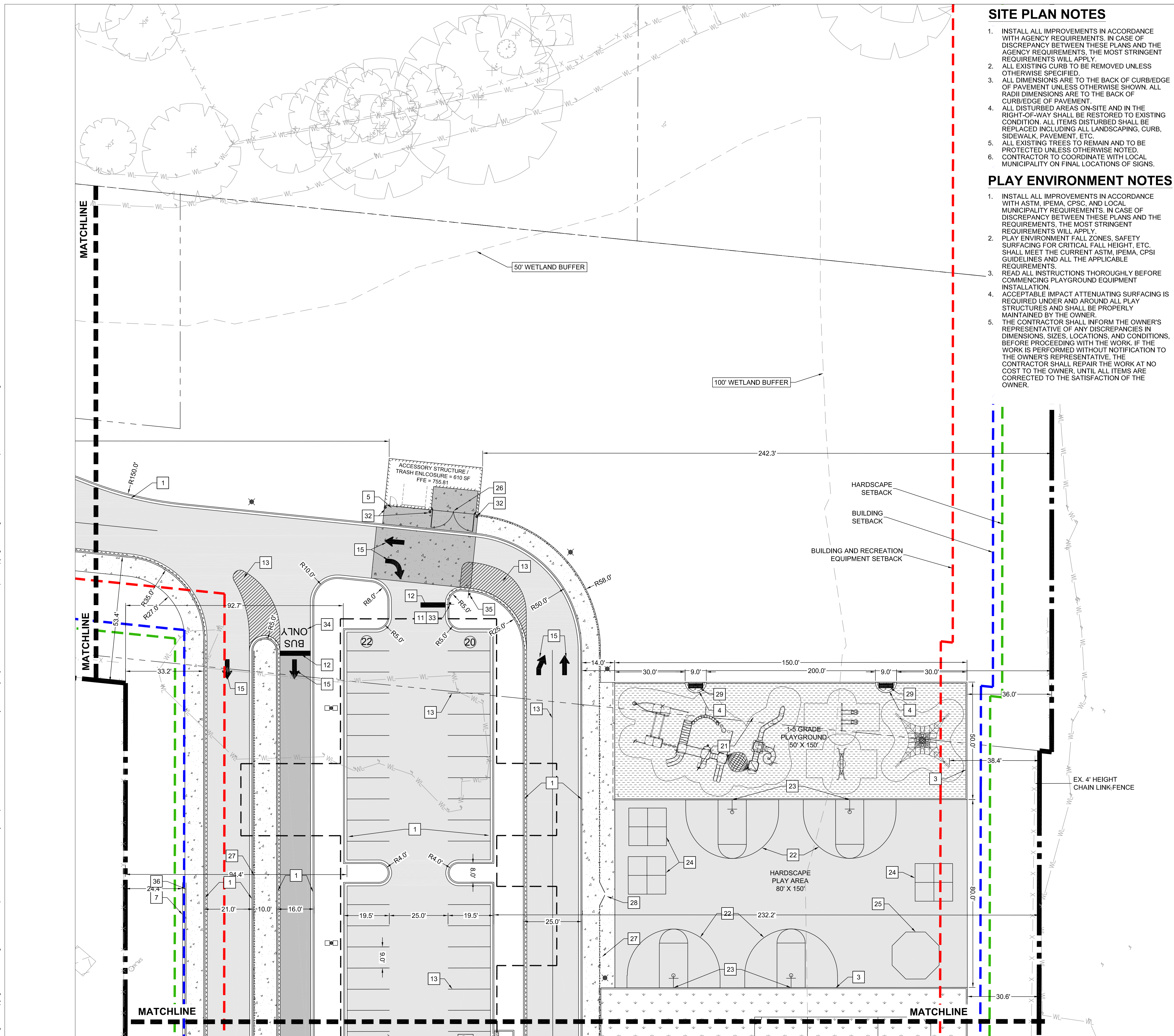
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SITE PLAN - SOUTH

Project Number: 230157
Drawn By: GB
Sheet: NORTH

Scale: 1" = 20'
0' 10' 20' 40'

C2.01



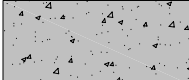
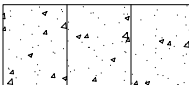
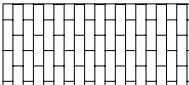
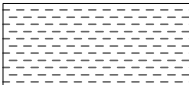
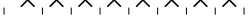
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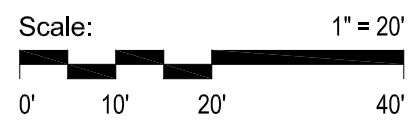
	BID PACKAGE #1 - ADDENDUM 1	03/21/2024
	BID PACKAGE #1 - ISSUED FOR BID	03/06/2024
REV	DESCRIPTION	DATE

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

SITE PLAN – NORTHEAST

Project Number:
230157
Drawn By:
GB
Sheet:



C2.02

S:\Darien\Glen Elyn SD\230157_FDK Center at Churchill School\01\11 Drawings\02 CD\230157 C2.00 SITE PLAN.dwg devans Apr 17, 2024 3:22:42 pm
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NOT IN CONTRACT

BLOOMINGDALE ROAD

50' WETLAND BUFFER

FREE STANDING SIGN
7' LONG X 4' HEIGHT.
FOUNDATION TO BE 8' LONG
X 1.5' WIDTH

EX 4' HEIGHT
CHAIN LINK FENCE

MATCHLINE

MATCHLINE

SITE PLAN NOTES

1. INSTALL ALL IMPROVEMENTS IN ACCORDANCE WITH AGENCY REQUIREMENTS. IN CASE OF DISCREPANCY BETWEEN THESE PLANS AND THE AGENCY REQUIREMENTS, THE MOST STRINGENT REQUIREMENTS WILL APPLY.
2. ALL EXISTING CURB TO BE REMOVED UNLESS OTHERWISE SPECIFIED.
3. 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.
4. 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.
5. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE NOTED.
6. CONTRACTOR TO COORDINATE WITH LOCAL MUNICIPALITY ON FINAL LOCATIONS OF SIGNS.

PLAY ENVIRONMENT NOTES

1. INSTALL ALL IMPROVEMENTS IN ACCORDANCE WITH ASTM, IPEMA, CPSC, AND LOCAL MUNICIPALITY REQUIREMENTS. IN CASE OF DISCREPANCY BETWEEN THESE PLANS AND THE REQUIREMENTS, THE MOST STRINGENT REQUIREMENTS WILL APPLY.
2. PLAY ENVIRONMENT FALL ZONES, SAFETY SURFACING FOR CRITICAL FALL HEIGHT, ETC. SHALL MEET THE CURRENT ASTM, IPEMA, CPSC GUIDELINES AND ALL THE APPLICABLE REQUIREMENTS.
3. READ ALL INSTRUCTIONS THOROUGHLY BEFORE COMMENCING PLAYGROUND EQUIPMENT INSTALLATION.
4. ACCEPTABLE IMPACT ATTENUATING SURFACING IS REQUIRED UNDER AND AROUND ALL PLAY STRUCTURES AND SHALL BE PROPERLY MAINTAINED BY THE OWNER.
5. THE CONTRACTOR SHALL INFORM THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES IN DIMENSIONS, SIZES, LOCATIONS, AND CONDITIONS, BEFORE PROCEEDING WITH THE WORK. IF THE WORK IS PERFORMED WITHOUT NOTIFICATION TO THE OWNER'S REPRESENTATIVE, THE CONTRACTOR SHALL REPAIR THE WORK AT NO COST TO THE OWNER, UNTIL ALL ITEMS ARE CORRECTED TO THE SATISFACTION OF THE OWNER.

LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY PCC PAVEMENT AND STONE BASE
- CONCRETE PAVING AND STONE BASE
- CONCRETE CONTROL JOINTS
- CONCRETE EXPANSION JOINT
- PERMEABLE CONCRETE PAVERS
- P.I.P. PLAYGROUND SURFACE
- SYNTHETIC TURF
- PROPERTY LINE
- WETLAND LIMITS
- REVERSE PITCH CURB
- PARKING COUNT
- PARKING LOT LIGHTING POLES

SITE KEY NOTES

1	B6.12 CURB AND GUTTER
2	DEPRESSED CURB AND GUTTER
3	CONCRETE CONTAINMENT CURB
4	THICKENED EDGE CONCRETE
5	CONCRETE FROST STOOP
6	CAST-IN-PLACE CONCRETE RETAINING WALL, REFER TO ARCH / STRUCTURAL PLANS
7	LANDSCAPE RETAINING WALL
8	CONCRETE STAIRS, REFER TO ARCH / STRUCTURAL PLANS
9	HANDRAIL, REFER TO ARCH PLANS
10	C.I.P. CONCRETE BENCH
11	STOP SIGN
12	24" STOP BAR, TRAFFIC WHITE PAINT
13	4" SOLID PARKING STRIPE, TRAFFIC WHITE PAINT
14	CROSSWALK STRIPES, TRAFFIC WHITE PAINT
15	TRAFFIC SYMBOL, TRAFFIC WHITE PAINT
16	ADA PARKING STRIPE, TYP.
17	ADA PARKING SIGN
18	ADA RAMP AND DETECTABLE WARNINGS
19	ELECTRIC VEHICLE CHARGING STRIPING
20	ELECTRIC VEHICLE CHARGING STATION
21	PLAYGROUND EQUIPMENT - PURCHASED AND INSTALLED BY OWNER
22	BASKETBALL COURT STRIPING
23	BASKETBALL GOAL AND FOUNDATION
24	4 SQUARE STRIPING
25	RELOCATED GAGA PIT
26	DUMPSTER ENCLOSURE GATE
27	4' ORNAMENTAL METAL FENCE
28	10' WIDE ORNAMENTAL METAL DOUBLE GATE
29	BENCH
30	20' FLAG POLE
31	TRAVERSE WALL
32	BOLLARD
33	LEFT TURN ONLY SIGN
34	BUS ONLY STRIPING, TRAFFIC WHITE PAINT
35	DO NOT ENTER SIGN
36	GUARDRAIL - REFER TO ARCH PLANS
37	SOCCER FIELD STRIPING

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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REV	DESCRIPTION	DATE

FDK CENTER AT CHURCHILL ELEMENTARY SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

SITE PLAN – NORTHWEST

Project Number: 230157
Drawn By: GB
Sheet: NORTH

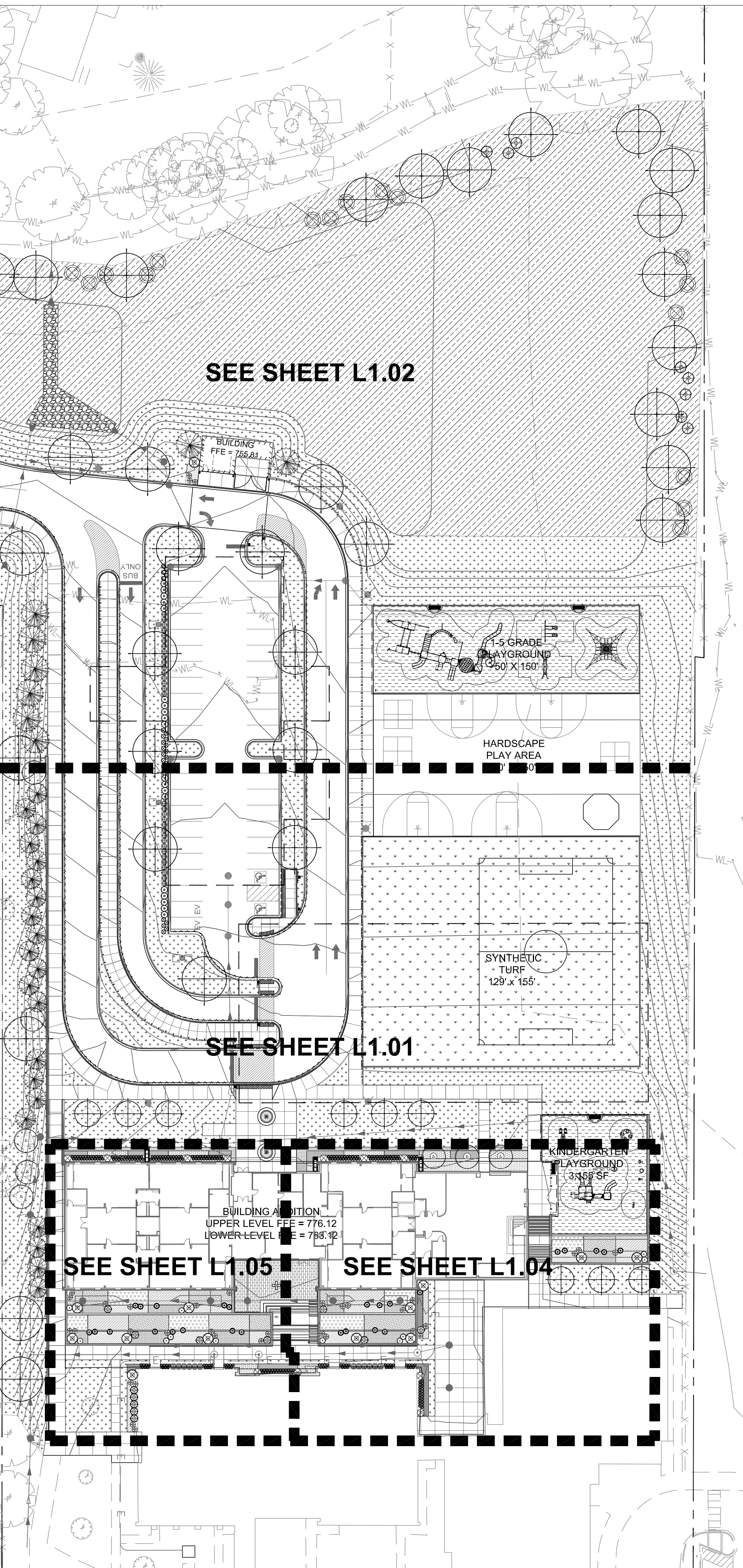
Scale: 1" = 20'

0' 10' 20' 40'

C2.03

PLANT MATERIAL LIST

ID	Qty	Botanic Name	Common Name	Size	Root	Spacing	Remark
SHADE TREES							
AA	9	<i>Acer x freemanii</i> 'Armstrong'	Armstrong Red Maple	3" cal.	B&B	As shown	
AF	5	<i>Acer x freemanii</i> 'Sienna Glen'	Sienna Glen Maple	4 1/2" cal.	B&B	As shown	
CO	8	<i>Celtis occidentalis</i>	Common Hackberry	2 1/2" cal.	B&B	As shown	
GT	6	<i>Gleditsia triacanthos f. inermis</i> 'Skycole'	Skyline Thornless Honeylocust	3" cal.	B&B	As shown	
LT	3	<i>Liriodendron tulipifera</i>	Tulip Tree	3" cal.	B&B	As shown	
QB	10	<i>Quercus bicolor</i>	Swamp White Oak	2 1/2" cal.	B&B	As shown	
QR	6	<i>Quercus rubra</i>	Red Oak	4 1/2" cal.	B&B	As shown	
UP	4	<i>Ulmus</i> 'Patriot'	Patriot Elm	2 1/2" cal.	B&B	As shown	
ORNAMENTAL TREES							
AG	3	<i>Amelanchier grandiflora</i> 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	9' ht.	B&B	As shown	multi-stem
CC	5	<i>Crataegus crus-galli</i> var. <i>inermis</i>	Thornless Cockspur Hawthorn	9' ht.	B&B	As shown	single stem
HV	5	<i>Hamamelis vernalis</i>	Vernal Witch-Hazel	6' ht.	B&B	As shown	clump form
VP	6	<i>Viburnum prunifolium</i>	Blackhaw Viburnum	7' ht.	B&B	As shown	multi-stem
EVERGREEN TREES							
AC	6	<i>Abies concolor</i>	White Fir	8' ht.	B&B	As shown	
PA	2	<i>Picea abies</i>	Norway Spruce	7' ht.	B&B	As shown	
TO	12	<i>Thuja occidentalis</i> 'Nigra'	Dark Green Arborvitae	9' ht.	B&B	As shown	
TO11	9	<i>Thuja occidentalis</i> 'Nigra'	Dark Green Arborvitae	11' ht.	B&B	As shown	
DECIDUOUS SHRUBS							
CAB	11	<i>Cornus alba</i> 'Bailhala'	Ivory Halo Dogwood	#5	Cont.	48" O.C. / As shown	
CSE	13	<i>Cornus sericea</i>	Redosier Dogwood	#5	Cont.	60" O.C. / As shown	
HPR	33	<i>Hydrangea paniculata</i> 'Rensun'	Strawberry Sundae Hydrangea	#3	Cont.	36" O.C. / As shown	
RAG	38	<i>Ribes alpinum</i> 'Green Mound'	Green Mound Alpine Currant	#3	Cont.	36" O.C. / As shown	
VDE	16	<i>Viburnum dentatum</i>	Arrowwood Viburnum	#5	Cont.	96" O.C. / As shown	
VPP	12	<i>Viburnum plicatum</i> 'PLIVIB-II'	Opening Day Doublefile Viburnum	#5	Cont.	60" O.C. / As shown	
EVERGREEN SHRUBS							
IGS	20	<i>Ilex glabra</i> 'Shamrock'	Shamrock Inkberry	#3	Cont.	42" O.C. / As shown	
PMV	11	<i>Pinus mugo</i> 'Valley Cushion'	Valley Cushion Dwarf Mountain Pine	#3	Cont.	36" O.C. / As Shown	
TCO	27	<i>Thuja</i> 'Congabe'	Fire Chief Arborvitae	#5	Cont.	36" O.C. / As Shown	
ORNAMENTAL GRASSES							
CBR	261	<i>Calamagrostis brachytricha</i>	Korean Feather Reed Grass	#1	Cont.	18" O.C.	
CPE	240	<i>Carex pensylvanica</i>	Common Oak Sedge	24 Flat	Plug	18" O.C.	
ESP	140	<i>Eragrostis spectabilis</i>	Purple Lovegrass	10 Flat	Plug	18" O.C.	
HMA	28	<i>Hakonechloa macra</i> 'Aureola'	Variegated Japanese Forest Grass	#1	Cont.	18" O.C.	
MSM	11	<i>Miscanthus sinensis</i> 'Morning Light'	Morning Light Silver Maiden Grass	#2	Cont.	36" O.C.	
PVA	168	<i>Panicum variegatum</i> 'Apache Rose'	Apache Rose Switch Grass	#1	Cont.	30" O.C.	
PVS	110	<i>Panicum variegatum</i> 'Shenandoah'	Shenandoah Red Switch Grass	#1	Cont.	30" O.C.	
SGH	290	<i>Sesleria</i> 'Greenlee Hybrid'	Greenlee's Moor Grass	10 Flat	Plug	18" O.C.	
SHO	47	<i>Sporobolus heterolepis</i>	Prairie Dropseed	#1	Cont.	24" O.C.	
PERENNIALS / GROUNDCOVERS							
APE	54	<i>Adiantum pedatum</i>	Northern Maidenhair Fern	#1	Cont.	18" O.C.	
AMI	140	<i>Allium</i> 'Millenium'	Millenium Onion	#1	Cont.	18" O.C.	
ATB	136	<i>Amsonia tabernaemontana</i> 'Blue Ice'	Blue Ice Blue Star	#1	Cont.	18" O.C.	
ACV	55	<i>Astilbe chinensis</i> 'Visions'	Visions Astilbe	#1	Cont.	18" O.C.	
ACW	54	<i>Astilbe chinensis</i> 'Vision in White'	Vision in White Astilbe	#1	Cont.	18" O.C.	
ANP	55	<i>Athyrium niponicum</i> 'Pictatum'	Japanese Painted Fern	#1	Cont.	18" O.C.	
CJT	138	<i>Coreopsis</i> 'Jethro Tull'	Jethro Tull Coreopsis	#1	Cont.	18" O.C.	
ECL	138	<i>Echinacea</i> 'Cleopatra'	Cleopatra Coneflower	#1	Cont.	18" O.C.	
EPA	131	<i>Echinacea</i> 'PAS702917'	PowWow Wild Berry Coneflower	#1	Cont.	18" O.C.	
HFR	84	<i>Hosta</i> 'Francee'	Francee Hosta	#1	Cont.	30" O.C.	
MVI	55	<i>Mertensia virginica</i>	Virginia Blue Bells	#1	Cont.	18" O.C.	
SNC	89	<i>Salvia nemorosa</i> 'Caradonna'	Caradonna Salvia	#1	Cont.	24" O.C.	
NCP	136	<i>Nepeta</i> 'Cat's Pajamas'	Cat's Pajamas Catmint	#1	Cont.	18" O.C.	
PDI	54	<i>Phlox divaricata</i>	Woodland Phlox	#1	Cont.	18" O.C.	
PTF	23	<i>Pulmonaria</i> 'Trevi Fountain'	Trevi Fountain Lungwort	#1	Cont.	12" O.C.	
RFS	138	<i>Rudbeckia fulgida</i> var. <i>sullivantii</i> 'Little Goldstar'	Little Suzy Black-eyed Suzy	#1	Cont.	18" O.C.	
VLI	79	<i>Vernonia lettermanii</i> 'Iron Butterfly'	Iron Butterfly Ironweed	#1	Cont.	24" O.C.	



LEGEND

- TURF GRASS SEED & BLANKET
- DRY BOTTOM DETENTION SEED & BLANKET
- POURED-IN-PLACE PLAY SURFACING
- SYNTHETIC TURF PLAY AREA
- STONE SPLASH BLOCK - SEE CIVIL DETAILS

PLANT GROUP TYPE

- TYPE "A"
- TYPE "B"
- TYPE "C"
- TYPE "D"
- TYPE "E"

- NOTE:
- IN GROUPS OF 3 OR 5 OR 7 RANDOMLY, BUT EVENLY MIXED THROUGH OUT.
 - DO NOT PLANT IN A REGULAR PATTERN OR IN STRAIGHT LINES.

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.
- PLANTING BEDS SHALL RECEIVE TOPSOIL AT A MINIMUM DEPTH OF 12".
- 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 SHREDED 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.
- PRIOR TO INSTALLATION, THE CONTRACTOR SHALL LAYOUT LANDSCAPE BED OF HEDGE, SHRUBS AND PERENNIALS FOR APPROVAL BY THE LANDSCAPE ARCHITECT. NOTIFY THE LANDSCAPE ARCHITECT AT LEAST SEVEN WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIALS. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO HAVE THE CONTRACTOR REMOVE, RELOCATE OR REPOSITION ANY PLANT MATERIALS.



Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
1	BID PACKAGE #1 - ADDENDUM 2	03/28/2024
2	BID PACKAGE #1 - ADDENDUM 1	03/21/2024
3	BID PACKAGE #1 - ISSUED FOR BID	03/06/2024

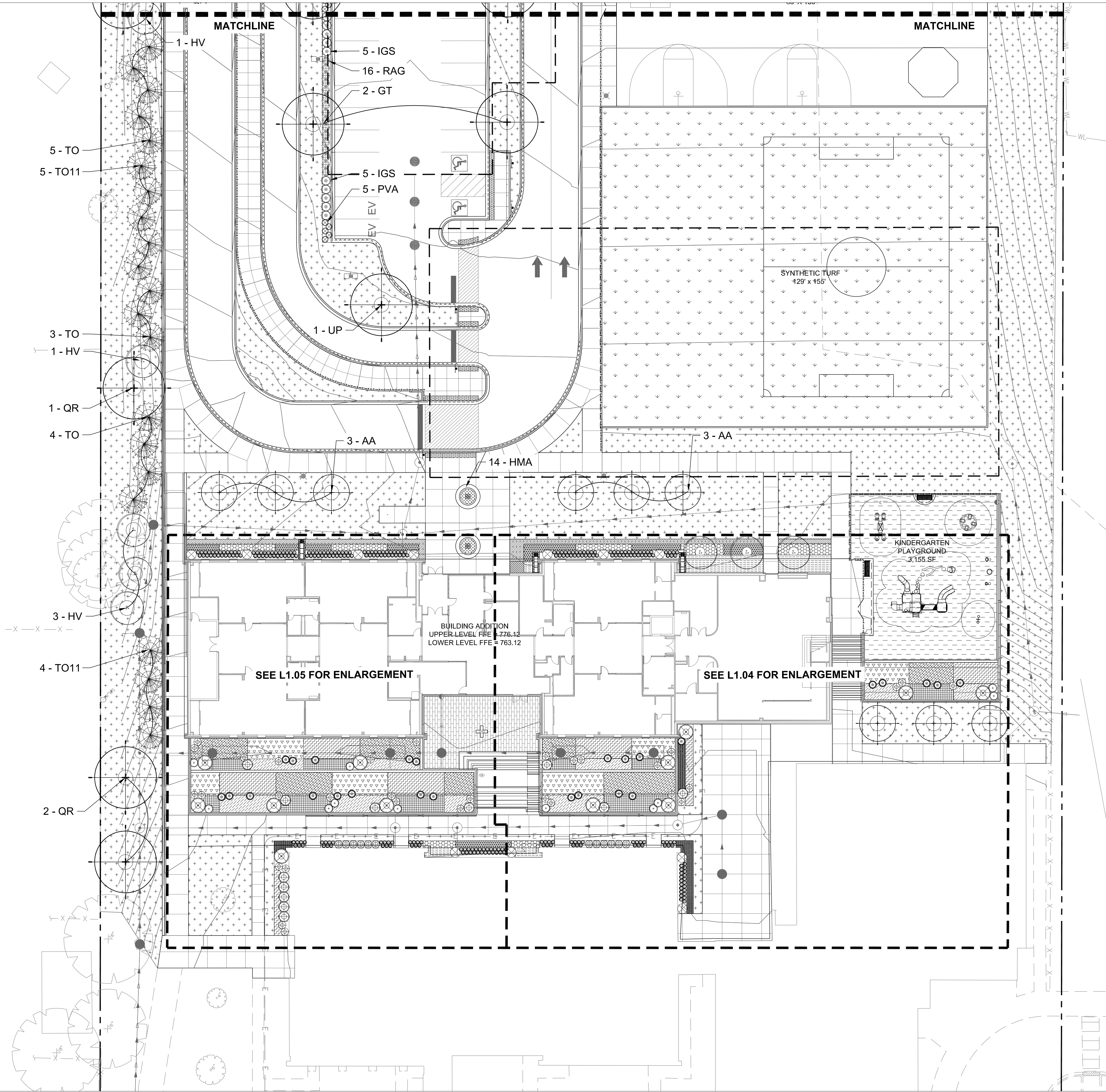
FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

OVERALL LANDSCAPE PLAN

Project Number: 230157
Scale: 1" = 40'
Drawn By: GB
Sheet: L1.00

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LEGEND

TURF GRASS SEED & BLANKET

DRY BOTTOM DETENTION SEED & BLANKET

POURED-IN-PLACE PLAY SURFACING

SYNTHETIC TURF PLAY AREA

STONE SPLASH BLOCK - SEE CIVIL DETAILS

TYPE "A"

TYPE "B"

TYPE "C"

TYPE "D"

TYPE "E"

NOTE:
1. IN GROUPS OF 3 OR 5 OR 7 RANDOMLY, BUT EVENLY MIXED THROUGH OUT.
2. DO NOT PLANT IN A REGULAR PATTERN OR IN STRAIGHT LINES.

- LANDSCAPE NOTES:**
1. 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.

2. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION, OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.

3. PLANTING BEDS SHALL RECEIVE TOPSOIL AT A MINIMUM DEPTH OF 12".

4. ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 10" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.

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6. 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.

7. 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.

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BID PACKAGE #1 - ISSUED FOR BID03/06/2024

REV	DESCRIPTION	DATE
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FDK CENTER AT CHURCHILL ELEMENTARY SCHOOL
240 GENEVA ROAD
GLEN ELLYN, IL 60137

LANDSCAPE PLAN – SOUTH

Project Number: 230157

Scale: 1" = 20'

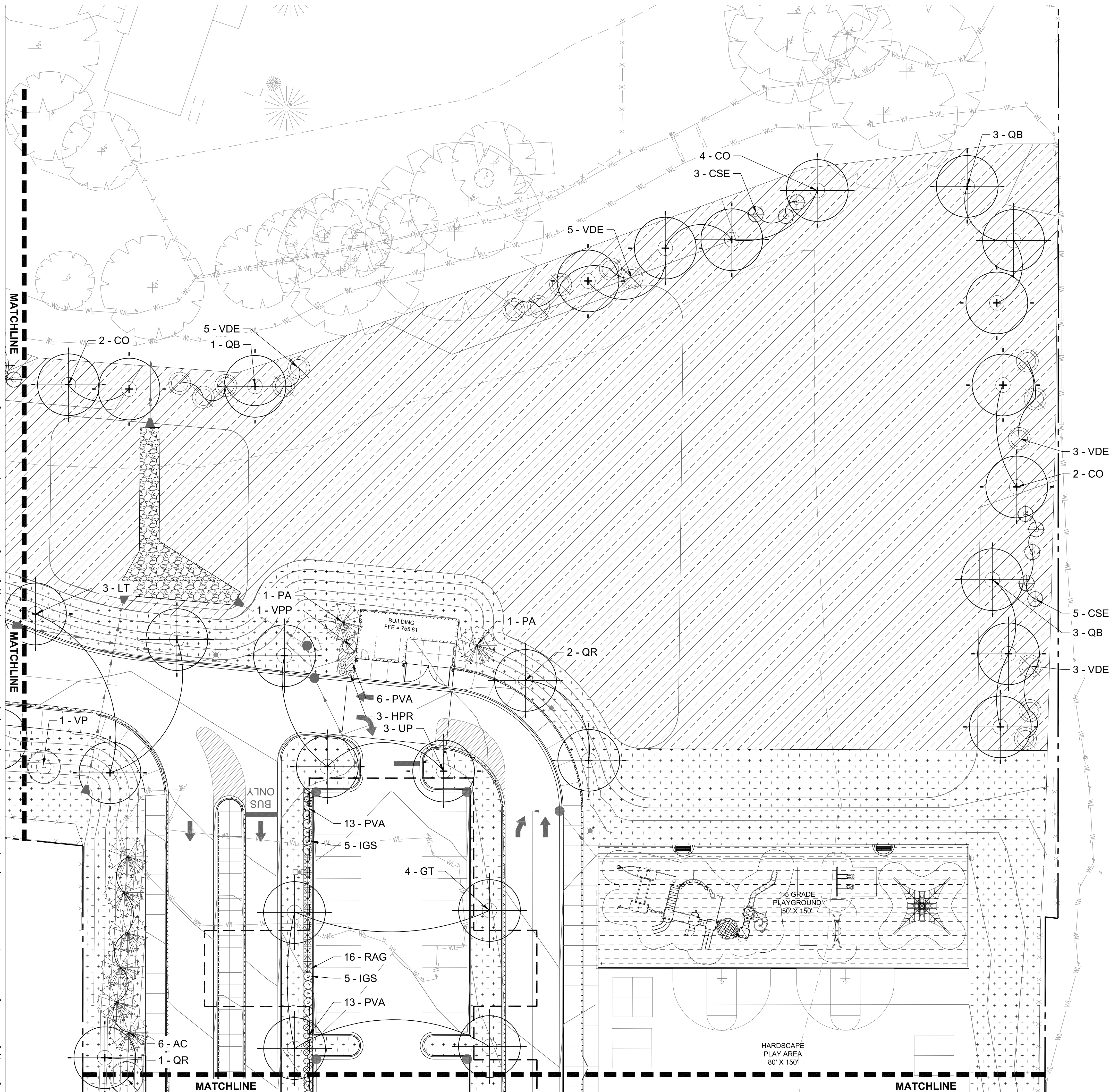
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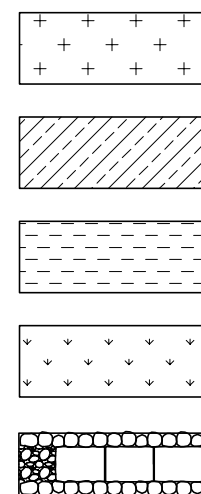
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Page 32 of 185



LEGEND



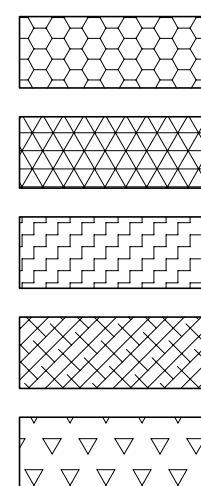
TURF GRASS SEED & BLANKET

DRY BOTTOM DETENTION SEE
BLANKET

POURED-IN-PLACE PLAY SURF

SYNTHETIC TURF PLAY AREA

STONE SPLASH BLOCK - SEE C
DETAILS

PLANT GROUP TYPE

TYPE "A"

TYPE "B"

TYPE "C"

TYPE "D"

TYPE "E"

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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. TO BE RESTORED TO ORIGINAL CONDITION.
2. PLANTING BEDS SHALL RECEIVE TOPSOIL AT A MINIMUM DEPTH OF 12".
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 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 ANY OTHER WORK.
5. 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.
6. 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 ARCHITECT.
7. ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHREDDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.
8. TOPS PLACED IN TURF AREAS WILL HAVE 6" DIA. MULCH RING WITH 3" DEEP SPADE CUT EDGE.
9. ALL BEDLINES SHALL BE SPADE CUT TO A MIN. DEPTH OF 3". CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED.
10. EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED.
11. 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.
12. TREES SHALL BE TILLED TO A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.
13. TREES SHALL BE INSTALLED A MINIMUM OF 5' 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 UTILITY 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.
17. IN THE EVENT OF DISTURBANCE, THE CONTRACTOR SHALL LAYOUT LANDSCAPE BED OF HEDGE, SHRUBS AND PERENNIALS FOR APPROVAL BY THE LANDSCAPE ARCHITECT. NOTIFY THE LANDSCAPE ARCHITECT AT LEAST SEVEN WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIALS. THE CONTRACTOR SHALL HAVE THE RIGHT TO HAVE THE CONTRACTOR REMOVE, RELOCATE OR REPOSITION ANY PLANT MATERIALS.



Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

BID PACKAGE #1 - ISSUED FOR BID		03/06/2024
REV	DESCRIPTION	DATE

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

LANDSCAPE PLAN – NORTHEAST

Project Number
230157
Drawn By:

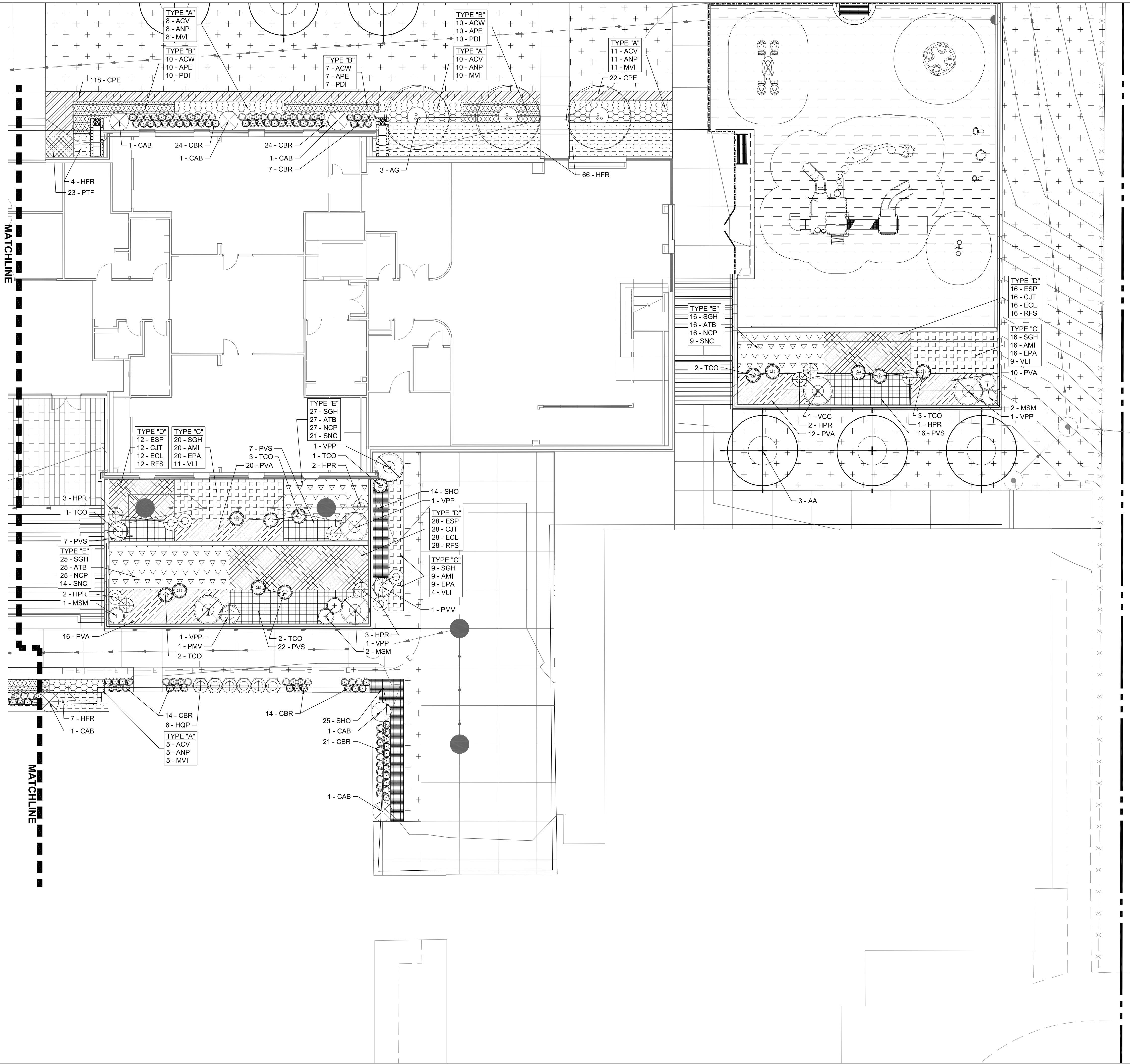
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Sheet:



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S:\Darien\glen ellyn sd\230157_fdk center at churchill school\01\11 drawings\02 CD\230157 L1.00 LANDSCAPE PLAN.dwg devans Mar 29, 2024 7:31:55 am
Wight © Copyright 2024 All rights reserved. No part of these documents may be reproduced, stored, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written consent of Wight.



LEGEND

TURF GRASS SEED & BLANKET

DRY BOTTOM DETENTION SEED & BLANKET

POURED-IN-PLACE PLAY SURFACING

SYNTHETIC TURF PLAY AREA

STONE SPLASH BLOCK - SEE CIVIL DETAILS

PLANT GROUP TYPE

TYPE "A"

TYPE "B"

TYPE "C"

TYPE "D"

TYPE "E"

NOTE:

1. IN GROUPS OF 3 OR 5 OR 7 RANDOMLY, BUT EVENLY MIXED THROUGH OUT.

2. DO NOT PLANT IN A REGULAR PATTERN OR IN STRAIGHT LINES.

LANDSCAPE NOTES:

1. 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.

2. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION. OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.

3. PLANTING BEDS SHALL RECEIVE TOPSOIL AT A MINIMUM DEPTH OF 12".

4. ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 10" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.

5. 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.

6. 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.

7. 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.

8. ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHREDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.

9. TREES PLACED IN TURF AREAS WILL HAVE 6" DIA. MULCH RING WITH 3" DEEP SPADE CUT EDGE.

10. ALL BEDLINES SHALL BE SPADE CUT TO A MIN. DEPTH OF 3". CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED.

11. EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED AND REMOVED.

12. 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.

13. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.

14. TREES SHALL BE INSTALLED A MINIMUM OF 5' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.

15. 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.

16. ANY AREA COMPACTED BY CONSTRUCTION TRAFFIC SHALL BE TILLED OR RESTORED TO ALLOW FOR SUITABLE PLANTING CONDITIONS.

17. 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.

18. PRIOR TO INSTALLATION, THE CONTRACTOR SHALL LAYOUT LANDSCAPE BED OF HEDGE, SHRUBS AND PERENNIALS FOR APPROVAL BY THE LANDSCAPE ARCHITECT. NOTIFY THE LANDSCAPE ARCHITECT AT LEAST SEVEN WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIALS. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO HAVE THE CONTRACTOR REMOVE, RELOCATE OR REPOSITION ANY PLANT MATERIALS.



Wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

BID PACKAGE #1 - ISSUED FOR BID 03/06/2024

REV	DESCRIPTION	DATE
-----	-------------	------

FDK CENTER AT CHURCHILL ELEMENTARY SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

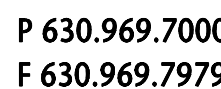
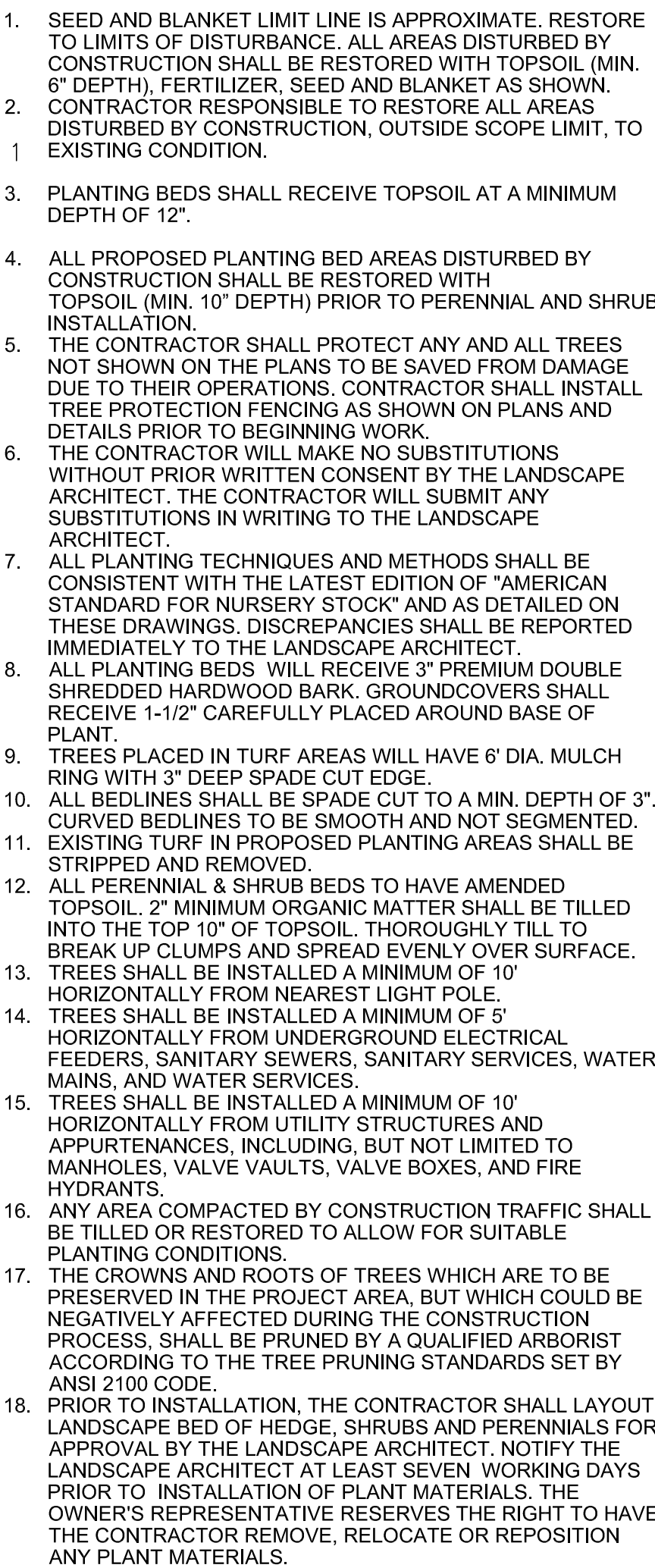
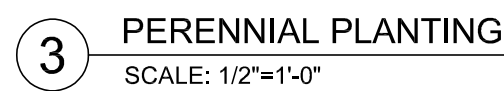
LANDSCAPE PLAN - ENLARGEMENT

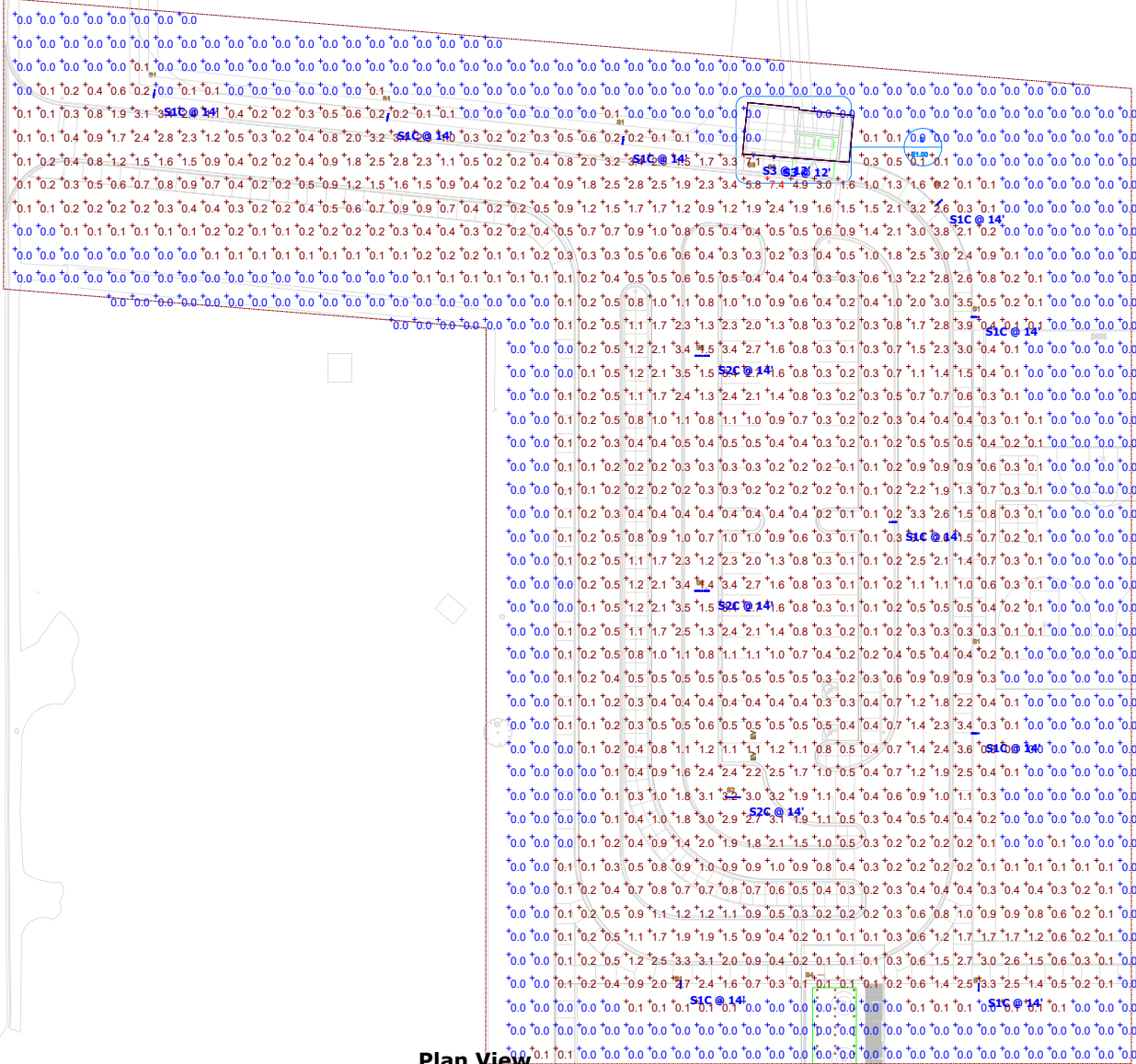
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Scale: 1" = 10'
Drawn By: 0' 5' 10' 20'

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Sheet:



L1.04





Plan View
Scale - 1" = 30ft

Light Loss Factor							Lumens Per Lamp	Wattage
Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Description		
⌚	S1C	9	Lumenpulse	BLDM-SD-120/277- CSL-M100-30K-CRI 80-4 BLS	1	Lumenblade	5022	115
⌚	S2C	3	Lumenpulse	BLDM-SD-120/277- CSL-M100-30K-CRI 80-4 BLS	1	Lumenblade	5022	230
□	S3	6	Lithonia Lighting	MRW LED P3 SR3 40K MVOLT	1	MRW LED WITH P3-PERFORMANCE PACKAGE, 4000K, AND SR3 OPTIC TYPE	4783	39.31

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot	+	0.5 fc	7.4 fc	0.0 fc	N/A	N/A
Sidewalks	+	0.7 fc	5.9 fc	0.0 fc	N/A	N/A

NOTES:

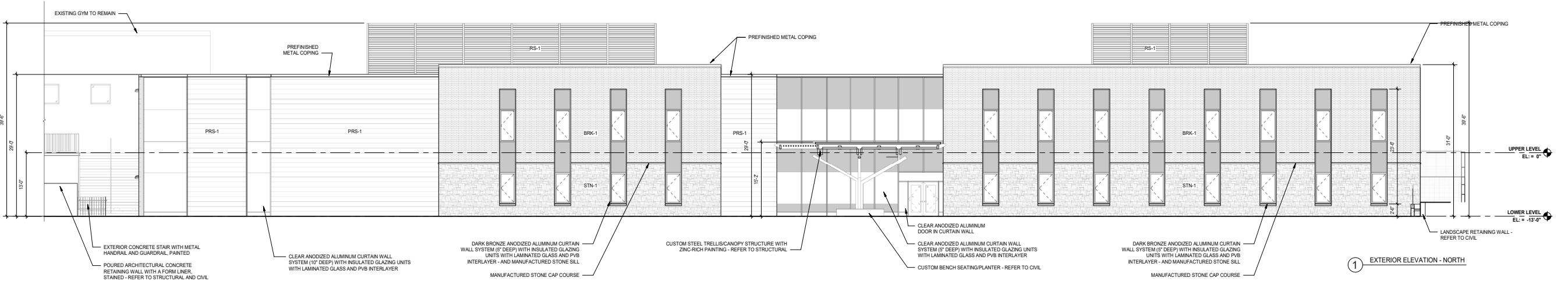
1. CALCULATION POINT WORK PLANE: Ground Level

2. FIXTURE MOUNTING HEIGHT: Shown on Plan

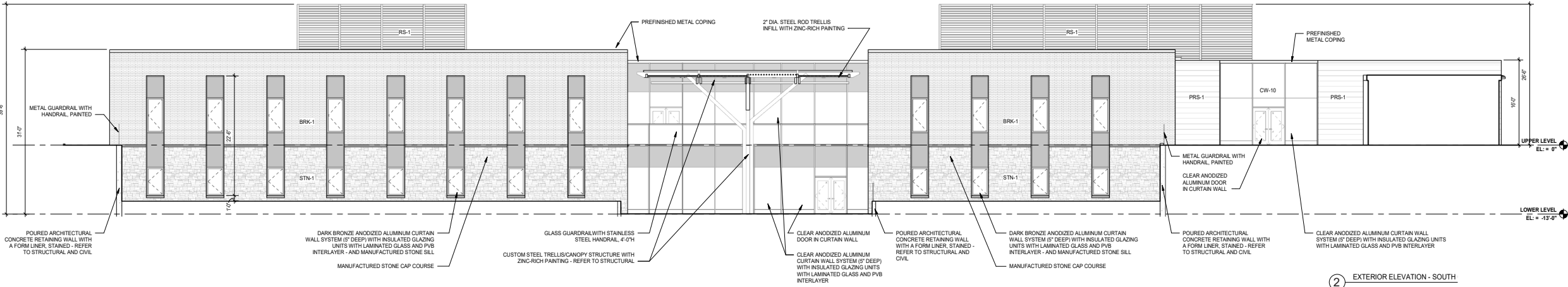
3. CALCULATIONS PROVIDED BY KSA ARE NOT A GUARANTEE OF PERFORMANCE. ACTUAL LIGHT LEVELS MAY VARY. **

PROPOSED BUILDING ELEVATIONS

#	EXTERIOR MATERIAL SCHEDULE		
SYMBOL	MATERIAL	DESCRIPTION	REMARKS
BRK-1	BRICK VENEER	8" O.D. : BELDEN BRICK "920-926 WARSAW A" STANDARD	MATCH EXISTING
GF-E	EXTERIOR GLASS FILM	8" O.D. : CENTRIA INTERCEPT ENTIRE PREFINISHED ALUMINUM PANELS, CUSTOM COLOR: YELLOW	ALL EXTERIOR GLASS
MP-1	METAL PANEL SYSTEM	8" O.D. : CENTRIA INTERCEPT ENTIRE PREFINISHED ALUMINUM PANELS, CUSTOM COLOR: BLUE	-
MP-2	METAL PANEL SYSTEM	8" O.D. : CENTRIA INTERCEPT ENTIRE PREFINISHED ALUMINUM PANELS, CUSTOM COLOR: BLUE	-
PRS-1	PHENOLIC RAINSCREEN SYSTEM	8" O.D. : TRESPA 7" WIDE X 3/8" THICK PHENOLIC PLANK, 1/2" STAGGERED LAYOUT, COLOR: NW30	-
RS-1	ROOF EQUIPMENT SCREEN	PREFINISHED METAL ROOF EQUIPMENT SCREEN, COLOR: T.B.D.	-
STN-1	MANUFACTURED STONE VENEER	STONE MASONRY WITH CAST STONE SILL AND CAP COURSE, 8" O.D. : HALQUIST STONE LEDGE COLLECTION, COLOR: CHILTON FULL	-



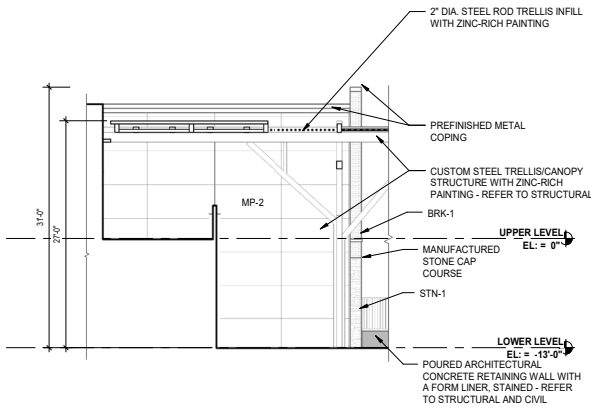
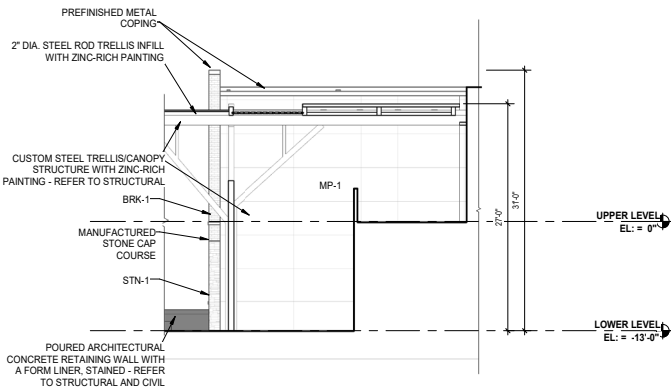
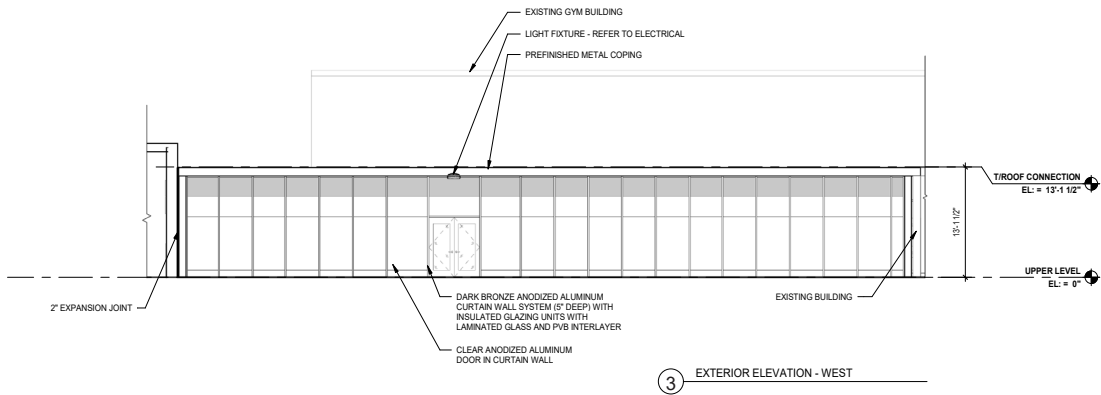
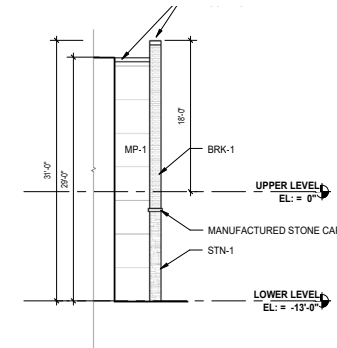
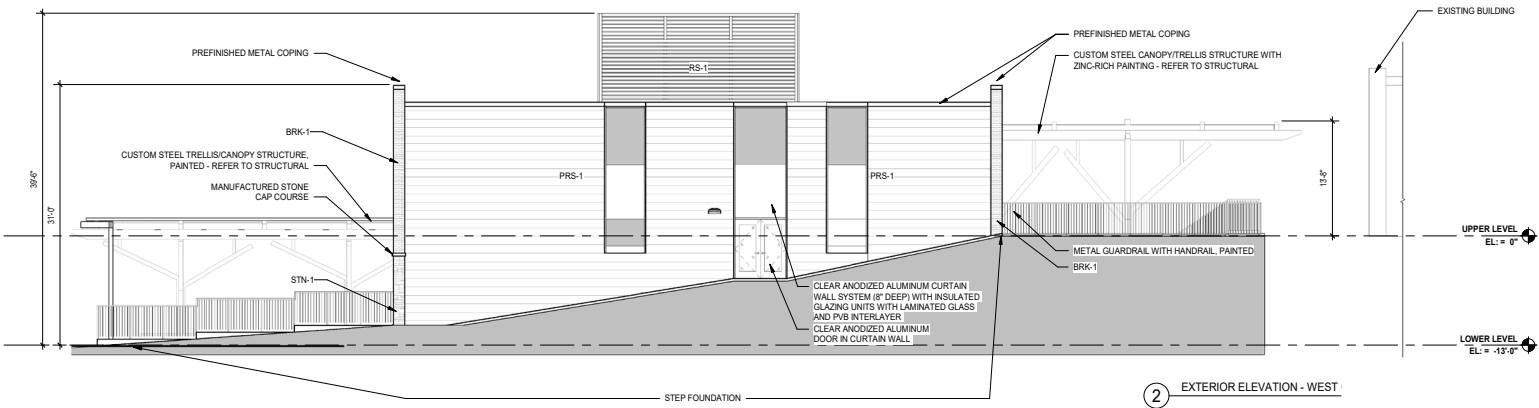
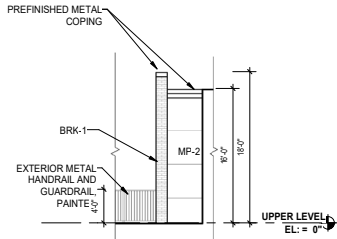
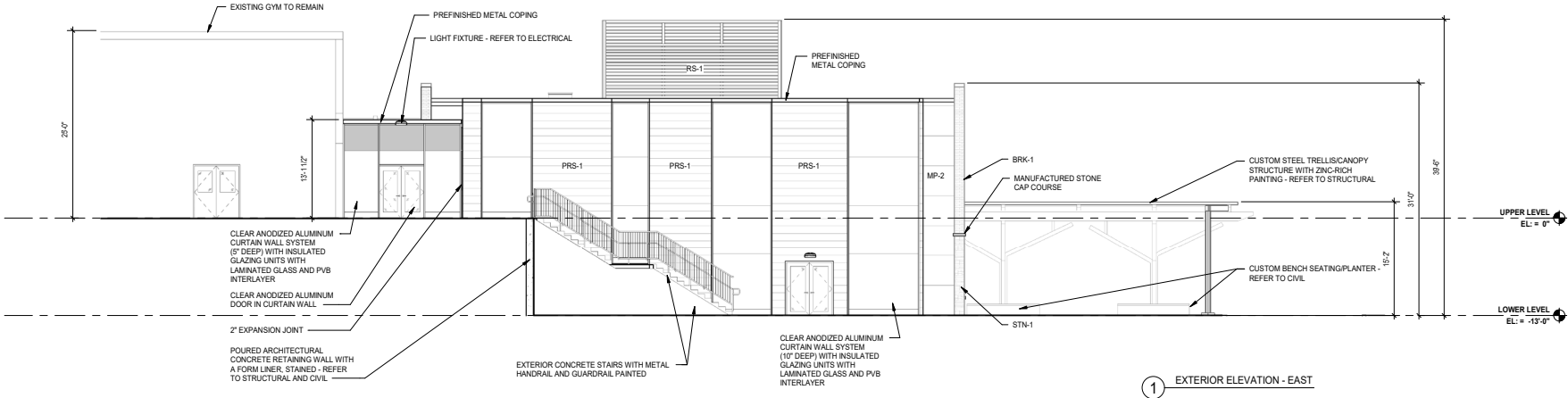
1 EXTERIOR ELEVATION - NORTH



2 EXTERIOR ELEVATION - SOUTH

PROPOSED BUILDING ELEVATIONS

#	EXTERIOR MATERIAL SCHEDULE			
SYMBOL	MATERIAL	DESCRIPTION	REMARKS	
BRK-1	BRICK VENEER	B.O.D.: BELDEN BRICK "220-226 WARSAW A" STANDARD	MATCH EXISTING	
GF-E	EXTERIOR GLASS FILM	BIRD FRIENDLY GLASS FILM - SURFACE AND PATTERN T.B.D.	ALL EXTERIOR GLASS	
MP-1	METAL PANEL SYSTEM	B.O.D.: CENTRIA INTERCEPT ENTIRE PREFINISHED ALUMINUM PANELS, CUSTOM COLOR: YELLOW		
MP-2	METAL PANEL SYSTEM	B.O.D.: CENTRIA INTERCEPT ENTIRE PREFINISHED ALUMINUM PANELS, CUSTOM COLOR: BLUE		
PRS-1	PHENOLIC RAINSCREEN SYSTEM	B.O.D.: TRESPA 7" WIDE X 3/8" THICK PHENOLIC PLANK, 1/3 STAGGERED LAYOUT, COLOR: NW30		
RS-1	ROOF EQUIPMENT SCREEN	PREFINISHED METAL ROOF EQUIPMENT SCREEN COLOR: B.O.D.		
STN-1	MANUFACTURED STONE VENEER	STONE MASONRY WITH CAST STONE SILL AND CAP COURSE B.O.D.: HALQUIST STONE LEDGE COLLECTION, COLOR: CHILTON FULL		



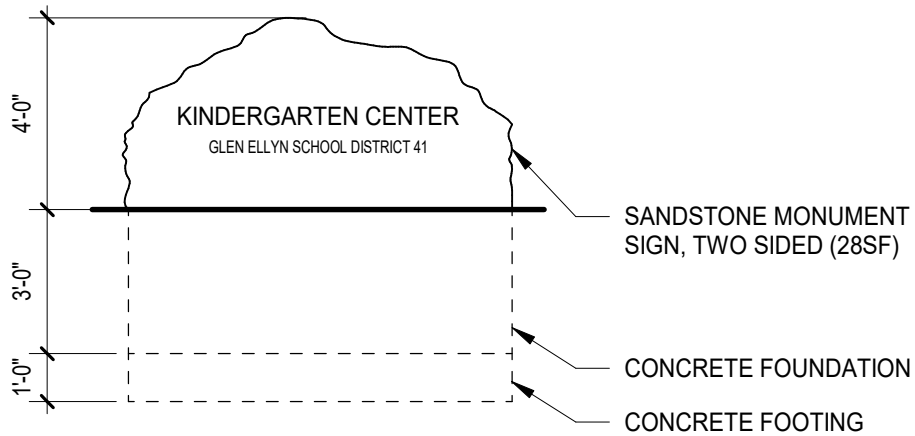








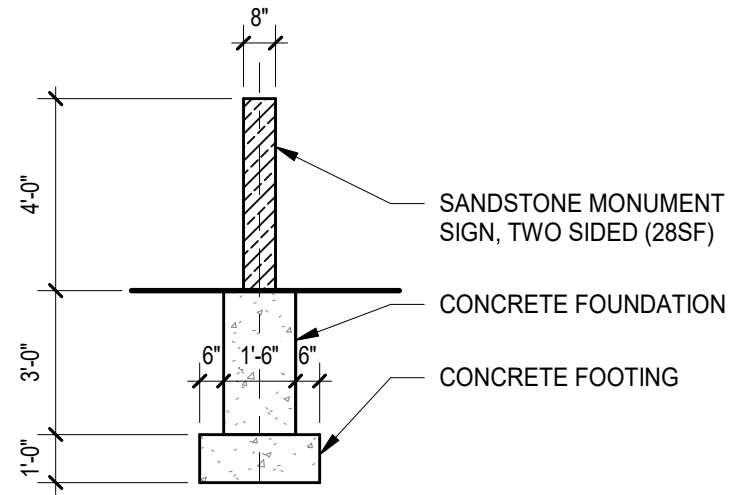




2

MONUMENT SIGN ELEVATION

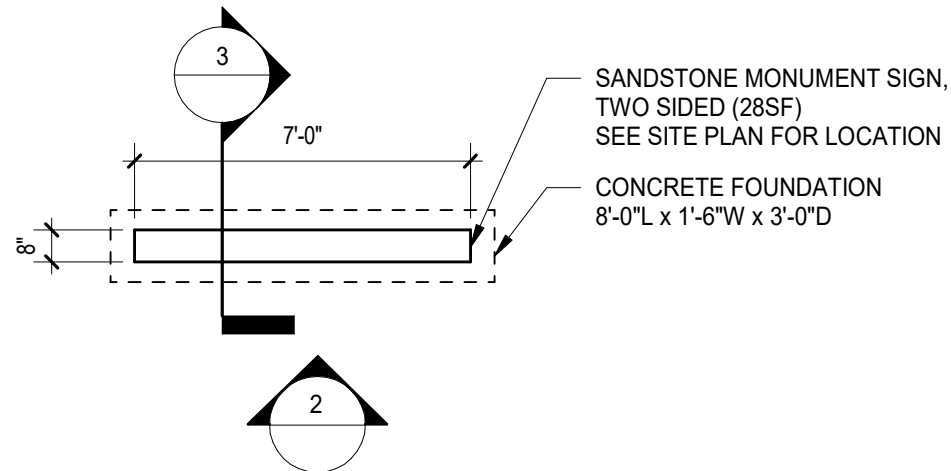
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3

MONUMENT SIGN SECTION

SCALE: 1/4" = 1'-0"



1

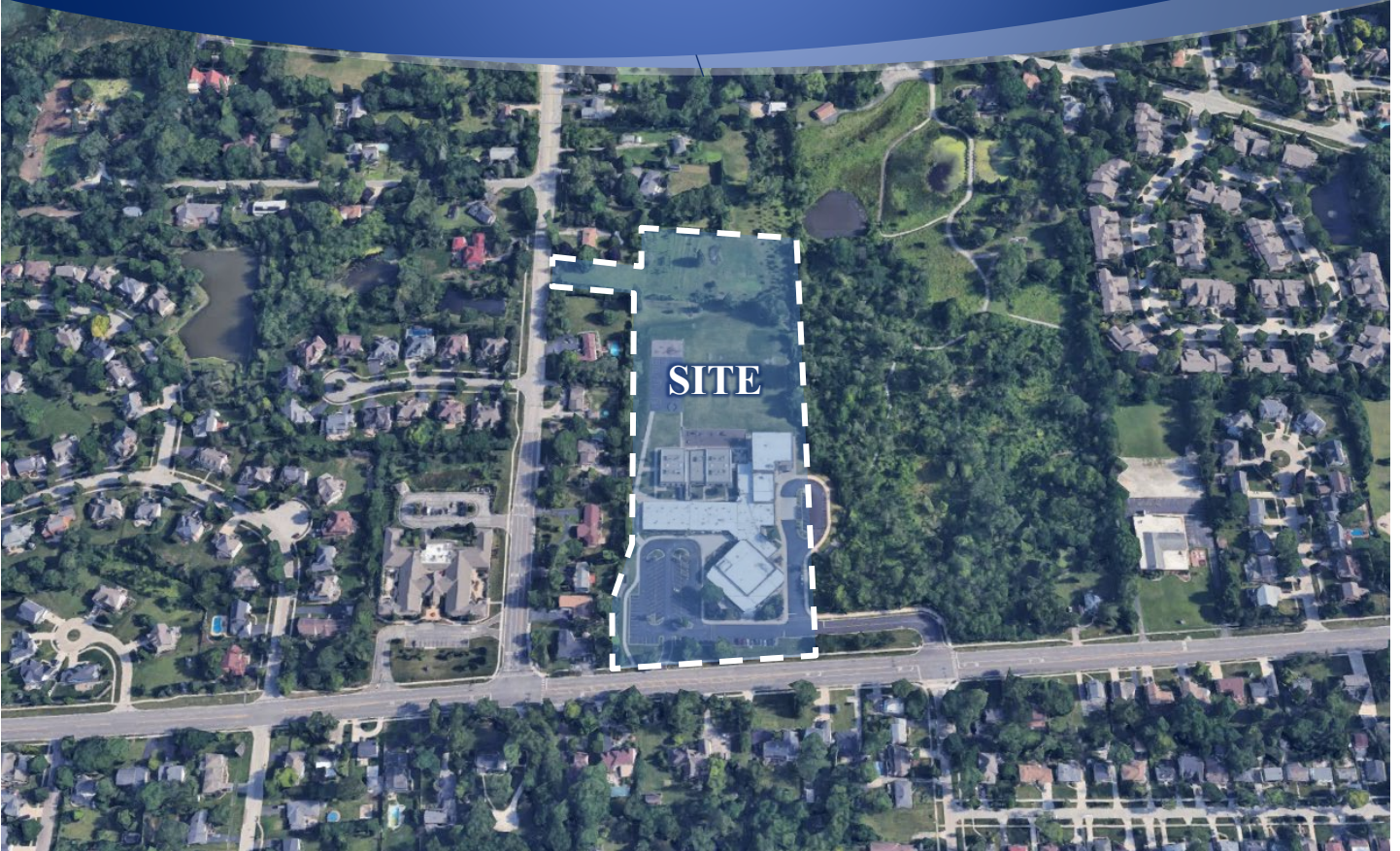
MONUMENT SIGN PLAN

SCALE: 1/4" = 1'-0"



Traffic Impact Study Churchill Elementary School Expansion

Glen Ellyn, Illinois



Prepared For:



May 6, 2024

1. Introduction

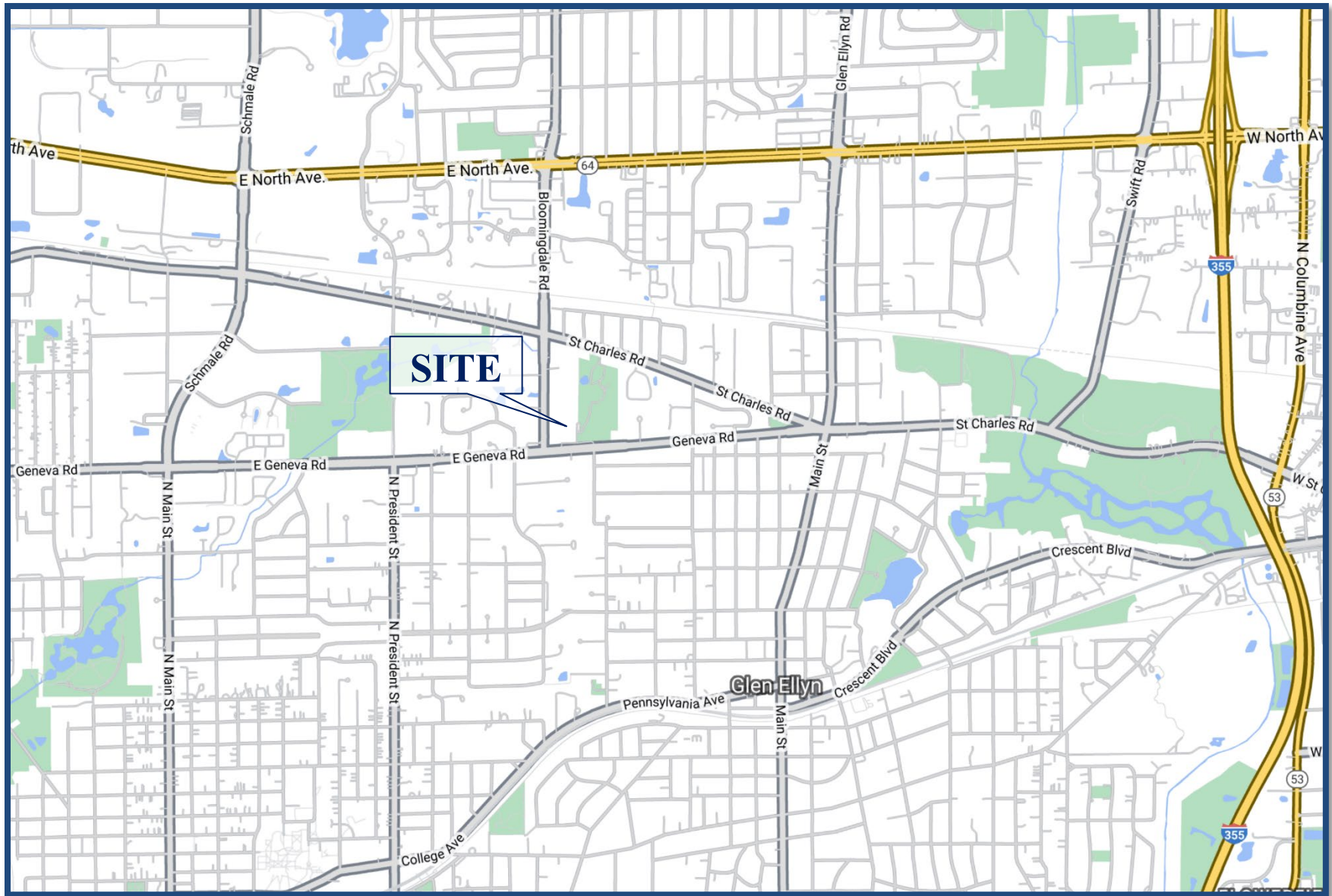
This report presents the methodologies, findings, and recommendations of a traffic study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of Churchill Elementary School located in Glen Ellyn, Illinois. The school campus is located on the north side of Geneva Road east of Bloomingdale Road. Churchill Elementary School currently has an enrollment of approximately 620 students that attend kindergarten through fifth grade and approximately 92 staff/faculty. Parking for the school is provided via two parking lots located on the south and east sides of the school. Student drop-off/pick-up activity primarily occurs in the parking lot on the south/west side of the school and bus loading occurs within the parking lot on the east side of the school. Access to the school is provided via a full access drive that forms the fourth leg of the signalized intersection of Geneva Road with Kenilworth Avenue and via a right-out only access drive on Geneva Road at the west end of the campus.

As proposed, the school will be expanded with a new wing located on the north side of the building dedicated to kindergarten students. The proposed expansion will accommodate the current approximately 93 kindergarten students that attend Churchill Elementary School as well as up to 200 additional kindergarten students and up to 22 additional staff/faculty. As part of the expansion, a parking lot with a student drop-off/pick-up zone and bus loading lane will be located on the north side of the proposed expansion that will exclusively serve the proposed expansion. Access to the proposed north parking lot, parent drop-off/pick-up zone, and bus loading lane will be provided via a proposed full-movement access drive located on Bloomingdale Road at the north end of the campus.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed expanded school will have on traffic conditions in the area, and determine if any roadway or access improvements and/or modifications to the school operations are necessary to accommodate traffic generated by the proposed expanded school. **Figure 1** shows the location of the school in relation to the area roadway system. **Figure 2** shows an aerial view of the school campus.

Traffic capacity analyses were conducted for the weekday morning and weekday afternoon for the following conditions:

1. Year 2023 Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2023 during the peak hour of school operations.
2. Year 2029 Total Projected Conditions – Analyzes the capacity of the future roadway system assuming the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed school expansion.



Location of School Campus

Figure 1

*Churchill Elementary School Expansion
Glen Ellyn, Illinois*



Aerial View of School Campus

Figure 2

*Churchill Elementary School Expansion
Glen Ellyn, Illinois*

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 roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

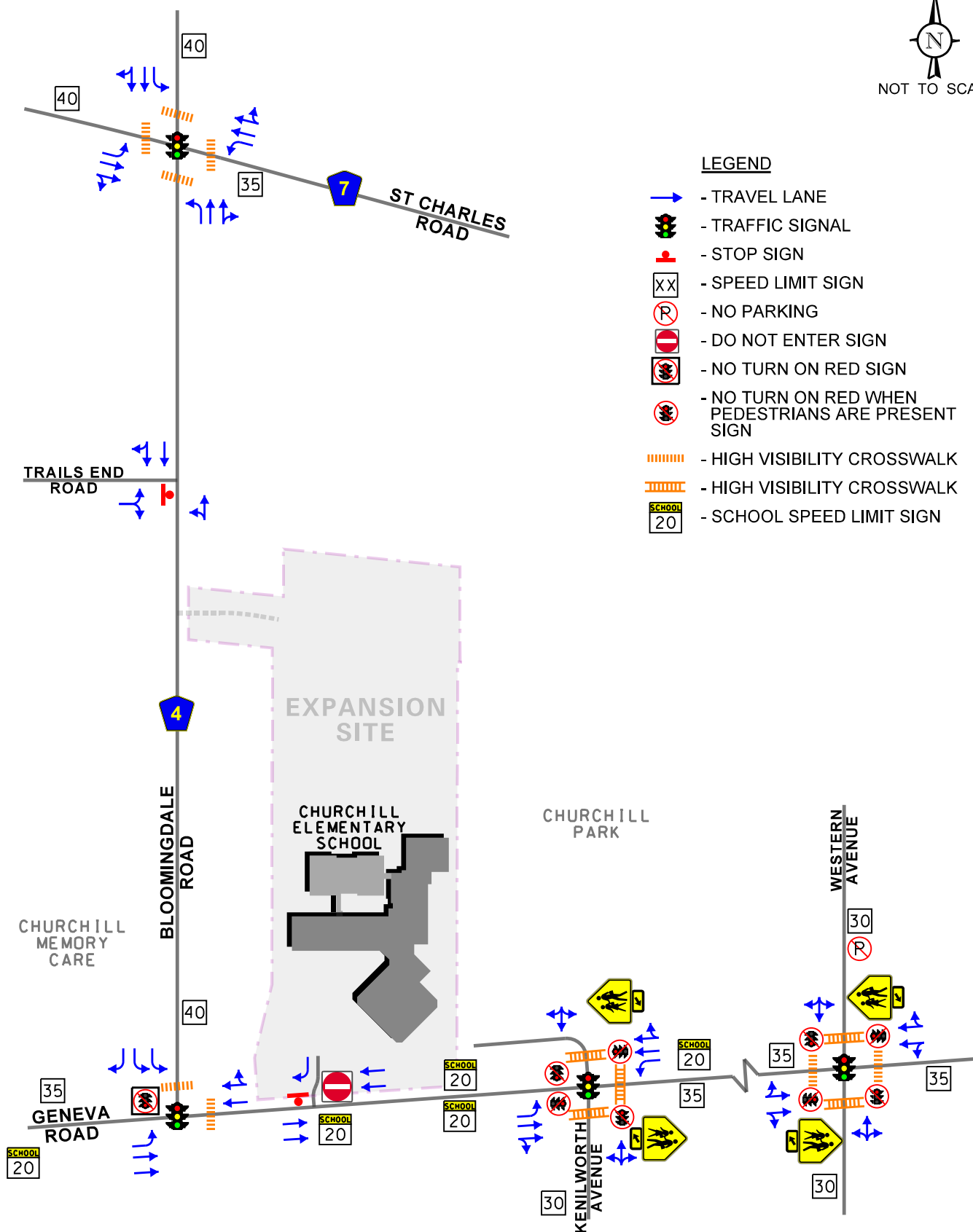
The school campus is located on the north side of Geneva Road east of Bloomingdale Road and generally bounded by single-family homes to the north and west, Churchill Park to the east, and Geneva Road to the south. Land uses in the area of the site are primarily residential with the Churchill Place Memory Care facility located in the northwest quadrant of the Geneva Road/Bloomingdale Road intersection.

Existing Roadway Characteristics

The characteristics of the existing roadways that serve the school campus are described below and illustrated in **Figure 3**.

