Agenda
Village of Glen Ellyn
Plan Commission Meeting
Thursday, May 22, 2025
7:00 PM
Glen Ellyn Civic Center, Galligan Board Room

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

A. Call to Order

B. Public Comment

C. Approval of Minutes

1) Review and Approval of the Minutes of the April 24th, 2025 Plan Commission Meeting

D. New Business

1) Public Hearing - 670 Crescent Boulevard, Glenbard West High School Addition
2) Public Hearing - 818 N. Main Street, Five Corners Cleaners Sign Variation
3) Public Hearing - 55 N. Park Boulevard, Glen House Food Pantry Sign Variation

E. Trustee Liaison's Report

F. Chairman's Report

G. Staff Report

H. Other Business

I. Adjourn

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

Meeting 5/22/2025 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Minutes
Prepared By: Daniel Harper

AGENDA ITEM (ID # 2025-444)

DOC ID: 2025-444

Review and Approval of the Minutes of the April 24th, 2025 Plan Commission Meeting

Statement of the Issue:
Review and Approval of the Minutes of the April 24th, 2025 Plan Commission Meeting

Analysis:
Review and Approval of the Minutes of the April 24th, 2025 Plan Commission Meeting

Budget Impact:

Contribution to Strategic Plan

Action Requested:
Review and Approval of the Minutes of the April 24th, 2025 Plan Commission Meeting

Attachments:
1. DRAFT_Plan_Commission_4.24.25 Minutes

DRAFT MINUTES
Glen Ellyn Plan Commission Meeting
Thursday, April 24, 2025 at 7:00 PM
Glen Ellyn Civic Center
Galligan Board Room

A. Call to Order and Roll Call
Chairperson Tim Loftus called the meeting to order at 7:01 p.m. and explained the Plan Commission's function and operating procedure as an advisory body. He described the public hearing protocol including for public comment and announced that comments would be recorded.

Roll was called. Chairperson Loftus, Plan Commissioners Arango, Cooper, Morrison, Pesce and Dawson were present; Commissioner Brown, Wyant and Kreuzer were absent.

Also in attendance: Jennifer Hennigan, , Derrick Peebles Assistant Village Engineer, Daniel Harper, Planning Manager, Jordan Fraham, Associate Planner and Adriana Ohl Zamora, Recording Secretary.

B. Public Comment (non-agenda items)
There was no off-agenda audience comment.

C. Approval of Minutes
1. Review and Approval of the March 20,2025, Plan Commission Meeting Minutes

Commissioner Dawson moved to approve the minutes as amended and revised by the 2-page revision. Commissioner Pesche seconded the motion, and the motion passed by voice vote.

Motion to open the Public Hearing by Commissioner Arango, second by Commissioner Cooper. Motion passed by voice vote.

D. New Business

** Sworn In, Daniel Harper, Planning Manager, Village of Glen Ellyn prior to presenting the new business to the Planning Committee stated that there are no findings of fact with the first two items of new business**

1. Public Hearing-Minor Plat of Subdivision, Reader's Acorn Ave. Subdivision, 21W508 Acorn Ave.

Sworn in, Daniel Harper, Planning Manager for the Village of Glen Ellyn, presented on the following:

21W508 Acorn property located near northeast corner of Acorn and Cumnor Ave. intersection, is currently located in unincorporated DuPage County but are subject to an annexation agreement and will be zoned R2 Residential District upon annexation. Parcel is currently developed with 1 single family home.

Parcels have a combined area of 33,532 square feet between 4 lots. Subject to annexation agreement signed by Village Board Trustees on March 10, 2025 Village Board Meeting, the properties are proposed to be re-subdivided into 3 single family lots and will be connected to new village water and wastewater facilities that will be constructed along Acorn Ave. The applicants will be constructing their new personal home on lot 3 of the new subdivision.

Planning committee shown renderings of proposed minor plat of Subdivision Plans, aerial and zoning maps

The proposed minor plat of subdivision and required plans have been reviewed by village staff and have been determined that the three properties will be developed in conformance with the subdivision requirements as set forth in Section 11-3-7 of the Subdivision Regulations Code and 10- 4-8 of the Zoning Code.

One unique feature is that they have very large storm management easements. Larger stormwater assessments required by village engineering. The applicants have been encouraged to coordinate with neighbor to east to ensure all of this work is in compliance with DuPage County Storm Water Management Ordinance.

It is the role of planning commission to review and propose the Minor Subdivision, and make a recommendation to the Village Board for approval, approval with conditions, or denial of the final plat. In reviewing the requested Minor Subdivision, the Commission should consider the criteria in Section 11-1-4 of the Subdivision Regulations Code

Commissioner Questions

Chairman Loftus- With the Neighboring property, which there is a big open land now, once all the houses are gone; They would not be required to fulfill the idea that they work stormwater plans with both sets of properties, is that correct?

Daniel Harper, Planning Manager, Village of Glen Ellyn- shown property map to board members and pointed out a property that was annexed to Village Jan 2025, stated that they are going to divide the property as well and are actually going to do a two lot split which was approved administratively by village Staff per subdivision code, they came to us and applied for annexation, applied for a subdivision two lot split and all corresponding engineering stormwater plans and as we were finalizing this, our applicant tonight came to us and said if we are connecting, doing utility lines and I am going to be part of a recapture agreement, I want to get ahead of it and be a part of it as well.

Chairman Loftus: he is going over and above what is required cause now we are going from two houses to five

Daniel Harper, Planning Manager, Village of Glen Ellyn- Correct

Commissioner Cooper- What is specifically the Planning Commission being asked to do and what are the factors and elements we should consider when making a determination?

Daniel Harper, Planning Manager, Village of Glen Ellyn- What the subdivision code requires is that the Plan Commission review the documents that I included in the application packet and find that it meets requirements of DuPage County Storm water ordinance, that they meet our subdivision code, our utilities and public improvement requirements and in my staff report it does show it meets all requirements. Part of the way the code is written is that the Plan Commission is to provide recommendation for approval or denial.

Petitioner-Sworn in Benjamin Raeder- Stated he currently lives in Bartlett with family and their intention is to build one of the homes on one of the lots for his family on lot 3, excited to join the Village.

Commissioner Dawson-On the easements for the utilities, are they going to be documented with reciprocal easement documents?

Daniel Harper, Planning Manager, Village of Glen Ellyn- The easement is dedicated when the plat is recorded with DuPage County.

No Written Comments received

Chairperson Loftus requested for a motion to close the public hearing. Commissioner Cooper motioned to close the public hearing, Commissioner Dawson seconded the motion, and the motion passed by voice vote.

DELIBERATION-

Chairman Loftus- I see no reason why we should oppose this petition.

Commissioner Cooper- I do want to state for the record that we heard evidence from the Village that the Petitioners have satisfied all of the requirements including storm water easements and other easements to warrant the granting of the proposed minor of the subdivision.

Commissioner Cooper made the Motion to Approve the proposed minor of subdivision, Seconded by Commissioner Dawson. The motion passed with six (6) votes yes.

Motion to open the Public Hearing by Commissioner Morrison second by Commissioner Arango. Motion passed by voice vote.

2. Public Hearing – College of DuPage Comprehensive Sign Update, 425 Fawell Blvd.

Sworn In Jordan Frahm, Associate Planner, Village of Glen Ellyn- College of DuPage submitted a permit application for a wall sign for the student resource center which was flagged due to the requested sign not being included in the currently approved

COD master sign plan. Section 4-5-17 of the Village Sign Code establishes the CC - Community College district as a Special Sign District, which is granted in Section 4-5-18(G)1(c) which means that any property greater than 25 acres, of which is College of DuPage, has the ability to come up with a comprehensive sign plan that captures any kind of variations that they would need for number of signs or number of directional signs. First done in 1994, updated in 2001 and 2002 and most recent update in 2020, Ordinance No. 6770 on March 9, 2020. Mr. Frahm stated that the benefit is that it does not require individual variations on signs, just sets the number of signs and their locations and dimensions and that is what is approved for the zoning district. He stated that there are a few carryover variations that are requested into the next Ordinance:

1. Section 4-5-7(C) to grant the College of DuPage permission to display special event directional signs on the public right-of-way without written approval by the Village Manager.
2. Section 4-5-7(C) to allow the College of DuPage to display special event directional signs (right-of-way) three days in advance of an event instead of one day as required and to remove the sign the next business day after the conclusion of the event instead of immediately after as required.
3. To allow the College of DuPage to alter the wording and/or lettering of any sign shown on the Comprehensive Sign Plan provided such alterations are in substantial conformance with the College of DuPage Comprehensive Sign Plan on file in the Community Development Department, including the size of the sign lettering.

Continued by saying that the sign plan as submitted includes (7) previously omitted signs and then the (1) new sign on the Student Resource Center on vertical stack College of DuPage logo design with symbol and word mark.

Planned Sign for Student Resource, Maps of locations of all other signs including previously omitted were presented to Commissioners

Mr. Frahm continued by stating that on campus there are 72 signs in total, 38 site signs, 34 wall signs; totals over 10,000 square feet. Total square footage of all signs would be 10,000 and not 99 square feet as that does not account for all of the negative space, misreported on packet submitted.

We are asking you to make a recommendation for approval, approval with recommendations or recommendation of denial to an update on the College of DuPage Sign Plan.

Commissioner Morrison- Do you have corrected square footage of that particular sign?

Jordan Frahm, Associate Planner, Village of Glen Ellyn- yes, essentially it is going to be 27’4 by 10’1/2; about 300 square feet.

Commissioner Cooper- will this be in the lozenge signs put within the ellipses as the other COD signs are?

Associate Planner, Village of Glen Ellyn- So it would be a different style, this is so that the logo and lettering are their own individual signs on a track, not the typical signs that you see; the ovular lozenge shape, the big oval with the words pressed into it.

Commissioner Cooper- Will the sign be illuminated, was any notice given to residents north of Fawell

Jordan Frahm, Associate Planner, Village of Glen Ellyn- yes, it is.

Commissioner Cooper-Was any notice given to residents north of Fawell Boulevard concerning the sign?

Jordan Frahm, Associate Planner, Village of Glen Ellyn- Because this is a sign code application, we don’t require the 350-foot residential notice.

Daniel Harper, Planning Manager, Village of Glen Ellyn- Staff did do the placards and newspaper notice as required by code.

Commissioner Cooper- the reason I ask these questions is because back in 2011, I was on a Village board when the College of DuPage took itself out of Village Jurisdictions and erected signs outside of the sign code and had large illuminated signs that largely upset residents, that lived north of Fawell Boulevard and I am somewhat concerned about having signs, a large 300 square foot sign that is illuminated for which no specific notice was given to neighbors who might be impacted. So that is my reason for asking these questions.

Commissioner Arango- Is the illumination of the sign we are talking about facing Fawell and on the Student Resource Center? Is that where it is going?

Daniel Harper, Planning Manager, Village of Glen Ellyn- It would be directed towards Fawell, and then when I was at the site, there are quite a lot of trees in the courtyard that should provide some screening.

Commissioner Arango- if there is no notification of additional illumination from the College, I fear we are going to have the same issue arise that we had with the Water Leaf sign along the curve of Fawell leading to the College and I think we would like to avoid that at all cost. I don't know how much illumination you are talking about, I don't know whether that has been addressed but there are people living in the raintree neighborhood that that affects.

Jordan Frahm, Associate Planner, Village of Glen Ellyn -With regards to the level of illumination and what that would contribute, what I can refer you to is, this is the Culinary and Hospitality Building here where the Water Leaf signs are, so just even on this map, just from a distance to the street and a distance to those properties, you can see that there is a considerable distance between the the newly proposed sign and existing Water Leaf sign.

Chairman Loftus- we did have comments 2 years ago when they did put up the Video Board for the MAC from the residents, if petitioner knows what the illumination levels are of this new sign, that would be helpful. Do you know the illumination levels and what the lighting on this particular sign are going to be?

Sworn In Petitioner Jay Gargon- Illumination level is standard; I don't have the actual number. I can look it up. It's the standard for all of our signs. This sign being green will not be as bright as the current signs, it will not be as bright.

Commissioner Arango- the Water Leaf sign, is silver, metal not a color and that was a big issue. I don't know if that needs to be presented to the surrounding area in lieu of putting that up or not but I don't know if we as Village we want to face that again.

Petitioner Jay Gargon- are you talking about the lighting along the curve on the grass?

Commissioner Arango- Which is no longer illuminated. Which is interesting, I don't think you want that to happen for the Student Center but I think we need to be concerned about the illumination of that and maybe something we need to know.

Petitioner Jay Gargon- We did engineer for a dimmable, so we can turn it down.

Commissioner Arango- Ok that is a good option.

Chairman Loftus- Well this like any sign would be limited to a 1foot candle at the property line and the property line would be?

Daniel Harper, Planning Manager, Village of Glen Ellyn- About 760 feet from the sign.

Morrison- I have a question for staff, do you have a rendering of where the new sign will go on campus that you could show us, where it is in relation to the campus?

Jordan Frahm, Associate Planner, Village of Glen Ellyn - On previously submitted sign plans, they are given in dimensions and are not all provided with renderings so I and staff accepted this mapping of the sign visuals here as consistent with previous entries as sign plans.

Commissioner Dawson- We are being asked to give autonomy to College of DuPage for introducing directional signs for special events; does that allow for new signs in that nature for special events?

Jordan Frahm, Associate Planner, Village of Glen Ellyn - this would be for temporary signs, as permitted within the Glen Ellyn Code as event signs, banners for special events.

Commissioner Dawson- If College of DuPage wishes to have new signage, they would still have to come to the Village? This is not granting total autonomy?

Jordan Frahm, Associate Planner, Village of Glen Ellyn - yes, they would have to; this plan could be used for a planned building expansion, we could work in future looking signs into the plan, with conversations with College of DuPage that is not a requirement, they do not foresee any additional signage

Commissioner Dawson- to what degree can the Village make a comment on your advocacy for giving College of DuPage autonomy to make decisions on special event signs, where they do not have to come and state to the Village Manager.

Daniel Harper, Planning Manager, Village of Glen Ellyn - The way the Ordinance reads is that the College of DuPage has permission to display Special Event directional signage in the public right of way without the approval of the written approval of Village Manager, the second item allows for display of directional sings three days in advance of an event without advance notice

if temporary, they are to remove the signs at the time of the event. That is all that it expresses, if they are doing any directional signage that is temporary, they do not need any Village involvement. But when it comes to the signs that are approved as the Comprehensive Sign Plan, so long as it meets substantial conformance to the plan, and keeps within the same frame they can change it without any of our involvement.

Commissioner Pesche- I understand on the curvature that's basically facing and probably within 100 yards from residential single-family homes. This is pretty much parallel to where the MAC is correct? And the MAC currently has signage up; does the Village receive complaints about lighting issues from the MAC?

Jordan Frahm, Associate Planner, Village of Glen Ellyn - I have not received any complaints in my tenure and in doing research for this, I did not encounter any.

Commissioner Pesche- this is set back further correct?

Petitioner Jay Gargon- Correct this is set back further and as far as any complaints, I am not aware of any.

Chairman Loftus- First of all the next question, I will ask after this, is why you need three days instead of one? But is any of this permission even on display signs part of the PUD that is about 20 years out of date; the Village PUD with COD; the County PUD with COD is more current. But as a former employee of College of DuPage, as Facilities Project Manager, one of my projects that got kind of lost by the wayside during COVID was to update the 20 year and reflect all of the buildings that do not show up on the Village PUD with COD, versus the County PUD. Is any of this part of the 20-year-old village PUD? Which signage is generally part of the PUD, temporary signage is part of a PUD from 20 years ago, if we are just updating a portion of it why are we not updating the entire PUD? Which now we got a disjointed plan unit development with College of DuPage if we just do the sign portion of it verses all the missing buildings from the Village PUD.

Jordan Frahm, Associate Planner, Village of Glen Ellyn -my understanding is that this sign plan is its own governing document for the Community College Zoning district that is not within the PUD and if the campus isn't having large scale building developments, I don't know if opening and revisiting the full PUD is appropriate for adding a wall sign and considering this is per the sign code what is the process for, adding that sign is addressing the Comprehensive Sign Plan is what leads us here verses a larger more comprehensive site document.

Chairman Loftus- I do remember part of the requirements, this is back when Stacy was in your position, that was one of the requirements that we had to update the plat showing all new building, all the other upgrades that were made to the college by the County PUD to try an update that and if I remember correctly signage was part of that project but once COVID hit all the sudden it became a non-issue for the Village to follow through with it. That is why I ask the question because I have some insider knowledge of what happened a few years back. But then the next question for the Petitioners, what kind of hardship is it that you need 3-days to put a sign up, these are just sandwich boards, I am assuming they are sandwich boards that they get put on Park Blvd, on Lambert you know saying "parking here" , "here is the event" you have the video board that announces events and then my recollection or if I understood correctly and by driving by there, what's the hardship of only doing 1-day instead of 3-days?

Jordan Frahm, Associate Planner, Village of Glen Ellyn- If I could interject, the carry over variations for special events and everything were not a driving factor in the update for the plan, so I don't want to catch the Petitioner flat footed because I'm not sure if he even realizes that that was included within the scope of this document. But Jay if you would like to speak on needing special event signs.

Petitioner Jay Gargon- I cannot speak to why we want 3 days instead of one.

Commissioner Arango- I just have a clarification in the statement that was presented. Buildings that were built between 2010-2011, part of college expansion was not reflected in the 2020 comprehensive sign plan. That happened in 2010, 2011, 2020, the sign plan came about. Why was that not included?

Jordan Frahm, Associate Planner, Village of Glen Ellyn - I cannot speak to those omissions from 2020.

Commissioner Arango- Was that something that would have come before the Village again for approval?

Jordan Frahm, Associate Planner, Village of Glen Ellyn- not knowing when those signs were put in place or not having the institutional knowledge I don't know why they were omitted, but we are correcting that version of the Comprehensive Sign Plan, I know Jay worked diligently to document all of the signs onsite and those have been confirmed by staff onsite.

Commissioner Arango- Perhaps that goes back to the PUD question, that the Chairman presented, I just thought it was interesting that it was not reflected 10 years later.

Jordan Frahm, Associate Planner, Village of Glen Ellyn – I also thought it was interesting as well, we want to ensure that we are following best practices and trying to capture the site exactly as it is, it did draw my attention that there were so many signs omitted five years ago.

Chairman Loftus- for the display signage, correct me if I am wrong, I don't remember seeing that in the application packet anywhere, for the special event signage, how that came about? For the variation for the special event signage.

Daniel Harper, Planning Manager, Village of Glen Ellyn - that was part of the most recent 2020 Comprehensive Sign Plan where the temporary signage was included as part of that Ordinance, and the Village Staff saw no reason to remove it and it was not requested to be removed by the College of DuPage as well and so we were just carrying over already previously approved variations to allow for that stipulation to remain.

Jordan Frahm, Associate Planner, Village of Glen Ellyn- Which were carried over from the 2001, so that has been an Ordinance for the last 24 years, our apologies for that.

Chairman Loftus- I just didn't see that in the application, the application was for the new sign on SSC verses the other three sections here on display signs.

No Written Comment

Chairperson Loftus requested for a motion to close the public hearing. Commissioner Dawson motioned to close the public hearing, Commissioner Cooper seconded the motion, and the motion passed by voice vote.

Deliberation

Commissioner Cooper- my general attitude is that the last thing that constituents of Glen Ellyn like to see is to see one branch of government fighting, getting in the way of another branch of the government, so I would want to bend over backwards to not get in the way of College of DuPage which is a wonderful institution and a great part of our Village. I am concerned that neighbors whom this will impact, received no direct notification and an opportunity, could they have discovered it with some research that these things were going to change, yes but I am troubled that people who this will affect directly weren't given any notice. I do recall how upset our neighbors were who were impacted about the illumination of the College of DuPage that it changed the experience looking out their windows. I am concerned that we are increasing illumination without giving notice.

Commissioner Morrison- I did review all of these documents very carefully, I am glad that College of DuPage and Village staff are bringing the signs that are already exiting to the Village so that we can formally put our check mark on them. Knowing where this new sign is going, and hearing about the distance from Fawell Blvd., and knowing that there is a bunch of trees in that court yard are. I don't have any concerns that this new sign will be any more invasive than the existing signs.

Commissioner Arango- Living in the neighborhood, I kind of agree with you that it will not be any more invasive but to ride on the coattails of Commissioner Cooper, I think it might be advisable to let the residents know formally from the Village that this is what is going to happen. That the Village can respond to any comments, concerns that may be part of the residential area over there. I don't think as far away on The Student Center that it's going to be that it should be an issue, unlike Water Leaf which was across the street from these people's back yards but I do think that it would be in our best interest to at least advise them that new signage is going in from the Village and College so that I think the residents are aware that the Village is as equally as concerned.

Chairman Loftus- I think we had the same, the people were notified when MAC did the addition and the video board was put up, I think we had folks come in and talk at that time of the concern and I think we heard that the Village has not received any complaints from anybody to do an investigation on the video board on the side of the MAC.

Commissioner Arango- The Student Center is even going to be more removed from that but to do our due diligence, I think it would be advisable to at least let them know.

Chairman Loftus- Well we are an advisory board and I don't think that if we deny the variation the Village is going to make them take down all of the other signs.

Commissioner Arango- Nor do the Village really want them to.

Commissioner Dawson- as a recipient of education from College of DuPage, I consider it a huge asset of Glen Ellyn, outreach could have been stronger here and let's face it they had ample opportunity with the public facing signs to notify the public of this.

Chairman Loftus- I thought we heard that it is outside the range of notification for that, technically the Village was not required to notify.

Commissioner Morrison made the Motion to approve for the COD Comprehensive Sign Plan to be revised for 2025 inclusive of the (3) variations, Seconded by Commissioner Pecshe. *The motion passed by a roll call vote with all commissioners present voting "Yes".* The motion passed with six (6) votes yes.

Motion to open the Public Hearing by Commissioner Cooper second by Commissioner Arango. Motion passed by voice vote.

3. *Public Hearing- Zoning Variations, Crescent/Glenwood Public Parking Lot, 455 Crescent Ave.*

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept.– Presented slides on the parking lot background and project overview and 2 variation requests

Stated that it was originally constructed 1957 along with retaining wall along the south border with the railroad, 1 of 13 parking lots downtown, lot last resurfaced in 1997, did some pavement coring, got good life of surface pavement, 123 public parking spaces, west section is permit parking up to 11am, then general free parking. To the east northern row is 3-hour free public parking, southern is 6-hour parking which is paid using pay app. Across the street is the new apartment building.

Described the two needs, paving condition has reached its life and overall downtown streetscaping scheme. *Presented to Commissioners map of the street scaping phases which include:*

2022 first phase south of tracks, Second Phase was 2023, and Third Phase 2024, Relevant because the median between crescent Blvd., and parking lot t, was intended to be part of the Phase 2 & 3 but it got pulled because at the time the Phase 2 & 3 were being designed the future of the site particularly the old Machesney Grocery stores and what is now Glenwood Station was in construction and there were some downtown strategic plans that had even potential parking decks in this area, too many uncertainties of what was going happen and so this Crescent Parking Lot got pulled from the Streetscaping plans. We are calling this Phase 3.5 of the Streetscaping plan and filling in as we now know what the land use is in this area.

Derrick discussed the following Project enhancements-

Parking Space Length The existing parking lot parcel is curved and irregular in shape at the south side due to the presence of the curved railroad right-of-way. The end result is pinch points at the east and west end of the parking lots that limit the ability to meet minimum parking space length dimensions. This condition has existed since construction of the parking lot in 1957. The proposed design shows seventeen-foot (17'-0") long parking spaces for the northern parking row. The proposed design improves upon the existing dimensions and configuration by providing uniform spaces and eliminating the need for one-way traffic movement in the eastern portion of the lot. The proposed plan provides a two-foot (2'-0") overhang in the northern row to effectively meet the 19' minimum parking space length.

Landscape Islands With regard to the south row landscaped islands, the elevated nature of the Union Pacific Railroad (UPRR) property results in an existing retaining wall at the south side of the lot. This, combined with the mature tree screening between the lot and the railroad tracks (on UPRR property), and the compass orientation, results in a lack of sun in the southern row of the parking lot to support landscaping. With regard to the north row intermediate islands, there are no existing islands and feedback through the conceptual design was that two new pedestrian access points (shown on the plans) would be a higher and better use in place of landscaped islands for this public parking lot, given the extensive landscaping proposed along the length of the lot.

Discussed the pedestrian access improvements include wider sidewalk, street furniture in, crosswalks, flow improvements we are as part of design try to convert to perpendicular parking spots, making more uniform and parking lot lighting, tested lot and this is the darkest lot in the downtown area. The project will introduce 21ft tall parking lot lighting. Will supply Parking Lot compliant lighting, looking at smart lighting, in the process of meeting with different vendors on smart lighting with capability to dim over the night.

Chairman Loftus- Arms on the lighting, the arms are over the parking spaces?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept.- yes, they are.

Chairman Loftus- We didn't see any photometric on this but I am curious if one was done, what are lighting levels on the sidewalk?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept.- Photo metrics were done, and we are meeting all lighting standards and all the city village code light trespass, below the 3 for parking lot lighting. We do have side walk lighting that are coach lights, now on standalone posts and we will put on Arms at 12ft level.

Chairman Loftus- what is the temperature on proposed lighting?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept - 3,000 Kalvin was the target; the lot had to be lit from one side only as one side is railroad property.

Chairman Loftus- comparable to what we have on other main streets. Only question I had on lighting.

Derrick showed the Commissioners a map of the Crescent Parking lot and explained

Derrick went on to say that, the existing lot is pinched between existing Crescent Boulevard and the existing curved railroad right-of-way, limiting the ability to meet the minimum 19' parking space length in the northern row of parking, both under existing conditions and under the resurfaced parking lot conditions. The proposed configuration is an improvement upon existing conditions.

Stated that currently 123 current spaces, we are looking to increase to 124 spaces even with the widen island at end and with addressing the pinch points. Overall improvement from existing conditions in lot

He then described Variation 2, the landscape islands and stated that there has been some design iteration for this project. Project did get some vetting from the Capital Improvements Commission and then the board regarding the concepts. The Islands did get discussed, the southern row does not get sun and deemed to be impractical to put landscaping. We are really wanting to irrigate these areas and it is a whole different challenge to irrigation down to these areas because on one side we do get down to the railroad and it's a different matter to add irrigation to a railroad right of way. Overall, capital improvements commission was not including landscape islands as high and better use to retain the parking.

With the North side, we are achieving landscape islands at end; concerns about too much landscaping in this lot initially, we have a pretty dense planting plan and pretty dense tree planting plan. High priority has been to screen this lot and so in looking at some functional aspects came up, with specifically the pedestrians using the lot, now as pedestrians, they are forced to walk through the driveways to get out to the sidewalk on Crescent Blvd. There are pedestrian cut throughs in the median, however they are not visible, they do break up the planters and we are retaining them and improving on those however there was a discussion at the Capital Improvements Commission to add accessible pedestrian access points that are quickly visible to someone being in the lot, walking down toward train station and having a ramp.

Exhibits were then shown to Commissioners

Chairman Loftus- With respect to handicap parking, is it equal to or less than?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept- equal too, not adding or decreasing, moving to more accessible locations. Currently 5 and will be restoring 5. Two EV spaces retained

Chairman Loftus- from code standpoint that meets or exceed?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept - yes

Chairman Cooper- Looking at the slide, one of my concerns as I looked at this, in the shorter parking spaces is over to the far eastern portion on the 3 handicap slots, the parking lot is the most-narrow, handicap spots are 17ft, I was concerned with people entering through the far-right entrance way and clipping the cars?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept.- That is an exit was only. We will have additional signage reinforcing as one way only. I will point out there are some other improvements going on and right now the access point is not accessible and we are reconstructing that area. That is also why we are bumping in median and landscape island will provide more protection, the existing spaces over here are 17 feet as well.

Commissioner Dawson- on the far eastern exit, does this plan with the resurfacing and layout improve the width of the exit?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept - it is, the radii are improving, and I believe it's a fair question and I don't know that I have that on hand in the latest iteration but there was an addition to shifting a little bit there was a bit of a widening.

Chairman Loftus- other than exit only, are there any other restrictions on from all three exits? Any right turn only?

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept – There are currently non-existing and non-proposed. Generally, I have not seen a lot of issues so no current restrictions, we worked with police on the site plans, we could always adjust if any items do come up.

Chairman Loftus- Reason why I ask is that the only stop sign ion Crescent is going south on Glenwood, basically a nonstop street from Prospect all the way to Main.

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept – That was discussed with Police and Public Works as far as during construction this was a 4 way stop, really made sense to stop people; there is a know we have to keep an eye on it but the desire was to restore the conditions that existed before. The discussion leaned to retaining the through traffic on Crescent. But with a note that if we have issues, it is something that we can revisit.

Chairman Morrison-I wanted to give Kudos to the Staff Village, I park in this parking lot a lot, I think these are some really nice improvements both aesthetic and also pedestrian safety, I saw that you are adding bollards on sidewalk and also just making the lot safer for cars as well as pedestrians trying from there to all the shops, so thank you it's a nice project.

Written comment:

No comments

Chairperson Loftus requested for a motion to close the public hearing. Commissioner Dawson motioned to close the public hearing, Commissioner Morrison seconded the motion, and the motion passed by voice vote.

Deliberation

Commissioner Cooper made the Motion to approve the variations, 10-5-8 (H) to allow zero landscape islands for every twenty consecutive parking spaces in a row in lieu of the required five landscape islands and section10-5-9(I) to allow parking spaces to be seventeen feet in length in lieu of the required nineteen feet in length. Seconded by Commissioner Morrison

The motion passed by a roll call vote with all commissioners present voting "Yes". The motion passed with six (6) votes yes.

Motion to accept the Findings of Fact by Commissioner Cooper second by Commissioner Dawson. Motion passed by voice vote.

The motion passed by a roll call vote with all commissioners present voting "Yes". The motion passed with six (6) votes yes.

E. Trustee Report

Trustee gave his report to the Commission as follows:

1. Glen Ellyn Park District held a Public Meeting at the Police Department Community Room and discussed the Master plan for Panfish Park. About 20 residents, Village Link Staff, Myself and Nate Troia, Director of Development was there. Explained a lot about the transition of the Village of Park District have our agreement, approved by both boards, it includes US Bank site, Panfish Park and Manor Woods. There is going to be I think sometime in May movement of money and ownership will occur. Master Plan was discussed along with the ponds, vegetation. Playground is being built up, a little elevated, new equipment, a little shelter, new surface. On roadmap to be replace, getting done early in season. Trees, wild species, vegetation and trails that are there, a whole project to make it a whole community influenced project. Will provide more amenities and attention to that park.

Questions:

Chairman Loftus- Was there any, from the layout of the amenities like benches things like that, is there any concentration from the north side of park to accommodate possibly more people coming from Full Circle across the street?

Village Trustee Thompson- Talk of improving the trails that come into the park, so that is a good point, there will be an entry point into that Park where as right now it seems like most of the entry comes from west and south but the northern side of that do have entry point to the park.

Chairman Loftus- Tied into that, do you know of any further discussions to add stop signs on Taft St, after full circle gets built. To access the park?

Village Trustee Thompson- A stop sign will be at Exmore and Taft, I will get back to you and let you know.

Chairman Loftus- Taft would need to slow down, not necessarily Exmore.

Village Trustee Thompson- We will take that back and I will get back to you.

Commissioner Cooper- I believe that actually stop signs need to be put on by ordinance?

Village Trustee Thompson- I believe that they have to recommend it to us.

Chairman Loftus- My only concern is that they will say we have had no accidents.

Commissioner Cooper- any discussion of public art in that park, what are we doing with removed work of art?

Village Trustee Thompson- public art will be removed, new art installation going in, some people like it and some do not.

Commissioner Cooper- What are we doing with the removed work of art?

Daniel Harper, Planning Manager, Village of Glen Ellyn – I heard that we had attempted to contact the artist and claim it back, I don't know how those discussions went.

Village Trustee Thompson- would you like me to look into that?

Commissioner Cooper- this was a work of art of a recognized artist, it was an admired work of art, I don't want it put in the landfill because people across the street don't like the look of it.

Chairman Loftus- the project in the tunnel was a great piece of art, if you can allocate funding for that in the future, I know it's not part of the project for the Crescent Street.,

Village Trustee Thompson- there is an art group within the funding, when they get funding from private sources for art in the Village we go after the money and they pick a project. If anyone would like to be on that group please let me know and I will put your name forward.

Derrick Peebles, Assistant Village Engineer, Village of Glen Ellyn, Public Works Dept.- To the Chairman's point, I did not mention but we do have, part of our design project is an evaluation of the railroad retaining wall. It's not failing but it just need maintenance, not something the public would see, we are putting attention to it but not from an art standpoint but, it has come up and often during the days, there are a lot of cars so you cannot see it but we are not completely ignoring it.

2. Voting Monday night on grocery tax, government has removed grocery tax under state control and moved to municipalities.
3. Water rates and lead line replacements, discussed Monday night during workshop. Lead lines in over 1,000 homes in Glen Ellyn, working on identification of where the issues are with the lead lines. Project to identify all these through mapping and home resident with compliance. If you have not done it, we asked for residents to take picture of water connection and send into Village, we need to find funding for this, it is approximately 11milion dollars that are needed for project. We don't know the timing, EPA giving municipalities until 2037 to get completed.

F. Chairperson's Report
Nothing to report.

G. Staff Report

Planning Manager Daniel- discussed the following items:

1. Launched permitting software, all permitting submitted digitally online. Plans not accepted at desk. 23 applications created today, 72 permits open right now, software began on Monday, it's been very busy, successful thus far, working out the kinks.
2. Downtown Event Park application given approval by Village Board of Trustees as well as Ackerman Community Garden Plots.
3. 451 Duane St. attached Single Family home, receiving calls from other people that that is now on the market, may not see that project again.
4. March 20, EZ Tech sign variation on Roosevelt, application approved by Village Board, have not submitted for sign permit yet
5. Pre- application for Glenbard West, looking to have on May Planning Commission agenda, Jordan will be on that meeting as well.
6. Food Pantry requested to have a sign on building, sign variation went to Village Board and they requested a monument sign, they are coming back for a sign variation for a monument sign
7. Sign Variation for Five Corners Cleaners, want to construct a monument sign, monument sign has a landscaping and set back requirements that the site would not be able to meet.
8. Working with a grocery store to try to get into conformance with an item, see them in June hopefully.
9. Looking at a restaurant to go where the Tide Laundry mat was, Fresh Market Shopping Center as part of application traffic impact study is required, and provide documentation justifying as a good use of space.

H. Other Business

No other business

I. Adjournment

Member Dawson made a motion to adjourn the meeting. Member Pesche seconded the motion and the motion passed by voice vote at 8:50 PM

Respectfully submitted,
Adriana Ohl-Zamora

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

Meeting 5/22/2025 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Public Hearing
Prepared By: Daniel Harper

AGENDA ITEM (ID # 2025-445)

DOC ID: 2025-445

Public Hearing - 670 Crescent Boulevard, Glenbard West High School Addition

Statement of the Issue:
Glenbard High School District 87 is proposing to construct a 13,800-square-foot classroom wing addition located on the northwest side of the existing school with a 7,200-square-foot student commons off of the north face. The proposed construction will also include related site improvements to the northwest corner of the current campus.

The petitioner is requesting the following zoning actions for the proposed addition to the main high school building:

1. A variation from Section 10-4-8(D)(6) to allow a side yard setback of 16'-3" in lieu of the required 25'-0" setback.

2. A variation from Section 10-4-8(F)(2) to allow the building addition to be approximately 72'-2" in height in lieu of the maximum allowed building height of 45'-0".

3. A variation from Section 10-4-8(H)(8) to allow for zero (0) new off-street parking spaces to be constructed.

4. A variation from Section 10-5-5(B)(4)(35) to allow stairs to be located in the side yard setback.

5. A variation from Section 10-5-5(B)(4)(35) to allow stairs greater than 4' in height to be located 0'-0" from the property line lieu of the required setback of 4'-0".

6. A variation from Section 10-5-5(B)(4)(39) to allow for a retaining wall greater than 3' in height to be setback 0'-0" from the property line lieu of the required setback of 90.62'

7. A variation from Section 10-5-5(C) to allow an impervious surface setback of 0'-0" in lieu of the required setback of 43'-3".

8. A variation from Section 10-5-9(H)(1) to provide two (2) loading spaces in lieu of the three (3) required loading spaces.

Analysis:
PETITIONER: The petitioner is Glenbard Township High School District 87.

BACKGROUND: In 2024, District 87 passed a referendum which included a classroom addition for Glenbard West High School and additional facilities and site upgrades for all four high schools within District 87.

SURROUNDING USES:

Surrounding Land Uses	**Surrounding Zoning**
North: Lake Ellyn Park	CR Conservation Recreation
South: Glenbard West Memorial Field	CR Conservation Recreation
East: Single Family Residential	R2 Single Family Residential
West: Staff Parking Lot and Single Family Residential	R2 Single Family Residential

COMPREHENSIVE PLAN: The 2023 Comprehensive Plan Future Land Use Map identifies this property as a Public/Semi-Public Land Use (pg. 12).

REVIEW PROCESS: In order to proceed with the project, the petitioner will need to receive approval of the requested zoning variations.

PUBLIC NOTICE: Notice of the public hearing was published in the May 2, 2025, edition of the Daily Herald. Property owners within 300 feet of the property were notified by mail of the public hearing and a placard was placed on the property.

PROJECT SUMMARY: The proposed addition will consist of four (4) levels. The first level would be reserved primarily for storage. The second level would host seven (7) new classrooms and a learning commons area. The third level would host seven (7) new classrooms and a second level of the learning commons. The fourth level would have three (3) new classrooms and a black box theater space. A summary of the project and requested zoning variations by the school district follows:

1. A variation from Section 10-4-8(D)(6) to allow a side yard setback of 16'-3" in lieu of the required 25'-0" setback.

The R2 District requires a 25'-0" side yard setback for all special uses and schools. The school district is proposing that the addition be located 16'-3" from the western property line along N. Ellyn Avenue. The existing western wing of the school is located approximately 46'-6" from the western property line.

2. A variation from Section 10-4-8(F)(2) to allow the building addition to be approximately 72'-2" in height in lieu of the maximum allowed building height of 45'-0".

The proposed addition is approximately 72'-2" in height based on the average existing grade of the site, as provided by the applicant and verified by their architecture team. According to the applicant, the tallest of the school buildings is 90'-00". The proposed addition would be approximately 20'-00" shorter than the existing portions of the building located to the east.

3. A variation from Section 10-4-8(H)(8) to allow for zero (0) new off-street parking spaces to be constructed.

The R2 District requires that high schools provide 1 space per employee and 1 space per 5 students. According to the School District, there are 272 staff and 2,350 students at Glenbard West High School. This would require that the school district to provide 742 parking spaces. According to the traffic study provided by the school district, Glenbard West has approximately 204 off-street parking spaces. 167 off-street parking spaces are located in the parking lot located on the west side of Ellyn Avenue. An additional small surface parking lot provides 12 spaces on the west side of the school building and approximately 25 parking spaces are located on the north side of the building.

The school district is not proposing any new parking spaces to be constructed as part of the scope of this project as they do not anticipate the student population rising and the school is currently at its capacity. The school district is requesting to allow the existing number of parking spaces to be maintained as part of the proposed addition project.

A similar variation of this nature was granted as part of the 2015 addition zoning entitlements process.

4. A variation from Section 10-5-5(B)(4)(35) to allow stairs to be located in the side yard setback.

The school district is proposing to construct a stairway to be located at the northwest corner of the proposed addition. The stairway will connect the northwest ingress/egress point of the addition to Ellyn Avenue.

5. A variation from Section 10-5-5(B)(4)(35) to allow stairs greater than 4' in height to be located 0'-0" from the property line in lieu of the required setback of 4'-0".

The same stairway is approximately 28-6" in height. Per the Glen Ellyn Zoning Code, stairways are not to exceed 4'-0" in height.

6. A variation from Section 10-5-5(B)(4)(39) to allow for a retaining wall greater than 3' in height to be setback 0'-0" from the property line in lieu of the required setback of 90.62'

The school district is proposing to replace the asphalt pavement within the parking lot on the western side of the building with permeable brick pavers. The parking spaces within this lot will be accessible. The parking lot is supported by an 8.41' tall retaining wall. Per the Glen Ellyn Zoning Code, retaining walls greater than 4'-0" in height are required to set back a distance of at least 10% of the lot width.

7. A variation from Section 10-5-5(C) to allow an impervious surface setback of 0'-0" in lieu of the required setback of 43'-3".

The western parking lot also constitutes an impervious surface that is located on the property line. The school district is requesting a variation to bring the existing location of the western parking lot into compliance with the Zoning Code.

8. A variation from Section 10-5-9(H)(1) to provide two (2) loading spaces in lieu of the three (3) required loading spaces.

Upon completion of the project, the total square footage of the school will be greater than 200,000 square feet. Schools with more than 200,000 square feet are required to have 3 loading spaces. Two loading spaces are located on the site. Therefore, a variation in the number of loading spaces is being requested.

The same variation request was requested and granted as part of the 2015 addition.

Staff Comments

Traffic and Parking

Staff's review of the traffic impact study is based on the assumptions made within the traffic impact study that the existing traffic operations at the high school are adequate to handle the drop-off, and pick-up traffic is an accurate statement. Staff has no concerns with the proposed traffic plans for construction as long as the existing operations assumptions are accurate and true. Because the school district is proposing to possibly keep some of the construction staging post-construction, it would be worthwhile to evaluate how it performs during the construction process and allow the school district and Village to work together to mitigate any issues that arise as part of the traffic pattern change.

The traffic impact study and proposed plans were created in collaboration with Village staff, the Village's traffic consultant, and the school district to provide the best possible plan with the information that we have at this time. Much of the success of the proposed plan will depend on the school district's traffic management during peak hours, and it will be the responsibility of the school district to perform these traffic management functions to meet the needs of the site users and surrounding traffic. The proposed plan should be considered a living document that will be subject to changes and adjustments based on the results of its implementation.

The proposed traffic management plans for the school during the construction phase can be reviewed in sections 4 and 5 of the attached traffic study.

The proposed traffic management plans for the school post construction can be reviewed in sections 6 and 7 of the attached traffic study.

Elevations

The proposed elevations for the main campus addition consist of brick and stone construction that is intended to be consistent with the architectural elements of the existing school building.

Landscaping/Tree Removal

The demolition plan has identified approximately thirty-five (35) trees that will be removed. The proposed planting and landscape plan for the area shows that thirty-one (31) trees will be added to the site as part of the project. In addition to the proposed trees, the landscape plan shows one-hundred and forty-five (145) shrubs to be planted on site which will be planted along the west and

east walls of the building as well as in the Japanese and Shakespeare-inspired garden areas located north of the proposed student plaza.

Lighting
The proposed addition includes new lighting fixtures that will be reviewed for compliance with the Village's lighting requirements by Village Staff. Based on the provided photometric plan, all new lighting for the site will be in compliance with the Village Code. Staff has identified existing light fixtures that are in violation of the Village's exterior illumination standards. Accordingly, staff suggests that the School District be required to bring the existing lighting into compliance as a condition of any approval.

Budget Impact:

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 Section 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 as presented at the May 22, 2025, Plan Commission meeting.

2. The existing lighting identified in the photometric plan as being in non-conformance with the Village's performance standards shall be modified to be brought into conformance as part of the building permit review.

Attachments:
1. Application
2. Cover Letter
3. Aerial Map
4. Zoning Map
5. Boundary Survey
6. Exsisting Conditions Survey
7. Proposed Site and Floor Plans
8. Proposed Elevations
9. Landscape Plan
10. Photometric Plan
11. Building Plans
12. Stormwater Management Report
13. Construction Logistics Plan
14. Traffic Impact Report

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

CLEAR PAGES

APPLICATION FOR VARIATION

For the property at ***670 Crescent Boulevard*** 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: ***Wold Architects and Engineers***

Address: ***220 N. Smith Street Ste. 310***

Home Phone No.: ***847-241-6100*** Cell Phone No.:

Fax No.:

E-mail: ***bbercher@woldae.com***

Ownership Interest in the Property in Question:

Owners Architectural Representative

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):

Board of Education for School District 87
595 Crescent Boulevard
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):

Wold Architects and Engineers
220 N. Smith Street Ste. 310
Palatine, IL 60067

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: ***670 Crescent Boulevard***

Permanent tax index number: _____

Legal description:

Parts of Lot A, 7, 8 and 10 in John A Brown's Addition to Glen Ellyn According to the Plat thereof recorded June 3, 1907, as document R1907-090877, and also all of Lots 1, 2 and 3 in Giaciolli subdivision according to the Plat thereof recorded April 19, 1973, as document R1973-021870, and also part of the vacated portion of Lake Road according to document R1968-039335, all being part of the Glenbard West High School Premises in Glen Ellyn, DuPage County, Illinois.

Zoning classification: ***R2***

Lot size: _____ ft. x _____ ft. Area: ***1,142,578*** sq. ft.

Present use:

Public High 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 Variation Requests.

Estimated date to begin construction: ***Fall 2025***

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

Wold Architects and Engineers
220 N. Smith Street Ste. 310
Palatine, Illinois 60067

Performance Services Inc
700 East Butterfield Road, Ste. 100
Lombard, Illinois 60148

Gilbane Building Company
123 N Wacker Drive 26th floor
Chicago, Illinois 60606

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:

See attached response

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):

See attached response

OR

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

See attached response

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

See attached response

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:

See attached response

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:

See attached response

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:

See attached response

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.

See attached response

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.

See attached response

6. Provide evidence that the proposed variation will not:

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

   See attached response

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

   See attached response

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

   See attached response

   d. Diminish or impair property values within the neighborhood;

   See attached response

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

   See attached response

   f. Create a nuisance; or

   See attached response

g. Results in an increase in public expenditures.

See attached response

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

See attached response

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

See attached response

AFFIDAVIT OF AUTHORIZATION

I, MARGARET DELAROSA, BOARD PRESIDENT owner of the property described as

Parts of Lot A, 7, 8 and 10 in John A Brown's Addition to Glen Ellyn According to the Plat thereof recorded June 3, 1907, as document R1907-090877, and also all of Lots 1, 2 and 3 in Giaciolli subdivision according to the Plat thereof recorded April 19, 1973, as document R1973-021870, and also part of the vacated portion of Lake Road according to document R1968-039335, all being part of the Glenbard West High School Premises in Glen Ellyn, DuPage County, Illinois.

verify that ***Wold Architects and Engineers***

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.

OFFICIAL SEAL
DONNA GASTEL
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 4/12/26

Margaret DeLaRosa
Owner Signature

Subscribed and sworn to before me this

23 day of April, 2025

Donna Gastel

Notary Public

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.

4/21/25	***Ben Bercher***	Benjamin Bercher
Date	Print Name	Signature of Applicant
4/22/25	Seth Chapman	Seth St. Chapman
Date	Print Name	Signature of Applicant
4/23/25	David Larson	David Larson
Date	Print Name	Signature of Applicant

Affidavit Affirming No Conflict of Interest

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

1. My name is Margaret DeLaRosa, and I hold the position of ***Board President*** for ***School District 87*** ("***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: Margaret DeLaRosa

Title: Glenbard District 87 Board President

Owner's Name: MARGARET DELAROSA

Subscribed and sworn to me this

23 day of April, 2025.

Donna Gastel
Notary Public

OFFICIAL SEAL
DONNA GASTEL
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 4/12/26

STANDARDS FOR ZONING VARIATION
Glenbard School District 87
West High School

The following Required Variations are hereby acknowledged:

a) A variation from 10-4-8(D)(6) of the Zoning Ordinance: Minimum Yard and Lot Requirements
   a. A request for the side yard set back along the west side of the property at the new addition to be 16'-3" in lieu of 25'-0".

b) A variation from 10-4-8(F)(2) of the Zoning Ordinance: Maximum Height
   a. A request for the new building addition to be approximately 72'-2" above the average grade plane around the new addition.

c) A variation from 10-5-5(C) of the Zoning Ordinance: Impervious Surface Setback
   a. A request to allow replacement of impervious surface at the west parking lot with impervious pavers in the same footprint, which extends up to the exiting lot line.

d) A variation from 10-5-9(H)(1) of the Zoning Ordinance: Loading Spaces.
   a. A request to provide two (2) loading spaces in lieu of the required three (3).

e) A variation from 10-4-8(H)(8) of the Zoning Ordinance: Parking Spaces
   a. A request for reducing the number of parking spots required of 742 spaces (272 staff, 2,350 students).

f) A variation request from 10-5-5(B)(4)(39) of the Zoning Ordinance: Retaining Wall Setback
   a. A request to allow the continuation of a non-conforming retaining wall of 8.41' in height to be located on the property line in lieu of setback 90.62'.

g) A variation request from 10-5-5(C) of the Zoning Ordinance: Impervious Surface Setback
   a. A request to allow the continuation of an impervious surface to be located on the property line in lieu of the required 43'-3" setback.

h) A variation request from 10-5-5(B)(4)(35) of the Zoning Ordinance: Stair Side yard Setback
   a. A request to allow stairs in the side yard of the property and to allow stairs to be 14'-2" in height in lieu of the maximum allowed 4'-0".

<u>Standards Applicable to All Variations Requested</u>

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

   a. We are requesting the necessary variations based on the complex topography of the existing lots and the historically sensitive nature of the property, and the

unique mission of the School District to provide public education for the Village of Glen Ellyn. The existing school site is landlocked within the neighborhood and the referendum approved classroom additions and improvements necessitates that certain variances to the zoning code be sought, to provide a harmonious solution to the unique challenges brought by this site.

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

a. *In order to follow the strict rule of the Zoning Code, the District would need to place less importance of the historical and cultural significance of the site in order to achieve the necessary building square footage for the needed classrooms spaces. The District has been engaged with it's community in order for a design solution to be sensitive to the symbolic nature of the hill and vegetation to the property.*

2B. Provide evidence that the plight of the applicant/owner is due to unique circumstances relating to the property in question:

b. *The unique circumstance for which variances are being applied is due to the property's established use as a public school site with restrictive area for needed development, and are not generally applicable to other properties in the same zoning classification.*

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

a. *The existing use and operation of the school site will remain unchanged. The District wishes to develop the property with the intent of maintaining and enhancing the natural, scenic and historic features for their full benefit and also for the communities they serve. The Districts full genuine intentions are to enhance the beauty of the campus and honor the historic elements of this institution while working with the limited space available in order to meet their public mandate of providing high quality public education to the Village of Glen Ellyn.*

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:

a. *Due to the physical aspects of the site, if the strict letter of the Zoning Code were to be carried out, the campus would lose much more of its green space in order to be*

taken over for the proposed classrooms, and the exterior design, in order to more closely match the existing historical aesthetic of the campus would be harder to achieve.

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:

   b. The conditions for these variance petitions are unique to the property based on its use as a public school site and are not generally applicable to other properties in the same zoning classification.

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:

   a. As a publicly funded School District, all revenues are generated by the taxpayers, and no alterations or variances to the property are intended to result in any financial gains.

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.
   a. The particular hardship to this property is not the cause of any one person presently having an interest in the property or the District. The District has been actively working with it's stakeholders and community members to find workable solutions that benefit everyone.

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.

   a. The existing high school does not currently impede the ability of the surrounding properties to be developed and improved as permitted by the Village of Glen Ellyn. The work associated with the new addition and building improvements is in the direct interest of enhancing the overall general welfare of the neighborhood community, as a high-quality educational institutions increase the desirability of neighborhoods. The public has expressed its desire for the improvements by approving bonds to finance the proposed project via referendum this past year.

6. Provide evidence that the proposed variation will not:

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

      a. The request for a height variation will not impair the adjacent properties as the current high school is already in excess of the zoning code for building

height, to which the new addition will not exceed. Further, the adjacent properties to the proposed addition are also owned by the School District.

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

b. The newly proposed addition will be a fully sprinklered building and will not increase the hazard from fire or other dangers to the property or adjacent properties.

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

c. The proposed variations are being requested in order to help maintain the historic campus feel and not to impair the health, safety, comfort, morals or general welfare to the inhabitants of the Village.

d. Diminish or impair property values within the neighborhood;

d. It is within the School District interest that any building or campus improvement enhance the surrounding property values of the tax payers. The requested variances are not intended to diminish or impair property values within the neighborhood.

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

e. Over the course of building construction, it is the District's intent that vehicle approaches to and around the property will be designed so as to maintain and enhance traffic flow on the site and in the community. It is not intended that the improvements to the campus will result in any additional traffic.

f. Create a nuisance or;

f. The requested variances will not create any public nuisance as the School Districts goals include providing enhanced safety to its students, staff and community members.

g. Result in an increase in public expenditures.

g. With the intended improvements and enhancement to the School District facilities, it is not intended to drastically increase the student population to the School, and thereby increasing the need for additional public services to the immediate area and community, and will not be detrimental to the economic welfare of the Village.

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

    a. *We believe these variance requests are kept to a minimum in order for the School District to provide additional classroom learning environments for student, work within the existing challenges of the topography and maintain and celebrate the historical integrity of the campus.*

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

    a. *The District remained engaged with it's Community and neighborhood by trying to include all stakeholders in the design of the renovated campus. The following are meeting dates the School District has provided updates or gathered input from the community:*
    • Public Board Update: September 23, 2024.
    • October 2024 Principal's Newsletter: September 30, 2024.
    • Invitation to the First Community Forum sent to one hundred closest Neighbors: October 10, 2024.
    • Public Community Forum at Glenbard West: October 16, 2024.
    • Glenbard West Community Construction Update #1 (Video): October 23, 2024.
    • Public Community Forum (Webinar): October 30, 2024.
    • Public Board Update: December 16, 2024.
    • Glenbard West Community Construction Update #2 (Video): December 17, 2024.
    • January 2025 Principal's Newsletter: December 20, 2024.
    • Invitation to Second Community Forum Invitation sent to one hundred closest Neighbors:
    February 10, 2025.
    • Community Construction Forum Invitation sent to West Families: February 10, 2025.
    • Community Construction Forum Reminder sent to West Families: February 24, 2025.
    • Public Community Forum at Glenbard West: February 26, 2025.
    • March 2025 Principal's Newsletter: March 5, 2025.
    • Glenbard West Community Construction Update #3 (Video): March 5, 2025.

April 21, 2025

Jennifer Henaghan
Community Development Director
Village of Glen Ellyn
535 Duane Street
Glen Ellyn, Illinois 60137

Re: Glenbard Township High School District #87
Glenbard West High School Addition and Renovation
Commission No. 243063

Dear Ms. Jennifer Henaghan:

On behalf of Glenbard Township High School District #87, we are pleased to present the attached documentation regarding the Variation requests related to the Glenbard West High School Addition and Renovation project.

This past year, the School District passed a referendum which included providing a classroom and student commons addition at Glenbard West High School and additional facilities and site upgrades at this school as well as the other three high schools served by the District 87.

We are currently working with the District and are in the planning stages for the improvements needed at Glenbard West High School, that fulfill the referendum and enhance the 21st Century learning opportunities for its student population. As part of this project a classroom wing of 13,800 square feet is proposed off of the northwest side of the school with a 7,200 square foot student commons off of the north face, along with related site improvements to the northwest corner of the current campus. To bring about these improvements, the District must seek relief from the Village, specifically to the lot coverage, setbacks to the existing High School property, and building height.

As such, in conjunction with planning for the proposed building improvements, the School District reached out to Village staff to initiate a discussion of the process for allowing these building projects to move forward in a way that is beneficial for the School District and the Village. Through this process, it is anticipated that some exceptions to the zoning codes will need to be considered relative to the unique operational and security concerns of a school site. The School District will endeavor to work with the Village to comply wherever it is consistent with these objectives. In all instances where variations are being requested, the School District is agreeable to open discussion of how the interests of all parties can be best achieved.

The School District greatly appreciates its strong partnership with the Village of Glen Ellyn. To that affect, the School District hopes to address any concerns that may exist related to the appropriateness of the current school site development. At the same time, the School District hopes that its previous efforts to create and maintain a safe and functional school site, as well as their efforts to be a good neighbor, will be recognized by the Village in consideration of any required variation requests.

We look forward to meeting with you to review the materials being provided in support of the School District's requests.

Please feel free to contact me with any questions.

Sincerely,

Wold Architects and Engineers

Ben Bercher | AIA
Associate

cc: Dr. David Larson, Glenbard 87
Seth Chapman, Glenbard 87
Dan Kritta, Wold
Jessalyn Kelly, Wold
Cuong Vuong, Wold

KH/EDU-IL-Glenbard/HS_West/243063/Admin/Letters/2024.04.21 Letter to Jennifer Henaghan

GISConsortium | Aerial Map - Glenbard High School Addition

Legend

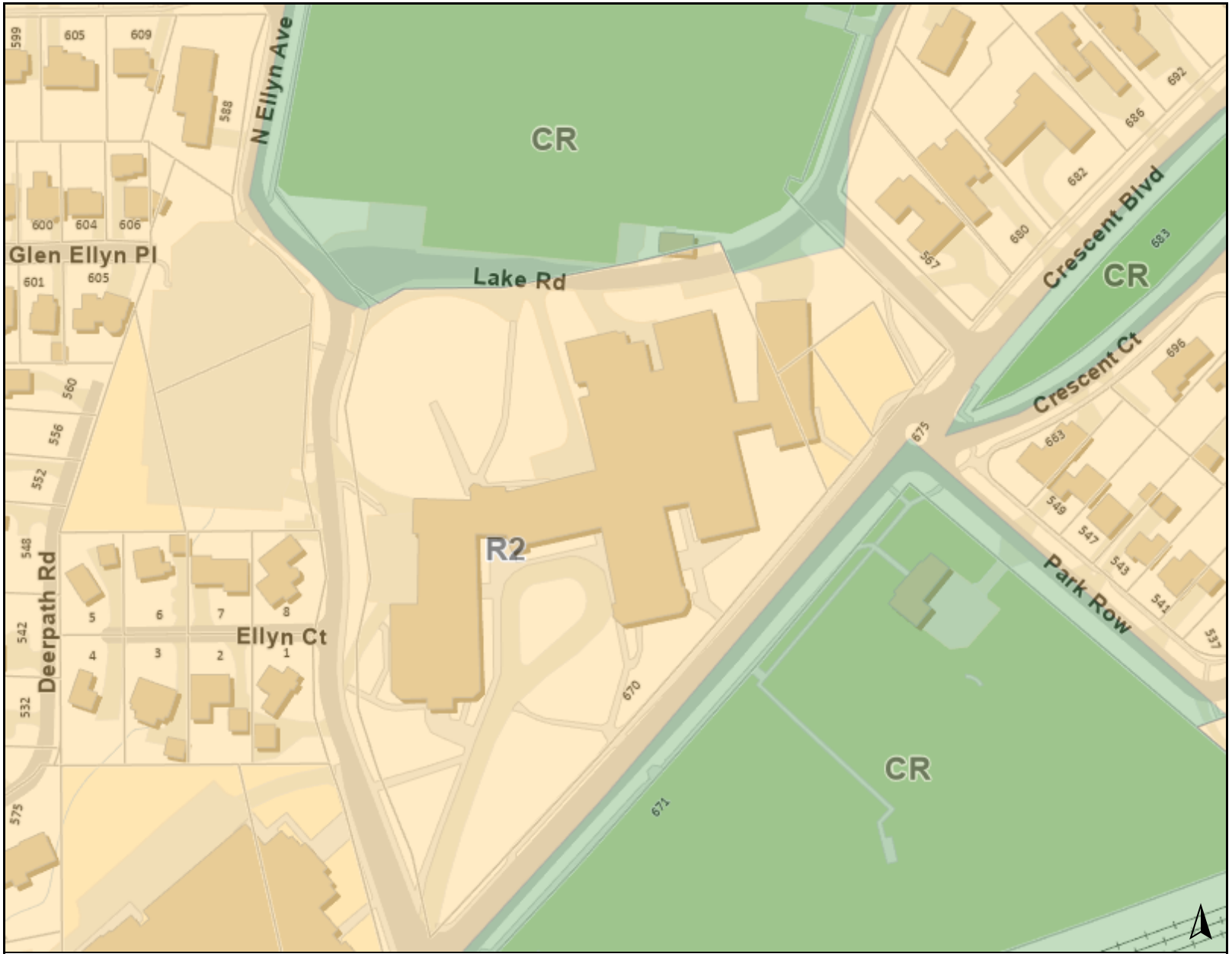
0 300 600 ft

Print Date: 5/14/2025

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.