Geneva Road is an east-west, minor arterial roadway that provides two lanes in each direction. At its signalized intersection with Bloomingdale Road, Geneva Road provides an exclusive left-turn lane and two through lanes on the eastbound approach and a through lane and a shared through/right-turn lane on the westbound approach. High-visibility crosswalks are provided on the east and north legs of this intersection. At its signalized intersection with Kenilworth Avenue and the school access drive, Geneva Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. High-visibility crosswalks with pedestrian warning signs are provided on the east, north, and south legs of this intersection. At its signalized intersection with Western Avenue, Geneva Road provides a shared through/left-turn lane and a shared through/right-turn lane on both approaches. High-visibility crosswalks are provided on all four legs of this intersection with pedestrian warning signs provided on the east leg of the intersection. Geneva Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT) and has a posted speed limit of 35 miles per hour and a posted 20 miles per hour school speed limit within proximity to Churchill Elementary School. Geneva Road carried an Annual Average Daily Traffic (AADT) volume of 12,000 to 14,400 vehicles in 2020 (IDOT) and 19,800 to 24,300 vehicles in 2015 (DuDOT).

St. Charles Road is generally an east-west, major collector roadway that provides one lane in each direction widening to two lanes in each direction through its intersection with Bloomingdale Road. At its signalized intersection with Bloomingdale Road, St. Charles Road provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on both approaches. High-visibility crosswalks are provided on all legs of this intersection. St. Charles Road is under the jurisdiction of DuDOT and has a posted speed limit of 40 miles per hour west of Bloomingdale Road and 35 miles per hour east of Bloomingdale Road. St. Charles Road carried an AADT volume of 5,900 to 6,100 vehicles in 2020 (IDOT) and 9,500 to 10,800 vehicles in 2015 (DuDOT).



Churchill Elementary
School Expansion
Glen Ellyn, Illinois

Existing Roadway Characteristics

Bloomingtondale Road is a north-south, minor arterial roadway that extends north from Geneva Road. Bloomingtondale Road generally provides two lanes in each direction narrowing to provide only one northbound lane from Geneva Road to just south of St. Charles Road. At its signalized intersection with Geneva Road, Bloomingtondale Road provides dual left-turn lanes and an exclusive right-turn lane on the southbound approach. High-visibility crosswalks are provided on the east and north legs of this intersection. At its signalized intersection with St. Charles Road, Geneva Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. High-visibility crosswalks are provided on all legs of this intersection. At its unsignalized intersection with Trails End Road, Bloomingtondale Road provides two southbound lanes and one northbound lane with no exclusive turn lanes. Bloomingtondale Road is under the jurisdiction of DuDOT and has a posted speed limit of 40 miles per hour. St. Charles Road carried an AADT volume of 7,000 to 11,000 vehicles in 2020 (IDOT) and 11,750 to 18,000 vehicles in 2015 (DuDOT).

Western Avenue is a north-south, major collector roadway that extends south from St. Charles Road and provides one lane in each direction. At its signalized intersection with Geneva Road, Western Avenue provides a shared left-turn/through/right-turn lane on both approaches. High-visibility crosswalks with pedestrian warning signs are provided on all legs of this intersection. Western Avenue is under the jurisdiction of the Village of Glen Ellyn, has a posted speed limit of 30 miles per hour, and carried an AADT volume of 2,900 to 3,800 vehicles in 2020 (IDOT).

Kenilworth Avenue is a north-south, local roadway that extends south from Geneva Road and provides one lane in each direction. At its signalized intersection with Geneva Road, Kenilworth Avenue is aligned opposite the school access drive and both approaches provide a shared left-turn/through/right-turn lane. High-visibility crosswalks with pedestrian warning signs are provided on the east, north, and south legs of this intersection. Kenilworth Avenue is under the jurisdiction of the Village of Glen Ellyn and has a posted speed limit of 30 mph.

Trails End Road is an east-west, local roadway that extends west from Bloomingtondale Road and provides one lane in each direction. At its unsignalized intersection with Bloomingtondale Road, Trails End Road provides a shared left-turn/right-turn lane on the eastbound approach that is under stop sign control. Trails End Road is under the jurisdiction of the Village of Glen Ellyn.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- Geneva Road with Bloomingtondale Road
- Geneva Road with the right-out only school access drive
- Geneva Road with Kenilworth Avenue and the school access drive
- Geneva Road with Western Avenue
- Bloomingtondale Road with St. Charles Avenue
- Bloomingtondale Road with Trails End Road

The traffic counts were performed in November 2023 during the school’s weekday morning (7:00 A.M. to 9:00 A.M.) and weekday afternoon (2:00 P.M. to 4:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur from 7:45 to 8:45 A.M. during the weekday morning peak period and from 3:00 to 4:00 P.M. during the weekday afternoon peak period. The existing traffic volumes are illustrated in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data from IDOT¹ for the most recent past five years available (2018 to 2022) for the existing study area intersections. A review of the crash data showed that no crashes were reported at the intersections of Geneva Road with the school access drive and Bloomingdale Road with Trails End Road. Further, no fatalities occurred at any intersection during the review period. **Tables 1** through **4** summarize the crash data for the remaining intersections.

Table 1
GENEVA ROAD WITH BLOOMINGDALE ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2018	0	0	1	1	0	5	0	7
2019	0	0	1	1	0	5	0	7
2020	0	0	0	1	0	2	0	3
2021	0	1	0	2	0	6	0	9
2022	0	0	0	1	0	6	0	7
Total	0	1	2	6	0	24	0	33
Average	--	<1.0	<1.0	1.2	--	4.8	--	6.6

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Table 2

GENEVA ROAD WITH KENILWORTH AVENUE/SCHOOL ACCESS – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	1	0	0	1
2019	0	0	0	2	0	0	1	3
2020	0	0	0	1	0	0	0	1
2021	1	0	0	0	0	0	0	1
2022	<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	3	1	1	1	7
Average	<1.0	--	--	<1.0	<1.0	<1.0	<1.0	1.4

Table 3

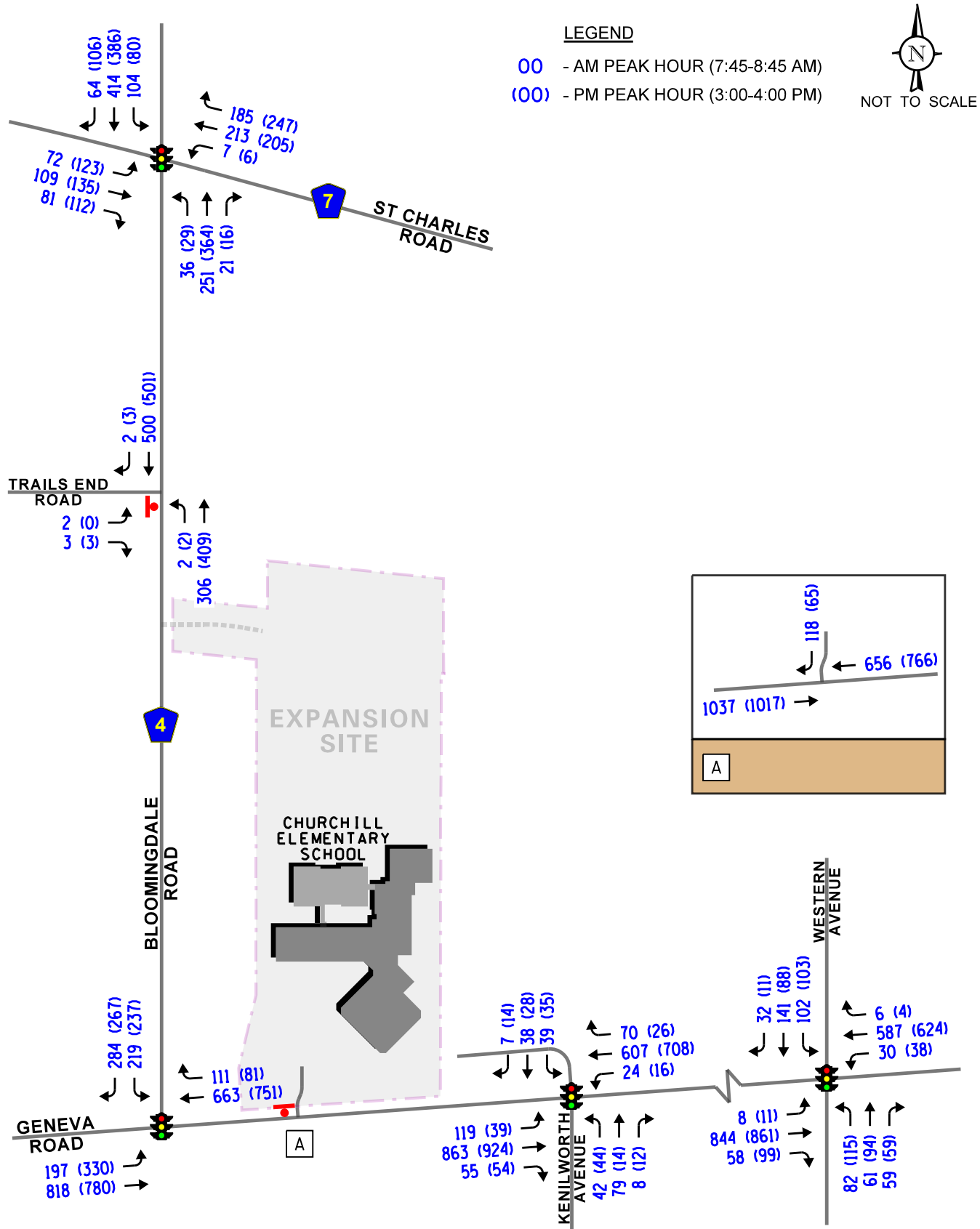
GENEVA ROAD WITH WESTERN AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	4	0	0	1	9
2019	1	0	1	8	0	2	0	12
2020	0	0	0	0	0	2	0	2
2021	0	0	2	2	0	5	0	9
2022	0	0	1	0	0	1	0	2
Total	1	0	4	14	0	10	1	34
Average	<1.0	--	<1.0	1.8	--	2.0	<1.0	6.8

Table 4

BLOOMINGDALE ROAD WITH ST. CHARLES ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	4	0	1	0	5
2019	1	0	0	2	0	2	0	5
2020	3	0	0	2	0	1	0	6
2021	0	0	0	1	0	0	0	1
2022	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>
Total	5	0	0	9	0	6	0	20
Average	<1.0	--	--	1.8	--	1.2	--	4.0



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Existing Traffic Volumes



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Figure: 4

3. Existing School Operations

The following describes the school's existing operating characteristics, the access, circulation, and parking systems, and the student drop-off/pick-up activity and school bus loading operations.

School Characteristics

Churchill Elementary School currently has a total enrollment of approximately 620 students that attend kindergarten through fifth grade and approximately 92 staff/faculty. The school day is from 8:30 A.M. to 3:30 P.M.

School Parking and Access

Parking for the school is provided via two parking lots located on the east and south/west sides of the school. The south/west parking lot has a total of 86 parking spaces with three of the spaces designated for ADA parking and the east parking lot has a total of 18 parking spaces with one of the spaces designated as ADA parking. A separate drop-off/pick-up lane/loop is provided along the north and west sides of the east parking lot that is primarily used for school bus loading. Access to the campus and both parking lots is provided via the following access drives:

- A full access drive located on the north side of Geneva Road that forms the fourth leg of the signalized intersection of Geneva Road with Kenilworth Avenue. The access drive provides one inbound lane and outbound lane that matches the cross-section of the Kenilworth Avenue approach at Geneva Road. A 250-foot eastbound separate left-turn lane is provided on Geneva Road serving the access drive.
- A restricted outbound right-turn only access drive located on the north side of Geneva Road at the west end of the campus. The access drive provides one outbound lane that is restricted to right-turn movements only.

School Bus Loading and Student Drop-Off/Pick-Up Operations

The following and the exhibits in the Appendix summarize the student drop-off/pick-up and school bus operations.

Student Drop-Off/Pick-Up Operations

Student drop-off and pick-up activity occurs along the sidewalk that extends along the east side and the eastern ½ of the north side of the west parking lot. Vehicles enter the campus via the full access drive located at the signalized intersection of Geneva Road/Kenilworth Avenue and travel west through the campus to the south/west parking lot. Vehicles queue along the east side and the eastern ½ of the north side of the west parking lot and along the south side of the school along the east-west circulation road. Vehicles depart the campus via the right-out only access drive or the full access drive located at the signalized intersection of Geneva Road with Kenilworth Avenue.

School Bus Loading Operations

The school is served via eight buses with the student unloading/loading occurring within the loading lane/loop located in the east parking lot. All eight buses can be accommodated within the east parking lot. Further, all buses enter and exit the campus via the full access drive located at the signalized intersection of Geneva Road with Kenilworth Avenue.

Traffic Control Personnel

The school uses several staff members to assist with the unloading/loading of students, to manage the school bus loading lane, and to direct/control traffic through the school campus.

Evaluation of Existing Campus Operations

The traffic counts, field observations, and aerial photos have revealed that the parking lots and internal circulation system experience some congestion that can extend along Geneva Road, particularly during the morning drop-off period, as summarized below:

- During the morning drop-off period, the queue of vehicles can extend along the entire east-west circulation road and extend onto Geneva Road. However, it is important to note the following:
 - The queueing only lasted for approximately 10 to 15 minutes during the morning peak period and is inherent with most schools given the fixed start and end times.
 - The inbound left-turn queue to the school campus generally did not exceed the existing 250-feet of stacking and did not extend into the through lanes.
 - The inbound right-turn queue can extend along the westbound outside lane of Geneva Road with a maximum observed queue of 19 vehicles that occurred during a red phase along Geneva Road and consisted of both vehicles turning to the school and Geneva Road westbound through traffic. Based on the distribution of traffic and the other queueing along Geneva Road, it is estimated that a maximum of six to eight vehicles are stacked at one time on westbound Geneva Road waiting to make a right turn into the school with the other vehicles in the queue consisting of westbound through traffic. While the queue can extend onto westbound Geneva Road, it is important to note the following:
 - Geneva Road has two westbound lanes and, as such, vehicles can by-pass the queued vehicles via the westbound inside lane.
 - The school access drive and subsequent queueing occurs at a signalized intersection where motorists are anticipating that they may have to stop.

- The IDOT crash data showed that the intersection experiences a low incidence of crashes with an average of only 1.4 crashes per year between 2018 and 2022. In addition, only two crashes occurred in the five-year period during the morning peak period (7:00 A.M. to 9:00 A.M.) when the school morning drop-off occurs.
- During the afternoon pick-up period, the congestion within the campus is limited and the queue of vehicles is contained within the campus and does not extend onto Geneva Road. The enhanced operation in the afternoon is due to the following factors:
 - The number of caregivers that pick up students in the afternoon is approximately 50 to 60 percent less than the number of caregivers that drop off students in the morning.
 - The school's traffic control personnel do an excellent job of maximizing the stacking within the campus. This includes double-stacking caregiver vehicles along the circulation road east of the east parking lot.

4. Proposed School Expansion and Projected Volumes

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed school expansion and determine the projected traffic volumes with the expansion.

Proposed School Expansion

As proposed, the school expansion will be located on the north side of the school and will consist of a separate wing dedicated to kindergarten students only. The proposed expansion is expected to accommodate the existing 93 kindergarten students that currently attend Churchill Elementary School as well as up to 200 additional kindergarten students. Five additional school buses will be required to serve the additional kindergarten students. With the proposed expansion, the school is projected to have a maximum enrollment of 820 students with 114 staff/faculty and will be served by up to 13 buses.

Proposed North Parking Lot, Student Drop-Off/Pick-Up Lane, and Bus Loading Lane

As part of the expansion, a parking lot with a student pick-up/drop-off zone and a bus lane will be located on the north side of the building. The parking lot will provide 42 parking spaces, of which two will be designated for ADA parking and two will be electric vehicle charging spaces. In addition, the parking lot will also provide a one-way counterclockwise loop with two separated lanes around the parking spaces that will be used for student drop-off/pick-up activity and bus loading. As proposed, the interior lane will serve bus loading/unloading and will be able to accommodate the stacking of the five additional school buses. The exterior lane will serve the student drop-off/pick-up activity and can accommodate a total of approximately 25 stacked vehicles.

Proposed Access Drive

Access to the proposed parking lot is proposed to be provided via an access drive located on the east side of Bloomingdale Road approximately 265 feet south of Trails End Road and approximately 325 feet north of Glen Arbor Court. The access drive will provide one inbound lane and two outbound lanes striped for a separate right-turn lane and a separate left-turn lane. Outbound movements will be under stop sign control. In addition, a southbound left-turn lane will be provided on Bloomingdale Road serving this access drive that will provide 150 feet of storage and a 220-foot taper.

The proximity of the proposed access drive to Trails End Road and Glen Arbor Court should not pose any operational issues due to the following:

- Both Trails End Road and Glen Arbor Court are dead-end roads that serve a limited number of single family homes. As such, the traffic traveling between Bloomingdale Road and the two roads is very low (only several vehicles during the school's peak periods).

- The proposed school is projected to generate traffic to and from the proposed parking lot and drop-off/pick-up lanes primarily only for approximately one hour before school and one hour after school. Outside of the two one-hour periods, the volume of traffic traveling between Bloomingdale Road and the school access drive is anticipated to be limited.
- Per the request of DuDOT, an intersection sight distance study was performed along Bloomingdale Road which is included in the Appendix. As the study shows, the access drive is located to provide sufficient sight distance along Bloomingdale Road.
- Roadway/access drive spacing between 250 to 300 feet is common and occurs at a number of locations along both Geneva Road and Bloomingdale Road in the vicinity of the school.

A copy of the preliminary site plan showing the proposed expansion and the parking lot is included in the Appendix.

Future Traffic Volumes

The additional traffic to be generated by the school expansion was based on the existing operations and the observed traffic volumes.

- Based on the existing traffic volumes, approximately 200 vehicles drop off students during the morning peak hour and approximately 80 vehicles pick up students during the afternoon peak hour. Approximately 15 percent of existing students are kindergarteners that will be relocated to the expansion and will utilize the proposed northern parking lot for student pick-up/drop-off. As such, 15 percent of existing drop-off/pick-up activity will be relocated to the proposed northern parking lot.
- The observed volume of drop-off vehicles during the morning peak hour represented approximately 35 percent of the number of enrolled students and the observed volume of pick-up vehicles during the afternoon peak hour represented approximately 15 percent of the number of enrolled students. As such, it was estimated that 35 and 15 percent of the 200 new kindergarten students will be dropped off and picked up, respectively, during the peak hours.
- The proposed expansion will be served by up to five additional buses which are expected to arrive and depart during both peak hours.
- Based on the existing traffic volumes, approximately 70 percent of staff arrive during the morning peak hour and depart during the afternoon peak hour. As such, 15 of 22 new staff/faculty were estimated to arrive and depart during the peak hours.

Table 5 shows the existing traffic and projected traffic to be generated by the school during the morning and afternoon peak hours.

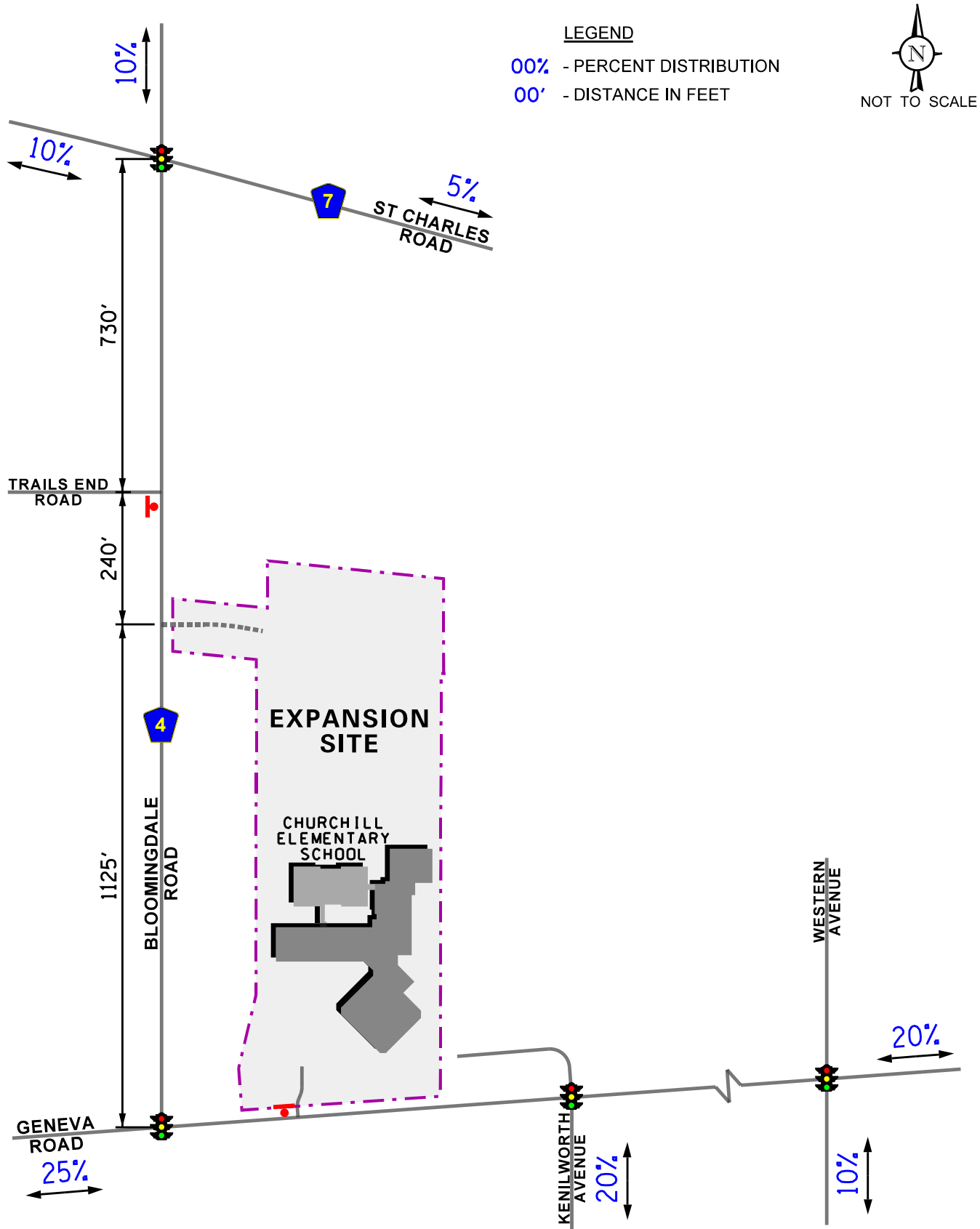
Table 5

EXISTING AND PROJECTED SCHOOL-GENERATED TRAFFIC VOLUMES

	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Existing Traffic Volumes	268	202	470	79	143	222
<i>Relocated Drop-Off/Pick-Up Traffic (15%)¹</i>	-30	-30	-60	-12	-12	-24
Projected South School Entrance Traffic Volumes	238	172	410	67	131	198
Relocated Drop-Off/Pick-Up Traffic ¹	30	30	60	12	12	24
New Drop-Off/Pick-Up Traffic ²	70	70	140	30	30	60
New Bus Traffic ³	5	5	10	5	5	10
New Staff/Faculty Traffic ⁴	15	0	15	0	15	15
Projected North School Entrance Traffic Volumes	120	105	225	47	62	109

Directional Distribution

The directions from which expansion-generated traffic will approach and depart the expansion were estimated based on existing travel patterns, as determined from the traffic counts and the boundary of the school district. The estimated directional distribution is illustrated in **Figure 5**. In addition, Figure 5 also shows the distances between the existing and proposed access intersections.



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Directional Distribution



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Figure: 5

5. Total Projected Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, the additional traffic generated by the expansion, and the redistribution of the existing traffic.

Expansion Traffic Assignment

The estimated additional weekday morning and weekday afternoon peak hour traffic volumes that will be generated by the proposed expansion were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the traffic assignment of the expansion-generated traffic.

Redistribution of Existing Traffic

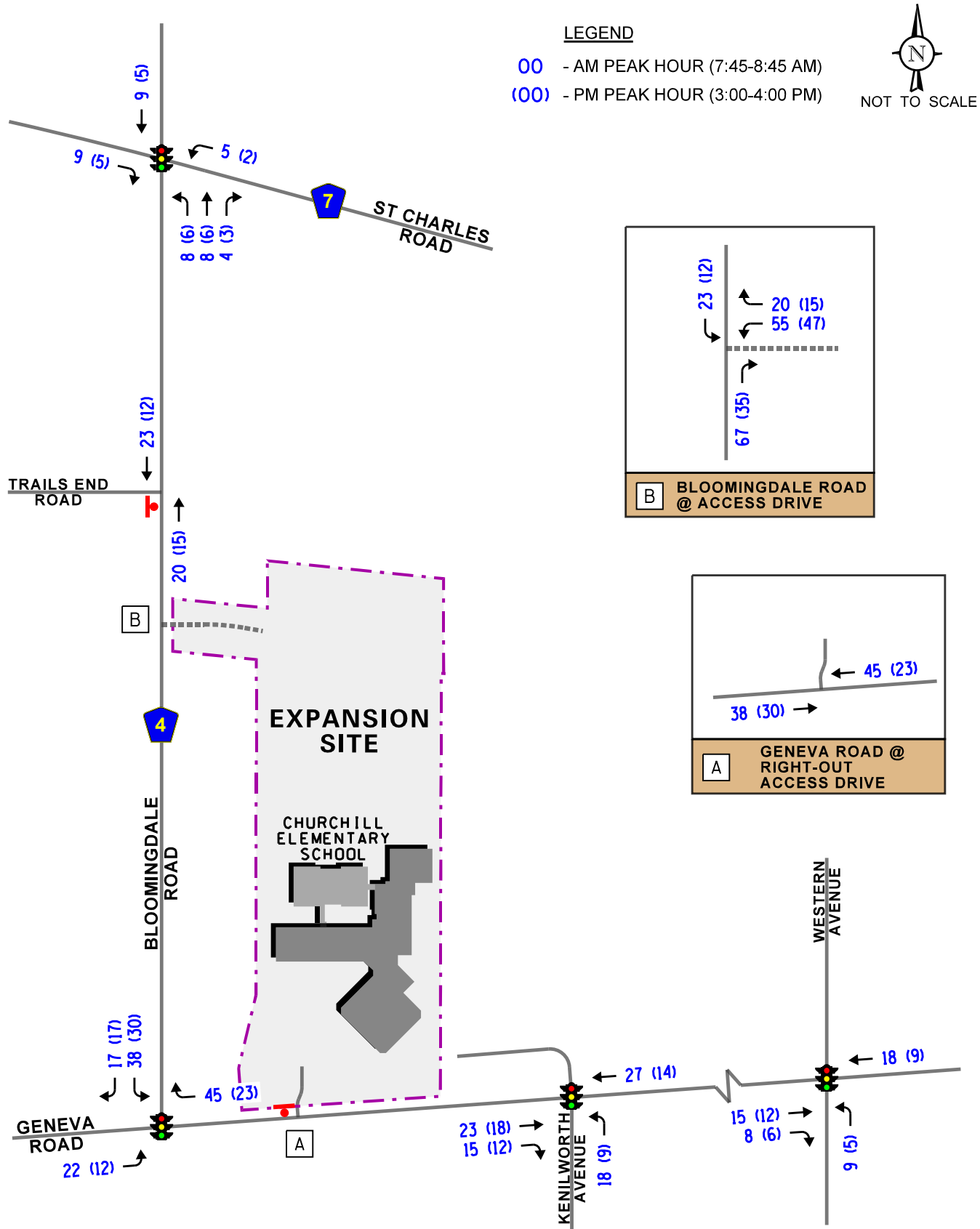
As part of the proposed expansion, all the existing kindergarten students will be relocated to the expansion and any drop-off/pick-up of the existing kindergarten students will occur in the proposed north parking lot. As such, a portion of the student drop-off/pick-up activity is to be relocated from the existing south/west parking lot to the proposed north parking lot. **Figure 7** illustrates the redistributed traffic volumes which were based on the existing traffic patterns as determined from the traffic counts.

Background (No-Build) Traffic Conditions

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 AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated March 29, 2023, the existing traffic volumes were increased by an annually compounded growth rate of 0.5 percent per year for six years for a total of three percent.

Total Projected Traffic Volumes

Figure 8 illustrates the total projected traffic volumes which include the existing traffic, the expansion-generated traffic, the redistribution of the existing traffic volumes, and the three percent increase in the existing traffic volumes.



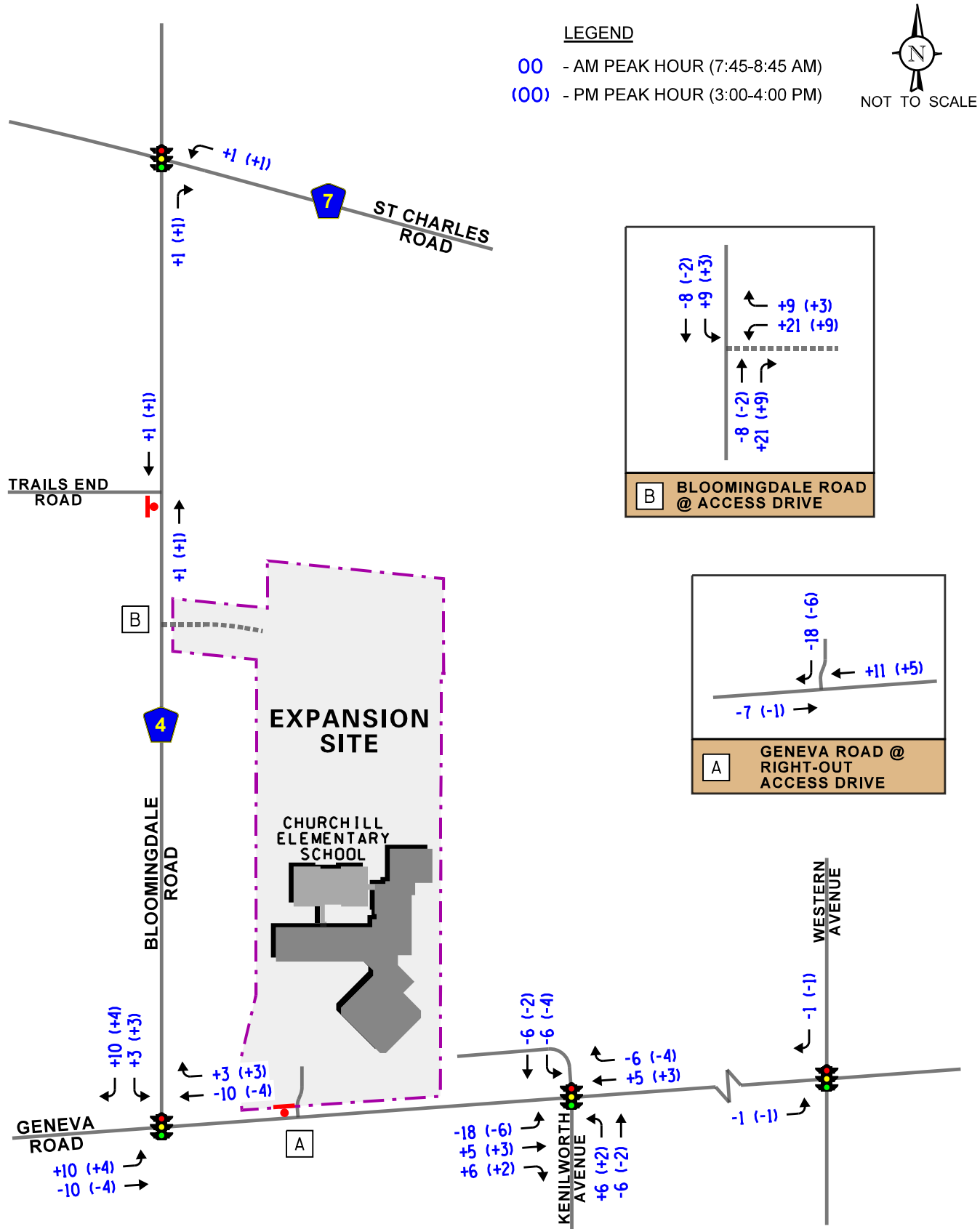
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New School Traffic Volumes



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Figure: 6



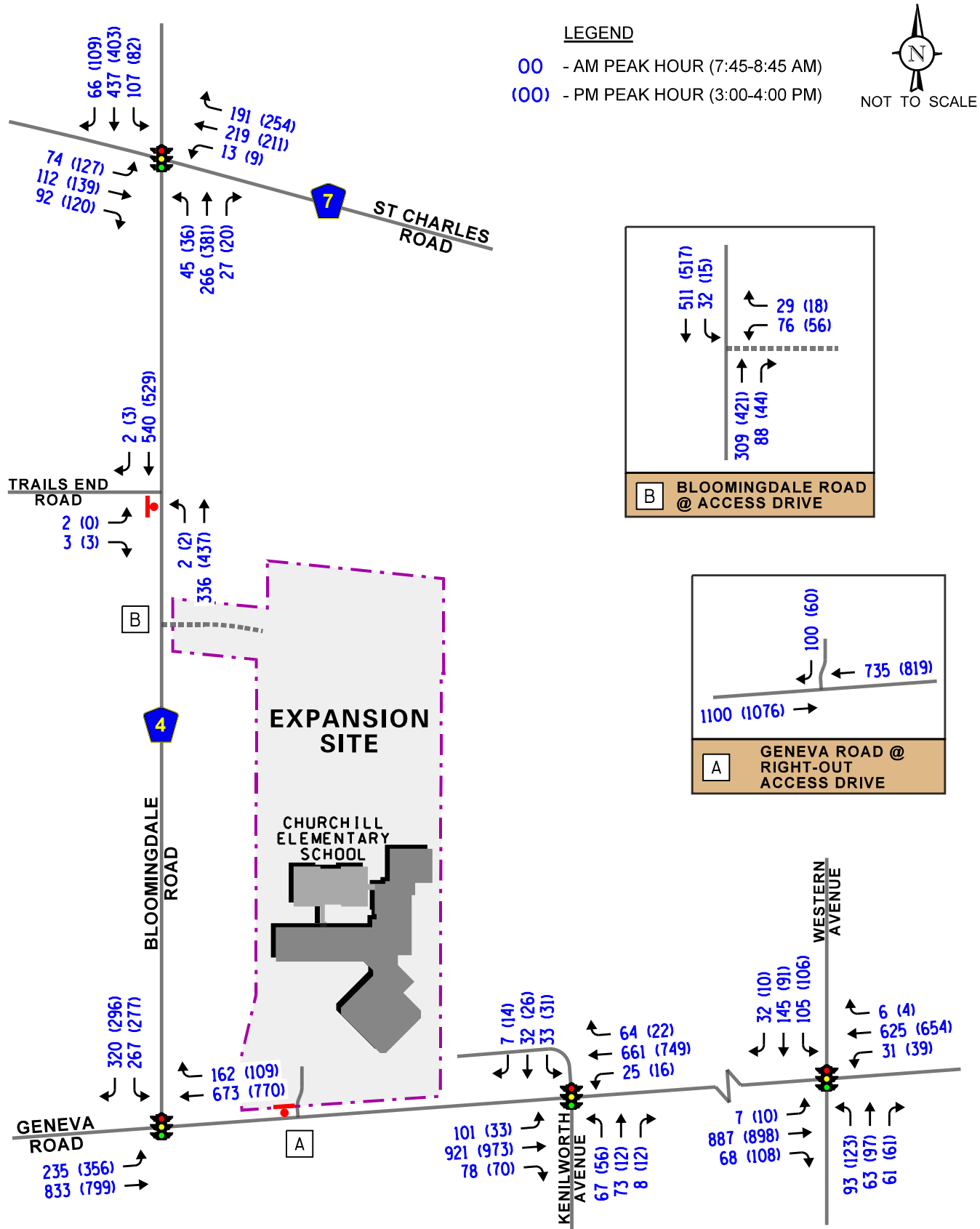
Churchill Elementary
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Reassignment of Existing Traffic Volumes



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Figure: 7



Churchill Elementary
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Year 2030 Total Traffic Volumes



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Figure: 8

6. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and afternoon peak hours for the existing and total 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/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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 5A** through **10A**. The 95th percentile queues for each movement/approach are presented in **Tables 5B** through **10B**. To account for the surging traffic associated with the school traffic and per the direction of DuDOT, a peak hour factor of 0.60 was used for all the movements traveling to and from the school access drives when evaluating the existing and projected conditions. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5A

CAPACITY ANALYSIS RESULTS – GENEVA ROAD WITH BLOOMINGDALE ROAD – SIGNALIZED

Existing Conditions	Peak Hour	Eastbound		Westbound	Northbound		Overall	
		L	T	T/R	L	R		
	Weekday Morning	A 7.1	A 5.6	A 6.0	E 56.2	B 14.4	B 11.8	
		A – 5.9			C – 32.6			
	Weekday Afternoon	B 11.7	A 5.4	B 14.8	E 58.8	C 22.7	B 16.5	
		A – 7.3			D – 39.6			
	Projected Conditions	Weekday Morning	A 10.0	A 6.1	A 7.2	E 60.3	B 18.4	B 14.2
			A – 7.0			D – 37.5		
		Weekday Afternoon	B 17.2	A 5.9	B 17.6	E 59.8	C 23.7	B 19.1
			A – 9.4			D – 41.1		
Letter denotes Level of Service - Delay is measured in seconds. L – Left Turn, T – Through, R – Right Turn								

Table 5B

CAPACITY ANALYSIS RESULTS – GENEVA ROAD WITH BLOOMINGDALE ROAD – SIGNALIZED – 95TH PERCENTILE QUEUES

	Peak Hour	Eastbound		Westbound	Northbound	
		L	T	T/R	L	R
Existing Conditions	Weekday Morning	68	152	97	15	38
	Weekday Afternoon	118	143	308	169	170
Projected Conditions	Weekday Morning	81	155	125	194	92
	Weekday Afternoon	173	147	345	196	197
Queues are in feet. L – Left Turn, T – Through, R – Right Turn						

Table 6A

CAPACITY ANALYSIS RESULTS – GENEVA ROAD WITH KENILWORTH AVENUE/SITE ACCESS – SIGNALIZED

Existing Conditions	Peak Hour	Eastbound		Westbound		Northbound	Southbound	Overall	
		L	T/R	L	T/R	L/T/R	L/T/R		
	Weekday Morning	A 5.5	A 8.2	B 10.7	C 26.6	E 66.7	F 93.9	C 23.9	
		A – 7.7		C – 26.1					
	Weekday Afternoon	A 4.6	A 8.4	A 6.5	B 12.8	D 54.3	E 66.3	B 15.0	
		A – 8.2		B – 12.6					
	Projected Conditions	Weekday Morning	A 5.5	A 9.5	B 11.3	C 27.9	E 67.4	E 59.9	C 22.8
			A – 9.0		C – 27.4				
		Weekday Afternoon	A 4.3	A 8.3	A 6.0	B 12.3	E 62.4	E 65.8	B 14.7
			A – 8.1		B – 12.1				
Letter denotes Level of Service - Delay is measured in seconds. L – Left Turn, T – Through, R – Right Turn									

Table 6B

CAPACITY ANALYSIS RESULTS – GENEVA ROAD WITH KENILWORTH AVENUE/SITE ACCESS – SIGNALIZED – 95TH PERCENTILE QUEUES

	Peak Hour	Eastbound		Westbound		Northbound	Southbound
		L	T/R	L	T/R	L/T/R	L/T/R
Existing Conditions	Weekday Morning	32	219	24	360	132	106
	Weekday Afternoon	18	288	12	260	69	97
Projected Conditions	Weekday Morning	28	332	23	383	141	88
	Weekday Afternoon	15	306	11	271	78	89
Queues are in feet.		L – Left Turn, T – Through, R – Right Turn					

Table 7A

CAPACITY ANALYSIS RESULTS – GENEVA ROAD WITH WESTERN AVENUE – SIGNALIZED

	Peak Hour	Eastbound	Westbound	Northbound	Southbound	Overall
		L/T/R	L/T/R	L/T/R	L/T/R	
Existing Conditions	Weekday Morning	B 12.7	B 15.4	D 46.9	E 60.3	C 23.5
	Weekday Afternoon	B 12.0	B 12.1	E 67.7	E 60.1	C 23.8
Projected Conditions	Weekday Morning	B 14.5	B 16.5	D 51.0	E 60.6	C 25.0
	Weekday Afternoon	B 12.3	B 12.1	E 67.7	E 60.1	C 23.9
Letter denotes Level of Service - Delay is measured in seconds. L – Left Turn, T – Through, R – Right Turn						

Table 7B

CAPACITY ANALYSIS RESULTS – GENEVA ROAD WITH WESTERN AVENUE – SIGNALIZED – 95TH PERCENTILE QUEUE

	Peak Hour	Eastbound L/T/R	Westbound L/T/R	Northbound L/T/R	Southbound L/T/R
Existing Conditions	Weekday Morning	182	219	202	286
	Weekday Afternoon	255	213	328	256
Projected Conditions	Weekday Morning	246	239	223	296
	Weekday Afternoon	261	213	328	256
Queues are in feet. L – Left Turn, T – Through, R – Right Turn					

Table 8A

CAPACITY ANALYSIS RESULTS – BLOOMINGDALE ROAD WITH ST. CHARLES ROAD – SIGNALIZED

Existing Conditions	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall	
		L	T/R	L	T/R	L	T/R	L	T/R		
	Weekday Morning	C 31.5	B 19.2	C 25.1	C 29.2	A 7.0	B 12.0	B 11.9	B 18.2	C 20.0	
		C – 22.6		C – 29.1		B – 11.4		B – 17.1			
	Weekday Afternoon	D 38.3	B 19.4	C 26.7	C 26.1	B 12.2	B 19.8	B 12.1	B 17.4	C 21.5	
		C – 25.7		C – 26.1		B – 19.3		B – 16.6			
	Projected Conditions	Weekday Morning	C 31.5	B 19.7	C 25.5	C 29.4	A 8.4	B 13.5	B 12.2	B 19.0	C 20.6
			C – 22.8		C – 29.3		B – 12.8		B – 17.8		
		Weekday Afternoon	D 38.1	B 18.7	C 26.3	C 26.3	B 12.8	C 20.7	B 12.6	C 19.2	C 22.1
			C – 25.1		C – 26.3		C – 20.1		B – 18.3		
Letter denotes Level of Service - Delay is measured in seconds. L – Left Turn, T – Through, R – Right Turn											

Table 8B

CAPACITY ANALYSIS RESULTS – BLOOMINGDALE ROAD WITH ST. CHARLES ROAD – SIGNALIZED – 95TH PERCENTILE QUEUES

	Peak Hour	Eastbound		Westbound		Northbound		Southbound	
		L	T/R	L	T/R	L	T/R	L	T/R
Existing Conditions	Weekday Morning	73	67	14	142	30	97	79	200
	Weekday Afternoon	119	83	12	141	27	160	60	193
Projected Conditions	Weekday Morning	74	70	20	146	35	110	81	215
	Weekday Afternoon	121	85	17	145	34	174	63	208
Queues are in feet. L – Left Turn, T – Through, R – Right Turn									

Table 9A

INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Geneva Road with the Right-Out Only Access Drive				
• Southbound Approach	B	12.8	B	12.4
Bloomington Road with Trails End Road				
• Eastbound Approach	B	13.7	B	10.7
• Northbound Left Turn	A	8.7	A	8.6
LOS = Level of Service Delay is measured in seconds.				