GISConsortium | Zoning Map - Glenbard High School Addition



Legend

Zoning and Development

Zoning

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

0 300 600 ft

Print Date: 5/14/2025

Notes

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BOUNDARY EXHIBIT OF GLENBARD WEST HIGH SCHOOL

LOCATION MAP

GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch =100 ft.

BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM OF 1983, EAST ZONE–2011 ADJUSTMENT, ADJUSTED TO GROUND VALUES ESTABLISHED BY GPS METHODS FROM THE TRIMBLE VIRTUAL REFERENCE NETWORK.

LEGEND

- IP — IRON PIPE
- IR — IRON ROD
- FOUND CROSS
- NAIL — MAG NAIL/P.K. NAIL
- RIGHT OF WAY LINE
- LOT LINE
- BOUNDARY LINE
- DETAIL SHEET

ABBREVIATIONS

N	NORTH
S	SOUTH
E	EAST
W	WEST
100.00 N00°00'00"E	MEASURED DATUM
(100.00 N00°00'00"E)	RECORD DATUM
PRC	POINT OF REVERSE CURVE

ESSEX ROAD (DEAD AVENUE)
COLLINS AND GAUNTLETT'S RESUBDIVISION
N62°49'41"E 144.05'
FIP AT BEND
FIP AT BEND
(35')
N78°51'52"E 157.38'
N72°58'34"E 81.00'
N56°52'34"E 81.60'
N11°02'42"W 140.45'
S59°11'46"E 412.99'
LAKE ROAD
S03°57'46"E 17.24'
(35')
N26°15'14"E 172.21'
N35°16'14"E 75.31'
S17°19'33"W 138.01'
S36°02'08"W 384.18'
(35')
LINDEN ST
VACATED LINDEN ST
LOT A
JOHN A. BROWN'S ADDITION TO GLEN ELLYN
PIN 05-11-403-017
WTC FILE NO. 2023DP-5515.0
VACATED ELLYN AVE
N21°49'28"E 387.15'
COLLINS AND GAUNTLETT'S RESUBDIVISION
LENOX ROAD
N55°54'53"E 201.55'
DETAIL 'A' SEE SHEET 2
DETAIL 'B' SEE SHEET 3
DETAIL 'C' SEE SHEET 4
DETAIL 'D' SEE SHEET 5
LOT 1 LAKE ELLYN PARK ASSESSMENT PLAT PIN 05-11-400-002 WTC FILE NO. 2023DP-5503.0
LOT 2 LAKE ELLYN PARK ASSESSMENT PLAT
(35')
N37°25'44"E 169.42'
N18°45'11"E 34.84'
N13°14'20"E 68.02'
S58°07'04"W 184.34'
S19°03'41"W 59.57'
LOT 3
(60')
(45')
HAWTHORNE BLVD
(99')
LOT A
N11°14'31"E 202.07'
S20°08'04"W 142.12'
HAWTHORNE ADDITION
PARK
GLEN ELLYN PLACE
N39°18'23"W 167.94'
S44°31'16"E 260.56'
(46')
VACATED ELLYN AVENUE
N18°21'47"E 439.38'
S03°22'49"W 196.43'
N14°30'30"E 116.41'
JOHN A. BROWN'S ADDITION TO GLEN ELLYN
PIN 05-11-403-018 WTC FILE NO. 2023DP-5516.0
LOT 8
LOT 7
LOT 6
S88°54'40"W 290.15'
TRACT ONE GRIMSHAW'S PLAT OF SURVEY
N07°56'08"W 190.94'
N41°09'04"E 207.09'
ELLYN AVENUE
(50')
N11°05'57"E 88.10'
N05°21'30"W 77.32'
N15°31'37"W 85.48'
ELLYN COURT
TRACT TWO GRIMSHAW'S PLAT OF SURVEY
GEORGE M. COLLINS SLEEPY HOLLOW SUBDIVISION
N88°54'40"E 306.05'
(50')
S26°10'37"E 91.60'
N00°35'11"W 188.26'
N14°19'37"W 127.00'
(50')
N78°39'58"E 170.26'
FIP 4.53'NW & 13.15'SW
S48°08'04"W 136.01'
N48°08'04"E 182.16'
N41°32'04"E 479.56'
CRESCENT BLVD
N41°32'04"E 502.01'
N41°09'04"E 270.21'
(66')
PARK ROW
S49°27'08"E 612.47'
BLOCK 6 WOODTHORP SUB'N.
HILLTOPPERS
LOT 17 COUNTY CLERK'S THIRD ASSESSMENT DIVISION
PIN 05-11-410-014 WTC FILE NO. 2023DP-5517.0
N53°36'28"E 235.76'
S70°04'58"W 1525.37'
UNION PACIFIC RAILROAD
N PARK BLVD
N12°33'29"W 325.65'
S53°36'28"W 230.72'
(99')
LOT 1
LOT 2
LOT 3
LAKE ROAD
CRESCENT BLVD
LOT 2 LORAC BUILDERS RESUB'N. LOT 1
LOT 10 WASSELL'S CRESENT BOULEVARD SUB'N.
LOT 11 WASSELL'S CRESENT BOULEVARD SUB'N.
LOT 1 SUNDENES SUB'N.
LOT 1 WASSELL'S CRESENT BOULEVARD SUB'N.
LOT 2 WASSELL'S CRESENT BOULEVARD SUB'N.
LOT 3 SUNDENES SUB'N.
LOT 1 BROCKFORD'S SUB'N.
LOT 19 JOHN A. BROWN'S SUB'N.
LOT 18 JOHN A. BROWN'S SUB'N.
LOT 1 ANNA C BALL SUB'N.
PART LOT 16 JOHN A. BROWN'S SUB'N.
LOT 15 JOHN A. BROWN'S SUB'N.
LOT 14 JOHN A. BROWN'S SUB'N.
LOT 1 A.G.ERICKSON SUB
LOT 13 JOHN A. BROWN'S SUB'N.
KETTLESTRING'S DIVISION

SURVEYOR'S NOTES

1. COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY APPARENT DIFFERENCES AT ONCE.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. DIMENSIONS ON THIS PLAT ARE EXPRESSED IN US SURVEY FEET AND DECIMAL PARTS THEREOF, UNLESS OTHERWISE NOTED.
4. MONUMENTS WERE FOUND AND NOTED IN RELATIONSHIP TO THE TRUE CORNER. WHERE NO MONUMENTS WERE FOUND A 3/4" IRON PIPE, CROSS IN CONCRETE OR MAG NAIL WERE SET.
5. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE INFORMATION FURNISHED BY THE CLIENT, THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
6. CALL J.U.L.I.E. AT 811 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
7. NO IMPROVEMENTS WERE LOCATED PER CLIENTS REQUEST.
8. SEE THE DETAIL SHEETS FOR THE MAJORITY OF TIES TO FOUND SURVEY MONUMENTS.
9. TECHNOLOGY (IMAGE DATE MARCH 21, 2022). IMAGE SHOWN HEREON HAS BEEN BEST FIT PER FIELD LOCATED PHYSICAL FEATURES.
10. ALL TITLE COMMITMENT FOR EVERY PARCEL OF THE OVERALL BOUNDARY OF GLENBARD WEST HIGH SCHOOL HAVE BEEN PROVIDED TO THE CLIENT WITH THIS PLAT. THE TITLE COMMITMENT NUMBER IS LISTED ON EACH PARCEL (WTC=WHEATLAND TITLE COMPANY)

SURVEYOR'S NOTES

STATE OF ILLINOIS)
COUNTY OF LAKE)

WE GEWALT HAMILTON ASSOCIATES, INC. DO HEREBY CERTIFY THAT WE HAVE SURVEYED THE PROPERTY AS SHOWN AND THAT THE PLAT HEREON DRAWN IS A CORRECT AND ACCURATE REPRESENTATION OF SAID SURVEY.

DATES THIS 16TH DAY OF MARCH, 2023 A.D.

FIELD WORK COMPLETED THE 7TH DAY OF MARCH. 2023 A.D.

GEWALT HAMILTON ASSOCIATES, INC.
PROFESSIONAL DESIGN FIRM LICENSE NO. 184–000922

Edward A. Hedge
EDWARD A. HEDGE
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035–003026
MY LICENSE EXPIRES NOVEMEBER 30, 2024

STATE OF ILLINOIS ★ Vernon Hills ★ EDWARD A. HEDGE 035-003026 ★ PROFESSIONAL LAND SURVEYOR

SURVEY PREPARED FOR:

GLENBARD WEST HIGH SCHOOL
670 CRESCENT BLVD
GLEN ELLYN, 60137

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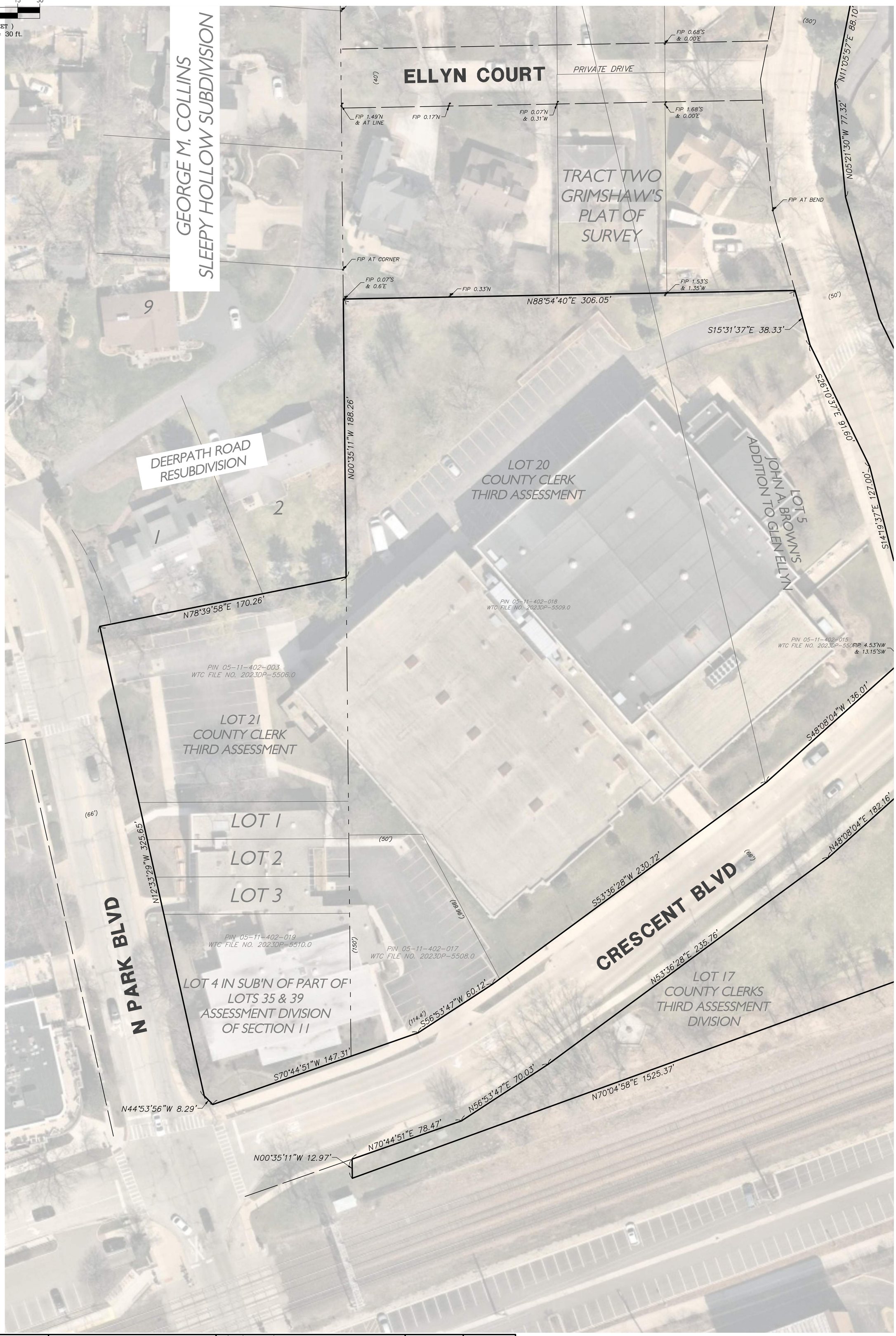
GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL. 60061
TEL 847.478.9700 ■ FAX 847.478.9701

NO.	BY	DATE	REVISION

DRAWN BY: MAG
CHECKED BY: EAH
DATE: 03.14.23
GHA PROJECT # 5970.300
SCALE: 1"=100'
SHEET NUMBER: 1 OF 5 SHEETS

BOUNDARY EXHIBIT OF
GLENBARD WEST HIGH SCHOOL
DETAIL A

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.



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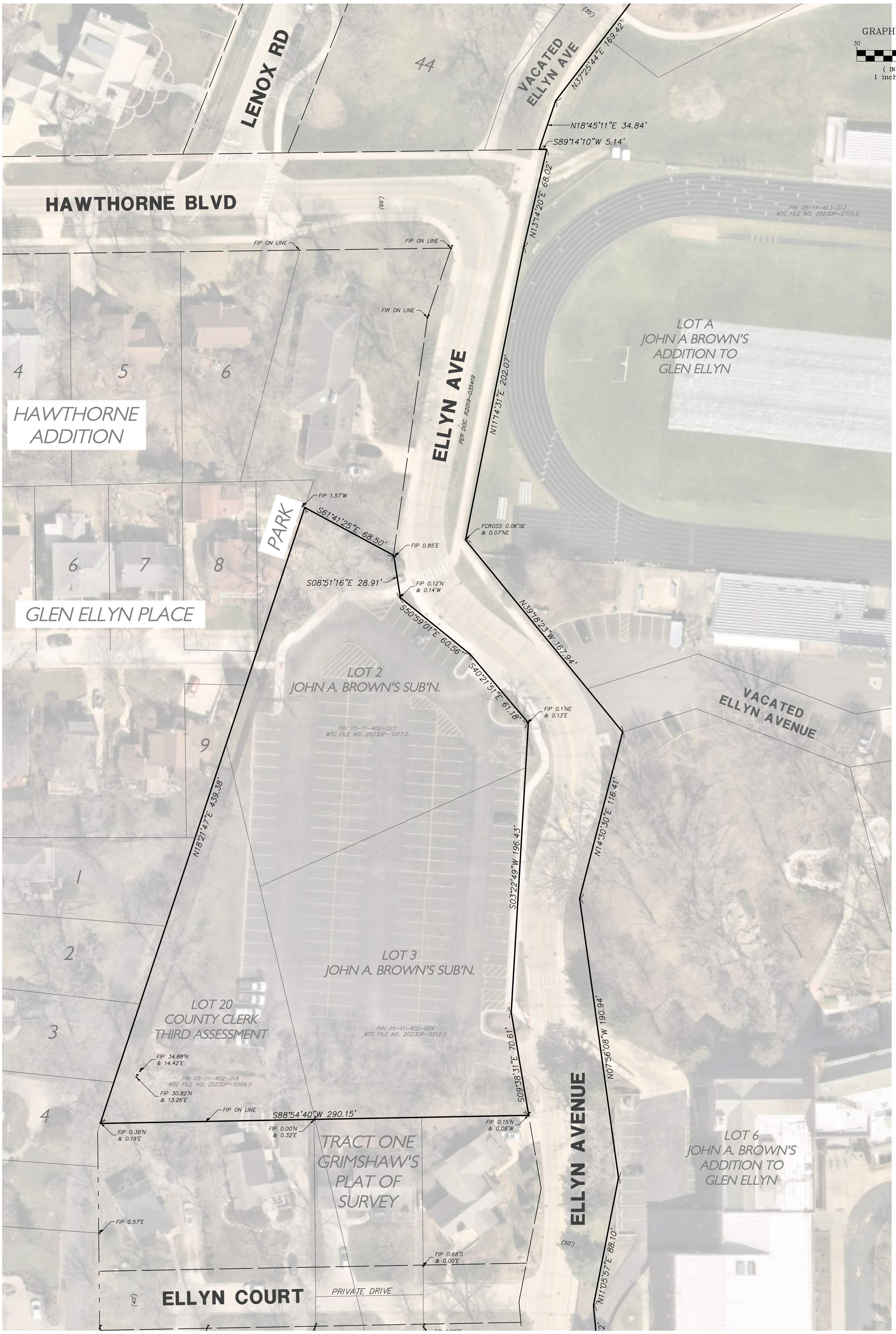
NO.	BY	DATE	REVISION

DRAWN BY: MAG
CHECKED BY: EAH
DATE: 03.17.23
GHA PROJECT # 5970.300
SCALE: 1"=30'
SHEET NUMBER: 2
OF 5 SHEETS

BOUNDARY EXHIBIT OF
GLENBARD WEST HIGH SCHOOL
DETAIL B



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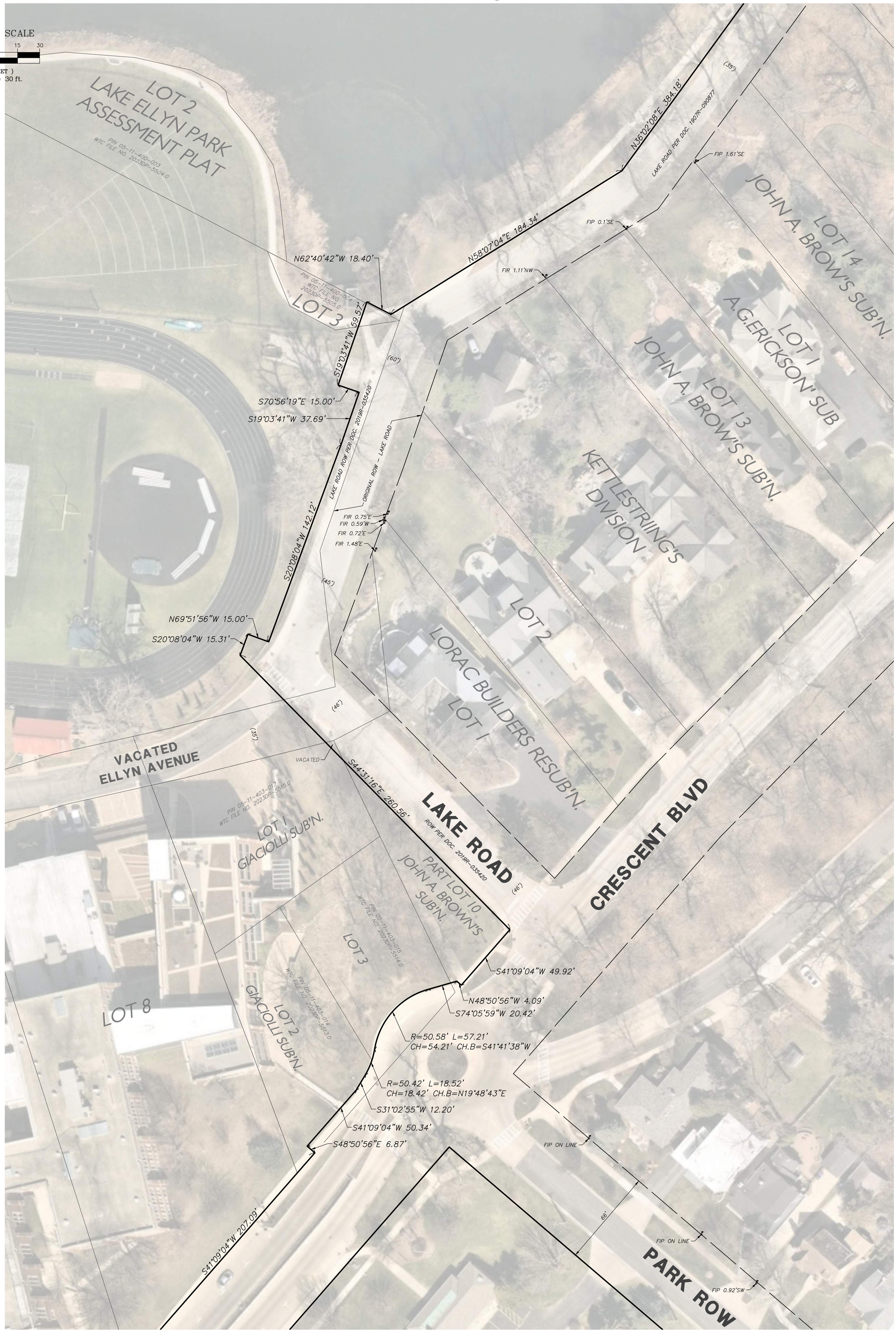
NO.	BY	DATE	REVISION

DRAWN BY:	MAG
CHECKED BY:	EAH
DATE:	03.17.23
GHA PROJECT #	5970.300
SCALE:	1"=30'
SHEET NUMBER:	3
	OF 5 SHEETS

BOUNDARY EXHIBIT OF
GLENBARD WEST HIGH SCHOOL
DETAIL C

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.



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NO.	BY	DATE	REVISION

DRAWN BY: MAG
CHECKED BY: EAH
DATE: 03.17.23
GHA PROJECT # 5970.300
SCALE: 1"=30'

SHEET NUMBER: 4 OF 5 SHEETS

BOUNDARY EXHIBIT OF
GLENBARD WEST HIGH SCHOOL
DETAIL D

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.

N62°49'41"E 144.05'
S59°11'46"E 412.99'
S03°57'46"E 17.24'
(35')
S26°15'14"W 172.21'
S35°16'14"W 75.31'
S17°19'33"W 138.01'
S36°02'08"W 384.18'
(35')

LAKE ROAD

LOT A
JOHN A. BROWN'S
ADDITION TO GLEN ELLYN

LOT 10
WASSELL'S CRESENT
BOULEVARD SUB'N.

LOT 11
WASSELL'S CRESENT
BOULEVARD SUB'N.

LOT 1
SUNDENE'S
SUB'N.

LOT 1
SUNDENE'S
SUB'N.

LOT 1
WASSEL'S CRESENT
BOULEVARD. SUB'N.

LOT 2
WASSEL'S CRESENT
BOULEVARD. SUB'N.

LOT 3
SUNDENE'S
SUB'N.

LOT 1
BROCKFORD'S
SUB'N.

LOT 19
JOHN A. BROWN'S
SUB'N.

LOT 18
JOHN A. BROWN'S
SUB'N.

LOT 1
ANNA C. BALL SUB'N.

FIP ON LINE
FIP AT CORNER
FIR 0.34'SW
FIP 0.52'SW
FIR 4.03'NW
& 4.05'SW
FIP AT CORNER
FIP
AT CORNER
FIP 0.00'SE
& 0.09NE
FIP AT CORNER
FIR
AT CORNER

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NO.	BY	DATE	REVISION

DRAWN BY: MAG
CHECKED BY: EAH
DATE: 03.17.23
GHA PROJECT # 5970.300
SCALE: 1"=30'

SHEET NUMBER: 5
OF 5 SHEETS

LEGEND

- AIR CONDITIONER
- BOLLARD/POST
- BUFFALO BOX
- BUSH/SHRUB
- BUSH LINE/BRUSH LINE
- CATCH BASIN
- CLEANOUT
- 850 CONTOUR
- CONTROL POINT
- CONTROL VALVE
- CROSS/NOTCH
- DISK
- DITCH/SWALE
- DOWNSPOUT
- DRAIN
- ELECTRIC BOX
- E ELECTRIC LINE
- ELECTRIC MANHOLE
- ELECTRIC METER
- X FENCE
- FO FIBER OPTIC LINE
- FIBER OPTIC MANHOLE
- FIRE HYDRANT
- FLAG POLE
- FLARED END SECTION
- G GAS LINE
- GAS MANHOLE
- GAS METER
- GAS VALVE
- GREASE TRAP
- GROUND LIGHT FIXTURE
- GUARDRAIL
- GUY WIRE
- HANDHOLE
- HANDHOLE (HEAVY DUTY)
- INLET
- IRON PIPE
- IRON ROD
- LIGHT POLE
- NAIL MAG NAIL/P.K. NAIL
- MAILBOX
- A OVERHEAD ELECTRIC LINE
- POWER POLE
- ROCK
- RIP RAP
- R.O.W MARKER
- SANITARY FORCEMAIN LINE
- SANITARY SEWER LINE
- SANITARY SEWER MANHOLE
- SIGN
- SB-2 SOIL BORING
- +850.00 SPOT ELEVATION
- SPRINKLER HEAD
- STORM SEWER LINE
- STORM SEWER MANHOLE
- T TELEPHONE LINE
- TELEPHONE MANHOLE
- TELEPHONE BOX/PEDESTAL
- CTV TELEVISION LINE
- TELEVISION MANHOLE
- TELEVISION BOX/PEDESTAL
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL CONTROL BOX
- 345 TREE-CONIFEROUS (SIZE/TAG#)
- 12" TREE-DECIDUOUS (SIZE/TAG#)
- TREE STUMP
- VALVE BOX
- VALVE VAULT
- VRAD BOX
- WATER FOUNTAIN
- WATER AUXILLARY VALVE
- WATERLINE EDGE
- W WATERMAIN LINE
- WATER METER
- WATER METER PIT
- WELL HEAD
- WETLAND
- WETLAND FLAG

N

GRAPHIC SCALE

20 0 10 20

(IN FEET)

1 inch = 20 ft.

Point Table				
Point #	Northing	Easting	Elevation	Description
1	1898528.60	1058276.85	729.67	CP1-SXTC
2	1899062.82	1058246.62	715.30	CP2-SXTC
3	1898270.93	1058340.63	735.58	CP3-SXTC
9	1898646.22	1058486.00	758.02	CP9 SXTC
10	1898754.43	1058584.79	760.23	CP10 SXCN
11	1898710.12	1058321.26	728.79	CP11 SXTC
12	1898873.33	1058441.01	746.19	CP12 SXSW
13	1898892.05	1058529.30	746.21	CP13 SXTC
14	1899096.02	1058487.30	715.48	CP14 SXCN

BENCHMARK:
ELEVATIONS SHOWN HEREON ARE OBTAINED VIA GPS USING TRIMBLE VRS®NOW™ (NO PUBLISHED MONUMENT VERIFIED)
DATUM: NAVD88

GHA GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

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EXISTING CONDITIONS

GLENBARD WEST HIGH SCHOOL
670 CRESCENT BOULEVARD
GLEN ELLYN, ILLINOIS

NO.	BY	DATE	REVISION

NO.	BY	DATE	REVISION

FILE: 5959-300-EX.dwg
DRAWN BY: PJS
DATE: 11-4-24
GHA PROJECT # 5959.300
CHECKED BY: ASV
DATE: 11-4-24
SCALE: 1"=20'
SHEET NUMBER: 1
OF 1 SHEETS

LOT 2 (EXCEPT THAT PART DESCRIBED BY BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 2 AND RUNNING THENCE SOUTH 42 DEGREES 08 MINUTES EAST ALONG THE NORTHERLY LINE OF SAID LOT, 35.9 FEET; THENCE SOUTH 18 DEGREES 10 MINUTES WEST 87.45 FEET TO A POINT 4.4 FEET EAST OF THE NORTH LINE OF THE PUBLIC STREET CALLED GLEN ELLYN PLACE AS NOW DEDICATED AND USED; THENCE SOUTH 89 DEGREES 45 MINUTES WEST ALONG SAID NORTH LINE 4.4 FEET TO THE EAST LINE OF LOT 8 IN GLEN ELLYN PLACE SUBDIVISION; THENCE NORTH ALONG SAID EAST LINE 99.3 FEET TO THE PLACE OF BEGINNING IN JOHN A. BROWN'S ADDITION TO GLEN ELLYN IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 3, 1907 AS DOCUMENT 90877, IN DU PAGE COUNTY, ILLINOIS.

ALSO:

THAT PART OF LOTS 3 AND 4 IN JOHN A. BROWN'S ADDITION TO GLEN ELLYN WHICH LIES NORTH OF A LINE DESCRIBED BY BEGINNING AT A POINT IN THE EAST LINE OF SAID LOT 4 WHICH IS 1.6 FEET SOUTH OF THE SOUTHEAST CORNER OF SAID LOT 3; THENCE WESTERLY, ALONG A LINE THE NORTHEAST ANGLE OF WHOSE INTERSECTION WITH THE NORTH AND SOUTH QUARTER SECTION LINE OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN IS 89 DEGREES 30 MINUTES, TO THE WEST LINE OF SAID LOT 3 FOR THE TERMINATION OF SAID LINE, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 3, 1907 AS DOCUMENT 90877, IN DU PAGE COUNTY, ILLINOIS.

ALSO:

THAT PART OF LOT 20 IN COUNTY CLERK'S THIRD ASSESSMENT DIVISION OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, WHICH LIES NORTH OF A LINE DESCRIBED BY BEGINNING AT A POINT IN THE EAST LINE OF LOT 4 IN JOHN A. BROWN'S ADDITION TO GLEN ELLYN WHICH IS 1.6 FEET SOUTH OF THE SOUTHEAST CORNER OF LOT 3 IN SAID ADDITION; THENCE WESTERLY, ALONG A LINE THE NORTHEAST ANGLE OF WHOSE INTERSECTION WITH THE NORTH AND SOUTH QUARTER SECTION LINE OF SAID SECTION 11 IS 89 DEGREES 30 MINUTES TO THE WEST LINE OF SAID LOT 20 FOR THE TERMINATION OF SAID LINE, ACCORDING TO THE PLAT THEREOF RECORDED JULY 5, 1906 AS DOCUMENT 88053 IN DU PAGE COUNTY, ILLINOIS.

ALSO:

THAT PART OF LAKE ROAD VACATED BY DOCUMENT R68-39335 LYING BETWEEN THE SOUTH LINE OF LOT A AND THE NORTH LINE OF LOTS 6, 7, AND 8 IN JOHN A. BROWN'S ADDITION TO GLEN ELLYN IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DU PAGE COUNTY, ILLINOIS.

ALSO:

THAT PART OF LOT "A" OF JOHN A BROWN'S ADDITION TO GLEN ELLYN, DU PAGE COUNTY, ILLINOIS, LYING SOUTH OF A LINE EXTENDING FROM A POINT IN THE EAST LINE OF LOT 46 COLLINS AND GAUNTLETT'S LAKE GLEN ELLYN 85.2 FEET FROM THE NORTHEAST CORNER OF SAID LOT 46 TO A POINT IN THE WEST LINE OF LOT 12 OF SAID JOHN A. BROWN'S ADDITION 31.0 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 12, ALL IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN

ALSO:

LOTS 1, 2 AND 3 IN GIACIOLLI SUBDIVISION OF THAT PART OF LOT 8 DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEASTERLY CORNER OF SAID LOT 8; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT TO THE SOUTHERLY LINE THEREOF; THENCE WESTERLY ALONG SAID SOUTHERLY LINE, 25.0 FEET; THENCE NORTHERLY 270.0 FEET TO A POINT IN THE NORTHERLY LINE OF SAID LOT WHICH IS 22.5 FEET NORTHWESTERLY OF THE NORTHEASTERLY CORNER OF SAID LOT; THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID LOT, 22.5 FEET TO THE PLACE OF BEGINNING, AND ALL OF LOT 9, ALL IN JOHN A. BROWN'S ADDITION TO GLEN ELLYN, BEING A SUBDIVISION IN THE EAST HALF OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID GIACIOLLI'S SUBDIVISION RECORDED APRIL 19, 1973 AS DOCUMENT R73-21870 IN DUPAGE COUNTY, ILLINOIS.

ALSO:

LOT 6, LOT 7, AND LOT 8 (EXCEPT THAT PART OF LOT 8 INCLUDED IN GIACIOLLI SUBDIVISION RECORDED APRIL 19, 1973 AS DOCUMENT R73-21870) IN JOHN A. BROWN'S ADDITION TO GLEN ELLYN IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 3, 1907 AS DOCUMENT 90877, IN DU PAGE COUNTY, ILLINOIS.

ALSO:

LOT 10 (EXCEPT THAT PART THEREOF DEDICATED FOR STREET PURPOSES BY DOCUMENT R68-39335 AND ALSO EXCEPT THAT PART THEREOF INCLUDED IN THE PLAT OF LORAC BUILDERS RESUBDIVISION RECORDED JULY 2, 1962 AS DOCUMENT R62-21315) IN JOHN A BROWN'S ADDITION TO GLEN ELLYN IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 3, 1907 AS DOCUMENT 90877, IN DU PAGE COUNTY, ILLINOIS.

GRAPHIC SCALE - FEET
60 30 0 30 60
N

Rev.	Date	Description	By

TOPOGRAPHICAL SURVEY

GLENBARD TOWNSHIP HIGH SCHOOL DISTRICT #87
566 CRESCENT BLVD.
GLEN ELLYN, ILLINOIS 60137

GLENBARD WEST HIGHSCHOOL

WEBSTER, McGRATH & AHLBERG LTD.
Consulting Engineers
Land Surveying And Civil Engineering Since 1906
207 South Naperville St.
Wheaton, Illinois 60187
(630) 668-7603 FAX (630) 682-1760

JOB # 37565	DATE: 6/26/98	SCALE: 1" = 30'
SURV: JV	DRAWN: JTT	DESIGN:
FILE # E-30980-T		SHEET # 3 OF 3

e:\sur\37565\v\37559sk3.dgn Jul. 07, 1998 09:36:06

Rev.	Date	Description	By

TOPOGRAPHICAL SURVEY

GLENBARD TOWNSHIP HIGH SCHOOL
DISTRICT #87
596 CRESCENT BLVD.
GLEN ELLYN, ILLINOIS 60137

GLENBARD WEST HIGHSCHOOL

WEBSTER, McGRATH & AHLBERG LTD.
Consulting Engineers
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(630) 668-7603 FAX (630) 682-1760

JOB # 37565	DATE: 6/26/98	SCALE: 1" = 30'
SURV: JV	DRAWN: JTT	DESIGN:
FILE # E-30980-T		SHEET # 2 OF 3

e:\surv\37565\v37565st2.dgn Jul. 07, 1998 08:34:47

Glenbard Township High School District 87

GLENBARD WEST ADDITION AND RENOVATION

SITE CIRCULATION:

- PROPOSED BUS STAGING
- VEHICLE CIRCULATION (PARENTS)
- VEHICLE CIRCULATION (STAFF)
- PROPERTY LINE

SITE OPEN SPACE:

EXISTING BUILDING FOOTPRINT: 87,561 SF
NEW ADDITION FOOTPRINT: 20,975 SF
TOTAL BUILDING FOOTPRINT: 108,536 SF

EXISTING LOT SIZE: 578,031 SF (13.27 ACRES)
EXISTING LOT COVERAGE: 87,561 SF
EXISTING OPEN SPACE: 490,470 SF
EXISTING LOT COVERAGE RATIO: 15.1%

NEW LOT COVERAGE: 108,536 SF
NEW OPEN SPACE: 469,495 SF
NEW LOT COVERAGE RATIO: 23.1%

SITE OPEN SPACE (BIESTER FIELD HOUSE):

EXISTING BUILDING FOOTPRINT: 69,027 SF
NEW ADDITION FOOTPRINT: 1,838 SF
TOTAL BUILDING FOOTPRINT: 70,865 SF

EXISTING LOT SIZE: 185,415 SF (4.26 ACRES)
EXISTING LOT COVERAGE: 69,027 SF
EXISTING OPEN SPACE: 116,388 SF
EXISTING LOT COVERAGE RATIO: 37.2%

NEW LOT COVERAGE: 70,865 SF
NEW OPEN SPACE: 114,550 SF
NEW LOT COVERAGE RATIO: 38.2%

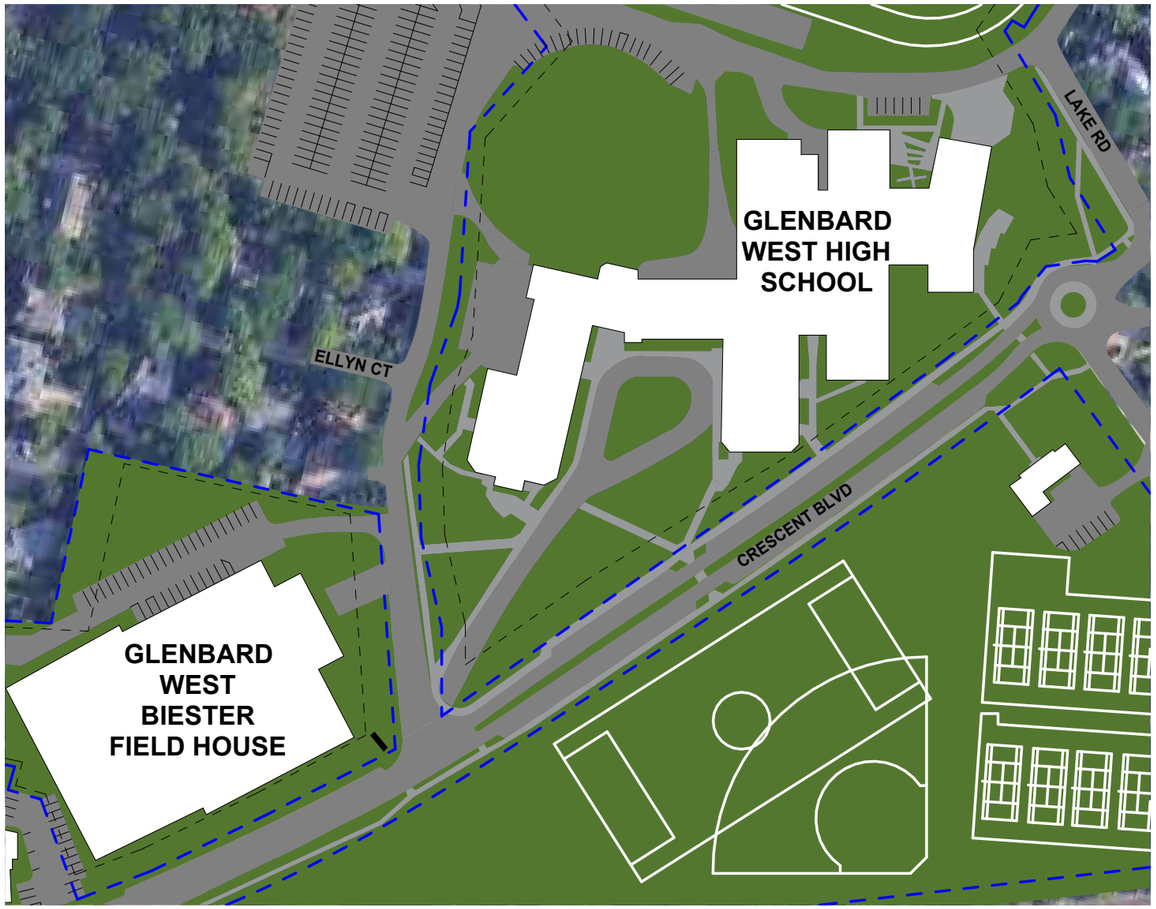
SITE SET BACKS:

FRONT YARD: 30 FEET
SIDE YARD: 25 FEET
- MIN WIDTH PER 10-4-8-(D)5.

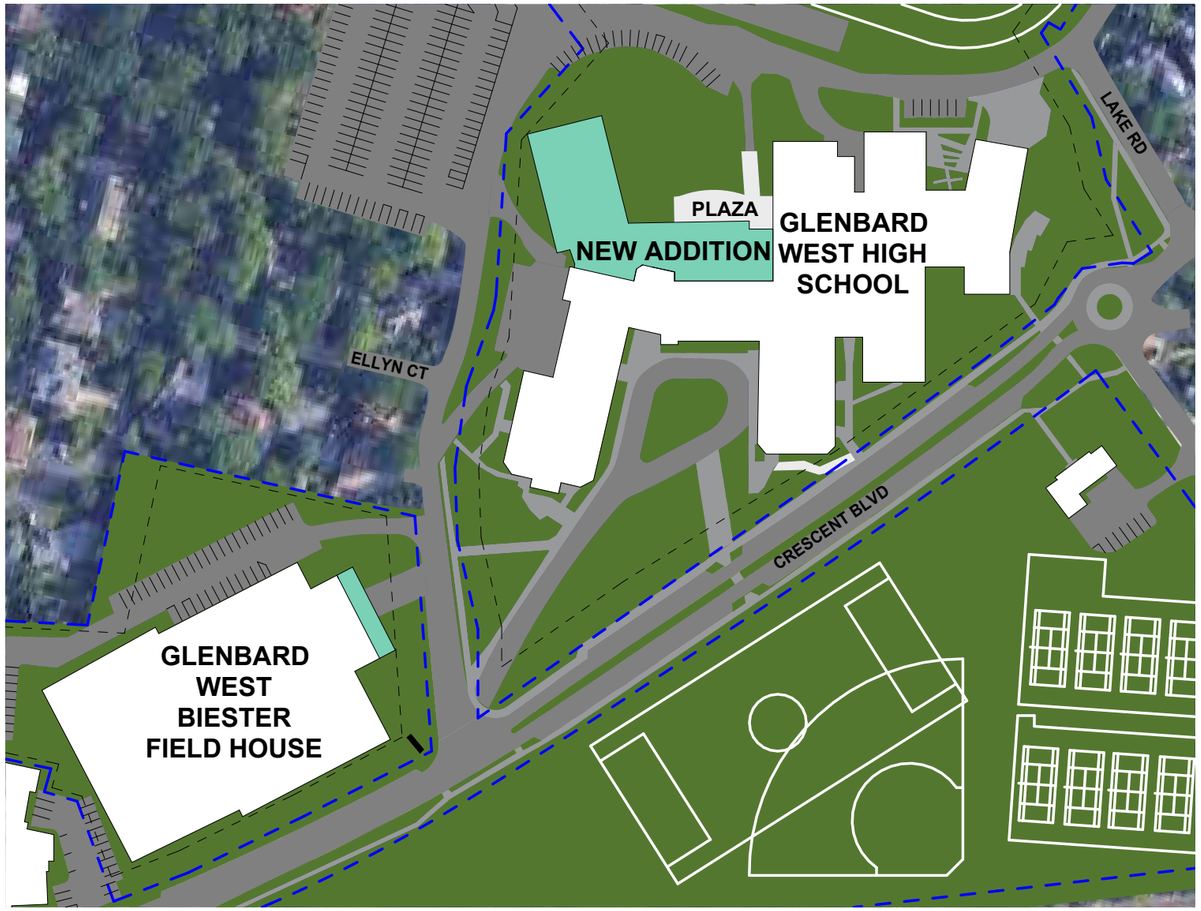
SIDE YARD (PROPOSED ON NORTH WEST LOT LINE): 16 FEET
SIDE YARD (INTERIOR SIDE YARDS): 6.5 FEET
REAR YARD: 40 FEET

EXISITING BUILDING HEIGHT: 90 FEET
ADDITION BUILDING HEIGHT: 71.25 FEET

EXISTING BUILDING HEIGHT (BIESTER): 40 FEET
ADDITION BUILDING HEIGHT (BIESTER): 30 FEET



1 EXISTING IMPERVIOUS AREA



2 PROPOSED IMPERVIOUS AREA

Glenbard Township High School District 87

GLENBARD WEST ADDITION AND RENOVATION

ALL DISTURBED AREAS SINCE 2015

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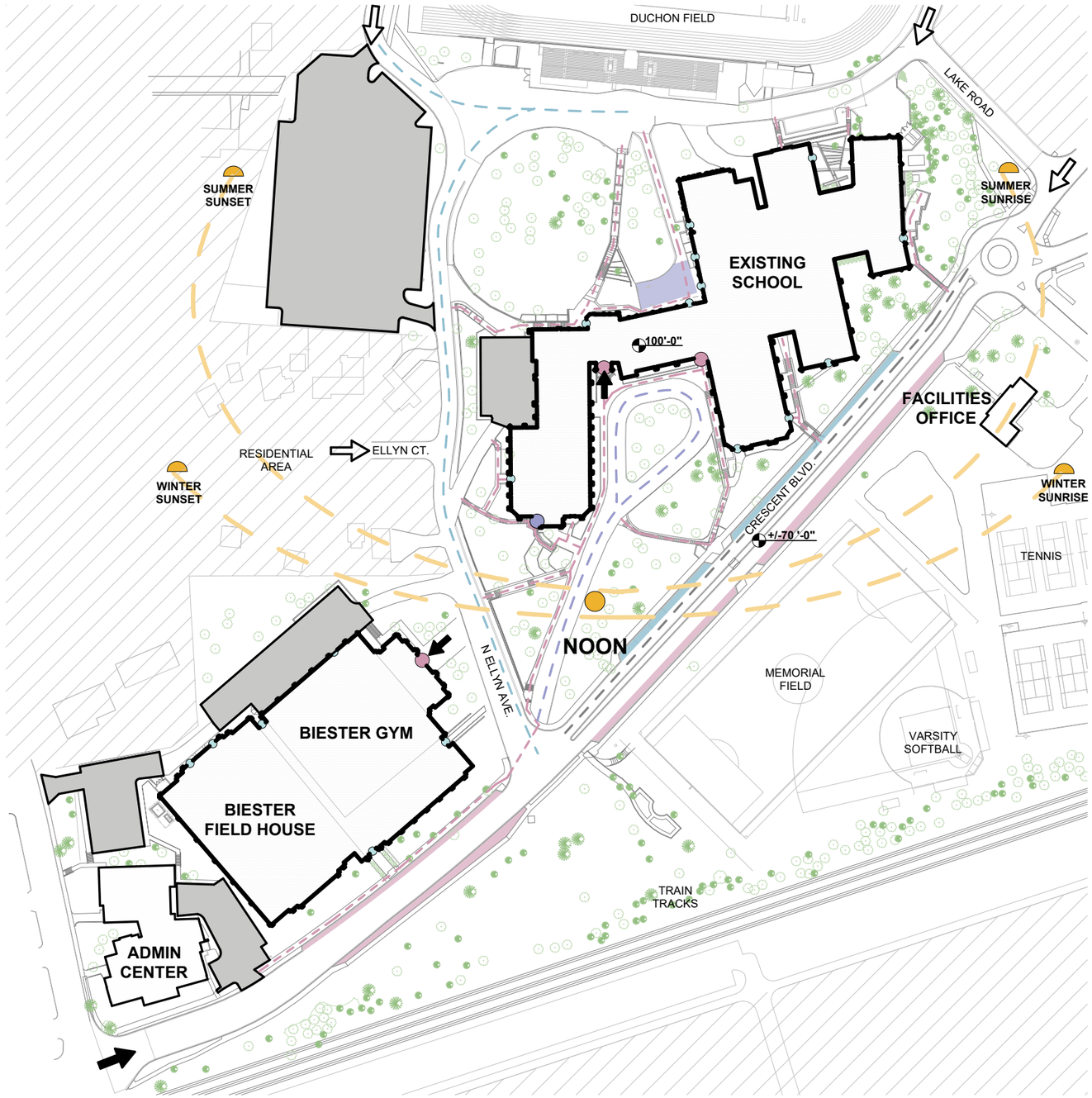
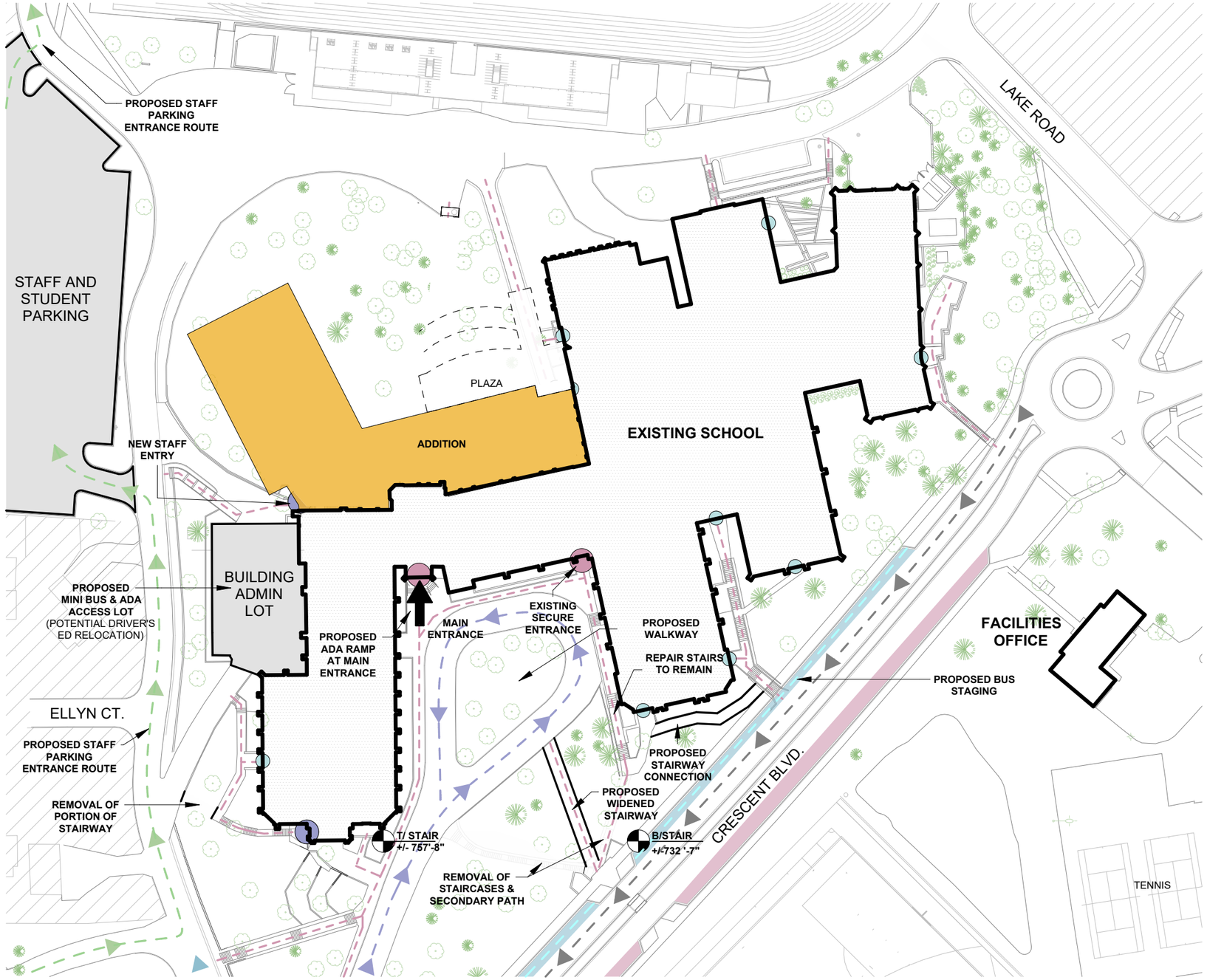


EXISTING SITE CONDITIONS

LEGEND:

- SUN PATH
- VEGETATION
- RESIDENTIAL AREA
- PARKING
- ACCESSIBLE PARKING
- VEHICLE CIRCULATION
- MAIN ENTRANCE
- AUTHORIZED ENTRANCES
- PROPOSED ENTRANCES
- EXIT DOORS
- STUDENT PERMIT STREET PARKING
- VISITOR PARKING
- PEDESTRIAN CIRCULATION
- STUDENT DROP-OFF/PICK-UP
- HOPEWELL BUS AND EMERGENCY VEHICLE ACCESS
- PROPSED BUS STAGING
- PROPOSED STAFF PARKING ROUTES



PROPOSED SCHOOL ADDITION & SITE IMPROVEMENTS

LEGEND:

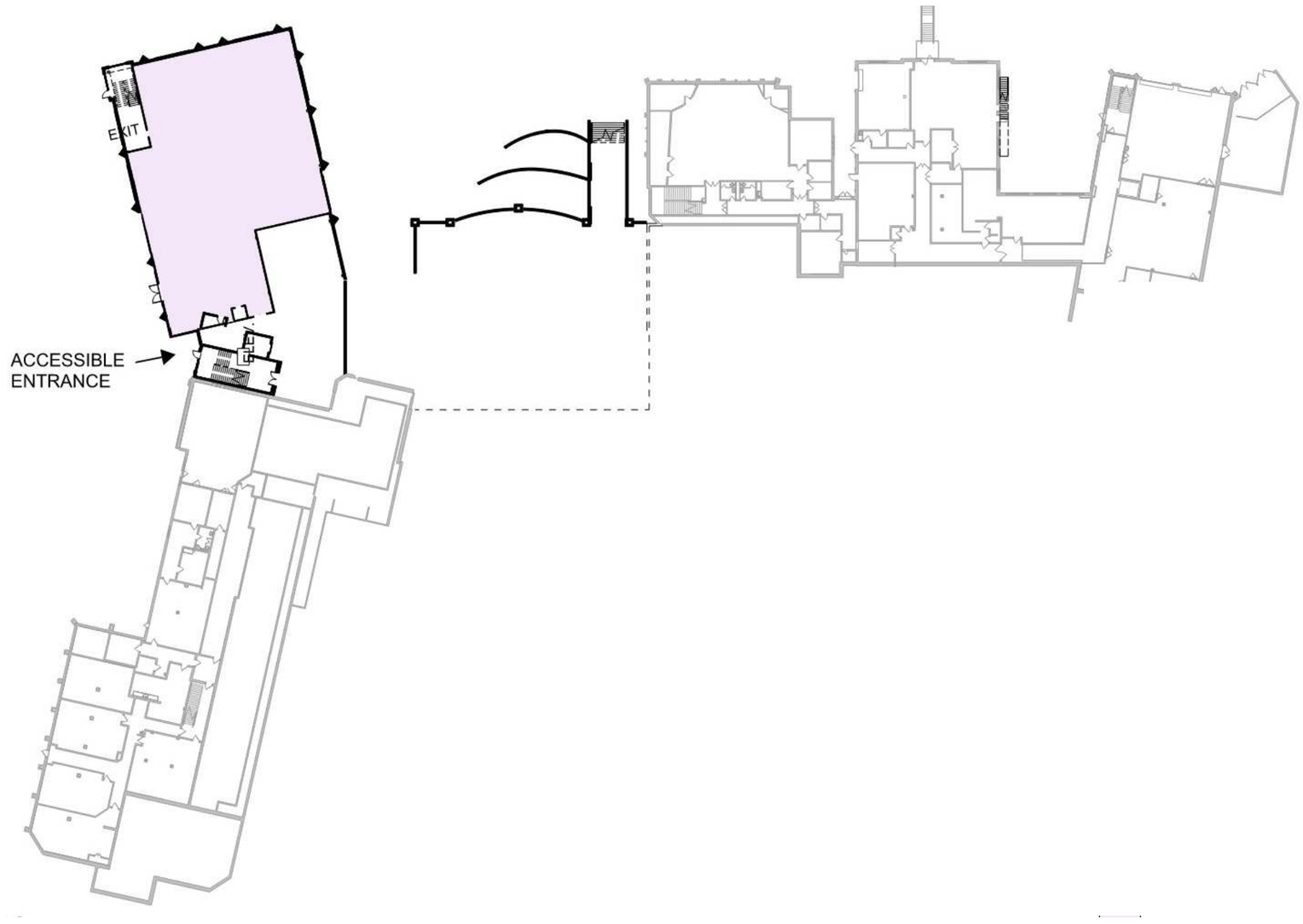
- SUN PATH
- VEGETATION
- RESIDENTIAL AREA
- PARKING
- ACCESSIBLE PARKING
- VEHICLE CIRCULATION
- MAIN ENTRANCE
- AUTHORIZED ENTRANCES
- PROPOSED ENTRANCES
- EXIT DOORS
- STUDENT PERMIT STREET PARKING
- VISITOR PARKING
- PEDESTRIAN CIRCULATION
- STUDENT DROP-OFF/PICK-UP
- HOPEWELL BUS AND EMERGENCY VEHICLE ACCESS
- PROPSED BUS STAGING
- PROPOSED STAFF PARKING ROUTES

PROPOSED ATHLETIC ENTRY RENOVATION

LEGEND:

- SUN PATH
- VEGETATION
- RESIDENTIAL AREA
- PARKING
- ACCESSIBLE PARKING
- VEHICLE CIRCULATION
- MAIN ENTRANCE
- AUTHORIZED ENTRANCES
- PROPOSED ENTRANCES
- EXIT DOORS
- STUDENT PERMIT STREET PARKING
- VISITOR PARKING
- PEDESTRIAN CIRCULATION
- STUDENT DROP-OFF/PICK-UP
- HOPEWELL BUS AND EMERGENCY VEHICLE ACCESS
- PROPSED BUS STAGING
- PROPOSED STAFF PARKING ROUTES

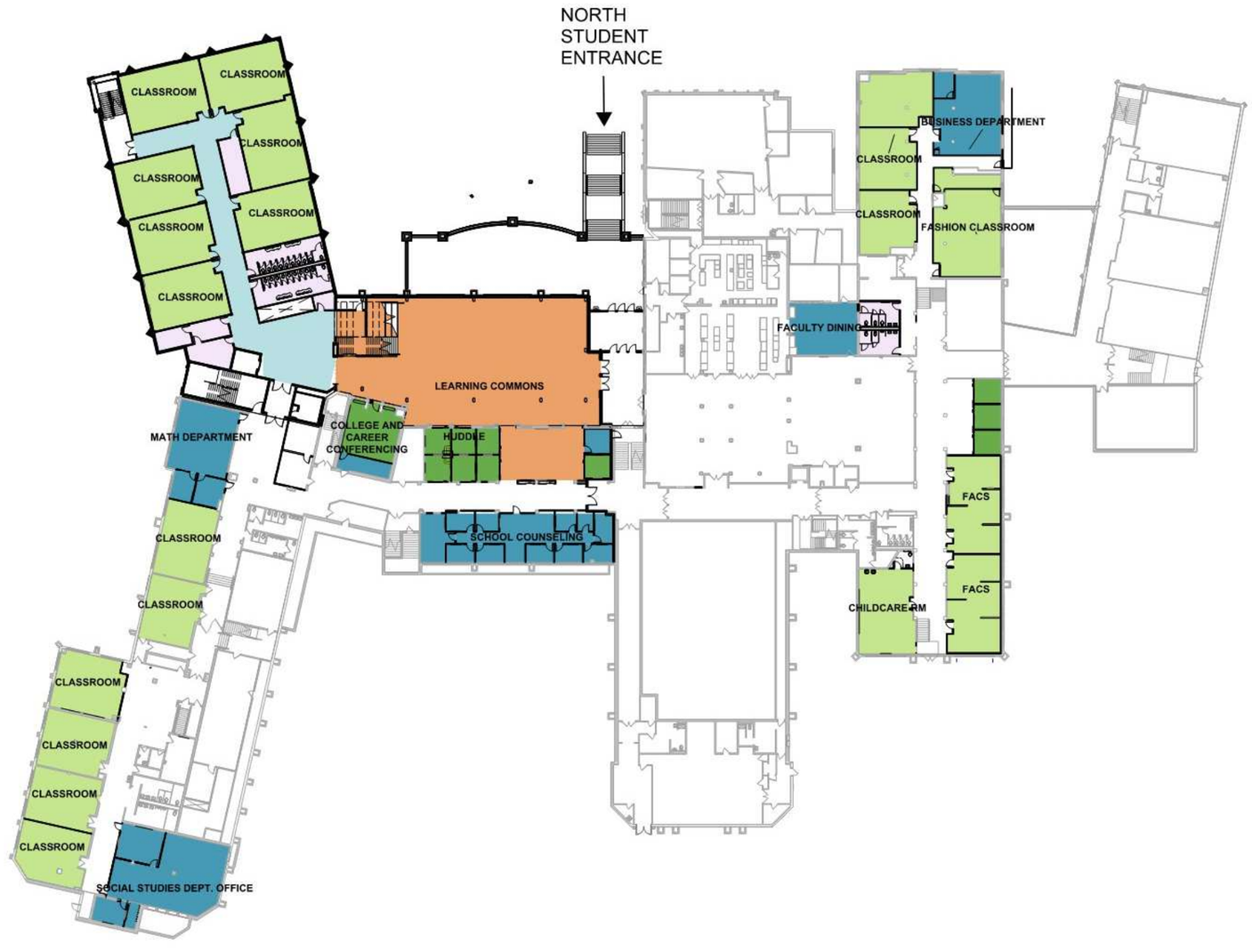
Floor Plan – Level 100



Department Legend

- Administration
- Blackbox Theater
- Cafeteria
- Circulation
- Classroom
- Commons
- Conference/Breakout
- Health
- Student Conferencing
- Toilet/Storage/Misc

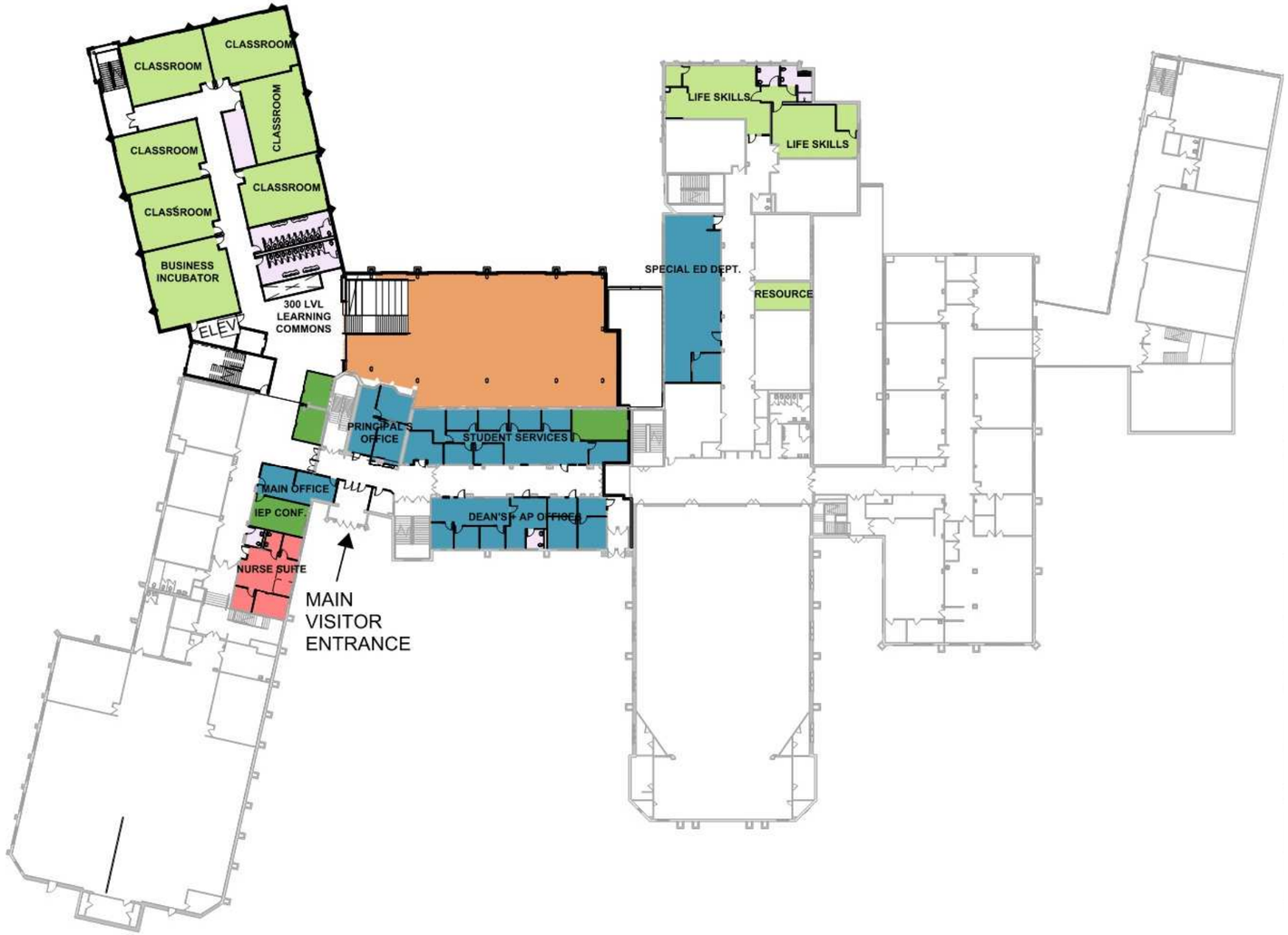
Floor Plan – Level 200



Department Legend

- Administration
- Blackbox Theater
- Cafeteria
- Circulation
- Classroom
- Commons
- Conference/Breakout
- Health
- Student Conferencing
- Toilet/Storage/Misc

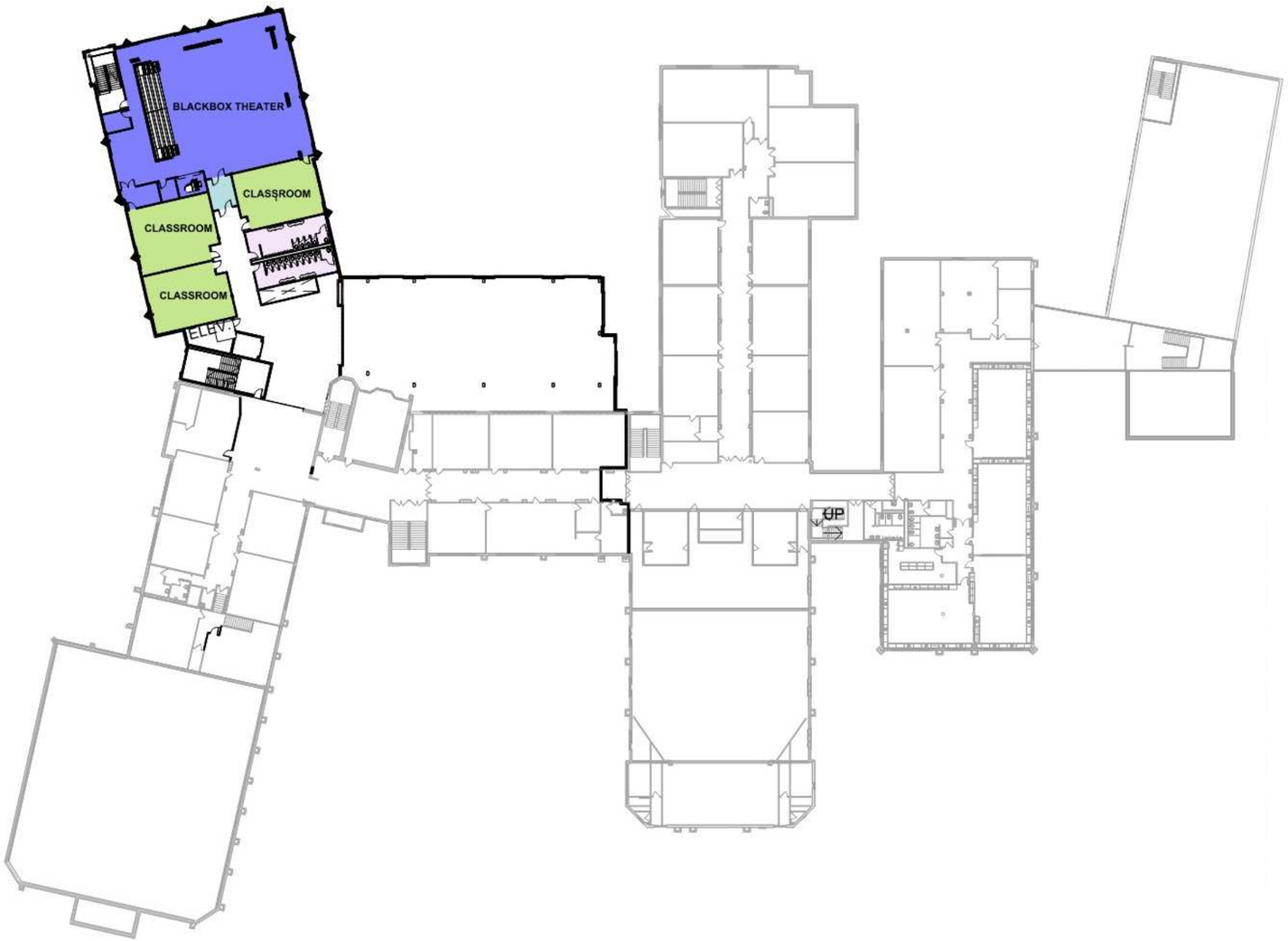
Floor Plan – Level 300



Department Legend

- Administration
- Blackbox Theater
- Cafeteria
- Circulation
- Classroom
- Commons
- Conference/Breakout
- Health
- Student Conferencing
- Toilet/Storage/Misc

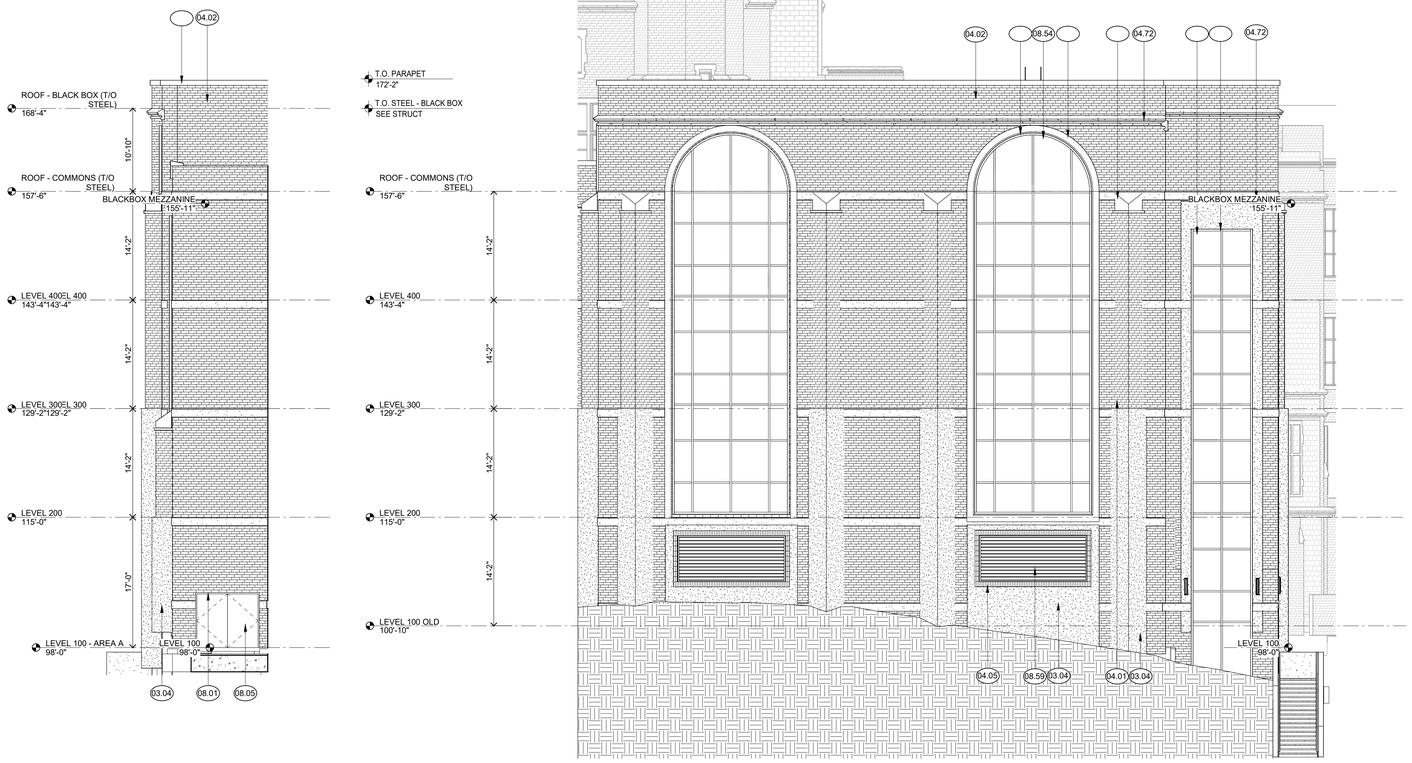
Floor Plan – Level 400



Department Legend

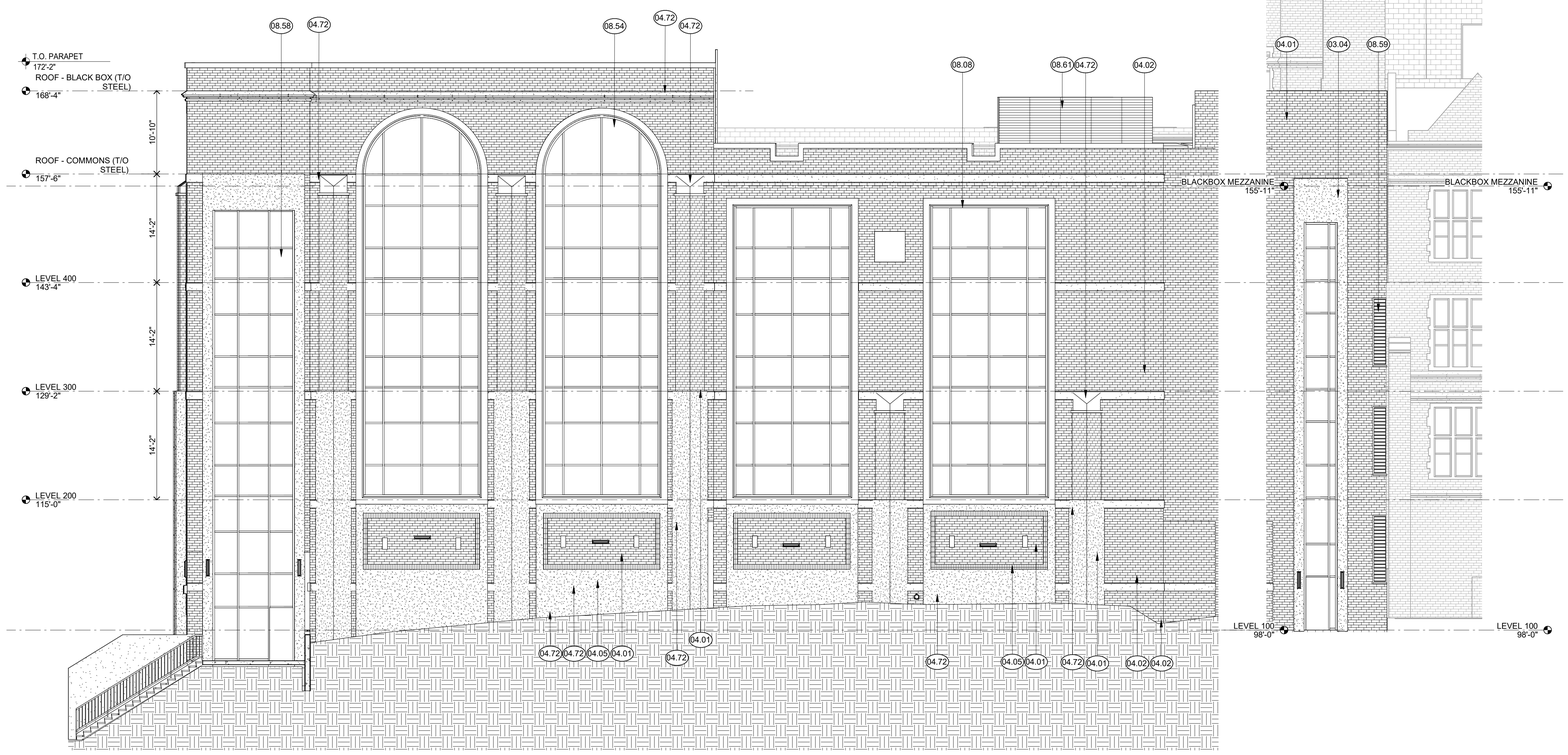
- Administration
- Blackbox Theater
- Cafeteria
- Circulation
- Classroom
- Commons
- Conference/Breakout
- Health
- Student Conferencing
- Toilet/Storage/Misc

IL



C1 SOUTH ELEVATION - CLASSROOM ADDITION
1/8" = 1'-0"
0 6' 12'

C2 NORTH ELEVATION - CLASSROOM ADDITION
1/8" = 1'-0"
0 6' 12'



F1 WEST ELEVATION - ADDITION
1/8" = 1'-0"
0 6' 12'

F6 WEST ELEVATION - ADDITION
1/8" = 1'-0"
0 6' 12'

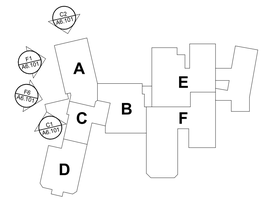
MATERIALS KEY	
KEY	MATERIAL
03.04	ARCHITECTURAL PRECAST CONCRETE
04.01	BRICK 1
04.02	BRICK 2
04.05	BRICK SOLDIER COURSE
04.72	CAST STONE MASONRY
08.01	HOLLOW METAL FRAME
08.05	WOOD DOOR
08.08	ANODIZED ALUMINUM FRAME
08.54	SPANDREL PANEL
08.58	EXTERIOR GLAZING
08.59	PREFINISHED METAL LOUVER
08.61	SCREEN LOUVER

GLENBARD WEST ADDITION AND RENOVATION

670 Crescent Blvd
Glen Ellyn, IL 60137

Glenbard Township High School District 87
596 Crescent Boulevard, Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
220 N. Smith Street, Suite 310
Palatine, Illinois 60067
woldae.com | 847 241 6100



KEY PLAN

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **ARCHITECT** under the laws of the State of **Reg State**

Arch Name
License Number: **Arch Num** Date **Issue Date**

Revisions		
Description	Date	Num

Comm: **243063**
Date: **01/06/25**
Drawn: **MS**
Check: **CV**

EXTERIOR ELEVATIONS

Scale: **1/8" = 1'-0"**

A6.101

60% CD ESTIMATE
NOT FOR CONSTRUCTION

Autodesk Docs://GL-Glenbard HSD 87/243063_Glenbard West Addition and Renovations.rvt
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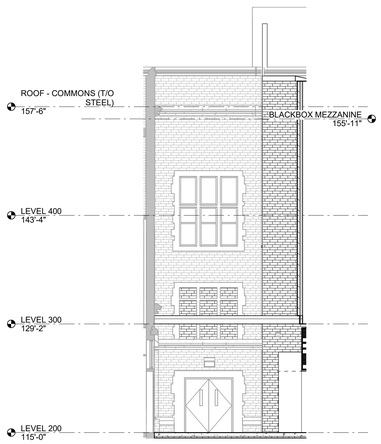
A

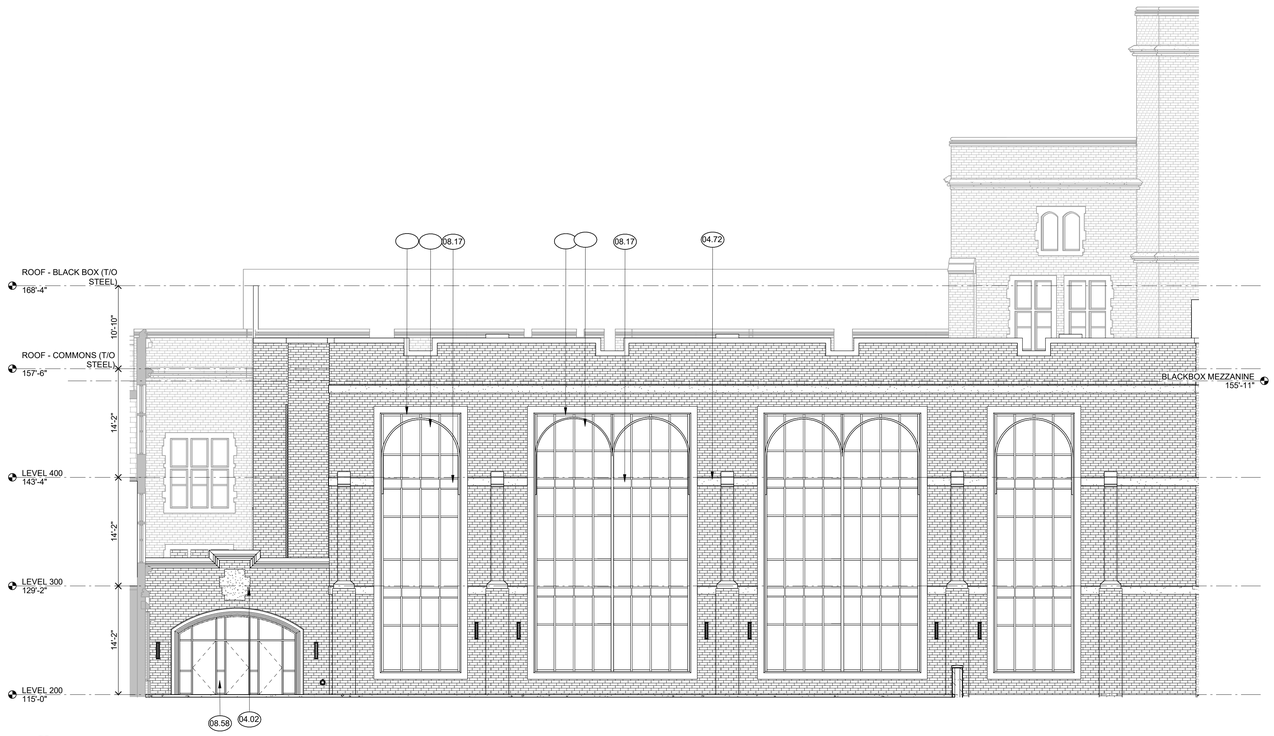
IL

C1 **EAST ELEVATION - COMMONS ADDITION**
1/8" = 1'-0"
0 6' 12'

C3 **EAST ELEVATION - CLASSROOM ADDITION**
1/8" = 1'-0"
0 6' 12'



F1 **Elevation 9 - a**
1/8" = 1'-0"
0



F3 **NORTH ELEVATION - COMMONS ADDITION**
1/8" = 1'-0"
0 6' 12'

60% CD ESTIMATE
NOT FOR CONSTRUCTION

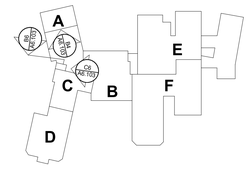
MATERIALS KEY	
KEY	MATERIAL
03.04	ARCHITECTURAL PRECAST CONCRETE
04.02	BRICK 2
04.72	CAST STONE MASONRY
08.08	ANODIZED ALUMINUM FRAME
08.17	ANODIZED METAL PANEL
08.54	SPANDREL PANEL
08.58	EXTERIOR GLAZING
08.61	SCREEN LOUVER

GLENBARD WEST ADDITION AND RENOVATION

670 Crescent Blvd
Glen Ellyn, IL 60137

Glenbard Township High School District 87
596 Crescent Boulevard, Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
220 N. Smith Street, Suite 310
Palatine, Illinois 60067
woldae.com | 847 241 6100



KEY PLAN

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **ARCHITECT** under the laws of the State of **Reg State**

Arch Name
License Number: **Arch Num** Date **Issue Date**

Revisions		
Description	Date	Num

Comm: **243063**
Date: **01/06/25**
Drawn: **MS**
Check: **CV**

EXTERIOR ELEVATIONS

Scale: **1/8" = 1'-0"**

A6.102

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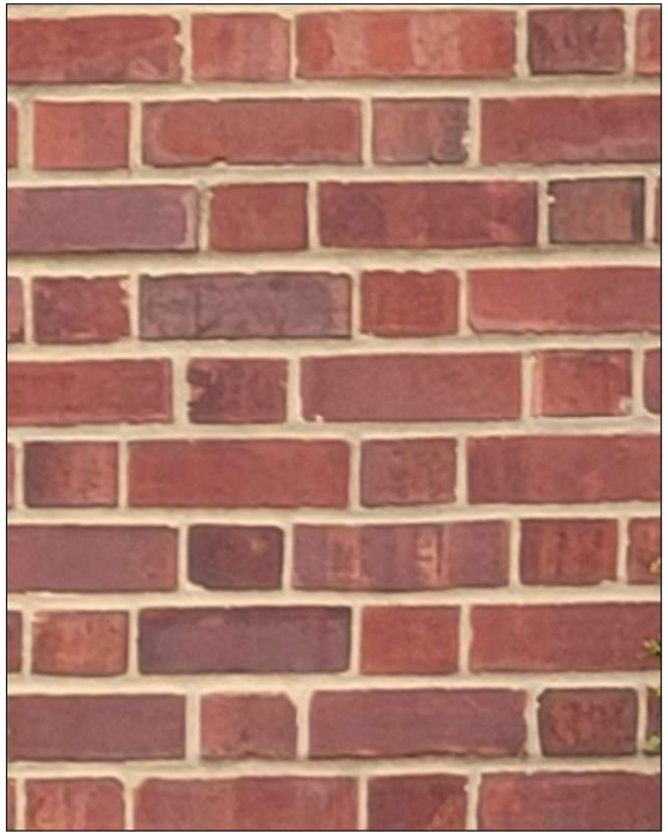


Field Brick
Match Existing Color & Pattern
(Flemish)

Limestone Accent
Coping, trim, banding,
pilasters

Limestone Branding Decal

Permeable Paver

Curtainwall
Match Existing
(Dark Bronze)

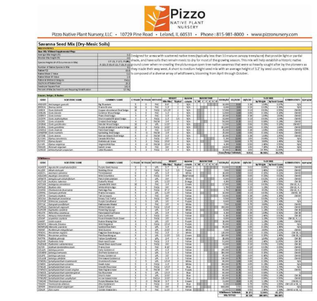
Light Fixture
26” H Wall Sconce

Exterior – Addition

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY	REMARKS
TREES						
	ACE FLM	Acer ginnala `Flame` / Flame Amur Maple	B & B	2.5"Cal	1	
	ACE BLO	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	B & B	6' Ht. (Multi-Stem)	2	
	ACE MOU	Acer saccharum `Green Mountain` TM / Green Mountain Sugar Maple	B & B	2.5"Cal	3	
	AES GLN	Aesculus glabra JN Select `TM` / Early Glow Ohio Buckeye	B & B	4.5"Cal	2	
	AME ALG	Amelanchier canadensis `Autumn Brilliance` / Autumn Brilliance Serviceberry	B & B	6' Ht. (Multi-Stem)	3	
	AME LAE	Amelanchier laevis / Allegheny Serviceberry	B & B	6' Ht. (Multi-Stem)	1	
	CAR NAI	Carpinus caroliniana `Native Flame` / Native Flame Hornbeam	B & B	2.5"Cal	3	
	MAG IUA	Magnolia x `Jane` / Jane Magnolia	B & B	6' Ht.	1	
	MAL COA	Malus x `Coralburst` / Coralburst Crabapple	B & B	2.5"Cal	1	
	PIN STR	Pinus strobus / White Pine	B & B	6' Ht.	3	
	PLA MOS	Platanus x acerifolia 'Morton Circle' / Exclamation!™ London Plane Tree	B & B	2.5"Cal	3	
	QUE URB	Quercus macrocarpa `Urban Pinnacle` / Urban Pinnacle Oak	B & B	2.5"Cal	1	
	QUE RUB	Quercus rubra / Red Oak	B & B	2.5"Cal	7	
SHRUBS						
	ARO AUT	Aronia melanocarpa `Autumn Magic` / Autumn Magic Black Chokeberry	3 gal	15" Ht.	12	
	CEA AME	Ceanothus americanus / New Jersey Tea	3 gal	15" Ht.	27	
	HYD ANN	Hydrangea arborescens `Annabelle` / Annabelle Smooth Hydrangea	3 gal	15" Ht.	5	
	HYD BAI	Hydrangea macrophylla `Endless Summer` TM / Bailmer Hydrangea	3 gal	15" Ht.	20	
	HYD BIG	Hydrangea paniculata 'ILVOBIG' TM / Bobo Panicle Hydrangea	3 gal	15" Ht.	7	
	HYD WEE	Hydrangea quercifolia `Pee Wee` / Oakleaf Hydrangea	3 gal	15" Ht.	5	
	ILE SHA	Ilex glabra `Shamrock` / Inkberry	3 gal	15" Ht.	9	
	JUN BL2	Juniperus conferta Blue Pacific / Blue Pacific Shore Juniper	3 gal	15" Ht.	5	
	JUN PAN	Juniperus procumbens Nana / Dwarf Japanese Garden Juniper	1 gal	12" Ht.	5	
	PHY DIA	Physocarpus opulifolius `Monlo` TM / Diabolo Purple Ninebark	5 gal	4' Ht.	3	
	ROS DOS	Rosa x `Double Knockout` / Rose	3 gal	15" Ht.	5	
	SPI MAG	Spiraea japonica `Magic Carpet` / Magic Carpet Spirea	3 gal	15" Ht.	13	
	TAX HIC	Taxus x media 'Hicksii' / Hicks Yew	B & B	4' Ht.	7	
	VIB AUT	Viburnum dentatum `Autumn Jazz` / Southern Arrowwood	3 gal	15" Ht.	7	
	VIB ONO	Viburnum sargentii `Onondaga` / Onondaga Viburnum	3 gal	15" Ht.	5	
	VIB XBU	Viburnum x burkwoodii `Duvonne` / American Spice™ Viburnum	3 gal	15" Ht.	10	

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	SPACING	QTY	REMARKS
GROUND COVERS						
	CAR VUL	Carex vulpinoidea / Fox Sedge	1 gal	36" o.c.	3	
	HOS TOL	Hosta x `Touch of Class` / Touch of Class Hosta	1 gal	24" o.c.	12	
	LIR BIG	Liriope muscari `Big Blue` / Big Blue Lilyturf	1 gal	24" o.c.	23	
	LIR CRE	Liriope spicata / Creeping Lily Turf	4"pot	12" o.c.	45	
	SPO HET	Sporobolus heterolepis / Prairie Dropseed	1 gal	36" o.c.	5	
	SEED	Bluegrass, Fescue, Ryegrass Seed Mix with Lightweight Erosion Control Blanket			4,000 SF	
	PRA1	Savanna Native Seed Mix with Lightweight Erosion Control Blanket			1,000 SF	



PRA1 SAVANNA NATIVE SEED MIX
SCALE: N.T.S.

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6

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Registered Landscape Architect
Ted J. Stanton
157-001070
State of Illinois

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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **LANDSCAPE ARCHITECT** under the laws of the State of **ILLINOIS**

Tod J. Stanton
License Number: **157.001070** Date **8/31/25**

Revisions		
Description	Date	Num
Village Re-Submittal	4-21-2025	1

Comm: **243063**
Date: **03/31/25**
Drawn: **TS**
Check: **TS**

North

LANDSCAPE PLAN-OVERALL

0 20 40 60
Scale: SCALE: 1" = 20'

LP-100

IL

LA

(2) AES GJN
B & B

FEATHERROCK BOULDERS (TYP)

(3) QUE RUB
B & B

(3) AME AU3
B & B

PRA1
WOOD CHIP WALKWAY
PRA1
PRA1

PLA MO3 (3)
B & B

ARO AUT (8)
3 gal

QUE RUB (4)
B & B

FOUNDATION DECORATIVE STONE (TYP)

SEED

SEED

BLUESTONE CHIP PAVING OR DECOMPOSED GRANITE PAVING

SMALL POND WITH WATERFALL (BY GLENBARD WEST)

CEA AME (27)
3 gal

3'-8"

ACE FLM (1)
B & B

LIR CRE (45)
4" pot

QUE URB (1)
B & B

FOUNDATION DECORATIVE STONE (TYP)

(3) CAR NA6
B & B

SCHOOL DISTRICT PLANTING AREA TYP)

(7) HYD BBO
3 gal

(1) ACE BLO
B & B

(5) JUN BL2
3 gal

(5) SPI MAG
3 gal

(3) CAR VUL
1 gal

(5) VIB ONO
3 gal

(1) ACE BLO
B & B

(23) LIR BIG
1 gal

(3) PHY DIA
5 gal

(5) HYD WEE
3 gal

(15) HYD BAI
3 gal

(5) HYD ANN
3 gal

(1) MAG XJA
B & B

(5) ARO AUT
3 gal

6'-0"

ACE MOU (3)
B & B

SPI MAG (8)
3 gal

JUN PNN (5)
1 gal

HYD BAI (5)
3 gal

VIB AUT (7)
3 gal

(7) TAX HIC
B & B

(7) ARO AUT
3 gal

SEED

SEED

(1) AME LAE
B & B

(1) MAL COA
B & B

(5) ROS DO3
3 gal

(5) ILE SHA
3 gal

(12) HOS TCL
1 gal

(5) SPO HET
1 gal

(4) ILE SHA
3 gal

(10) VIB XBU
3 gal

SEED & BLANKET ALL DISTURBED AREAS.

Dresser Bluestone 3/8"
(SCHWAKE STONE
847-824-2151)

FEATHERROCK BOULDERS
(SCHWAKE STONE
847-824-2151)

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REGISTERED LANDSCAPE ARCHITECT Tod J. Stanton 157-001070 STATE OF ILLINOIS

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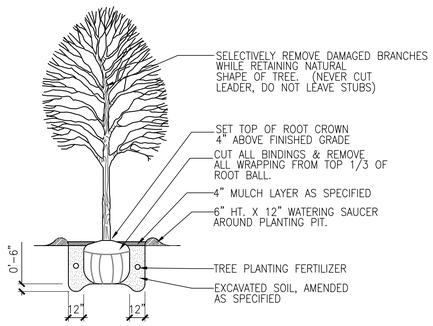
North

LANDSCAPE PLAN- BUILDING ADDITION & GARDEN SPACES

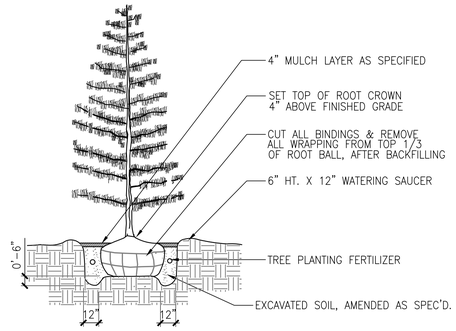
0 20 40 60
Scale: SCALE: 1" = 10'

LP-101



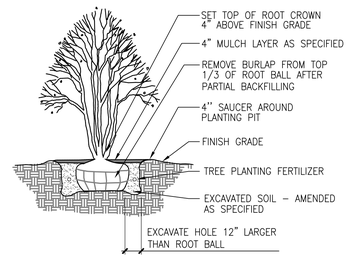
SHADE TREE PLANTING

SCALE: NTS



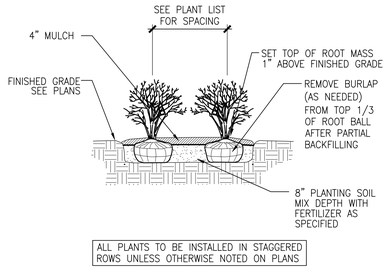
EVERGREEN TREE PLANTING

SCALE: 1/4"=1'-0" DT-evergreen-gyn



ORNAMENTAL TREE PLANTING

SCALE: 1/4"=1'-0" DT-ornamentaltree-gyn



SHRUB PLANTING

SCALE: 1/2"=1'-0" DT-shrub-gyn

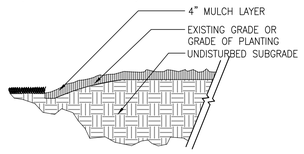
GROUNDCOVER PLANTING

SCALE: 1"=1'-0" DT-groundcover-gyn

PLANT SPACING DETAIL

SCALE: 1/2"=1'-0" DT-plantspace-gyn

NOTES:
1. TRENCH EDGE DETAIL SHALL BE USED AT ALL LAWN EDGES AND AT EDGES OF MULCHED AREAS (FOR CONTAINMENT)
2. TRENCH EDGE SHALL CREATE A CLEAN SEPARATION BETWEEN AREAS, AND SHALL CREATE SMOOTH AND EVEN LINES (AS INDICATED ON PLANS)



TRENCH EDGE DETAIL

SCALE: 1"=1'-0" DT-ls-trench-gyn

STONE FOUNDATION DRIP EDGE

SCALE: N.T.S.

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HIMSELF FAMILIAR WITH ALL UNDERGROUND UTILITIES AND STRUCTURES. SEE CONSTRUCTION NOTES.

2. DO NOT WILLFULLY PROCEED WITH PLANTINGS AS DESIGNED WHEN IT IS OBVIOUS THAT OBSTRUCTIONS AND/OR GRADE DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING THE DESIGN PROCESS. SUCH CONDITIONS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE PROJECT MANAGER. THE LANDSCAPE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY NECESSARY REVISIONS AND COSTS DUE TO FAILURE TO GIVE SUCH NOTIFICATION.

3. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AND/OR SUPPLIERS AS REQUIRED TO ACCOMPLISH PLANTING OPERATIONS.

4. THE LANDSCAPE CONTRACTOR IS TO RECEIVE THE SITE AT +/- 1/10TH OF AN INCH. THE LANDSCAPE CONTRACTOR SHALL OBTAIN A LETTER OF GRADE FROM THE GENERAL CONTRACTOR PRIOR TO BEGINNING WORK.

5. REFER TO SPECIFICATIONS FOR PLANTING REQUIREMENTS, MATERIALS, AND EXECUTION.

6. ALL TREES SHALL BE TAGGED BY THE PROJECT MANAGER AT A NURSERY SELECTED BY THE LANDSCAPE CONTRACTOR OR AT THE DISCRETION OF THE PROJECT MANAGER.

7. FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO APPROVAL OF THE PROJECT MANAGER PRIOR TO DIGGING ANY HOLES. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING PROJECT MANAGER ADEQUATE ADVANCE NOTICE FOR ON-SITE APPROVALS. THE LANDSCAPE CONTRACTOR IS TO THE FOLLOWING BEFORE BEGINNING INSTALLING PLANTINGS:

SHRUBS - LAY OUT THE ACTUAL CONTAINERS ON-SITE BEFORE DIGGING HOLES.

TREES - STAKE THE LOCATIONS BEFORE DIGGING HOLES. ANY TREE PLANTED WITHOUT ITS FINAL LOCATION APPROVED BY THE PROJECT MANAGER MAY BE REQUESTED TO BE RELOCATED AT THE SOLE EXPENSE OF THE LANDSCAPE CONTRACTOR.

8. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER AT LEAST 48 HOURS IN ADVANCE PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.

9. IF CONFLICTS ARISE BETWEEN THE ACTUAL SIZE OF AREAS ON THE SITE AND THE DRAWINGS, CONTACT THE PROJECT MANAGER FOR RESOLUTION.

10. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO FURNISH PLANTS FREE OF PESTS AND/OR DISEASES. PRE-SELECTED OR "PROJECT MANAGER TAGGED" PLANT MATERIAL MUST BE INSPECTED BY THE LANDSCAPE CONTRACTOR AND CERTIFIED PEST AND DISEASE FREE. IT IS THE LANDSCAPE CONTRACTOR'S OBLIGATION TO WARRANTY ALL PLANT MATERIAL PER THE SPECIFICATIONS.

11. GROUNDCOVERS AND SHRUBS ARE TO BE TRIANGULARLY SPACED UNLESS INDICATED ON THE PLANS.

12. ALL TREES WITHIN A SPECIES SHALL HAVE MATCHING FORM, UNLESS OTHERWISE NOTED.

13. ALL TREES, SHRUB AND GROUNDCOVER AREAS (EXCLUDING TURF AND SLOPE AREAS) ARE TO BE MULCHED PER DETAILS.

14. ALL MULCH TO BE DOUBLE SHREDDED HARDWOOD MULCH, BROWN IN COLOR MINIMUM 4" THICK.

15. TREES SHALL BE SET BACK A MINIMUM OF TEN FEET (10') HORIZONTALLY FROM UTILITY STRUCTURES, INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVE VAULTS, VALVE BOXES, FIRE HYDRANTS, TRANSFORMERS AND SWITCH CANS. TREES SHALL BE SET BACK A MINIMUM OF FIVE (5') HORIZONTALLY FROM SANITARY SEWER AND WATER SERVICES. CONTRACTOR TO MAKE NECESSARY ADJUSTMENTS UNDER THE APPROVAL OF OWNER.

16. PLANTING RESTRICTIONS: PLANT DURING ONE OF THE FOLLOWING PERIODS. COORDINATE PLANTING PERIODS WITH MAINTENANCE PERIODS TO PROVIDE REQUIRED MAINTENANCE FROM DATE OF SUBSTANTIAL COMPLETION.

1. SPRING PLANTING: 5/1 - 6/15
2. FALL PLANTING: 9/15 - 12/1

PLANTING NOTES

SCALE: NTS DT-plantnote-gyn

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North

LANDSCAPE DETAILS

Scale:

LP-500

SECTION 02920 - LANDSCAPING

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

Retain or delete this article in all Sections of Project Manual.

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Furnish all trees, shrubs, and other plant materials, labor equipment, and non-plant materials required to complete installation of planting indicated on the Landscape Drawings and Details.

Furnish all soil preparation, fertilizer, soil mulching, trees, shrubs, groundcovers, sodding, bed mulching, labor and equipment required to landscape all areas as indicated on the Landscape Drawings.

B. Section Includes:
1. Trees
2. Shrubs
3. Perennials
4. Annuals
5. Ornamental grasses
6. Mulch
7. Pruning
8. Guying and Staking
9. Landscape Edging
10. Tree Watering Devices
11. Seeding.
12. Hydroseeding.
13. Sodding.
14. Plugging.
15. Meadow grasses and wildflowers.
16. Turf renovation.
17. Erosion-control material(s).

C. Related Requirements (If Used):
1. Section 02231 “Tree Protection and Trimming” for protecting, trimming, pruning, repairing, and replacing existing trees to remain that interfere with, or are affected by, execution of the Work.
2. Section 02810 "Design-Build Irrigation System".
3. Section 02300 "Earthwork".

1.3 ALLOWANCES

A. Perform planting work under quantity allowances and only as authorized. Authorized work includes work required by Drawings and the Specifications and work authorized in writing by the Project Manager.

B. Notify Project Manager weekly of extent of work performed that is attributable to quantity allowances.

C. Furnish trees as part of tree allowance.

1.4 UNIT PRICES

A. Work of this Section is affected by unit prices specified in Section 01270 “Unit Prices.”

B. Unit prices apply to authorized work covered by quantity allowances.

C. Unit prices apply to additions to and deletions from the Work as authorized by Change Orders.

1.4 DEFINITIONS

A. Backfill: The earth used to replace or the act of replacing earth in an excavation.

B. Ball and Burlapped Stock: Plants dug with firm, natural balls of earth in which they were grown, with a ball size not less than diameter and depth recommended by ANSI Z60.1 for type and size of plant required; wrapped with burlap, tied, rigidly supported, and drum laced with twine with the root flare visible at the surface of the ball as recommended by ANSI Z60.1.

C. Container-Grown Stock: Healthy, vigorous, well-rooted plants grown in a container, with a well-established root system reaching sides of container and maintaining a firm ball when removed from container. Container shall be rigid enough to hold ball shape and protect root mass during shipping and be sized according to ANSI Z60.1 for type and size of plant required.

D. Finish Grade: Elevation of finished surface of planting soil.

E. Pesticide: A substance or mixture intended for preventing, destroying, repelling, or mitigating a pest. Pesticides include insecticides, miticides, herbicides, fungicides, rodenticides, and molluscicides. They also includes substances or mixtures intended for use as a plant regulator, defoliant, or desiccant.

F. Pests: Living organisms that occur where they are not desired or that cause damage to plants, animals, or people. Pests include insects, mites, grubs, mollusks (snails and slugs), rodents (gophers, moles, and mice), unwanted plants (weeds), fungi, bacteria, and viruses.

G. Planting Area: Areas to be planted

H. Planting Soil: Existing, on-site soil; imported soil; or manufactured soil that has been modified with soil amendments and perhaps fertilizers to produce a soil mixture best for plant growth. Plant; Plants; Plant Material: The terms refer to vegetation in general, including trees, shrubs, vines, groundcovers, ornamental grasses, bulbs, plugs, or herbaceous vegetation.

I. Root Flare: Also called “trunk flare.” The area at the base of the plant's stem or trunk where the stem or trunk broadens to form roots; the area of transition between the root system and the stem or trunk.

J. Stem Girdling Roots: Roots that encircle the stems (trunks) of trees below the soil surface.

K. Subgrade: The surface or elevation of subsoil remaining after excavation is complete, or the top surface of a fill or backfill before planting soil is placed.

1.6 COORDINATION

A. Coordination with turf areas (lawns): Plant trees, shrubs, and other plants after finish grades are established and before planting turf areas unless otherwise indicated.
1. When planting trees, shrubs, and other plants after planting turf areas, protect turf areas, and promptly repair damage caused by planting operations.

1.7 SUBMITTALS

A. Qualification Data: For landscape Installer.

B. Product Data: For each type of product.
1. Plant Materials: Include quantities, sizes, quality, and sources for plant materials.
2. Plant Photographs: Include color photographs in digital format of each species and size of plant materials as it will be furnished to the Project. Take photographs from an angle depicting true size and condition of the typical plant to be furnished. Include scale rod or other measuring device in each photograph. For species where more than ten (10) plants are required, include a minimum of three (3) photographs showing the average plant, the best quality plant, and the worst quality plant to be furnished. Identify each photograph with the full botanical name of the plant, plant size, and name of the growing nursery.

C. Grower or Nursery Certifications
1. All State, Federal, or other certificates shall be submitted to the Project Manager prior to acceptance of plant material along with other information showing the source or origin.
2. Current grower or nursery certifications indicating that all contractor supplied plant material is healthy, vigorous, and free from insects, pests, plant diseases, and injuries.

D. Certification of Topsoil Mixture: Submit topsoil mix test reports to Project Manager for review. If existing material is to be re-used, topsoil to be tested and reviewed by Project Manager

E. Certification of each sod/seed mixture. Include identification of source and name and telephone number of supplier.

F. Product Certificates: For fertilizers, from manufacturer.

G. Pesticides and Herbicides: Product label and manufacturer's application instructions specific to Project.

H. Samples: Submit physical samples of each of the following materials for approval. All samples shall be submitted in a one quart, clear, plastic bag (Ziploc type) or appropriate container. Submittals must be made prior to commencing any activities. All samples shall be clearly labeled with the following information.
- Project Name Site Improvements
- Material name as shown on plans and specifications
- Supplier or distributor's name
- Supplier or distributor's product name and/or order number

Required samples are as follows
1. Mulch
2. Compost

I. Slow-Release, Tree-Watering Device: One (1) unit of each size required.

J. Edging Materials and Accessories:
1. Manufacturer's product information sheet.
2. 12” length of Manufacturer's standard size, to verify color selected.

1.8 CONSTRUCTION SCHEDULE

A. Prior to beginning installation of the landscape, the Contractor is to submit a project construction schedule to the Project Manager for approval. The schedule should include the areas and types of construction to be undertaken and the sequence which will be used to accomplish the completion of the project. Schedule must be submitted prior to commencing any activities.

B. At the completion of the work, furnish three (3) copies of written maintenance instructions to the Owner for maintenance and care of the landscaping. Instructions shall include directions for irrigation, weeding, pruning, fertilization, and spraying as required for continuance of proper maintenance through a full growing season and dormant period.

C. Guarantee of Warranty: At completion of work, furnish written guarantee, and warranty, to the Owner based on the requirements of this section.

1.9 QUALITY ASSURANCE

A. Reference Standards
1. U.S. Department of Agriculture Rules and Regulations under the Federal Seed Act and equal in quality to standards for Certified Seed.
2. Requirements for measurements, grading, branching, quality, and the balling and burlapping of plants listed in the plant list shall follow the current issue of American Standards for Nursery Stock issued by the American Association of Nurserymen, Inc. (ANSI-Z 60.1-1990)
3. Plants shall equal or exceed the measurements specified in the plant list, which are minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.

B. Quality of Materials
1. All materials shall be subject to inspection and approval. The Project Manager reserves the right to reject at any time or place, prior to acceptance, the work and all materials which in the Project Manager's opinion fails to meet these specification requirements.
2. Inspection is primarily for quality, however, other requirements are not waived even though visual inspection at the place of growth shall not preclude the right of rejection at the site. Inspection may be made periodically during installation of materials, at completion, and at the end of guarantee periods by the Project Manager. Plants shall have a habit of growth that is normal for the species. They shall be healthy, vigorous, and free from insect pests, plant diseases, and injuries. All plant material shall be inspected stock conforming to all State and Federal Regulations.
3. Trees and Shrubs: Measure with branches and trunks or canes in their normal position. Take height measurements from or near the top of the root flare for field-grown stock and container-grown stock. Measure main body of tree or shrub for height and spread; do not measure branches or roots tip to tip. Take caliper measurements 6 inches (150 mm) above the root flare for trees up to 4-inch (100-mm) caliper size, and 12 inches (300 mm) above the root flare for larger sizes.
4. Other Plants: Measure with stems, petioles, and foliage in their normal position.

C. Installer Qualifications: A qualified landscape installer whose work has resulted in successful establishment of plants.
1. Professional Membership: Installer shall be a member in good standing of either the Professional Landcare Network or the American Nursery and Landscape Association.
2. Experience: Five years' experience in landscape installation in addition to requirements in Section 01400 "Quality Requirements."
3. Installer's Field Supervision: Require Installer to maintain an experienced full-time supervisor on Project site when work is in progress.
4. Personnel Certifications: Installer's field supervisor shall have certification in one of the following categories from the Professional Landcare Network:
   a. Landscape Industry Certified Technician - Exterior.
   b. Landscape Industry Certified Horticultural Technician.
5. Pesticide Applicator: State licensed, commercial.

D. Plant Material Observation: Project Manager may observe plant material either at place of growth or at site before planting for compliance with requirements for genus, species, variety, cultivar, size, and quality. Project Manager may also observe trees and shrubs further for size and condition of balls and root systems, pests, disease symptoms, injuries, and latent defects and may reject unsatisfactory or defective material at any time during progress of work. Remove rejected trees or shrubs immediately from Project site.
1. Notify Project Manager of sources of planting materials five days in advance of delivery to site.

E. Vandalism: The Contractor will not be responsible for malicious destruction of plantings after final acceptance of the project. He will, however, be responsible for replacement of vandalized materials stored but not yet installed, and vandalized material prior to final acceptance. All cases of vandalism shall be promptly reported to the Owner. The Contractor shall inform the Owner in writing if additional protection must be installed to protect the landscaping from damage after installation.

1.1 DELIVERY, STORAGE, AND HANDLING

A. Packing and Shipping
1. Deliver fertilizer to site in original unopened containers bearing the manufacturer's guaranteed chemical analysis, name, trade name, trademark, and conformance to State law. Notify Project Manager of delivery schedule in advance so material may be inspected upon arrival at the job site.
2. Deliver packaged materials in original, unopened containers showing weight, analysis and name of manufacturer, and indication of compliance with state and Federal laws, if applicable. Provide copies of delivery receipts for materials to be incorporated into the construction to the Project Manager as deliveries are made. Materials to be accounted for include: fertilizers, soil amendments, peat moss, manure, grass seed, plant tabs, and mulch.
3. Plants shall be containerized with limbs bound, properly wrapped and prepared for shipping in accordance with recognized standard practice. The root system shall be kept moist and plants shall be protected from adverse conditions due to climate and transportation, between the time they are dug and actual planting.
4. Each plant shall be identified by means of a grower's label affixed to the plant. The grower's label shall give the data necessary to indicate conformance to specifications. Use durable waterproof labels with water resistant ink which will remain legible for at least 60 days. Notify the Project Manager prior to delivery of plant materials to the site so that a pre-planting inspection may be made or indicate delivery schedule in advance so plant material may be inspected upon arrival at job site, whichever is more appropriate. Grower's labels shall be removed prior to the walk through for initial acceptance.
5. Do not prune trees and shrubs before delivery.
6. Handle planting stock by root ball. Do not drop plants. Do not lift plants by the trunk, stems, or foliage. The ball of the plant shall be natural, and the plant shall be handled by the ball at all times. All plants shall be protected at all times from drying out or other injury. Minor broken and damaged roots shall be pruned before planting.

B. Acceptance at Site
1. Remove unacceptable plant material immediately from job site.
2. Major damage shall be cause for rejection.
3. No balled or burlapped plant shall be accepted if the ball is broken or the trunk is loose in the ball.

C. Storage and Protection
1. Deliver plants after preparations for planting have been completed, and install immediately. If planting is delayed more than six hours after delivery, set plants and trees in their appropriate aspect (sun, filtered sun, shade), protect from weather and mechanical damage, and keep roots moist.
   a. Heel-in bare-root stock. Soak roots that are in less than moist conditions in water for two hours. Reject plants with dry roots.
   b. Set balled stock on ground and cover ball with soil, peat moss, mulch, or other acceptable material.
   c. Do not remove container-grown stock from containers before time of planting.
   d. Water root systems of plants stored on-site deeply and thoroughly with a fine-mist spray. Water as often as necessary to maintain root systems in a moist, but not overly wet condition.
2. Protect bark, branches, and root systems from sun scald, drying, wind burn, sweating, whipping, and other handling and tying damage. Do not bend or bind-tie trees or shrubs in such a manner as they destroy their natural shape. Provide protective covering of plants during shipping and delivery. Do not drop plants during delivery and handling.
3. Apply antidesiccant to trees and shrubs using power spray to provide an adequate film over trunks (before wrapping), branches, stems, twigs, and foliage to protect during digging, handing, and transportation.
   a. If deciduous trees or shrubs are moved in full leaf, spray with antiesiccant at nursery before moving and again two weeks after planting.
4. Wrap trees and shrubs with burlap fabric over trunks, branches, stems, twigs, and foliage to protect from wind and other damage during digging, handling, and transportation.
5. Protect all existing and newly planted trees, shrubs, and groundcover within the areas of construction and related excavation as herein specified. Provide suitable barricades and/or fences as required.
6. Store bulbs in a dry place at 60 to 65 deg. F (16 to 18 deg. C) until planting.

B. Sod: Harvest, deliver, store, and handle sod according to requirements in "Specifications for Turfgrass Sod Materials" and "Specifications for Turfgrass Sod Transplanting and Installation" sections in TPI's "Guideline Specifications to Turfgrass Sodding." Deliver sod within 24 hours of harvesting and in time for planting promptly. Protect sod from breakage and drying.

C. Bulk Materials:
1. Do not dump or store bulk materials near structures, utilities, walkways and pavements, or on existing turf areas or plants.
2. Provide erosion-control measures to prevent erosion or displacement of bulk materials; discharge of soil-bearing water runoff; and airborne dust reaching adjacent properties, water conveyance systems, or walkways.
3. Accompany each delivery of bulk materials with appropriate certificates.

1.11 PROJECT CONDITIONS

A. The Contractor must examine the subgrade upon which work is to be performed, verify subgrade elevations, observe the conditions under which work is to be performed, verify suitability of the soil and notify the Project Manager in writing of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in a manner acceptable to the Project Manager. Commencement of work shall mean acceptance of the site conditions.

B. Existing Conditions
1. The site will be provided to the contractor within +/-0.2 foot finish grades.
2. Utilities - Determine location of underground utilities and perform work in a manner which will avoid possible damage. Do not permit heavy equipment such as trucks, rollers, or bulldozers to damage utilities. Hand excavate when called for to minimize the possibility of damage to underground utilities. Maintain grade stakes set by others until removal is mutually agreed upon by all parties concerned. Any damage to utilities that may result in spite of protective measures must be completely corrected and repaired by the Contractor at no additional cost to the Owner.

1.12 SEQUENCING AND SCHEDULING

A. Planting Schedule

Schedule each type of landscape work required during the normal season for such work in the area of the site. Establish dates for each type of work and establish a completion date. Correlate work with specified maintenance periods to provide maintenance until accepted by the Owner. Do not depart from the accepted schedule, except with written authorization. Submit request to the Project Manager for changes in the planting schedule. When delays in the planting schedule are unavoidable, include documentation of the reason for delay.

B. Plant trees and shrubs during normal season for such work in the location of the project.

C. Weather Limitations: Proceed with planting only when existing and forecasted weather conditions permit planting to be performed when beneficial and optimum results may be obtained. Apply products during favorable weather conditions according to manufacturer's written instructions.

D. Coordination with Lawns

Plant trees and shrubs after final grades are established and prior to planting of lawns, unless otherwise acceptable to the Project Manager. If planting of trees and shrubs occurs after lawn work, protect lawn areas and promptly repair damage to lawns resulting from planting operations.

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6

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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed
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Tod J. Stanton
License Number: **157.001070** Date **8/31/25**

Revisions		
Description	Date	Num
Village Re-Submittal	4-21-2025	1

Comm: **243063**
Date: **03/31/25**
Drawn: **TS**
Check: **TS**

North

LANDSCAPE SPECIFICATIONS

Scale:

LP-501

1.13 WARRANTY AND GUARANTEE

A. Guarantee trees, shrubs, groundcovers and all plant material for a period of one year from the date of final acceptance against defects not resulting from neglect of Owner, or abuse and damage by others.

B. For a period of one year after acceptance of work, at no additional cost to the Owner, the Contractor is to replace any plants that are dead, or that are in unhealthy or unsightly condition, or have lost their natural shape due to dead branches or excessive pruning and replace planting materials/products due to faulty performance and/or deterioration beyond normal weathering. Inadequate maintenance by the Owner shall not be cause for replacement. All replacement planting is to be done no later than the succeeding season.

C. Replacement plants shall be of the same variety and size or larger as originally specified in the plant list. Plants shall be planted as originally specified. All areas damaged by planting or replacement operations shall be fully restored to their original condition as specified. Remove all dead or defective plant material from the site immediately.

D. A one year warranty shall also apply to the plants replaced at the first warranty walk-through.

E. Begin interim maintenance period immediately after planting of landscape materials, and after planting of lawn areas, and continue interim maintenance until landscape work is deemed substantially complete and accepted by the Owner or Landscape Architect.

F. The maintenance period, as specified on the bid form, will commence when all areas have received substantial completion. Large or phased projects may require adjustments to this date. This can be negotiated with the Owner and Landscape Architect after installation has begun.

G. Meet with the Owner prior to final acceptance, and prior to the termination of the maintenance period, to go over maintenance requirements of the project. Note that information conveyed to the Owner shall be consistent with the maintenance instructions provided by the contractor, as part of the contract close out submittals.

PART 2 - PRODUCTS

A. Mulches
1. Refer to plans for specified materials.

B. Stakes and Guys (Use only if specified)
1. Stakes - 6' and 2' long, heavy-duty t-bar steel posts.
2. Guys - 12 gauge galvanized steel wire
3. Nylon straps - 1 1/2", with metal grommeted ends.
4. ¾" White, PVC pipe, 24" lengths.

C. Tree wrapping
Clark's Tree Wrap, 4" wide, designed to prevent winter bark injury. Secure with flexible grafting ties.

D. Landscape Edging (Use only if specified)
1. Steel edging: Standard commercial-steel edging, fabricated in sections of standard lengths, with loops stamped from or welded to face of sections to receive stakes.
a. Manufacturer: Sure-loc Steel Edging, 800-787-3562, or equal
2. Edging size: ¼" x 5" x 16", unless specified otherwise on plans.
3. Stakes: Tapered steel, a minimum of 12 inches long.
4. Accessories: Standard tapered ends, corners, and splicers.
5. Finish: Black powder coat, unless specified otherwise on plans.

E. Tree-Watering Devices
1. Slow-Release Watering Device: Standard product manufactured for drip irrigation of plants and emptying its water contents over 5 to 9 hours; manufactured from UV-light stabilized nylon-reinforced polyethylene sheet, PVC, or HDPE plastic.
a. Manufacturer: Treegator by Spectrum Products, Inc., 866-873-3428, or equal

F. Turf Seed
1. Grass seed: Fresh clean, dry, new-crop seed complying with AOSA's "Rules for Testing Seeds" for purity and germination tolerances.
2. Refer to plans for seed mixture.
3. Seed mixture is to be applied at a rate of 800 lbs/acre.

G. Turf Sod
1. Number 1 Quality/Premium, including limitations on thatch, weeds, diseases, nematodes, and insects, complying with "Specifications for Turfgrass Sod Materials" in TPI's "Guideline Specifications to Turfgrass Sodding." Furnish viable sod of uniform density, color, and texture that is strongly rooted and capable of vigorous growth and development when planted.
2. Refer to plans for specified sod blend.

H. Native Prairie, Bioswale, Detention Area, and/or Wetland Seed
1. Fresh, clean, and dry new seed from a source specializing in native seed production. Seed shall be sourced no more than 350 miles from the Project site.
2. Refer to plans for seed mixture.
3. Refer to plans for seeding rate.
4. Install a mycorrhizal inoculant with seed mix at a rate of 40 lbs/acre.
5. Refer to plans for cover crop species and seeding rate. At no time should annual or perennial Rye (Lolium multiflorum or perenne) be utilized as a cover crop.