Table 9B

INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED – 95TH PERCENTILE QUEUES

Intersection	Weekday Morning Peak Hour	Weekday Afternoon Peak Hour
Geneva Road with the Right-Out Only Access Drive		
• Southbound Approach	30	<25
Bloomingdale Road with Trails End Road		
• Eastbound Approach	<25	<25
• Northbound Left Turn	<25	<25
Queues are in feet.		

Table 10A

INTERSECTION CAPACITY ANALYSES – PROPOSED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Geneva Road with the Right-Out Only Access Drive				
• Southbound Approach	B	12.9	B	12.6
Bloomington Road with Trails End Road				
• Eastbound Approach	B	14.6	B	10.9
• Northbound Left Turn	A	8.9	A	8.7
Bloomington Road with the Proposed Access Drive				
• Westbound Left Turn	C	22.7	C	20.8
• Westbound Right Turn	B	11.0	B	11.6
• Southbound Left Turn	A	8.5	A	8.6
LOS = Level of Service Delay is measured in seconds.				

Table 10B

INTERSECTION CAPACITY ANALYSES – PROPOSED CONDITIONS – UNSIGNALIZED
– 95TH PERCENTILE QUEUES

Intersection	Weekday Morning Peak Hour	Weekday Afternoon Peak Hour
Geneva Road with the Right-Out Only Access Drive		
• Southbound Approach	28	<25
Bloomington Road with Trails End Road		
• Eastbound Approach	<25	<25
• Northbound Left Turn	<25	<25
Bloomington Road with the Proposed Access Drive		
• Westbound Left Turn	45	30
• Westbound Right Turn	<25	<25
• Southbound Left Turn	<25	<25
Queues are in feet.		

Discussion and Recommendations

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

Geneva Road with Bloomingdale Road, Geneva Road with Western Avenue, and Bloomingdale Road with St. Charles Road

The three signalized intersections currently operate as follows:

- All three intersections currently operate at an overall Level of Service (LOS) B or C during the weekday morning and afternoon peak hours.
- The individual intersection movements at all three intersections operate at LOS C or better except for several movements which operate at LOS D or E. The lower levels of service are generally located along the side roads at each intersection, which receive a limited amount of green time.
- School activity was observed to have a limited impact on the overall operations of the three intersections.

Under total projected conditions, the three intersections are projected to operate as follows:

- All three intersections are projected to operate at the same overall levels of service as existing conditions during both peak hours with increases in delays of less than three seconds.
- All intersection movements at each of the three intersections are projected to continue to operate at the same levels of service as existing conditions during both peak hours.

As such, all three intersections generally have sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

Geneva Road with Kenilworth Avenue and the Site Access Drive

The results of the capacity analyses show that this intersection currently operates at an overall LOS B during the weekday morning and weekday afternoon peak hours. Further, the Geneva Road movements operate at LOS C or better and the Kenilworth Avenue and the access drive approaches operate at LOS E. The lower level of service for the Kenilworth Avenue and access drive approaches is primarily due to the fact that these approaches receive a limited amount of green time. As previously mentioned, this intersection experiences some additional congestion during a 10- to 15-minute period during the peak surging of traffic associated with drop-off activity at the school. Outside of this period, this intersection operates efficiently with limited congestion.

Assuming the total projected conditions, the intersection is projected to continue to operate at an overall LOS B during both peak hours with increases in delay of less than two seconds. Further, all of the intersection movements are projected to operate at a similar level of service. As can be seen from Table 6, the projected delay for the northbound and southbound movements is expected to decrease. This is a result of the relocation of the drop-off/pick-up location of the existing kindergarten students from the existing south/west parking lot to the proposed north parking lot, which will reduce the volume of traffic traveling to/from the existing south/west parking lot by approximately 15 percent or approximately 30 inbound and 30 outbound vehicles during the morning drop-off period.

As discussed previously, the inbound right-turn queue to the school can extend along the westbound outside lane of Geneva Road for a 10- to 15-minute period during the school's morning drop-off period. The maximum observed queue was 11 to 19 vehicles that occurred during a red phase along Geneva Road and consisted of both vehicles turning to the school and Geneva Road westbound through traffic. Based on the distribution of traffic and the other queuing it is estimated that a maximum of six to eight vehicles are stacked at one time on westbound Geneva Road waiting to make a right turn into the school with the other vehicles in the queue consisting of westbound through traffic. While the queue can extend onto westbound Geneva Road, it is important to note the following:

- Geneva Road has two westbound lanes and, as such, vehicles can by-pass the queued vehicles via the westbound inside lane.
- The queueing occurs at a signalized intersection where motorists are anticipating that they may have to stop.
- The IDOT crash data showed that the intersection experiences a low incidence of crashes with an average of only 1.4 crashes per year between 2018 and 2022. Only two crashes occurred in the five-year period during the morning peak period (7:00 A.M. to 9:00 A.M.) when the school morning drop-off occurs.

In addition to moving the drop-off/pick-up for the existing 93 kindergarten students from the south side of the school to the north side of the school, school district officials have committed to work on enhancing the existing internal operations to reduce the queueing. School district officials have committed to implementing the following additional measures:

- Deploying more staff to help direct/manage the procedures during the morning drop-off activity.
- Having the staff better enforce the drop-off/pick-up procedures, including prohibiting parents/caregivers from dropping off students outside of the designated loading zone, directing parents/caregivers to pull up to the front of the loading zone, and expediting the drop-off of students.

- Using more signage along the internal circulation system to clearly indicate where students can be dropped off and to direct parents/caregivers to pull up to the front of the loading zone.
- Extending the loading zone further west along the north side of the southwest parking lot. As proposed, the loading zone will extend to just east of the middle parking aisle.
- Prohibiting parents/caregivers from dropping off students along the east-west circulation road which extends along the south side of the school. Additional staff and signage will be located along the north-south circulation road to minimize any drop-off activity.

These measures will reduce the queuing by a minimum of 15 to 20 percent or approximately two to three vehicles along westbound Geneva Road, if not more. Further, the measures will likely reduce the amount of time that the queuing occurs along Geneva Road. If the measures above are not successful, the school district officials have indicated that they would consider moving the drop-off/pick-up for first grade students from the south side of the school to the north side of the school.

Geneva Road with the Right-Out Only Access Drive

The results of the capacity analyses show that the outbound right-turn movement from this access drive currently operates at LOS B during both the weekday morning and afternoon peak hours. Assuming the total projected conditions, the outbound right-turn movement is projected to continue to operate at LOS B during both peak hours. Similar to the full access drive, the operation of this intersection is projected to improve under future conditions given the relocation of the drop-off/pick-up location of the existing kindergarten students from the south/west parking lot to the proposed north parking lot. As such, this intersection has sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

Bloomington Road with Trails End Road

The results of the capacity analyses show that the critical movements at this intersection currently operate at LOS B or better during both the weekday morning and afternoon peak hours. Assuming the total projected conditions, all critical movements are projected to continue to operate at the same LOS during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the expansion generated traffic and no roadway improvements or traffic control modifications are required.

Bloomingdale Road with the Proposed North Parking Lot Access Drive

Access to the proposed north parking lot is to be provided via a proposed access drive located on the east side of Bloomingdale Road approximately 265 feet south of Trails End Road and approximately 325 feet north of Glen Arbor Court. The access drive will provide one inbound lane and two outbound lanes striped for separate right-turn and left-turn lanes. Outbound movements will be under stop sign control. A southbound left-turn lane will be provided on Geneva Road serving this access drive that will provide 150 feet of storage and a 220-foot taper.

The results of the capacity analyses indicated that under total projected conditions, outbound movements from the access drive are projected to operate at LOS C or better during the weekday morning and afternoon peak hours. Further, southbound left-turn movements are projected to operate at LOS A with 95th percentile queues that can be accommodated within the proposed 150-foot turn lane. As such, the proposed access drive will adequately accommodate projected traffic volumes.

7. Conclusion

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

- As proposed, the existing Churchill Elementary School will be expanded to accommodate 200 new kindergarten students and the existing 93 kindergarten students currently attending the school. With the proposed expansion, the school will have a total enrollment of 820 students with 114 staff/faculty. In addition, the school will be served via five additional school buses for a total of 13 school buses.
- As part of the expansion, a parking lot that will include a student pick-up/drop-off zone and a bus loading lane will be provided on the north side of the building.
 - The parking lot will provide 42 parking spaces of which two will be designated for ADA parking and two will be electric vehicle charging spaces.
 - This pick-up/drop-off zone and bus loading lane will exclusively serve the proposed expansion with its 293 students and up to five buses.
 - A one-way counterclockwise loop with two separated lanes will be provided around the parking lot for student pick-up/drop-off activity and bus loading. The interior lane will serve buses and the exterior lane will serve passenger vehicles.
- Access to the proposed parking lot, pick-up/drop-off zone, and bus loading lane will be provided via a proposed access drive on Bloomingdale Road located 265 feet south of Trails End Road and approximately 325 feet north of Glen Arbor Court. The access drive will be designed as follows:
 - The access drive will provide one inbound lane and two outbound lanes striped for separate right-turn and left-turn lanes.
 - Outbound movements will be under stop sign control.
 - A southbound left-turn lane will be provided on Geneva Road serving this access drive that will provide 150 feet of storage and a 220-foot taper.
- The results of the capacity analyses have shown that the roadway system generally has sufficient reserve capacity to accommodate the additional traffic to be generated by the expansion.

- During the morning drop-off period, the queue of vehicles can extend along the entire east-west circulation road and extend onto Geneva Road. However, it is important to note the following:
 - The queueing only lasted for approximately 10 to 15 minutes during the morning peak period and is inherent with most schools given the fixed start and end times.
 - The inbound left-turn queue to the school campus generally did not exceed the existing 250-feet of stacking and extend into the through lanes.
 - The inbound right-turn queue extends only along the westbound outside lane and, as such, vehicles can by-pass the queued vehicles via the westbound inside lane.
 - As part of the expansion the drop-off/pick-up location of the existing kindergarten students will be relocated from the existing south/west parking lot to the proposed north parking lot, which will reduce the volume of traffic traveling to/from the existing south/west parking lot by 15 percent.
- The inbound right-turn queue to the school can extend along the westbound outside lane of Geneva Road for a 10- to 15-minute period during the school's morning drop-off period. While the queue can extend onto westbound Geneva Road, it is important to note the following:
 - Geneva Road has two westbound lanes and, as such, vehicles can by-pass the queued vehicles via the westbound inside lane.
 - The queueing occurs at a signalized intersection where motorists are anticipating that they may have to stop.
 - The IDOT crash data showed that the intersection experiences a low incidence of crashes with an average of only 1.4 crashes per year between 2018 and 2022. Only two crashes occurred in the five-year period during the morning peak period (7:00 A.M. to 9:00 A.M.) when the school morning drop-off occurs.
- In addition to moving the drop-off/pick-up for the existing 93 kindergarten students from the south side of the school to the north side of the school, school district officials will continue to work on enhancing the existing internal operations to reduce the queueing. School district officials have committed to implementing the following additional measures:
 - Deploying more staff to help direct and manage the morning drop-off activity.
 - Having the staff better enforce the drop-off/pick-up procedures, including prohibiting parents/caregivers from dropping off student outside of the designated loading zone, directing parents/caregivers to pull up to the front of the loading zone, and expediting the drop-off of students.

- Using more signage along the internal circulation system to clearly indicate where students can be dropped off and to direct parents/caregivers to pull up to the front of the loading zone.
- Extending the loading zone further west along the north side of the southwest parking lot. As proposed, the loading zone will extend to just east of the middle parking aisle.
- Prohibiting parents/caregivers from dropping off students along the east-west circulation road which extends along the south side of the school. Additional staff and signage will be located along the east-west circulation road to minimize any drop-off activity.

If the measures above are not successful, the school district officials have indicated that they would consider moving the drop-off/pick-up for first grade students from the south side of the school to the north side of the school.

Appendix

Existing Traffic Counts
Existing Bus and Drop-Off/Pick-Up Operations
Bloomingdale Road Sight Distance Study
Preliminary Site Plan
Level of Service Table
Capacity Analysis Summary Sheets

Existing Traffic Counts



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

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

Count Name: Bloomingdale Road with Trails
End Road TMC
Site Code:
Start Date: 11/02/2023
Page No: 1

Turning Movement Data

Start Time	Trails End Road Eastbound					Bloomingdale Road Northbound				Bloomingdale Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	51	51	0	116	0	0	116	167
7:15 AM	0	0	0	0	0	0	0	70	70	0	135	0	0	135	205
7:30 AM	0	0	0	0	0	0	0	74	74	0	124	0	0	124	198
7:45 AM	0	1	1	0	2	0	0	58	58	0	106	0	0	106	166
Hourly Total	0	1	1	0	2	0	0	253	253	0	481	0	0	481	736
8:00 AM	0	1	2	0	3	0	0	57	57	0	141	2	0	143	203
8:15 AM	0	0	0	0	0	0	1	109	110	0	136	0	0	136	246
8:30 AM	0	0	0	0	0	0	1	78	79	0	110	0	0	110	189
8:45 AM	0	0	0	0	0	0	0	43	43	0	85	0	0	85	128
Hourly Total	0	1	2	0	3	0	2	287	289	0	472	2	0	474	766
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	3	0	3	0	0	73	73	0	96	1	0	97	173
2:45 PM	0	0	0	0	0	0	0	88	88	0	124	0	0	124	212
Hourly Total	0	0	3	0	3	0	0	161	161	0	220	1	0	221	385
3:00 PM	0	0	0	0	0	0	0	88	88	0	107	0	0	107	195
3:15 PM	0	0	1	0	1	0	0	83	83	0	144	1	0	145	229
3:30 PM	0	0	1	0	1	0	0	141	141	0	118	0	0	118	260
3:45 PM	0	0	1	0	1	0	2	97	99	0	115	2	0	117	217
Hourly Total	0	0	3	0	3	0	2	409	411	0	484	3	0	487	901
4:00 PM	0	0	2	0	2	0	0	92	92	0	145	1	0	146	240
4:15 PM	0	2	0	0	2	0	2	79	81	0	142	0	0	142	225
Grand Total	0	4	11	0	15	0	6	1281	1287	0	1944	7	0	1951	3253
Approach %	0.0	26.7	73.3	-	-	0.0	0.5	99.5	-	0.0	99.6	0.4	-	-	-
Total %	0.0	0.1	0.3	-	0.5	0.0	0.2	39.4	39.6	0.0	59.8	0.2	-	60.0	-
Lights	0	4	10	-	14	0	6	1233	1239	0	1882	6	-	1888	3141
% Lights	-	100.0	90.9	-	93.3	-	100.0	96.3	96.3	-	96.8	85.7	-	96.8	96.6
Buses	0	0	0	-	0	0	0	28	28	0	45	0	-	45	73
% Buses	-	0.0	0.0	-	0.0	-	0.0	2.2	2.2	-	2.3	0.0	-	2.3	2.2
Single-Unit Trucks	0	0	1	-	1	0	0	17	17	0	14	1	-	15	33
% Single-Unit Trucks	-	0.0	9.1	-	6.7	-	0.0	1.3	1.3	-	0.7	14.3	-	0.8	1.0
Articulated Trucks	0	0	0	-	0	0	0	3	3	0	3	0	-	3	6
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.2	0.2	-	0.2	0.0	-	0.2	0.2
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Bloomingdale Road with Trails
End Road TMC
Site Code:
Start Date: 11/02/2023
Page No: 2

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Trails End Road Eastbound					Bloomingdale Road Northbound				Bloomingdale Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	1	1	0	2	0	0	58	58	0	106	0	0	106	166
8:00 AM	0	1	2	0	3	0	0	57	57	0	141	2	0	143	203
8:15 AM	0	0	0	0	0	0	1	109	110	0	136	0	0	136	246
8:30 AM	0	0	0	0	0	0	1	78	79	0	110	0	0	110	189
Total	0	2	3	0	5	0	2	302	304	0	493	2	0	495	804
Approach %	0.0	40.0	60.0	-	-	0.0	0.7	99.3	-	0.0	99.6	0.4	-	-	-
Total %	0.0	0.2	0.4	-	0.6	0.0	0.2	37.6	37.8	0.0	61.3	0.2	-	61.6	-
PHF	0.000	0.500	0.375	-	0.417	0.000	0.500	0.693	0.691	0.000	0.874	0.250	-	0.865	0.817
Lights	0	2	3	-	5	0	2	286	288	0	476	2	-	478	771
% Lights	-	100.0	100.0	-	100.0	-	100.0	94.7	94.7	-	96.6	100.0	-	96.6	95.9
Buses	0	0	0	-	0	0	0	8	8	0	14	0	-	14	22
% Buses	-	0.0	0.0	-	0.0	-	0.0	2.6	2.6	-	2.8	0.0	-	2.8	2.7
Single-Unit Trucks	0	0	0	-	0	0	0	7	7	0	2	0	-	2	9
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	2.3	2.3	-	0.4	0.0	-	0.4	1.1
Articulated Trucks	0	0	0	-	0	0	0	1	1	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.3	0.3	-	0.2	0.0	-	0.2	0.2
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Bloomingdale Road with Trails
End Road TMC
Site Code:
Start Date: 11/02/2023
Page No: 3

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Trails End Road Eastbound					Bloomingdale Road Northbound				Bloomingdale Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	App. Total	U-Turn	Thru	Right	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	88	88	0	107	0	0	107	195
3:15 PM	0	0	1	0	1	0	0	83	83	0	144	1	0	145	229
3:30 PM	0	0	1	0	1	0	0	141	141	0	118	0	0	118	260
3:45 PM	0	0	1	0	1	0	2	97	99	0	115	2	0	117	217
Total	0	0	3	0	3	0	2	409	411	0	484	3	0	487	901
Approach %	0.0	0.0	100.0	-	-	0.0	0.5	99.5	-	0.0	99.4	0.6	-	-	-
Total %	0.0	0.0	0.3	-	0.3	0.0	0.2	45.4	45.6	0.0	53.7	0.3	-	54.1	-
PHF	0.000	0.000	0.750	-	0.750	0.000	0.250	0.725	0.729	0.000	0.840	0.375	-	0.840	0.866
Lights	0	0	2	-	2	0	2	385	387	0	461	2	-	463	852
% Lights	-	-	66.7	-	66.7	-	100.0	94.1	94.2	-	95.2	66.7	-	95.1	94.6
Buses	0	0	0	-	0	0	0	17	17	0	18	0	-	18	35
% Buses	-	-	0.0	-	0.0	-	0.0	4.2	4.1	-	3.7	0.0	-	3.7	3.9
Single-Unit Trucks	0	0	1	-	1	0	0	5	5	0	5	1	-	6	12
% Single-Unit Trucks	-	-	33.3	-	33.3	-	0.0	1.2	1.2	-	1.0	33.3	-	1.2	1.3
Articulated Trucks	0	0	0	-	0	0	0	2	2	0	0	0	-	0	2
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.5	0.5	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Geneva Road East Access - Total
Site Code:
Start Date: 11/30/2023
Page No: 1

Turning Movement Data

Start Time	Geneva Road Eastbound						Geneva Road Westbound						Kenilworth Avenue Northbound						School Access 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	
7:00 AM	0	1	80	2	0	83	0	6	68	1	0	75	0	4	0	0	0	4	0	0	0	0	0	0	162
7:15 AM	0	0	112	2	0	114	0	4	59	1	0	64	0	1	0	1	0	2	0	0	0	0	0	0	180
7:30 AM	0	0	137	1	0	138	0	1	83	0	0	84	0	5	0	2	0	7	0	0	0	0	0	0	229
7:45 AM	0	0	162	2	0	164	0	3	110	3	0	116	0	6	0	3	0	9	0	0	0	0	1	0	289
Hourly Total	0	1	491	7	0	499	0	14	320	5	0	339	0	16	0	6	0	22	0	0	0	0	1	0	860
8:00 AM	0	1	224	4	0	229	0	6	80	0	0	86	0	5	2	2	0	9	0	0	1	0	0	1	325
8:15 AM	0	5	297	10	0	312	0	4	118	1	0	123	0	5	0	6	0	11	0	0	0	1	0	1	447
8:30 AM	0	4	307	2	0	313	0	4	142	4	0	150	0	9	3	1	0	13	0	0	1	0	0	1	477
8:45 AM	0	20	280	13	0	313	0	7	166	6	0	179	0	11	3	3	0	17	0	1	0	1	0	2	511
Hourly Total	0	30	1108	29	0	1167	0	21	506	11	0	538	0	30	8	12	0	50	0	1	2	2	0	5	1760
9:00 AM	0	45	187	18	0	250	0	6	155	26	0	187	0	13	19	3	0	35	0	5	4	0	0	9	481
9:15 AM	0	46	194	15	0	255	0	5	105	33	0	143	0	7	56	1	2	64	0	21	31	3	0	55	517
9:30 AM	0	8	176	9	0	193	0	6	133	5	0	144	0	11	1	1	0	13	0	12	3	3	0	18	368
9:45 AM	0	0	170	8	0	178	0	2	109	2	0	113	0	5	0	4	0	9	0	2	0	0	0	2	302
Hourly Total	0	99	727	50	0	876	0	19	502	66	0	587	0	36	76	9	2	121	0	40	38	6	0	84	1668
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	1	146	5	0	152	0	0	110	1	0	111	0	11	0	3	0	14	0	2	0	0	0	2	279
2:45 PM	0	1	154	6	0	161	0	0	130	0	0	130	0	8	1	5	0	14	0	0	1	0	0	1	306
Hourly Total	0	2	300	11	0	313	0	0	240	1	0	241	0	19	1	8	0	28	0	2	1	0	0	3	585
3:00 PM	0	0	175	7	0	182	0	0	100	1	0	101	0	1	0	7	0	8	0	3	0	0	0	3	294
3:15 PM	0	3	167	5	0	175	0	3	121	3	0	127	0	6	1	4	1	11	0	2	0	0	0	2	315
3:30 PM	0	8	206	9	0	223	0	3	160	4	0	167	0	8	2	5	0	15	0	2	1	0	0	3	408
3:45 PM	0	8	203	13	0	224	1	7	157	4	0	169	0	10	5	3	0	18	0	0	0	1	0	1	412
Hourly Total	0	19	751	34	0	804	1	13	538	12	0	564	0	25	8	19	1	52	0	7	1	1	0	9	1429
4:00 PM	0	13	186	9	0	208	0	4	168	4	0	176	0	9	10	1	0	20	0	2	0	0	0	2	406
4:15 PM	0	18	216	21	0	255	0	5	170	11	0	186	0	8	4	3	1	15	0	2	0	0	0	2	458
4:30 PM	0	5	221	13	0	239	0	6	173	8	5	187	0	16	0	7	8	23	0	20	19	10	0	49	498
4:45 PM	0	3	301	11	0	315	0	1	197	3	1	201	0	11	0	1	0	12	0	11	9	4	0	24	552
Hourly Total	0	39	924	54	0	1017	0	16	708	26	6	750	0	44	14	12	9	70	0	35	28	14	0	77	1914
5:00 PM	0	1	270	10	0	281	0	2	181	1	0	184	0	8	1	3	0	12	0	6	3	1	0	10	487
5:15 PM	0	8	288	12	0	308	0	4	190	5	0	199	0	13	3	3	0	19	0	2	4	1	0	7	533
Grand Total	0	199	4859	207	0	5265	1	89	3185	127	6	3402	0	191	111	72	12	374	0	93	77	25	1	195	9236
Approach %	0.0	3.8	92.3	3.9	-	-	0.0	2.6	93.6	3.7	-	-	0.0	51.1	29.7	19.3	-	-	0.0	47.7	39.5	12.8	-	-	-
Total %	0.0	2.2	52.6	2.2	-	57.0	0.0	1.0	34.5	1.4	-	36.8	0.0	2.1	1.2	0.8	-	4.0	0.0	1.0	0.8	0.3	-	2.1	-
Lights	0	186	4730	201	-	5117	1	87	3117	114	-	3319	0	188	111	66	-	365	0	79	75	14	-	168	8969

% Lights	-	93.5	97.3	97.1	-	97.2	100.0	97.8	97.9	89.8	-	97.6	-	98.4	100.0	91.7	-	97.6	-	84.9	97.4	56.0	-	86.2	97.1
Buses	0	13	60	2	-	75	0	0	26	13	-	39	0	1	0	1	-	2	0	14	2	11	-	27	143
% Buses	-	6.5	1.2	1.0	-	1.4	0.0	0.0	0.8	10.2	-	1.1	-	0.5	0.0	1.4	-	0.5	-	15.1	2.6	44.0	-	13.8	1.5
Single-Unit Trucks	0	0	59	3	-	62	0	2	32	0	-	34	0	2	0	3	-	5	0	0	0	0	-	0	101
% Single-Unit Trucks	-	0.0	1.2	1.4	-	1.2	0.0	2.2	1.0	0.0	-	1.0	-	1.0	0.0	4.2	-	1.3	-	0.0	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	10	1	-	11	0	0	9	0	-	9	0	0	0	2	-	2	0	0	0	0	-	0	22
% Articulated Trucks	-	0.0	0.2	0.5	-	0.2	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	2.8	-	0.5	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	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	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

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Count Name: Geneva Road East Access - Total
Site Code:
Start Date: 11/30/2023
Page No: 3

Turning Movement Peak Hour Data (8:45 AM)

Start Time	Geneva Road Eastbound						Geneva Road Westbound						Kenilworth Avenue Northbound						School Access 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	
8:45 AM	0	20	280	13	0	313	0	7	166	6	0	179	0	11	3	3	0	17	0	1	0	1	0	2	511
9:00 AM	0	45	187	18	0	250	0	6	155	26	0	187	0	13	19	3	0	35	0	5	4	0	0	9	481
9:15 AM	0	46	194	15	0	255	0	5	105	33	0	143	0	7	56	1	2	64	0	21	31	3	0	55	517
9:30 AM	0	8	176	9	0	193	0	6	133	5	0	144	0	11	1	1	0	13	0	12	3	3	0	18	368
Total	0	119	837	55	0	1011	0	24	559	70	0	653	0	42	79	8	2	129	0	39	38	7	0	84	1877
Approach %	0.0	11.8	82.8	5.4	-	-	0.0	3.7	85.6	10.7	-	-	0.0	32.6	61.2	6.2	-	-	0.0	46.4	45.2	8.3	-	-	-
Total %	0.0	6.3	44.6	2.9	-	53.9	0.0	1.3	29.8	3.7	-	34.8	0.0	2.2	4.2	0.4	-	6.9	0.0	2.1	2.0	0.4	-	4.5	-
PHF	0.000	0.647	0.747	0.764	-	0.808	0.000	0.857	0.842	0.530	-	0.873	0.000	0.808	0.353	0.667	-	0.504	0.000	0.464	0.306	0.583	-	0.382	0.908
Lights	0	115	802	50	-	967	0	23	541	63	-	627	0	41	79	8	-	128	0	30	38	4	-	72	1794
% Lights	-	96.6	95.8	90.9	-	95.6	-	95.8	96.8	90.0	-	96.0	-	97.6	100.0	100.0	-	99.2	-	76.9	100.0	57.1	-	85.7	95.6
Buses	0	4	19	1	-	24	0	0	6	7	-	13	0	0	0	0	-	0	0	9	0	3	-	12	49
% Buses	-	3.4	2.3	1.8	-	2.4	-	0.0	1.1	10.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	23.1	0.0	42.9	-	14.3	2.6
Single-Unit Trucks	0	0	12	3	-	15	0	1	8	0	-	9	0	1	0	0	-	1	0	0	0	0	-	0	25
% Single-Unit Trucks	-	0.0	1.4	5.5	-	1.5	-	4.2	1.4	0.0	-	1.4	-	2.4	0.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	4	1	-	5	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	9
% Articulated Trucks	-	0.0	0.5	1.8	-	0.5	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
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	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Geneva Road East Access - Total
Site Code:
Start Date: 11/30/2023
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Geneva Road Eastbound						Geneva Road Westbound						Kenilworth Avenue Northbound						School Access 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	13	186	9	0	208	0	4	168	4	0	176	0	9	10	1	0	20	0	2	0	0	0	2	406
4:15 PM	0	18	216	21	0	255	0	5	170	11	0	186	0	8	4	3	1	15	0	2	0	0	0	2	458
4:30 PM	0	5	221	13	0	239	0	6	173	8	5	187	0	16	0	7	8	23	0	20	19	10	0	49	498
4:45 PM	0	3	301	11	0	315	0	1	197	3	1	201	0	11	0	1	0	12	0	11	9	4	0	24	552
Total	0	39	924	54	0	1017	0	16	708	26	6	750	0	44	14	12	9	70	0	35	28	14	0	77	1914
Approach %	0.0	3.8	90.9	5.3	-	-	0.0	2.1	94.4	3.5	-	-	0.0	62.9	20.0	17.1	-	-	0.0	45.5	36.4	18.2	-	-	-
Total %	0.0	2.0	48.3	2.8	-	53.1	0.0	0.8	37.0	1.4	-	39.2	0.0	2.3	0.7	0.6	-	3.7	0.0	1.8	1.5	0.7	-	4.0	-
PHF	0.000	0.542	0.767	0.643	-	0.807	0.000	0.667	0.898	0.591	-	0.933	0.000	0.688	0.350	0.429	-	0.761	0.000	0.438	0.368	0.350	-	0.393	0.867
Lights	0	32	901	54	-	987	0	16	694	21	-	731	0	42	14	12	-	68	0	32	26	7	-	65	1851
% Lights	-	82.1	97.5	100.0	-	97.1	-	100.0	98.0	80.8	-	97.5	-	95.5	100.0	100.0	-	97.1	-	91.4	92.9	50.0	-	84.4	96.7
Buses	0	7	14	0	-	21	0	0	9	5	-	14	0	1	0	0	-	1	0	3	2	7	-	12	48
% Buses	-	17.9	1.5	0.0	-	2.1	-	0.0	1.3	19.2	-	1.9	-	2.3	0.0	0.0	-	1.4	-	8.6	7.1	50.0	-	15.6	2.5
Single-Unit Trucks	0	0	8	0	-	8	0	0	5	0	-	5	0	1	0	0	-	1	0	0	0	0	-	0	14
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.8	-	0.0	0.7	0.0	-	0.7	-	2.3	0.0	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
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	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

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

Count Name: Geneva Road with Bloomingdale
Road - Total
Site Code:
Start Date: 11/02/2023
Page No: 1

Turning Movement Data

Start Time	Geneva Rd Eastbound					Geneva Rd Westbound					Bloomingdale Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	44	187	0	231	0	96	6	0	102	0	67	39	0	106	439
7:15 AM	0	52	222	0	274	0	119	12	0	131	0	81	51	0	132	537
7:30 AM	0	58	220	0	278	0	150	13	0	163	0	61	65	0	126	567
7:45 AM	0	39	233	0	272	0	180	17	0	197	0	56	34	0	90	559
Hourly Total	0	193	862	0	1055	0	545	48	0	593	0	265	189	0	454	2102
8:00 AM	0	41	212	0	253	0	153	17	2	170	0	64	74	0	138	561
8:15 AM	0	64	197	0	261	0	176	45	7	221	0	61	105	0	166	648
8:30 AM	0	47	176	0	223	0	129	32	0	161	0	38	71	0	109	493
8:45 AM	0	35	135	0	170	0	129	8	0	137	0	17	65	0	82	389
Hourly Total	0	187	720	0	907	0	587	102	9	689	0	180	315	0	495	2091
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	54	116	0	170	0	108	13	0	121	0	41	69	0	110	401
2:45 PM	0	51	126	0	177	0	108	11	0	119	0	41	44	0	85	381
Hourly Total	0	105	242	0	347	0	216	24	0	240	0	82	113	0	195	782
3:00 PM	0	64	134	0	198	0	119	14	0	133	0	32	63	0	95	426
3:15 PM	0	74	94	0	168	0	113	18	0	131	0	68	53	1	121	420
3:30 PM	0	65	169	0	234	0	146	18	0	164	0	42	53	0	95	493
3:45 PM	0	50	153	0	203	0	164	12	0	176	0	56	55	0	111	490
Hourly Total	0	253	550	0	803	0	542	62	0	604	0	198	224	1	422	1829
4:00 PM	0	53	188	0	241	0	172	12	0	184	0	56	45	0	101	526
4:15 PM	0	67	165	0	232	0	165	19	7	184	0	58	88	3	146	562
Grand Total	0	858	2727	0	3585	0	2227	267	16	2494	0	839	974	4	1813	7892
Approach %	0.0	23.9	76.1	-	-	0.0	89.3	10.7	-	-	0.0	46.3	53.7	-	-	-
Total %	0.0	10.9	34.6	-	45.4	0.0	28.2	3.4	-	31.6	0.0	10.6	12.3	-	23.0	-
Lights	0	838	2623	-	3461	0	2141	253	-	2394	0	805	945	-	1750	7605
% Lights	-	97.7	96.2	-	96.5	-	96.1	94.8	-	96.0	-	95.9	97.0	-	96.5	96.4
Buses	0	10	38	-	48	0	21	6	-	27	0	28	19	-	47	122
% Buses	-	1.2	1.4	-	1.3	-	0.9	2.2	-	1.1	-	3.3	2.0	-	2.6	1.5
Single-Unit Trucks	0	10	63	-	73	0	58	6	-	64	0	5	9	-	14	151
% Single-Unit Trucks	-	1.2	2.3	-	2.0	-	2.6	2.2	-	2.6	-	0.6	0.9	-	0.8	1.9
Articulated Trucks	0	0	3	-	3	0	7	1	-	8	0	1	1	-	2	13
% Articulated Trucks	-	0.0	0.1	-	0.1	-	0.3	0.4	-	0.3	-	0.1	0.1	-	0.1	0.2
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	16	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Geneva Road with Bloomingdale
Road - Total
Site Code:
Start Date: 11/02/2023
Page No: 2

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Geneva Rd Eastbound					Geneva Rd Westbound					Bloomingdale Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	39	233	0	272	0	180	17	0	197	0	56	34	0	90	559
8:00 AM	0	41	212	0	253	0	153	17	2	170	0	64	74	0	138	561
8:15 AM	0	64	197	0	261	0	176	45	7	221	0	61	105	0	166	648
8:30 AM	0	47	176	0	223	0	129	32	0	161	0	38	71	0	109	493
Total	0	191	818	0	1009	0	638	111	9	749	0	219	284	0	503	2261
Approach %	0.0	18.9	81.1	-	-	0.0	85.2	14.8	-	-	0.0	43.5	56.5	-	-	-
Total %	0.0	8.4	36.2	-	44.6	0.0	28.2	4.9	-	33.1	0.0	9.7	12.6	-	22.2	-
PHF	0.000	0.746	0.878	-	0.927	0.000	0.886	0.617	-	0.847	0.000	0.855	0.676	-	0.758	0.872
Lights	0	183	781	-	964	0	612	103	-	715	0	213	273	-	486	2165
% Lights	-	95.8	95.5	-	95.5	-	95.9	92.8	-	95.5	-	97.3	96.1	-	96.6	95.8
Buses	0	4	23	-	27	0	9	4	-	13	0	5	7	-	12	52
% Buses	-	2.1	2.8	-	2.7	-	1.4	3.6	-	1.7	-	2.3	2.5	-	2.4	2.3
Single-Unit Trucks	0	4	14	-	18	0	15	3	-	18	0	0	4	-	4	40
% Single-Unit Trucks	-	2.1	1.7	-	1.8	-	2.4	2.7	-	2.4	-	0.0	1.4	-	0.8	1.8
Articulated Trucks	0	0	0	-	0	0	2	1	-	3	0	1	0	-	1	4
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.3	0.9	-	0.4	-	0.5	0.0	-	0.2	0.2
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Geneva Road with Bloomingdale
Road - Total
Site Code:
Start Date: 11/02/2023
Page No: 3

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Geneva Rd Eastbound					Geneva Rd Westbound					Bloomingdale Rd Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
3:00 PM	0	64	134	0	198	0	119	14	0	133	0	32	63	0	95	426
3:15 PM	0	74	94	0	168	0	113	18	0	131	0	68	53	1	121	420
3:30 PM	0	65	169	0	234	0	146	18	0	164	0	42	53	0	95	493
3:45 PM	0	50	153	0	203	0	164	12	0	176	0	56	55	0	111	490
Total	0	253	550	0	803	0	542	62	0	604	0	198	224	1	422	1829
Approach %	0.0	31.5	68.5	-	-	0.0	89.7	10.3	-	-	0.0	46.9	53.1	-	-	-
Total %	0.0	13.8	30.1	-	43.9	0.0	29.6	3.4	-	33.0	0.0	10.8	12.2	-	23.1	-
PHF	0.000	0.855	0.814	-	0.858	0.000	0.826	0.861	-	0.858	0.000	0.728	0.889	-	0.872	0.927
Lights	0	248	527	-	775	0	514	59	-	573	0	190	214	-	404	1752
% Lights	-	98.0	95.8	-	96.5	-	94.8	95.2	-	94.9	-	96.0	95.5	-	95.7	95.8
Buses	0	3	3	-	6	0	9	2	-	11	0	6	8	-	14	31
% Buses	-	1.2	0.5	-	0.7	-	1.7	3.2	-	1.8	-	3.0	3.6	-	3.3	1.7
Single-Unit Trucks	0	2	20	-	22	0	19	1	-	20	0	2	2	-	4	46
% Single-Unit Trucks	-	0.8	3.6	-	2.7	-	3.5	1.6	-	3.3	-	1.0	0.9	-	0.9	2.5
Articulated Trucks	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
Bicycles on Road	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
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Geneva Road with Western
Avenue TMC
Site Code:
Start Date: 11/02/2023
Page No: 1