I. Fertilizer
1. Commercial-grade complete fertilizer of neutral character, consisting of fast- and slow-release nitrogen, 50 percent derived from natural organic sources of urea formaldehyde, phosphorous, and potassium in the following composition:
a. In the spring (April 1-15), fertilize trees, shrubs, ornamental grasses, and groundcover with 18-7-10 formulation, slow release fertilizer at the rate of 6 oz/1,000 sq. ft. Use a broadcast method for application of fertilizer.
(a) For lawns areas (turf grass) April 1-15: Application of 20-5-10-1% Fe 25% SCU at the rate of 5 lbs. per 1,000 sq. ft. for 1 lb. Actual Nitrogen per 1,000 sq. ft. Thoroughly sweep curb, gutter, and walks after application of fertilizer and prior to irrigating. Do not apply fertilizer during rainfall or when rainfall is imminent. Protect all concrete fr
(v) Trace element forms Zinc, Copper, Boron, and Manganese
August 1-15: Repeat June application
October 1-15: 24-6-12 no Fe 30%SCU

J. Pesticides
1. General: Pesticide, registered and approved by the EPA, acceptable to authorities having jurisdiction, and of type recommended by manufacturer for each specific problem and as required for Project conditions and application. Do not use restricted pesticides unless authorized in writing by authorities having jurisdiction.
2. Pre-Emergent Herbicide (Selective and Nonselective): Effective for controlling the germination or growth of weeds within planted areas at the soil level directly below the mulch layer.
3. Post-Emergent Herbicide (Selective and Nonselective): Effective for controlling weed growth that has already germinated.

K. Erosion Control Materials
1. Erosion-Control Blankets: Biodegradable wood excelsior, straw, or coconut-fiber mat enclosed in a photodegradable plastic mesh. Include manufacturer's recommended steel wire staples, 6 inches (150 mm) long.
2. Erosion-Control Fiber Mesh: Biodegradable burlap or spun-coir mesh, a minimum of 0.92 lb/sq. yd. (0.5 kg/sq. m), with 50 to 65 percent open area. Include manufacturer's recommended steel wire staples, 6 inches (150 mm) long.
3. Erosion-Control Mats: Cellular, nonbiodegradable slope-stabilization mats designed to isolate and contain small areas of soil over steeply sloped surface, mat thickness as specified on the Drawings. Include manufacturer's recommended anchorage system for slope conditions

L. Water
1. Free of substances harmful to plant growth. Be responsible for furnishing water from underground sprinkler system, quick couplers, or other source.

M. Trees, Shrubs, Ornamental Grasses, and Perennials
1. Provide nursery grown trees, shrubs, ornamental grasses, and perennials except as otherwise indicated, grown in a recognized nursery in accordance with good horticultural practice, with healthy root systems developed by transplanting or root pruning. Provide only healthy vigorous stock, free of diseases, insects, eggs, larvae, and defects such as knots, sunscald, injuries, abrasions, or disfigurement. Plants grown in Hardiness Zones 2, 3, 4, 5, and 6 only, will be accepted. Hardiness Zones are defined in U.S. Department of Agriculture publications. Grower's certificates may be required when doubt exists as to the origin of the plant material.
2. Provide trees, shrubs, ornamental grasses, and perennials true to name and variety established by the American Joint Committee on Horticultural Nomenclature "Standardized Plant Names", Second Edition, 1942.
3. Provide trees, shrubs, ornamental grasses, and perennials of the size shown or specified in the plant list and in accordance with the dimensional relationship requirements of ANSI Z60.1 for the kind and type of plant material required. Plant material of larger than specified size may be used, in which case the sizes of the root balls will be increased proportionately.
4. Label each tree and shrub with a securely attached waterproof tag bearing legible designation of botanical and common name and size during shipping. Labels shall be removed prior to initial acceptance (substantial completion).
5. Where formal arrangements or consecutive order of plants are shown, select stock for uniform height and spread, and temporarily label with numbers (if necessary) to assure symmetry in planting. Labels shall be removed prior to initial acceptance (substantial completion).
6. Provide plant material complying with the recommendations and requirements of ANSI Z60.1 "Standard For Nursery Stock" and as further specified.

N. Deciduous Trees
1. Provide trees of the height and caliper listed or shown.
2. Where shade trees are required, provide single stem trees with straight trunk and intact leader, free of branches to a point.
3. Where small trees of upright or spreading type are required, provide trees with single stem, branched or pruned naturally according to species and type, and with the relationship of caliper and branching recommended by ANSI Z60.1, unless otherwise shown.
4. Where shown as "bush form" provide trees with 3 or more stems starting close to the ground in the manner of a shrub.
5. Where shown as a "clump form" provide trees with 3 or more stems starting from the ground.
6. Provide balled and burlapped deciduous trees unless noted as container plants. Balled and burlapped plants shall be dug with firm, natural balls of earth of the diameter specified or larger, to encompass the fibrous and feeding root system necessary for full recovery of the plant. No balled or burlapped plant shall be accepted if the ball is broken or the trunk is loose in the ball.
7. All labels and tags shall be removed prior to initial acceptance (substantial completion).

O. Deciduous Shrubs and Groundcovers
1. Provide deciduous shrubs with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub specified.
2. Plants furnished in containers shall have been grown in pots, cans, or baskets long enough to have sufficient roots to hold earth together intact after removal from container, without being root bound.
3. All labels and tags shall be removed prior to initial acceptance (substantial completion).

P. Coniferous and Broadleaf Evergreens
1. Provide evergreens of the size shown. Dimension indicates minimum spread for spreading and semi-spreading type evergreens and height for all other types such as globe, dwarf, cone, pyramidal, broad- up-right, and columnar.
2. Provide evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown.
3. Trees shall exhibit consistent growth periods, and shall not exhibit signs of accelerated growth.
4. Provide balled and burlapped evergreen trees unless noted as container or collected stock.
5. Foliage shall have a good intense color.
6. Trees shall contain a central dominant leader with evenly spaced branches. Plants containing multiple central leaders will be rejected, unless the Project Manager has made special exception or tagged plant material at the nursery.
7. All labels and tags shall be removed prior to initial acceptance (substantial completion).

Q. Requirements for Balled and Burlapped Stock:
1. Where shown or specified to be balled and burlapped, provide trees and shrubs dug with a firm, natural ball of earth in which they were grown.
2. Provide ball size of not less than the diameter and depth recommended by ANSI Z60.1 for the type and size of tree or shrub required. Increase ball size or modify ratio of depth to diameter as required to encompass the fibrous and feeding root system necessary for full recovery of trees or shrubs subject to unusual or atypical conditions of growth, soil conditions, or horticultural practice.
3. Wrap and tie earth ball as recommended by ANSI Z60.1 for the size of balls required. Drum-lace balls with a diameter of thirty inches (30") or greater.
4. All labels and tags shall be removed prior to initial acceptance (substantial completion).

R. Requirements for Container Grown Stock
1. Where specified as acceptable, provide healthy, vigorous well rooted shrubs or ornamental grasses established in the container in which they are sold.
2. No bare rooted or recently containerized stock will be accepted.
3. Established container stock is defined as a tree or shrub transplanted into a container and grown in the container for a length of time sufficient to develop new fibrous roots so that the root mass will retain its shape and hold together when removed from the container.
4. Use rigid container which will hold ball shape and protect root mass during shipment.
5. Provide trees and shrubs established in containers of not less than the minimum sizes recommended by ANSI Z60.1 for the kind, type, and size of trees and shrubs required.
6. All labels and tags shall be removed prior to initial acceptance (substantial completion).

S. Plugs
1. Provide plugs in 2-3/8" square x 3-3/4" deep open-bottomed pots from a source specializing in native species. Plugs shall be sourced no more than 350 miles from the Project site.
2. Plugs shall be thoroughly rooted throughout the container.
3. See plans for species and spacing.
4. All plug installations shall be accompanied by goose exclosure, per the Drawing details, for up to 12 months after installation. Contractor to remove goose exclosure after 12 months.

PART 3 - EXECUTION

3.1 EXAMINATION

A. Examine areas to be planted for compliance with requirements and other conditions affecting installation and performance of the Work.
1. Verify that no weeds, foreign or deleterious material or liquid such as paint, paint washout, concrete slurry, concrete layers or chunks, cement, plaster, oils, gasoline, diesel fuel, paint thinner, turpentine, tar, roofing compound, or acid has been deposited in soil within a planting area.
2. Verify that plants and vehicles loaded with plants can travel to planting locations with adequate overhead clearance.
3. Suspend planting operations during periods of excessive soil moisture until the moisture content reaches acceptable levels to attain the required results.
4. Uniformly moisten excessively dry soil that is not workable or which is dusty.

B. If contamination by weeds, foreign or deleterious material or liquid is present in soil within a planting area, correct as directed by Project Manager.

C. Proceed with installation only after unsatisfactory conditions have been corrected.

3.2 PREPARATION

A. Protect structures; utilities; sidewalks; pavements; and other facilities, trees, shrubs, and plantings from damage caused by planting operations.
1. Protect adjacent and adjoining areas from hydroseeding and hydromulching overspray if used.
2. Protect grade stakes set by others until directed to remove them.

B. Install erosion-control measures to prevent erosion or displacement of soils and discharge of soil-bearing water runoff or airborne dust to adjacent properties and walkways.

3.3 INSTALLATION

A. General: Prepare planting area for soil placement and mix planting soil as indicated on the drawings.

B. Before planting, obtain Project Manager's acceptance of finish grading; restore planting areas if eroded or otherwise disturbed after finish grading.

C. Proceed with and complete the landscape work as rapidly as portions of the site become available, working within the seasonal limitations for each kind of landscape work required.

D. Cooperate with any other Contractors and trades which may be working in and adjacent to the landscape work areas. Examine drawings which show the development of the entire site and become familiar with the scope of all work required.

3.4 FINAL PLANT LOCATIONS

A. Stake location of individual trees, for approval by Project Manager, prior to planting or excavating

B. If a new tree or shrub relocation is necessary due to interference with underground piping or wiring, the Contractor shall notify the Project Manager and receive approval of a new location.

C. The Project Manager must approve the precise location of all plants prior to pit excavation and installation.

D. Make minor adjustments as requested by the Project Manager, or as necessary to avoid conflicts with utility locations.

3.5 EXCAVATION FOR PLANTING

A. Where rubble fill is encountered, notify Project Manager and prepare planting pits properly by removal of rubble or other acceptable methods.

B. If rock, underground construction work, or other obstructions are encountered in excavation for planting of trees or shrubs, notify the Project Manager. If necessary, new locations may be selected by the Project Manager

C. If subsoil conditions indicate the retention of water in planting areas, as shown by seepage or other evidence indication the presence of underground water, notify the Project Manager before backfilling.

D. Planting Pits and Trenches: Excavate circular planting pits
1. Excavate planting pits with sides sloping at a 45-degree angle. Excavations with vertical sides are unacceptable. Trim perimeter of bottom leaving center area of bottom raised slightly to support root ball and assist in drainage away from center. Do not further disturb base. Ensure that root ball will sit on undisturbed base soil to prevent settling. Scarify sides of planting pit smeared or smoothed during excavation.
2. Excavate at least 2-times the diameter of the root ball in width.
3. Do not excavate deeper than depth of root ball, measured from the root flare to the bottom of the root ball.
4. If area under the plant was initially dug too deep, add soil to raise it to the correct level and thoroughly tamp the added soil to prevent settling.
5. Maintain angles of repose of adjacent materials to ensure stability. Do not excavate subgrades of adjacent paving, structures, hardscapes, or other new or existing improvements.
6. Maintain supervision of excavations during working hours.
7. Keep excavations covered or otherwise protected when unattended by Installer's personnel.
8. If drain tile is indicated on Drawings, or required under planting areas, excavate to top of porous backfill over tile.

E. At the Project Manager's option, plant pits will be filled with water and must drain completely within twenty-four hours to be acceptable. Pits that do not drain shall be provided with twelve inch (12") diameter X thirty six inch (36") deep auger holes (one per tree pit) to be filled with 1 1/2" gravel. A change order will be issued if the Project Manager determines drain holes shall be installed.

F. Backfill Soil: Subsoil and topsoil removed from excavation may be used as backfill soil unless otherwise indicated.

3.6 TREE, SHRUB, ORNAMENTAL GRASS, AND PERENNIAL PLANTING

A. Inspection: At time of planting, verify that root flare is visible at top of root ball according to ANSI Z60.1. If root flare is not visible, remove soil in a level manner from the root ball to where the top-most root emerges from the trunk. After soil removal to expose the root flare, verify that root ball still meets size requirements.

B. Roots: Remove stem girdling roots and kinked roots. Remove injured roots by cutting cleanly; do not break.

C. Set container grown stock, excavate as specified for balled and burlapped stock except container width and depth shall govern. Pit shall be at least twice as wide as the container.

D. Set tree ball, plumb and in the center of pit or trench with top of ball 2", minimum, above adjacent landscape grades. Remove burlap from sides and tops of balls, but do not remove from under balls. Remove platforms, if any, before setting. Do not use stock if ball is cracked, or broken before or during planting operation. When setting place additional backfill around base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill. No burlap shall be pulled out from under balls.

E. A minimum of three-quarters of the wire basket and surplus nylon or binding shall be completely removed, taking care not to damage the root ball. Any roots which are bruised or broken shall be pruned at the time of planting.

F. Set container grown stock as specified for balled and burlapped stock, except cut cans on 2 sides with a metal cutter, and remove bottoms of wooden boxes before setting. Carefully remove cans and sides of wooden boxes after partial backfilling so as not to damage root balls.

G. Set out ornamental grasses, perennials, and groundcovers at spacing noted on the Plans in even rows with triangular spacing. Dig holes large enough for spreading of roots. Work soil around roots to eliminate air pockets and leave a slight saucer indentation around plants to hold water.

H. For plantings in non-turf areas, provide berm around the edge of excavations to form shallow saucer to collect water and to hold mulch.

I. After planting, the Contractor shall water each plant regularly until final acceptance.

J. All labels and tags shall be removed.

3.7 EDGING INSTALLATION

A. Steel Edging: Install steel edging where indicated on the Drawings according to manufacturer's written instructions. Anchor with steel stakes spaced approximately 30 inches apart, driven below top elevation of edging.

B. Shovel-Cut (Spade) Edging: Separate mulched areas from turf areas with a 45-degree, 4 - 6 inch deep shovel-cut edge at bedlines shown on the Drawings.

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6

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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed
LANDSCAPE ARCHITECT
under the laws of the State of **ILLINOIS**

Tod J. Stanton
License Number: **157.001070** Date **8/31/25**

Revisions		
Description	Date	Num.
Village Re-Submittal	4-21-2025	1

Comm: **243063**
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Drawn: **TS**
Check: **TS**
North

LANDSCAPE SPECIFICATIONS

Scale:

LP-502

C. Mow-Strip/Maintenance Edge Installation:
1. Excavate for mow strip or maintenance edge as indicated on Drawings.
2. Compact subgrade uniformly beneath mow strip or maintenance edge.
3. For mow strips, apply nonselective, pre-emergent herbicide that inhibits growth of grass and weeds. For maintenance edges, install 6-oz non-woven geotextile fabric as shown on the Drawing Details.
4. Install steel edging, delineating the edge of the mow strip or maintenance edge.
5. Place indicated thickness of mulch or stone.
6. Rake mulch to a uniform surface level with adjacent finish grades.

D. Outline Edger lines with stakes or paint for acceptance by Project Manager before installing irrigation.

E. Spade cut edger shall be in all locations identified on the Drawings. Minor fine tuning of these lines may be required after the placement of sod.

3.8 MULCHING

A. Fine grade all planting beds to be mulched allowing for full depth of specified mulch.

B. Place specified mulch evenly over all areas at depth indicated on plans.

C. Rake and feather finish grade of mulch level and ½" below adjacent edger surfaces (if edger is specified).

D. Make sure mulch is at full depth at adjacent walks and paved surfaces and that mulch doesn't protrude above these surfaces.

E. Mulch a 36" diameter ring around all trees in turf areas with specified depth of wood mulch, after irrigation areas have been watered in.

F. All trees and shrubs in native areas are to have a mulch ring equal to the diameter of the planting pit. Mulch shall be a uniform three inches in depth. Do not remove saucer (or berm) around plants in native areas when mulching.

3.9 PRUNING

A. Remove only dead, dying, or broken branches. Do not prune for shape.

B. Do not cut tree leaders, and remove only injured or dead branches from flowering trees, if any.

C. Prune shrubs to retain their natural character and shape, and to accomplish their use in the landscape design.

D. Do not apply pruning paint to wounds.

E. Required shrub sizes are the size after pruning.

F. Remove and replace excessively pruned or deformed stock resulting from improper pruning.

3.10 GUYING AND STAKING

A. Standard guying system
1. Pound stakes into undisturbed soil beyond the planting pit so that stake is secure (2' deep minimum). Secure wire through metal grommets on nylon strap and wrap above first branch or at mid-point of tree. Secure guy wire to stake so that it is taut but allows some movement and so that no sharp projection of wire are extending from post. Adjust tension on wire if needed. Flag guy wire with 3/4" PVC pipe for visibility.

B. Alternate (conifer) guying system
1. Pound stakes into undisturbed soil beyond the planting pit so that stake is secure (2' deep min.), angling away from planting pit and so that top is flush with finish grade. Secure wire through metal grommets on canvas strap and wrap at mid-point of tree. Secure guy wire to stake so that it is taut but not overly tight and so that no sharp projection of wire are extending from post. Adjust tension on wire if needed. Flag guy wire with 3/4" PVC for visibility.

3.11 INSTALLING SLOW-RELEASE WATERING DEVICE

A. Provide one device for each tree.

B. Place device on top of the mulch at base of tree stem and fill with water according to manufacturer's written instructions.

3.12 MECHANIZED TREE-SPADE PLANTING (FOR ON-SITE TRANSPLANTS, IF INDICATED ON PLANS)

A. Trees may be planted with an approved mechanized tree spade at the designated locations. Do not use tree spade to move trees larger than the maximum size allowed for a similar field-grown, balled-and-burlapped root ball diameter according to ANSI Z60.1, or larger than manufacturer's maximum size recommendation for the tree spade being used, whichever is smaller.

B. Use the same tree spade to excavate the planting hole as will be used to extract and transport the tree.

C. When extracting the tree, center the trunk within the tree spade and move tree with a solid ball of earth.

D. Cut exposed roots cleanly during transplanting operations.

E. Plant trees following procedures in "Tree, Shrub, Ornamental Grass, and Perennial Planting" Article.

F. Where possible, orient the tree in the same direction as in its original location (north side north).

3.13 PLACING SOIL IN PLANTERS

A. Place a layer of drainage gravel at least 4 inches thick in bottom of planter. Cover bottom with filter fabric and wrap filter fabric 4 inches up on all sides. Duct tape along the entire top edge of filter fabric to secure the filter fabric against the sides during the soil-filling process.

B. Fill planter with planting soil. Place soil in lightly compacted layers to an elevation of 1-1/2 inches below top of planter, allowing natural settlement.

3.14 TURF AREA PREPARATION

A. General: Prepare planting area for soil placement and mix planting soil as indicated on the Drawings.

B. Placing Planting Soil: Place planting soil as indicated on the Drawings.

1. Reduce elevation of planting soil to allow for soil thickness of sod.

C. Moisten prepared area before planting if soil is dry. Water thoroughly and allow surface to dry before planting. Do not create muddy soil.

D. Before planting, obtain Project Manager's acceptance of finish grading; restore planting areas if eroded or otherwise disturbed after finish grading.

3.15 PREPARATION FOR EROSION-CONTROL MATERIALS

A. Prepare area as specified in "Turf Area Preparation" Article.

B. For erosion-control mats, install planting soil in two lifts, with second lift equal to thickness of erosion-control mats. Install erosion-control mat and fasten as recommended by material manufacturer.

C. Fill cells of erosion-control mat with planting soil and compact before planting.

D. For erosion-control blanket or mesh, install from top of slope, working downward, and as recommended by material manufacturer for site conditions. Fasten as recommended by material manufacturer.

E. Moisten prepared area before planting if surface is dry. Water thoroughly and allow surface to dry before planting. Do not create muddy soil.

3.16 SEEDING

A. Sow seed with spreader or seeding machine. Do not broadcast or drop seed when wind velocity exceeds 5 mph (8 km/h).
1. Evenly distribute seed by sowing equal quantities in two directions at right angles to each other.
2. Do not use wet seed or seed that is moldy or otherwise damaged.
3. Do not seed against existing trees. Limit extent of seed to outside edge of planting saucer.

B. Sow seed at a total rate according to the written recommendations of the seed supplier.

C. Rake seed lightly into top 1/8 inch (3 mm) of soil, roll lightly, and water with fine spray.

D. Protect seeded areas with slopes exceeding 1:4 with erosion-control blanket installed and stapled according to manufacturer's written instructions.

E. Protect seeded areas with erosion-control mats where indicated on Drawings; install and anchor according to manufacturer's written instructions.

F. Protect seeded areas with slopes not exceeding 1:4 by spreading straw mulch. Spread uniformly at a minimum rate of 2 tons/acre > to form a continuous blanket 1-1/2 inches (38 mm) in loose thickness over seeded areas. Spread by hand, blower, or other suitable equipment.
1. Anchor straw mulch by crimping into soil with suitable mechanical equipment.
2. Bond straw mulch by spraying with asphalt emulsion at a rate of 10 to 13 gal./1000 sq. ft. (38 to 49 L/92.9 sq. m) Take precautions to prevent damage or staining of structures or other plantings adjacent to mulched areas. Immediately clean damaged or stained areas.

G. Protect seeded areas from hot, dry weather or drying winds by applying compost mulch within 24 hours after completing seeding operations. Soak areas, scatter mulch uniformly to a thickness of 3/16 inch (4.8 mm) and roll surface smooth.

3.17 HYDROSEEDING

A. Hydroseeding: Mix specified seed, fertilizer, and fiber mulch in water, using equipment specifically designed for hydroseed application. Continue mixing until uniformly blended into homogeneous slurry suitable for hydraulic application.
1. Mix slurry with fiber-mulch manufacturer's recommended tackifier.
2. Spray-apply slurry uniformly to all areas to be seeded in a one-step process. Apply slurry at a rate so that mulch component is deposited at not less than1500-lb/acre (15.6-kg/92.9 sq. m) dry weight, and seed component is deposited at not less than the specified seed-sowing rate.
3. Spray-apply slurry uniformly to all areas to be seeded in a two-step process. Apply first slurry coat at a rate so that mulch component is deposited at not less than 500-lb/acre (5.2-kg/92.9 sq. m) dry weight, and seed component is deposited at not less than the specified seed-sowing rate. Apply slurry cover coat of fiber mulch (hydromulching) at a rate of 1000 lb/acre (10.4 kg/92.9 sq. m).

3.18 SODDING

A. Lay sod within 24 hours of harvesting. Do not lay sod if dormant or if ground is frozen or muddy.

B. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod; do not stretch or overlap. Stagger sod strips or pads to offset joints in adjacent courses. Avoid damage to soil or sod during installation. Tamp and roll lightly to ensure contact with soil, eliminate air pockets, and form a smooth surface. Work sifted soil or fine sand into minor cracks between pieces of sod; remove excess to avoid smothering sod and adjacent grass.
1. Lay sod across slopes exceeding 1:3.
2. Anchor sod on slopes exceeding 1:6 with bio-degradable stakes spaced as recommended by sod manufacturer but not less than two anchors per sod strip to prevent slippage.

C. Saturate sod with fine water spray within two hours of planting. During first week after planting, water daily or more frequently as necessary to maintain moist soil to a minimum depth of 1-1/2 inches (38 mm) below sod.

3.19 PLUGGING

A. Plant plugs in holes or furrows, at spacings indicated on the Drawings in triangular pattern. On slopes, contour furrows to near level.

3.20 TURF RENOVATION

A. Renovate existing turf where indicated.

B. Renovate turf damaged by Contractor's operations, such as storage of materials or equipment and movement of vehicles.
1. Reestablish turf where settlement or washouts occur or where minor regrading is required.
2. Install new planting soil as required.

C. Remove sod and vegetation from diseased or unsatisfactory turf areas; do not bury in soil.

D. Remove topsoil containing foreign materials, such as oil drippings, fuel spills, stones, gravel, and other construction materials resulting from Contractor's operations, and replace with new planting soil.

E. Mow, dethatch, core aerate, and rake existing turf.

F. Remove weeds before seeding. Where weeds are extensive, apply selective herbicides as required. Do not use pre-emergence herbicides.

G. Remove waste and foreign materials, including weeds, soil cores, grass, vegetation, and turf, and legally dispose of them off Owner's property.

H. Till stripped, bare, and compacted areas thoroughly to a soil depth of 6 inches (150 mm).

I. Apply soil amendments as required based on site-specific soil conditions and initial fertilizer required for establishing new turf and mix thoroughly into top 4 inches (100 mm) of existing soil. Install new planting soil to fill low spots and meet finish grades.
1. Initial Fertilizer: Slow-release fertilizer applied according to manufacturer's recommendations.

J. Apply seed and protect with straw mulch or sod (see Drawings) as required for new turf.

K. Water newly planted areas and keep moist until new turf is established.

3.21 TURF MAINTENANCE

A. General: Maintain and establish turf by watering, fertilizing, weeding, mowing, trimming, replanting, and performing other operations as required to establish healthy, viable turf. Roll, regrade, and replant bare or eroded areas and remulch to produce a uniformly smooth turf. Provide materials and installation the same as those used in the original installation.
1. Fill in as necessary soil subsidence that may occur because of settling or other processes. Replace materials and turf damaged or lost in areas of subsidence.
2. In areas where mulch or blanket has been disturbed by wind or maintenance operations, add new mulch/blanket and anchor as required to prevent displacement.
3. Apply treatments as required to keep turf and soil free of pests and pathogens or disease. Use integrated pest management practices whenever possible to minimize the use of pesticides and reduce hazards.

B. Watering:
1. Schedule watering to prevent wilting, puddling, erosion, and displacement of seed or mulch. Lay out temporary watering system to avoid walking over muddy or newly planted areas.
2. Water turf with fine spray at a minimum rate of 1 inch (25 mm) per week unless rainfall precipitation is adequate until Owner Acceptance.

C. Mow turf as soon as top growth is tall enough to cut. Repeat mowing to maintain specified height without cutting more than one-third of grass height. Remove no more than one-third of grass-leaf growth in initial or subsequent mowings. Do not delay mowing until grass blades bend over and become matted. Do not mow when grass is wet. Schedule initial and subsequent mowings to maintain proper grass height.

D. Turf Post-fertilization: Apply as noted in Materials Article, I. Fertilizer, based on season.

3.22 SATISFACTORY TURF

A. Turf installations shall meet the following criteria as determined by Project Manager:
1. Satisfactory Seeded Turf: At end of maintenance period, a healthy, uniform, close stand of grass has been established, free of weeds and surface irregularities, with coverage exceeding 90 percent over any 10 sq. ft. (0.92 sq. m) and bare spots not exceeding 5 by 5 inches (125 by 125 mm)
2. Satisfactory Sodded Turf: At end of maintenance period, a healthy, well-rooted, even-colored, viable turf has been established, free of weeds, open joints, bare areas, and surface irregularities.

B. Use specified materials to reestablish turf that does not comply with requirements, and continue maintenance until turf is satisfactory.

3.23 PESTICIDE APPLICATION

A. Apply pesticides and other chemical products and biological control agents according to requirements of authorities having jurisdiction and manufacturer's written recommendations. Coordinate applications with Owner's operations and others in proximity to the Work. Notify Owner before each application is performed.

B. Pre-Emergent Herbicides (Selective and Nonselective): Apply to tree, shrub, and groundcover areas according to manufacturer's written recommendations. Apply to seeded areas to remove already-germinated weeds 2 weeks min. to seeding.

C. Post-Emergent Herbicides (Selective and Nonselective): Apply only as necessary to treat newly germinated weeds and according to manufacturer's written recommendations.

3.24 FIELD QUALITY CONTROL

A. When all the landscape work is completed, the Project Manager shall, upon seven (7) calendar days advance notice, make an inspection of the landscape work to determine if the work is complete. The Project Manager shall prepare a punch list of items improperly installed, inadequately sized or otherwise deficient based on the findings of his inspection. The punch list shall be completed not more than seven (7) working days after the field inspection. When the Contractor has remedied all deficiencies and completed all items on the punch list, the Contractor shall request another inspection by the Project Manager to determine whether the deficiencies have been adequately corrected. Once the punch list items have been corrected and re-inspected, the Project Manager shall issue a written certificate to the Owner who will then respond to the Contractor in writing formally accepting the work and beginning the warranty and guarantee period.

B. Additional landscape inspections shall be conducted upon request by the Project Manager, to determine the condition of the work at the completion of the guarantee period.

C. The required maintenance instructions shall be forwarded to the Owner's representative prior to the final acceptance to inform the Owner of any maintenance responsibilities that would be required for the project.

3.25 CLEANING AND PROTECTION

A. During landscape work, store materials and equipment where directed.

B. Keep pavements clean and work areas in an orderly condition.

C. Promptly remove soil and debris created by turf work from paved areas. Clean wheels of vehicles before leaving site to avoid tracking soil onto roads, walks, or other paved areas. At the time of the final inspection of the work and before the issuance of Final Acceptance, all paved areas shall be thoroughly cleaned by the Contractor by sweeping, and washing. All construction equipment and excess materials shall have been removed and any debris or rubbish shall have been removed from the site.

D. Protect landscape work from loss, damage, and deterioration during storage, installation, and maintenance periods.

E. Remove surplus soil and waste material, including excess subsoil, unsuitable soil, trash, and debris, and legally dispose of them off Owner's property.

F. Erect temporary fencing or barricades and warning signs as required to protect newly planted areas from traffic. Maintain fencing and barricades throughout initial maintenance period and remove after plantings are established.

G. Protect from unauthorized persons (trespassers), as well as from operations by other Contractors and tradesmen and landscape operations.

H. Remove non-degradable erosion-control measures after grass establishment period.

END OF SECTION 02920

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6

670 Crescent Blvd
Glen Ellyn, IL 60137

Glenbard Township High School District 87

596 Crescent Boulevard
Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
220 North Smith Street, Suite 310
Palatine, Illinois 60067
woldae.com | 847 241 6100

REGISTERED LANDSCAPE ARCHITECT
Tod J. Stanton
157-001070
STATE OF ILLINOIS

DesignPerspectives INC.
Grounded in Creativity
1167 Hobson Mill Drive
Naperville, Illinois 60540
Telephone: (630) 606-0776
www.design-perspectives.net

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed
LANDSCAPE ARCHITECT
under the laws of the State of **ILLINOIS**

Tod J. Stanton
License Number: **157.001070** Date **8/31/25**

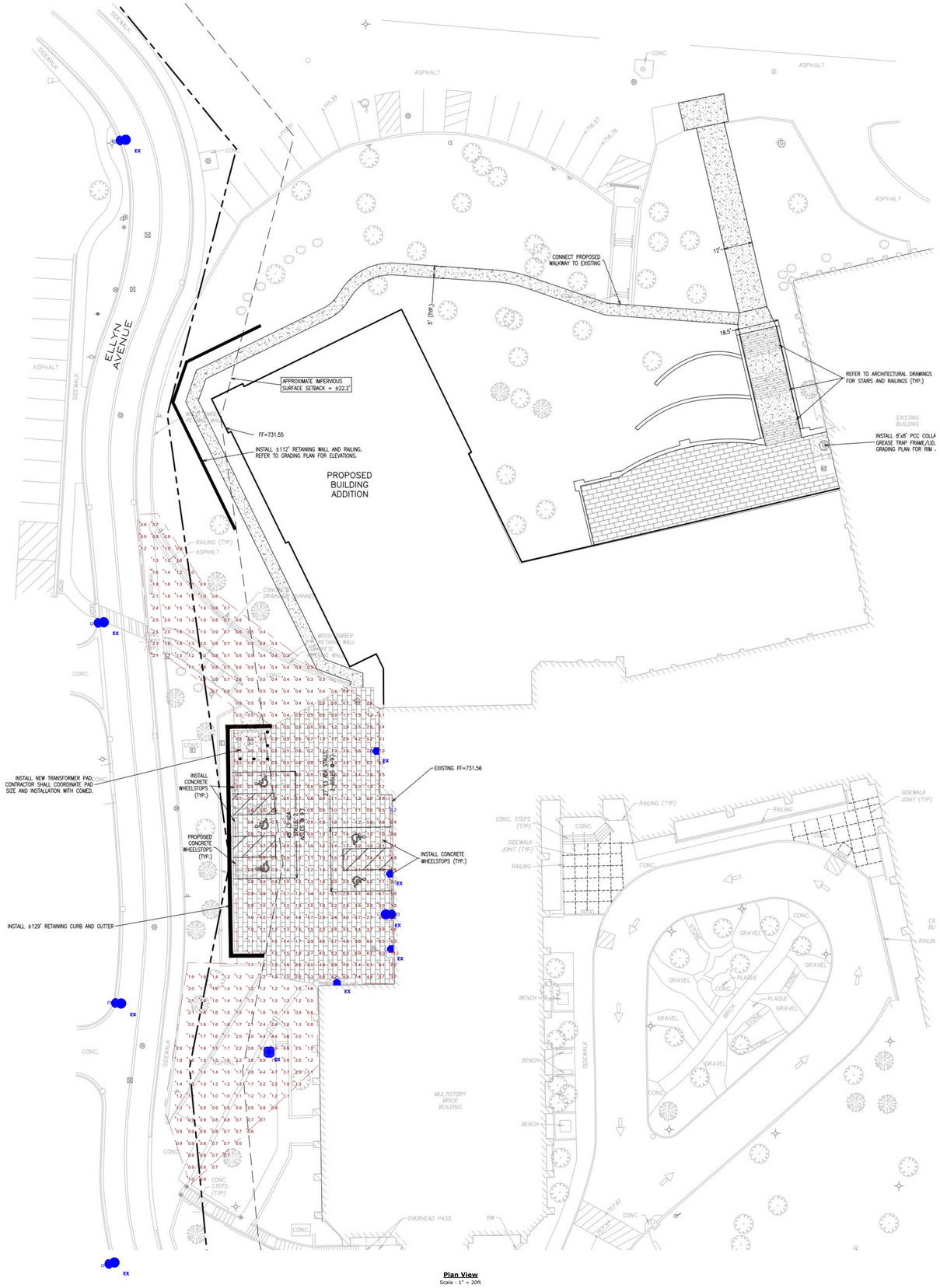
Revisions		
Description	Date	Num
Village Re-Submittal	4-21-2025	1

Comm: **243063**
Date: **03/31/25**
Drawn: **TS**
Check: **TS**
North

LANDSCAPE SPECIFICATIONS

Scale:

LP-503



Plan View
Scale - 1" = 20ft

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	EX		4	Lithonia Lighting	WST LED P2 30K VF MVOLT	WST LED, Performance package 2, 3000 K, visual comfort forward throw, MVOLT	1	3236	0.98	25	Max: 2001cd
	EX		1	QSSI	RADIANT60W3K TYPE V LANTERN-GLOBE WHITE LENS	Post Top-Pendant mounted, cast aluminum housing, lantern arms, white-Opal plastic lens enclosure.	1	5789	0.98	56.6	Max: 826cd
	EX		5	American Electric Lighting	ATBM P40 R4 XXX VR XXXXX	ATBM P40 Package 4000K/5000K Roadway Type IV Dual Optix refractor	1	15065	0.98	135	Max: 5251cd

Statistics

Description	Symbol	Avg	Max	Min	Avg/Min	Max/Min
Area around Maint. lot	+	1.8 fc	10.3 fc	0.2 fc	9.0:1	51.5:1

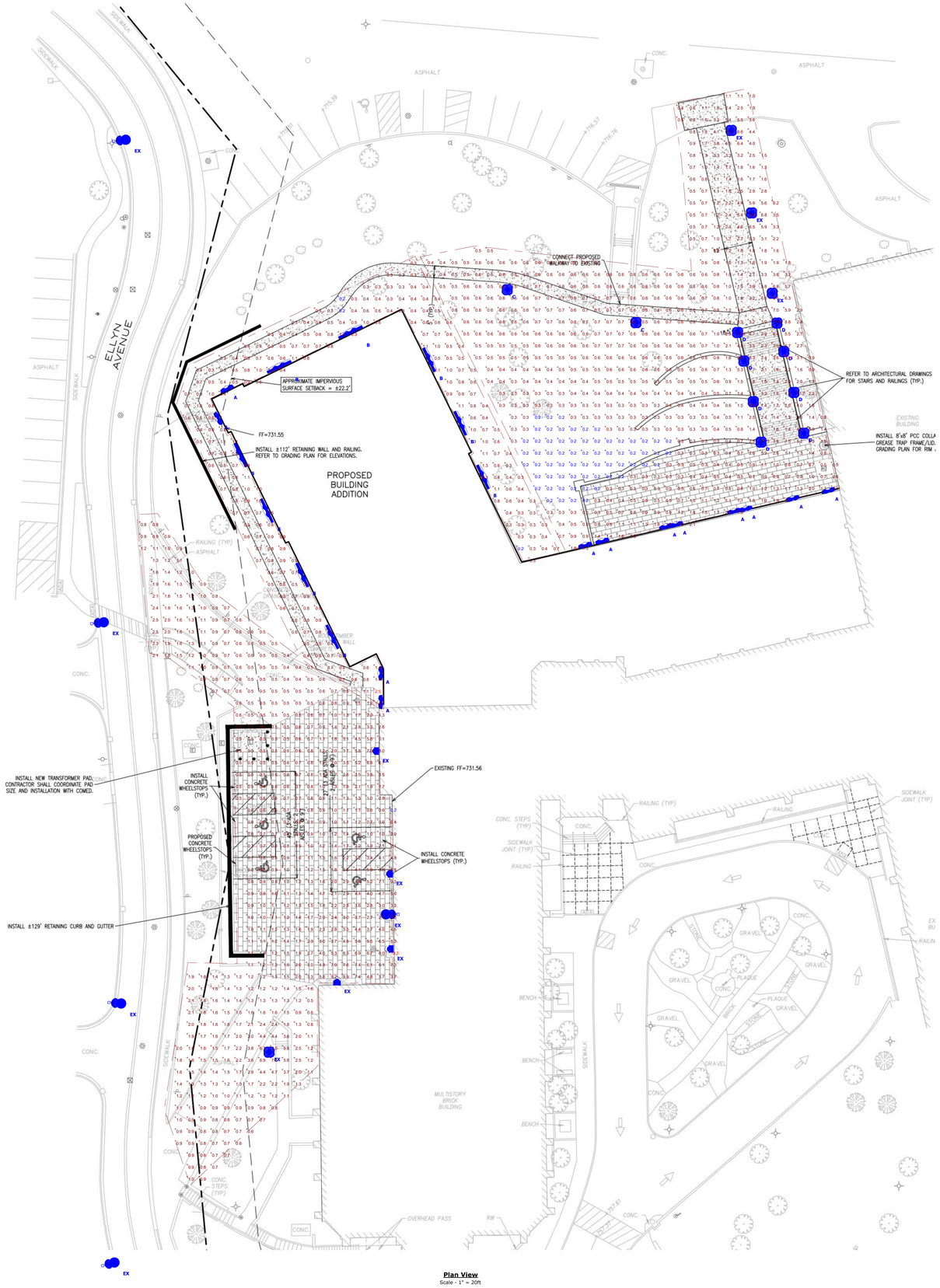
VISUAL

EXTERIOR PHOTOMETRIC PLAN FOR
GLENBARD WEST HIGH SCHOOL ADDITION

Designer

Date
01/30/2025
Scale
1" = 20'
Drawing No.
PH-1
Summary

1 of 1



Plan View
Scale - 1" = 20ft

Schedule											
Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	A		12	GENERATION BRANDS	700OWASP93026DHUNVS	LED WALL SCONCE (vertical)	1	1034	0.98	37.8	Max: 252cd
	B		9	GENERATION BRANDS	700OWASP93026DHUNVS	LED WALL SCONCE (horizontal)	1	1034	0.98	37.8	Max: 252cd
	C		2	QSSI	RADIANT60W3K TYPE V LANTERN-GLOBE WHITE LENS	Post Top-Pendant mounted, cast aluminum housing, lantern arms, white-Opal plastic lens enclosure.	1	5789	0.98	56.6	Max: 826cd
	EX		4	Lithonia Lighting	WST LED P2 30K VF MVOLT	WST LED, Performance package 2, 3000 K, visual comfort forward throw, MVOLT	1	3236	0.98	25	Max: 2001cd
	D		8	QSSI	RADIANT1SW 3K TYPE V BOLLARD WHITE LENS	Post Top-Pendant mounted, cast aluminum housing, lantern arms, white-Opal plastic lens enclosure.	1	1447	0.98	14.6	Max: 206cd
	EX		4	QSSI	RADIANT60W3K TYPE V LANTERN-GLOBE WHITE LENS	Post Top-Pendant mounted, cast aluminum housing, lantern arms, white-Opal plastic lens enclosure.	1	5789	0.98	56.6	Max: 826cd
	EX		5	American Electric Lighting	ATBM P4G R4 XXX VR XXXXX	ATBM P40 Package 4000K/5000K Roadway Type IV Dual Optix refractor	1	15065	0.98	135	Max: 5251cd

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Area and Patio north of commons	+	1.3 fc	12.3 fc	0.2 fc	61.5:1	6.5:1
Area around addition	+	0.6 fc	2.5 fc	0.2 fc	12.5:1	3.0:1
Area around Maint. lot	+	1.8 fc	10.3 fc	0.2 fc	51.5:1	9.0:1

VISUAL

EXTERIOR PHOTOMETRIC PLAN FOR GLENBARD WEST HIGH SCHOOL ADDITION

Designer

Date
01/30/2025
Scale
1" = 20'
Drawing No.
PH-1
Summary

1 of 1

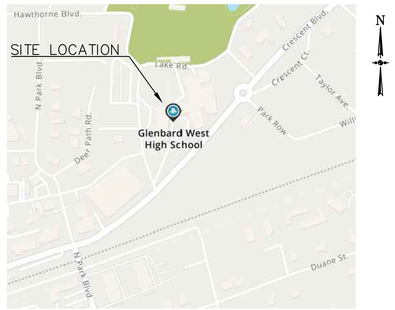
BUILDING ADDITION PLANS

FOR

GLENBARD WEST HIGH SCHOOL

GLEN ELLYN, ILLINOIS

GLENBARD TOWNSHIP HIGH SCHOOL DISTRICT 87



LOCATION MAP

670 CRESCENT BOULEVARD
GLEN ELLYN, ILLINOIS 60137

BENCHMARK:
ELEVATIONS SHOWN HEREON ARE OBTAINED VIA GPS USING TRIMBLE VRS® NOW™ (NO PUBLISHED MONUMENT VERIFIED)
DATUM: NAVD88

SHEET INDEX

SHEET	TITLE
C0.000	COVER
C1.100	EXISTING CONDITIONS AND DEMOLITION PLAN – NORTH
4 C1.101	EXISTING CONDITIONS AND DEMOLITION PLAN – SOUTH
C2.200	DIMENSIONAL CONTROL & PAVING PLAN – NORTH
4 C2.201	DIMENSIONAL CONTROL AND PAVING PLAN – SOUTH
C3.300	GRADING PLAN – NORTH
4 C3.301	GRADING PLAN – SOUTH
C3.302	DETAILED GRADING PLAN
C3.400	UTILITY PLAN – NORTH
4 C3.401	UTILITY PLAN – SOUTH
C3.500	EROSION CONTROL PLAN – NORTH
C3.501	EROSION CONTROL PLAN – SOUTH
C3.600	STORMWATER POLLUTION PREVENTION PLAN & DETAILS
C3.700	DETAILS
4 C3.701	DETAILS

LEGEND

ABBREVIATION LEGEND	
ADA	AMERICANS WITH DISABILITIES ACT
B/	BOTTOM OF
BC	BACK OF CURB ELEVATION
C-C	CENTER TO CENTER SPACING
C&G	CURB AND GUTTER
CB	CATCH BASIN
DEP	DEPRESSED
DIP	DUCTILE IRON PIPE
DWS	DETECTABLE WARNING STRIP
EP	EDGE OF PAVEMENT ELEVATION
EX	EXISTING
FH	FIRE HYDRANT
FR	FUTURE
GR	GRADE RING ELEVATION
HC	HANDICAPPED
HWL	POND HIGH WATER LEVEL
I	UTILITY INVERT ELEVATION
MH	MANHOLE
NWL	POND NORMAL WATER LEVEL
PC	PRESSURE CONNECTION
PCC	PORTLAND CEMENT CONCRETE
PR	PROPOSED
PVC	POLYVINYL CHLORIDE PIPE
R	UTILITY STRUCTURE RIM ELEVATION
R&R	REMOVE AND REPLACE
RCP	REINFORCED CONCRETE PIPE
STM	STORM SEWER
T/	TOP OF
TC	TOP OF CURB ELEVATION
TDC	TOP OF DEPRESSED CURB ELEVATION
TF	TOP OF FOUNDATION ELEVATION
TW	TOP OF RETAINING WALL ELEVATION
VCP	VITRIFIED CLAY PIPE
VIF	VERIFY IN FIELD
Vv	VALVE VAULT
W/	WITH
WM or WTR	WATER MAIN

PROPOSED	DESCRIPTION	EXISTING
C	STORM SEWER	C
SW	WATER MAIN WITH SIZE	SW
S	SANITARY SEWER	S
	RIGHT-OF-WAY/PROPERTY LINE	
842	CONTOUR	701
805.25	SPOT GRADE	701.30
	SANITARY MANHOLE	
	STORM MANHOLE	
	STORM INLET	
	STORM CATCH BASIN	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	GATE VALVE W/VAULT	
	LIGHT POLE	
	STREET LIGHT W/MAST	
	UTILITY POLE	
XX	SILT FENCE	
	OVERFLOW DIRECTION	
	SURFACE/DITCH FLOW DIRECTION	
	ROAD SIGN	b
	CURB & GUTTER	
	DEPRESSED CURB FOR RAMP/DRIVEWAY	
TF	TOP OF FOUNDATION	
GF	GARAGE FLOOR, AT REAR OF GARAGE	
TD	TOP OF CURB, DEPRESSED	
TW	TOP OF RETAINING WALL	
R=	RIM FOR STRUCTURES	
HWL/NWL	HIGH/NORMAL WATER LEVEL	
T	TRANSFORMER	
X	FENCE LINE	X
	GUARD RAIL	
	FORCE MAIN	
T	UNDERGROUND TELEPHONE	T
E	UNDERGROUND ELECTRIC	E
OHE	OVERHEAD ELECTRIC	OHE
G	UNDERGROUND GAS LINE	G

WARNING

CALL JULIE TOLL FREE 1-800-892-0123

CALL BEFORE YOU DIG

(48 HOURS NOTICE REQUIRED PRIOR TO DIGGING)

811

Know what's **below.**
Call before you dig.

Municipality: MILTON TOWNSHIP
County: DUPAGE
Township: 39N
Range: 10E
Section: 11

No.	Description	Date
4	REVISED PER VILLAGE REVIEW	04/18/25
3	ISSUED FOR VILLAGE REVIEW	04/02/25
2	40% CD	02/28/25
1	ISSUED FOR VILLAGE REVIEW	01/31/25
	DESIGN DEVELOPMENT	01/06/25

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

REVISED PER VILLAGE REVIEW

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6
670 Crescent Boulevard
Glen Ellyn, Illinois 60137

Glenbard Township High School District 87
596 Crescent Blvd.
Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
220 North Smith Street, Suite 310
Palatine, Illinois 60067
woldac.com | 847 241 6100

Gilbane

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **PROFESSIONAL ENGINEER** under the laws of the State of **ILLINOIS**

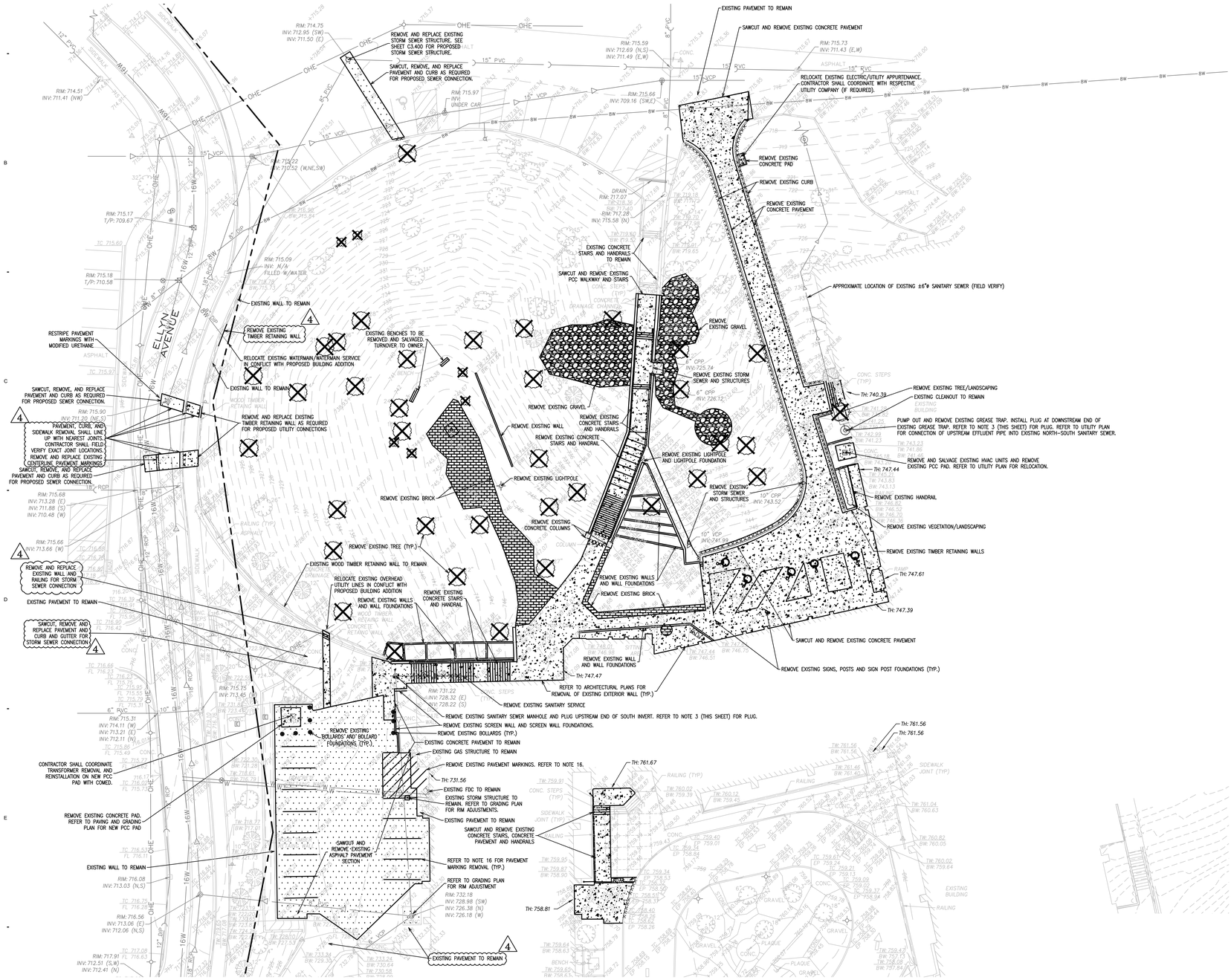
MARK ZAPRZALKA
License Number: **062.055446** Date **04/18/25**

Revisions		
Description	Date	Num
Issued For Village Review	01/31/25	1
40% CD	02/28/25	2
Issued For Village Review	04/02/25	3
Revised Per Village Review	04/18/25	4

Comm: **E120m**
Date: **01/06/25**
Drawn: **LOL/CK/ZAZ**
Check: **MZ**
North

Scale:

C0.000



DEMOLITION NOTES

1) EXISTING CONDITIONS SHOWN ON THESE PLANS WERE OBTAINED FROM AN EXISTING CONDITIONS PLAN, DATED 11/4/24, PREPARED BY GEWALT HAMILTON ASSOCIATES, INC., A TOPOGRAPHIC SURVEY, PROVIDED BY JACOB & HEFNER ASSOCIATES, INC., DATED 12/16/14 AND A TOPOGRAPHIC SURVEY, PROVIDED BY WEBSTER, McGRATH & AHLBERG, LTD., DATED 6/26/98.
2) CONTRACTOR SHALL FIELD VERIFY EXISTING UTILITY LOCATIONS AND ELEVATIONS PRIOR TO DEMOLITION. SOME UTILITIES MAY NOT BE SHOWN.
3) SANITARY SEWER PLUG SHALL CONSIST OF MINIMUM 2' LONG, NON-SHRINK CONCRETE OR MORTAR PLUG.
4) CONTRACTOR SHALL COORDINATE A RELEASE FROM ELECTRIC, GAS AND TELEPHONE COMPANIES PRIOR TO DEMOLITION.
5) NO WATER SHALL BE USED FROM A FIRE HYDRANT FOR DUST CONTROL WITHOUT A WATER METER, BACKFLOW PREVENTER AND MUNICIPAL WATER DEPARTMENT APPROVAL.
6) ALL ADJOINING PUBLIC AND PRIVATE PROPERTY SHALL BE PROTECTED FROM DAMAGE CAUSED BY SITE DEMOLITION.
7) ALL WASTE MATERIALS SHALL BE REMOVED IN A MANNER THAT PREVENTS INJURY OR DAMAGE TO PERSONS, ADJOINING PROPERTIES AND/OR RIGHT-OF-WAYS.
8) ALL WASTE MATERIALS SHALL BE DISPOSED OF OFF-SITE IN AN APPROVED FACILITY.
9) THE SITE SHALL BE GRADED TO PREVENT THE ACCUMULATION OF WATER OR DAMAGE TO ANY FOUNDATIONS ON THE PREMISES OR ADJOINING PROPERTY.
10) CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS RELATED TO DEMOLITION AND CONSTRUCTION.
11) CONTRACTOR SHALL PROTECT ALL EXISTING TREES, SHRUBS AND LANDSCAPING FEATURES NOT INDICATED FOR REMOVAL. SOME EXISTING TREES, SHRUBS AND LANDSCAPING FEATURES MAY NOT BE SHOWN ON THE PLANS.
12) ALL QUANTITIES SHOWN HEREON ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL VERIFY ALL QUANTITIES RELATED TO CONSTRUCTION.
13) CONTRACTOR SHALL BE RESPONSIBLE FOR ANALYTICAL SAMPLING AND ANALYSIS ASSOCIATED WITH CCDD/NON-CCDD HAUL-OFF.
14) PRIOR TO COMMENCING ANY DEMOLITION AND/OR CONSTRUCTION ACTIVITIES ON THE PROJECT WHICH MAY IN ANY WAY CREATE INVOLVEMENT WITH EXISTING PUBLIC UTILITIES, THE CONTRACTOR SHALL CONTACT THE UTILITY OR COMMUNITY INVOLVED. ADJUSTMENT OF ANY PUBLIC UTILITIES WITHIN THIS PROJECT AREA WILL BE DONE BY THE RESPECTIVE OWNERS OF SAID UTILITIES AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE.
15) REFER TO ARCHITECTURAL DRAWINGS, PREPARED BY WOLD ARCHITECTS AND ENGINEERS, FOR ADDITIONAL WORK.

4 (16) PAVEMENT MARKINGS SHALL BE REMOVED BY HYDRO-BLASTING OR GRADING.

DEMOLITION LEGEND

- DENOTES EXISTING CONCRETE PAVEMENT TO BE SAWCUT AND REMOVED. CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.
- DENOTES EXISTING ASPHALT PAVEMENT TO BE SAWCUT AND REMOVED. CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.
- DENOTES EXISTING GRAVEL TO BE REMOVED. CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.
- DENOTES EXISTING BRICK PAVERS TO BE REMOVED. CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.
- DENOTES EXISTING TREE REMOVAL. NO TREES LOCATED WITHIN EXISTING RIGHT-OF-WAY SHALL BE REMOVED.
- DENOTES EXISTING CURB & GUTTER TO BE SAWCUT AND REMOVED. CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.

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Wold

WOLD ARCHITECTS AND ENGINEERS
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woldae.com | 847 241 6100

Gilbane

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MARK ZAPRZALKA
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Comm: **E120m**
Date: **01/06/25**
Drawn: **LOL/CK/ZAZ**
Check: **MZ**
North

EXISTING CONDITIONS AND DEMOLITION PLAN - NORTH

Scale: 1" = 20'

REVISED PER VILLAGE REVIEW

C1.100

N

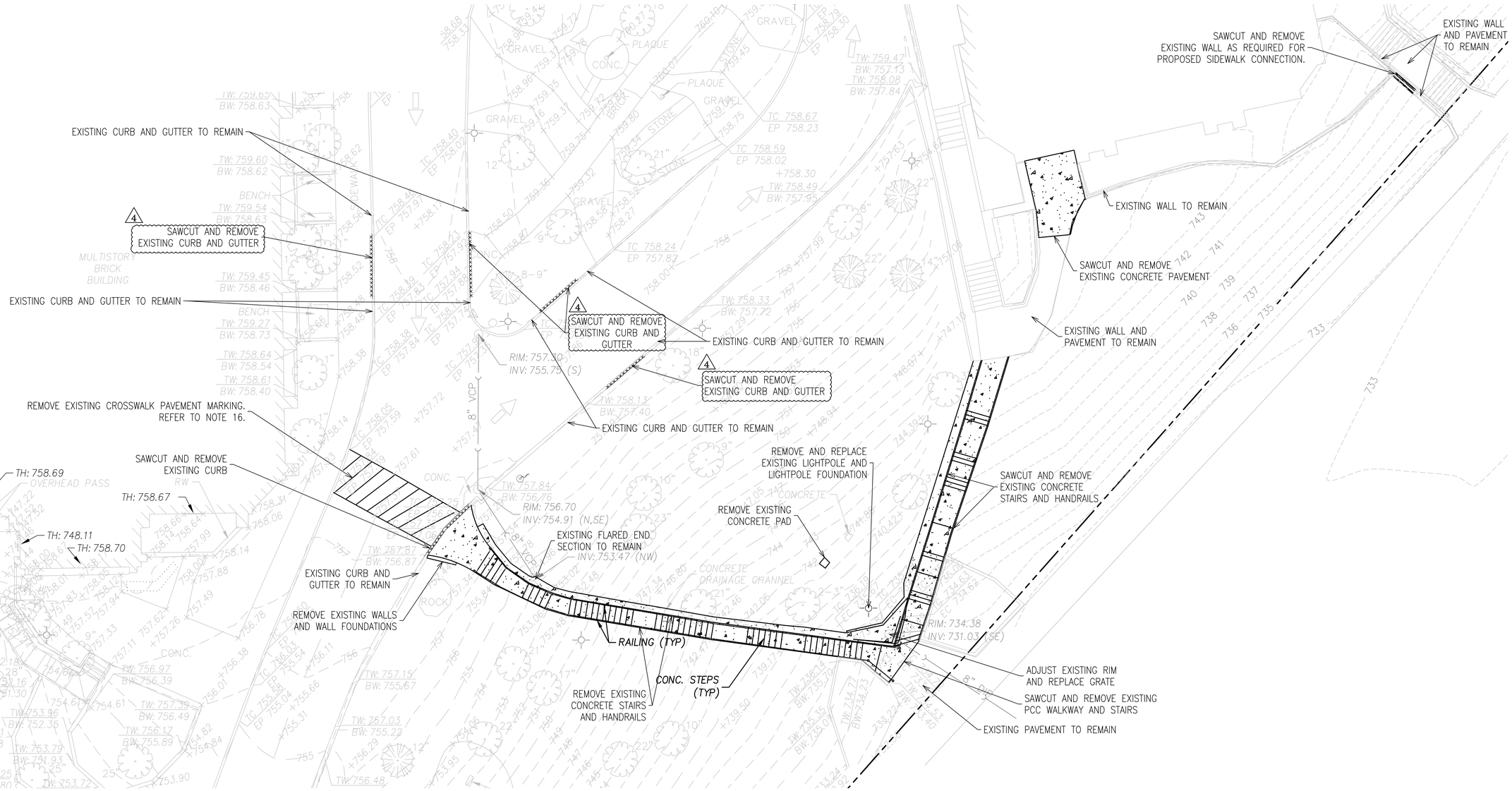
GRAPHIC SCALE 1"=10'

0 5' 10' 20'

REFER TO SHEET C1.100 FOR DEMOLITION NOTES.

DEMOLITION LEGEND

DENOTES EXISTING CONCRETE PAVEMENT TO BE SAWCUT AND REMOVED. CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.



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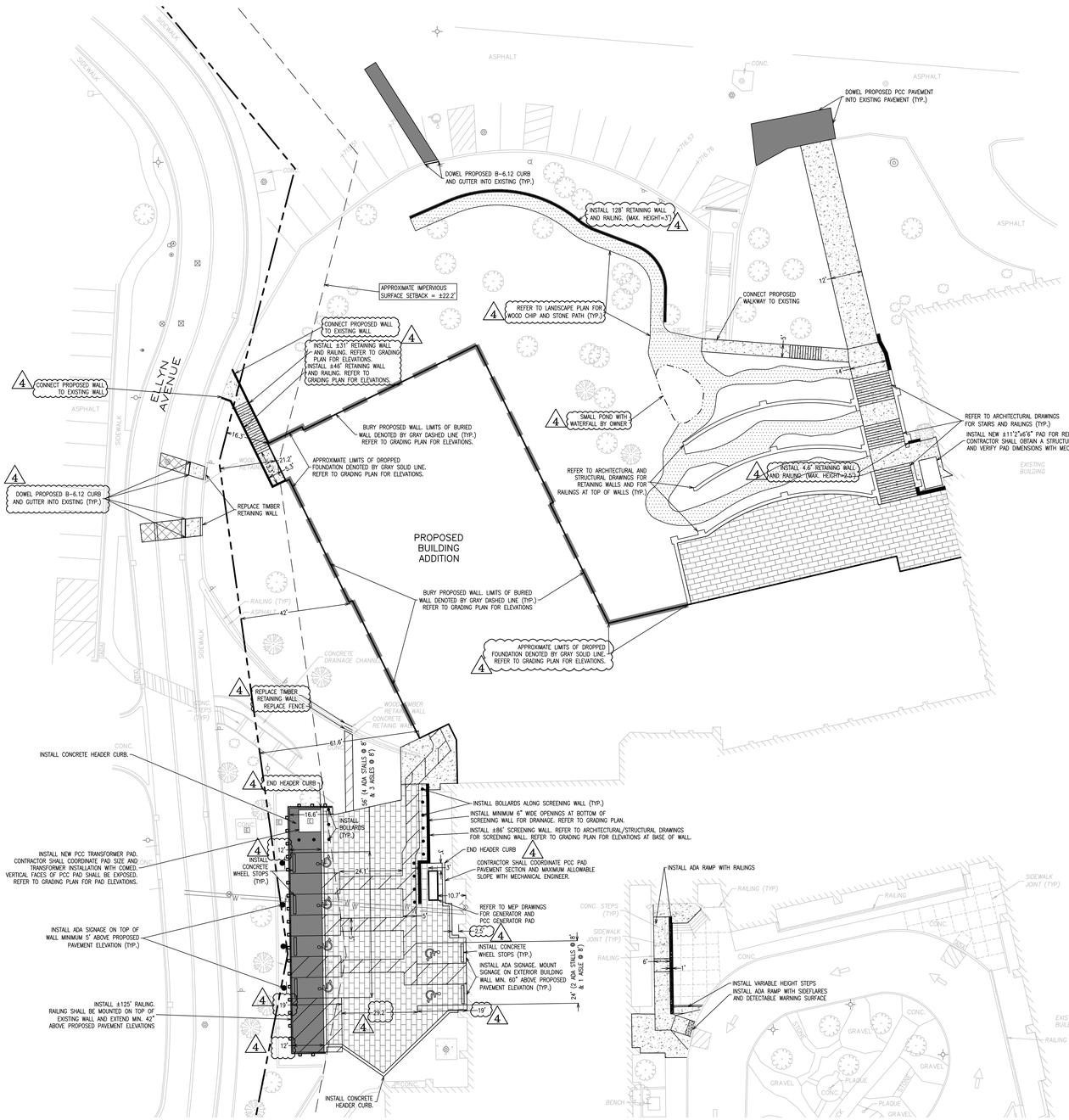
North

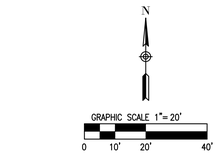
EXISTING CONDITIONS AND DEMOLITION PLAN - SOUTH

Scale: 1" = 10'

REVISED PER VILLAGE REVIEW

C1.101





GEOMETRIC NOTES

1) CONTRACTOR SHALL COORDINATE CONSTRUCTION PHASING AND SCHEDULING WITH THE SCHOOL DISTRICT.
2) ALL DIMENSIONS ARE FROM EDGE OF PAVEMENT OR OUTSIDE FACE OF BUILDING UNLESS NOTED OTHERWISE.
3) ALL PARKING LOT EDGING AND CURB & GUTTER SHALL REMAIN UNLESS OTHERWISE NOTED ON THE PLANS.
4) ALL DISTURBED PAVED AREAS OUTSIDE OF CONSTRUCTION LIMITS SHALL BE RETURNED TO PRE-CONSTRUCTION CONDITIONS UPON COMPLETION OF CONSTRUCTION OPERATIONS. ANY EXISTING PAVEMENT DAMAGED DUE TO CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT CONTRACTOR'S EXPENSE.
5) ALL DISTURBED GREEN AREAS SHALL BE RESTORED WITH MINIMUM 6" OF TOPSOIL PERMANENT SEED AND EROSION CONTROL BLANKET.
6) ALL PAVEMENT MARKINGS SHALL BE 4" PAINT CONFORMING TO MUNICIPAL STANDARDS, UNLESS NOTED OTHERWISE, OR AS PROVIDED FOR IN THE DETAILS.
7) THE CROSS-SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%. THE LONGITUDINAL SLOPE SHALL NOT EXCEED 4.8%.
8) STAIR AND DOORWAY LOCATIONS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
9) FIBER EXPANSION JOINTS OF 3/4" FULL DEPTH BIT. FIBER MATERIAL SHALL BE INSTALLED AS REFERENCED IN THE PAVEMENT LEGEND (THIS SHEET) AND WHERE CONCRETE ABUTS ALL CURB, BUILDING, POLES OR OTHER STRUCTURES.
10) CONSTRUCTION JOINTS SHALL BE PLACED WHERE REQUIRED IN ACCORDANCE WITH ACI 330R GUIDE (LATEST EDITION) FOR DESIGN AND CONSTRUCTION OF CONCRETE PARKING LOTS.

PAVEMENT LEGEND

PERMEABLE BRICK PAVERS
REFER TO DETAIL SHEET C3.700

SIDEWALK
5.0" PCC PAVEMENT (4,000 PSI, A/E, UNREINFORCED, BROOM FINISH)
4.0" CA-6 BASE COURSE, COMPACTED
CONTRACTION JOINTS @ 5' C-C
EXPANSION JOINTS @ 50' C-C

HMA PAVEMENT PATCH
2" HMA SURFACE COURSE, MIX D, N50 WITH TACK COAT
6" HMA BINDER COURSE, IL-19.0, N50 WITH PRIME COAT
6" CA-6 AGGREGATE, COMPACTED

ELLYN AVENUE PAVEMENT PATCH
8.0" PCC PAVEMENT, 4,000 PSI, A/E, UNREINFORCED, JOINTED
6.0" CA-6 BASE COURSE, COMPACTED
CONTRACTION JOINTS @ 15' C-C MAX.
EXPANSION JOINTS @ 60' C-C

REFER TO LANDSCAPE PLANS FOR GRAVEL AND WOOD CHIP PATHS (4)

IMPERVIOUS AREA CALCULATIONS

BUILDING AREA:
BUILDING ROOF: 20,825-SF
TOTAL IMPERVIOUS BUILDING AREA: 20,825-SF

PAVEMENT AREAS:
IMPERVIOUS PAVEMENT AREAS: 7,871-SF
PERMEABLE PAVERS: 7,972-SF
IMPERVIOUS PAVEMENT AREA REMOVED: 20,428-SF
TOTAL IMPERVIOUS PAVEMENT AREA: (-)12,557-SF

2015-2016 NET NEW IMPERVIOUS AREA=9,885-SF

TOTAL NET NEW IMPERVIOUS AREA: 20,825-SF - 12,557-SF + 9,885-SF=18,153-SF

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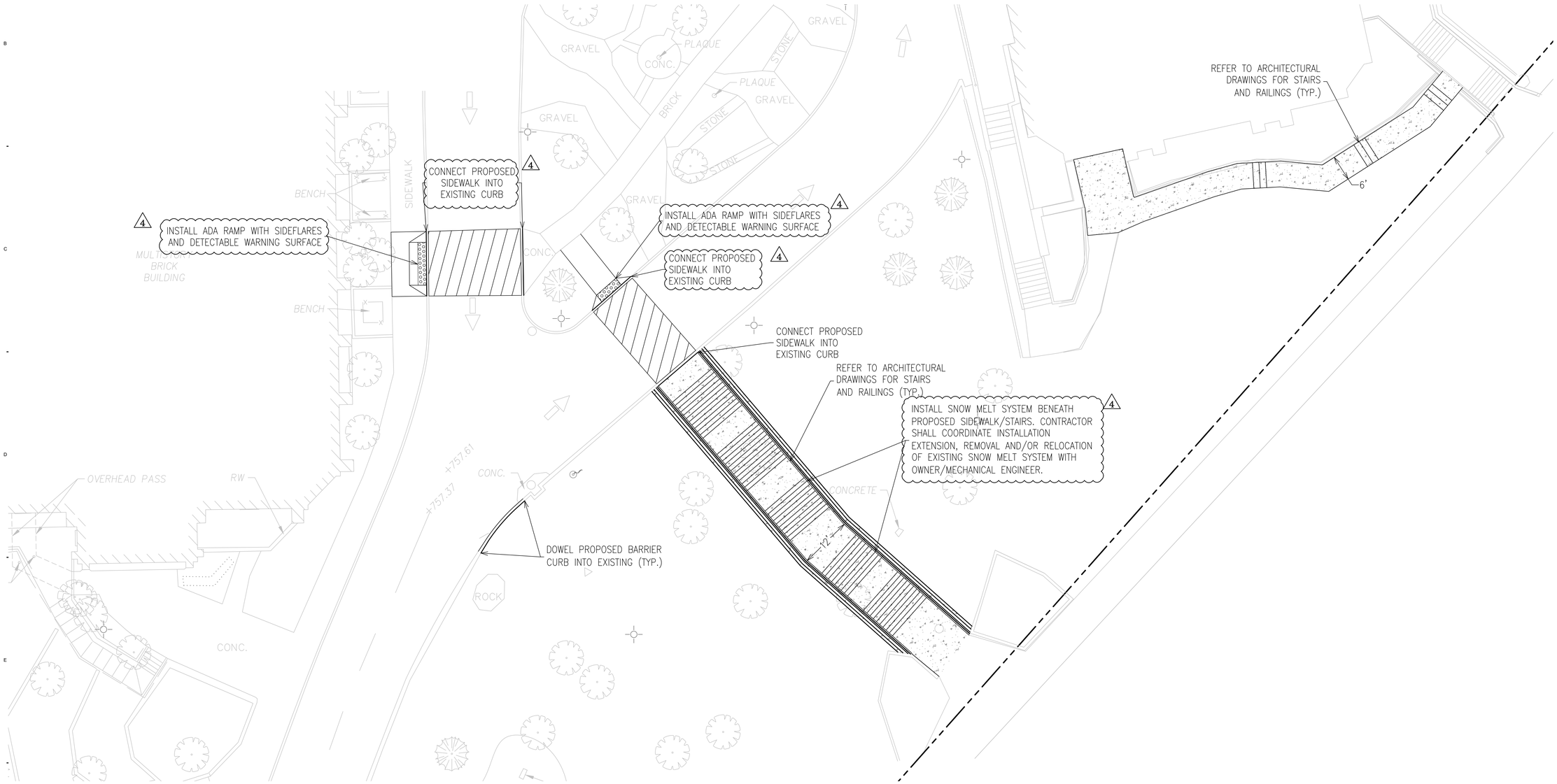
DIMENSIONAL CONTROL & PAVING PLAN - NORTH

Scale: 1" = 20'

C2.200



N

GRAPHIC SCALE 1"=10'

0 5' 10' 20'

REFER TO SHEET C2.200 FOR GEOMETRIC NOTES.

PAVEMENT LEGEND

SIDEWALK
5.0" PCC PAVEMENT (4,000 PSI, A/E, UNREINFORCED, BROOM FINISH)
4.0" CA-6 BASE COURSE, COMPACTED
CONTRACTION JOINTS @ 5' C-C
EXPANSION JOINTS @ 50' C-C

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DIMENSIONAL CONTROL AND PAVING PLAN - SOUTH

Scale: 1" = 10'

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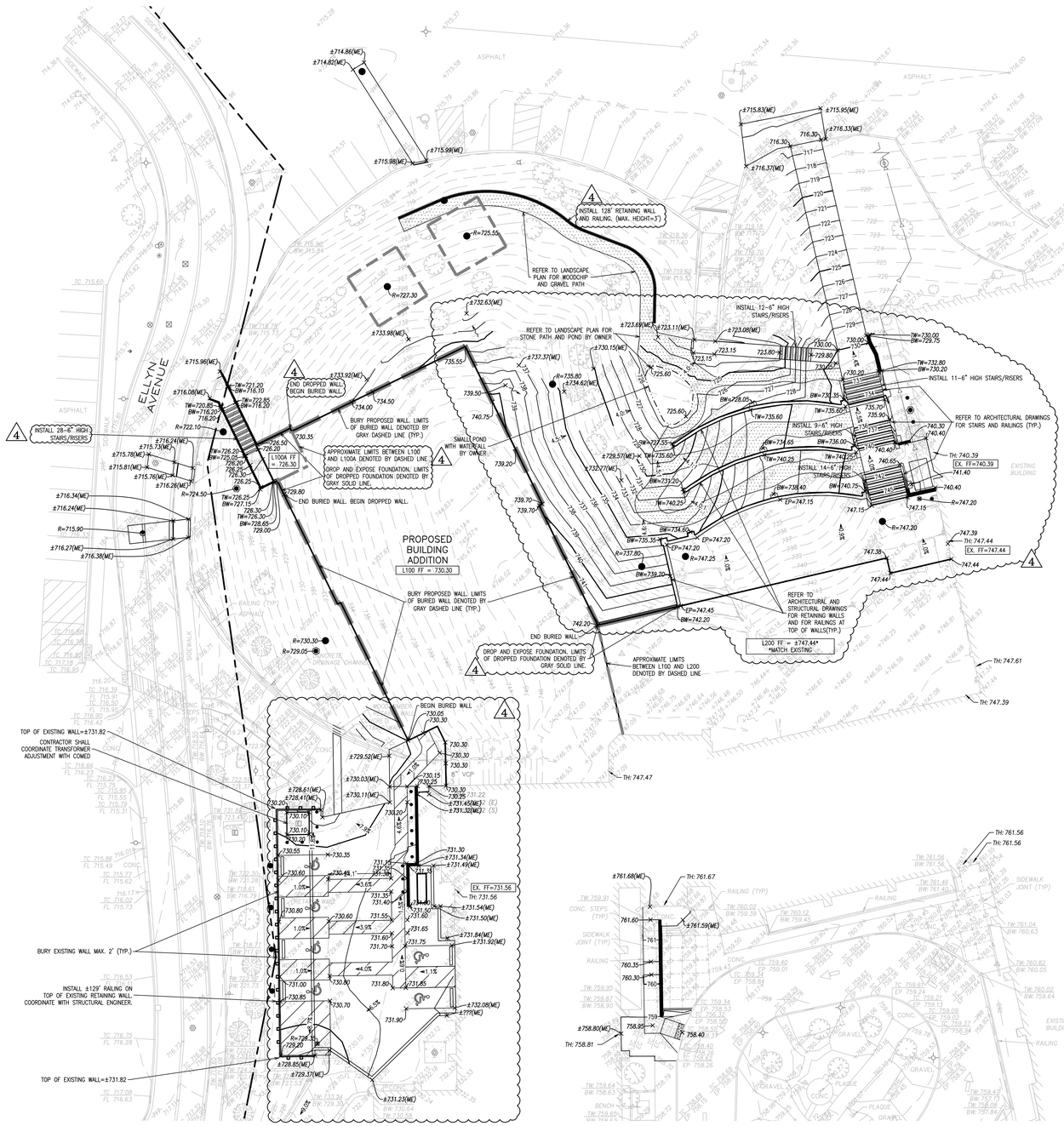
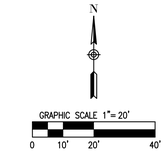
C2.201





GRADING NOTES

1) ALL SPOT ELEVATIONS ARE THE TOP OF PAVEMENT OR FINISHED GRADE ELEVATIONS.
2) EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
3) CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
4) ALL PROPOSED GRADES SHALL MATCH EXISTING GRADES AT THE PROPERTY LINE.
5) SEE SPECIFICATIONS FOR SUBGRADE AND STRUCTURAL FILL COMPACTION REQUIREMENTS.
6) THE CROSS-SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%. THE LONGITUDINAL SLOPE SHALL NOT EXCEED 4.8%.
7) THE SLOPE THROUGHOUT ALL PROPOSED ADA PARKING STALLS SHALL NOT EXCEED 1.5% IN ALL DIRECTIONS.
8) REFER TO ARCHITECTURAL PLANS FOR STAIR AND RAILING DETAILS.

GRADING LEGEND

- XXX.XX = PROPOSED SPOT GRADE
- TW=XXX.XX = PROPOSED GRADE AT TOP OF WALL
- BW=XXX.XX = PROPOSED GRADE AT BOTTOM OF WALL
- EP=XXX.XX = PROPOSED EDGE OF PAVEMENT
- BC=XXX.XX = PROPOSED BACK OF CURB
- TDC=XXX.XX = PROPOSED TOP OF DEPRESSED CURB
- BW=XXX.XX = PROPOSED BOTTOM OF WALL
- TW=XXX.XX = PROPOSED TOP OF WALL
- EX=±XXX.XX = EXISTING ELEVATION
- ±XXX.XX(ME) = MATCH EXISTING ELEVATION
- = DRAINAGE FLOW ARROWS
- = OVERLAND FLOW ROUTE
- = 100-YEAR DESIGN STORM SEWER

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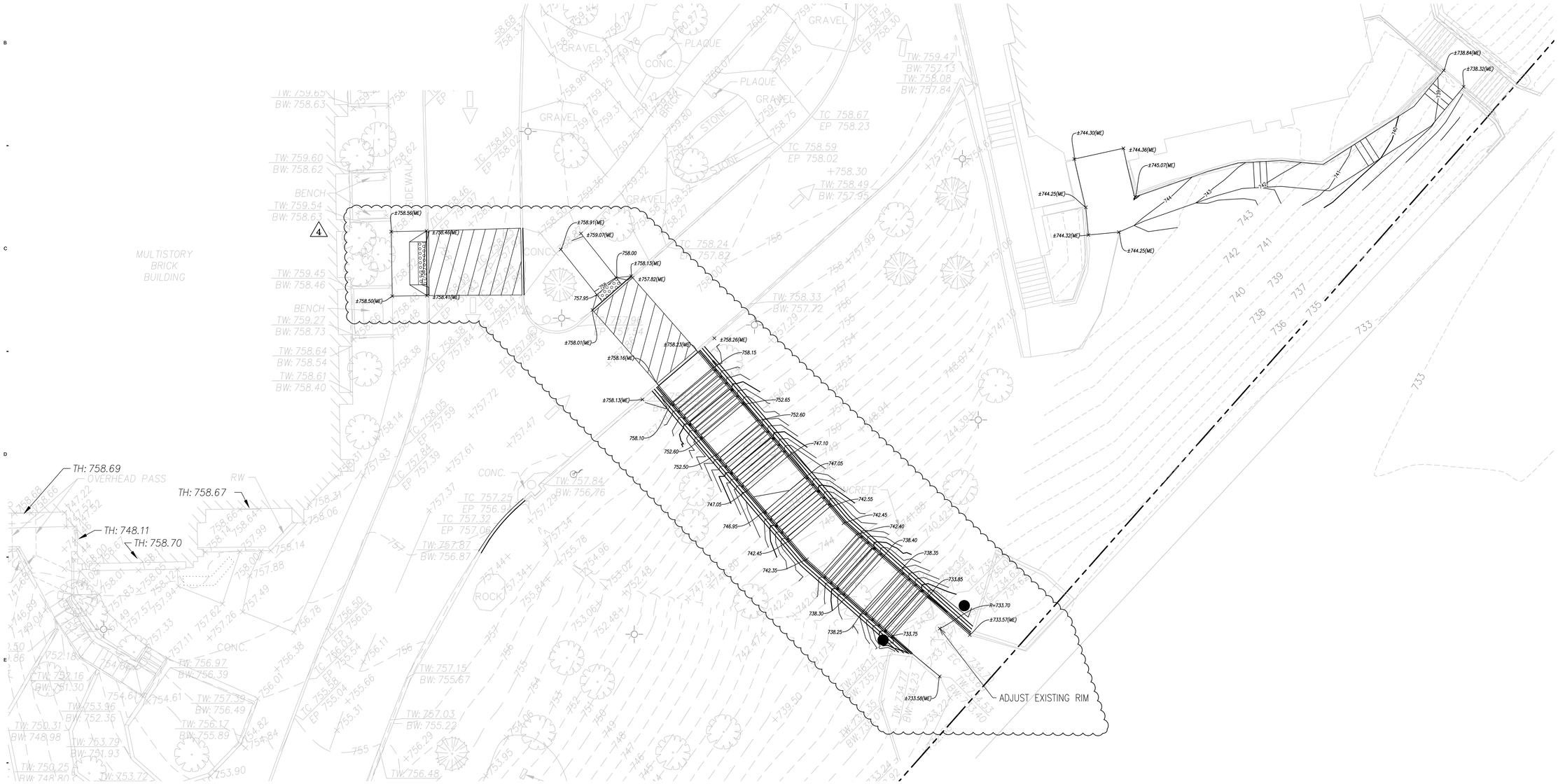
North

GRADING PLAN - NORTH

Scale: 1" = 20'

REVISED PER VILLAGE REVIEW

C3.300



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A

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6

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North

GRADING PLAN - SOUTH

Scale: 1" = 10'

REVISED PER VILLAGE REVIEW

C3.301

IL

A

GRADING NOTES

1) ALL SPOT ELEVATIONS ARE THE TOP OF PAVEMENT OR FINISHED GRADE ELEVATIONS.
2) EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
3) CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
4) ALL PROPOSED GRADES SHALL MATCH EXISTING GRADES AT THE PROPERTY LINE.
5) SEE SPECIFICATIONS FOR SUBGRADE AND STRUCTURAL FILL COMPACTION REQUIREMENTS.
6) THE CROSS-SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%. THE LONGITUDINAL SLOPE SHALL NOT EXCEED 4.8%.
7) THE SLOPE THROUGHOUT ALL PROPOSED ADA PARKING STALLS SHALL NOT EXCEED 1.5% IN ALL DIRECTIONS.
8) REFER TO ARCHITECTURAL PLANS FOR RAILING AND STAIR DETAILS.

GRADING LEGEND

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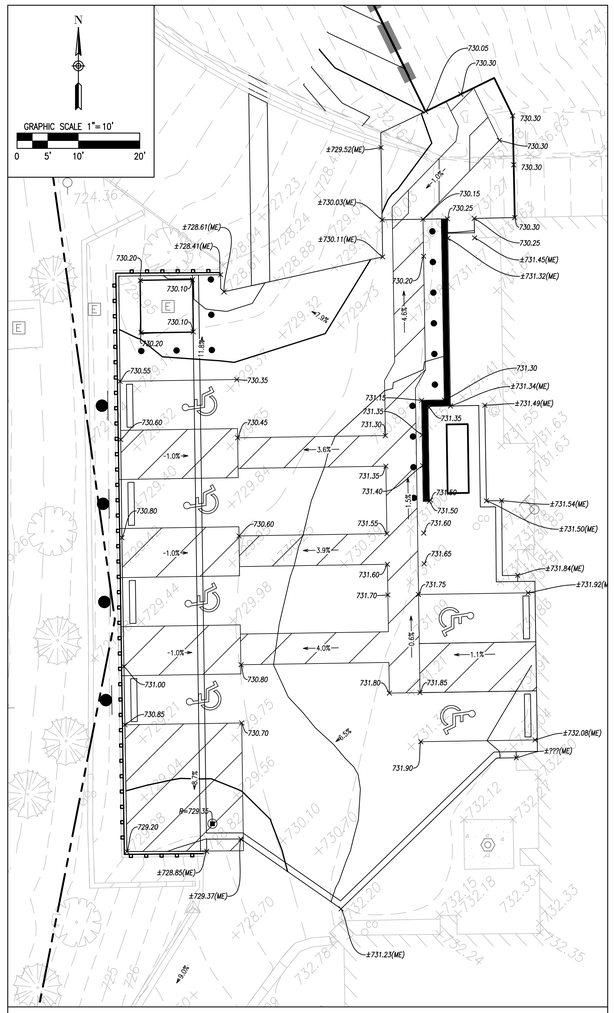
- TDC=XXX.XX = PROPOSED TOP OF DEPRESSED CURB
- EX=±XXX.XX = EXISTING ELEVATION
- ±XXX.XX(ME) = MATCH EXISTING ELEVATION
- = DRAINAGE FLOW ARROWS
- = OVERLAND FLOW ROUTE
- = 100-YEAR DESIGN STORM SEWER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GRAPHIC SCALE 1"=10'
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730.05
730.30
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730.30
±729.52(ME)
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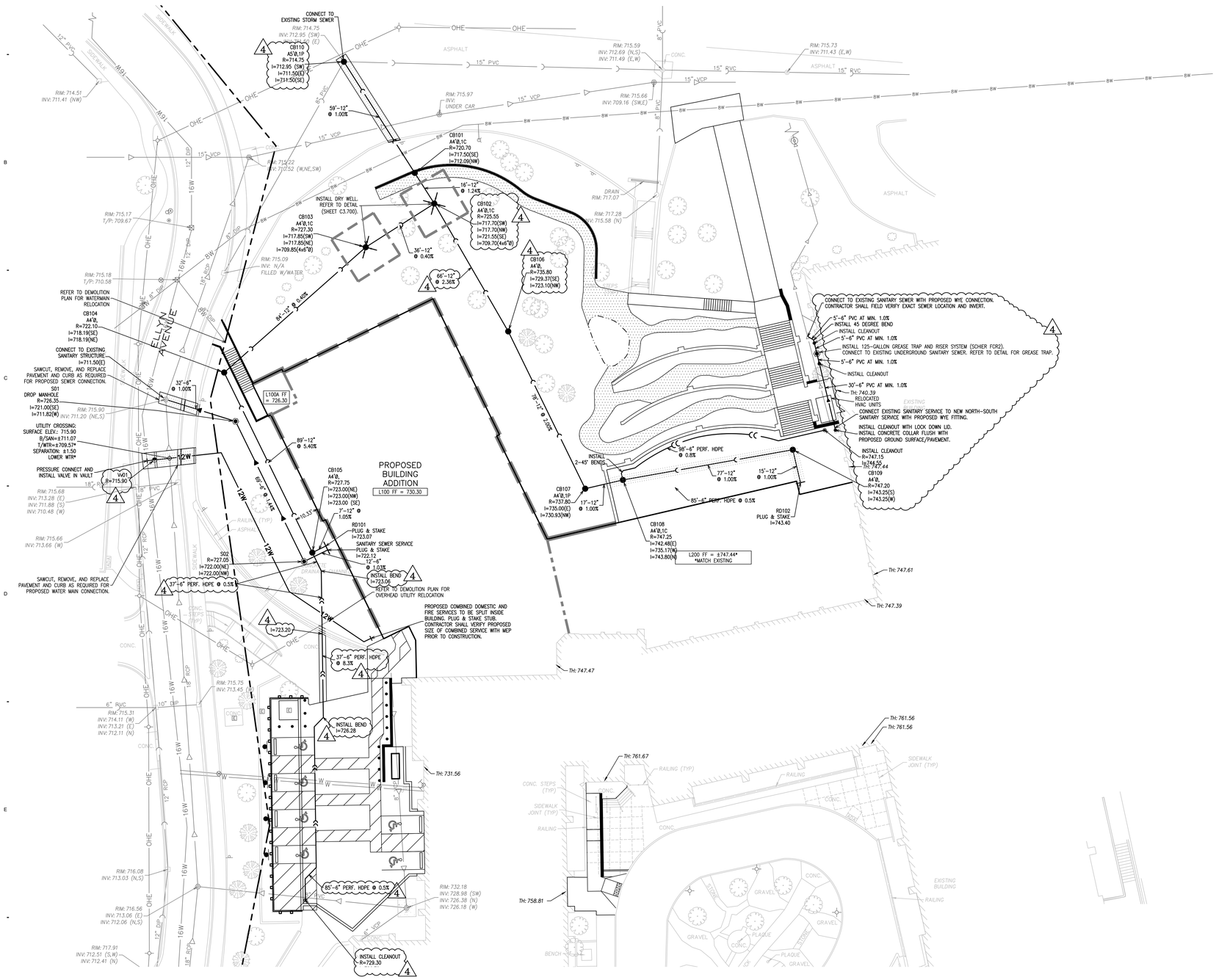

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GRAPHIC SCALE 1"= 20'

0 10' 20' 40'

UTILITY NOTES

1) EXISTING UTILITIES HAVE BEEN SHOWN SCHEMATICALLY FOR CONTRACTOR'S GUIDANCE ONLY. ALL EXISTING UTILITIES MAY NOT BE SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION AND ELEVATION OF ALL UTILITIES THAT MAY BE AFFECTED PRIOR TO CONSTRUCTION.
2) CONTRACTOR SHALL TERMINATE PROPOSED UTILITIES 5-FT OUTSIDE OF BUILDING FACE UNLESS NOTED OTHERWISE. CONTRACTOR SHALL PLUG AND STAKE STUBS LOCATION AND ELEVATIONS.
3) ALL UTILITY LENGTHS ARE TO CENTER OF STRUCTURES IN LINEAR FEET.
4) ALL EXISTING UTILITY RIMS, GRADES RINGS, PEDESTALS, ETC., SHALL BE RAISED OR LOWERED AS REQUIRED TO MEET PROPOSED GRADES.
5) ALL UTILITY STRUCTURES SHALL HAVE NO MORE THAN 2 PRECAST ADJUSTING RINGS WITH 6" MAXIMUM HEIGHT ADJUSTMENT.
6) SELECTED GRANULAR TRENCH BACKFILL MATERIAL SHALL BE PLACED AS INDICATED ON THE PLANS AND CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS. TBF DENOTED BY: [redacted]
7) OPEN CUTTING OF ROADWAYS OR PAVEMENT FOR UTILITY INSTALLATION SHALL BE FILLED WITH COMPACTED TRENCH BACKFILL UP TO THE PAVEMENT SUBGRADE. PROPOSED PAVEMENT SECTION SHALL MATCH EXISTING.

STORM SEWER NOTES

STORM STRUCTURE SYMBOL LEGEND:
I OR INL=INLET
CB=CATCH BASIN
M OR MH=MANHOLE
E OR FES=FLARED END SECTION WITH GRATE
UD=UNDERDRAIN
TD=TRENCHDRAIN

FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R1713, EJIW 1050Z1
1P: IDOT TYPE 1 (OPEN), NEENAH R2504 (TYPE D GRATE), EJIW 1050Z1 (TYPE M1 GRATE)
1PP: IDOT TYPE 1 (ADA), NEENAH R2504 (TYPE G GRATE), EJIW 1050Z1 (TYPE M3 GRATE)
8P: IDOT TYPE 8, NEENAH R4340-B, EJIW 6527

EXAMPLE:
M36
A4D,1P
MANHOLE #36, TYPE A, 4-FT DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1) ALL 12-INCH AND 15-INCH STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWERS SHALL BE REINFORCED CONCRETE CULVERT PIPE (RCP) CLASS IV, ASTM C 76, WITH "O" RING RUBBER GASKET JOINTS CONFORMING TO ASTM C-443.
2) ALL UNDERDRAINS SHALL BE PER IDOT STANDARDS OR AS SPECIFIED.
3) ALL CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE-DRAINS TO WATERWAYS" MESSAGE.

WATER MAIN NOTES

WATERMAIN STRUCTURE SYMBOL LEGEND:
V=VALVE VAULT
VB=VALVE BOX
FH=FIRE HYDRANT ASSEMBLY
PC=PRESSURE CONNECTION

1) ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS NOTED OTHERWISE ON THE PLANS.
2) ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS NOTED OTHERWISE ON THE PLANS.
3) BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4) CONTRACTOR SHALL MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.
5) ALL PROPOSED WATER MAIN INSTALLED WITHIN FILL MATERIAL SHALL BE RESTRAINED USING U.S. PIPE FIELD-LOK GASKETS OR APPROVED EQUIVALENT TO A POINT 50-FT PAST ON EACH SIDE THE AREA WHERE THE WATER MAIN IS INSTALLED WITHIN FILL.

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S=SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME & GRATE:
1C: IDOT TYPE 1 (CLOSED), NEENAH R1713, EJIW 1050Z1

1) ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS NOTED OTHERWISE ON THE PLANS.

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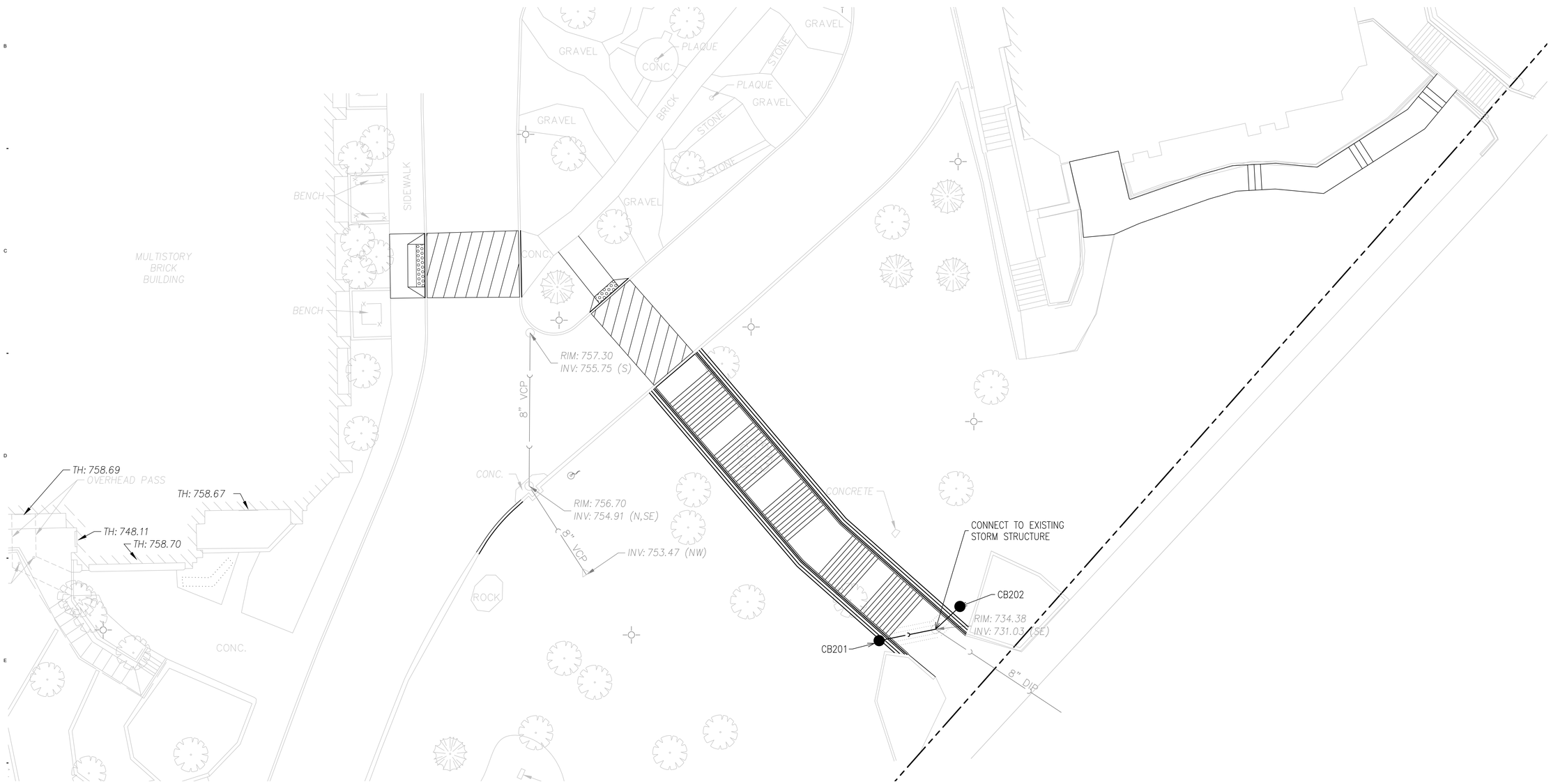
UTILITY PLAN - NORTH

Scale: 1" = 20'

REVISED PER VILLAGE REVIEW

C3.400



N

GRAPHIC SCALE 1"=10'

0 5' 10' 20'

REFER TO SHEET C3.400 FOR UTILITY NOTES.

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6

670 Crescent Boulevard
Glen Ellyn, Illinois 60137

Glenbard Township High School District 87
596 Crescent Blvd.
Glen Ellyn, IL 60137

Wold

WOLD ARCHITECTS AND ENGINEERS
220 North Smith Street, Suite 310
Palatine, Illinois 60067

woldac.com | 847 241 6100

Gilbane

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **PROFESSIONAL ENGINEER** under the laws of the State of **ILLINOIS**

MARK ZAPRZALKA
License Number: **062.055446** Date **04/18/25**

Revisions		
Description	Date	Num
Issued For Village Review	01/31/25	1
40% CD	02/28/25	2
Issued For Village Review	04/02/25	3
Revised Per Village Review	04/18/25	4

Comm: **E120m**
Date: **01/06/25**
Drawn: **LOL/CK/ZAZ**
Check: **MZ**

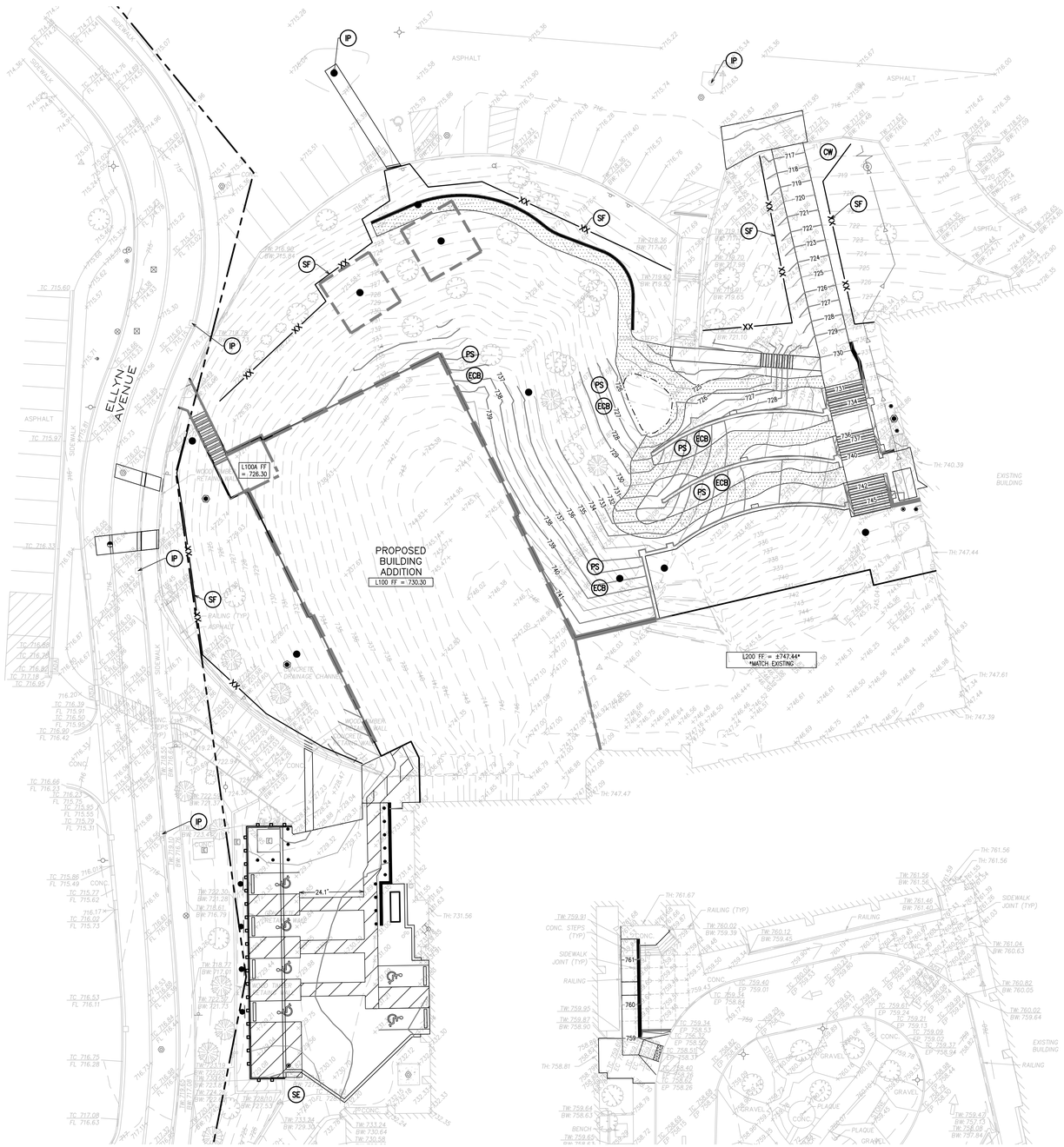
North

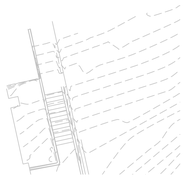
UTILITY PLAN - SOUTH

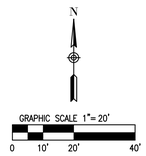
Scale: 1" = 10'

REVISED PER VILLAGE REVIEW

C3.401







EROSION CONTROL NOTES

1) ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
2) EARTHWORK CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
3) EARTHWORK CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL.
4) EARTHWORK CONTRACTOR IS RESPONSIBLE FOR MAINTAINING CLEAN PUBLIC ROADWAYS, FREE OF DIRT AND DEBRIS AT ALL TIMES.
5) OTHER EROSION CONTROL MEASURES SHALL BE IMPLEMENTED SHOULD AN INSPECTION OF THE SITE INDICATE A DEFICIENCY.
6) AREAS REACHING SUBSTANTIAL COMPLETION OF GRADING AND TOPSOIL PLACEMENT OPERATIONS SHALL BE PERMANENTLY SEEDED OR OTHERWISE LANDSCAPED WITHIN 14 DAYS FROM THE SUSPENSION OR COMPLETION OF GRADING AND TOPSOIL OPERATIONS.
7) SECONDARY CONTAINMENT SHALL BE REQUIRED FOR ANY BULK FUEL STORAGE THAT REMAINS ON-SITE FOR A PERIOD LONGER THAN 7 CALENDAR DAYS.
8) CONTAINMENT MEASURES SHALL BE REQUIRED FOR GENERATORS, PUMPS, MIXERS AND OTHER NON-ELECTRICAL POWERED EQUIPMENT THAT ARE TO BE STATIONED FOR LONGER THAN 24 HOURS.
9) EROSION CONTROL BLANKET SHALL BE PROVIDED IN ALL GREEN AREAS WITH SIDE SLOPES OF 4:1 OR STEEPER.
10) ALL GREEN AREAS SHALL BE DRESSED WITH A MINIMUM OF 6" OF TOPSOIL AND PERMANENT SEEDING.

EROSION CONTROL LEGEND

- (SF) SILT FENCE
- (IP) INLET PROTECTION
- (SE) STABILIZED CONSTRUCTION ENTRANCE
- (CW) CONCRETE WASHOUT
- (LA) LINED APRON
- (DC) DITCH CHECK
- (ECB) EROSION CONTROL BLANKET NAG SC150 (OR APPROVED EQUAL)
- (TRM) TURF REINFORCEMENT MAT NAG SC250 (OR APPROVED EQUAL)
- (W) OVERFLOW WEIR
- (TRP) TEMPORARY RISER PIPE
- (PS) PERMANENT SEEDING

NOTE: REFER TO SWPP PLAN SHEETS AND DETAILS FOR ADDITIONAL INFORMATION.

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woldae.com | 847 241 6100

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MARK ZAPRZALKA
License Number: 062.055446 Date 04/18/25

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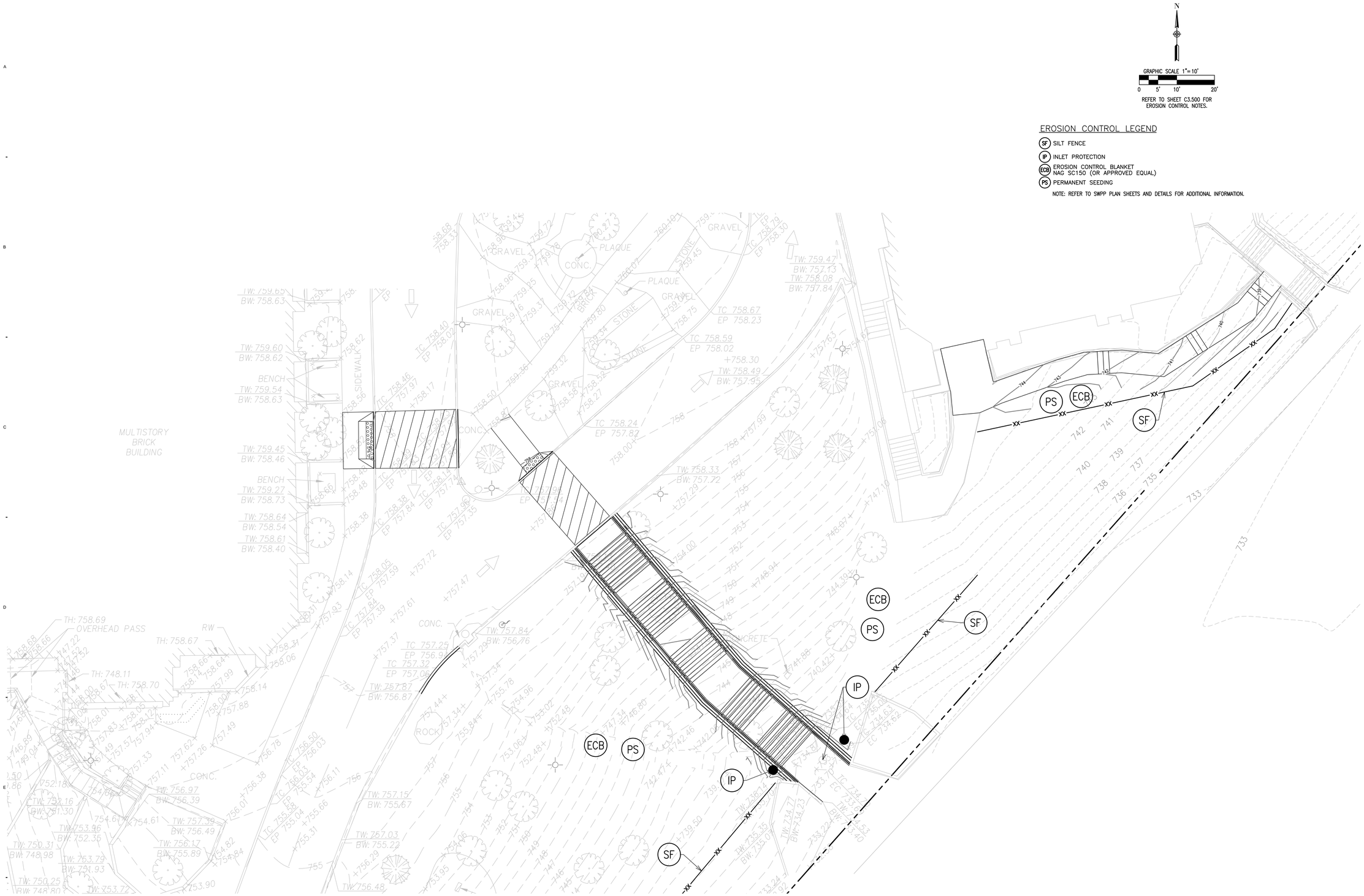
North

EROSION CONTROL PLAN - NORTH

Scale: 1" = 20'

REVISED PER VILLAGE REVIEW

C3.500



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North

EROSION CONTROL PLAN - SOUTH

Scale: 1" = 10'

REVISED PER VILLAGE REVIEW

C3.501

IL

A

NOTES:

This plan has been prepared to comply with the provisions of the NPDES Permit Number ILR10, issued by the Illinois Environmental Protection Agency for Stormwater Discharges from Construction Site Activities and Soil Erosion and Sediment Control Ordinance for the County.

1. Site Description.

a. The following is a description of the construction activity following grading which is the subject of this plan:

The proposed development consists of construction of a building addition
The construction activities for site improvements will include:
mass grading, pavement construction, installation of utilities including storm sewers, soil erosion and sedimentation control measures, as a minimum.

b. The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as grubbing, excavation, and grading:

The sequence of the construction activities may be as follows: 1) install silt fitter fence and stabilized construction entrance, 2) mass grading, 3) underground utilities installation, 4) fine grading in pavement area and 5) pavement construction. The soil erosion and sedimentation control items will be constructed as needed during the above construction activities.

c. The total area of the construction site is estimated to be 1.15 acres.

The total area of the site that it is estimated to be disturbed by excavation, grading, or other activities, is 1.15 acres.

d. The estimated runoff coefficients of the various areas of the site after construction activities are completed are contained in the project drainage study, titled Stormwater Management for Glenbard West High School prepared by Jacob & Hefner Associates, Inc., which is hereby incorporated by reference in this plan.
The estimated proposed overall site runoff coefficient is .92 0 .

e. Existing data describing soils or quality of discharge (soils report if available) Poor/Fair/Good/Not Available

2. Controls.

This section of the plan addresses the various controls that will be implemented for each of the major construction activities described in 1.b above. For each measure discussed, the contractors will be responsible for its implementation as indicated. Each such contractor has signed the required certification on forms which are attached to, and are a part of, this plan.

a. Erosion and Sediment Controls.

(i) STABILIZATION PRACTICES. Provided below is a description of interim and permanent stabilization practices, including site-specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Except as provided in 2.a.(i).(A) and 2.b., stabilization measures shall be initiated within 1 working day in portions of the site where construction activities have temporarily or permanently ceased and must be completed within 14 calendar days after the construction activity in that portion of the site has ceased on all disturbed portions of the site where construction activity will not occur for a period of 14 or more calendar days.

Where the initiation of stabilization measures after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall by initiated as soon as practicable thereafter.

The following interim and permanent stabilization practices, as a minimum, will be implemented to stabilize the disturbed area of the site:

1. Permanent seeding
2. Silt filter fence
3. Vegetative Filter
4. Stabilized construction entrance
5. Barrier filter

(ii) STRUCTURAL PRACTICES. Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. The installation of these devices may be subject to Section 404 of the Clean Water Act.

1. Detention Pond
2. Storm sewer system
3. Rip-rap for outlet protection
4. Permanent seeding

(iii) DUST CONTROL: Dust Control shall be provided per standard 825 of Illinois Urban Manual. Following are the dust control that can be used.

1. Irrigation
2. Spray on adhesive
3. Vegetative cover
4. Mulching

b. Stormwater Management.

(i) Provided below is a description of measures that will be installed during the construction process to control pollutants in stormwater discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The practices selected for implementation were determined on the basis of the technical guidance contained in IEPA's Standard Specifications for Soil Erosion and Sedimentation Control, and other ordinances listed in the Specifications.

The stormwater pollutant control measures shall include:

1. Silt filter fence
2. Barrier filters
3. Storm sewers
4. Retention/Detention ponds

(ii) Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

Stormwater Management Control includes:

1. Rip-rap for outlet protection
2. Ditch check

c. Other Controls.

(i) Waste Disposal. The solid waste materials including trash, construction debris, excess construction materials, machinery, tools and other items will be collected and disposed off-site by the contractor. The contractor is responsible to acquire any permit required for such disposal. Burning on the site will not be permitted. No solid materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.

(ii) The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.

The sanitary sewage will be discharged to the proposed sanitary sewer constructed per IEPA and local standards.

d. Approved State or Local Plans.

The management practices, controls, and other provisions contained in this plan are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Standards and Specifications for Soil Erosion and Sediment Control dated October 1987, Illinois Procedures and Standards for Urban Soil Erosion and Sedimentation Plan, and the Municipal Subdivision Ordinance. Requirements specified in sediment and erosion control site plans or site permits or stormwater management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI to be authorized to discharge under this permit, incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

3. Maintenance

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, erosion and sediment control measures and other protective measures identified in this plan and Standard Specifications.

Stabilized construction entrance: The entrance shall be maintained to prevent tracking of sediment onto public streets. This will be done by top dressing with additional stones, remove and replace top layer of stones or washing the entrance. The sediment washed on the public right-of-way will be removed immediately.

Vegetative erosion control measures: The vegetative growth of temporary and permanent seeding, sodding, vegetative channels, vegetative filter, etc. shall be maintained periodically and supply adequate watering and fertilizer. The vegetative cover shall be removed and reseeded as necessary.

Sedimentation basins/traps: The sediments shall be removed when 40-50 percent of the total original capacity is occupied by the sediment. In no case shall the sediment be built up to more than 1 foot below the crest elevation. At this stage, the basin shall be cleaned out to restore its original volume.

Silt filter fence: The damaged silt filter fence shall be restored to meet the standards or removed and replaced as needed

Straw bale barrier filters: The straw bale barrier filter shall be inspected frequently and shall be repaired or removed and replaced as needed.

Rip-Rap outlet protection: It shall be inspected after high flows for any scour beneath the Rip-Rap or for stones that have been dislodged. It shall be repaired immediately.

4. Inspections

The Owner, or Owner's representative shall provide qualified personnel to inspect disturbed areas of the construction site which have not been finally stabilized, structural control measures, and location where vehicles enter or exit the site. Such inspections shall be conducted at least once every seven (7) calendar days and within 24 hours of the end of a storm (or by the end of the following business or work day) that consists of 0.5 inches or greater of rainfall or a discharge occurs due to snowmelt.

a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of off site sediment tracking.

b. Based on the results of the inspection, the description of potential pollutant sources identified in section 1 above and pollution prevention measures identified in section 2 above shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within 7 calendar days following the inspection.

c. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this stormwater pollution prevention plan, and actions taken in accordance with section 4.b. shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed in accordance with Part VI.G of the general permit.

d. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incidence of Noncompliance" (ION) report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI. G of the general permit. The report of noncompliance shall be mailed to the following address:

ALL PACKAGES:
Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
1024 North Grand Avenue, East
Springfield, IL 62794

ALL LETTERS
Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
Post Office Box 19276
Springfield, IL 62794-9276

5. Non-Stormwater Discharge

Except for flows from fire fighting activities, sources of non-stormwater that may be combined with stormwater discharges associated with the residential activity addressed in this plan, are described below:

1. Water main flushing
2. Fire hydrant flushing
3. Watering for dust control
4. Irrigation drainage for vegetative growth for seeding, etc.

The pollution prevention measures, as described below, will be implemented for non-stormwater components of the discharge:

The fire hydrant and water main shall not be flushed directly on the exposed area or subgrade of the pavement. Hoses shall be used to direct the flow into the storm sewer system.

The erosion due to irrigation of seeding shall be considered minor.

CONTROL MEASURE GROUP	CONTROL MEASURE	APPL.	KEY	CONTROL MEASURE CHARACTERISTICS	TEMP.	PERMANT	MAINTENANCE FREQUENCY
VEGETATIVE SOIL COVER	TEMPORARY SEEDING		TS	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED ON TIME OF YEAR IS INAPPROPRIATE.	X		REDO ANY FAILING AREAS.
	PERMANENT SEEDING	X	PS	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION, FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.		X	REDO ANY FAILING AREAS.
	DORMANT SEEDING		DS	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED.	X	X	RE-SEED IF NEEDED.
	SODDING		SO	QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTABLISH VEGETATION. USED ON STEEP SLOPES, ON FLOOD PLAIN, ON TIGHT SLOPES OR IN DRAINAGE WAYS WHERE SEEDING MAY BE DIFFICULT	X	X	N/A
NON VEGETATIVE SOIL COVER	MACHINE TRACKING		DC	PROVIDES SOIL ROUGHING FOR EROSION CONTROL.		X	N/A
	POLYMER		P	ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEEDING. PROVIDES TEMPORARY COVER WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X	REAPPLY EVERY 1½ MONTHS.
	AGGREGATE COVER	X	AG	PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND TRANSPORTED OFF-SITE.	X	X	CLEAN UP DIRT FROM STONE AS NEEDED.
	PAVING	X	PV	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED.		X	N/A
DIVERSIONS	RIDGE DIVERSION		RD	TYPICALLY USED ABOVE SLOPES TO COLLECT FLOW AND TRANSFER DOWNSLOPE.	X	X	CLEAN SILT OUT WHEN HALF-FULL.
	CHANNEL DIVERSION		CD	TYPICALLY USED TO DIVERT FLOW.	X	X	REPLACE PROTECTION WHEN NEEDED.
	COMBINATION DIVERSION		DIC	TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF CHANNEL IS USED TO BUILD THE RIDGE.	X	X	REPLACE PROTECTION WHEN NEEDED.
	CURB AND GUTTER	X	CG	SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A STREET TO DIVERT WATER FROM AN AREA NEEDING PROTECTION.		X	N/A
	BENCHES		B	SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND ADD SLOPE STABILITY.	X	X	N/A
WATERWAYS	VEGETATIVE CHANNEL		VC	PROVIDED ADDED STABILITY TO CHANNEL. USED WHEN VELOCITY OF FLOW IS NOT EXTREMELY FAST.	X	X	REDO ANY FAILING AREAS.
	LINED CHANNEL		LC	USED WHEN VEGETATION WILL NOT PROTECT THE CHANNEL AGAINST HIGH VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X	REPLACE PROTECTION WHEN NEEDED.
ENCLOSED DRAINAGE	STORM SEWER	X	STM	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WILDFLOWER.		X	CLEAN SEDIMENT OUT.
	UNDER DRAIN	X	UD	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X	N/A
SPILLWAYS	STRAIGHT PIPE SPILLWAY		SPS	USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER.	X		CLEAN OUT CONSTRUCTION DEBRIS.
	DROP INLET PIPE SPILLWAY		DRS	SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED.		X	CLEAN OUT CONSTRUCTION DEBRIS.
	WEIR SPILLWAY		W	USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS MUCH GREATER THAN PIPE STRUCTURES.	X	X	CLEAN OUT CONSTRUCTION DEBRIS.
	BOX INLET WEIR SPILLWAY		BS	SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED BECAUSE OF LOWER WEIR LENGTH.	X	X	CLEAN OUT CONSTRUCTION DEBRIS.
OUTLETS	LINED APRON		LA	PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM STRUCTURES.	X	X	REPAIR DISLODGED STONES OR EROSION UNDER RIP-RAP AS NEEDED
SEDIMENT BASINS	SEDIMENT BASIN		SB	USED TO COLLECT SMALLER PARTICLES – DETAIN WATER WITH CONTROLLED RELEASE.	X	X	CLEAN SEDIMENT OUT WHEN HALF-FULL.
	SEDIMENT TRAP		ST	USED TO COLLECT LARGER PARTICLES – DETAIN WATER WITH CONTROLLED RELEASE.	X	X	CLEAN SEDIMENT OUT WHEN HALF-FULL.
SEDIMENT FILTERS	SILT FENCE	X	SF	USED FOR SINGLE LOTS OR DRAINAGE AREAS LESS THAN 1/2 ACRE TO FILTER SEDIMENT FROM RUNOFF.	X		CLEAN SEDIMENT OUT WHEN SILT IS HALF-FULL. REPAIR ANY DAMAGED SILT FENCE WHEN NEEDED.
	VEGETATIVE FILTER		VF	USED ALONG DRAINAGE WAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE AREA.	X	X	REDO ANY FAILING AREAS.
MUD AND DUST CONTROL	STABILIZED CONST. ENTRANCE	X	SE	PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.	X	X	SCRAPE MUD AND REPLACE STONE AS NEEDED.
	DUST CONTROL	X	DT	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE.	X	X	RE-APPLY AS NEEDED.
EROSION CONTROL	EROSION CONTROL BLANKET	X	ECB	PROTECTS SOIL, SEED AND HELPS GROW VEGETATION.			REPLACE AS NEEDED
	TURF REINFORCEMENT MAT	X	TRM	REINFORCES TURF IN CHANNELS AND SHORELINES.			REPLACE AS NEEDED
	CELLULAR CONFINEMENT	X	CF	USED TO HOLED TOPSOIL ON STEEP SLOPES.			REPLACE AS NEEDED
	GABIONS	X	GA	USED TO PREVENT EROSION IN VERY HIGH FLOW AREAS.			REPLACE AS NEEDED
	GEOTEXTILE FABRIC	X	GF	USED FOR EROSION / SEDIMENT CONTROL/ SEPARATION / STABILIZATION.			REPLACE AS NEEDED
	GEOBLOCK POROUS PAVEMENT	X	PP	USED FOR FIRE LANE ACCESS / VEGETATIVE PAVEMENT.			REPLACE AS NEEDED
SEDIMENT CONTROL	INLET PROTECTION	X	IP	USED FOR PROTECTION OF INLETS.			REPLACE OR CLEAN WHEN CLOGGED.
	SLOPE INTERRUPT	X	SI	USED TO BREAK UP THE FLOW ON A SLOPE.			CLEAN OUT WHEN HALF-FULL OF SILT.
	DITCH CHECK	X	DC	USED FOR FLOW SEDIMENT CONTROL IN SWALES AND CHANNELS.			CLEAN OUT WHEN HALF-FULL OF SILT.
	FLOC LOG	X	FL	USED TO CLARIFY WATER THAT HAS SEDIMENT IN THE WATERY COLUMN.			REPLACE WHEN HALF DISSOLVED.
	SILT CURTAIN	X	SC	USED FOR SEDIMENT CONTROL IN STREAM / POND.			REPLACE, WHEN FABRIC IS TORN OR HOLES BEGIN TO FORM.
	PUMPING DISCHARGE BAG	X	PB	USED FOR PUMP DISCHARGE LINES.			REPLACE WHEN HALF-FULL, FABRIC IS TORN, OR HOLES BEGIN TO FORM.
	CONCRETE WASHOUT	X	CW	FOR CONCRETE TRUCKS TO WASHOUT.			CLEAN OUT WHEN HALF-FULL, CLEAN WASHOUT GRAVEL AREA AS NEEDED.
	STREET SWEEPING	X	SS	USED TO PREVENT SILT BUILD UP IN STREETS.			CLEAN ONCE A WEEK, OR AS NEEDED TO KEEP STREET CLEAN.