Turning Movement Data

Start Time	Geneva Road Eastbound						Geneva Road Westbound						Western Avenue Northbound						Western Avenue 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	
7:00 AM	0	2	193	24	0	219	0	6	94	0	0	100	0	10	11	9	0	30	0	16	22	1	0	39	388
7:15 AM	0	0	255	44	0	299	0	6	124	0	0	130	0	13	20	15	0	48	0	29	47	3	0	79	556
7:30 AM	0	0	267	27	0	294	0	11	132	3	0	146	0	28	16	11	0	55	0	44	33	4	0	81	576
7:45 AM	0	1	231	28	1	260	0	10	180	0	0	190	0	21	11	17	0	49	0	28	43	3	0	74	573
Hourly Total	0	3	946	123	1	1072	0	33	530	3	0	566	0	72	58	52	0	182	0	117	145	11	0	273	2093
8:00 AM	0	1	133	6	0	140	0	9	153	2	0	164	0	23	21	9	0	53	0	15	37	11	0	63	420
8:15 AM	0	5	128	4	0	137	0	7	150	3	1	160	0	26	16	18	0	60	0	22	25	17	0	64	421
8:30 AM	0	1	143	20	0	164	0	4	104	1	0	109	0	12	13	15	0	40	0	37	36	1	0	74	387
8:45 AM	0	1	120	17	1	138	0	6	120	2	0	128	0	17	15	10	0	42	0	19	26	1	0	46	354
Hourly Total	0	8	524	47	1	579	0	26	527	8	1	561	0	78	65	52	0	195	0	93	124	30	0	247	1582
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	167	19	0	186	0	5	124	0	0	129	0	17	22	13	0	52	0	28	20	0	0	48	415
2:45 PM	0	0	183	36	0	219	0	11	151	2	1	164	0	30	29	5	0	64	0	35	33	6	0	74	521
Hourly Total	0	0	350	55	0	405	0	16	275	2	1	293	0	47	51	18	0	116	0	63	53	6	0	122	936
3:00 PM	0	1	146	17	0	164	0	9	165	1	1	175	0	25	21	13	0	59	0	31	15	4	0	50	448
3:15 PM	0	1	192	25	1	218	0	9	154	1	0	164	0	33	31	17	0	81	0	24	21	5	0	50	513
3:30 PM	0	6	186	29	0	221	0	8	142	0	3	150	0	30	18	6	0	54	0	29	22	2	0	53	478
3:45 PM	0	3	222	28	0	253	0	12	163	2	1	177	0	27	24	23	0	74	0	19	30	0	0	49	553
Hourly Total	0	11	746	99	1	856	0	38	624	4	5	666	0	115	94	59	0	268	0	103	88	11	0	202	1992
4:00 PM	0	2	233	19	1	254	0	3	183	1	2	187	0	27	27	10	0	64	0	29	25	4	0	58	563
4:15 PM	0	2	250	22	0	274	0	14	172	6	0	192	0	29	19	12	0	60	0	28	20	3	0	51	577
Grand Total	0	26	3049	365	4	3440	0	130	2311	24	9	2465	0	368	314	203	0	885	0	433	455	65	0	953	7743
Approach %	0.0	0.8	88.6	10.6	-	-	0.0	5.3	93.8	1.0	-	-	0.0	41.6	35.5	22.9	-	-	0.0	45.4	47.7	6.8	-	-	-
Total %	0.0	0.3	39.4	4.7	-	44.4	0.0	1.7	29.8	0.3	-	31.8	0.0	4.8	4.1	2.6	-	11.4	0.0	5.6	5.9	0.8	-	12.3	-
Lights	0	25	2917	342	-	3284	0	128	2226	22	-	2376	0	359	312	198	-	869	0	424	446	60	-	930	7459
% Lights	-	96.2	95.7	93.7	-	95.5	-	98.5	96.3	91.7	-	96.4	-	97.6	99.4	97.5	-	98.2	-	97.9	98.0	92.3	-	97.6	96.3
Buses	0	0	58	6	-	64	0	1	27	1	-	29	0	3	0	0	-	3	0	6	6	4	-	16	112
% Buses	-	0.0	1.9	1.6	-	1.9	-	0.8	1.2	4.2	-	1.2	-	0.8	0.0	0.0	-	0.3	-	1.4	1.3	6.2	-	1.7	1.4
Single-Unit Trucks	0	1	69	15	-	85	0	1	46	1	-	48	0	5	2	5	-	12	0	3	2	0	-	5	150
% Single-Unit Trucks	-	3.8	2.3	4.1	-	2.5	-	0.8	2.0	4.2	-	1.9	-	1.4	0.6	2.5	-	1.4	-	0.7	0.4	0.0	-	0.5	1.9
Articulated Trucks	0	0	5	2	-	7	0	0	12	0	-	12	0	1	0	0	-	1	0	0	1	1	-	2	22
% Articulated Trucks	-	0.0	0.2	0.5	-	0.2	-	0.0	0.5	0.0	-	0.5	-	0.3	0.0	0.0	-	0.1	-	0.0	0.2	1.5	-	0.2	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		
Pedestrians	-	-	-	-	4	-	-	-	-	9	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Geneva Road with Western
Avenue TMC
Site Code:
Start Date: 11/02/2023
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Geneva Road Eastbound						Geneva Road Westbound						Western Avenue Northbound						Western Avenue 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	
7:45 AM	0	1	231	28	1	260	0	10	180	0	0	190	0	21	11	17	0	49	0	28	43	3	0	74	573
8:00 AM	0	1	133	6	0	140	0	9	153	2	0	164	0	23	21	9	0	53	0	15	37	11	0	63	420
8:15 AM	0	5	128	4	0	137	0	7	150	3	1	160	0	26	16	18	0	60	0	22	25	17	0	64	421
8:30 AM	0	1	143	20	0	164	0	4	104	1	0	109	0	12	13	15	0	40	0	37	36	1	0	74	387
Total	0	8	635	58	1	701	0	30	587	6	1	623	0	82	61	59	0	202	0	102	141	32	0	275	1801
Approach %	0.0	1.1	90.6	8.3	-	-	0.0	4.8	94.2	1.0	-	-	0.0	40.6	30.2	29.2	-	-	0.0	37.1	51.3	11.6	-	-	-
Total %	0.0	0.4	35.3	3.2	-	38.9	0.0	1.7	32.6	0.3	-	34.6	0.0	4.6	3.4	3.3	-	11.2	0.0	5.7	7.8	1.8	-	15.3	-
PHF	0.000	0.400	0.687	0.518	-	0.674	0.000	0.750	0.815	0.500	-	0.820	0.000	0.788	0.726	0.819	-	0.842	0.000	0.689	0.820	0.471	-	0.929	0.786
Lights	0	8	587	54	-	649	0	30	564	5	-	599	0	78	60	57	-	195	0	102	140	30	-	272	1715
% Lights	-	100.0	92.4	93.1	-	92.6	-	100.0	96.1	83.3	-	96.1	-	95.1	98.4	96.6	-	96.5	-	100.0	99.3	93.8	-	98.9	95.2
Buses	0	0	28	1	-	29	0	0	9	1	-	10	0	2	0	0	-	2	0	0	1	2	-	3	44
% Buses	-	0.0	4.4	1.7	-	4.1	-	0.0	1.5	16.7	-	1.6	-	2.4	0.0	0.0	-	1.0	-	0.0	0.7	6.3	-	1.1	2.4
Single-Unit Trucks	0	0	19	3	-	22	0	0	11	0	-	11	0	2	1	2	-	5	0	0	0	0	-	0	38
% Single-Unit Trucks	-	0.0	3.0	5.2	-	3.1	-	0.0	1.9	0.0	-	1.8	-	2.4	1.6	3.4	-	2.5	-	0.0	0.0	0.0	-	0.0	2.1
Articulated Trucks	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	0.2	0.0	-	0.1	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

Count Name: Geneva Road with Western
Avenue TMC
Site Code:
Start Date: 11/02/2023
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Geneva Road Eastbound						Geneva Road Westbound						Western Avenue Northbound						Western Avenue 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	
3:00 PM	0	1	146	17	0	164	0	9	165	1	1	175	0	25	21	13	0	59	0	31	15	4	0	50	448
3:15 PM	0	1	192	25	1	218	0	9	154	1	0	164	0	33	31	17	0	81	0	24	21	5	0	50	513
3:30 PM	0	6	186	29	0	221	0	8	142	0	3	150	0	30	18	6	0	54	0	29	22	2	0	53	478
3:45 PM	0	3	222	28	0	253	0	12	163	2	1	177	0	27	24	23	0	74	0	19	30	0	0	49	553
Total	0	11	746	99	1	856	0	38	624	4	5	666	0	115	94	59	0	268	0	103	88	11	0	202	1992
Approach %	0.0	1.3	87.1	11.6	-	-	0.0	5.7	93.7	0.6	-	-	0.0	42.9	35.1	22.0	-	-	0.0	51.0	43.6	5.4	-	-	-
Total %	0.0	0.6	37.4	5.0	-	43.0	0.0	1.9	31.3	0.2	-	33.4	0.0	5.8	4.7	3.0	-	13.5	0.0	5.2	4.4	0.6	-	10.1	-
PHF	0.000	0.458	0.840	0.853	-	0.846	0.000	0.792	0.945	0.500	-	0.941	0.000	0.871	0.758	0.641	-	0.827	0.000	0.831	0.733	0.550	-	0.953	0.901
Lights	0	10	714	95	-	819	0	38	599	4	-	641	0	112	94	58	-	264	0	103	86	9	-	198	1922
% Lights	-	90.9	95.7	96.0	-	95.7	-	100.0	96.0	100.0	-	96.2	-	97.4	100.0	98.3	-	98.5	-	100.0	97.7	81.8	-	98.0	96.5
Buses	0	0	13	1	-	14	0	0	13	0	-	13	0	1	0	0	-	1	0	0	2	2	-	4	32
% Buses	-	0.0	1.7	1.0	-	1.6	-	0.0	2.1	0.0	-	2.0	-	0.9	0.0	0.0	-	0.4	-	0.0	2.3	18.2	-	2.0	1.6
Single-Unit Trucks	0	1	17	3	-	21	0	0	8	0	-	8	0	2	0	1	-	3	0	0	0	0	-	0	32
% Single-Unit Trucks	-	9.1	2.3	3.0	-	2.5	-	0.0	1.3	0.0	-	1.2	-	1.7	0.0	1.7	-	1.1	-	0.0	0.0	0.0	-	0.0	1.6
Articulated Trucks	0	0	2	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	-	0.0	0.6	0.0	-	0.6	-	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	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: St. Charles Road with
Bloomington Road TMC
Site Code:
Start Date: 11/02/2023
Page No: 1

Turning Movement Data

Start Time	St. Charles Road Eastbound						St. Charles Road Westbound						Bloomington Road Northbound						Bloomington 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	
7:00 AM	0	22	17	22	0	61	0	0	26	26	0	52	0	3	48	0	0	51	0	22	84	9	0	115	279
7:15 AM	0	13	22	27	0	62	0	2	42	75	0	119	0	7	54	3	0	64	0	25	97	17	0	139	384
7:30 AM	0	17	34	32	0	83	0	3	49	69	0	121	0	8	62	0	0	70	0	26	94	17	0	137	411
7:45 AM	0	23	36	25	0	84	0	1	64	35	0	100	0	8	52	3	0	63	0	22	73	9	0	104	351
Hourly Total	0	75	109	106	0	290	0	6	181	205	0	392	0	26	216	6	0	248	0	95	348	52	0	495	1425
8:00 AM	1	17	19	24	0	61	0	3	47	52	0	102	0	4	46	3	0	53	1	27	104	17	0	149	365
8:15 AM	0	16	25	18	0	59	0	2	47	50	0	99	0	16	80	9	0	105	0	22	116	25	0	163	426
8:30 AM	0	15	29	14	0	58	0	1	55	48	0	104	0	8	73	6	0	87	0	32	91	13	0	136	385
8:45 AM	0	20	23	9	0	52	0	2	60	33	0	95	0	6	38	1	0	45	0	22	68	19	0	109	301
Hourly Total	1	68	96	65	0	230	0	8	209	183	0	400	0	34	237	19	0	290	1	103	379	74	0	557	1477
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	29	48	24	0	101	0	1	50	60	0	111	0	10	63	2	0	75	0	19	77	39	0	135	422
2:45 PM	0	33	43	21	0	97	0	0	50	71	0	121	0	7	74	1	0	82	0	21	95	31	0	147	447
Hourly Total	0	62	91	45	0	198	0	1	100	131	0	232	0	17	137	3	0	157	0	40	172	70	0	282	869
3:00 PM	0	28	40	18	0	86	0	0	43	63	0	106	0	4	77	4	0	85	0	19	99	16	0	134	411
3:15 PM	0	30	19	31	0	80	0	4	53	55	0	112	0	11	68	0	0	79	0	20	114	30	0	164	435
3:30 PM	0	28	43	24	0	95	0	1	56	60	0	117	0	8	109	10	0	127	0	17	89	21	0	127	466
3:45 PM	0	37	33	39	0	109	0	1	53	69	0	123	0	6	94	2	0	102	0	24	84	39	0	147	481
Hourly Total	0	123	135	112	0	370	0	6	205	247	0	458	0	29	348	16	0	393	0	80	386	106	0	572	1793
4:00 PM	0	25	39	35	0	99	0	0	54	71	1	125	0	10	69	1	0	80	0	24	99	33	0	156	460
4:15 PM	0	19	31	32	0	82	0	3	74	73	0	150	0	8	84	2	0	94	0	17	111	30	0	158	484
Grand Total	1	372	501	395	0	1269	0	24	823	910	1	1757	0	124	1091	47	0	1262	1	359	1495	365	0	2220	6508
Approach %	0.1	29.3	39.5	31.1	-	-	0.0	1.4	46.8	51.8	-	-	0.0	9.8	86.5	3.7	-	-	0.0	16.2	67.3	16.4	-	-	-
Total %	0.0	5.7	7.7	6.1	-	19.5	0.0	0.4	12.6	14.0	-	27.0	0.0	1.9	16.8	0.7	-	19.4	0.0	5.5	23.0	5.6	-	34.1	-
Lights	1	365	489	377	-	1232	0	23	786	882	-	1691	0	116	1053	42	-	1211	1	351	1446	354	-	2152	6286
% Lights	100.0	98.1	97.6	95.4	-	97.1	-	95.8	95.5	96.9	-	96.2	-	93.5	96.5	89.4	-	96.0	100.0	97.8	96.7	97.0	-	96.9	96.6
Buses	0	1	11	9	-	21	0	1	23	22	-	46	0	4	18	3	-	25	0	6	34	2	-	42	134
% Buses	0.0	0.3	2.2	2.3	-	1.7	-	4.2	2.8	2.4	-	2.6	-	3.2	1.6	6.4	-	2.0	0.0	1.7	2.3	0.5	-	1.9	2.1
Single-Unit Trucks	0	6	1	8	-	15	0	0	14	6	-	20	0	3	16	1	-	20	0	2	11	6	-	19	74
% Single-Unit Trucks	0.0	1.6	0.2	2.0	-	1.2	-	0.0	1.7	0.7	-	1.1	-	2.4	1.5	2.1	-	1.6	0.0	0.6	0.7	1.6	-	0.9	1.1
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	1	4	1	-	6	0	0	4	3	-	7	14
% Articulated Trucks	0.0	0.0	0.0	0.3	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.8	0.4	2.1	-	0.5	0.0	0.0	0.3	0.8	-	0.3	0.2
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	0	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: St. Charles Road with
Bloomington Road TMC
Site Code:
Start Date: 11/02/2023
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	St. Charles Road Eastbound						St. Charles Road Westbound						Bloomington Road Northbound						Bloomington 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	
7:45 AM	0	23	36	25	0	84	0	1	64	35	0	100	0	8	52	3	0	63	0	22	73	9	0	104	351
8:00 AM	1	17	19	24	0	61	0	3	47	52	0	102	0	4	46	3	0	53	1	27	104	17	0	149	365
8:15 AM	0	16	25	18	0	59	0	2	47	50	0	99	0	16	80	9	0	105	0	22	116	25	0	163	426
8:30 AM	0	15	29	14	0	58	0	1	55	48	0	104	0	8	73	6	0	87	0	32	91	13	0	136	385
Total	1	71	109	81	0	262	0	7	213	185	0	405	0	36	251	21	0	308	1	103	384	64	0	552	1527
Approach %	0.4	27.1	41.6	30.9	-	-	0.0	1.7	52.6	45.7	-	-	0.0	11.7	81.5	6.8	-	-	0.2	18.7	69.6	11.6	-	-	-
Total %	0.1	4.6	7.1	5.3	-	17.2	0.0	0.5	13.9	12.1	-	26.5	0.0	2.4	16.4	1.4	-	20.2	0.1	6.7	25.1	4.2	-	36.1	-
PHF	0.250	0.772	0.757	0.810	-	0.780	0.000	0.583	0.832	0.889	-	0.974	0.000	0.563	0.784	0.583	-	0.733	0.250	0.805	0.828	0.640	-	0.847	0.896
Lights	1	70	108	77	-	256	0	6	199	183	-	388	0	33	239	18	-	290	1	102	370	61	-	534	1468
% Lights	100.0	98.6	99.1	95.1	-	97.7	-	85.7	93.4	98.9	-	95.8	-	91.7	95.2	85.7	-	94.2	100.0	99.0	96.4	95.3	-	96.7	96.1
Buses	0	1	1	3	-	5	0	1	7	1	-	9	0	2	4	1	-	7	0	1	10	0	-	11	32
% Buses	0.0	1.4	0.9	3.7	-	1.9	-	14.3	3.3	0.5	-	2.2	-	5.6	1.6	4.8	-	2.3	0.0	1.0	2.6	0.0	-	2.0	2.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	7	1	-	8	0	0	6	1	-	7	0	0	3	3	-	6	21
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	3.3	0.5	-	2.0	-	0.0	2.4	4.8	-	2.3	0.0	0.0	0.8	4.7	-	1.1	1.4
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	1	2	1	-	4	0	0	1	0	-	1	6
% Articulated Trucks	0.0	0.0	0.0	1.2	-	0.4	-	0.0	0.0	0.0	-	0.0	-	2.8	0.8	4.8	-	1.3	0.0	0.0	0.3	0.0	-	0.2	0.4
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	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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9575 W. Higgins Rd., Suite 400

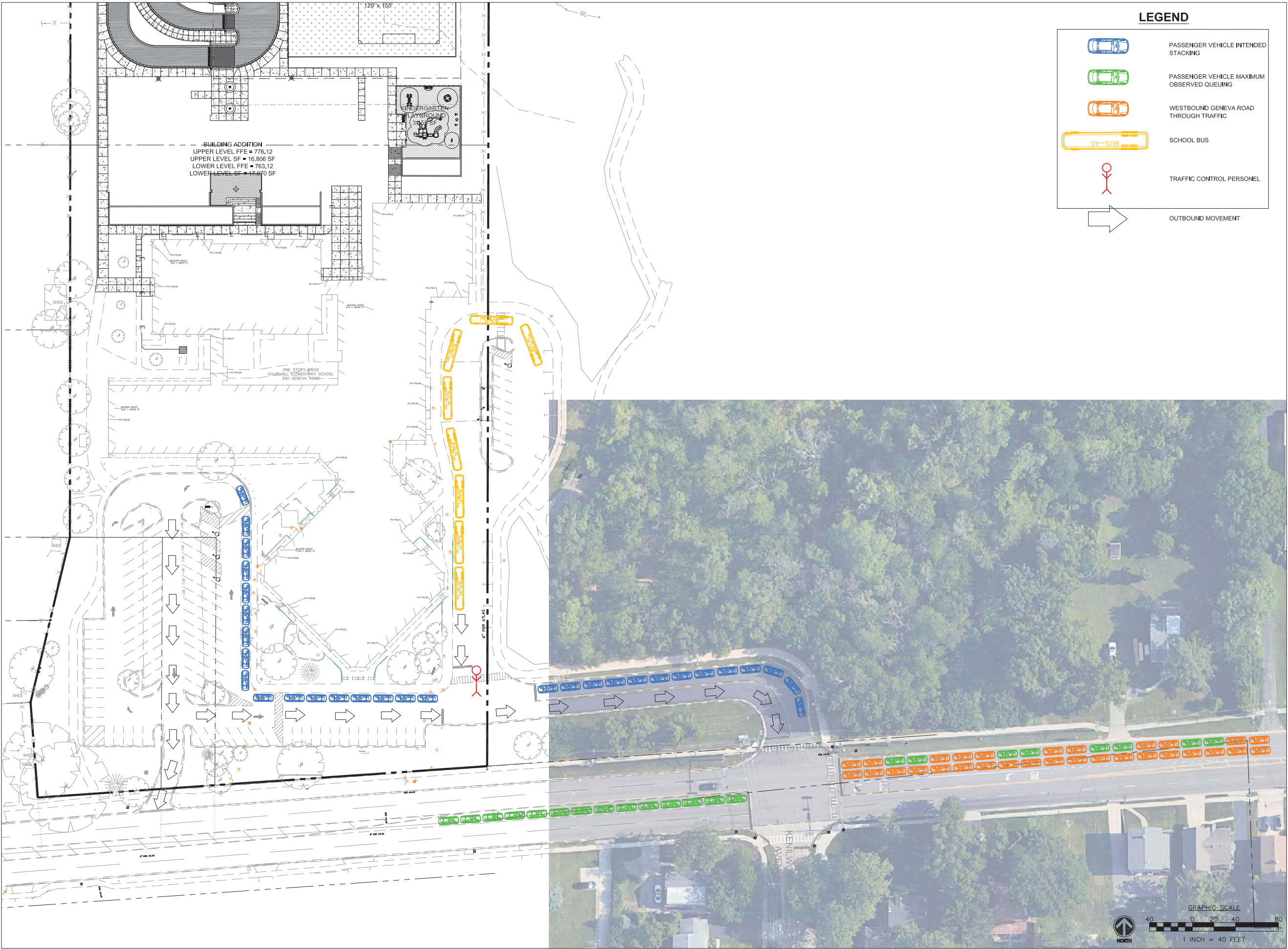
Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: St. Charles Road with
Bloomington Road TMC
Site Code:
Start Date: 11/02/2023
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	St. Charles Road Eastbound						St. Charles Road Westbound						Bloomington Road Northbound						Bloomington 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	
3:00 PM	0	28	40	18	0	86	0	0	43	63	0	106	0	4	77	4	0	85	0	19	99	16	0	134	411
3:15 PM	0	30	19	31	0	80	0	4	53	55	0	112	0	11	68	0	0	79	0	20	114	30	0	164	435
3:30 PM	0	28	43	24	0	95	0	1	56	60	0	117	0	8	109	10	0	127	0	17	89	21	0	127	466
3:45 PM	0	37	33	39	0	109	0	1	53	69	0	123	0	6	94	2	0	102	0	24	84	39	0	147	481
Total	0	123	135	112	0	370	0	6	205	247	0	458	0	29	348	16	0	393	0	80	386	106	0	572	1793
Approach %	0.0	33.2	36.5	30.3	-	-	0.0	1.3	44.8	53.9	-	-	0.0	7.4	88.5	4.1	-	-	0.0	14.0	67.5	18.5	-	-	-
Total %	0.0	6.9	7.5	6.2	-	20.6	0.0	0.3	11.4	13.8	-	25.5	0.0	1.6	19.4	0.9	-	21.9	0.0	4.5	21.5	5.9	-	31.9	-
PHF	0.000	0.831	0.785	0.718	-	0.849	0.000	0.375	0.915	0.895	-	0.931	0.000	0.659	0.798	0.400	-	0.774	0.000	0.833	0.846	0.679	-	0.872	0.932
Lights	0	121	132	106	-	359	0	6	196	240	-	442	0	26	330	14	-	370	0	78	365	102	-	545	1716
% Lights	-	98.4	97.8	94.6	-	97.0	-	100.0	95.6	97.2	-	96.5	-	89.7	94.8	87.5	-	94.1	-	97.5	94.6	96.2	-	95.3	95.7
Buses	0	0	3	2	-	5	0	0	5	3	-	8	0	2	12	2	-	16	0	2	15	1	-	18	47
% Buses	-	0.0	2.2	1.8	-	1.4	-	0.0	2.4	1.2	-	1.7	-	6.9	3.4	12.5	-	4.1	-	2.5	3.9	0.9	-	3.1	2.6
Single-Unit Trucks	0	2	0	4	-	6	0	0	4	4	-	8	0	1	5	0	-	6	0	0	5	2	-	7	27
% Single-Unit Trucks	-	1.6	0.0	3.6	-	1.6	-	0.0	2.0	1.6	-	1.7	-	3.4	1.4	0.0	-	1.5	-	0.0	1.3	1.9	-	1.2	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	1	-	2	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.3	0.9	-	0.3	0.2
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Existing Bus and Drop-Off/Pick-Up Operations



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

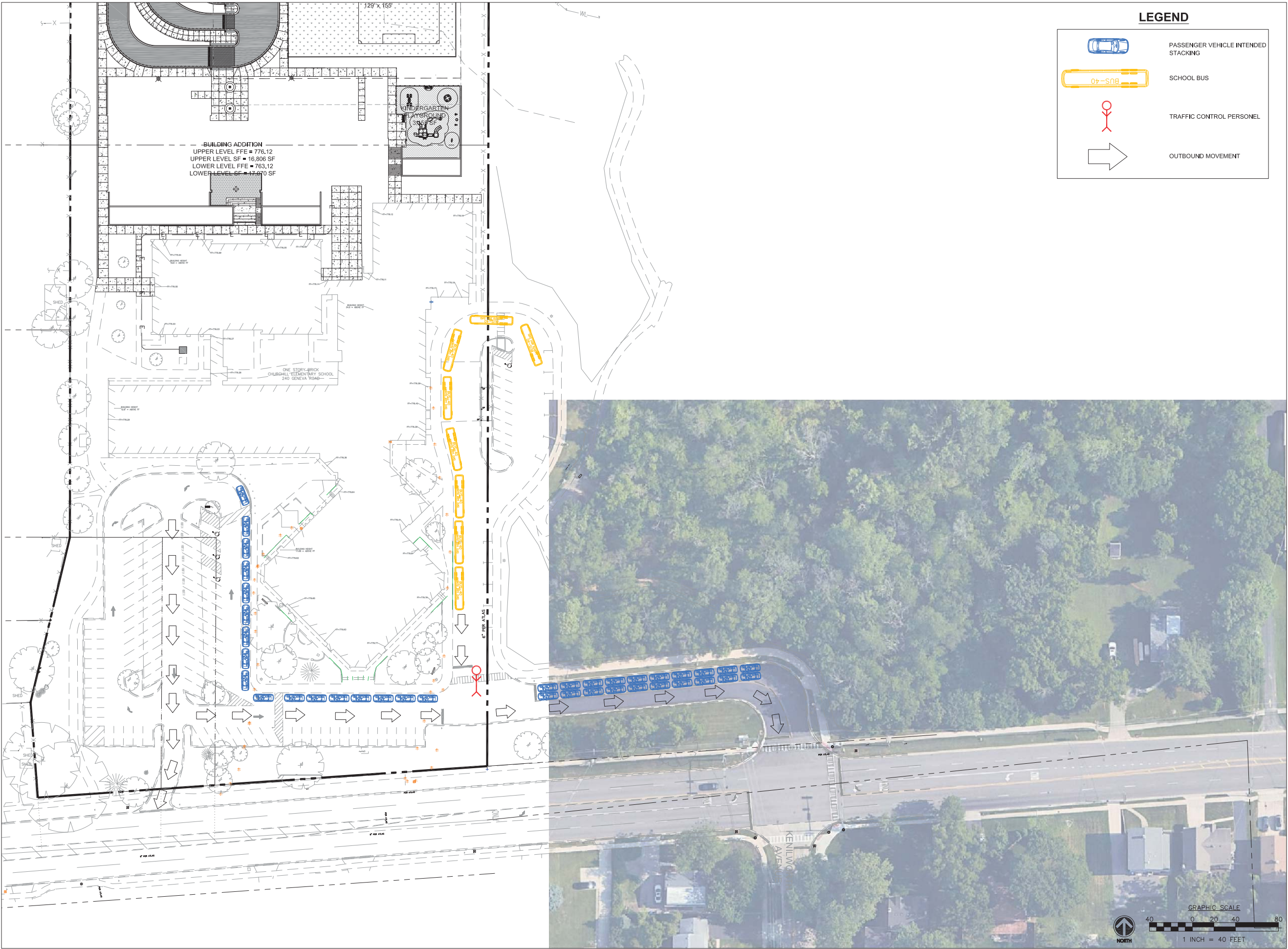
REV		
REV	DESCRIPTION	DATE

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL
240 GENEVA ROAD
GLEN ELLYN, IL 60137

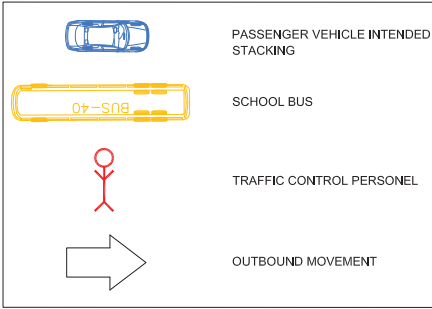
GENEVA ROAD – MORNING
DROP-OFF EXHIBIT

Project Number: 230157
Scale:
Drawn By: DE
Sheet:

EXH1



LEGEND



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Darien, IL 60561
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BID PACKAGE #1 - ISSUED FOR BID 03/06/2024

REV DESCRIPTION DATE

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

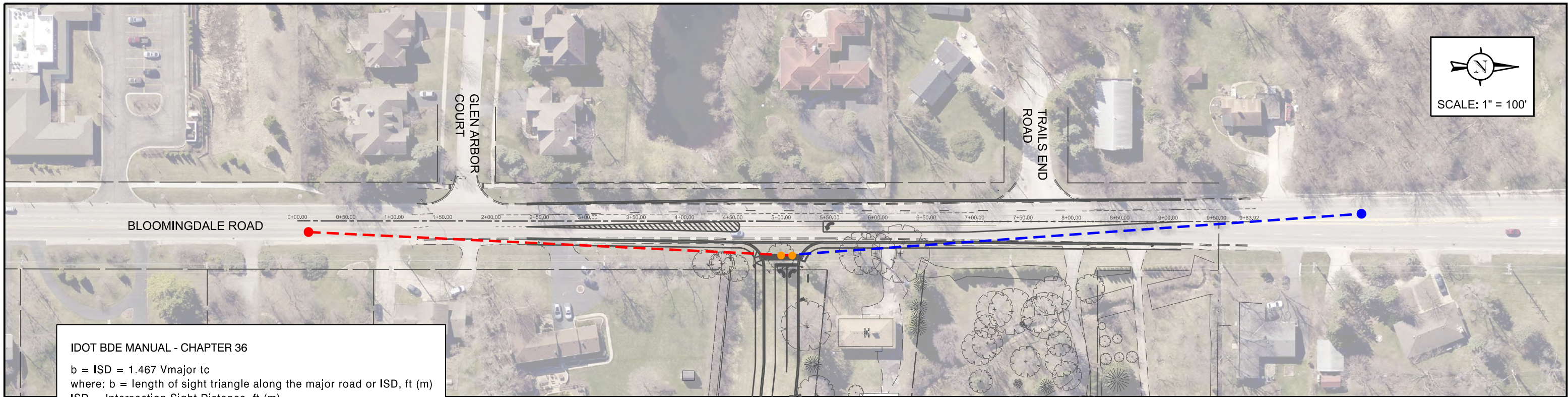
240 GENEVA ROAD
GLEN ELLYN, IL 60137

GENEVA ROAD -AFTERNOON
PICK-UP EXHIBIT

Project Number: 230157
Scale: 1" = 40'
Drawn By: DE
Sheet:

EXH2

Bloomingtondale Road Sight Distance Study



IDOT BDE MANUAL - CHAPTER 36

$b = \text{ISD} = 1.467 V_{\text{major}} t_c$

where: b = length of sight triangle along the major road or ISD, ft (m)

ISD = Intersection Sight Distance, ft (m)

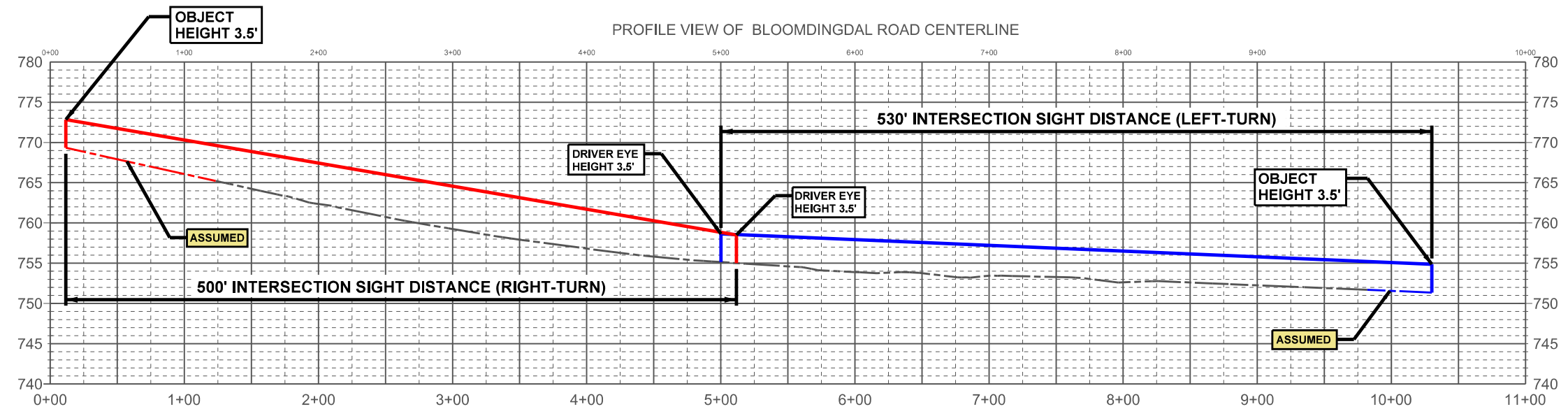
V_{major} = design speed of major road, mph (km/h)

t_c = critical gap for entering or crossing the major road, sec

Passenger Vehicle ISD (Right-Turn) = $(1.467)(45)(7.5) = 500$ ft

Passenger Vehicle ISD (Left-Turn) = $(1.467)(45)(7.5 + .5) = 530$ ft

POSTED SPEED LIMIT = 40 MPH
DESIGN SPEED = 45 MPH



CHURCHILL SCHOOL
GLEN ELLYN, ILLINOIS

**INTERSECTION SIGHT DISTANCE
BLOOMINGDALE ROAD**

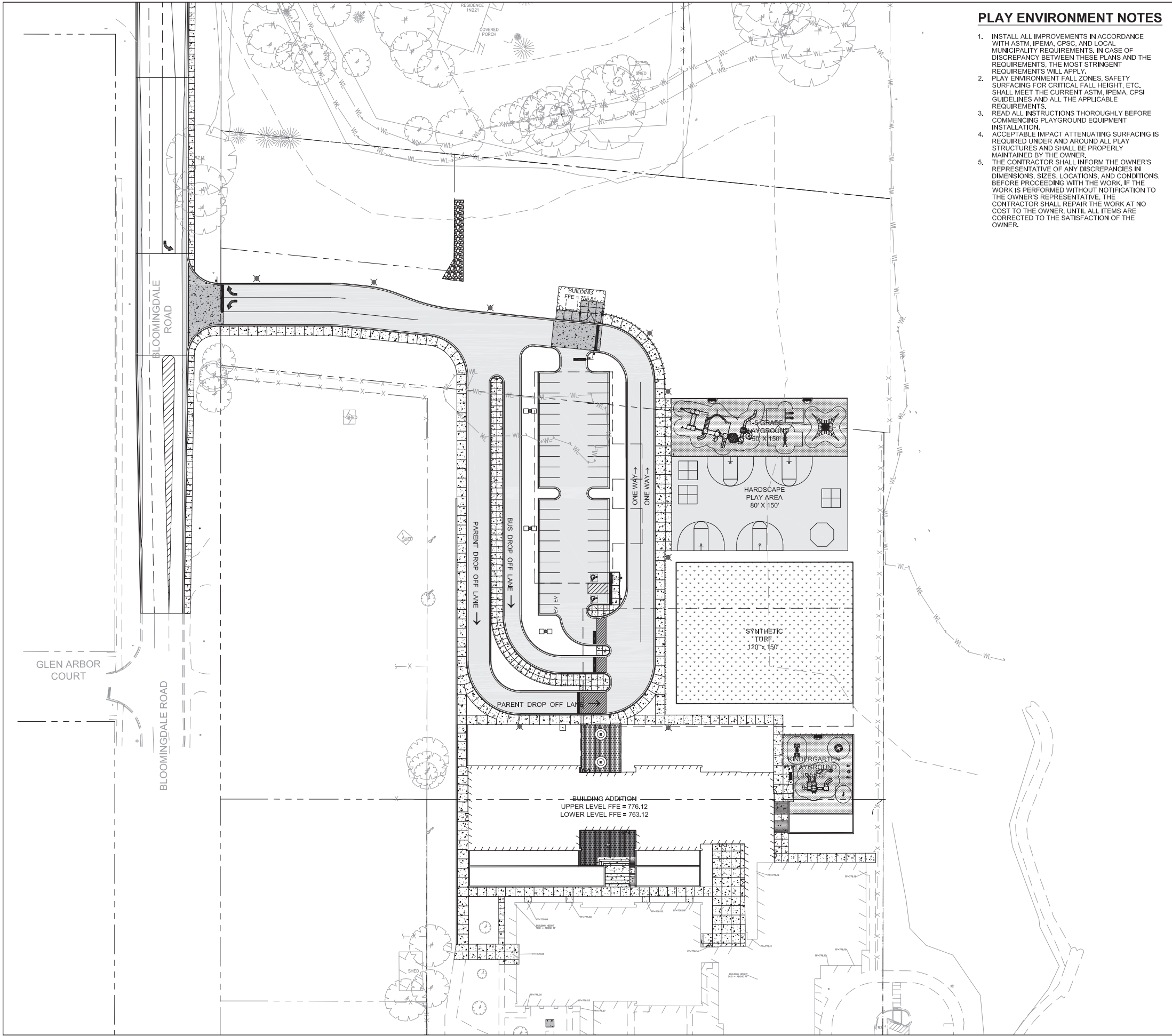
DRAWN: MD
DATE: 05-01-24
PROJECT # 23-286
EXHIBIT: A

CHECKED: MW
REV:



Preliminary Site Plan

S:\Darien\Glen Elyn SD\230157_FDK Center at Churchill School\01\11 Drawings\02 CD\230157 C2.00 SITE PLAN.dwg devans Feb 29, 2024 3:57:20 pm
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PLAY ENVIRONMENT NOTES

1. INSTALL ALL IMPROVEMENTS IN ACCORDANCE WITH ASTM, IPEMA, CPSC, AND LOCAL MUNICIPALITY REQUIREMENTS. IN CASE OF DISCREPANCY BETWEEN THESE PLANS AND THE REQUIREMENTS, THE MOST STRINGENT REQUIREMENTS WILL APPLY.
2. PLAY ENVIRONMENT FALL ZONES, SAFETY SURFACING FOR CRITICAL FALL HEIGHT, ETC., SHALL MEET THE CURRENT ASTM, IPEMA, CPSC GUIDELINES AND ALL THE APPLICABLE REQUIREMENTS.
3. READ ALL INSTRUCTIONS THOROUGHLY BEFORE COMMENCING PLAYGROUND EQUIPMENT INSTALLATION.
4. ACCEPTABLE IMPACT ATTENUATING SURFACING IS REQUIRED UNDER AND AROUND ALL PLAY STRUCTURES AND SHALL BE PROPERLY MAINTAINED BY THE OWNER.
5. THE CONTRACTOR SHALL INFORM THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES IN DIMENSIONS, SIZES, LOCATIONS, AND CONDITIONS, BEFORE PROCEEDING WITH THE WORK, IF THE WORK IS PERFORMED WITHOUT NOTIFICATION TO THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL REPAIR THE WORK AT NO COST TO THE OWNER, UNTIL ALL ITEMS ARE CORRECTED TO THE SATISFACTION OF THE OWNER.

LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY PCC PAVEMENT AND STONE BASE
- CONCRETE PAVING AND STONE BASE
- CONCRETE CONTROL JOINTS
- CONCRETE EXPANSION JOINT
- STANDARD CONCRETE PAVERS
- PERMEABLE CONCRETE PAVERS
- P.I.P., PLAYGROUND SURFACE - SEE CIVIL DETAILS FOR PATTERN
- SYNTHETIC TURF
- PROPERTY LINE

SITE KEY NOTES

- | | |
|----|--|
| 1 | B6.12 CURB AND GUTTER |
| 2 | DEPRESSED CURB AND GUTTER |
| 3 | CONCRETE CONTAINMENT CURB |
| 4 | THICKENED EDGE CONCRETE |
| 5 | CONCRETE FROST STOOP |
| 6 | CAST-IN-PLACE CONCRETE RETAINING WALL WITH GUARDRAIL, REFER TO ARCH / STRUCTURAL PLANS |
| 7 | LANDSCAPE RETAINING WALL |
| 8 | CONCRETE STAIRS, REFER TO ARCH / STRUCTURAL PLANS |
| 9 | HANDRAIL, REFER TO ARCH PLANS |
| 10 | C.I.P. CONCRETE BENCH |
| 11 | STOP SIGN |
| 12 | 24" STOP BAR, TRAFFIC WHITE PAINT |
| 13 | 4" SOLID PARKING STRIPE, TRAFFIC WHITE PAINT |
| 14 | CROSSWALK STRIPES |
| 15 | TRAFFIC SYMBOL |
| 16 | ADA PARKING STRIPE, TYP. |
| 17 | ADA PARKING SIGN |
| 18 | ADA RAMP AND DETECTABLE WARNINGS |
| 19 | ELECTRIC VEHICLE CHARGING STRIPING |
| 20 | ELECTRIC VEHICLE CHARGING STATION |
| 21 | PLAYGROUND EQUIPMENT |
| 22 | BASKETBALL COURT STRIPING |
| 23 | BASKETBALL GOAL AND FOUNDATION |
| 24 | 4 SQUARE STRIPING |
| 25 | RELOCATED GAGA PIT |
| 26 | DUMPSTER ENCLOSURE GATE |
| 27 | 4' ORNAMENTAL METAL FENCE |
| 28 | 10' WIDE ORNAMENTAL METAL DOUBLE GATE |
| 29 | BENCH |
| 30 | 20' FLAG POLE |
| 31 | TRAVERSE WALL |

SITE PLAN NOTES

1. INSTALL ALL IMPROVEMENTS IN ACCORDANCE WITH AGENCY REQUIREMENTS. IN CASE OF DISCREPANCY BETWEEN THESE PLANS AND THE AGENCY REQUIREMENTS, THE MOST STRINGENT REQUIREMENTS WILL APPLY.
2. ALL EXISTING CURB TO BE REMOVED UNLESS OTHERWISE SPECIFIED.
3. 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.
4. 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.
5. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE NOTED.
6. CONTRACTOR TO COORDINATE WITH LOCAL MUNICIPALITY 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.



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

NOT FOR CONSTRUCTION

BID PACKAGE #1 - ISSUED FOR BID		03/06/2024
ISSUED FOR 50% CONSTRUCTION DOCUMENTATION		02/16/2024
ISSUED FOR DESIGN DEVELOPMENT		01/12/2024
ISSUED FOR 50% DD		12/08/2023
REV	DESCRIPTION	DATE

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

OVERALL SITE PLAN

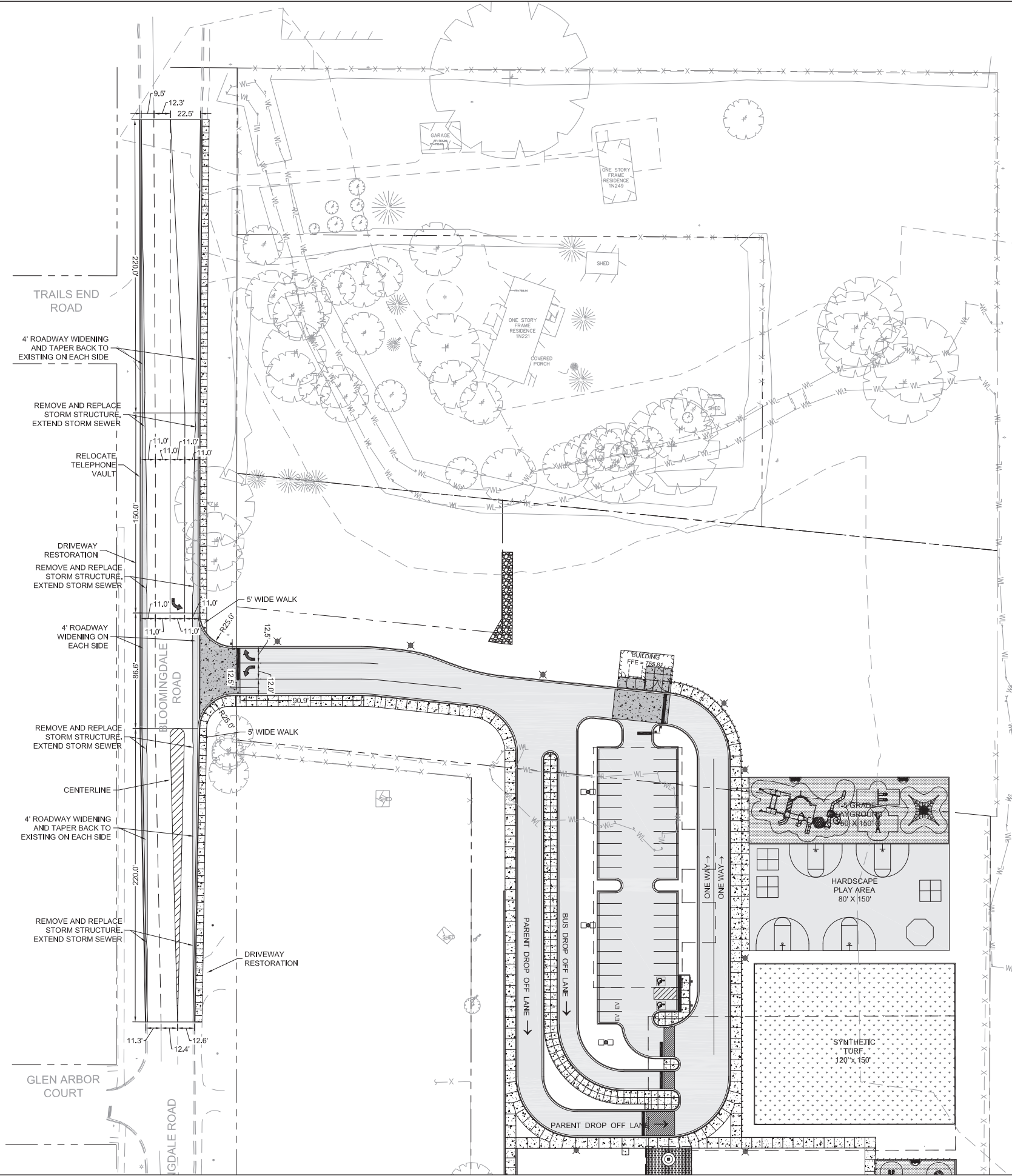
Project Number:
230157
Drawn By:
ZM/VVO
Sheet:

Scale:
0' 20' 40' 80'
1" = 40'

NORTH

C2.00

S:\Darien\Glen Elyn SD\230157_FDK Center at Churchill School\01\11 Drawings\02 CD\230157 C2.00 SITE PLAN.dwg devans Feb 29, 2024 3:56:24 pm
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LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY PCC PAVEMENT AND STONE BASE
- CONCRETE PAVING AND STONE BASE
- CONCRETE CONTROL JOINTS
- CONCRETE EXPANSION JOINT
- STANDARD CONCRETE PAVERS
- PERMEABLE CONCRETE PAVERS
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- SYNTHETIC TURF
- PROPERTY LINE

SITE KEY NOTES

- B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER
- CONCRETE CONTAINMENT CURB
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- TRAFFIC SYMBOL
- ADA PARKING STRIPE, TYP.
- ADA PARKING SIGN
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- ELECTRIC VEHICLE CHARGING STRIPING
- ELECTRIC VEHICLE CHARGING STATION
- PLAYGROUND EQUIPMENT
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- BENCH
- 20' FLAG POLE
- TRAVERSE WALL

SITE PLAN NOTES

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- 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 LOCAL MUNICIPALITY ON FINAL LOCATIONS OF SIGNS.

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ISSUED FOR 50% DD	12/08/2023	
REV	DESCRIPTION	DATE

FDK CENTER AT CHURCHILL ELEMENTARY SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

SITE PLAN - ROADWAY IMPROVEMENTS

Project Number: 230157
Scale: 1" = 40'
Drawn By: ZM/VVO
Sheet:



C2.04

Level of Service Table

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
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 Conditions

Lanes, Volumes, Timings

1: Geneva Road & Bloomingdale Road

04/30/2024



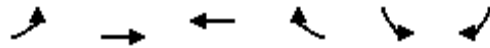
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	197	818	663	111	219	284
Future Volume (vph)	197	818	663	111	219	284
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			0	0	410
Storage Lanes	1			0	2	1
Taper Length (ft)	150				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	*0.83	1.00
Ped Bike Factor					0.97	
Frt			0.978			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3619	3381	0	2909	1553
Flt Permitted	0.270				0.950	
Satd. Flow (perm)	493	3619	3381	0	2833	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			22			158
Link Speed (mph)		35	20		40	
Link Distance (ft)		2019	313		1365	
Travel Time (s)		39.3	10.7		23.3	
Confl. Peds. (#/hr)					9	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	7%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	226	940	890	0	252	326
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2					4
Detector Phase	5	2	6		4	5
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0		8.0	3.0
Minimum Split (s)	7.0	21.5	21.5		14.0	7.0
Total Split (s)	26.3	97.5	71.2		27.5	26.3
Total Split (%)	21.0%	78.0%	57.0%		22.0%	21.0%
Yellow Time (s)	3.0	4.5	4.5		4.5	3.0
All-Red Time (s)	1.0	2.0	2.0		1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5		6.0	4.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	C-Min	C-Min		None	None
Act Effect Green (s)	97.3	94.8	80.8		17.7	33.7
Actuated g/C Ratio	0.78	0.76	0.65		0.14	0.27

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ANB

Synchro 11 Report
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Lanes, Volumes, Timings
1: Geneva Road & Bloomingdale Road

04/30/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.47	0.34	0.41		0.61	0.61
Control Delay	7.1	5.6	6.0		56.2	14.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	7.1	5.6	6.0		56.2	14.4
LOS	A	A	A		E	B
Approach Delay		5.9	6.0		32.6	
Approach LOS		A	A		C	
Queue Length 50th (ft)	40	113	65		110	126
Queue Length 95th (ft)	68	152	97		158	38
Internal Link Dist (ft)		1939	233		1285	
Turn Bay Length (ft)	220					410
Base Capacity (vph)	605	2744	2193		500	671
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.37	0.34	0.41		0.50	0.49

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 33.8 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 11.8

Intersection LOS: B

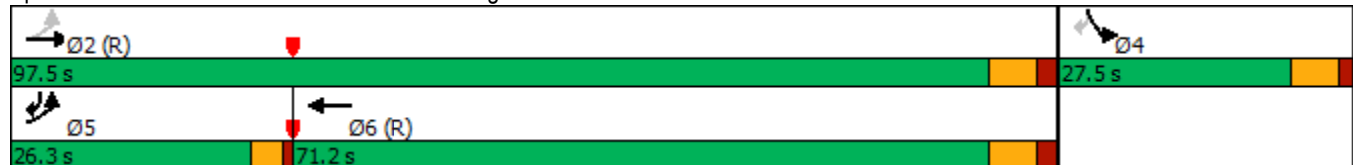
Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 1: Geneva Road & Bloomingdale Road



Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	863	55	24	607	70	42	79	8	39	38	7
Future Volume (vph)	119	863	55	24	607	70	42	79	8	39	38	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	170			175			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		1.00		1.00								
Frt		0.991			0.978			0.994			0.988	
Flt Protected	0.950			0.950				0.988			0.977	
Satd. Flow (prot)	1752	3425	0	1736	3393	0	0	1857	0	0	1604	0
Flt Permitted	0.296			0.284				0.849			0.608	
Satd. Flow (perm)	546	3425	0	518	3393	0	0	1596	0	0	998	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			18			2			4	
Link Speed (mph)		20			20			30			20	
Link Distance (ft)		579			1750			698			272	
Travel Time (s)		19.7			59.7			15.9			9.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.60	0.91	0.91	0.91	0.91	0.60	0.91	0.60	0.91	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	9%	4%	3%	10%	2%	0%	0%	23%	0%	43%
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)	198	1008	0	26	784	0	0	187	0	0	140	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	62.5		12.5	50.0		50.0	50.0		50.0	50.0	
Total Split (%)	20.0%	50.0%		10.0%	40.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	95.4	87.2		82.6	74.6			19.6			19.6	
Actuated g/C Ratio	0.76	0.70		0.66	0.60			0.16			0.16	

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Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.35	0.42		0.07	0.39			0.74			0.88	
Control Delay	5.5	8.2		10.7	26.6			66.7			93.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.5	8.2		10.7	26.6			66.7			93.9	
LOS	A	A		B	C			E			F	
Approach Delay		7.7			26.1			66.7			93.9	
Approach LOS		A			C			E			F	
Queue Length 50th (ft)	29	183		11	274			145			109	
Queue Length 95th (ft)	32	219		m24	360			132			106	
Internal Link Dist (ft)		499			1670			618			192	
Turn Bay Length (ft)	250			190								
Base Capacity (vph)	619	2391		435	2033			563			353	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.32	0.42		0.06	0.39			0.33			0.40	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 53.8 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 23.9

Intersection LOS: C

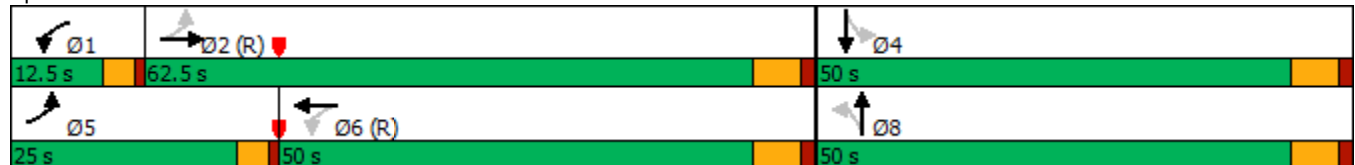
Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Kenilworth Avenue/East Site Access & Geneva Road



Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	844	58	30	587	6	82	61	59	102	141	32
Future Volume (vph)	8	844	58	30	587	6	82	61	59	102	141	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.990			0.998			0.960			0.984	
Flt Protected					0.998			0.980			0.982	
Satd. Flow (prot)	0	3313	0	0	3459	0	0	1720	0	0	1811	0
Flt Permitted		0.946			0.827			0.664			0.737	
Satd. Flow (perm)	0	3134	0	0	2867	0	0	1165	0	0	1359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1			19			6	
Link Speed (mph)		20			30			30			30	
Link Distance (ft)		1750			1672			1509			1026	
Travel Time (s)		59.7			38.0			34.3			23.3	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	8%	7%	0%	4%	17%	5%	2%	3%	0%	1%	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)	0	1151	0	0	789	0	0	256	0	0	348	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	72.5	72.5		72.5	72.5		52.5	52.5		52.5	52.5	
Total Split (%)	58.0%	58.0%		58.0%	58.0%		42.0%	42.0%		42.0%	42.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		76.0			76.0			37.0			37.0	
Actuated g/C Ratio		0.61			0.61			0.30			0.30	

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ANB

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Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.60			0.45			0.72			0.86	
Control Delay		12.7			15.4			46.9			60.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.7			15.4			46.9			60.3	
LOS		B			B			D			E	
Approach Delay		12.7			15.4			46.9			60.3	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)		166			173			171			259	
Queue Length 95th (ft)		182			219			202			286	
Internal Link Dist (ft)		1670			1592			1429			946	
Turn Bay Length (ft)												
Base Capacity (vph)		1909			1744			445			509	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.45			0.58			0.68	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 47.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 23.5

Intersection LOS: C

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Western Avenue & Geneva Road

				
Ø2 (R)			Ø4	
72.5 s			52.5 s	
				
Ø6 (R)			Ø8	
72.5 s			52.5 s	

Lanes, Volumes, Timings
4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	109	81	7	213	185	36	251	21	104	414	64
Future Volume (vph)	72	109	81	7	213	185	36	251	21	104	414	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	140		0	135		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			125			155			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.936			0.930			0.989			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3290	0	1583	3222	0	1671	3378	0	1787	3397	0
Flt Permitted	0.285			0.620			0.444			0.538		
Satd. Flow (perm)	536	3290	0	1033	3222	0	781	3378	0	1012	3397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			188			7			14	
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		1917			1362			712			805	
Travel Time (s)		32.7			26.5			12.1			13.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	5%	14%	7%	1%	8%	5%	14%	1%	4%	5%
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)	80	211	0	8	443	0	40	302	0	116	531	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.5		7.0	21.5		7.0	21.5		7.0	21.5	
Total Split (s)	17.5	50.0		15.0	47.5		16.3	40.0		20.0	43.7	
Total Split (%)	14.0%	40.0%		12.0%	38.0%		13.0%	32.0%		16.0%	35.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	37.4	32.7		30.0	22.6		73.4	64.1		78.5	68.2	
Actuated g/C Ratio	0.30	0.26		0.24	0.18		0.59	0.51		0.63	0.55	

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Lanes, Volumes, Timings
4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.23		0.03	0.60		0.08	0.17		0.17	0.29	
Control Delay	31.5	19.2		25.1	29.2		7.0	12.0		11.9	18.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.5	19.2		25.1	29.2		7.0	12.0		11.9	18.2	
LOS	C	B		C	C		A	B		B	B	
Approach Delay		22.6			29.1			11.4			17.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	46	37		4	100		8	54		36	121	
Queue Length 95th (ft)	73	67		14	142		30	97		79	200	
Internal Link Dist (ft)		1837			1282			632			725	
Turn Bay Length (ft)	170			140			135			180		
Base Capacity (vph)	295	1203		328	1183		577	1736		744	1860	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.18		0.02	0.37		0.07	0.17		0.16	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 105 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 20.0

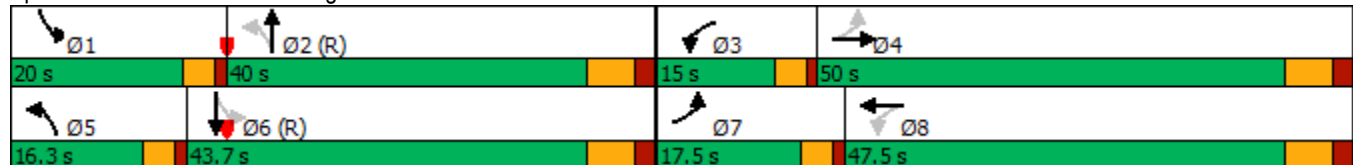
Intersection LOS: C

Intersection Capacity Utilization 52.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Bloomingdale Road & St. Charles Road



HCM 6th TWSC
5: Geneva Road & West Site Access

04/30/2024

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	1037	656	0	0	118
Future Vol, veh/h	0	1037	656	0	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	60
Heavy Vehicles, %	0	3	3	0	0	0
Mvmt Flow	0	1080	683	0	0	197
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	342
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	660
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	660
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.8		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	660			
HCM Lane V/C Ratio	-	-	0.298			
HCM Control Delay (s)	-	-	12.8			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	1.2			

HCM 6th TWSC
6: Bloomingdale Road & Trails End Road

04/30/2024

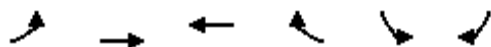
Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	306	500	2
Future Vol, veh/h	2	3	2	306	500	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	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	0	5	3	0
Mvmt Flow	2	4	2	373	610	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	988	306	612	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	262	696	977	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	261	696	977	-	-	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.7	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	977	-	418	-	-	
HCM Lane V/C Ratio	0.002	-	0.015	-	-	
HCM Control Delay (s)	8.7	0	13.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Capacity Analysis Summary Sheets
Weekday Afternoon Peak Hour – Existing Conditions

Lanes, Volumes, Timings

1: Geneva Road & Bloomingdale Road

04/30/2024



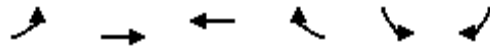
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	330	780	751	81	236	268
Future Volume (vph)	330	780	751	81	236	268
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			0	0	410
Storage Lanes	1			0	2	1
Taper Length (ft)	150				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	*0.83	1.00
Ped Bike Factor	1.00		1.00			
Frt			0.985			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3619	3313	0	2800	1495
Flt Permitted	0.261				0.950	
Satd. Flow (perm)	481	3619	3313	0	2800	1495
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			13			126
Link Speed (mph)		35	20		40	
Link Distance (ft)		2019	313		1365	
Travel Time (s)		39.3	10.7		23.3	
Confl. Peds. (#/hr)	1			1		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	5%	7%	8%	7%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	355	839	895	0	254	288
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2					4
Detector Phase	5	2	6		4	5
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0		8.0	3.0
Minimum Split (s)	7.0	21.5	21.5		14.0	7.0
Total Split (s)	29.9	100.1	70.2		28.6	29.9
Total Split (%)	23.2%	77.8%	54.5%		22.2%	23.2%
Yellow Time (s)	3.0	4.5	4.5		4.5	3.0
All-Red Time (s)	1.0	2.0	2.0		1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5		6.0	4.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	C-Max	C-Max		None	None
Act Effect Green (s)	100.2	97.7	79.3		18.5	38.9
Actuated g/C Ratio	0.78	0.76	0.62		0.14	0.30

PMEX 23-286 - Churchill School 6:41 pm 12/18/2023 Existing Evening Peak
ANB

Synchro 11 Report
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Lanes, Volumes, Timings
1: Geneva Road & Bloomingdale Road

04/30/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.69	0.31	0.44		0.63	0.53
Control Delay	11.7	5.4	14.8		58.8	22.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	11.7	5.4	14.8		58.8	22.7
LOS	B	A	B		E	C
Approach Delay		7.3	14.8		39.6	
Approach LOS		A	B		D	
Queue Length 50th (ft)	70	100	184		121	112
Queue Length 95th (ft)	118	143	308		169	170
Internal Link Dist (ft)		1939	233		1285	
Turn Bay Length (ft)	220					410
Base Capacity (vph)	630	2746	2046		491	662
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.56	0.31	0.44		0.52	0.44

Intersection Summary

Area Type: Other

Cycle Length: 128.7

Actuated Cycle Length: 128.7

Offset: 127.4 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 16.5

Intersection LOS: B

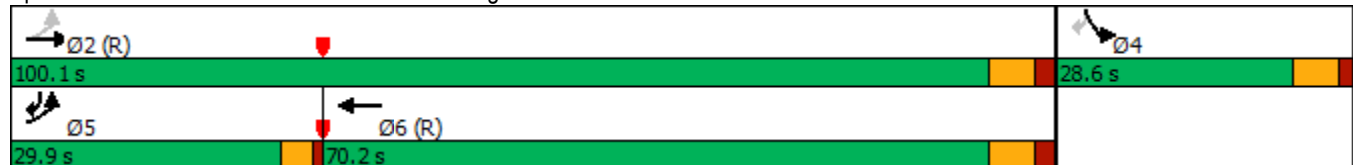
Intersection Capacity Utilization 67.9%

ICU Level of Service C

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 1: Geneva Road & Bloomingdale Road



Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	924	54	16	708	26	44	14	12	35	28	14
Future Volume (vph)	39	924	54	16	708	26	44	14	12	35	28	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	170			175			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		1.00		1.00				1.00			1.00	
Frt		0.992			0.992			0.979			0.976	
Flt Protected	0.950			0.950				0.972			0.978	
Satd. Flow (prot)	1530	3507	0	1805	3482	0	0	1752	0	0	1568	0
Flt Permitted	0.284			0.240				0.703			0.817	
Satd. Flow (perm)	457	3507	0	454	3482	0	0	1267	0	0	1307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			5			8			9	
Link Speed (mph)		20			20			30			20	
Link Distance (ft)		579			1750			698			272	
Travel Time (s)		19.7			59.7			15.9			9.3	
Confl. Peds. (#/hr)			8	8					6	6		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.60	0.87	0.87	0.87	0.87	0.60	0.87	0.60	0.87	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	2%	0%	0%	2%	19%	5%	0%	0%	9%	7%	50%
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)	65	1124	0	18	857	0	0	88	0	0	128	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	29.9	71.5		13.0	54.6		45.5	45.5		45.5	45.5	
Total Split (%)	23.0%	55.0%		10.0%	42.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	102.0	95.9		93.8	87.0			18.0			18.0	
Actuated g/C Ratio	0.78	0.74		0.72	0.67			0.14			0.14	

PMEX 23-286 - Churchill School 6:41 pm 12/18/2023 Existing Evening Peak
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Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.14	0.43		0.05	0.37			0.48			0.68	
Control Delay	4.6	8.4		6.5	12.8			54.3			66.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	8.4		6.5	12.8			54.3			66.3	
LOS	A	A		A	B			D			E	
Approach Delay		8.2			12.6			54.3			66.3	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	10	144		2	132			63			97	
Queue Length 95th (ft)	18	288		m12	260			69			97	
Internal Link Dist (ft)		499			1670			618			192	
Turn Bay Length (ft)	250			190								
Base Capacity (vph)	572	2588		429	2332			390			403	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.11	0.43		0.04	0.37			0.23			0.32	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 32.5 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 53.1%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

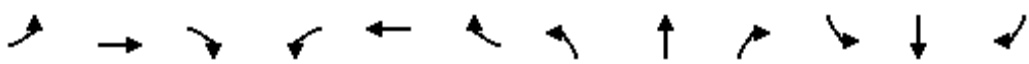
Splits and Phases: 2: Kenilworth Avenue/East Site Access & Geneva Road



Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Volume (vph)	11	861	99	38	624	4	115	94	59	103	88	11
Future Volume (vph)	11	861	99	38	624	4	115	94	59	103	88	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.985			0.999			0.970			0.993	
Flt Protected		0.999			0.997			0.979			0.975	
Satd. Flow (prot)	0	3353	0	0	3404	0	0	1766	0	0	1766	0
Flt Permitted		0.944			0.814			0.742			0.647	
Satd. Flow (perm)	0	3169	0	0	2779	0	0	1338	0	0	1170	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			1			11			2	
Link Speed (mph)		20			30			30			30	
Link Distance (ft)		1750			1672			1509			1026	
Travel Time (s)		59.7			38.0			34.3			23.3	
Confl. Peds. (#/hr)							1		5	5		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	6%	5%	0%	6%	0%	3%	0%	2%	0%	5%	36%
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)	0	1079	0	0	739	0	0	298	0	0	224	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	84.5	84.5		84.5	84.5		45.5	45.5		45.5	45.5	
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		85.2			85.2			32.8			32.8	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	

PMEX 23-286 - Churchill School 6:41 pm 12/18/2023 Existing Evening Peak
ANB

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Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.52			0.41			0.86				0.76
Control Delay		12.0			12.1			67.7				60.1
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		12.0			12.1			67.7				60.1
LOS		B			B			E				E
Approach Delay		12.0			12.1			67.7				60.1
Approach LOS		B			B			E				E
Queue Length 50th (ft)		200			146			230				172
Queue Length 95th (ft)		255			213			328				256
Internal Link Dist (ft)		1670			1592			1429				946
Turn Bay Length (ft)												
Base Capacity (vph)		2082			1821			414				356
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.52			0.41			0.72				0.63

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 7.8 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 23.8

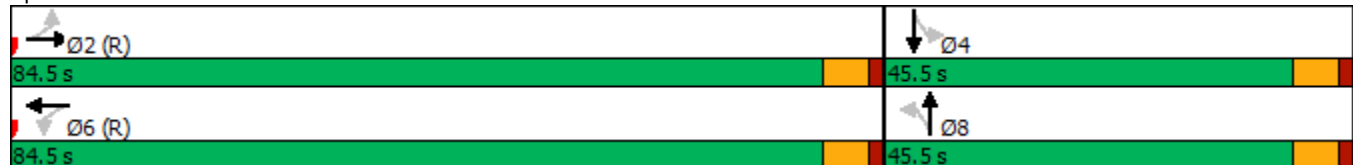
Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Western Avenue & Geneva Road



Lanes, Volumes, Timings

4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	135	112	6	205	247	29	364	16	80	386	106
Future Volume (vph)	123	135	112	6	205	247	29	364	16	80	386	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	140		0	135		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			125			155			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.918			0.994			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3193	0	1805	3145	0	1543	3272	0	1719	3232	0
Flt Permitted	0.250			0.588			0.447			0.462		
Satd. Flow (perm)	466	3193	0	1117	3145	0	726	3272	0	836	3232	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			250			4			29	
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		1917			1362			712			805	
Travel Time (s)		32.7			26.5			12.1			13.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	7%	0%	7%	4%	17%	9%	25%	5%	9%	5%
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)	132	265	0	6	486	0	31	408	0	86	529	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.5		7.0	21.5		7.0	21.5		7.0	21.5	
Total Split (s)	15.6	52.0		13.0	49.4		15.6	49.4		15.6	49.4	
Total Split (%)	12.0%	40.0%		10.0%	38.0%		12.0%	38.0%		12.0%	38.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	41.2	36.6		32.0	23.6		75.2	66.1		79.7	71.6	
Actuated g/C Ratio	0.32	0.28		0.25	0.18		0.58	0.51		0.61	0.55	

PMEX 23-286 - Churchill School 6:41 pm 12/18/2023 Existing Evening Peak
ANB

Synchro 11 Report
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Lanes, Volumes, Timings

4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.51	0.27		0.02	0.63		0.07	0.25		0.15	0.30	
Control Delay	38.3	19.4		26.7	26.1		12.2	19.8		12.1	17.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.3	19.4		26.7	26.1		12.2	19.8		12.1	17.4	
LOS	D	B		C	C		B	B		B	B	
Approach Delay		25.7			26.1			19.3			16.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	82	47		3	96		10	97		27	122	
Queue Length 95th (ft)	119	83		12	141		27	160		60	193	
Internal Link Dist (ft)		1837			1282			632			725	
Turn Bay Length (ft)	170			140			135			180		
Base Capacity (vph)	263	1195		348	1205		518	1664		597	1792	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.22		0.02	0.40		0.06	0.25		0.14	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 31.2 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 21.5

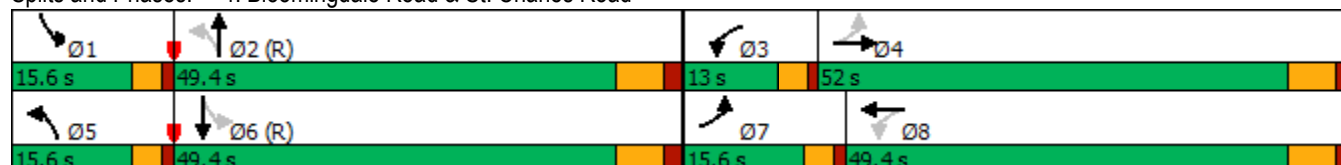
Intersection LOS: C

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Bloomingdale Road & St. Charles Road



HCM 6th TWSC
5: Geneva Road & West Site Access

04/30/2024

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Vol, veh/h	0	1017	766	0	0	66
Future Vol, veh/h	0	1017	766	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	60
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1082	815	0	0	110
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	408
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	598
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	598
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	598			
HCM Lane V/C Ratio	-	-	0.184			
HCM Control Delay (s)	-	-	12.4			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.7			

HCM 6th TWSC
6: Bloomingdale Road & Trails End Road

04/30/2024

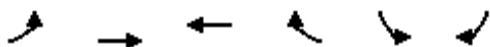
Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	2	409	501	3
Future Vol, veh/h	0	3	2	409	501	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	33	0	10	8	33
Mvmt Flow	0	3	2	470	576	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1052	290	579	0	-	0
Stage 1	578	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.6	7.395	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.6135	2.2	-	-	-
Pot Cap-1 Maneuver	239	633	1005	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	238	633	1005	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1005	-	633	-	-	
HCM Lane V/C Ratio	0.002	-	0.005	-	-	
HCM Control Delay (s)	8.6	0	10.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Capacity Analysis Summary Sheets
Weekday Morning Peak Hour – Projected Conditions

Lanes, Volumes, Timings

1: Geneva Road & Bloomingdale Road

04/30/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	235	833	673	162	267	320
Future Volume (vph)	235	833	673	162	267	320
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			0	0	410
Storage Lanes	1			0	2	1
Taper Length (ft)	150				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	*0.83	1.00
Ped Bike Factor					0.97	
Frt			0.971			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3619	3352	0	2909	1553
Flt Permitted	0.240				0.950	
Satd. Flow (perm)	438	3619	3352	0	2833	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			35			152
Link Speed (mph)		35	20		40	
Link Distance (ft)		2019	313		732	
Travel Time (s)		39.3	10.7		12.5	
Confl. Peds. (#/hr)					9	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	7%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	957	960	0	307	368
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2					4
Detector Phase	5	2	6		4	5
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0		8.0	3.0
Minimum Split (s)	7.0	21.5	21.5		14.0	7.0
Total Split (s)	26.3	97.5	71.2		27.5	26.3
Total Split (%)	21.0%	78.0%	57.0%		22.0%	21.0%
Yellow Time (s)	3.0	4.5	4.5		4.5	3.0
All-Red Time (s)	1.0	2.0	2.0		1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5		6.0	4.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	C-Max	C-Max		None	None
Act Effect Green (s)	95.7	93.2	77.7		19.3	36.8
Actuated g/C Ratio	0.77	0.75	0.62		0.15	0.29

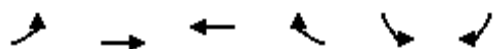
AMPR 23-286 - Churchill School 5:02 pm 12/18/2023 Projected Morning Peak
ANB

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

1: Geneva Road & Bloomingdale Road

04/30/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.59	0.35	0.46		0.69	0.65
Control Delay	10.0	6.1	7.2		60.3	18.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	10.0	6.1	7.2		60.3	18.4
LOS	A	A	A		E	B
Approach Delay		7.0	7.2		37.5	
Approach LOS		A	A		D	
Queue Length 50th (ft)	54	126	86		96	60
Queue Length 95th (ft)	81	155	125		194	92
Internal Link Dist (ft)		1939	233		652	
Turn Bay Length (ft)	220					410
Base Capacity (vph)	567	2699	2095		500	685
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.48	0.35	0.46		0.61	0.54

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 33.8 (27%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 1: Geneva Road & Bloomingdale Road



Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	921	78	25	661	64	67	73	8	33	32	7
Future Volume (vph)	101	921	78	25	661	64	67	73	8	33	32	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	170			175			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		1.00		1.00								
Frt		0.988			0.981			0.994			0.986	
Flt Protected	0.950			0.950				0.982			0.978	
Satd. Flow (prot)	1752	3410	0	1736	3409	0	0	1841	0	0	1595	0
Flt Permitted	0.274			0.248				0.814			0.657	
Satd. Flow (perm)	505	3410	0	453	3409	0	0	1526	0	0	1072	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			14			2			5	
Link Speed (mph)		20			20			30			20	
Link Distance (ft)		579			1750			698			272	
Travel Time (s)		19.7			59.7			15.9			9.3	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.60	0.91	0.91	0.91	0.91	0.60	0.91	0.60	0.91	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	9%	4%	3%	10%	2%	0%	0%	23%	0%	43%
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)	168	1098	0	27	833	0	0	205	0	0	120	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	25.0	62.5		12.5	50.0		50.0	50.0		50.0	50.0	
Total Split (%)	20.0%	50.0%		10.0%	40.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	93.4	85.2		81.3	73.3			21.6			21.6	
Actuated g/C Ratio	0.75	0.68		0.65	0.59			0.17			0.17	

AMPR 23-286 - Churchill School 5:02 pm 12/18/2023 Projected Morning Peak
ANB

Synchro 11 Report
Page 3

Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.47		0.08	0.42			0.77			0.63	
Control Delay	5.5	9.5		11.3	27.9			67.4			59.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.5	9.5		11.3	27.9			67.4			59.9	
LOS	A	A		B	C			E			E	
Approach Delay		9.0			27.4			67.4			59.9	
Approach LOS		A			C			E			E	
Queue Length 50th (ft)	25	212		12	300			159			87	
Queue Length 95th (ft)	28	332		m23	383			141			88	
Internal Link Dist (ft)		499			1670			618			192	
Turn Bay Length (ft)	250			190								
Base Capacity (vph)	586	2325		390	2004			538			380	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.29	0.47		0.07	0.42			0.38			0.32	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 53.8 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.8

Intersection LOS: C

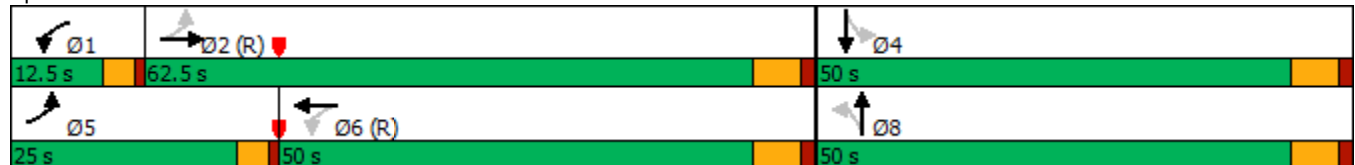
Intersection Capacity Utilization 54.8%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Kenilworth Avenue/East Site Access & Geneva Road



Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	887	68	31	625	6	93	63	61	105	145	32
Future Volume (vph)	7	887	68	31	625	6	93	63	61	105	145	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.989			0.999			0.962			0.985	
Flt Protected					0.998			0.979			0.982	
Satd. Flow (prot)	0	3310	0	0	3463	0	0	1721	0	0	1813	0
Flt Permitted		0.947			0.809			0.649			0.735	
Satd. Flow (perm)	0	3134	0	0	2807	0	0	1141	0	0	1357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			1			18			6	
Link Speed (mph)		20			30			30			30	
Link Distance (ft)		1750			1672			1509			1026	
Travel Time (s)		59.7			38.0			34.3			23.3	
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	8%	7%	0%	4%	17%	5%	2%	3%	0%	1%	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)	0	1218	0	0	838	0	0	275	0	0	358	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	72.5	72.5		72.5	72.5		52.5	52.5		52.5	52.5	
Total Split (%)	58.0%	58.0%		58.0%	58.0%		42.0%	42.0%		42.0%	42.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		75.2			75.2			37.8			37.8	
Actuated g/C Ratio		0.60			0.60			0.30			0.30	

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Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.64			0.50			0.77			0.86	
Control Delay		14.5			16.5			51.0			60.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.5			16.5			51.0			60.6	
LOS		B			B			D			E	
Approach Delay		14.5			16.5			51.0			60.6	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)		176			194			188			267	
Queue Length 95th (ft)		246			239			223			296	
Internal Link Dist (ft)		1670			1592			1429			946	
Turn Bay Length (ft)												
Base Capacity (vph)		1890			1690			435			508	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.50			0.63			0.70	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 47.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 25.0

Intersection LOS: C

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Western Avenue & Geneva Road

 Ø2 (R)	 Ø4
72.5 s	52.5 s
 Ø6 (R)	 Ø8
72.5 s	52.5 s

Lanes, Volumes, Timings
4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	112	92	13	219	191	45	266	27	107	437	66
Future Volume (vph)	74	112	92	13	219	191	45	266	27	107	437	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	140		0	135		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			125			155			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.930			0.986			0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3273	0	1583	3222	0	1671	3363	0	1787	3397	0
Flt Permitted	0.271			0.611			0.426			0.526		
Satd. Flow (perm)	510	3273	0	1018	3222	0	749	3363	0	990	3397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		102			189			8			14	
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		1917			1362			712			805	
Travel Time (s)		32.7			26.5			12.1			13.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	5%	14%	7%	1%	8%	5%	14%	1%	4%	5%
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)	82	226	0	14	455	0	50	326	0	119	559	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.5		7.0	21.5		7.0	21.5		7.0	21.5	
Total Split (s)	17.5	50.0		15.0	47.5		16.3	40.0		20.0	43.7	
Total Split (%)	14.0%	40.0%		12.0%	38.0%		13.0%	32.0%		16.0%	35.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	37.8	30.8		30.9	23.1		73.2	63.6		77.9	67.5	
Actuated g/C Ratio	0.30	0.25		0.25	0.18		0.59	0.51		0.62	0.54	

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Lanes, Volumes, Timings
4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.26		0.05	0.61		0.10	0.19		0.18	0.30	
Control Delay	31.5	19.7		25.5	29.4		8.4	13.5		12.2	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.5	19.7		25.5	29.4		8.4	13.5		12.2	19.0	
LOS	C	B		C	C		A	B		B	B	
Approach Delay		22.8			29.3			12.8			17.8	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	47	38		8	104		12	62		37	131	
Queue Length 95th (ft)	74	70		20	146		35	110		81	215	
Internal Link Dist (ft)		1837			1282			632			725	
Turn Bay Length (ft)	170			140			135			180		
Base Capacity (vph)	292	1205		330	1183		557	1714		729	1840	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.19		0.04	0.38		0.09	0.19		0.16	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 105 (84%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 20.6