SEEDING CHART

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A			*	*					
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C				D					
SODDING			E**									
MULCHING	F											

A KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE.

B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE.

C SPRING OATS 100 LBS/ACRE

D WHEAT OR CEREAL RYE 150 LBS/ACRE.

E SOD

F STRAW MULCH 2 TONS/ACRE.

* IRRIGATION NEEDED DURING JUNE AND JULY.

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.

*** MOW LAWNS AS NECESSARY

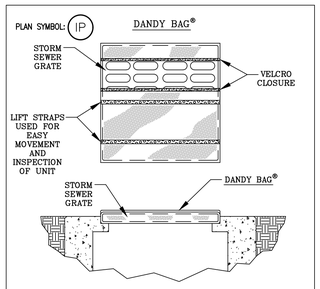
OBSERVATION & MAINTENANCE SCHEDULE

ACTIVITY	RESPONSIBLE PARTY	DURATION
STABILIZATION DURING CONSTRUCTION–MAINTENANCE	CONTRACTOR	DURING CONSTRUCTION
STABILIZATION DURING CONSTRUCTION–OBSERVATION	DEVELOPER/OWNER	WEEKLY & AFTER EACH RAINFALL EVENT IN EXCESS OF 0.5".
VEGETATION MAINTENANCE	CONTRACTOR	1 YEAR FROM COMPLETION
VEGETATION STABILIZATION MAINTENANCE	DEVELOPER/OWNER	ONGOING FROM CONSTRUCTION COMPLETION

INLET PROTECTION PRACTICES

1) INLET PROTECTION BASKETS SHALL BE FLEXSTORM (OR APPROVED EQUAL). INLET PROTECTION BASKETS SHALL BE USED ON EXISTING INLETS THAT ARE LOCATED WITHIN PAVED AREAS

2) INLET PROTECTION BAGS SHALL BE DANDYBAG (OR APPROVED EQUAL). INLET PROTECTION BAGS SHALL BE USED ON ALL ON-SITE STORM SEWER GRATES UNTIL UPSTREAM TRIBUTARY AREAS OF STORM STRUCTURES ARE STABILIZED.



DANDY BAG® SPECIFICATIONS

HI-FLOW DANDY BAG® (SAFETY ORANGE)

Mechanical Properties	Test Method	Units	MARV
Grab Tensile Strength	ASTM D 4632	kN (lbs)	1.62 (365) X 0.89 (200)
Grab Tensile Elongation	ASTM D 4632	%	24 X 10
Puncture Strength	ASTM D 4833	kN (lbs)	0.40 (90)
Mullen Burst Strength	ASTM D 3786	kPa (psi)	3097 (450)
Trapezoid Tear Strength	ASTM D 4533	kN (lbs)	0.51 (115) X 0.33 (75)
UV Resistence	ASTM D 4355	%	90
Apparent Opening Size	ASTM D 4751	Mm (US Std Sieve)	0.425 (40)
Flow Rate	ASTM D 4491	l/min/m² (gal/min/ft²)	5907 (145)
Permittivity	ASTM D 4491	Sec	2.1

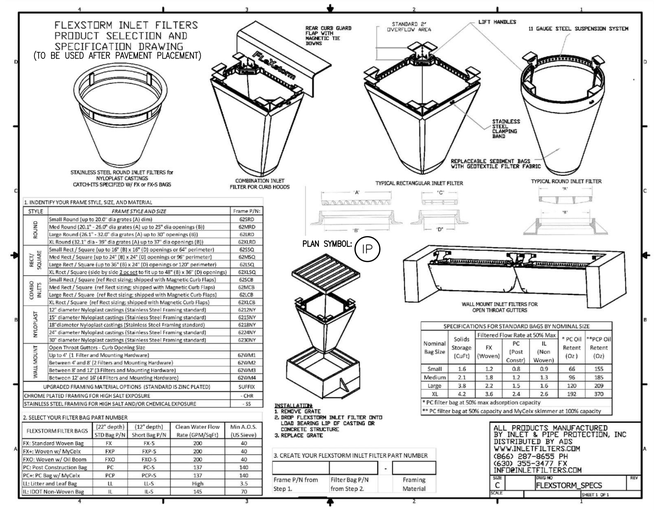
*Note: All Dandy Bags® can be ordered with our optional oil absorbent pillows

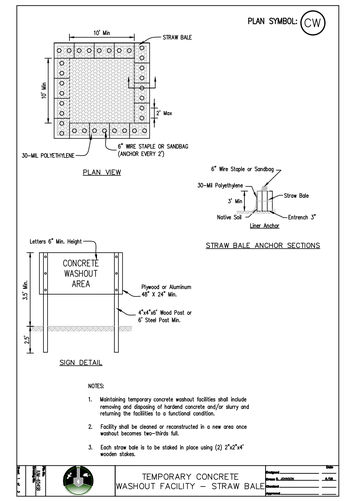
NOTE: THE DANDY BAG® WILL BE MANUFACTURED IN THE U.S.A. FROM A WOVEN MONOFILAMENT FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

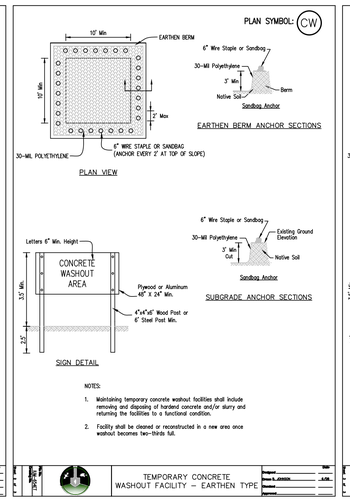
DETAIL OF INLET SEDIMENT CONTROL DEVICE (TO BE USED PRIOR TO PAVEMENT PLACEMENT)

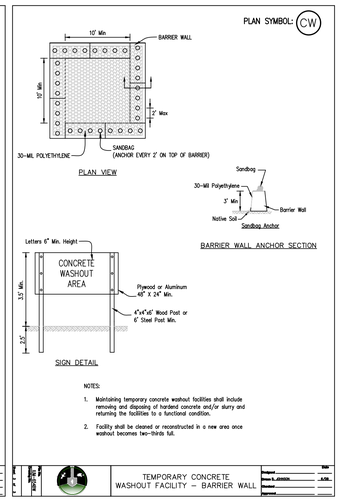
PROJECT: DR. BY:

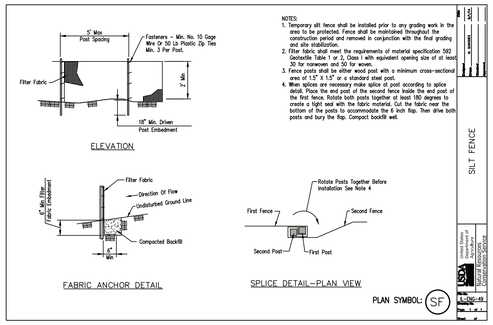
CITY/STATE: DATE: DR. NO:

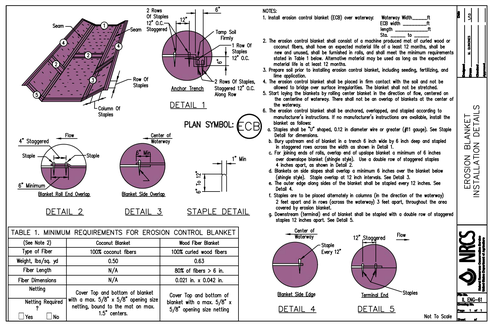


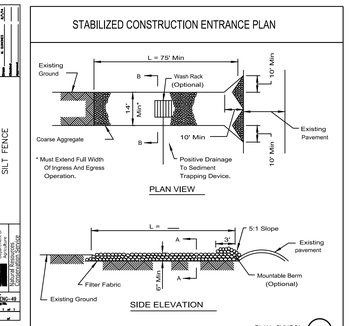


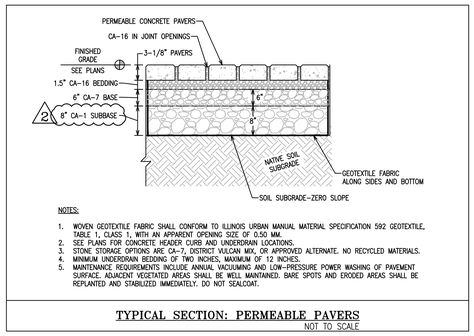








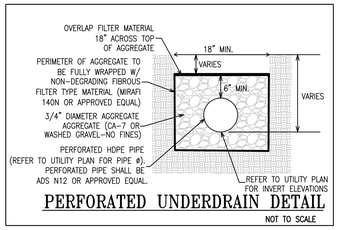

STABILIZED CONSTRUCTION ENTRANCE PLAN
Existing Ground
L = 75' Min
B
Wash Rack (Optional)
14' Min
10' Min
Coarse Aggregate
Existing Pavement
* Must Extend Full Width Of Ingress And Egress Operation.
Positive Drainage To Sediment Trapping Device.
PLAN VIEW
L



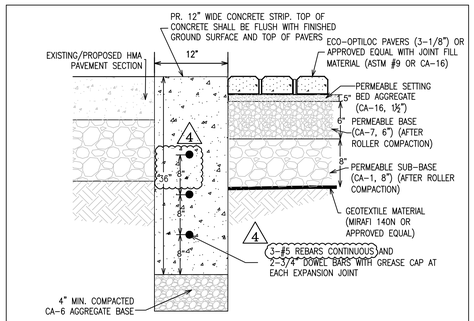
NOTES:

1. WOVEN GEOTEXTILE FABRIC SHALL CONFORM TO ILLINOIS URBAN MANUAL MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
2. SEE PLANS FOR CONCRETE HEADER CURB AND UNDERDRAIN LOCATIONS.
3. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
4. MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
5. MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEALCOAT.

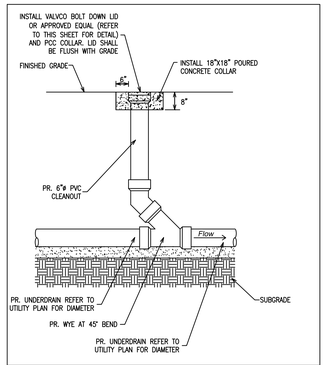
TYPICAL SECTION: PERMEABLE PAVERS
NOT TO SCALE



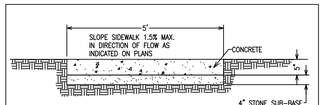
PERFORATED UNDERDRAIN DETAIL
NOT TO SCALE



TYPICAL SECTION: CONCRETE HEADER CURB
(ADJACENT TO PERMEABLE PAVERS)
NOT TO SCALE



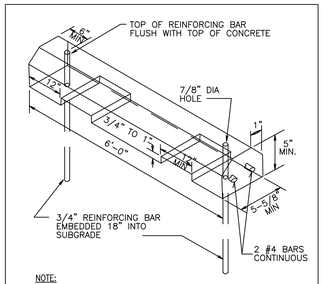
PROPOSED PVC OBSERVATION WELL/CLEANOUT



NOTES:

1. THE CONCRETE SHALL BE 6 BAG MIX WITH A 5-INCH SLUMP AND SHALL HAVE A MINIMUM OF 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
2. THE SIDEWALK SHALL BE 6" THICK AT DRIVEWAYS.
3. CONTROL JOINTS SHALL BE PROVIDED AT 5 FOOT INTERVALS.
4. PREMOLDED FIBER EXPANSION JOINTS SHALL BE INSTALLED AT BENDS, CURBS, AT END OF EACH POUR, AND 50' INTERVALS.
5. THE SIDEWALK SHALL HAVE A BROOM FINISH.

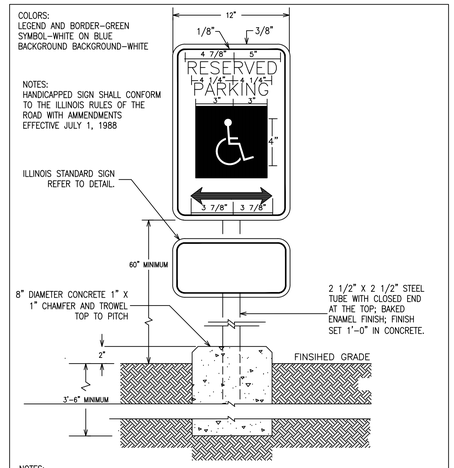
CONCRETE SIDEWALK



NOTE:

INSTALL PRECAST CONCRETE WHEEL STOP (PARKING BUMPER) 2½' FROM BACK OF CURB (1' FROM EDGE OF PAVEMENT).

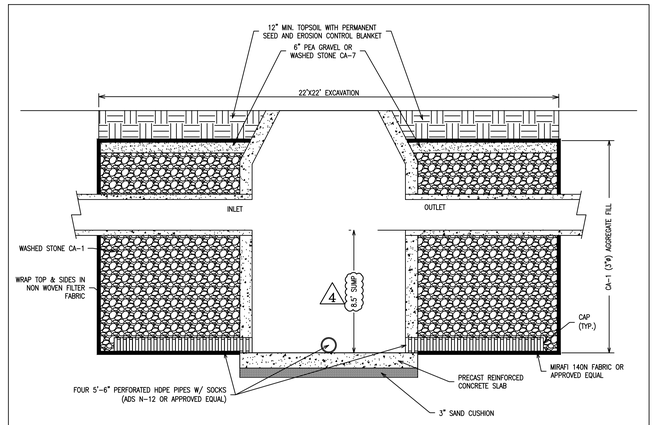
PARKING BUMPER
(PRECAST CONCRETE)
N.T.S.



NOTES:

1. INSTALL HANDICAPPED PARKING SIGN AT FRONT CENTER OF PARKING SPACE, NO MORE THAN 5' HORIZONTALLY FROM FRONT OF THE PARKING SPACE.
2. HANDICAPPED SIGN SHALL CONFORM TO THE ILLINOIS RULES OF THE ROAD WITH AMMENDMENTS EFFECTIVE JULY 1, 1988.

HANDICAP SIGN DETAIL

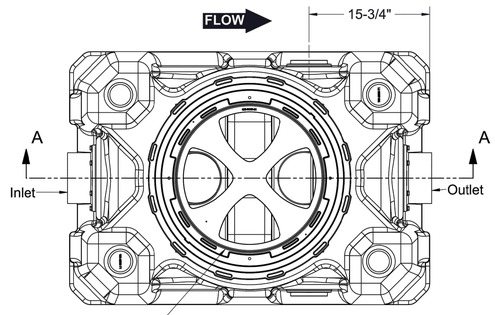


DRY WELL AND INFILTRATION BED BENEATH TOPSOIL DETAIL (NTS)

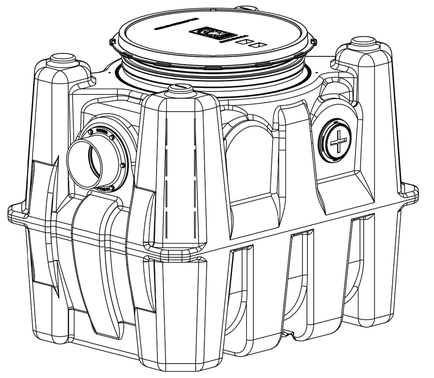
SPECIFICATIONS

Notes:

1. 6" plain end inlet/outlet.
2. Unit weight - w/ cast iron cover: 190 lbs. (For wet weight add 1,043 lbs.)
3. Maximum operating temperature: 150º F continuous
4. Capacities - Liquid: 125 gal.
   Grease: 861 lbs. (118 gal.) @75 GPM
   Solids: 31 gal.
5. For gravity drainage applications only.
6. Do not use for pressure applications.
7. Cover placement allows full access to tank for proper maintenance.
8. Vent not required unless per local code.
9. Engineered inlet and outlet diffusers with inspection ports are removable to inspect / clean piping.
10. Integral air relief / Anti-siphon / Sampling access.
11. Adjustable cover adapter provides up to 4" of additional height.
12. Designed for below-grade, above-grade, indoor or outdoor installations.
13. Safety Star®, access restrictor built into cover adapter, prevents accidental entry to tanks (450 lb rating).



TOP VIEW
(COVER REMOVED FOR CLARITY)



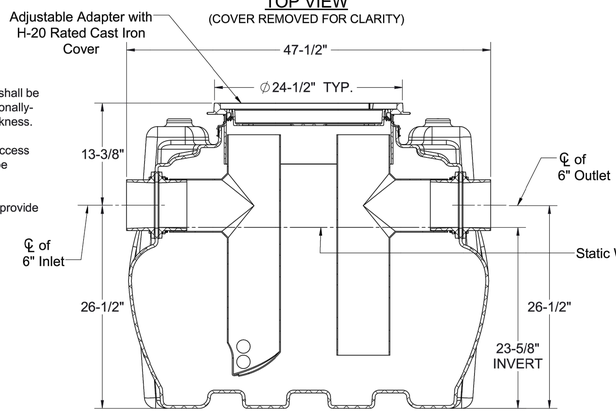
ISOMETRIC VIEW

ENGINEER SPECIFICATION GUIDE

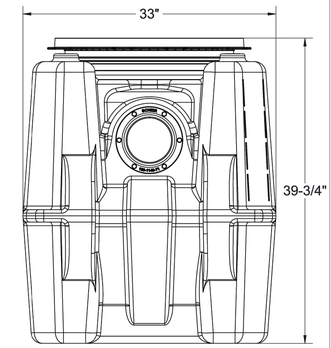
Schier Great Basin™ grease interceptor model # GB-75 shall be lifetime guaranteed and made in USA of seamless, rotationally-molded polyethylene with minimum 3/8" uniform wall thickness. Interceptor shall be furnished for above or below-grade installation with adjustable cover adapter, Safety Star® access restrictor built into each cover adapter. Interceptor shall be certified to ASME A112.14.3 (Type D) and CSA B481.1. Interceptor flow rate shall be 75 GPM. Interceptor grease capacity shall be 861 lbs. Cover shall provide water/gas-tight seal and have minimum 16,000 lbs. load capacity.

CERTIFIED PERFORMANCE

Great Basin™ hydromechanical grease interceptors are third party performance-tested and listed by IAPMO to ASME #A112.14.3 and CSA B481.1 grease interceptor standards and greatly exceed requirements for grease separation and storage. They are compliant to the Uniform Plumbing Code and the International Plumbing Code.



SECTION A-A



END VIEW

Type D certification does not require a flow control

SPECIFICATION SHEET

MODEL NUMBER: GB-75

PART NUMBER: 4045-009-02

DESCRIPTION: GB-75 GREASE INTERCEPTOR 75 GPM, 6" INLET/OUTLET, H-20 RATED CAST IRON COVER

DWG BY:	DATE:	REV:	ECO:
C. BUSENITZ	4/18/2022	-	-

PROPRIETARY AND CONFIDENTIAL
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SCHIER
6455 Woodland Dr
Shawnee, KS 66218
Tel: 913-951-3300
Fax: 913-951-3399
schierproducts.com

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6
670 Crescent Boulevard
Glen Ellyn, Illinois 60137

Glenbard Township High School District 87
596 Crescent Blvd.
Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
220 North Smith Street, Suite 310
Palatine, Illinois 60067
woldac.com | 847 241 6100

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **PROFESSIONAL ENGINEER** under the laws of the State of **ILLINOIS**

MARK ZAPRZALKA
License Number: **062.055446** Date **04/18/25**

Revisions		
Description	Date	Num
Issued For Village Review	01/31/25	1
40% CD	02/28/25	2
Issued For Village Review	04/02/25	3
Revised Per Village Review	04/18/25	4

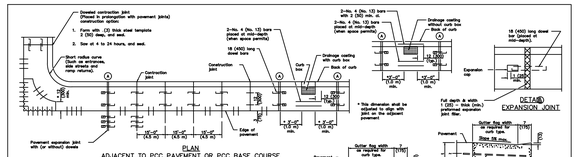
Comm: **E120m**
Date: **01/06/25**
Drawn: **LOL/CK/ZAZ**
Check: **MZ**
North

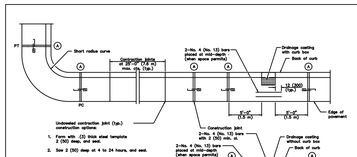
DETAILS

REVISED PER VILLAGE REVIEW

Scale:

C3.700





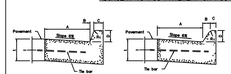


TABLE OF DIMENSIONS BARRIER CURB						
TYPE	A	B	C	D	R	
B-12(457)	12 (305)	7 (178)	12 (305)	6 (152)	12 (305)	24 (610)
B-18(457)	18 (457)	7 (178)	12 (305)	6 (152)	12 (305)	24 (610)
B-24(457)	24 (610)	7 (178)	12 (305)	6 (152)	12 (305)	24 (610)
B-30(457)	30 (762)	7 (178)	12 (305)	6 (152)	12 (305)	24 (610)
B-36(457)	36 (914)	7 (178)	12 (305)	6 (152)	12 (305)	24 (610)
B-12(610)	12 (305)	7 (178)	12 (305)	6 (152)	12 (305)	36 (914)
B-18(610)	18 (457)	7 (178)	12 (305)	6 (152)	12 (305)	36 (914)
B-24(610)	24 (610)	7 (178)	12 (305)	6 (152)	12 (305)	36 (914)
B-30(610)	30 (762)	7 (178)	12 (305)	6 (152)	12 (305)	36 (914)
B-36(610)	36 (914)	7 (178)	12 (305)	6 (152)	12 (305)	36 (914)
B-12(762)	12 (305)	7 (178)	12 (305)	6 (152)	12 (305)	48 (1219)
B-18(762)	18 (457)	7 (178)	12 (305)	6 (152)	12 (305)	48 (1219)
B-24(762)	24 (610)	7 (178)	12 (305)	6 (152)	12 (305)	48 (1219)
B-30(762)	30 (762)	7 (178)	12 (305)	6 (152)	12 (305)	48 (1219)
B-36(762)	36 (914)	7 (178)	12 (305)	6 (152)	12 (305)	48 (1219)

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R	
M-2.06	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-2.12	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-5.15	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-5.30	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-6.06	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-6.12	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-8.15	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-8.30	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-9.06	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-9.12	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-12.15	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A
M-12.30	6 (152)	7 (178)	12 (305)	6 (152)	12 (305)	N/A

* For corner islands only.

GENERAL NOTES

The bottom slope of gutter or other constructed adjacent to pavement shall be the same slope as the subbase or ES when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

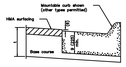
A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

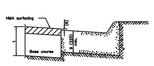
The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

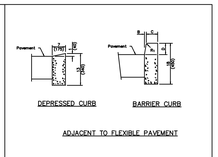
All dimensions are in inches (millimeters) unless otherwise shown.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)
STANDARD 606001-06

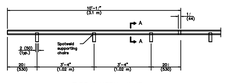


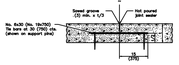


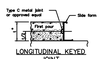
ADJACENT TO FLEXIBLE PAVEMENT

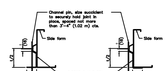


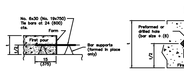
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)
STANDARD 606001-06

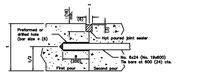










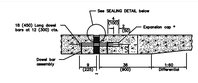


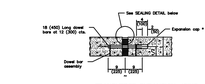
GENERAL NOTES

All slope widths are expressed in units of the horizontal. (1V:4H) = 4 units of horizontal displacement (1V:4H).

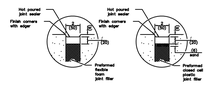
All dimensions are in inches (millimeters) unless otherwise shown.

PAVEMENT JOINTS
(Sheet 1 of 2)
STANDARD 420001-08

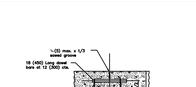


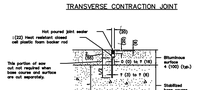


* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the first day's material has been installed.



DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER
8 (200) or greater	1" (38)
7" (175) thru 7.99 (199)	1¼" (32)
Less than 7 (175)	1 (25)





PAVEMENT JOINTS
(Sheet 2 of 2)
STANDARD 420001-08

REVISED PER VILLAGE REVIEW

Glenbard West Addition and Renovations (Phase 1) - Bid Release 6
670 Crescent Boulevard
Glen Ellyn, Illinois 60137

Glenbard Township High School District 87
596 Crescent Blvd.
Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
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Gilbane

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed
PROFESSIONAL ENGINEER
under the laws of the State of **ILLINOIS**

MARK ZAPRZALKA
License Number: **062.055446** Date **04/18/25**

Revisions		
Description	Date	Num
Issued For Village Review	01/31/25	1
40% CD	02/28/25	2
Issued For Village Review	04/02/25	3
Revised Per Village Review	04/18/25	4

Comm: **E120m**
Date: **01/06/25**
Drawn: **LOL/CK/ZAZ**
Check: **MZ**
North

DETAILS

Scale:

C3.701

Stormwater Management Report
Glenbard West High School
670 Crescent Blvd.
Glen Ellyn, Illinois 60137
JHA Project No. E120m
April 2, 2025
Revised: April 18, 2025

Prepared By:
Jacob and Hefner Associates, Inc.
1333 Butterfield Road, Suite 300
Downers Grove, Illinois 60515

Prepared For:
Wold Architects and Engineers
220 North Smith Street, Suite 310
Palatine, IL 60067

Mark Zaprzalka **4/18/25**

Engineer Date
Mark Zaprzalka
Illinois Registration No. 062-055446
Expires 11/30/2025

JACOB & HEFNER ASSOCIATES

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TAB 1: PROJECT OVERVIEW

Stormwater Management Narrative

The subject parcel (PIN:05-11-403-018) consists of ±6.16 acres of land located at 670 Crescent Blvd. in DuPage County, Glen Ellyn, Illinois. The site is bound by Lake Road to the north, Ellyn Avenue to the west, Crescent Boulevard to the south and Lake Road to the east. The site is currently occupied by a public high school building and adjacent parking lots, running track and athletic field. Proposed site improvements include construction of a building addition, reconstruction of an existing parking lot and new sidewalks, stairways and ADA ramp.

Special Management Areas
Based on a review of a FEMA Flood Insurance Rate Map and DuPage County flood map, proposed development areas are not located within or adjacent to designated floodplain or floodway. Based on a review of a National Wetland Inventory map and DuPage County wetland map, there are no existing wetlands within or adjacent to the proposed development.

Existing Conditions
Under existing conditions, stormwater runoff from the northwest portion of the development area flows to existing storm sewer system located within a north adjacent parking lot and along Ellyn Avenue. Stormwater runoff from the south portion of the development area flow to a storm sewer system located along Crescent Boulevard. The existing storm sewer systems outfall to Lake Ellyn located north of the site.

Proposed Conditions
The proposed development will disturb approximately 1.14 acres and create approximately .17 acres of net new impervious area. Under proposed conditions, stormwater runoff will continue to flow to the same storm sewer systems as mentioned above. Since 25,000-sf of net new impervious area will not be created as part of this project (since 1992), stormwater detention will not be required per DuPage County's stormwater ordinance. The proposed development will trigger post construction best management practices (PCBMPs). PCBMPs will be provided by the proposed installation of permeable pavers and dry wells. Refer to the enclosed calculations, exhibits and civil site improvement plans for additional information.

TAB 2: STORMWATER RUNOFF

Please refer to the enclosed Exhibits and associated calculations.

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GLENBARD WEST HIGH SCHOOL – BUILDING ADDITION
GLEN ELLYN, ILLINOIS
JHA #E120m
4/18/2025

IMPERVIOUS AREA CALCULATIONS

BUILDING AREA:

Building Roof: 20,825-SF
Total Impervious Building Area: 20,825-SF

PAVEMENT AREAS:

Impervious Pavement Areas: 8,694-SF
Permeable Pavers: 7,273-SF*
Impervious Pavement Area Removed: 20,603-SF
Total Impervious Pavement Area: (-)11,909-SF

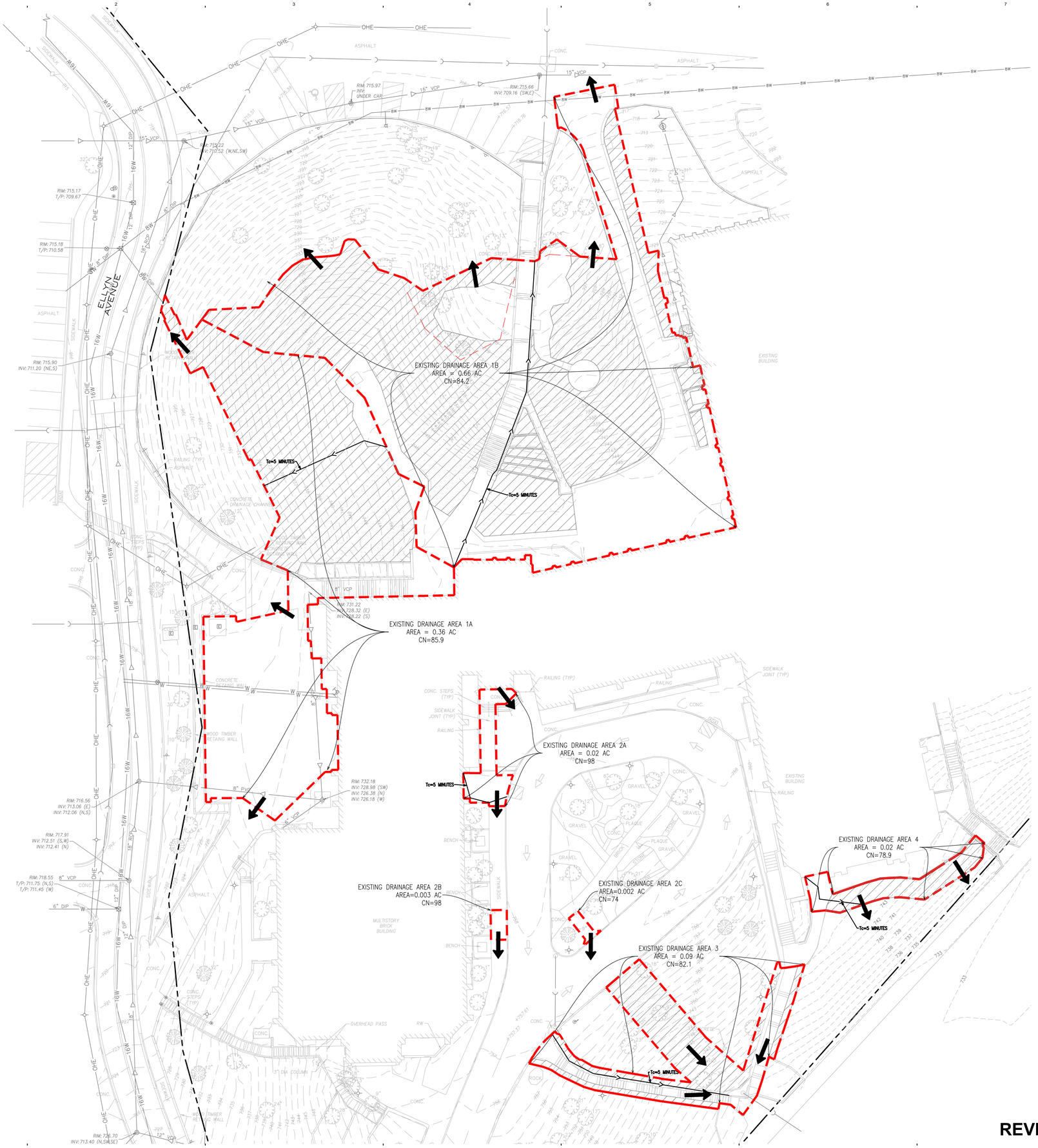
2015-2016 NET NEW IMPERVIOUS AREA=9,885-SF

TOTAL NET NEW IMPERVIOUS AREA: 20,825-SF – 11,909-SF + 9,885-SF=18,801-SF^

^Net new impervious area created since 1992 is less than the 25,000-SF threshold; therefore site runoff storage (stormwater detention) is not required per DuPage County stormwater ordinance. Approximately 6,724-SF of net new impervious area would be allowed on-site prior to triggering stormwater detention.

Notes:

1. *=the County's ordinance encourages the use of green infrastructure practices by excluding those practices from being included in the impervious area count. As such, green roof and permeable paver areas are not included in the impervious area count.
2. Permeable paver areas provided above include proposed west vehicle parking.
3. Impervious pavement areas provided above include concrete and asphalt pavement located within the concrete stairs/walks, west vehicle parking, and reconstructed pavement for ADA accessibility and utility connections.



EXISTING DRAINAGE EXHIBIT LEGEND:

DETENTION AREA
TRIBUTARY TO STORMWATER MANAGEMENT FACILITIES WITHIN TOPOGRAPHY LIMITS

EXISTING PERVIOUS AREA

OVERLAND FLOOD ROUTE

NOTES

1) EXISTING CONDITIONS SHOWN ON THESE PLANS WERE OBTAINED FROM AN EXISTING CONDITIONS PLAN, DATED 11/4/24, PREPARED BY GEWALT HAMILTON ASSOCIATES, INC., A TOPOGRAPHIC SURVEY, PROVIDED BY JACOB & HEFNER ASSOCIATES, INC., DATED 12/16/14 AND A TOPOGRAPHIC SURVEY, PROVIDED BY WEBSTER, McGRATH & AHLBERG, LTD., DATED 6/26/98.

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WOLD ARCHITECTS AND ENGINEERS
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I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed
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under the laws of the State of **ILLINOIS**

MARK ZAPRZALKA
License Number: **062.055446** Date **04/18/25**

Revisions		
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Issued For Village Review	01/31/25	1
40% CD	02/28/25	2
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Revised Per Village Review	04/18/25	4

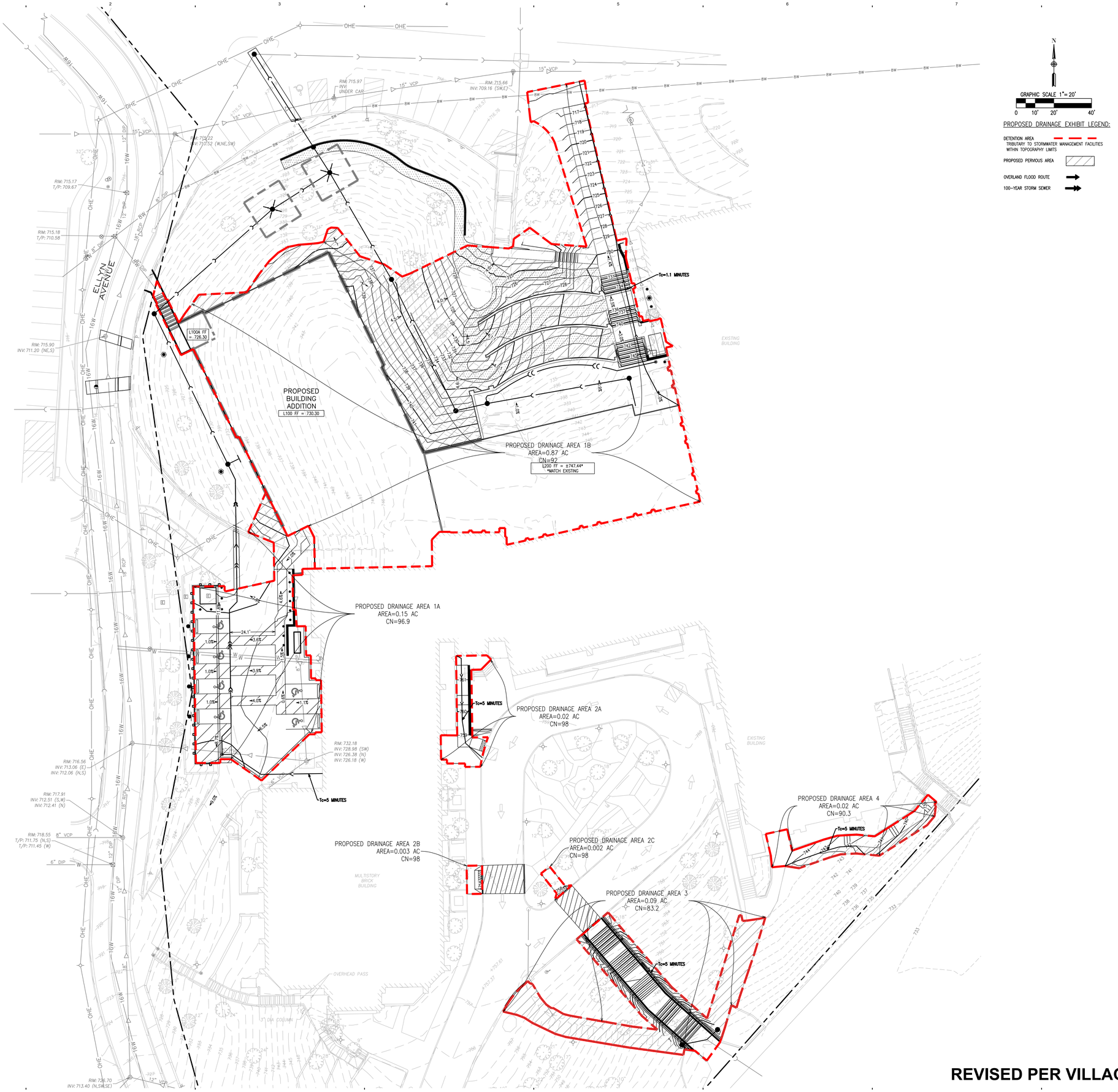
Comm: E120m
Date: 01/06/25
Drawn: LOL/CK/ZAZ
Check: MZ
North

EXISTING DRAINAGE PLAN

Scale: 1" = 20'

REVISED PER VILLAGE REVIEW

EDP



IL

A

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Date: **01/06/25**
Drawn: **LOL/CK/ZAZ**
Check: **MZ**
North

PROPOSED DRAINAGE PLAN

Scale: 1" = 20'

REVISED PER VILLAGE REVIEW

PDP

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F 630-652-4601

Curve Number (CN) Computation
Existing Conditions

Project: *Glenbard West High School* By: *LOL/ZAZ* Date: *4/18/2025*
Location: *Glen Ellyn, Illinois* Revised: Date:
Project #: *E120m*

Drainage Area 1A (Existing Parking Lot and North Terrace)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.18	13.3
	Roofs, Asphalt, Concrete	98	0.18	17.4
	Pond Area	100	0.00	0.0
	TOTALS		**0.36**	**85.9**

Drainage Area 1B (Existing North Terrace)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.38	28.0
	Roofs, Asphalt, Concrete	98	0.28	27.6
	Pond Area	100	0.00	0.0
	TOTALS		**0.66**	**84.2**

Drainage Area 2A (Existing Sidewalk and Steps)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.00	0.0
	Roofs, Asphalt, Concrete	98	0.02	1.7
	Pond Area	100	0.00	0.0
	TOTALS		**0.02**	**98.0**

Drainage Area 2B (Existing Southwest Crosswalk and Sidewalk)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.00	0.0
	Roofs, Asphalt, Concrete	98	0.003	0.3
	Pond Area	100	0.00	0.0
	TOTALS		**0.003**	**98.0**

Drainage Area 2C (Existing Southeast Crosswalk and Sidewalk)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.002	0.1
	Roofs, Asphalt, Concrete	98	0.00	0.0
	Pond Area	100	0.00	0.0
	TOTALS		**0.002**	**74.0**

Drainage Area 3 (Existing South Stairs)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.06	4.4
	Roofs, Asphalt, Concrete	98	0.03	3.0
	Pond Area	100	0.00	0.0
	TOTALS		**0.09**	**82.1**

Drainage Area 4 (Existing East Sidewalk)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.02	1.4
	Roofs, Asphalt, Concrete	98	0.01	0.5
	Pond Area	100	0.00	0.0
	TOTALS		**0.02**	**78.9**

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Curve Number (CN) Computation
Proposed Conditions

Project: *Glenbard West High School* By: *LOL/ZAZ* Date: *4/18/2025*
Location: *Glen Ellyn, Illinois* Revised: Date:
Project #: *E120m*

Drainage Area 1A (Proposed Parking Lot)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.01	0.5
	Roofs, Asphalt, Concrete	98	0.03	2.8
	Permeable Paver	98	0.11	11.3
	TOTALS		**0.15**	**96.98**

Drainage Area 1B (Proposed Building Addition)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.22	16.2
	Roofs, Asphalt, Concrete, Pavers	98	0.64	63.0
	Pond Area	100	0.01	0.6
	TOTALS		**0.87**	**91.95**

Drainage Area 2A (Proposed Sidewalk and Steps)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.00	0.0
	Roofs, Asphalt, Concrete	98	0.02	1.7
	Pond Area	100	0.00	0.0
	TOTALS		**0.02**	**98.00**

Drainage Area 2B (Proposed Southwest Crosswalk and Sidewalk)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.00	0.0
	Roofs, Asphalt, Concrete	98	0.003	0.3
	Pond Area	100	0.00	0.0
	TOTALS		**0.003**	**98.00**

Drainage Area 2C (Proposed Southeast Crosswalk and Sidewalk)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.00	0.0
	Roofs, Asphalt, Concrete	98	0.002	0.2
	Pond Area	100	0.00	0.0
	TOTALS		**0.002**	**98.00**

Drainage Area 3 (Proposed South Stairs)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.05	4.0
	Roofs, Asphalt, Concrete	98	0.03	3.3
	Pond Area	100	0.00	0.0
	TOTALS		**0.09**	**83.15**

Drainage Area 4 (Proposed East Sidewalk)				
	Runoff Coefficients	**CN**	**Area (ac)**	**CN Factor**
	Grass	74	0.01	0.6
	Roofs, Asphalt, Concrete	98	0.02	1.6
	Pond Area	100	0.00	0.0
	TOTALS		**0.02**	**90.27**

Storm Sewer Design Criteria

Rainfall Return Period:	10- Year Event (West, Northwest, & East Run) 100-Year Event (Northeast Run)
Rainfall Duration:	Time of Concentration (Tc)
Rainfall Intensity:	ISWS Bulletin 75, Northeast Zone
Runoff Coefficients (Rc):	Impervious Area: Rc=0.95 Pervious Area: Rc=0.45
Inlet Time:	10 minutes for inlets located in green areas
Pipe Capacity:	Manning's Equation for full pipe flow capacity N=0.013 (RCP)

TAB 3A/3B: FLOODPLAIN/FLOODWAY

Not applicable. Based on a Flood Insurance Rate Map (FIRM), there is no floodplain or floodway on site.

TAB 5: WATERWAY BUFFER

Not applicable.

TAB 6: POST CONSTRUCTION BMP'S

Refer to the narrative provided under this tab and approved site improvement plans for post-construction best management practices (PCBMPs).

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GLENBARD WEST HIGH SCHOOL – BUILDING ADDITION
GLEN ELLYN, ILLINOIS
JHA #E120m
4/18/2025

VOLUME CONTROL POST CONSTRUCTION BEST MANAGEMENT PRACTICES (VCBMP) ANALYSIS

Per Article VIII of Du Page County's Countywide Stormwater and Floodplain Ordinance, post-construction best management practices (PCBMPs), a term that also includes volume control best management practices (VCBMPs), are required to treat stormwater runoff for pollutants of concern and to reduce runoff volume for developments with 2,500-SF or more net new impervious area compared to pre-development conditions. Based on ±29,519-SF of new impervious area created as part of the proposed project, PCBMPs will be required. Refer to Tab 2 of this report for impervious area calculations.

Based on DuPage County's Water Quality BMP Technical Guidance manual (Section 4.1), a development similar in size and location to the proposed development falls under a ">1 Acre Multi-Family or Non-Residential Land Uses; Roads w/ Detention" category (page 89). This BMP land use category has a pollutant hierarchy of Total Suspended Solids (TSS), Metals/Oils and Nutrients, from more important to less important.

Per Table 1-1: Common Pollutants in Urban Runoff and Associated Impacts, located in the above-referenced technical guidance manual, common sources of TSS within the project area include litter and soil erosion; common sources of metals/oils can be attributed to road runoff, tire wear, vehicles, chemicals, spills, etc. and commons sources of nutrients would include soil erosion and potential fertilizers associated with seeding/landscaping operations.

Based on the technical guidance manual, a "> 1 Acre Multi-Family or Non-Residential Land Uses; Roads w/ Detention" category has a requirement of 100% treatment with a 2.5 average importance value. The 2.5 average importance value for PCBMPs will be achieved by a proposed treatment train consisting of a dry well/aggregate filtration system and catch basin with a Snout oil-water-debris separator manufactured by Best Managements Products. The dry well/aggregate filtration system in conjunction with the Snout will provide significant reduction of TSS, metals/oils and nutrients. The dry well was designed with sufficient volume to accommodate 20,825-SF of impervious building roof + 6,916-SF of impervious pavement.

In order to address VCBMPs, the dry well system will consist of a catch basin with perforated pipe surrounded by 3"Ø crushed aggregate. Volume required for VCBMPs was calculated using the void space in the crushed aggregate based on 36% porosity. Sufficient volume has been provided within the void space of the crushed aggregate (below the dry well's outlet pipe) to provide the required volume from a 1.25" rainfall event occurring over a 2 hour period for new impervious area. Refer to the following page(s) for our volume calculations.

Stormwater runoff from remaining 1,778-SF of net new impervious area will be treated for pollutants of concern via infiltration through the proposed permeable paver pavement sections and existing subgrade. Refer to the following page(s) for our volume calculations.

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GLENBARD WEST HIGH SCHOOL – BUILDING ADDITION
GLEN ELLYN, ILLINOIS
JHA PROJECT #E120m
4/18/25

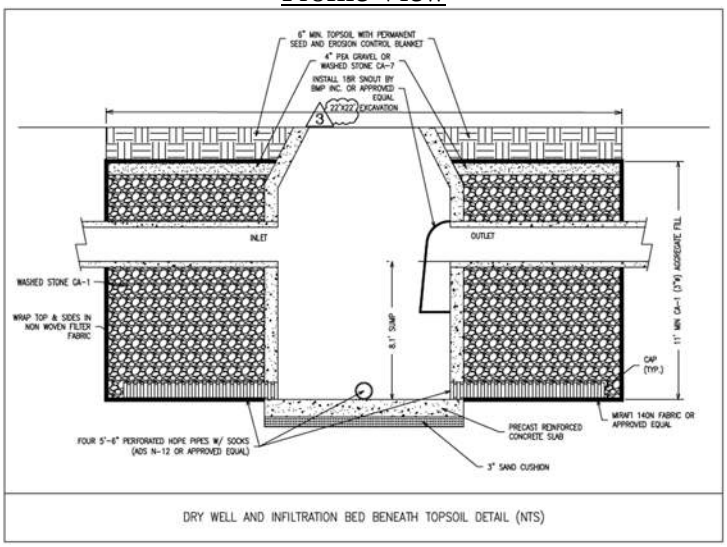
VOLUME CONTROL BMP: DRY WELL VOLUME CALCULATIONS

New Impervious Area Calculations

- 20,825-sf building roof
- 6,322-sf pavement (sidewalks and stairs)
- 2,372-sf pavement reconstruction (maintenance lot, ADA ramp, and utility connections)
- (-)1,778-sf pavement tributary to permeable pavers (maintenance lot)
- Total = 27,741-SF

PCBMP Volume Required in Dry Well = 27,741-SF * 1.25" = 2,890-CF
*(1.25" rainfall event * new impervious area per DuPage County Stormwater and Floodplain Ordinance Section 15-64.A)*

Profile View



DRY WELL AND INFILTRATION BED BENEATH TOPSOIL DETAIL (NTS)

LxL footprint (L=22')
Depth=8.5' (Assumed)
REFER TO SITE IMPROVEMENT PLANS FOR ENLARGED VIEW

Assumptions:

1. Water will be stored in stone and storm structure below structure outfall pipe.
2. 36% porosity in void space of CA-1 (calculations assume 36% porosity within structure)
3. Vertical shear face walls

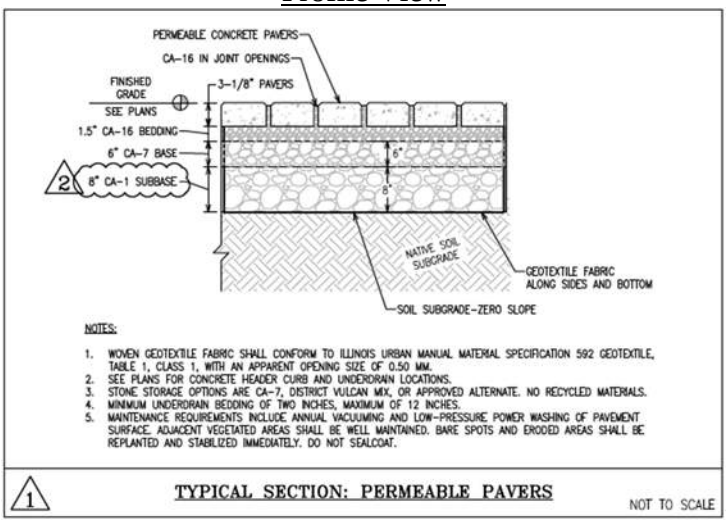
$$\frac{2{,}890\ cu.ft.}{0.36} = 8{,}028\ cu.ft.\ of\ crushed\ aggregate\ footprint\ required$$

Total Storage Provided for 1 Dry Well = 22'*22'*8.5'=4,114-CF @ 36% porosity=1,481-CF
Total Storage Provided for 2 Dry Wells = 2*1,481-CF=2,962-CF

VOLUME CONTROL BMP: PERMEABLE PAVER VOLUME CALCULATIONS

PCBMP Volume Required in Permeable Paver = 1,778-SF * 1.25" = 185-CF
*(1.25" rainfall event * new impervious area per DuPage County Stormwater and Floodplain Ordinance Section 15-64.A)*

Profile View



Average Length= 85'
Average Width= 12'
Depth=1.16'
REFER TO SITE IMPROVEMENT PLANS FOR ENLARGED VIEW

Assumptions:

1. Water will be stored in stone below bedding.
2. 36% porosity in void space of base and subbase

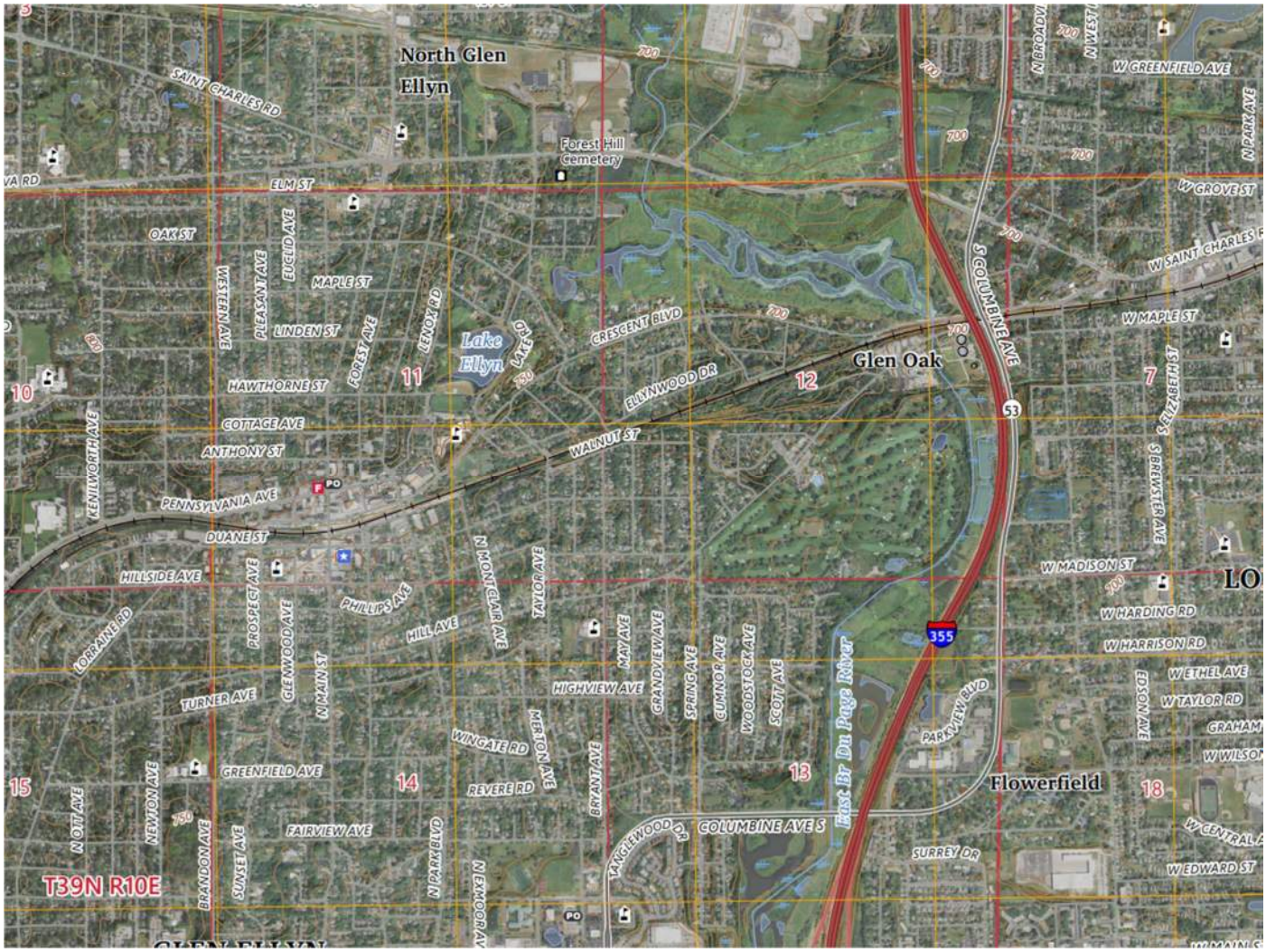
$$\frac{108\ cu.ft.}{0.36} = 300\ cu.ft.of\ crushed\ aggregate\ footprint\ required$$

Total Storage Provided for Permeable Paver= 85'*12'*1.16'
=1,183-CF @ 36% porosity=426-CF

TAB 8: MAPS

Refer to the enclosed maps and references.

USGS Map


North Glen Ellyn
Forest Hill Cemetery
Lake Ellyn
Glen Oak
Flowerfield
SAINT CHARLES RD
ELM ST
OAK ST
MAPLE ST
LINDEN ST
HAWTHORNE ST
COTTAGE AVE
ANTHONY ST
WALNUT ST
PENNSYLVANIA AVE
DUANE ST
HILLSIDE AVE
HILL AVE
PHILLIPS AVE
TURNER AVE
GREENFIELD AVE
FAIRVIEW AVE
HIGHVIEW AVE
WINGATE RD
REVERE RD
CRESCENT BLVD
ELLYNWOOD DR
COLUMBINE AVE S
SURREY DR
PARKVIEW BLVD
W GREENFIELD AVE
W GROVE ST
W MAPLE ST
W MADISON ST
W HARDING RD
W HARRISON RD
W ETHEL AVE
W TAYLOR RD
W EDWARD ST
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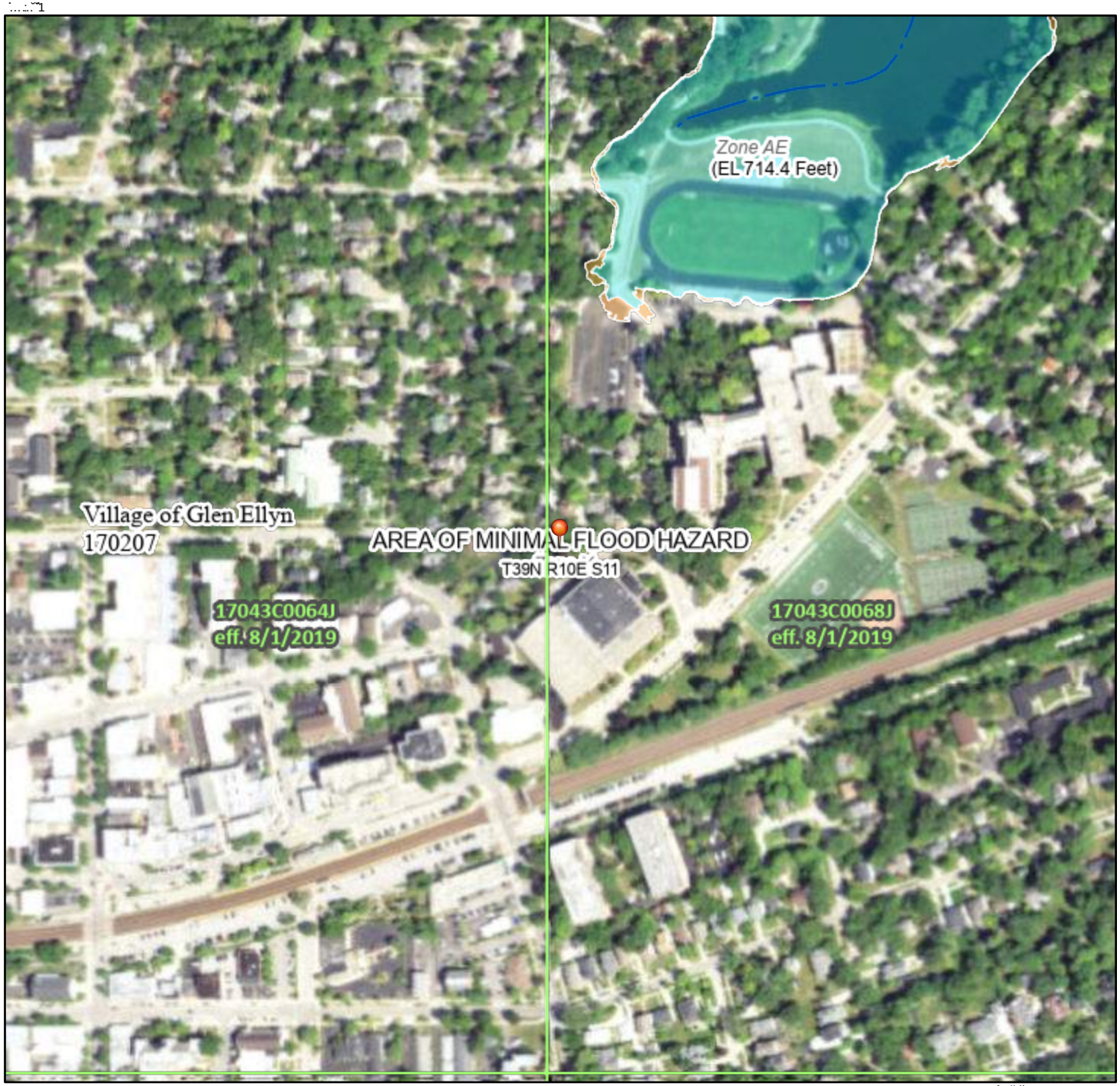

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FEMA

/HJHQG

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OHHQG VFDOHEDU PSFUHDWLRQGDWH FRQW\LGHQWLILHUV
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UHDOWRU\SUSRVHV

U.S. Fish and Wildlife Service
National Wetlands Inventory

250310-GBW HS Building Addition

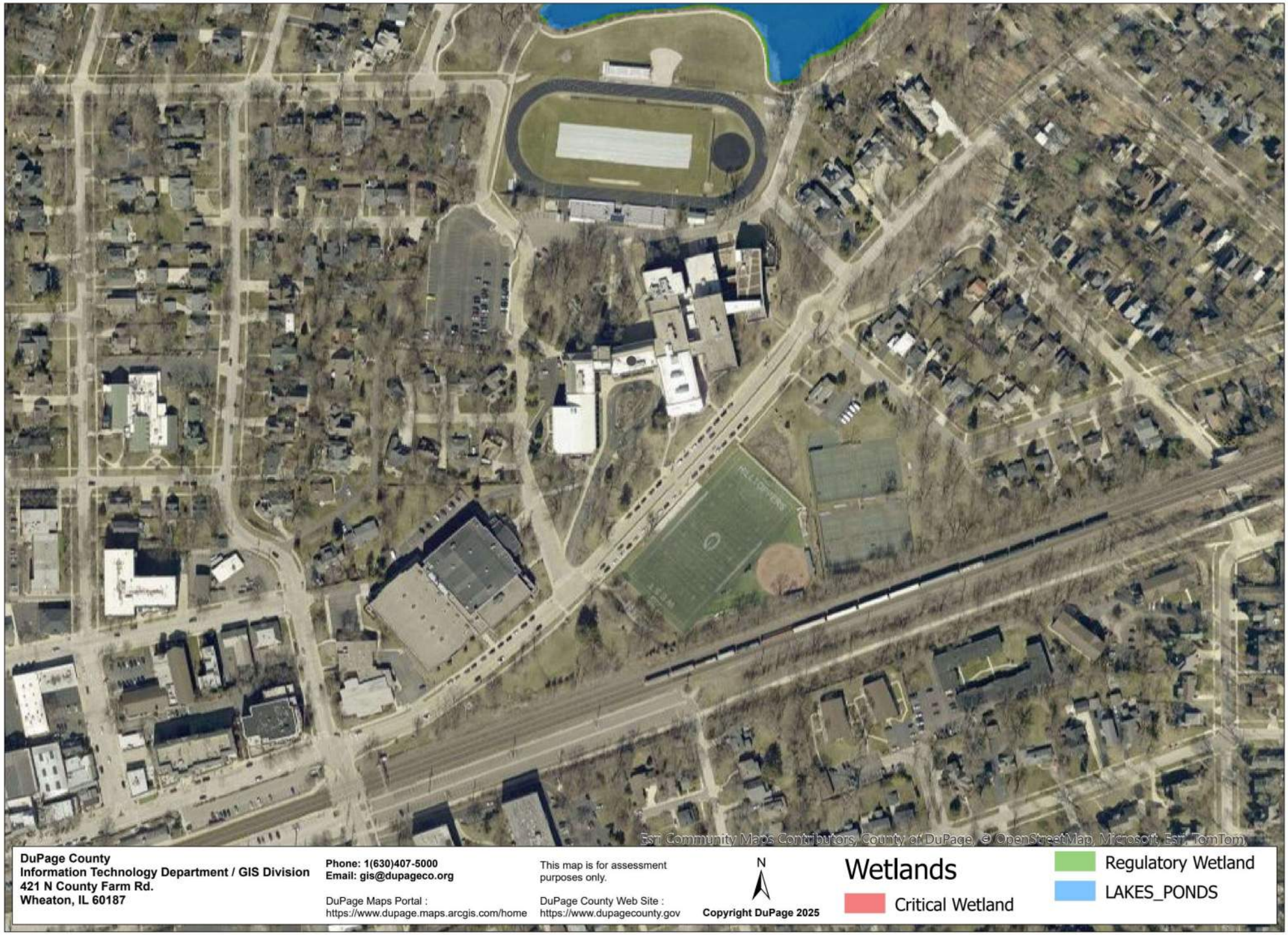
March 10, 2025

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper



DuPage County
Information Technology Department / GIS Division
421 N County Farm Rd.
Wheaton, IL 60187

Phone: 1(630)407-5000
Email: gis@dupageco.org

DuPage Maps Portal :
https://www.dupage.maps.arcgis.com/home

This map is for assessment purposes only.

DuPage County Web Site :
https://www.dupagecounty.gov

N

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Wetlands
Critical Wetland
Regulatory Wetland
LAKES_PONDS

Soil Map

Map Scale: 1:6,150 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DuPage County, Illinois
Survey Area Data: Version 20, Aug 21, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2023—Sep 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
318D2	Lorenzo loam, 6 to 12 percent slopes, eroded	21.2	14.0%
369B	Waupecan silt loam, 2 to 4 percent slopes	19.2	12.6%
523A	Dunham silty clay loam, 0 to 2 percent slopes	3.9	2.6%
526A	Grundelein silt loam, 0 to 2 percent slopes	1.5	1.0%
530C2	Ozaukee silt loam, 4 to 6 percent slopes, eroded	16.3	10.8%
530D2	Ozaukee silt loam, 6 to 12 percent slopes, eroded	12.1	8.0%
802B	Orthents, loamy, 1 to 6 percent slopes	6.2	4.1%
805B	Orthents, clayey, undulating	14.0	9.2%
854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes	56.2	37.1%
W	Water	0.7	0.5%
Totals for Area of Interest		**151.4**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different

management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

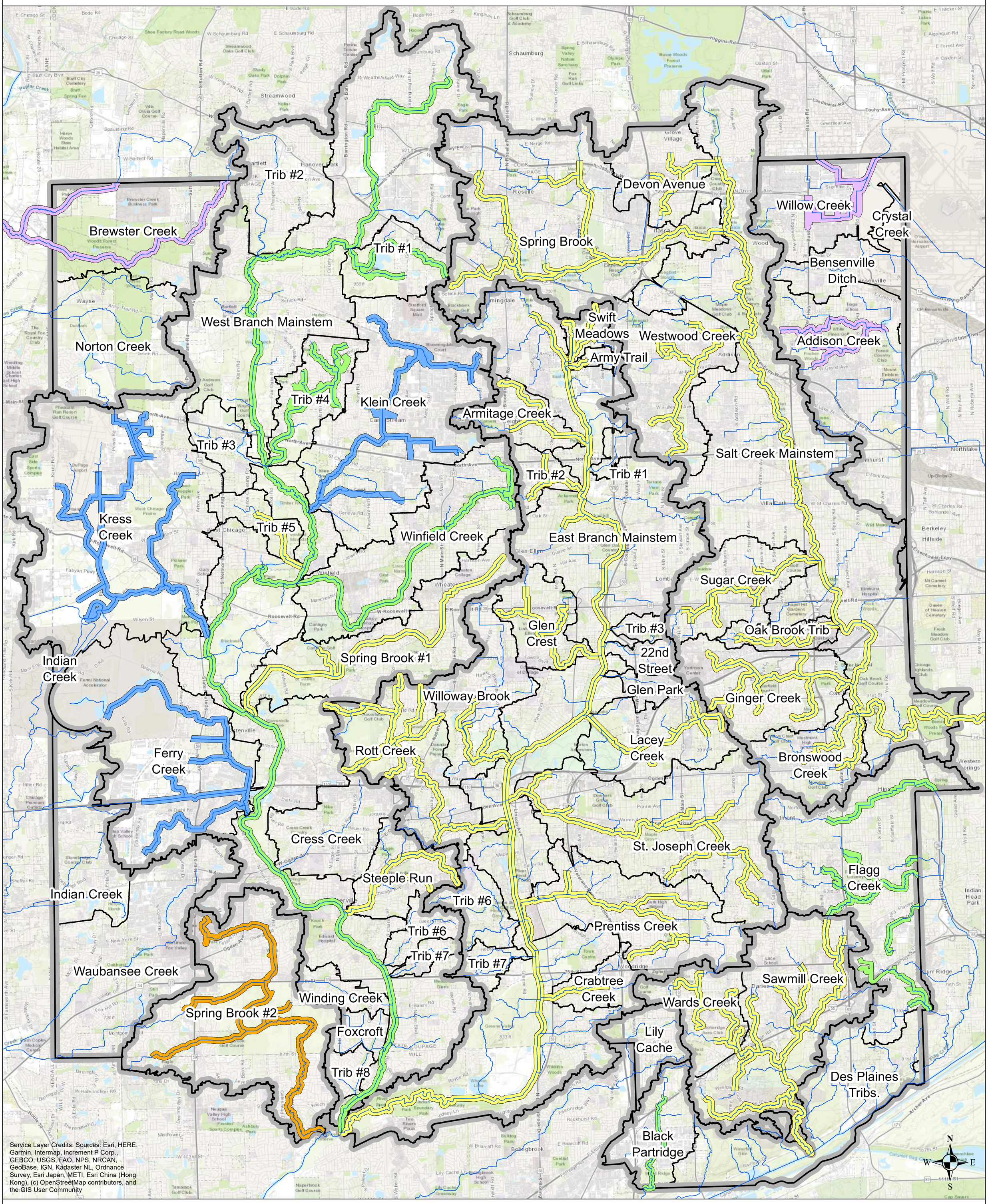
A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Watershed Model Reference Map



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Watershed Model Status

- FEMA APPROVED FLOODPLAIN MAP MODEL
- FLOODPLAIN MAP MODEL
- MODEL IN DEVELOPMENT
- WATERSHED PLAN MODEL
- WATERSHED PLAN MODEL USING HEC2/HEC-RAS
- WATERSHED PLAN MODEL/FLOODPLAIN MAP MODEL

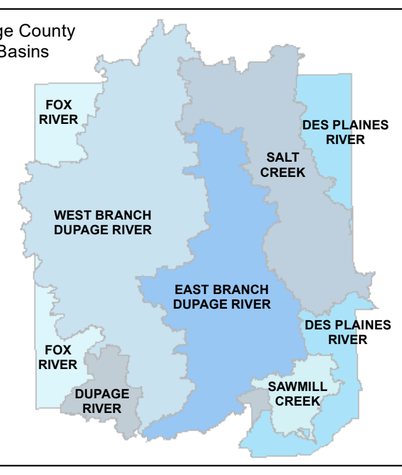
FEQ Model Status Table

Watershed	Model Status	Watershed	Model Status
DP Flagg	Watershed Plan Model	WB Winfield	Watershed Plan Model
DP Flagg (63rd)	Watershed Plan Model	WB Spring Brook #1	FEMA Approved Floodplain Map Model
DP Flagg (59th)	Watershed Plan Model	EB Rott	FEMA Approved Floodplain Map Model
DP Flagg (Plainfield)	Watershed Plan Model	WB Ferry	Floodplain Map Model Being Updated
Sawmill Creek Main Stem	FEMA Approved Floodplain Map Model	DU Spring Brook #2	Model In Development
DP Flagg (79th)	Watershed Plan Model	DP Black Partridge	Watershed Plan Model
SW Wards	FEMA Approved Floodplain Map Model	SC Spring Brook	FEMA Approved Floodplain Map Model
Salt Creek Main Stem	FEMA Approved Floodplain Map Model	SC Devon Avenue	FEMA Approved Floodplain Map Model
SC Westwood	FEMA Approved Floodplain Map Model	East Branch DuPage Mainstem	FEMA Approved Floodplain Map Model
SC Sugar Creek	FEMA Approved Floodplain Map Model	EB Swift Meadows	FEMA Approved Floodplain Map Model
SC Oak Brook	FEMA Approved Floodplain Map Model	EB Army Trail	FEMA Approved Floodplain Map Model
SC Ginger Creek	FEMA Approved Floodplain Map Model	EB Armitage Creek	FEMA Approved Floodplain Map Model
SC Bronswood	FEMA Approved Floodplain Map Model	EB Trib #2	FEMA Approved Floodplain Map Model
WB Steeple Run	FEMA Approved Floodplain Map Model	EB Glen Crest	FEMA Approved Floodplain Map Model
West Branch DuPage River Mainstem	Watershed Plan Model	EB Willoway	FEMA Approved Floodplain Map Model
WB Trib #1/Keeneyville	Watershed Plan Model	EB Lacey	FEMA Approved Floodplain Map Model
WB Klein	Floodplain Map Model Being Updated	EB Prentiss	FEMA Approved Floodplain Map Model
WB Trib #4	Watershed Plan Model	EB Crabtree	FEMA Approved Floodplain Map Model
WB Kress	Floodplain Map Model Being Updated	WB Trib #5	FEMA Approved Floodplain Map Model

Watershed Model Status as of 4-10-2023

Data contained in this map is presented for planning purposes only. The data is based on the best information presently available to the County. The data contained may be subject to alteration and modification based on new or different information and changing conditions. The County makes no guarantee, warranty, or assurances as to the accuracy herein. The widths of the area represented by the FEQ Models are not representative of the areas that may be subject to flooding and does not constitute a flood map. This map may be copied without permission, but any enlargement of this map could cause distortions or omissions of the detail and result in erroneous interpretations.

DuPage County
River Basins



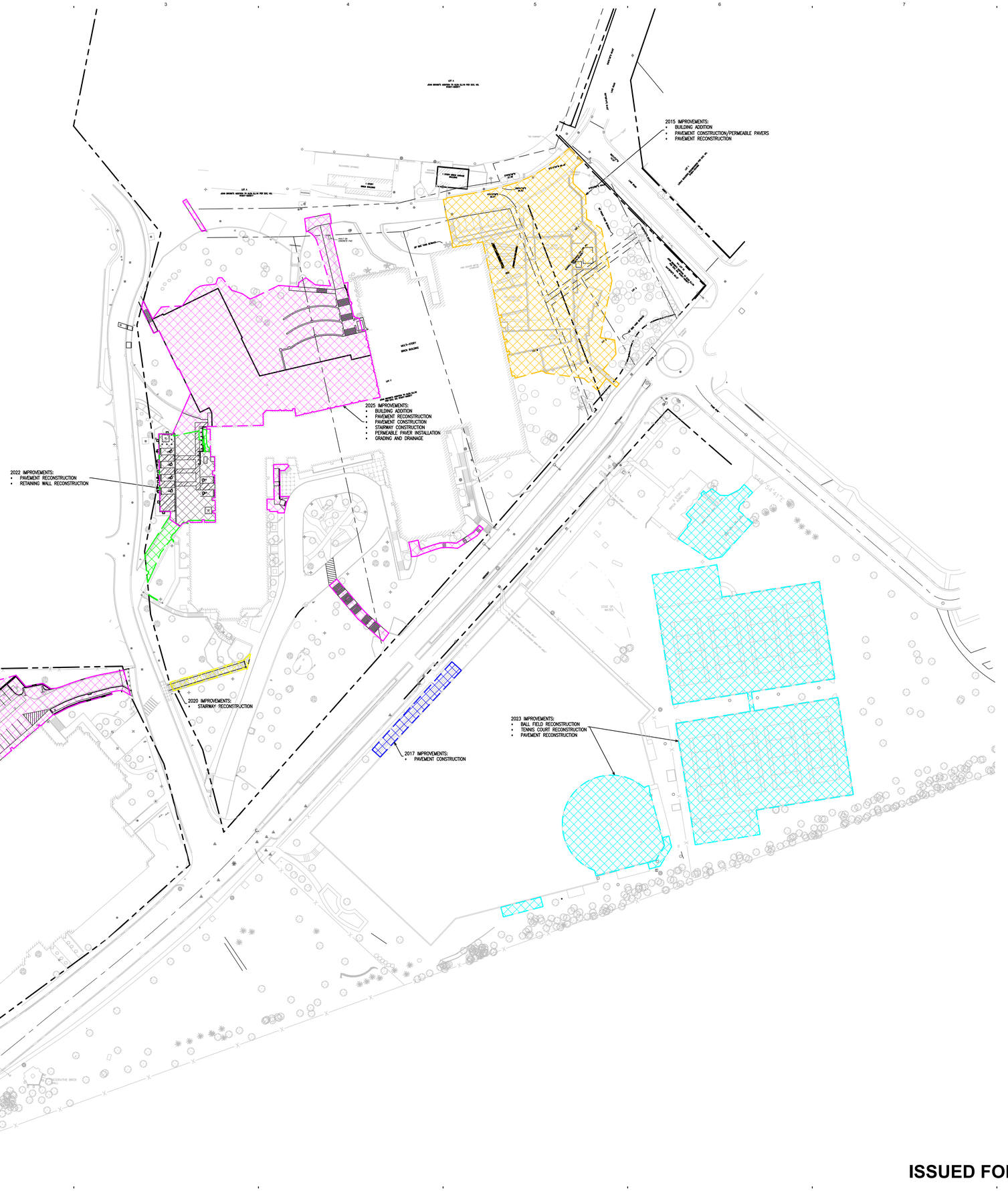
DuPage County
Stormwater Management
421 North County Farm Road
Wheaton, IL 60187
(630) 407-6700

TAB 9: MAINTENANCE

Refer to approved site improvement plans and landscape plans. The site owner will be responsible for maintenance of existing and proposed stormwater systems. Refer to the following pages for scheduled maintenance tasks and a schedule of implementation of the site stormwater plan.

TAB 11: VARIANCES

No variances are currently being requested as part of this project.



N

GRAPHIC SCALE 1"= 50'

0 25' 50' 100'

NOTES:

1. LIMITS OF PAVEMENT SEALCOAT, CRACKFILL AND PAVEMENT PATCHING PERFORMED SINCE 2015 ARE NOT INCLUDED IN THIS EXHIBIT (MAINTENANCE RELATED).
2. 2025 IMPROVEMENTS CONSISTING OF PARKING LOT RECONSTRUCTION AND POND CONSTRUCTION ARE CURRENTLY IN THE PERMITTING STAGE AND ARE SCHEDULED FOR SUMMER 2025 CONSTRUCTION.

DISTURBED AREA EXHIBIT LEGEND:

- 2015 IMPROVEMENTS
- 2017 IMPROVEMENTS
- 2019 IMPROVEMENTS
- 2020 IMPROVEMENTS
- 2022 IMPROVEMENTS
- 2023 IMPROVEMENTS
- 2025 IMPROVEMENTS

Glenbard West High School Building Addition
670 Crescent Boulevard
Glen Ellyn, Illinois 60137

Glenbard Township High School District 87
596 Crescent Blvd.
Glen Ellyn, IL 60137

WOLD ARCHITECTS AND ENGINEERS
220 North Smith Street, Suite 310
Palatine, Illinois 60067
woldac.com | 847 241 6100

Gilbane

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed **PROFESSIONAL ENGINEER** under the laws of the State of **ILLINOIS**

MARK ZAPRZALKA
License Number: **062.055446** Date **04/02/25**

Revisions		
Description	Date	Num
Issued For Village Review	01/31/25	1
40% CD	02/28/25	2
Issued For Village Review	04/02/25	3

Comm: E120m
Date: 01/06/25
Drawn: LOL/CK
Check: MZ

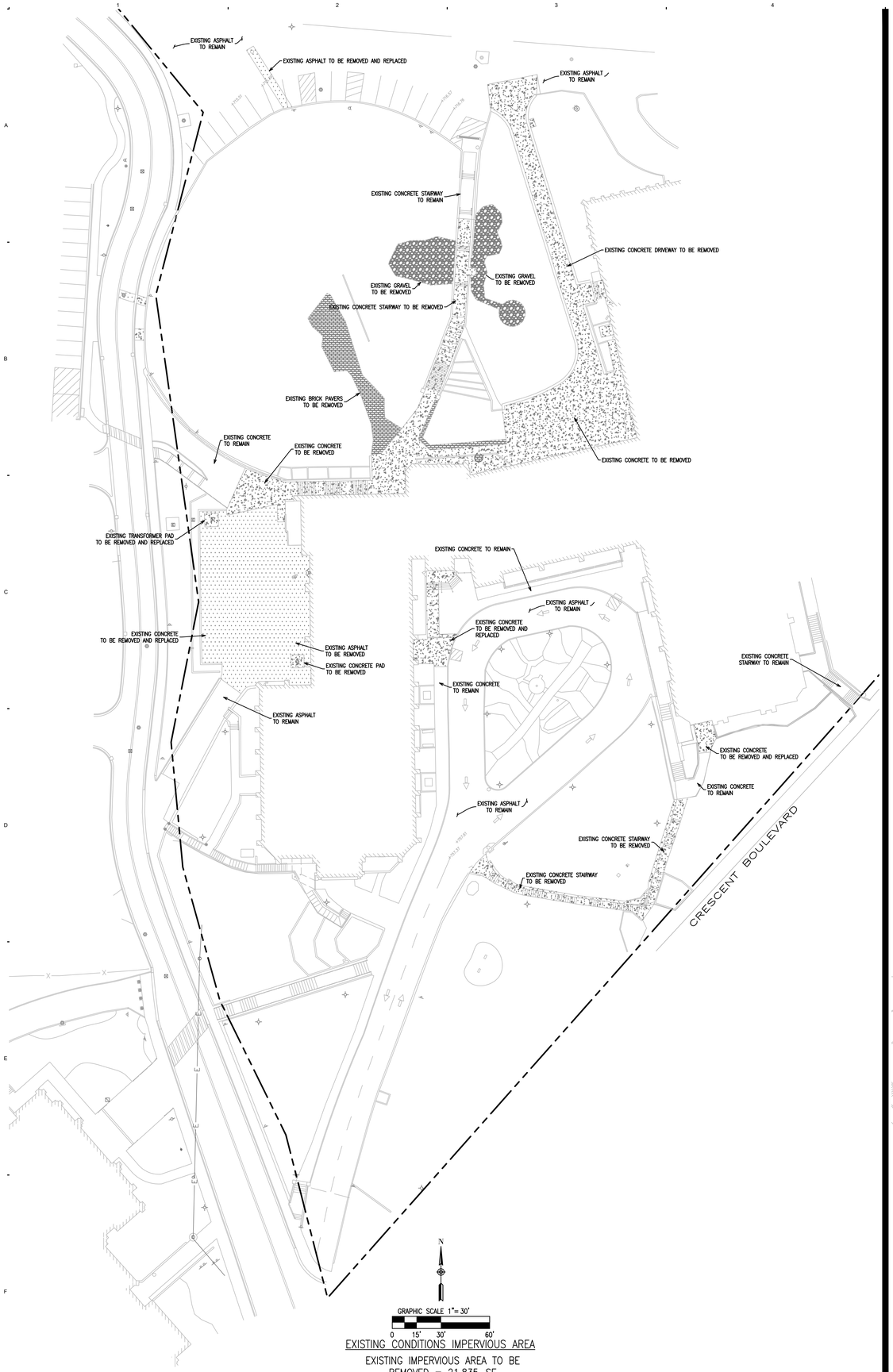
North

DISTURBED AREA EXHIBIT

Scale: 1" = 50'

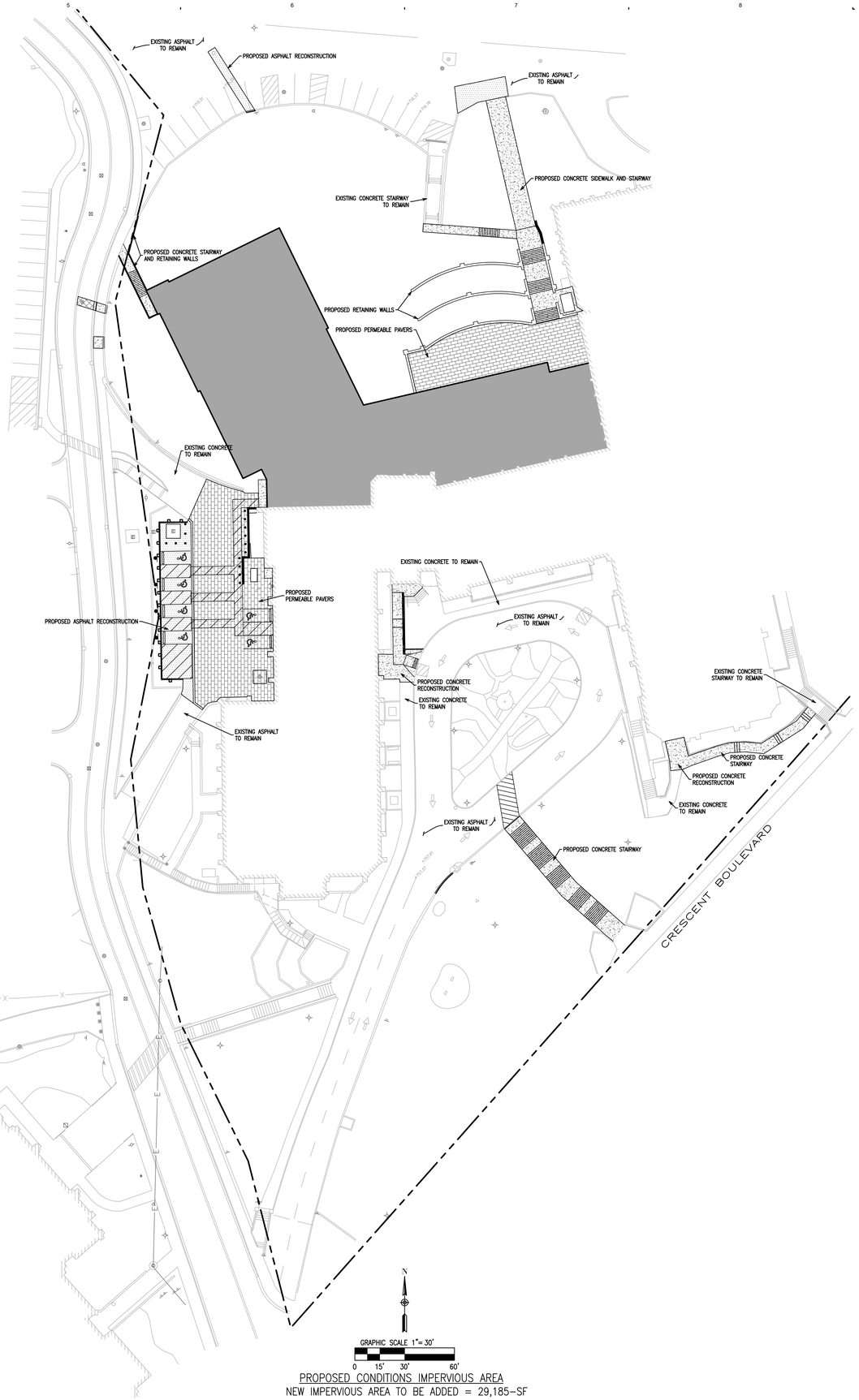
ISSUED FOR VILLAGE REVIEW

EX1



EXISTING CONDITIONS IMPERVIOUS AREA

EXISTING IMPERVIOUS AREA TO BE REMOVED = 21,835–SF



PROPOSED CONDITIONS IMPERVIOUS AREA

NEW IMPERVIOUS AREA TO BE ADDED = 29,185–SF

NET NEW IMPERVIOUS AREA = 7350–SF

ISSUED FOR VILLAGE REVIEW

Glenbard West High School Building Addition
670 Crescent Boulevard
Glen Ellyn, Illinois 60137

Glenbard Township High School District 87
596 Crescent Blvd.
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Issued For Village Review	04/02/25	3

Comm: E120m
Date: 01/06/25
Drawn: LOL/CK
Check: MZ
North

IMPERVIOUS AREA COMPARISON EXHIBIT

Scale: 1" = 30'

EX1

Glenbard West Site Logistics

3.11.25

DRAFT

SITE KEY

- 6' Post Driven Construction Fence
- Secondary Tree Protection Fence
- Building Addition
- Contractor Laydown/Parking
- Construction Equipment Access
- Crane Pad

GENERAL NOTES

Perimeter Site Fencing to be minimum 6ft tall chain-link with wind screen attached. Post to be driven wherever possible with isolated sections on stands with sandbags.

All temporary toilets to be kept within the site fence and serviced twice per week.

All project dumpsters to be staged within the site fence.

No stockpiling of soil will be allowed on campus. All material to be exported & imported when needed.

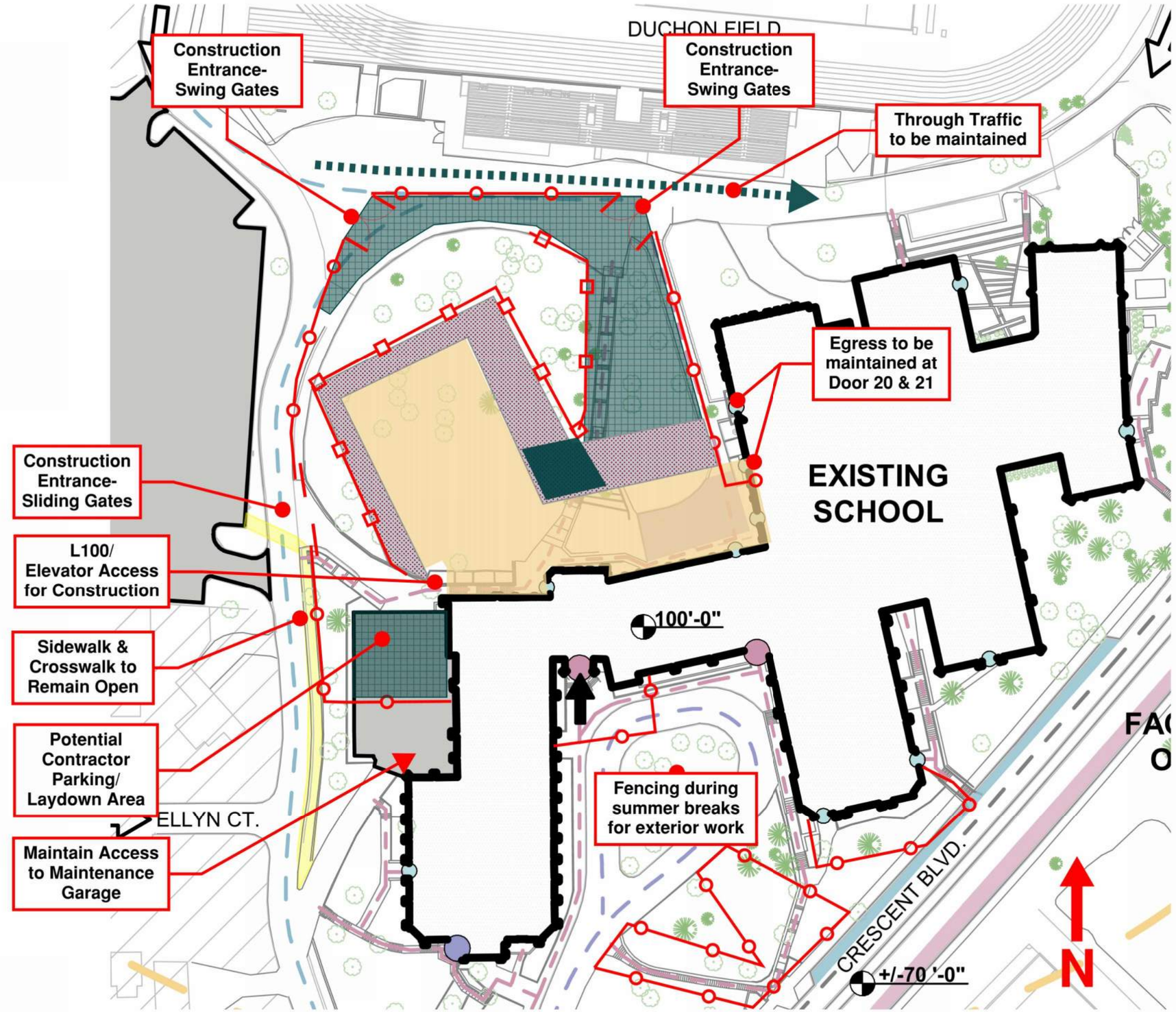
Material staging/storage locations will be limited to the gray equipment access zone and the green parking/ laydown spaces within the project fence. Deliveries will be just in time whenever possible.

Delivery times will be restricted to times outside the of the normal school arrival & dismissal times.

Traffic flaggers to be used for all major deliveries & during times of heavy import/export.

Daily wet method street sweeping to occur during all excavation activities and as necessary for the duration of the project.

Contractor parking locations are still under review & discussion.



Campus Traffic Evaluation
Glenbard West High School
Glen Ellyn, Illinois

Prepared For:

Glenbard Township High School District 87

Kenig, Lindgren, O'Hara, Aboona, Inc.

April 17, 2025

1. Introduction

This report summarizes the preliminary findings of a traffic evaluation conducted by Kenig, Lindgren, O'Hara Aboona, Inc. (KLOA, Inc.) for the Glenbard West High School located at 670 Crescent Boulevard in Glen Ellyn, Illinois. The campus is bounded by Crescent Boulevard on the south, Ellyn Avenue on the west, Lake Road on the east, and Lake Ellyn on the north.

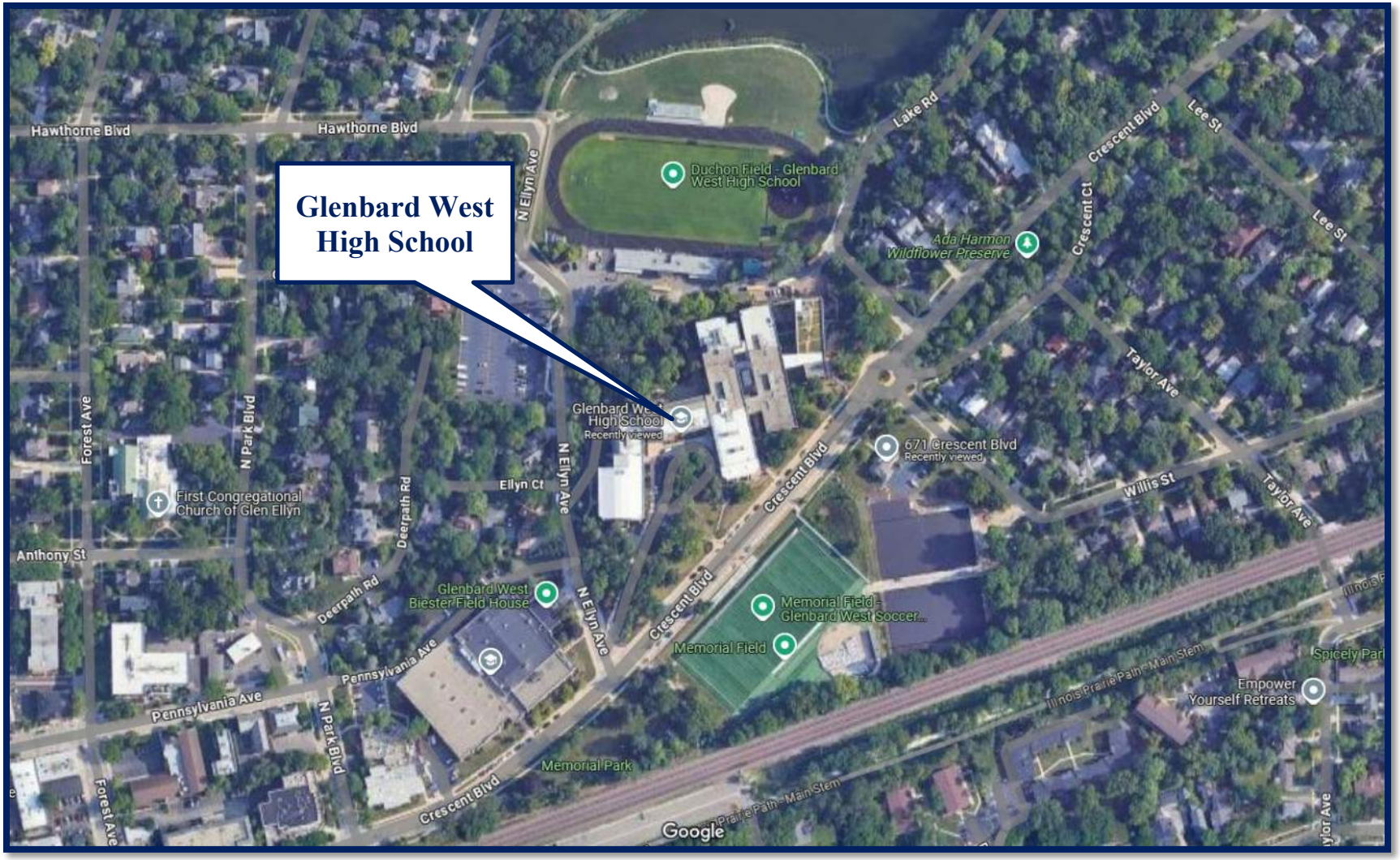
As proposed, the school building will be expanded to the northwest to provide additional classrooms and a student common area. To minimize the impact on Ellyn Avenue and Lake Street, the staging of construction equipment during construction will occur along the east-west service drive that extends along the north side of the school building between Ellyn Avenue and Lake Road. The east-west service drive is currently used for bus loading and unloading. It is important to note that the proposed school addition is not anticipated to result in a direct increase in the number of students or staff on campus. Therefore, the school addition is not projected to increase the vehicle traffic generated by the school.

The purpose of this study is to document the current drop-off and pick-up activities and bus loading at the school, prepare geometric and operational alternatives to accommodate drop-off and pick-up activities and bus loading during construction, and to evaluate the feasibility of permanently incorporating the alternatives post construction.

Figure 1 shows an aerial view of Glenbard West High School in relation to the area roadway network and adjacent land uses.

The sections of this report present the following:

- Existing roadway conditions
- Existing campus operations
- Evaluation of the existing access system and drop-off/pick-up operations and bus loading
- Traffic analyses for the weekday morning and weekday afternoon peak hours
- Student drop-off/pick-up and bus loading alternatives to accommodate student loading activities during construction.
- Evaluation of the student drop-off/pick-up and bus loading alternatives to determine their viability to accommodate student loading activities post construction.



Aerial View of Site **Figure 1**

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits, traffic counts, and observations conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

Campus Location

The school building is located on the north side of Crescent Boulevard and is bounded by Ellyn Avenue on the west and Lake Road on the east. Duchon Field is located to the north, Memorial Field is to the south, and the Biester Field House and staff parking lot are located on the west side of Ellyn Avenue. Land uses in the vicinity of the site are primarily residential in all directions with Downtown Glen Ellyn located one-quarter mile to the southwest of the campus and Lake Ellyn located to the north of the campus.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 2** and described below. All the roadways are under the jurisdiction of the Village of Glen Ellyn.

Crescent Boulevard is generally an east-west collector roadway that provides a single travel lane in each direction. Crescent Boulevard has a roundabout intersection with Park Row/Crescent Court, is under stop-sign control at its intersection with Park Boulevard and operates under free flow conditions at its intersections with Ellyn Avenue, Lake Road, Crescent Court, Lee Street and Riford Road. Crescent Boulevard provides single lane approaches at all aforementioned intersections.

Ellyn Avenue is a north-south local roadway that extends between Crescent Boulevard and Hawthorne Boulevard/Lenox Road. Ellyn Avenue provides a single travel lane in each direction, is under stop-sign control at its intersection with Crescent Boulevard and operates under free flow conditions at its intersection with Hawthorne Boulevard/Lenox Road and Ellyn Court.

Lake Road is generally a north-south local roadway that extends between Crescent Boulevard and Oak Street, provides a single travel lane in each direction, and is under stop sign control at Crescent Boulevard and Oak Street.

Hawthorne Boulevard is an east-west local roadway that extends west from its intersection with Lenox Road/Ellyn Avenue and provides a single travel lane in each direction. Hawthorne Boulevard operates under free flow conditions at its intersections with Lenox Road and Park Boulevard.

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 2A

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 2B

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 2C

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 2D

Lenox Road is a north-south local roadway that extends from Hawthorne Boulevard to St. Charles Road and provides a single travel lane in each direction. Lenox Road is under stop-sign control at its intersection with Hawthorne Boulevard.

Park Boulevard is a north-south roadway that is classified as a collector roadway south of Pennsylvania Avenue and a local roadway north of Pennsylvania Avenue. Park Boulevard provides a single travel lane in each direction and is under stop-sign control at its intersection with Hawthorne Boulevard. Park Boulevard is under stop-sign control in the southbound direction and operates under free flow conditions in the northbound direction at its intersections with Crescent Boulevard and Pennsylvania Avenue.

Pennsylvania Avenue is an east-west collector roadway that extends west from Park Boulevard. Pennsylvania Avenue provides a single travel lane in each direction and is under stop-sign control at Park Boulevard.

Riford Road is a north-south collector roadway that provides a single travel lane in each direction and extends between St. Charles Road and Ellynwood Drive. Riford Road is under stop-sign control at its intersection with Crescent Boulevard and operates under free flow conditions at its intersection with Oak Street.

Oak Street is an east-west local roadway that extends west from Riford Road and provides a single travel lane in each direction. Oak Street is under stop-sign control at Riford Road and operates under free flow conditions at Lake Road.

Park Row is a north-south local roadway that provides a single travel lane in each direction and extends between Crescent Boulevard and Willis Street. Park Row has a roundabout intersection with Crescent Boulevard/Crescent Court.

Lee Street is a north-south local roadway that provides a single travel lane in each direction and extends between Crescent Boulevard and Willis Street. Lee Street is under stop-sign control at Crescent Boulevard

Crescent Court is an east-west local roadway that provides a single travel lane in each direction and has two intersections with Crescent Boulevard. The western intersection is the roundabout intersection with Crescent Boulevard/Park Row and the eastern intersection is located 270 feet west of Lee Street. The eastern Crescent Court approach to Crescent Boulevard is under stop-sign control.

Ellyn Court is an east-west private drive that serves eight single family residences located on the west side of Ellyn Avenue.

Glenbard West High School Existing Characteristics

Glenbard West High School has an enrollment of approximately 2,300 students in ninth through twelfth grades and 140 faculty members. The school day starts at 8:00 A.M. with dismissal occurring at 3:00 P.M. Under existing conditions, the campus primarily consists of the school building, a football field, a fieldhouse, a soccer field, a baseball field, and two tennis courts.

The campus is served via Ellyn Avenue, Crescent Boulevard, and Lake Road. While Ellyn Avenue primarily serves the Glenbard West campus, this roadway also connects Ellyn Court to the area roadway network consisting of Crescent Boulevard and Hawthorn Boulevard. In addition, the campus has an east-west service drive that extends along the north side of the school between Ellyn Avenue and Lake Road. Furthermore, on-street permit parking is provided along the north and south sides of Crescent Boulevard along the school frontage.

Parking for the campus is primarily provided by an approximately167 space parking lot that serves faculty/staff. This parking lot is located on the west side of Ellyn Avenue, north of Ellyn Court and access to the parking lot is provided via two full movement access drives on Ellyn Avenue. Both access drives provide one inbound lane and one outbound lane. One access drive is located in the southeast corner of the parking lot and one access drive is located in the northeast corner of the parking lot. In addition, a small surface parking lot providing twelve parking spaces is located on the west side of the school building and approximately 25 parking spaces are located on the north side of the school building along the east-west service drive.

It should be noted that student parking is not provided on the campus. Student parking is accommodated via permit parking located along sections of Lenox Road, Park Row, and Willis Street. Additionally, students pay to park within the Village of Glen Ellyn permit lot located on the east side of Park Boulevard along the south side of the railroad tracks.

Crescent Boulevard between Ellyn Avenue and Park Road provides Special Permit parking between 7:00 A.M. and 3:00 P.M. and six one-hour visitor parking spaces (of which one is an accessible space).

Existing Student Drop-Off/Pick-Up and Bus Loading Procedures

Bus loading occurs along the east-west service drive located on the north side of the school building. Buses enter the service drive via Ellyn Avenue with all buses arriving to/from the north via the intersection of Hawthorn Boulevard with Lenox Road. Buses exit the service drive via Lake Road with buses traveling both north toward Oak Road and south to Crescent Boulevard.

Student drop-off and pick-up operations occur on the roads within the vicinity of the campus including Ellyn Avenue, Crescent Boulevard, Lake Road, Hawthorne Boulevard, Lenox Road, Park Row and Crescent Court. During school times, Ellyn Avenue functions as a one-way southbound roadway due to Do Not Enter signs and cones placed at the intersection of Ellyn Avenue with Crescent Boulevard by school staff. As discussed in the following section, under existing conditions parents/guardians also utilize the faculty/staff parking lot for student drop-off/pick-up.

Drop-off/Pick-Up Observations

Observations were conducted during the arrival and dismissal periods to determine the existing operations of arrival and dismissal procedures, vehicle stacking, and to identify issues related to vehicle, bus, and pedestrian conflicts. The results of the observations and traffic counts indicated the following:

- During the morning arrival period, the peak activity occurred over a 25-minute period between 7:40 A.M. and 8:05 A.M. (just after the school start time) as discussed below:
    - A total of 17 buses dropped off students with the first bus arriving at 7:33 A.M. and the last bus arriving at 7:51.
    - At any given time, up to five buses were stacked along the east-west service drive on the north-side of the school building.
    - An 18th bus arrived at the campus around 8:00 A.M. just at the start of the school day.
    - Student drop-off activity occurs at the following locations:
        - The area local roadways, primarily along Ellyn Avenue, Crescent Boulevard, and Lake Road.
        - Along the eastbound lanes of Hawthorne Boulevard and southbound lanes of Lenox Road near the intersection of the two roadways.
        - Within the staff/faculty parking lot located on the west side of Ellyn Avenue.
        - Within the roundabout intersection on Crescent Boulevard/Park Road/Crescent Court.
    - Ellyn Avenue had southbound queues that extended from Crescent Boulevard north along the roadway with queues extending north and west through the intersection of Hawthorne Boulevard with Lenox Road.
        - Peak queues were observed to momentarily extend into the intersection of Hawthorne Boulevard with Park Boulevard.
        - These queues extended into the intersection of Hawthorne Boulevard with Lenox Road starting at 7:54 A.M. and cleared the intersection by 8:01 A.M.
    - Crescent Boulevard has queues in both directions that occurred due to the following:

        - Vehicles stopping at the intersections of Crescent Boulevard with Ellyn Avenue, Park Row/Crescent Court, and the midblock crossing to allow students to cross the roadway.

        - Vehicles stopping within the roundabout intersection of Crescent Boulevard with Park Row/Crescent Court to load students.

        - As a result of queued vehicles along Crescent Boulevard, vehicles were observed to load students within the through lanes when stopped.

        - Eastbound queues on Crescent Boulevard were observed to extend into the intersection of Crescent Boulevard with Park Boulevard between 7:54 A.M. and 7:59 A.M. with queues extending to the south on Park Boulevard over the railroad tracks.

        - Westbound queues were momentarily exacerbated by queues originating from the intersection of Crescent Boulevard with Park Boulevard due to the operational characteristics of the intersection in which northbound movements over the train tracks operate under free flow conditions, with the other three approaches under stop-sign control.

- During the afternoon dismissal period, the peak activity occurred over a 15-minute period between 3:00 P.M. and 3:20 P.M. with all major activity occurring between 3:05 P.M. and 3:15 P.M.

    - A total of 17 buses picked up students with the first bus arriving at 2:25 P.M. and the last bus arriving at 2:50 P.M.

        - There was an initial queue of eight buses occurring on Ellyn Avenue in the southbound direction which occurred between 2:25 P.M. and 2:32 P.M. in which the queue advanced onto the east-west service drive.

        - Buses exited the campus starting at 3:10 P.M.

    - During afternoon dismissal, queuing on Ellyn Avenue is limited and does not impact the ability for staff to exit the parking lot.

    - Queueing along Crescent Boulevard experiences the same trends as the weekday morning arrival period, except the length and duration of the queueing is limited given the short duration of peak activity.

- The majority of pedestrian activity was observed to occur at the following locations:

    - The intersections of Crescent Boulevard with Ellyn Avenue, the midblock crossing, and Park Row/Crescent Court

- The midblock crossings of Ellyn Avenue at the Biester Field House and southern staff parking lot access drive

- A limited number of bicyclists were observed accessing the campus during the arrival and departure periods. However, it should be noted that the observations were conducted in February when temperatures might have resulted in less bicycle activity around the campus, but more passenger vehicle activity around the campus.

Existing Traffic Volumes

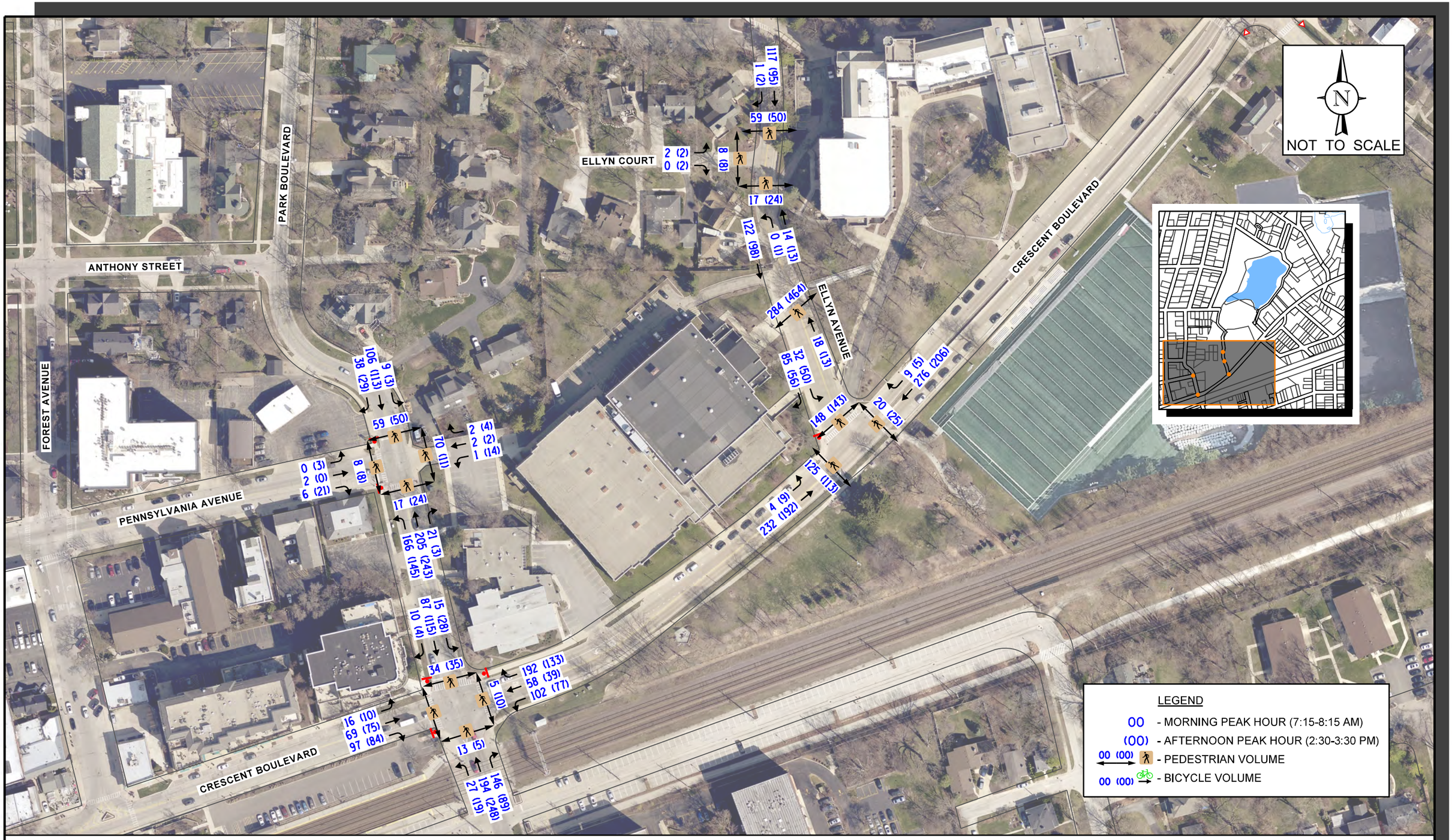
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts on Thursday, April 4, 2024 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday afternoon (2:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Crescent Boulevard with Park Boulevard
- Crescent Boulevard with Ellyn Avenue
- Crescent Boulevard with Park Row
- Crescent Boulevard with Lark Road
- Ellyn Avenue with Pennsylvania Avenue
- Ellyn Avenue with Ellyn Court
- Ellyn Avenue with Staff Parking Lot South Access
- Ellyn Avenue with Staff Parking Lot North Access/Service Drive
- Park Boulevard with Pennsylvania Avenue
- Park Boulevard with Hawthorn Boulevard
- Hawthorne Boulevard with Lenox Road
- Riford Road with Oak Street
- Oak Street with Lake Road

Based on the results of the traffic counts, the weekday morning peak hour of school activity occurs between 7:15 A.M. and 8:15 A.M. and that the weekday afternoon peak hour of school occurs between 2:45 P.M. and 3:45 P.M.

These counts were supplemented with counts conducted during the same time periods on Thursday, March 27, 2025, at the intersections of Crescent Boulevard with Crescent Court, Crescent Boulevard with Lee Street, Crescent Boulevard with Riford Road, Riford Road with Oak Street, and Oak Street with Lake Road.

The existing peak hour traffic and pedestrian volumes are illustrated in **Figure 3**. Copies of the traffic count summary sheets are included in the Appendix.

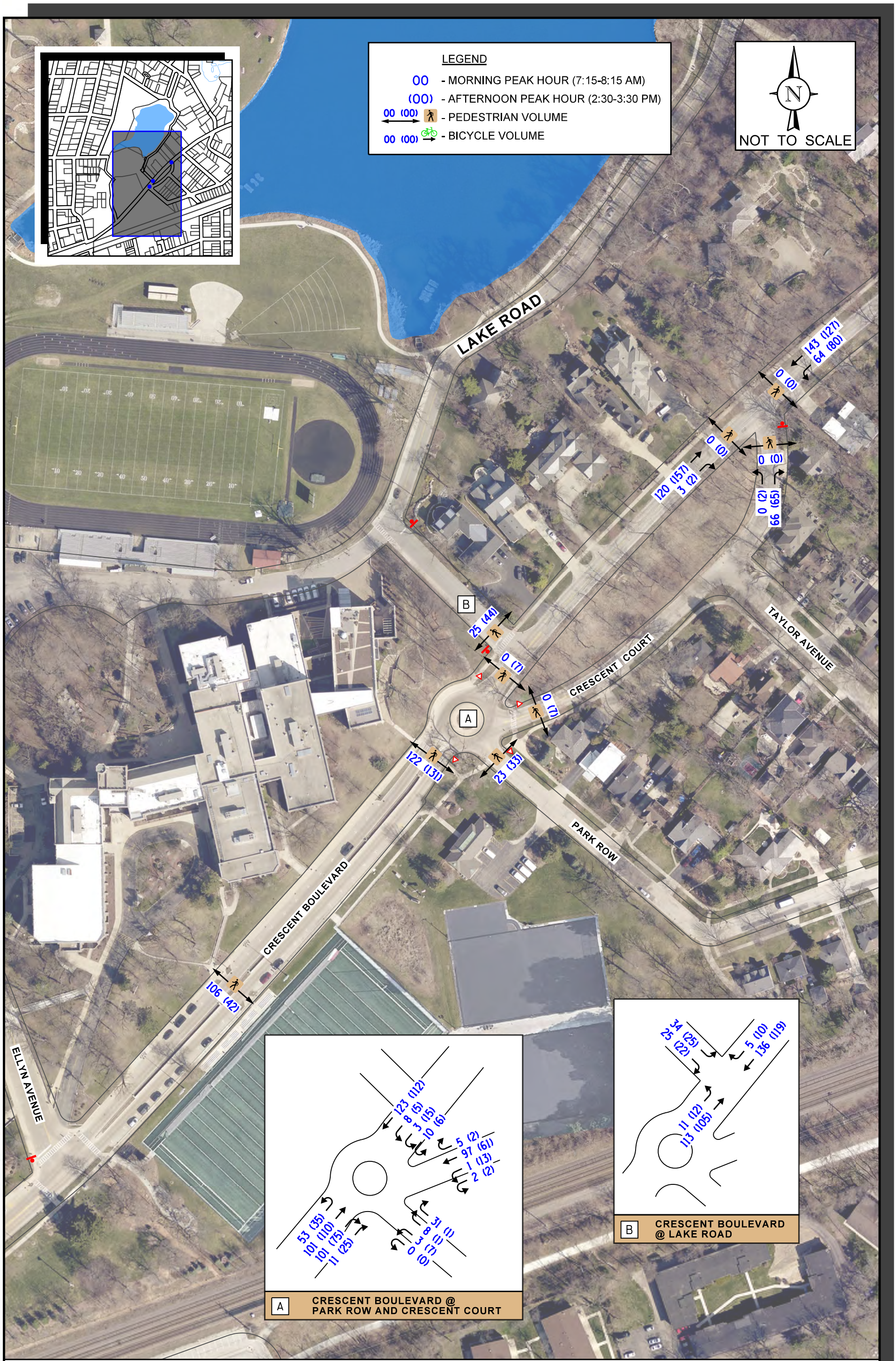


GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING TRAFFIC AND PEDESTRIAN TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 3A



GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING TRAFFIC AND PEDESTRIAN TRAFFIC VOLUMES

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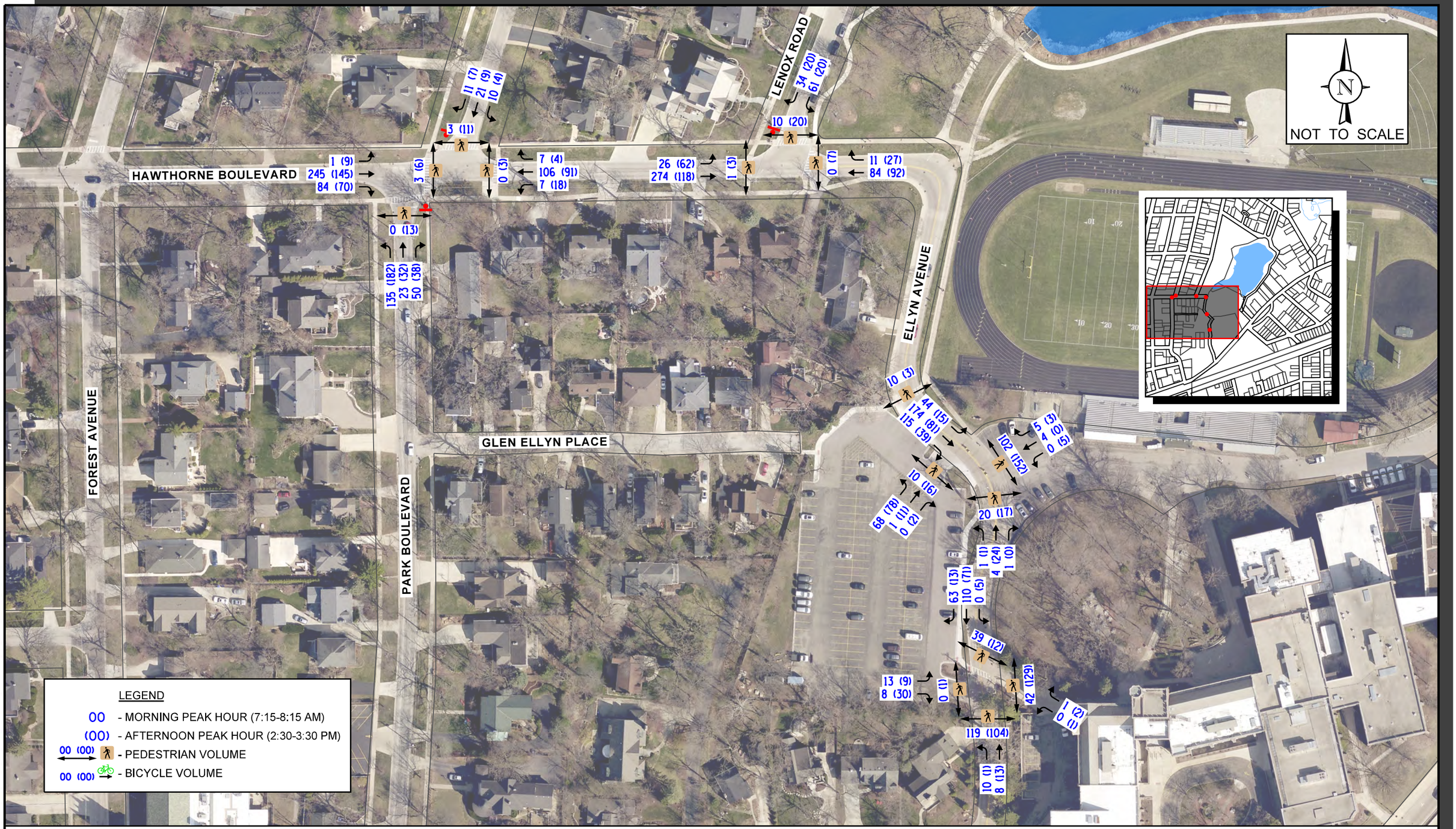
Job No: 25-034 Figure: 3B



GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING TRAFFIC AND PEDESTRIAN TRAFFIC VOLUMES

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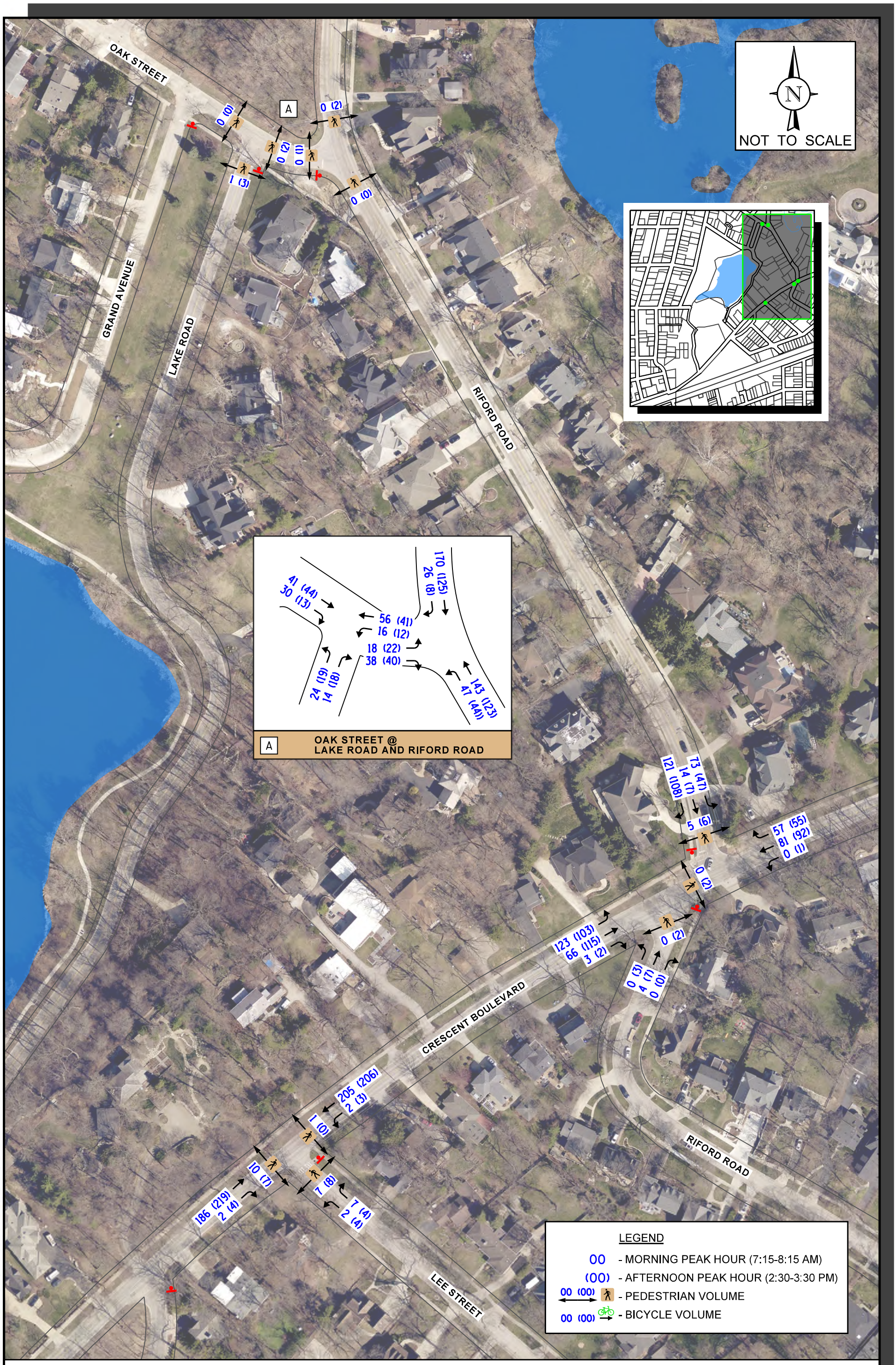
Job No: 25-034 Figure: 3C



GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

EXISTING TRAFFIC AND PEDESTRIAN TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 3D

The following traffic trends were determined based on the results of the traffic counts during the weekday morning arrival period.