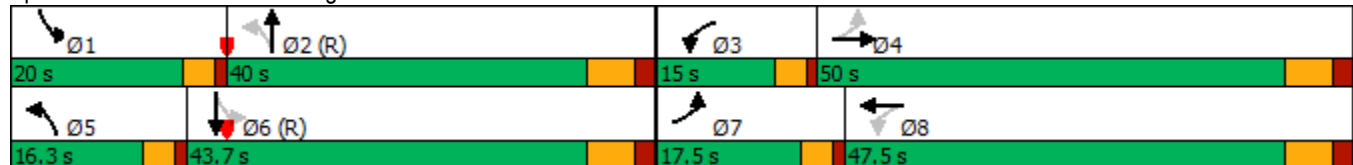
Intersection LOS: C

Intersection Capacity Utilization 52.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Bloomingdale Road & St. Charles Road



HCM 6th TWSC
5: Geneva Road & West Site Access

04/30/2024

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1100	735	0	0	100
Future Vol, veh/h	0	1100	735	0	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	60
Heavy Vehicles, %	0	3	3	0	0	0
Mvmt Flow	0	1146	766	0	0	167

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 383
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 0 621
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- - 621
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	621
HCM Lane V/C Ratio	-	-	0.268
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.1

HCM 6th TWSC
6: Bloomingdale Road & Trails End Road

04/30/2024

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	336	540	2
Future Vol, veh/h	2	3	2	336	540	2
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	0	5	3	0
Mvmt Flow	2	4	2	410	659	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1074	331	661	0	-	0
Stage 1	660	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.6	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	231	671	937	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	671	937	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.6	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	937	-	380	-	-	
HCM Lane V/C Ratio	0.003	-	0.016	-	-	
HCM Control Delay (s)	8.9	0	14.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
7: Bloomingdale Road & New School Access

04/30/2024

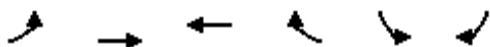
Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	29	309	88	32	511
Future Vol, veh/h	76	29	309	88	32	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	95	60	60	95
Heavy Vehicles, %	5	3	4	5	3	6
Mvmt Flow	127	48	325	147	53	538
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	774	399	0	0	472	0
Stage 1	399	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	6.675	6.245	-	-	4.145	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3285	-	-	2.2285	-
Pot Cap-1 Maneuver	345	647	-	-	1082	-
Stage 1	669	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	647	-	-	1082	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.5	0	0.8			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 328 647 1082			-	
HCM Lane V/C Ratio	-	- 0.386 0.075 0.049			-	
HCM Control Delay (s)	-	- 22.7 11 8.5			-	
HCM Lane LOS	-	- C B A			-	
HCM 95th %tile Q(veh)	-	- 1.8 0.2 0.2			-	

Capacity Analysis Summary Sheets
Weekday Afternoon Peak Hour – Projected Conditions

Lanes, Volumes, Timings

1: Geneva Road & Bloomingdale Road

04/30/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	356	799	770	109	277	296
Future Volume (vph)	356	799	770	109	277	296
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	220			0	0	410
Storage Lanes	1			0	2	1
Taper Length (ft)	150				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	*0.83	1.00
Ped Bike Factor	1.00		1.00			
Frt			0.981			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	3619	3297	0	2800	1495
Flt Permitted	0.235				0.950	
Satd. Flow (perm)	433	3619	3297	0	2800	1495
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			119
Link Speed (mph)		35	20		40	
Link Distance (ft)		2019	313		732	
Travel Time (s)		39.3	10.7		12.5	
Confl. Peds. (#/hr)	1			1		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	5%	7%	8%	7%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	859	945	0	298	318
Turn Type	pm+pt	NA	NA		Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2					4
Detector Phase	5	2	6		4	5
Switch Phase						
Minimum Initial (s)	3.0	15.0	15.0		8.0	3.0
Minimum Split (s)	7.0	21.5	21.5		14.0	7.0
Total Split (s)	29.9	100.1	70.2		28.6	29.9
Total Split (%)	23.2%	77.8%	54.5%		22.2%	23.2%
Yellow Time (s)	3.0	4.5	4.5		4.5	3.0
All-Red Time (s)	1.0	2.0	2.0		1.5	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	6.5	6.5		6.0	4.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None	C-Max	C-Max		None	None
Act Effect Green (s)	98.7	96.2	75.4		20.0	42.8
Actuated g/C Ratio	0.77	0.75	0.59		0.16	0.33

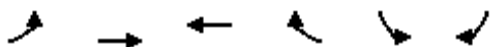
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Synchro 11 Report
Page 1

Lanes, Volumes, Timings

1: Geneva Road & Bloomingdale Road

04/30/2024



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio	0.76	0.32	0.49		0.69	0.55
Control Delay	17.2	5.9	17.6		59.8	23.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	17.2	5.9	17.6		59.8	23.7
LOS	B	A	B		E	C
Approach Delay		9.4	17.6		41.1	
Approach LOS		A	B		D	
Queue Length 50th (ft)	84	111	221		142	135
Queue Length 95th (ft)	173	147	345		196	197
Internal Link Dist (ft)		1939	233		652	
Turn Bay Length (ft)	220					410
Base Capacity (vph)	597	2706	1938		491	673
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.64	0.32	0.49		0.61	0.47

Intersection Summary

Area Type: Other

Cycle Length: 128.7

Actuated Cycle Length: 128.7

Offset: 127.4 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 19.1

Intersection LOS: B

Intersection Capacity Utilization 70.5%

ICU Level of Service C

Analysis Period (min) 15

* User Entered Value

Splits and Phases: 1: Geneva Road & Bloomingdale Road



Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	973	70	16	749	22	56	12	12	31	26	14
Future Volume (vph)	33	973	70	16	749	22	56	12	12	31	26	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	170			175			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		1.00		1.00				1.00			1.00	
Frt		0.990			0.994			0.981			0.974	
Flt Protected	0.950			0.950				0.968			0.978	
Satd. Flow (prot)	1530	3499	0	1805	3494	0	0	1743	0	0	1557	0
Flt Permitted	0.272			0.219				0.685			0.820	
Satd. Flow (perm)	438	3499	0	415	3494	0	0	1233	0	0	1302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			7			10	
Link Speed (mph)		20			20			30			20	
Link Distance (ft)		579			1750			698			272	
Travel Time (s)		19.7			59.7			15.9			9.3	
Confl. Peds. (#/hr)			8	8					6	6		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.60	0.87	0.87	0.87	0.87	0.60	0.87	0.60	0.87	0.60	0.60	0.60
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	18%	2%	0%	0%	2%	19%	5%	0%	0%	9%	7%	50%
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)	55	1198	0	18	898	0	0	98	0	0	118	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	7.0	21.0		7.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	29.9	71.5		13.0	54.6		45.5	45.5		45.5	45.5	
Total Split (%)	23.0%	55.0%		10.0%	42.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	103.0	96.9		95.0	88.3			17.0			17.0	
Actuated g/C Ratio	0.79	0.75		0.73	0.68			0.13			0.13	

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Lanes, Volumes, Timings

2: Kenilworth Avenue/East Site Access & Geneva Road

04/30/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.12	0.46		0.05	0.38			0.59			0.66	
Control Delay	4.3	8.3		6.0	12.3			62.4			65.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.3	8.3		6.0	12.3			62.4			65.8	
LOS	A	A		A	B			E			E	
Approach Delay		8.1			12.1			62.4			65.8	
Approach LOS		A			B			E			E	
Queue Length 50th (ft)	8	151		2	137			73			88	
Queue Length 95th (ft)	15	306		m11	271			78			89	
Internal Link Dist (ft)		499			1670			618			192	
Turn Bay Length (ft)	250			190								
Base Capacity (vph)	564	2611		407	2375			379			402	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.10	0.46		0.04	0.38			0.26			0.29	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 32.5 (25%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 14.7

Intersection LOS: B

Intersection Capacity Utilization 51.0%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Kenilworth Avenue/East Site Access & Geneva Road



Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	861	99	38	624	4	115	94	59	103	88	11
Future Volume (vph)	11	861	99	38	624	4	115	94	59	103	88	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.985			0.999			0.970			0.993	
Flt Protected		0.999			0.997			0.979			0.975	
Satd. Flow (prot)	0	3353	0	0	3404	0	0	1766	0	0	1766	0
Flt Permitted		0.944			0.814			0.742			0.647	
Satd. Flow (perm)	0	3169	0	0	2779	0	0	1338	0	0	1170	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			1			11			2	
Link Speed (mph)		20			30			30			30	
Link Distance (ft)		1750			1672			1509			1026	
Travel Time (s)		59.7			38.0			34.3			23.3	
Confl. Peds. (#/hr)							1		5	5		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	6%	5%	0%	6%	0%	3%	0%	2%	0%	5%	36%
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)	0	1079	0	0	739	0	0	298	0	0	224	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0	10.0		10.0	10.0	
Total Split (s)	84.5	84.5		84.5	84.5		45.5	45.5		45.5	45.5	
Total Split (%)	65.0%	65.0%		65.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		85.2			85.2			32.8			32.8	
Actuated g/C Ratio		0.66			0.66			0.25			0.25	

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Lanes, Volumes, Timings

3: Western Avenue & Geneva Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.52			0.41			0.86				0.76
Control Delay		12.3			12.1			67.7				60.1
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		12.3			12.1			67.7				60.1
LOS		B			B			E				E
Approach Delay		12.3			12.1			67.7				60.1
Approach LOS		B			B			E				E
Queue Length 50th (ft)		201			146			230				172
Queue Length 95th (ft)		261			213			328				256
Internal Link Dist (ft)		1670			1592			1429				946
Turn Bay Length (ft)												
Base Capacity (vph)		2082			1821			414				356
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.52			0.41			0.72				0.63

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 7.8 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Western Avenue & Geneva Road



Lanes, Volumes, Timings

4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	139	120	9	211	254	36	381	20	82	403	109
Future Volume (vph)	127	139	120	9	211	254	36	381	20	82	403	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	140		0	135		0	180		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	125			125			155			110		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.930			0.918			0.992			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3186	0	1805	3145	0	1543	3261	0	1719	3231	0
Flt Permitted	0.246			0.581			0.421			0.454		
Satd. Flow (perm)	458	3186	0	1104	3145	0	684	3261	0	822	3231	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		129			251			4			28	
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		1917			1362			712			805	
Travel Time (s)		32.7			26.5			12.1			13.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	7%	0%	7%	4%	17%	9%	25%	5%	9%	5%
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)	137	278	0	10	500	0	39	432	0	88	550	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	7.0	21.5		7.0	21.5		7.0	21.5		7.0	21.5	
Total Split (s)	15.6	52.0		13.0	49.4		15.6	49.4		15.6	49.4	
Total Split (%)	12.0%	40.0%		10.0%	38.0%		12.0%	38.0%		12.0%	38.0%	
Yellow Time (s)	3.0	4.5		3.0	4.5		3.0	4.5		3.0	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.5		4.0	6.5		4.0	6.5		4.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	42.0	37.3		32.9	24.4		74.5	65.1		78.2	68.5	
Actuated g/C Ratio	0.32	0.29		0.25	0.19		0.57	0.50		0.60	0.53	

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Lanes, Volumes, Timings

4: Bloomingdale Road & St. Charles Road

04/30/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.53	0.28		0.03	0.63		0.09	0.26		0.16	0.32	
Control Delay	38.1	18.7		26.3	26.3		12.8	20.7		12.6	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.1	18.7		26.3	26.3		12.8	20.7		12.6	19.2	
LOS	D	B		C	C		B	C		B	B	
Approach Delay		25.1			26.3			20.1			18.3	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	85	48		6	101		12	105		28	131	
Queue Length 95th (ft)	121	85		17	145		34	174		63	208	
Internal Link Dist (ft)		1837			1282			632			725	
Turn Bay Length (ft)	170			140			135			180		
Base Capacity (vph)	265	1198		353	1206		491	1635		584	1715	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.52	0.23		0.03	0.41		0.08	0.26		0.15	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 31.2 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Bloomingdale Road & St. Charles Road

				
Ø1	Ø2 (R)		Ø3	Ø4
15.6 s	49.4 s		13 s	52 s
				
Ø5	Ø6 (R)		Ø7	Ø8
15.6 s	49.4 s		15.6 s	49.4 s

HCM 6th TWSC
5: Geneva Road & West Site Access

04/30/2024

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1076	819	0	0	60
Future Vol, veh/h	0	1076	819	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	60
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	1145	871	0	0	100

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 436
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 0 574
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- - 574
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	574
HCM Lane V/C Ratio	-	-	0.174
HCM Control Delay (s)	-	-	12.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

HCM 6th TWSC
6: Bloomingdale Road & Trails End Road

04/30/2024

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	2	437	529	3
Future Vol, veh/h	0	3	2	437	529	3
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	87	87	87	87	87	87
Heavy Vehicles, %	0	33	0	10	8	33
Mvmt Flow	0	3	2	502	608	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1116	306	611	0	-	0
Stage 1	610	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.6	7.395	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.6135	2.2	-	-	-
Pot Cap-1 Maneuver	218	617	978	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	617	978	-	-	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	610	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	978	-	617	-	-
HCM Lane V/C Ratio	0.002	-	0.006	-	-
HCM Control Delay (s)	8.7	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
7: Bloomingdale Road & New School Access

04/30/2024

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	18	421	44	15	517
Future Vol, veh/h	56	18	421	44	15	517
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	95	60	60	95
Heavy Vehicles, %	7	6	10	9	7	8
Mvmt Flow	93	30	443	73	25	544

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	802	480	0
Stage 1	480	-	-
Stage 2	322	-	-
Critical Hdwy	6.705	6.29	-
Critical Hdwy Stg 1	5.505	-	-
Critical Hdwy Stg 2	5.905	-	-
Follow-up Hdwy	3.5665	3.357	-
Pot Cap-1 Maneuver	328	575	-
Stage 1	609	-	-
Stage 2	695	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	320	575	-
Mov Cap-2 Maneuver	320	-	-
Stage 1	609	-	-
Stage 2	678	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	320	575
HCM Lane V/C Ratio	-	-	0.292	0.052
HCM Control Delay (s)	-	-	20.8	11.6
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.2	0.2

MEMORANDUM TO: David Evans, PE
Wight & Company

FROM: Michael A. Werthmann, PE, PTOE

DATE: May 29, 2024

SUBJECT: Addendum to Traffic Study
Churchill Elementary School Expansion
Glen Ellyn, Illinois

This memorandum is an addendum to the traffic study prepared for the expansion of Churchill Elementary School prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) and dated May 6, 2024. The purpose of the addendum was to address two comments raised by Hamton, Lenzini & Renwick in their review of the traffic study on behalf of the Village of Glen Ellyn. The KLOA, Inc. responses are as follows:

[Traffic Study Directional Distribution](#)

The directional distribution was developed based on the existing travel patterns and the School District 41 boundary map. A review of the maps show that Churchill Elementary School is located in the northwest portion of the school district boundary with the majority of the homes within the school district located east and south of the school. As such, the directional distribution assumes that a large percentage of the additional traffic generated by the proposed kindergarten students will be traveling to/from the school via the roadways south of the proposed access drive as opposed to the roadways north of the proposed access drive.

Nevertheless, even if the directional distribution in any one direction is increased by five to ten percent it would only represent an increase of 11 to 22 two-way trips during the morning peak hour and 5 to 10 two-way trips during the afternoon peak hour. As such, any modifications in the directional distribution will result in a limited increase in traffic in any one direction and will not change the overall findings of the traffic study.

Design of the Drop-Off/Pick-Up and Bus Loading Operation

Per the site plan, which is attached to this document, the following summarizes the proposed design and operation of the proposed north side parking lot:

- *Student Pick-up/Drop-Off Activity.* The student drop-off/pick-up activity is proposed to occur via a dedicated lane that will extend along the sidewalk on the east, north, and west sides of the parking lot and will be restricted to one-way, counterclockwise circulation. The dedicated lane will provide a total of approximately 725 linear feet of stacking around the parking lot and 900 linear feet of stacking including the stacking along the access drive. To maximize the internal stacking, the primary location for student loading should occur along the east side of the parking lot and parents/caregivers should be required to pull up to the north end of the east side loading zone. As the attached site plan shows, approximately 33 to 34 vehicles can be accommodated around the parking lot and 42 to 43 vehicles can be accommodated around the parking lot and along the access drive.
- *Bus Loading:* The bus loading is proposed to occur via a dedicated bus lane that will extend in a north-south direction and be located between the student drop-off/pick-up lane and the parking spaces. A sidewalk is proposed to be provided along the west side of the bus lane to accommodate the loading of the students. The dedicated bus lane will be restricted to one-way, counterclockwise circulation and can accommodate six buses.
- A total of 42 perpendicular parking spaces are to be located between the bus lane and the east side of the drop-off/pick-up lane. Access to the parking spaces will be provided via the north and east sides of the parking lot and served via a two-way parking aisle.

The design of the student drop-off/pick-up and bus loading operations should function well with limited concerns given the following:

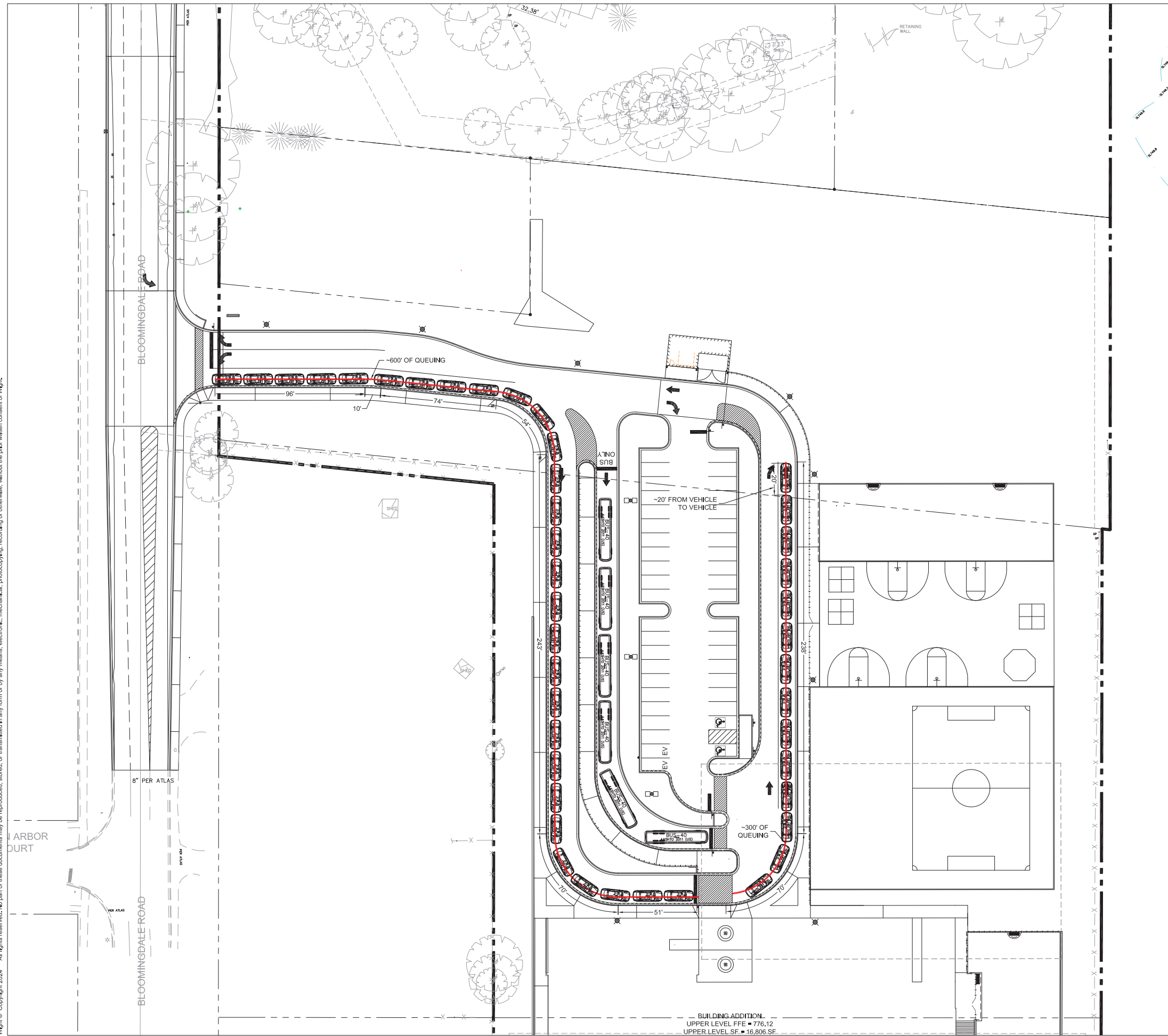
- *Drop-Off/Pick-Up Demand:* The volume of drop-off/pick-up activity within the proposed north parking lot is anticipated to be significantly less than what currently occurs along the south side of the school:
 - The drop-off/pick-up activity on the north side of the school will accommodate approximately $\frac{1}{2}$ the number of students that are currently accommodated on the south side of the school.
 - The percentage of kindergarten students riding the bus under the proposed expansion plan is expected to be greater than what the current school experiences given that the school will be serving all the kindergarten students in the entire district and the fact that the buses will only be serving kindergarten students. School District 41 has indicated they expect the bus ridership to be similar to their pre-kindergarten program.

It should be noted that it was conservatively (worst-case) estimated that approximately 100 parents/caregivers will drop off students in the morning and approximately 47 parents/caregivers will pick up students in the afternoon.

- *Linear Feet of Queuing.* The proposed north parking lot is to provide a total of approximately 900 linear feet of stacking without queueing onto Bloomingdale Road, which can accommodate 42 to 43 vehicles. Further, if necessary, vehicles can be double-stacked along the west side of the parking lot. Currently, the south side of the school provides a total of approximately 620 linear feet of stacking without queueing onto Geneva Road. As such, the proposed north parking lot will provide approximately 45 percent or 280 feet more stacking than the south side of the school.

As such, it can be seen that the proposed north parking lot will have significantly less drop-off/pick-up activity than what occurs on the south side of the school and will provide more stacking than provided on the south side of the school. Further, the 42 to 43 vehicle stacking provided in the north parking lot will be able to accommodate approximately 45 percent of the estimated parent/caregiver drop-off activity in the morning and approximately 90 percent of the estimated parent/caregiver pick-up activity in the afternoon. Therefore, the drop-off/pick-up stacking provided in the proposed north parking lot should be sufficient to meet the peak drop-off/pick-up demand and should not spill out onto Bloomingdale Road provided that the school actively manages the drop-off/pick-up operations.

Appendix



<u>ON-SITE QUEUING</u>		
	QUEUE LENGTH (FEET)	NUMBER OF VEHICLES
EAST OF PARKING LOT	238	12
SOUTH OF PARKING LOT	191	7
WEST OF PARKING LOT	297	15
TOTAL AROUND PARKING LOT	726	34
ACCESS DRIVE	180	9



wight

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

BID PACKAGE #1 - ISSUED FOR BID 03/06/2024

REV	DESCRIPTION	DATE
-----	-------------	------

FDK CENTER AT
CHURCHILL
ELEMENTARY
SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

BLOOMINGDALE ON-SITE QUEUING EXHIBIT

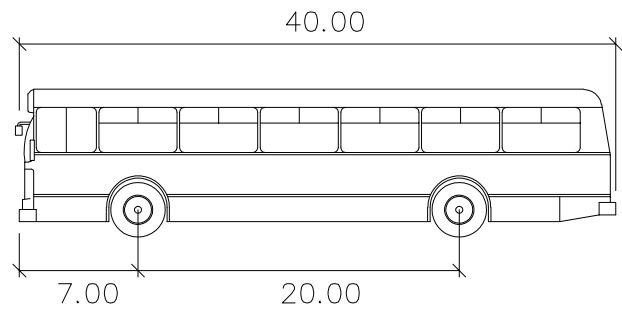
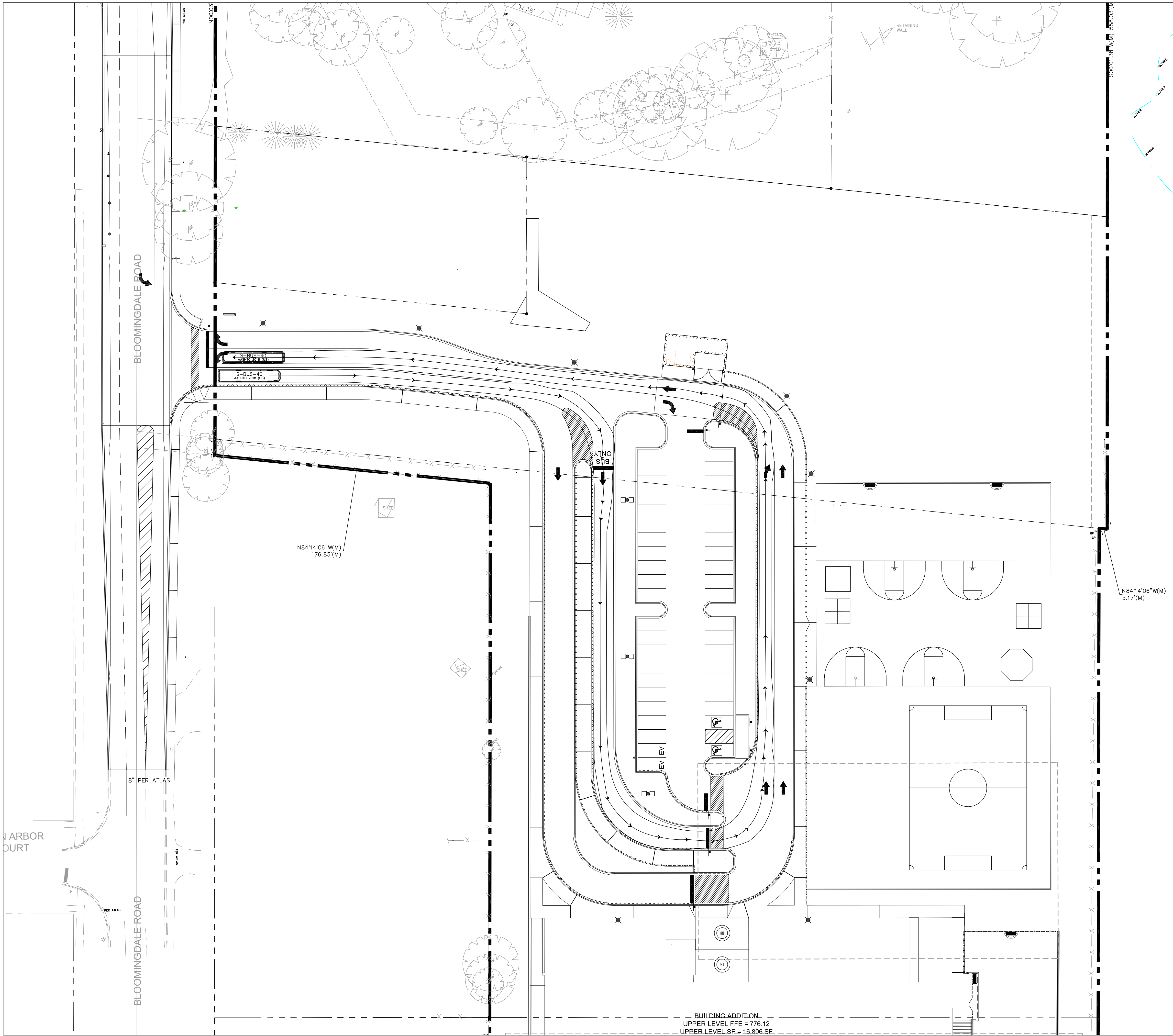
Project Number: 230157
 Scale: 1" = 30'
 Drawn By: 



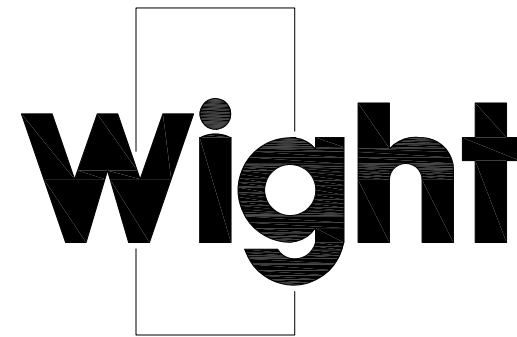
EXH1

S:\Darien\Glen Elyn SD\230157_FDK Center at Churchill School\01\11 Drawings\02 CD\EXHIBITS\230157 AUTOTURN EXHIBIT.dwg devans May 08, 2024 10:22:53 am

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S-BUS-40
feet
Width : 8.00
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 34.4



Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

P 630.969.7000
F 630.969.7979

BID PACKAGE #1 - ISSUED FOR BID 03/06/2024

REV	DESCRIPTION	DATE
-----	-------------	------

FDK CENTER AT CHURCHILL ELEMENTARY SCHOOL

240 GENEVA ROAD
GLEN ELLYN, IL 60137

SCHOOL BUS AUTOTURN EXHIBIT

Project Number: 230157
Drawn By: DE
Sheet: 1

Scale: 1" = 30'

0' 15' 30' 60'



ANNEXATION APPLICATION
Village of Glen Ellyn
Community Development Department

CLEAR ALL PAGES

Contact Information:

Property Owner:

Name: **Glen Ellyn SD #41**

Address: **793 N. Main St.
Glen Ellyn, IL 60137**

Phone: **630-790-6400**

E-mail: **edeporter@d41.org**

Attorney, Surveyor, Engineer, etc.:

Name: **Franczek, P.C.**

Address: **300 S. Wacker Dr., Ste. 3400
Chicago, IL 60606**

Phone: **312-786-6123**

E-mail: **jtf@franczek.com**

Property to be Annexed:

Address(es): **1 N 221 Bloomingdale Rd., Wheaton**

PIN(s): **05-03-408-038**

1 N 249 Bloomingdale Rd., Carol Stream

05-03-408-045

Required Submittals:

1. Annexation Application
2. Notarized Annexation Petition (attached)
3. Letter explaining the reasons for the requested annexation and any other pertinent information related to the annexation request
4. Plat of Survey
5. Proof of Ownership
6. Affidavit Affirming No Conflict of Interest (attached)
7. Annexation Application fee and escrow account deposit (see below). The escrow account is established to cover the Village's out-of-pocket costs to process the annexation request including, but not limited to, attorney fees, public notice costs, public hearing minutes/transcripts, engineering fees, County recordation, and preparation of the plat of annexation.

Fee and Deposit to be paid by the property owner:

Cost

Annexation Application Fee
Single-family home \$250
All others \$1,000 per acre

500

Escrow Account Deposit
Single-family home \$1,000
All others to be determined by Director

2,000

PETITION FOR ANNEXATION
VILLAGE OF GLEN ELLYN, ILLINOIS

TO THE GLEN ELLYN VILLAGE BOARD:

Petitioners on oath state as follows:

1. That the undersigned are the sole owners of record of all of the property described in Attachment A and commonly known as 1 N 221 Bloomingdale Rd. & 1 N 249 Bloomingdale Rd. and P.I.N. 0503408038 & 0503408045 (Subject Realty).
2. That this petition is executed by all of the owner(s) of record of the Subject Realty.
3. That no electors reside on the Subject Realty or, in the alternative, at least fifty-one percent (51%) of the electors residing on the Subject Realty have executed this petition.
4. That no portion of the property is within the corporate limits of any municipality.
5. That the Subject Property is either contiguous to the Village of Glen Ellyn, will be at the time of annexation, or may be contiguous when combined with other property annexing to the Village of Glen Ellyn.
6. That the property which the Petitioners desire to have annexed to the Village of Glen Ellyn is the property that is described in Attachment A attached hereto and made a part hereof.
7. That this Petition shall be in full force and effect from and after the date hereof and until the property is annexed to the Village of Glen Ellyn in agreement with State Law.

WHEREFORE, the applicants' petition that the property be annexed by ordinance to the Village of Glen Ellyn, Illinois, is in accordance with the appropriate statutes.

The undersigned, on oath, state that the undersigned have read the foregoing Petition for Annexation, have knowledge of the allegations contained therein, and that said allegations are true and correct to the best of the Petitioners' knowledge.

Owners of Record of Subject Property: *

Signature: [Signature]
Print Name: Eric DePorter
Date: 3-21-24

Signature: _____
Print Name: _____
Date: _____

Signature: _____
Print Name: _____
Date: _____

Subscribed and sworn to before me this
26 day of March, 2024
Shannon B Seidler
NOTARY PUBLIC

Subscribed and sworn to before me this
_____ day of _____, 20____

NOTARY PUBLIC

Subscribed and sworn to before me this
_____ day of _____, 20____

NOTARY PUBLIC



X:\Plandev\PLANNING\FORMS\Annexation Application Packet FILLABLE 020420lg.docx

* Board of Education of Glen Ellyn School District 41

Affidavit Affirming No Conflict of Interest

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

1. My name is **Eric DePorter**, and I hold the position of **Asst. Superintendent** for **Glen Ellyn SD 41** ("*Applicant*").
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 Applicant to make the representations and statements in this Affidavit on the Applicant's behalf in support of the application for development approval ("*Application*") the Applicant 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 Applicant, the Application, or the project proposed by the Applicant.
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 Applicant, the Application, or the project proposed by the Applicant.
6. I will immediately notify the Village if the Applicant learns of the material inaccuracy of any statement within this Affidavit.

Further affiant sayeth naught.



Name: **Eric DePorter**

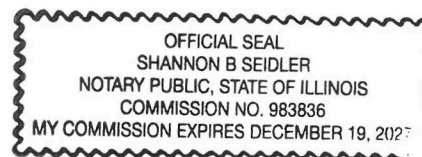
Title: **Asst. Superintendent**

Applicant's Name: **Glen Ellyn SD 41**

Subscribed and sworn to me this

26 day of March, 2024.

Shannon B. Seidler
Notary Public



April 3, 2024

Glen Ellyn School District 41

Attachment regarding the need for annexation of parcels into the Village of Glen Ellyn:

Glen Ellyn School District acquired the four parcels of real estate directly north of its Churchill school site in 2022 for the purposes of expanding the site to accommodate construction of an addition to the school, to improve traffic flow to and from the site and to meet future educational needs. Approximately the south half of the property was already within the Village's corporate limits, but the north portion remained in unincorporated DuPage County. The School District's present development needs and future uses of the land, and the interests of the Village, will be best achieved if the entire school site is developed under the applicable Village's zoning and planning requirements and receives all of the Village services which accompany inclusion within the Village's corporate limits.

LEGAL DESCRIPTION

LOT 1 IN KLEMMENDSON'S ASSESSMENT PLAT ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 4, 2005 AS DOCUMENT R2005-220122, TOGETHER WITH PART OF LOT 3 IN SHKREDKA'S PLAT OF SURVEY ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 7, 1954, AS DOCUMENT 729066, ALL BEING IN THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL TAKEN AS ONE TRACT AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

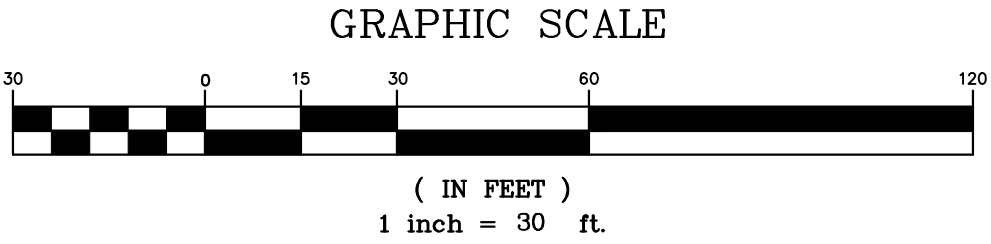
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 1 IN KLEMMENDSON'S ASSESSMENT PLAT; THENCE SOUTH 00 DEGREES 01 MINUTE 38 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 358.43 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH 84 DEGREES 11 MINUTES 45 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 AND ALSO ALONG THE SOUTHERLY LINE OF SAID LOT 3 IN SHKREDKA'S PLAT OF SURVEY, 573.02 FEET TO THE EAST LINE OF BLOOMINGDALE ROAD AS DEDICATED BY DOCUMENT R83-08044; THENCE NORTH 00 DEGREES 03 MINUTES 07 SECONDS EAST ALONG SAID EAST LINE, 304.02 FEET TO THE NORTHWEST CORNER OF SAID LOT 1 IN KLEMMENDSON'S ASSESSMENT PLAT; THENCE SOUTH 89 DEGREES 38 MINUTES 41 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 569.99 FEET TO THE POINT OF BEGINNING;

TOGETHER WITH THAT PART OF BLOOMINGDALE ROAD LYING WEST OF AND ADJOINING THE ABOVE DESCRIBED PARCEL;

ALL IN DUPAGE COUNTY, ILLINOIS.

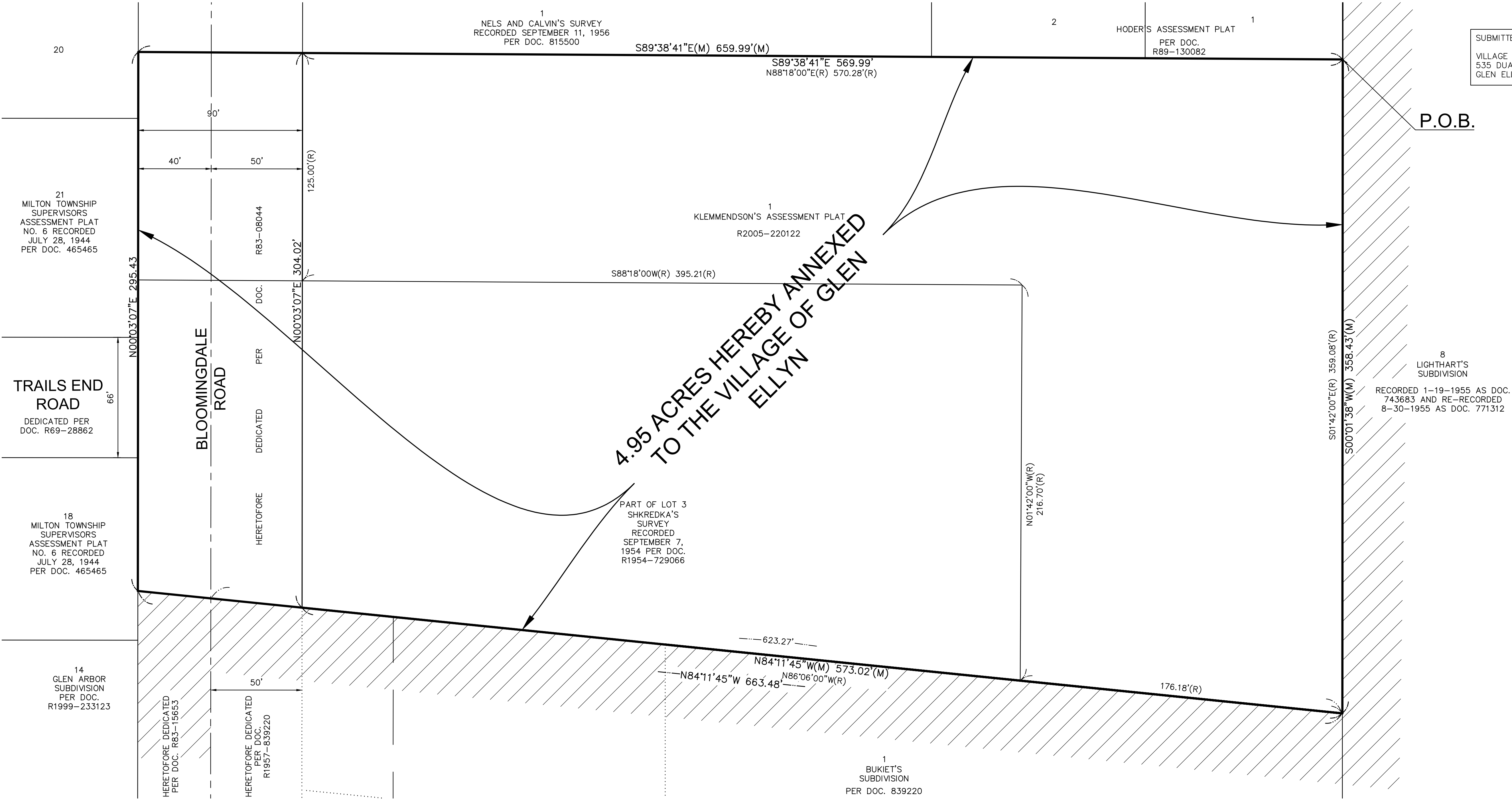
PLAT OF ANNEXATION

PIN : 05-03-408-038
PIN : 05-03-408-045



SUBMITTED BY:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137

P.O.B.



RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS
THIS INSTRUMENT NO. _____ WAS FILED FOR
RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY,
ILLINOIS AFORESAID ON THIS _____ DAY
OF _____ A.D.,
20____, _____ O'CLOCK _____.

BY: _____
RECORDER OF DEEDS

OWNER'S CERTIFICATION

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER
OF THE LAND DESCRIBED ON THE ATTACHED PLAT, AND HAS
CAUSED THE SAME TO BE PLATTED AS SHOWN HEREON FOR THE
USES AND PURPOSES AS INDICATED THEREON AND DOES HEREBY
ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND
TITLE THEREON INDICATED.
DATED THIS _____ DAY OF _____, A.D. 20____.
BY: _____
TITLE: _____
PRINT TITLE
OWNER: SCHOOL DIST _____
ADDRESS: _____

NOTARY'S CERTIFICATION

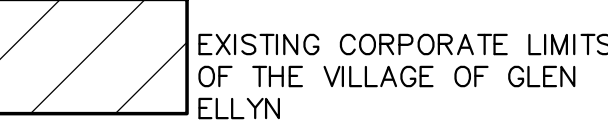
STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS
I HEREBY CERTIFY THAT THE PERSONS WHOSE NAMES ARE
SUBSCRIBED TO THE FOREGOING CERTIFICATE ARE KNOWN TO ME
AS SUCH OWNERS.
GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____
DAY OF _____, A.D. 20____.
NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

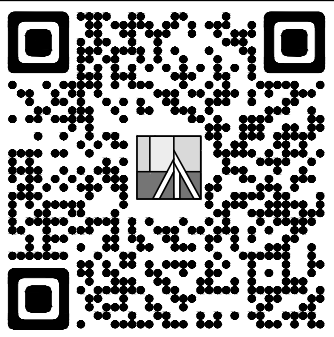
VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DUPAGE) SS
APPROVED BY THE PRESIDENT AND VILLAGE BOARD OF THE
VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS
_____ DAY OF _____, 20____.
SIGNED _____
PRESIDENT
ATTEST _____
CLERK
I, _____, VILLAGE CLERK OF THE VILLAGE OF
GLEN ELLYN, ILLINOIS, DO HEREBY CERTIFY THAT THE ANNEXED
PLAT WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED
BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, AT
ITS MEETING HELD ON _____, A.D.
20____, IN WITNESS WHEREOF I HAVE HEREUNTO SET THE SEAL
OF THE VILLAGE OF GLEN ELLYN, ILLINOIS.
VILLAGE CLERK

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF KANE) SS
I, THE UNDERSIGNED, AN ILLINOIS PROFESSIONAL LAND SURVEYOR,
HAVE PREPARED THIS PLAT FOR THE PURPOSE OF ANNEXATION TO
THE VILLAGE OF GLEN ELLYN, ILLINOIS.
COMPASS SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2025
GIVEN UNDER MY HAND AND SEAL THIS 20TH DAY OF MARCH,
2024.
DAVID P. FILIPSKI
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3352
LICENSE EXPIRES 11-30-2024





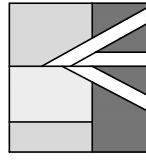
BOOK	N/A	PG	N/A
DATE	3-19-24	PC	N/A
CHECKED BY	DF	DRAWN BY	C/C
BY	DATE	REVISIONS	PER EMAIL DATED
1.	5-15-24	C/C	5-6-24

CLIENT

Glen Ellyn School District 41
739 North Main Street
Glen Ellyn, IL 60137

PROJECT

Churchhill Elementary School - Glen Ellyn
240 Geneva Road
Glen Ellyn, IL 60137



COMPASS
SURVEYING LTD

ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
AURORA, IL 60502
2631 GINGER WOODS PARKWAY, STE. 100
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

SCALE: 1" = 30'

1 OF 1

PROJ. NO.: 23.0203-02

**Application for Approval of a
Land Transfer, Lot Consolidation, or Two-Lot Subdivision**



I. APPLICATION INFORMATION:

CLEAR ALL PAGES

Date Filed: **04/05/2024**

Request: (Please Check):

Land Transfer ☐ Lot Consolidation ☒ Two-Lot Subdivision ☐

Project Name: **Churchill Elementary School**

Address of Property: **240 Geneva Rd, Glen Ellyn, IL 60137**

Permanent Index No.: **See Attached** Zoning: **R - 2**

Name of Applicant: **Eric L. DePorter**

Address of Applicant: **793 N Main St, Glen Ellyn, IL 60137**

Business Phone No.: **(630) 790-6400** Home Phone No.: **NA**

Mobile No.: **NA** Fax No.: **630-790-1867**

E-mail Address: **edeporter@d41.org**

Name of Property Owner: **Glen Ellyn School District 41**

Address of Property Owner: **793 N Main St, Glen Ellyn, IL 60137**

Business Phone No.: **(630) 790-6400** Home Phone No.: **NA**

Mobile No.: **NA** Fax No.: **630-790-1867**

E-Mail Address of Property Owner: **edeporter@d41.org**

Applicant Signature:  Date: **04/05/2024**

April 5, 2024

Glen Ellyn School District 41

Attachment regarding the request for Lot/Parcels Consolidation for Churchill Elementary School:

Glen Ellyn School District acquired the four parcels of real estate directly north of its Churchill School site in 2022 for the purposes of expanding the site to accommodate construction of an addition to the school, to improve traffic flow to and from the site and to meet future educational needs.

The School District's present development needs and future uses of the land, and the interests of the Village, will be best achieved if the entire school site is consolidated into one lot within the Village's corporate limits.

Affidavit Affirming No Conflict of Interest

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

1. My name is **Eric DePorter**, and I hold the position of **Asst. Superintendent** for **Glen Ellyn SD 41** ("*Applicant*").
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 Applicant to make the representations and statements in this Affidavit on the Applicant's behalf in support of the application for development approval ("*Application*") the Applicant 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 Applicant, the Application, or the project proposed by the Applicant.
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 Applicant, the Application, or the project proposed by the Applicant.
6. I will immediately notify the Village if the Applicant learns of the material inaccuracy of any statement within this Affidavit.

Further affiant sayeth naught.



Name: **Eric DePorter**

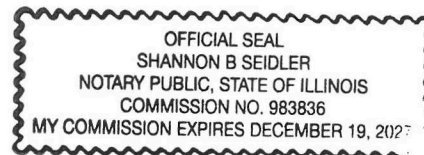
Title: **Asst. Superintendent**

Applicant's Name: **Glen Ellyn SD 41**

Subscribed and sworn to me this

26 day of March, 2024.

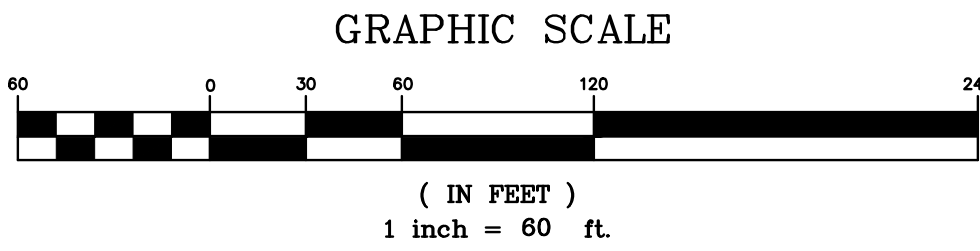
Shannon B. Seidler
Notary Public



FINAL PLAT OF CONSOLIDATION
OF
CHURCHILL ELEMENTARY SCHOOL CONSOLIDATION

PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP
39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN,
IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-03-408-010
05-03-408-014
05-03-408-023
05-03-408-025
05-03-408-038
05-03-408-043
05-03-408-044
05-03-408-045

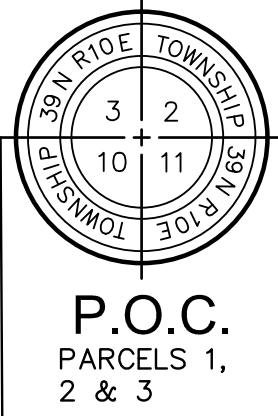
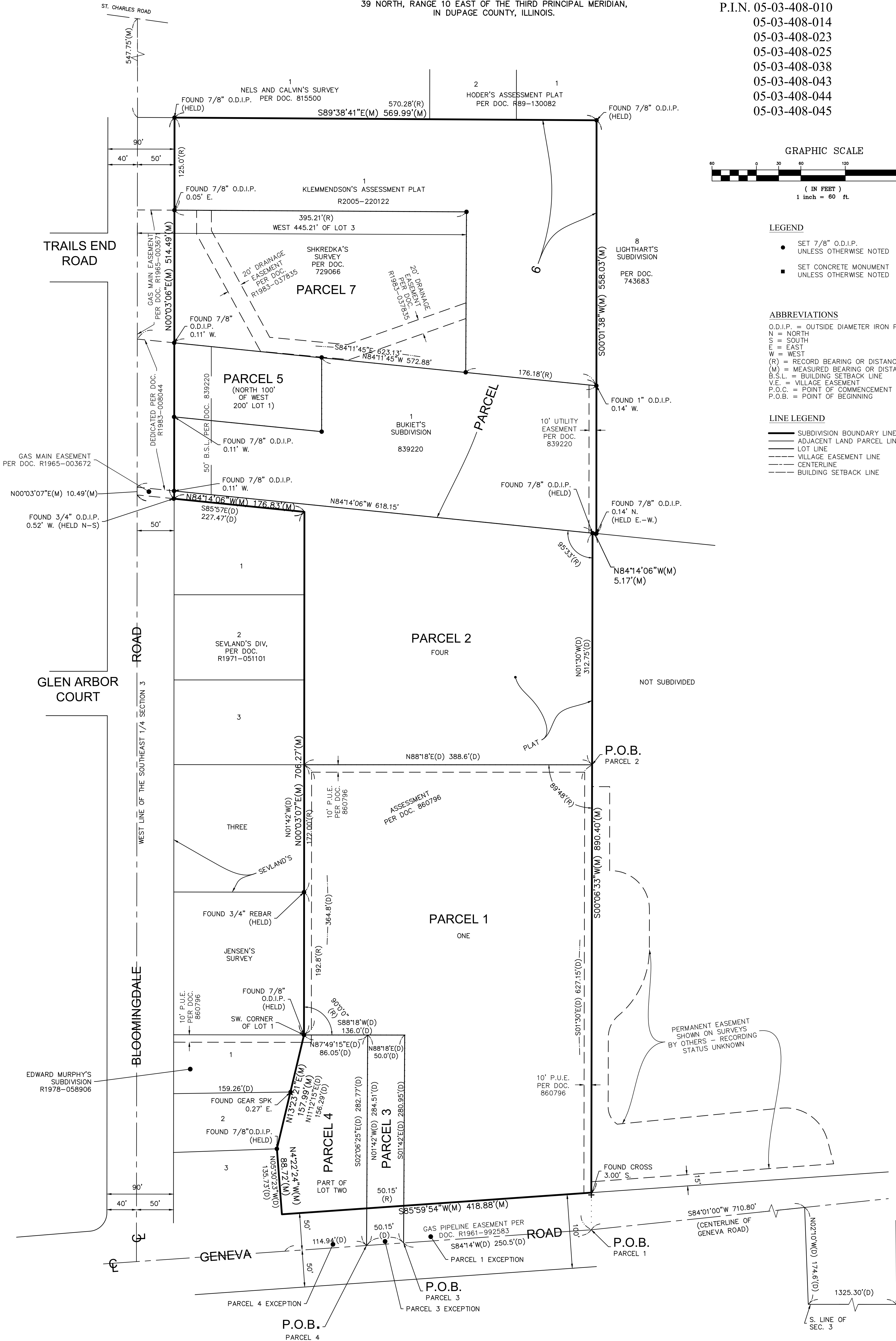


- LEGEND
- SET 7/8" O.D.I.P.
UNLESS OTHERWISE NOTED
 - SET CONCRETE MONUMENT
UNLESS OTHERWISE NOTED

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
N = NORTH
S = SOUTH
E = EAST
W = WEST
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
B.S.L. = BUILDING SETBACK LINE
V.E. = VILLAGE EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

- LINE LEGEND
- SUBDIVISION BOUNDARY LINE
 - ADJACENT LAND PARCEL LINE
 - LOT LINE
 - VILLAGE EASEMENT LINE
 - CENTERLINE
 - BUILDING SETBACK LINE



1 OF 3

SCALE: 1" = 60'

COMPASS

SURVEYING LTD

ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING

2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT

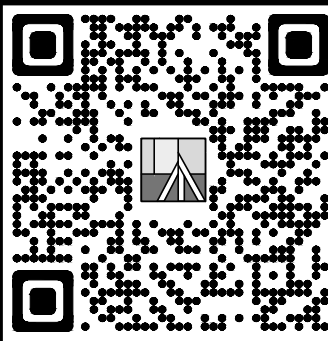
Churchill Elementary School - Glen Ellyn
240 Geneva Road
Glen Ellyn, IL 60137

CLIENT

Glen Ellyn School District 41
793 North Main Street
Glen Ellyn, IL 60137

DATE: 3-22-24	PC N/A	DRAWN BY CJC	CHECKED BY DW	BOOK N/A	PG N/A
NO.	REVISIONS			DATE	BY
1.	PER EMAIL DATED 04-16-2024			04-17-24	RHM

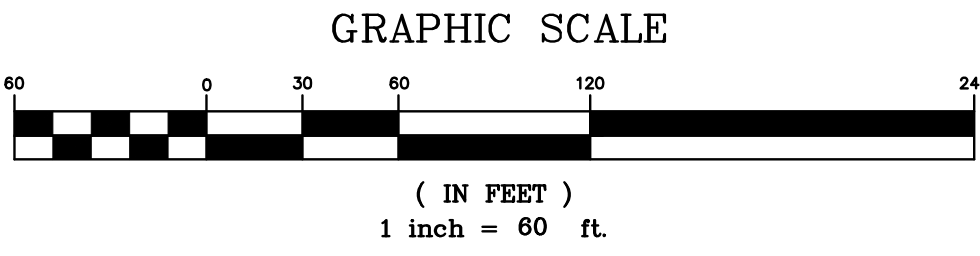
SUBMITTED BY AND RETURN TO:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137



FINAL PLAT OF CONSOLIDATION
OF
CHURCHILL ELEMENTARY SCHOOL CONSOLIDATION

PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP
39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN,
IN DUPAGE COUNTY, ILLINOIS.

P.I.N. 05-03-408-010
05-03-408-014
05-03-408-023
05-03-408-025
05-03-408-038
05-03-408-043
05-03-408-044
05-03-408-045



LEGEND

- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
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ABBREVIATIONS

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LINE LEGEND

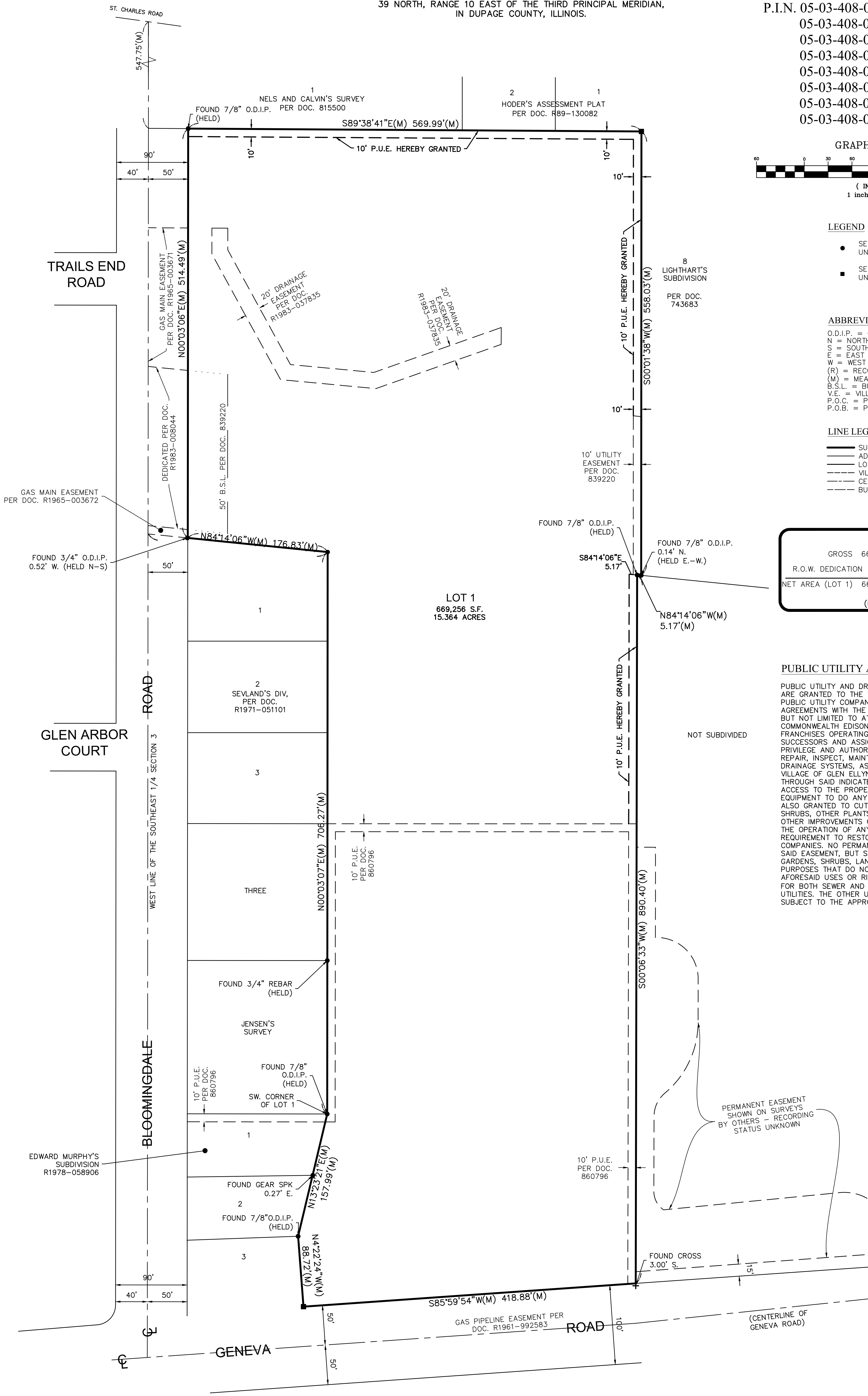
- SUBDIVISION BOUNDARY LINE
- ADJACENT LAND PARCEL LINE
- LOT LINE
- VILLAGE EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE

AREA SUMMARY

GROSS	669,256 SQUARE FEET	OR	15.364 ACRES
R.O.W. DEDICATION	0 SQUARE FEET	OR	0 ACRES
NET AREA (LOT 1)	669,256 SQUARE FEET	OR	15.364 ACRES
(TO HEAVY LINES)			
(BASED ON MEASURED VALUES)			

PUBLIC UTILITY AND DRAINAGE EASEMENT

PUBLIC UTILITY AND DRAINAGE EASEMENTS AS SHOWN HEREON ARE GRANTED TO THE VILLAGE OF GLEN ELLYN AND THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE AGREEMENTS WITH THE VILLAGE OF GLEN ELLYN, INCLUDING, BUT NOT LIMITED TO AT&T, INC., NICOR GAS COMPANY, COMMONWEALTH EDISON COMPANY, AND CABLE COMMUNICATION FRANCHISES OPERATING WITHIN THE VILLAGE, AND THEIR SUCCESSORS AND ASSIGNS FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY AND DRAINAGE SYSTEMS, AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OF GLEN ELLYN, OVER UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT. TOGETHER WITH RIGHT OF ACCESS TO THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE TREES, SHRUBS, OTHER PLANTS, OR REMOVE FENCES, PAVEMENT, OR OTHER IMPROVEMENTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF ANY AUTHORIZED UTILITY SYSTEMS WITH NO REQUIREMENT TO RESTORE BY THE VILLAGE OR PUBLIC UTILITY COMPANIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR PAVEMENT, GARDENS, SHRUBS, LANDSCAPING, FENCES, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND FOR/OR WATER MAINS AND OTHER UTILITIES. THE OTHER UTILITY INSTALLATION LOCATION SHALL BE SUBJECT TO THE APPROVAL BY THE VILLAGE OF GLEN ELLYN.



2 OF 3

SCALE: 1" = 60'

COMPASS SURVEYING LTD

ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING

2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT

Churchill Elementary School - Glen Ellyn
240 Geneva Road
Glen Ellyn, IL 60137

CLIENT

Glen Ellyn School District 41
793 North Main Street
Glen Ellyn, IL 60137

DATE: 3-22-24 PC N/A DRAWN BY: CJC CHECKED BY: DW BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY
1.	PER EMAIL DATED 04-16-2024	04-17-24	RHM

SUBMITTED BY AND RETURN TO:

VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137

FINAL PLAT OF CONSOLIDATION
OF
CHURCHILL ELEMENTARY SCHOOL CONSOLIDATION

PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP
39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN,
IN DUPAGE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

I HEREBY DEDICATE FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS, ALLEYS, AND FACILITIES; AND I HEREBY ALSO RESERVE FOR THAT COMPANY OR COMPANIES WHICH HAVE BEEN GRANTED BY THE VILLAGE OR OTHER ENTITIES WITH THE POWER TO DO SO, FRANCHISES WITHIN THE VILLAGE FOR UTILITY SERVICES, INCLUDING NATURAL GAS, ELECTRICITY, TELEPHONE, WATER, SEWER, CABLE AND OTHER SIMILAR ENTITIES THE EASEMENT PROVISIONS, WHICH ARE STATED ON THEIR STANDARD FORM, WHICH IS ATTACHED HERETO.

THIS IS TO CERTIFY, AS OWNER OF THE PROPERTY DESCRIBED HEREIN AND LEGALLY DESCRIBED ON THE PLAT, THAT I HAVE DETERMINED TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT EACH OF THE SUBJECT LOTS LIE WHOLLY WITHIN GRADE SCHOOL DISTRICT 41, HIGH SCHOOL DISTRICT 87 AND COLLEGE OF DUPAGE 502.

DATED THIS _____ DAY OF _____, A.D. 20____

BY: _____

TITLE: _____
PRINT TITLE

(ADDRESS)

NOTARY CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE OF ILLINOIS, DO HEREBY CERTIFY THAT PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT THEY SIGNED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D. 20____

NOTARY PUBLIC

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

I, _____, VILLAGE COLLECTOR OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

DATED AT GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D. 20____

VILLAGE COLLECTOR

CERTIFICATE OF SUPERINTENDENT OF HIGHWAYS

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____, 20____

COUNTY ENGINEER

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

I, _____, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. GIVEN UNDER MY HAND AND SEAL AT WHEATON, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D. 20____

COUNTY CLERK

VILLAGE ENGINEER'S CERTIFICATE AS TO STREETS,
DOMESTIC WATER, AND SANITARY

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF GLEN ELLYN, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT ALL MATTERS PERTAINING TO PLAT REQUIREMENTS AS PRESCRIBED IN THE REGULATIONS GOVERNING PLATS ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, ILLINOIS, INSOFAR AS THEY PERTAIN TO THE SUBJECT PLAT, HAVE BEEN COMPLIED WITH. I FURTHER CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE REQUIRED PERFORMANCE SECURITY IS POSTED FOR THE COMPLETION OF THE IMPROVEMENTS COVERING SANITARY SEWERAGE SYSTEM AND DOMESTIC WATER SUPPLY AND TRANSMISSION SYSTEM UNDER THE JURISDICTION OF THE VILLAGE OF GLEN ELLYN, BASED ON ENGINEER'S PLANS AND SPECIFICATIONS PREPARED BY A LICENSED ENGINEER AND APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION, EXCEPT: _____ I FURTHER CERTIFY THAT THE STREET NAMES HAVE BEEN EXAMINED BY ME AND FOUND TO COMPLY WITH THE VILLAGE OF GLEN ELLYN REGULATIONS.

DATED AT GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D. 20____

VILLAGE ENGINEER

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

APPROVED BY THE PRESIDENT AND VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20____

SIGNED _____ ATTEST _____
PRESIDENT CLERK

I, _____, VILLAGE CLERK OF THE VILLAGE OF GLEN ELLYN, ILLINOIS, DO HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF GLEN ELLYN, AT ITS MEETING HELD ON _____, A.D. 20____ IN WITNESS WHEREOF I HAVE HEREUNTO SET THE SEAL OF THE VILLAGE OF GLEN ELLYN, ILLINOIS.

VILLAGE CLERK

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DU PAGE)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20____

SIGNED _____
CHAIRMAN

ATTEST _____
RECORDING SECRETARY

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, DAVID P. FILIPSKI, LICENSED ILLINOIS LAND SURVEYOR NO. 3352, HAVE SURVEYED AND CONSOLIDATED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 3 AND RUNNING THENCE WEST ALONG THE SOUTH LINE OF SAID SECTION, 1325.3 FEET TO DIVISION LINE; THENCE NORTH 2 DEGREES 10 MINUTES WEST ALONG THE DIVISION LINE 174.6 FEET TO THE CENTER LINE OF GENEVA ROAD; THENCE SOUTH 84 DEGREES 01 MINUTES WEST ALONG THE CENTER OF SAID ROAD, 710.8 FEET TO AN OLD LINE OF MONUMENTATION AND OCCUPATION FOR A PLACE OF BEGINNING; THENCE SOUTH 84 DEGREES 14 MINUTES WEST ALONG THE CENTER LINE OF OLD GENEVA ROAD, AS SAME EXISTED BEFORE PAVING, FOR A DISTANCE OF 250.5 FEET; THENCE NORTH 1 DEGREE 42 MINUTES WEST PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 3, 280.95 FEET TO AN IRON STAKE; THENCE SOUTH 88 DEGREES 18 MINUTES WEST 136 FEET TO AN IRON STAKE AT THE SOUTHEAST CORNER OF A TRACT OF LAND OWNED BY JENSEN; THENCE NORTH 1 DEGREE 42 MINUTES WEST PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST QUARTER, 364.8 FEET TO AN IRON STAKE; THENCE NORTH 88 DEGREES 18 MINUTES EAST AT RIGHT ANGLES WITH THE WEST LINE OF SAID SOUTHEAST QUARTER, 388.6 FEET TO SAID OLD LINE OF OCCUPATION AND MONUMENTATION; THENCE SOUTH 1 DEGREE 30 MINUTES EAST ALONG SAID LINE, 627.15 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART DEDICATED FOR GENEVA ROAD BY SEVLAND'S ASSESSMENT PLAT RECORDED AS DOCUMENT R1957-860796

PARCEL 2:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 3 AND RUNNING THENCE WEST ALONG THE SOUTH LINE OF SAID SECTION 3, 1325.3 FEET TO THE DIVISION LINE; THENCE NORTH, 2'10" WEST ALONG THE DIVISION LINE, 174.6 FEET TO THE CENTER LINE OF GENEVA ROAD; THENCE SOUTH 84 DEGREES 01 MINUTE WEST ALONG THE CENTER OF SAID ROAD, 710.8 FEET TO AN OLD LINE OF MONUMENTATION AND OCCUPATION; THENCE NORTH 1 DEGREE 30 MINUTES WEST, 627.15 FEET TO A PLACE OF BEGINNING; THENCE NORTH 1 DEGREE 30 MINUTES WEST, 312.75 FEET TO AN IRON PIPE; THENCE NORTH 85 DEGREES 57 MINUTES WEST, 618.6 FEET TO A POINT; THENCE SOUTH 1 DEGREE 42 MINUTES EAST, 10.05 FEET; THENCE SOUTH 85 DEGREES 57 MINUTES EAST, 227.47 FEET; THENCE SOUTH TO THE NORTHWEST CORNER OF THE PROPERTY PRESENTLY OWNED BY BOARD OF EDUCATION, SCHOOL DISTRICT 41, DUPAGE COUNTY BOARD OF SCHOOL TRUSTEES; THENCE NORTH 88 DEGREES 18 MINUTES EAST ALONG THE NORTH LINE OF PROPERTY PRESENTLY OWNED BY SAID DUPAGE COUNTY BOARD OF SCHOOL TRUSTEES, 388.6 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 3 AND RUNNING THENCE WEST ALONG THE SOUTH LINE OF SAID SECTION, 1325.3 FEET TO DIVISION LINE; THENCE NORTH 2 DEGREES 10 MINUTES WEST ALONG THE DIVISION LINE 174.6 FEET TO THE CENTER LINE OF GENEVA ROAD; THENCE SOUTH 84 DEGREES 01 MINUTES WEST ALONG THE CENTER OF SAID ROAD; 710.8 FEET TO AN OLD LINE OF MONUMENTATION AND OCCUPATION; THENCE SOUTH 84 DEGREES 14 MINUTES WEST ALONG THE CENTER LINE OF OLD GENEVA ROAD, AS SAME EXISTED BEFORE PAVING, 250.5 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING SOUTH 84 DEGREES 14 MINUTES WEST ALONG SAID OLD CENTER LINE, 50.15 FEET; THENCE NORTH 1 DEGREE 42 MINUTES WEST PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST QUARTER OF SECTION 3, 284.51 FEET TO AN IRON STAKE; THENCE NORTH 88 DEGREES 18 MINUTES EAST AT RIGHT ANGLES WITH THE WEST LINE OF SAID SOUTHEAST QUARTER, 50 FEET TO AN IRON STAKE; THENCE SOUTH 1 DEGREE 42 MINUTES EAST PARALLEL WITH SAID WEST LINE OF SAID SOUTHEAST QUARTER, 280.95 FEET TO THE PLACE OF BEGINNING IN DUPAGE COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART DEDICATED FOR GENEVA ROAD BY SEVLAND'S ASSESSMENT PLAT RECORDED AS DOCUMENT R1957-860796

PARCEL 4:

THAT PART OF LOT 2 IN SEVLAND'S ASSESSMENT PLAT OF PART OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY BEGINNING AT THE SOUTHWEST CORNER OF PROPERTY CONVEYED TO THE COUNTY BOARD OF TRUSTEES BY WARRANTY DEED RECORDED NOVEMBER 16, 1972 AS DOCUMENT R72-70696 (SAID POINT BEING IN THE OLD CENTER LINE OF GENEVA ROAD BEFORE PAVING) AND RUNNING; THENCE SOUTH 84 DEGREES 01 MINUTES WEST ON SAID OLD CENTER LINE 114.94 FEET; THENCE NORTH 5 DEGREES 30 MINUTES 23 SECONDS WEST 135.73 FEET; THENCE NORTH 11 DEGREES 12 MINUTES 15 SECONDS EAST 159.26 FEET TO A SOUTHWEST CORNER OF LOT 1 IN SAID ASSESSMENT PLAT; THENCE NORTH 87 DEGREES 49 MINUTES 15 SECONDS EAST ON THE NORTH LINE OF SAID LOT 2, 86.05 FEET TO THE NORTHWEST CORNER OF SAID PROPERTY CONVEYED TO THE COUNTY BOARD OF SCHOOL TRUSTEES; THENCE SOUTH 2 DEGREES 06 MINUTES 25 SECONDS EAST ON THE WEST LINE OF SAID PROPERTY 282.77 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART DEDICATED FOR GENEVA ROAD BY SEVLAND'S ASSESSMENT PLAT RECORDED AS DOCUMENT R1957-860796

PARCEL 5:

THE NORTH 100 FEET (AS MEASURED ALONG THE WEST LINE) OF THE WEST 200 FEET OF LOT 1 OF BUKIET'S SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 6:

LOT 1 (EXCEPT THE NORTH 100 FEET, AS MEASURED ALONG THE WEST LINE, OF THE WEST 200 FEET THEREOF) OF BUKIET'S SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

AND

LOT 1 IN KLEMMENDSON'S ASSESSMENT PLAT, BEING AN ASSESSMENT PLAT OF PART OF THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 7:

THE WEST 445.21 FEET, AS MEASURED PERPENDICULAR TO THE WEST LINE THEREOF, OF LOT 3 IN SHKREDKA'S PLAT OF SURVEY, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 7, 1954, AS DOCUMENT 729066, LYING NORTH OF THE NORTH LINE OF BUKIET'S SUBDIVISION, ACCORDING TO THE PLAT OF SAID BUKIET'S SUBDIVISION RECORDED APRIL 17, 1957, AS DOCUMENT 839220, EXCEPT THEREFROM THE NORTH 225.0 FEET THEREOF, AS MEASURED ON THE EAST AND WEST LINE THEREOF; AND ALSO EXCEPT THAT PART TAKEN FOR ROAD; IN DUPAGE COUNTY, ILLINOIS.

AS SHOWN BY THE ANNEXED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE VILLAGE BOARD RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF GLEN ELLYN WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE II OF ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED AND THAT BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP, THIS SITE FALLS WITHIN OTHER AREAS: ZONE X*(AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17043C0064J, HAVING A REVISED DATE OF AUGUST 1, 2019.

I HEREBY AUTHORIZE A REPRESENTATIVE FROM THE VILLAGE OF GLEN ELLYN TO RECORD THIS PLAT.

GIVEN UNDER MY HAND AND SEAL AT AURORA, KANE COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D. 20____.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2025

BY: _____
DAVID P. FILIPSKI
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3352
LICENSE EXPIRES 11/30/2024

J:\PSDATA\2023 PROJECTS\23.0203\23.0203-01 CONSOLIDATION\23.0203-01 POS.DWG

3 OF 3

23.0203-01

COMPASS

SURVEYING LTD



ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING

2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

PROJECT

Churchill Elementary School - Glen Ellyn
240 Geneva Road
Glen Ellyn, IL 60137

CLIENT

Glen Ellyn School District 41
793 North Main Street
Glen Ellyn, IL 60137

DATE: 3-22-24

PC N/A

DRAWN BY CJC

CHECKED BY DW

BOOK N/A

PG N/A

NO.

REVISIONS

DATE

BY

1.

PER EMAIL DATED 04-16-2024

04-17-24

RHM

<

**(DRAFT) FINDINGS OF FACT TO SUPPORT A MOTION TO RECOMMEND
APPROVAL OF A PLAT OF CONSOILIDATION AND GRANT ZONING
VARIATIONS TO ALLOW THE CONSTRUCTION OF AN EXPANSION TO
CHURCHILL ELEMENTARY SCHOOL IN THE R2 ZONING DISTRICT**

Related to the request of the petitioner, Eric DePorter, on behalf of Glen Ellyn School District 41 for approval of a **Plat of Consolidation and granting Zoning Variations**, to allow the construction of an expansion to Churchill Elementary School in the R2 Zoning District in accordance with Section 10-10-3 of the Glen Ellyn Zoning Code, the Plan Commission hereby makes the following Findings of Fact:

(Draft reasons, taken partially from the petitioner's application packet, 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 design of the proposed elementary school expansion will be in conformance with existing land uses and complies with the Comprehensive Plan and will be compatible with the existing and neighboring uses.
2. The project 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 because the design of the school expansion will be similar to the existing school design in appearance, and will be compatible with the existing use and with the neighborhood the character of the general vicinity, of which Churchill Elementary School is a major factor.
3. The proposed use will not be hazardous or disturbing to existing or future neighborhood uses of the property because Churchill Elementary School is a substantial asset and a compatible use for the present and future neighbors and is typically viewed as an asset by neighbors.
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 proposed expansion has been thoroughly examined and the potential impacts will be mitigated by the School District as part of the development.
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 there is no significant change to the required facilities to service.

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 because the proposed elementary school expansion has been thoroughly studied and that the site design and the landscaping, screening and illumination levels at the property line will be in compliance with the Village's requirements.
7. 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 development is required to meet all requirements of the DuPage County Stormwater Ordinance and Village Amendments thereto.

Related to the request of the petitioner, Eric DePorter, on behalf of Glen Ellyn School District 41, for **approval of the following zoning variations:**

- a) Variance from 10-5-5 Yards, Table 10-5-5 (B) 4: To allow recreation equipment in the side yard and located at 28.3' from the side lot line in lieu of the minimum 42.1' or 10 percent of the lot width.
- b) Variance from 10-5-5 Yards, Table 10-5-5 (B) 4: To allow for a retaining wall greater than 3 feet in height to be setback 24 feet from the side property line in lieu of the required 42.1 feet setback.
- c) Variance from 10-5-5 Yards, Table 10-5-5 (B): To allow impervious surface to be located 6.4' from the side property line in lieu of the required 21' or 5% of the lot width
- d) Variance from 4-5-8 Sign Schedule: To allow for more than one free standing sign on the property.

... to allow the expansion of Churchill Elementary School in the R2 Zoning District, and in accordance with Section 10-10-12 of the Glen Ellyn Zoning Code, the Plan Commission hereby makes the following Findings of Fact:

(Draft reasons, taken partially from the petitioner's application packet, 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. That the particular physical surroundings, shape or topographical condition of the specific property involved would bring particular hardship upon the owner as distinguished from a mere inconvenience, if the strict letter of the regulation were to be carried out because the unique conditions of the Churchill Elementary School property makes the setback requirements for impervious surface, recreation

equipment, retaining walls and signage would infeasible to accomplish the needs of the elementary school use. Without the granting of the variations the project would be infeasible.

2. That the conditions upon which the petition for variation is based would not be applicable generally to other property within the same zoning district because the Elementary School is distinct from other properties in the same zoning district and has unique needs.
3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property because the improvements are intended to serve the families and community of Glen Ellyn School District 41.
4. That the alleged difficulty or particular hardship has not been created by any person presently having an interest in the property or by the applicant because the School District has not done anything to create the hardship.
5. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located because the expansion of the elementary school would be compatible with the neighborhood.
6. That the proposed variations will not:
 - a. Impair an adequate supply of light and air to the adjacent property because it is an expansion of an existing elementary school that does not create adverse conditions.
 - b. Substantially increase the hazard from fire or other dangers to said property or adjacent property because it is an expansion of an existing elementary school that does not create adverse conditions.
 - c. Otherwise impair the public health, safety, comfort, morals, or general welfare of the inhabitants of the Village because the elementary school expansion will not have a negative impact on the inhabitants of the Village.
 - d. Diminish or impair property values within the neighborhood because it is an expansion of an existing elementary school that does not create adverse conditions.
 - e. Unduly increase traffic congestion in the public streets and highways because the expansion of the existing elementary school would be compatible with the

neighborhood, and the impacts of the addition has been thoroughly examined for adverse impacts.

- f. Create a nuisance because the expansion of the existing elementary school would be compatible with the neighborhood.
- 7. That the variation is the minimum variation that will make possible the reasonable use of the land, building or structure because, without these variations, the elementary school expansion would not be able to serve Glen Ellyn School District 41 adequately for its needs.

(DRAFT) MOTION TO RECOMMEND APPROVAL OF A PLAT OF CONSOLIDATION AND GRANT ZONING VARIATIONS TO ALLOW THE CONSTRUCTION OF AN EXPANSION TO CHURCHILL ELEMENTARY SCHOOL IN THE R2 ZONING DISTRICT

After conducting a public hearing and deliberating on the requests of the petitioner, Eric DePorter on behalf of Glen Ellyn School District 41, for approval of a plat of consolidation and grant Zoning Variations to allow an expansion to Churchill Elementary School in the R2 Zoning 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 6, 2024, 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 Plan Commission public hearing and before the Village Board of Trustees;

Motion by: _____ Seconded by: _____

**(DRAFT) MOTION TO RECOMMEND DENIAL OF A PLAT OF CONSOLIDATION
AND GRANT ZONING VARIATIONS TO ALLOW THE CONSTRUCTION OF AN
EXPANSION TO CHURCHILL ELEMENTARY SCHOOL IN THE R2 ZONING
DISTRICT**

After conducting a public hearing and deliberating on the request of the petitioner, Eric DePorter on behalf of Glen Ellyn School District 41, for approval of a plat of consolidation and grant Zoning Variations to allow the construction of an expansion to Churchill Elementary School in the R2 Zoning District, the Plan Commission hereby recommends denial based on the findings of fact:

The Plan Commission finds that:

1. The proposed use will not be harmonious and in accordance with the general objectives, or within a specific objective of the Comprehensive Plan and/or Zoning Code because _____.
2. The proposed project is not designed and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and will change the essential character of the area because _____.
3. The proposed use will be hazardous or disturbing to existing or future neighborhood uses of the property because _____.
4. The proposed use will not be served adequately by existing 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 not be able to provide adequately any such services because _____.
5. The proposed use could create excessive additional requirements at public cost for public services because _____.
6. The use will involve activities, processes, materials, equipment and/or conditions of operation that are detrimental to any persons, property or the general welfare by reason of the excessive production of traffic, noise, smoke, fumes, glare and odors because _____.
7. The project will not have vehicular approaches to the property which are so designed as not to create an undue interference with traffic on surrounding public streets or roads because _____.

8. The project will increase the potential for flood damage to adjacent property or require additional public expense for flood protection, rescue or relief because

_____.

9. The project will result in the destruction, loss or damage of natural, scenic or historic features of major importance to the community because _____

_____.

Motion by: _____ Seconded by: _____