- Of the total vehicles dropping off along Ellyn Avenue, 15 percent departed to the east on Crescent Boulevard, 40 percent departed to the west on Crescent Boulevard, and 45 percent utilized the staff parking lot, or other locations, to traverse back north towards Hawthorne Boulevard.

- Of the total vehicles traversing Lake Road, 75 percent traveled in the southbound direction on Lake Road. Of vehicles turning from Lake Road onto Crescent Boulevard, 58 percent departed to the east on Crescent Boulevard and 42 percent departed to the west on Crescent Boulevard.

- Upon exiting the service drive, 13 buses departed to the north on Lake Road toward Oak Street while the remaining four buses departed to the south on Lake Road toward Crescent Boulevard.

    - Of the buses exiting onto Crescent Boulevard, two buses departed to the east and two buses departed to the west.

    - Of the buses exiting onto Oak Street, six buses departed to the west and seven buses departed to the east toward Riford Road and then north on Riford Road.

- All 17 buses arrived from the west on Hawthorn Boulevard at its intersection with Park Boulevard.

The following traffic trends were determined based on the results of the traffic counts during the weekday afternoon dismissal period.

- Of the total vehicles exiting the campus via Ellyn Avenue, 22 percent departed to the east on Crescent Boulevard, 25 percent departed to the west on Crescent Boulevard, and 53 percent exited via the intersection of Hawthorne Boulevard with Lenox Road

- Of the total vehicles traversing Lake Road, 68 percent traveled in the southbound direction on Lake Road. Of vehicles turning from Lake Road onto Crescent Boulevard, 53 percent departed to the east on Crescent Boulevard and 47 percent departed to the west on Crescent Boulevard.

- Upon exiting the service drive, 12 buses departed to the north on Lake Road toward Oak Street while the remaining five buses departed to the south on Lake Road toward Crescent Boulevard.

    - Of the buses exiting onto Crescent Boulevard, four buses departed to the east and one bus departed to the west.

    - Of the buses exiting onto Oak Street, four buses departed to the west and eight buses departed to the east toward Riford Road and then north on Riford Road.

3. Evaluation of Existing Conditions

The following provides an evaluation conducted for the weekday morning (school arrival) and weekday afternoon (school dismissal) peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives operate and an evaluation of the on-site queueing and stacking. The analyses and observations will be utilized to determine any roadway improvements and/or modifications to the arrival and dismissal procedures that may be required to minimize the impact of the arrival and dismissal activities on the area roadway network during the construction of the addition.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday afternoon peak hours for the existing traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7th Edition* and analyzed using Synchro/SimTraffic 12 software.

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 (including 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. As discussed later in the report, due to the configurations of the intersection of Park Boulevard with Crescent Boulevard and Pennsylvania Avenue, these intersections were evaluated using the intersection capacity utilization (ICU) level of service which indicates how much reserve capacity is available for an intersection.

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 conditions are presented in **Table 1**. A discussion of the operations of the campus area follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 1
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Crescent Boulevard with Park Boulevard				
• ICU Level of Service	A	51.6%	A	46.2%
Park Boulevard with Pennsylvania Avenue				
• ICU Level of Service	A	53.2%	A	52.1%
Crescent Boulevard with Ellyn Avenue				
• Southbound Approach	D	31.52	D	27.14
• Eastbound Left Turn	A	9.1	A	8.7
Crescent Boulevard with Park Row/Crescent Court				
• Overall	A	5.7	A	5.4
• Crescent Boulevard Approach (West)	A	5.2	A	4.3
• Crescent Boulevard Approach (East)	A	4.7	A	4.3
• Park Row Approach	A	6.2	A	6.1
• Crescent Court Approach	A	5.6	A	4.9
Crescent Boulevard with Lake Road				
• Southbound Approach	B	12.71	B	12.55
• Eastbound Left Turn	A	7.8	A	7.8
Crescent Boulevard with Lee Street				
• Northbound Approach	B	11.91	B	12.04
• Westbound Left Turn	A	8.0	A	8.0
Crescent Boulevard with Riford Road				
• Northbound Approach	C	18.81	C	19.68
• Southbound Approach	C	24.2	C	17.61
• Eastbound Left Turn	A	8.1	A	8.1
• Westbound Left Turn	A	--	A	7.5
Park Boulevard with Hawthorne Boulevard				
• Northbound Approach	F	117.77	E	42.04
• Southbound Approach	C	18.55	B	13.68
• Eastbound Left Turn	A	7.7	A	7.7
• Westbound Left Turn	A	8.4	A	8.0
Hawthorne Boulevard with Lenox Road				
• Southbound Approach	C	16.62	B	14.48
• Eastbound Left Turn	A	7.7	A	8.1
Riford Road with Oak Street				
• Eastbound Approach	B	13.61	B	12.87
• Northbound Left Turn	A	8.1	A	7.7
Oak Street with Lake Road				
• Northbound Approach	B	11.05	B	10.11
• Westbound Left Turn	A	7.6	A	7.4

LOS = Level of Service
Delay is measured in seconds.

Evaluation of Existing Conditions

As can be seen from the results of the capacity analyses, the study area intersections within proximity of the campus generally have sufficient capacity to accommodate the traffic generated by the school during the weekday morning and afternoon peak periods of traffic.

However, the northbound approach of Park Boulevard at Hawthorne Boulevard currently operates at LOS F during the weekday morning peak hour and at LOS E during the weekday afternoon peak hour. This is a result of the northbound left-turn movement occurring during the peak hours combined with the volume of eastbound through movements.

It should be noted that due to the traffic control configuration of the intersections of Park Boulevard with Crescent Boulevard and Pennsylvania Avenue where the northbound traffic is free flow and the other three approaches are under stop sign control, these intersections could not be analyzed using HCM procedures. This intersection's traffic control is designed to allow northbound movements to operate under free flow conditions in order to keep northbound queues from extending onto the Park Boulevard railroad crossing. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the intersection capacity utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity. Based on the ICU analysis, the intersections currently utilize 45 to 55 percent of the capacity of the intersection during the weekday morning and evening peak hours.

However, as previously indicated, based on a review of student drop-off/pick-up activities and bus loading, and given the operation of the intersections of Park Boulevard with Cresent Boulevard and Pennsylvania Avenue, the following results in capacity constraints for the campus and area roadway network, particularly during the weekday morning peak hour:

- The queueing of passenger vehicles on Ellyn Avenue, which originates at the intersection of Ellyn Avenue with Crescent Boulevard and extends through the intersection of Hawthorne Boulevard/Lenox Road.

- The queueing of vehicles along Crescent Boulevard that results from (1) vehicles stopping to allow pedestrians to cross at the designated crossing locations, (2) vehicles stopping within the roundabout to load students, and (3) the resulting vehicles loading within the through lanes on Crescent Boulevard in lieu of the on-street parking lanes as a result of 1 and 2.

- The configuration of the intersection of Crescent Boulevard with Park Boulevard in which northbound traffic operates under free flow conditions to prevent queues from extending onto the railroad crossing. The other three approaches at this intersection operate under stop-sign control.

- The use of the staff parking lot for student loading results in additional turning conflict points along Ellyn Avenue and at the intersection of Hawthorne Boulevard with Lenox Road.

4. Student Loading During Consturction

During construction, the east-west service drive along the north side of the school building extending between Ellyn Avenue to Lake Road will be used for the primary staging of construction equipment and will be closed and will not be available for use by buses or passenger vehicles. Furthermore, due to the location of the proposed building addition, Ellyn Avenue will be within the influence of construction activities. Therefore, it is desired that the student drop-off/pick up along Elly Avenue be prohibited during construction in order to best accommodate the student drop-off/pick-up and bus loading during construction and to limit the impact of these activities on the area roadway network, several alternatives were developed that prioritized the following:

- Minimizing the circulation of traffic.
- Separating student drop-off/pick-up and bus loading activities.
- Creating designated loading and staging area(s) for bus loading.
- Minimizing the blocking of traffic on area roadways.
- Preventing student drop-off/pick-up from occurring within the staff parking lot,

The following provides a brief description of the alternative bus loading locations and the resulting impacts on the roadway system and the student drop-off/pick-up activity:

- *Alternative 1: North side of Crescent Boulevard.* During the weekday morning arrival period, buses are proposed to stage within the on-street parking lane along the north side of Crescent Boulevard. During the weekday afternoon dismissal period, a total of eight buses can stage within the on-street parking lane along the north side of Crescent Boulevard, with the remaining nine buses staging along Ellyn Avenue (northbound). With this alternative, passenger vehicle loading will continue to occur along the south side of Crescent Boulevard, Hawthorne Boulevard, Lenox Road, and Lake Road.

- *Alternative 2: East side of Ellyn Avenue.* During both the weekday morning arrival and weekday afternoon dismissal periods, buses are proposed to stage along the east side of Ellyn Avenue in the northbound direction. With this alternative, passenger vehicles will continue to occur along both sides of Crescent Boulevard, Hawthorne Boulevard, Lenox Road, and Lake Road. To minimize the interaction between passenger vehicles and buses, student drop-off/pick-up activity on Elly Road would be discouraged.

- *Alternative 3: West/North side of Lake Road.* During both the weekday morning arrival and weekday afternoon dismissal periods, buses are proposed to stage along the west/north sides of Lake Road (in the southbound direction). With this alternative, passenger vehicle loading would primarily occur on Crescent Boulevard, Hawthorne Boulevard, and Lenox Road. To minimize the interaction between passenger vehicles and buses, student drop-off/pick-up activity on Lake Road would be discouraged.

Exhibits illustrating these loading locations, the resulting vehicle paths, and a table summarizing the alternatives, their benefits and drawbacks are included in the appendix.

Identified Preferred Alternative

The three bus staging alternatives were discussed with school officials, Village staff, and the Village Police Department. Per these discussions, a preferred construction alternative was determined taking into consideration the previously identified areas of concern as well as:

- The secure student loading entrance during construction
- The existing travel routes for buses as previously described.
- Minimizing the passenger vehicle and bus activity within the vicinity of ongoing construction

Based on the discussions the resulting preferred alternative consists of the following:

- During the weekday morning arrival period, all bus loading will occur along Ellyn Avenue in the northbound direction with buses arriving via Crescent Boulevard and exiting via the intersection of Hawthorne Boulevard with Lenox Road.
    - This will allow bus staging to occur in an area that will not be permitted for through vehicles and will allow the remaining passenger vehicle loading locations to be utilized as they do today.
    - As previously indicated, up to five buses were observed to be queued at any given time during the weekday morning arrival period, which can be staged along Ellyn Avenue without extending into the influence of the ongoing construction or onto Crescent Boulevard.
- During the weekday afternoon, twelve buses will stage along Ellyn Avenue in the northbound direction with buses arriving via Crescent Boulevard and exiting via the intersection of Hawthorne Boulevard with Lenox Road and the remaining five buses will stage along Lake Road in the southbound direction with buses arriving via Oak Road and exiting via Crescent Boulevard.
    - This will allow buses to exit the campus area as they do under existing conditions, thus minimizing the undue circulation of buses through the area neighborhoods. Particularly along Riford Road and along Park Boulevard within the vicinity of Downtown Glen Ellyn or the intersections near the railroad crossing.
    - To ensure that one particularly public roadway is not overutilized for student pick-up, Lake Road will continue to be available for the use of student pick-up in an area to be designated to the north of the area needed to accommodate the five buses.

- To best accommodate this alternative, the following should be implemented:
    - Ellyn Avenue should operate as a one-way northbound roadway between Crescent Boulevard and Hawthorne Boulevard/Lenox Road during school hours. This will ensure a bypass lane is available for vehicles to traverse along Ellyn Avenue when any buses are staged along the curbside.
        - Inbound buses will enter the staging area via the intersection of Crescent Boulevard with Ellyn Avenue
        - Faculty/staff will be directed to enter Ellyn Avenue via the parking lot located on the north side of Biester Field House. The existing temporary bollards will be removed and replaced with a vehicle gate operating for eastbound (in) traffic only. Similar provisions will be made available for Ellyn Court residents during school hours.
        - Outbound buses, faculty/staff/ Ellyn Court residents will exit the campus via the intersection of Hawthorne Boulevard with Lenox Road.
    - Lake Road should operate as a one-way southbound roadway during the afternoon dismissal period. This will ensure a bypass lane is available for vehicles to pass other vehicles staged along the curbside.
    - A designated bus loading area should be established along Lake Road between Crescent Boulevard and the east-west service drive along the north side of the school. This loading area should be able to accommodate five buses, and signage should be provided prohibiting the use of this area for the loading of students via passenger vehicles during/prior to bus loading activities during the afternoon dismissal.
    - The parking restrictions for the existing on-street parking locations provided on the east side of Lenox Road should be modified to establish a designated loading zone for parents/guardians that are being diverted away from Ellyn Avenue. This will result in a reduction in the number of student parking spaces provided in this area.

Exhibits 1 and **2** illustrate the designated bus stacking locations for the weekday morning and weekday afternoon loading activities, respectively. **Exhibits 3** and **4** illustrate the overall vehicle routing for buses and passenger vehicles during the weekday morning and weekday afternoon, respectively.

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

DESIGNATED BUS STACKING - MORNING ARRIVAL

DRAWN: MD CHECKED: BM
DATE: 03-04-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 1

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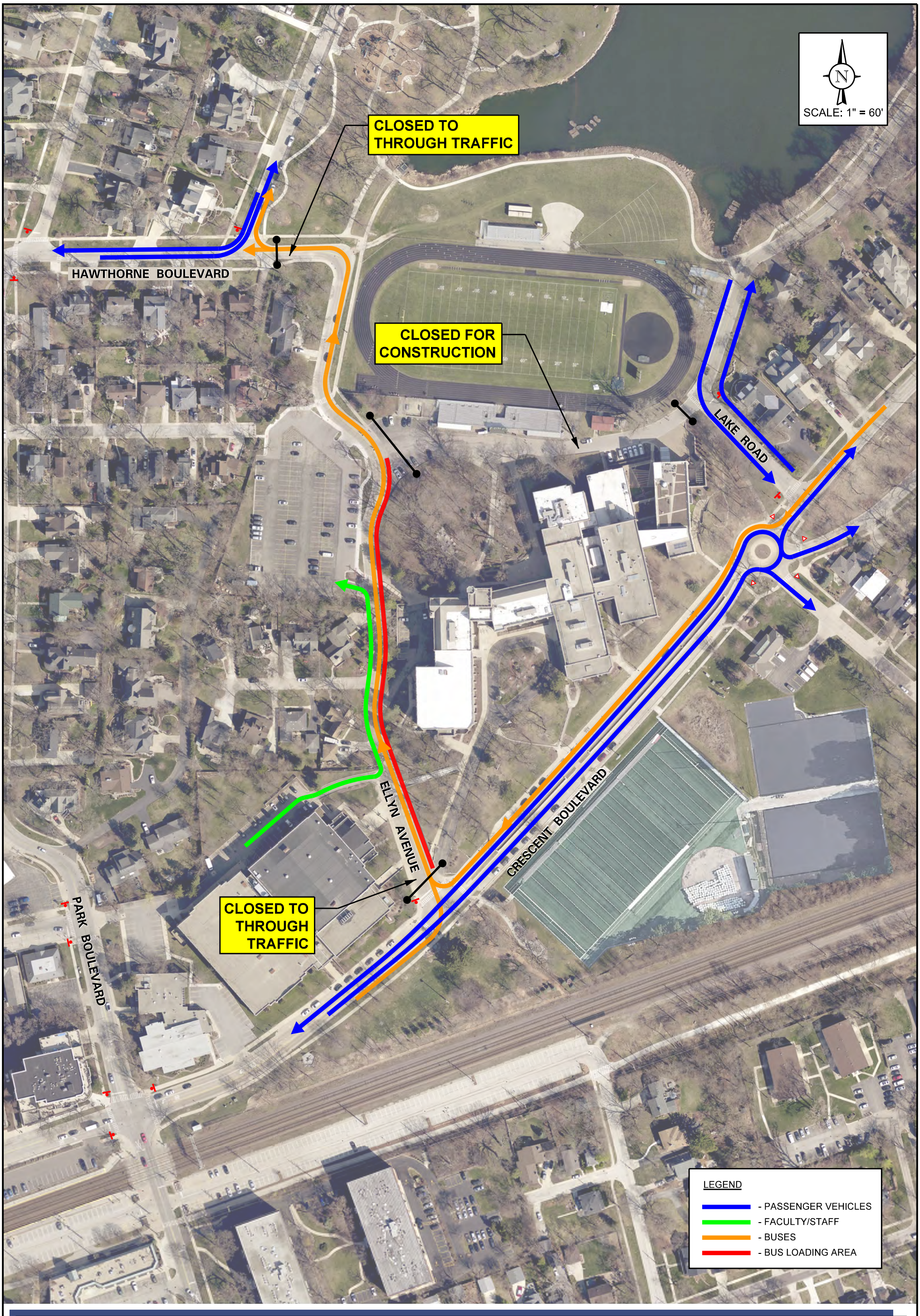
GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

DESIGNATED BUS STACKING - WEEKDAY AFTERNOON

DRAWN: MD CHECKED: BM
DATE: 03-04-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 2

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

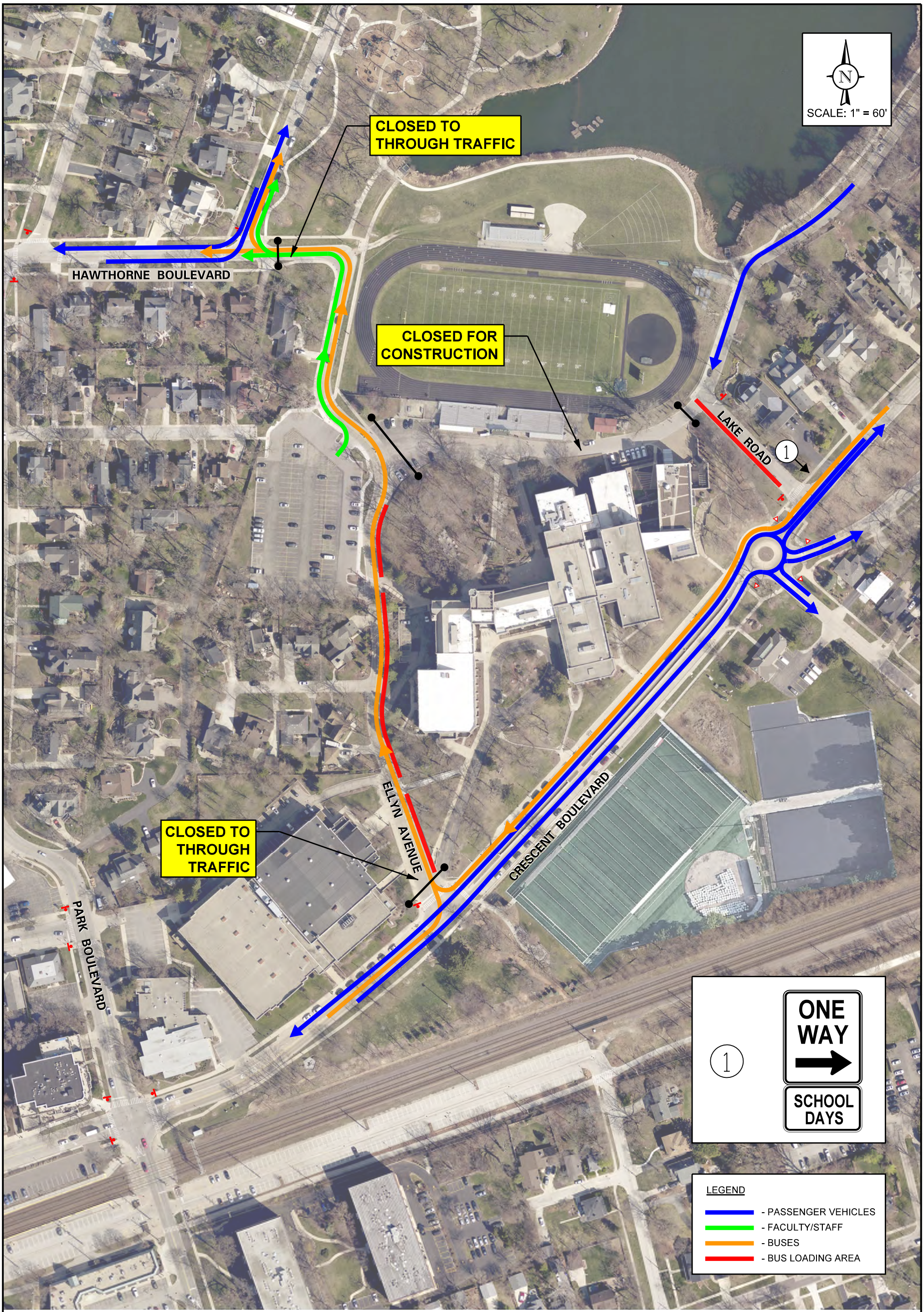


GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

OVERALL VEHICLE ROUTING - WEEKDAY MORNING

DRAWN: MD CHECKED: BM
DATE: 03-17-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 3

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

OVERALL VEHICLE ROUTING - WEEKDAY AFTERNOON

DRAWN: MD CHECKED: BM
DATE: 03-17-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 4

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5. Evaluation of Drop-off/Pick-up Alternative

To determine the viability of the selected alternative, the existing drop-off/pick-up traffic and buses was reassigned to the area roadway network and capacity analyses were conducted to determine the impact on the surrounding roadway network.

Total Projected Traffic Volumes

The estimated weekday morning and weekday afternoon peak hour traffic volumes that are generated by Glenbard West High School were reassigned to the roadway system taking into consideration the closure of Ellyn Avenue to through traffic, the closure of the east-west service drive extending between Ellyn Avenue and Lake Road, and the previously described mitigation measure to minimize conflicts between passenger vehicle and bus loading activities on Lake Road with the recommended one-way restriction. **Figure 4** illustrates the traffic reassignment. The traffic reassignment was added to the existing traffic volumes to determine the total projected traffic volumes as illustrated in **Figure 5**.

Capacity Analysis of Projected Conditions

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday afternoon peak hours for the projected traffic volumes. Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected conditions are presented in **Table 2**. Summary sheets for the capacity analyses are included in the Appendix.

As can be seen from Table 2, study area intersections within proximity of the campus with the redistribution of traffic will generally have sufficient capacity to accommodate the traffic generated by the school during the weekday morning and afternoon peak periods of traffic.

However, as previously indicated, queueing of vehicles on Crescent Boulevard occurs due to (1) vehicles loading within the through lanes on Crescent Boulevard in lieu of the on-street parking lanes, (2) vehicles stopping within the roundabout to load students, and (3) vehicles stopping to allow pedestrians to cross at the designated crossing locations.

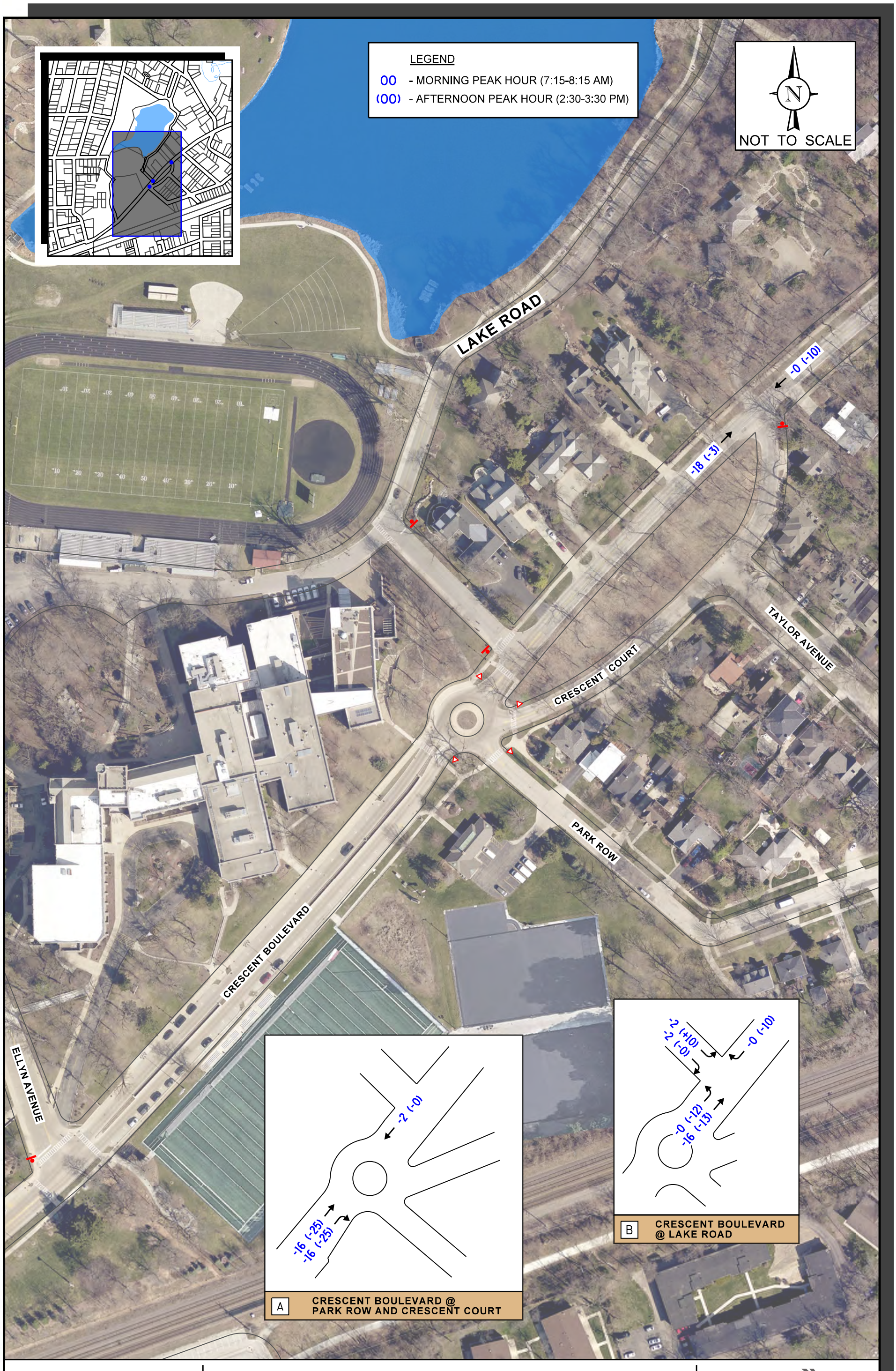
In order to minimize queues occurring as a result of the first and second cause, parents/guardians should be continually updated on best practices for student loading. Furthermore, the operation of Ellyn Avenue as a one-way northbound roadway and given that it will not be utilized for through traffic will reduce the number of turning movements at the intersection of Crescent Boulevard with Ellyn Avenue, thus improving the flow of traffic along the roadway.

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES - PREFERREED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 4A



GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES
PREFERREED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 4B

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES - PREFERREED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 4C

OAK STREET

GRAND AVENUE

LAKE ROAD

RIFORD ROAD

N

NOT TO SCALE

A

OAK STREET @
LAKE ROAD AND RIFORD ROAD

+9 (+8)
+0 (+5)

+0 (+10)

+7 (-5)
+2 (-5)

-0 (-16)
-0 (-18)

+0 (+12)
+0 (+10)

+2 (-5)

+0 (+10)
-0 (-10)

+0 (+12)
-18 (-3)

-0 (-10)

-18 (-3)

CRESCENT BOULEVARD

RIFORD ROAD

LEE STREET

LEGEND

00 - MORNING PEAK HOUR (7:15-8:15 AM)

(00) - AFTERNOON PEAK HOUR (2:30-3:30 PM)

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES
PREFERREED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 4D

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES - PREFERRED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 5A

LEGEND

00 - MORNING PEAK HOUR (7:15-8:15 AM)

(00) - AFTERNOON PEAK HOUR (2:30-3:30 PM)

N

NOT TO SCALE

LAKE ROAD

143 (117)
64 (80)

102 (154)
3 (2)

0 (2)
66 (65)

TAYLOR AVENUE

CRESCENT COURT

PARK ROW

WILLIS STREET

CRESCENT BOULEVARD

ELLYN AVENUE

ELLYN AVENUE

A

CRESCENT BOULEVARD @
PARK ROW AND CRESCENT COURT

B

CRESCENT BOULEVARD
@ LAKE ROAD

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES
PREFERRED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 5B

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES - PREFERRED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 5C

OAK STREET

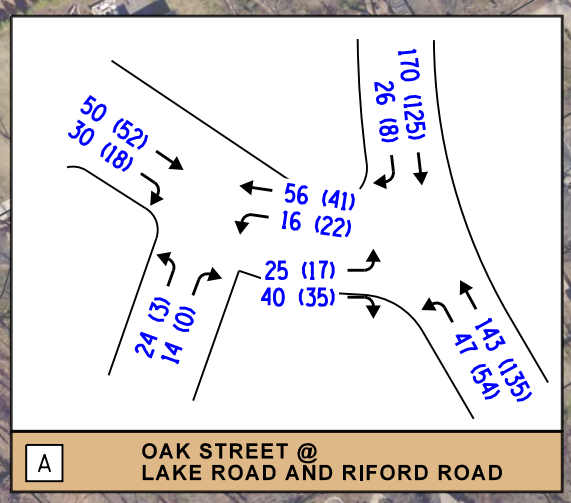
GRAND AVENUE

LAKE ROAD

RIFORD ROAD

N

NOT TO SCALE



A OAK STREET @ LAKE ROAD AND RIFORD ROAD

121 (108)
14 (7)
75 (42)
57 (65)
81 (82)
0 (1)

123 (115)
48 (112)
4 (2)
0 (3)
4 (7)
0 (0)

CRESCENT BOULEVARD

205 (196)
2 (3)
168 (216)
2 (4)
2 (4)
1 (4)

RIFORD ROAD

LEE STREET

LEGEND

00 - MORNING PEAK HOUR (7:15-8:15 AM)

(00) - AFTERNOON PEAK HOUR (2:30-3:30 PM)

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES
PREFERRED ALTERNATIVE

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-034 Figure: 5D

Table 2
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Crescent Boulevard with Park Boulevard				
• ICU Level of Service	A	51.6%	A	45.6%
Park Boulevard with Pennsylvania Avenue				
• ICU Level of Service	A	44.5%	A	50.4%
Crescent Boulevard with Ellyn Avenue				
• Southbound Approach	--	--	--	--
• Eastbound Left Turn	A	9.3	A	8.7
Crescent Boulevard with Park Row/Crescent Court				
• Overall	A	5.5	A	4.9
• Crescent Boulevard Approach (West)	A	5.7	A	5.3
• Crescent Boulevard Approach (East)	A	5.5	A	4.9
• Park Row Approach	A	5.5	A	3.9
• Crescent Court Approach	A	5.0	A	4.1
Crescent Boulevard with Lake Road				
• Southbound Approach	B	12.37	B	12.37
• Eastbound Left Turn	A	7.8	A	--
Crescent Boulevard with Lee Street				
• Northbound Approach	B	11.62	B	11.93
• Westbound Left Turn	A	7.9	A	8.0
Crescent Boulevard with Riford Road				
• Northbound Approach	C	18.18	C	20.74
• Southbound Approach	C	23.24	C	17.54
• Eastbound Left Turn	A	8.1	A	8.2
• Westbound Left Turn	A	--	A	7.5
Park Boulevard with Hawthorne Boulevard				
• Northbound Approach	E	37.56	D	30.54
• Southbound Approach	C	16.49	B	13.28
• Eastbound Left Turn	A	7.5	A	7.6
• Westbound Left Turn	A	8.2	A	8.0
Hawthorne Boulevard with Lenox Road				
• Southbound Approach	A	9.41	A	9.68
• Eastbound Left Turn	A	7.9	A	8.4
Riford Road with Oak Street				
• Eastbound Approach	B	14.65	B	12.91
• Northbound Left Turn	A	8.1	A	7.7
Oak Street with Lake Road				
• Northbound Approach	B	11.21	B	10.61
• Westbound Left Turn	A	7.6	A	7.5

LOS = Level of Service
Delay is measured in seconds.

6. Post Construction Drop-Off/Pick-Up Alternatives

Upon completion of the construction of the proposed building addition, all the existing on and off-street areas that are available for student drop-off/pick-up and bus loading under existing conditions will continue to be available for the campus loading activities. This includes Ellyn Avenue, and the east-west service drive along the north side of the school building. Therefore, the following two alternatives are considered for the post construction condition:

- Alternative 1: Should the bus staging/loading operations utilized during construction activities be deemed operationally sufficient and are preferred over the existing operations, the preferred alternative previously identified should be carried forward into the post construction condition with the following modification.

    - With the opening of the east-west service drive along the north side of the school building, this alternative could be enhanced by permitting the east-west service drive along the north side of the school building to be utilized for student drop-off/pick-up with vehicles entering the drive aisle from Lake Road and exiting the drive aisle to the north on Ellyn Avenue towards Hawthorne Boulevard/Lenox Road. However, under this scenario should a student be sitting in the front seat they will be entering and exiting via the travel lane and not on the school side of the vehicle.

    - This would allow Ellyn Avenue and Lake Road to continue to operate as a one-way pair, with the ability for passenger vehicles to traverse the campus from east to west to minimize the number of vehicles turning onto Crescent Boulevard via Lake Road.

- Alternative 2: Should the existing bus staging/loading operations be deemed preferred over the construction alternative, the student drop-off/pick-up activities can return to existing conditions in which all bus loading occurs along the east-west service drive. However, in order to enhance the existing operations, consideration should be given to the following:

    - Ellyn Avenue could be converted to a one-way northbound roadway. This will allow students to load on the right (passenger) side of the vehicle and will reduce the number of vehicles turning around within the staff parking lot as the results of the traffic count indicate that the majority of exiting traffic on Ellyn Avenue during both peak periods exits to the north.

    - Lake Road could continue to operate on a one-way southbound roadway between the east-west service drive and Crescent Boulevard. This configuration will:

        - Allow buses to continue to exit to the north on Lake Road towards Oak Street/Riford Road

- Reduce the number of vehicles turning from Crescent Boulevard onto Lake Road, enhancing the flow of traffic along Crescent Boulevard.

Overall, the proposed period of construction is anticipated to occur between Fall 2025 and Summer 2027. Therefore, two school calendar years will be utilized to evaluate the future feasibility of the construction alternative or to trial any of the other student loading alternatives included in the appendix.

Should it be deemed necessary, further evaluation of loading alternatives can be conducted near the completion of construction after traffic volumes have realized and stabilized with the identified mitigation measures.

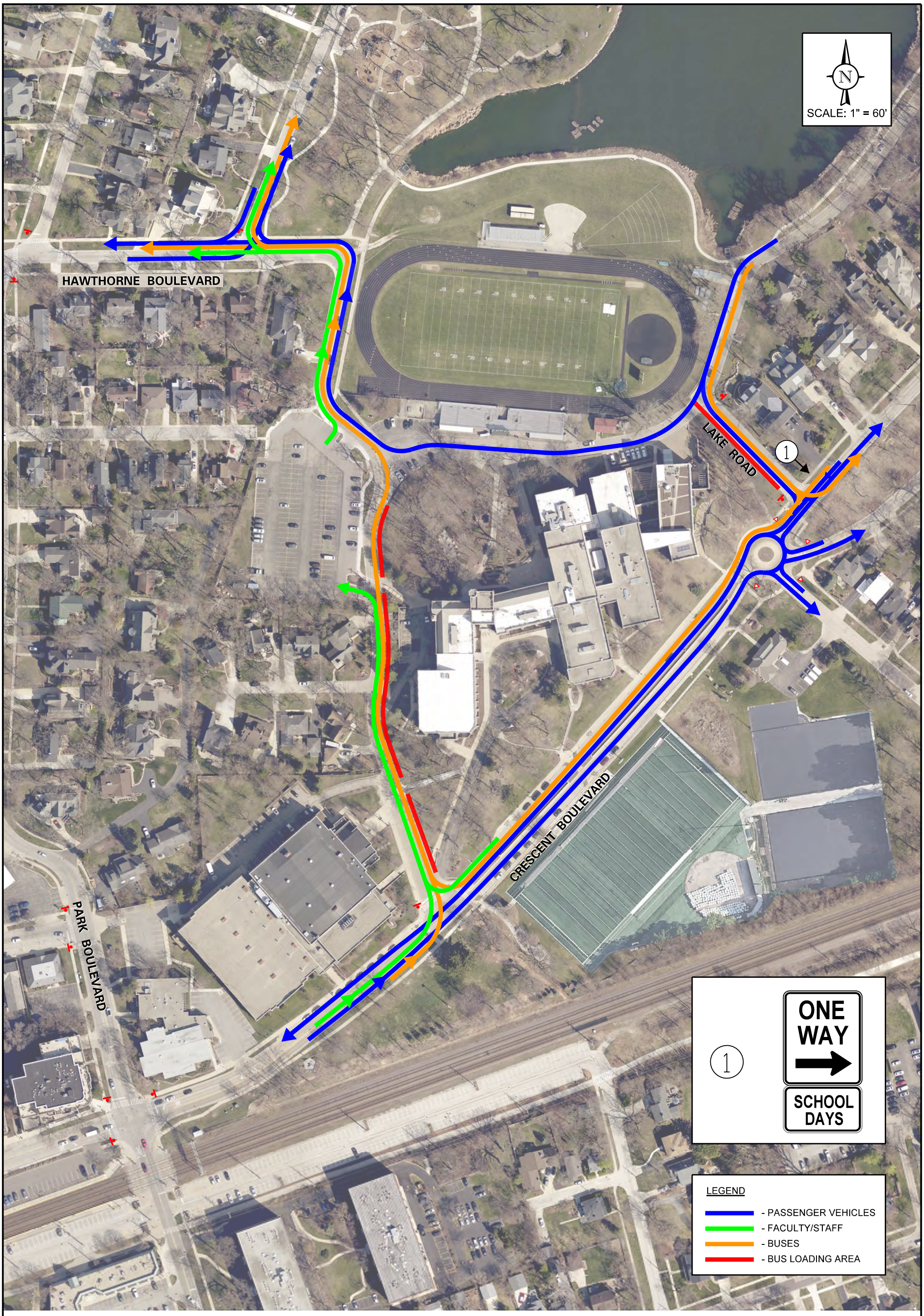
Exhibits 5 illustrates the existing bus staging. **Exhibits 6** and **7** illustrate the overall vehicle routing for buses and passenger vehicles for Alternative 1 and Alternative 2, respectively.

GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

BUS STAGING POST CONSTRUCTION
(EXISTING CONDITIONS)

DRAWN: MD CHECKED: BM
DATE: 03-17-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 5

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

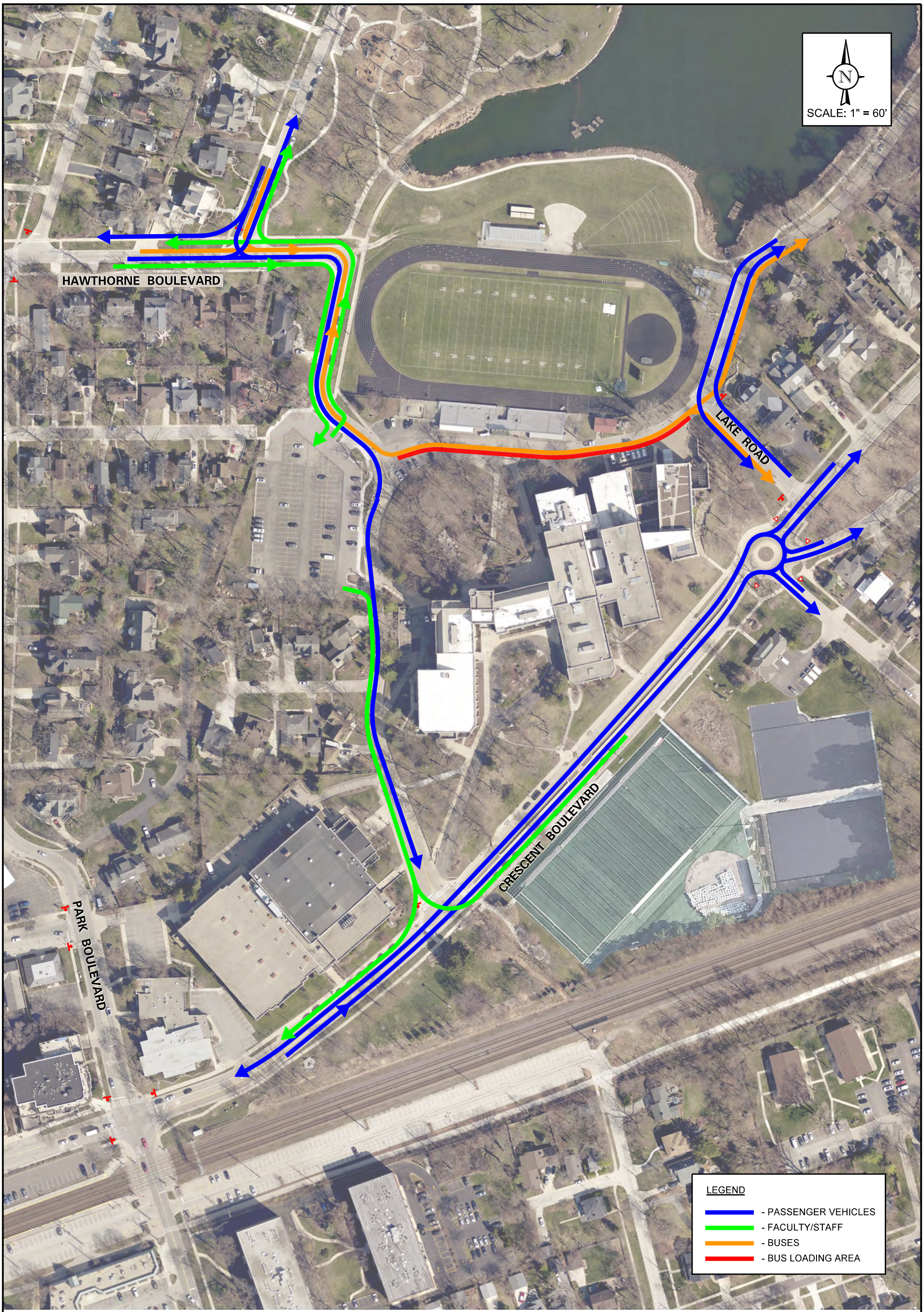


GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

OVERALL VEHICLE ROUTING - ALTERNATIVE 1 - POST CONSTRUCTION

DRAWN: MD CHECKED: BM
DATE: 03-17-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 6

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



GLENBARD WEST
OPERATION EVALUATION
GLEN ELLYN, ILLINOIS

OVERALL VEHICLE ROUTING - ALTERNATIVE 2 - POST CONSTRUCTION

DRAWN: MD CHECKED: BM
DATE: 03-17-25 REV: 04-02-25
PROJECT #: 25-034
EXHIBIT: 7

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

7. Conclusions

Based on the preceding evaluation, summary of alternatives, and the results of the capacity analyses, the following was determined:

- The proposed building addition will be located in the northwest corner of the building in proximity to Ellyn Avenue. Construction of the addition is anticipated to occur between Fall 2025 and Summer 2027, or two school calendar years.

- The proposed school addition is not anticipated to result in a direct increase in the number of students or staff on campus. Therefore, the school addition is not projected to increase the vehicle traffic generated by the school.

- Construction staging will occur along the east-west service drive along the north side of the school building and thus, this area will not be available for bus staging. To minimize vehicle traffic within the vicinity of ongoing construction, Ellyn Avenue will not be open to through traffic during school days.

- Based on discussions with school personnel, Village staff, and the Village police department, the preferred alternative for bus staging during construction will consist of the following:

    - During the weekday morning arrival period, all bus loading will occur along Ellyn Avenue in the northbound direction with buses arriving via Crescent Boulevard and exiting via the intersection of Hawthorne Boulevard with Lenox Road.

    - During the weekday afternoon, twelve buses will stage along Ellyn Avenue in the northbound direction with buses arriving via Crescent Boulevard and exiting via the intersection of Hawthorne Boulevard with Lenox Road and the remaining five buses will stage along Lake Road in the southbound direction with buses arriving via Oak Road and exiting via Crescent Boulevard.

- To best accommodate the preferred alternative, the following should be implemented:

    - Ellyn Avenue should be signed to operate as a one-way northbound roadway between Crescent Boulevard and Hawthorne Boulevard/Lenox Road during school hours.

    - Lake Road at its intersection with Crescent Boulevard should be signed to operate as a one-way southbound roadway during the afternoon dismissal period.

- A designated bus loading area should be established along Lake Road between Crescent Boulevard and the east-west service drive located along the north side of the school. This loading area should be able to accommodate five buses, and signage should be provided prohibiting the use of this area for the loading of students via passenger vehicles during/prior to bus loading activities during the afternoon dismissal.

- The parking restrictions for the existing on-street parking locations provided on the east side of Lenox Road should be modified to establish a designated student drop-off/pick-up zone for parents/guardians that will be diverted from Ellyn Avenue. This will result in a reduction in the number of student parking spaces provided along Lenox Road.

- The roadway system serving the school has sufficient reserve capacity to accommodate the projected redistribution of traffic to the area roadway network due to the construction.

- Queueing of vehicles on Crescent Boulevard occurs due to (1) vehicles loading within the through lanes on Crescent Boulevard in lieu of the on-street parking lanes, (2) vehicles stopping within the roundabout to load students, and (3) vehicles stopping to allow pedestrians to cross at the designated crossing locations. In order to minimize queues occurring as a result of the first and second issues, parents/guardians should be continually updated on best areas for student drop-off/pick-up.

- Furthermore, the operation of Ellyn Avenue as a one-way northbound roadway and given that it will not be utilized for through traffic, will reduce the number of turning movements at the intersection of Crescent Boulevard with Ellyn Avenue, thus improving the flow of traffic along Crescent Boulevard.

- Upon completion of the construction of the proposed building addition, all the existing on and off-street areas that are available for student drop-off/pick-up and bus loading under existing conditions will continue to be available for the campus loading activities.

- Should the bus staging/loading operations utilized during construction activities be deemed operationally sufficient and are preferred over the existing operations, the preferred alternative previously identified should be carried forward into the post construction condition with the following modification.

  - With the opening of the east-west service drive located along the north side of the school building, this alternative could be enhanced by permitting the east-west service drive to be utilized for student drop-off/pick-up with vehicles entering the drive aisle from Lake Road and exiting the drive aisle to the north on Ellyn Avenue towards Hawthorne Boulevard/Lenox Road. However, under this scenario should a student be sitting in the front seat they will be entering and exiting via the travel lane and not on the school side of the vehicle.

- This would allow Ellyn Avenue and Lake Road to continue to operate as a one-way pair, with the ability for passenger vehicles to traverse the campus from east to west to minimize the number of vehicles turning onto Crescent Boulevard via Lake Road.

- Should the existing bus staging/loading operations be deemed preferred over the construction alternative, the student drop-off/pick-up activities can return to existing conditions in which all bus loading occurs along the east-west service drive.

- If deemed necessary, further evaluation of loading alternatives can be conducted near the completion of construction after traffic volumes have been realized and stabilized with the identified mitigation measures.

Appendix

Traffic Count Summary Sheets
Summary of Drop-Off/Pick-Up Alternatives
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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

Count Name: Crescent Boulevard with Ellyn Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Ellyn Avenue Eastbound					Crescent Boulevard Westbound					Ellyn Avenue 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	5	24	1	29	1	27	5	1	33	0	2	7	6	9	71
7:15 AM	0	2	40	3	42	0	43	6	3	49	0	3	13	7	16	107
7:30 AM	0	1	53	5	54	0	56	2	2	58	0	9	24	13	33	145
7:45 AM	0	0	102	106	102	0	94	0	11	94	0	9	30	118	39	235
Hourly Total	0	8	219	115	227	1	220	13	17	234	0	23	74	144	97	558
8:00 AM	0	1	37	11	38	0	83	1	4	84	0	11	18	10	29	151
8:15 AM	0	1	15	1	16	1	41	1	0	43	0	3	5	2	8	67
8:30 AM	0	0	26	0	26	0	36	2	0	38	0	6	4	2	10	74
8:45 AM	0	0	24	0	24	0	26	0	0	26	0	3	8	0	11	61
Hourly Total	0	2	102	12	104	1	186	4	4	191	0	23	35	14	58	353
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	1	1	19	1	21	0	19	0	0	19	0	1	1	1	2	42
2:15 PM	0	1	28	1	29	0	28	0	0	28	0	1	4	5	5	62
2:30 PM	1	0	43	2	44	1	40	1	1	42	0	5	4	3	9	95
2:45 PM	1	3	51	14	55	2	51	1	3	54	0	10	7	12	17	126
Hourly Total	3	5	141	18	149	3	138	2	4	143	0	17	16	21	33	325
3:00 PM	0	1	68	90	69	0	66	1	20	67	0	21	27	113	48	184
3:15 PM	0	2	38	7	40	0	56	1	1	57	0	8	12	13	20	117
3:30 PM	0	3	35	2	38	0	33	2	1	35	0	11	10	5	21	94
3:45 PM	0	2	51	2	53	0	53	1	5	54	0	8	11	6	19	126
Hourly Total	0	8	192	101	200	0	208	5	27	213	0	48	60	137	108	521
4:00 PM	0	4	36	10	40	0	50	0	3	50	0	8	10	9	18	108
4:15 PM	1	0	48	4	49	1	66	0	9	67	0	9	14	9	23	139
4:30 PM	0	0	46	5	46	1	46	0	3	47	0	4	19	2	23	116
4:45 PM	0	4	42	5	46	0	57	3	4	60	0	9	11	6	20	126
Hourly Total	1	8	172	24	181	2	219	3	19	224	0	30	54	26	84	489
5:00 PM	0	2	59	7	61	0	68	2	7	70	0	11	28	8	39	170
5:15 PM	0	3	30	6	33	0	61	2	4	63	0	6	22	12	28	124
5:30 PM	0	6	30	3	36	0	26	9	3	35	0	11	10	5	21	92
5:45 PM	0	2	48	0	50	1	47	4	2	52	0	3	7	4	10	112
Hourly Total	0	13	167	16	180	1	202	17	16	220	0	31	67	29	98	498
Grand Total	4	44	993	286	1041	8	1173	44	87	1225	0	172	306	371	478	2744
Approach %	0.4	4.2	95.4	-	-	0.7	95.8	3.6	-	-	0.0	36.0	64.0	-	-	-
Total %	0.1	1.6	36.2	-	37.9	0.3	42.7	1.6	-	44.6	0.0	6.3	11.2	-	17.4	-
Lights	4	43	989	-	1036	8	1160	42	-	1210	0	167	300	-	467	2713
% Lights	100.0	97.7	99.6	-	99.5	100.0	98.9	95.5	-	98.8	-	97.1	98.0	-	97.7	98.9

Buses	0	0	2	-	2	0	8	2	-	10	0	4	5	-	9	21
% Buses	0.0	0.0	0.2	-	0.2	0.0	0.7	4.5	-	0.8	-	2.3	1.6	-	1.9	0.8
Single-Unit Trucks	0	0	1	-	1	0	4	0	-	4	0	1	0	-	1	6
% Single-Unit Trucks	0.0	0.0	0.1	-	0.1	0.0	0.3	0.0	-	0.3	-	0.6	0.0	-	0.2	0.2
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	-	0.0	0.0
Bicycles on Road	0	1	1	-	2	0	1	0	-	1	0	0	1	-	1	4
% Bicycles on Road	0.0	2.3	0.1	-	0.2	0.0	0.1	0.0	-	0.1	-	0.0	0.3	-	0.2	0.1
Pedestrians	-	-	-	286	-	-	-	-	87	-	-	-	-	371	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Crescent Boulevard with Ellyn Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Ellyn Avenue Eastbound					Crescent Boulevard Westbound					Ellyn Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	2	40	3	42	0	43	6	3	49	0	3	13	7	16	107
7:30 AM	0	1	53	5	54	0	56	2	2	58	0	9	24	13	33	145
7:45 AM	0	0	102	106	102	0	94	0	11	94	0	9	30	118	39	235
8:00 AM	0	1	37	11	38	0	83	1	4	84	0	11	18	10	29	151
Total	0	4	232	125	236	0	276	9	20	285	0	32	85	148	117	638
Approach %	0.0	1.7	98.3	-	-	0.0	96.8	3.2	-	-	0.0	27.4	72.6	-	-	-
Total %	0.0	0.6	36.4	-	37.0	0.0	43.3	1.4	-	44.7	0.0	5.0	13.3	-	18.3	-
PHF	0.000	0.500	0.569	-	0.578	0.000	0.734	0.375	-	0.758	0.000	0.727	0.708	-	0.750	0.679
Lights	0	4	232	-	236	0	274	9	-	283	0	32	84	-	116	635
% Lights	-	100.0	100.0	-	100.0	-	99.3	100.0	-	99.3	-	100.0	98.8	-	99.1	99.5
Buses	0	0	0	-	0	0	2	0	-	2	0	0	1	-	1	3
% Buses	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	-	0.0	1.2	-	0.9	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	-	-	-	125	-	-	-	-	20	-	-	-	-	148	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Crescent Boulevard with Ellyn Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Ellyn Avenue Eastbound					Crescent Boulevard Westbound					Ellyn Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	1	3	51	14	55	2	51	1	3	54	0	10	7	12	17	126
3:00 PM	0	1	68	90	69	0	66	1	20	67	0	21	27	113	48	184
3:15 PM	0	2	38	7	40	0	56	1	1	57	0	8	12	13	20	117
3:30 PM	0	3	35	2	38	0	33	2	1	35	0	11	10	5	21	94
Total	1	9	192	113	202	2	206	5	25	213	0	50	56	143	106	521
Approach %	0.5	4.5	95.0	-	-	0.9	96.7	2.3	-	-	0.0	47.2	52.8	-	-	-
Total %	0.2	1.7	36.9	-	38.8	0.4	39.5	1.0	-	40.9	0.0	9.6	10.7	-	20.3	-
PHF	0.250	0.750	0.706	-	0.732	0.250	0.780	0.625	-	0.795	0.000	0.595	0.519	-	0.552	0.708
Lights	1	9	192	-	202	2	203	5	-	210	0	48	54	-	102	514
% Lights	100.0	100.0	100.0	-	100.0	100.0	98.5	100.0	-	98.6	-	96.0	96.4	-	96.2	98.7
Buses	0	0	0	-	0	0	2	0	-	2	0	2	2	-	4	6
% Buses	0.0	0.0	0.0	-	0.0	0.0	1.0	0.0	-	0.9	-	4.0	3.6	-	3.8	1.2
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	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
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	113	-	-	-	-	25	-	-	-	-	143	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Crescent Boulevard with Lake Street
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Lake Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	4	12	0	16	0	14	0	0	14	0	0	4	0	4	34
7:15 AM	0	4	17	0	21	0	28	1	0	29	0	3	2	4	5	55
7:30 AM	0	2	27	0	29	0	36	1	0	37	0	4	6	2	10	76
7:45 AM	0	3	33	0	36	0	51	3	0	54	0	24	11	19	35	125
Hourly Total	0	13	89	0	102	0	129	5	0	134	0	31	23	25	54	290
8:00 AM	0	2	36	0	38	0	21	0	0	21	0	3	6	0	9	68
8:15 AM	0	1	6	0	7	0	27	0	0	27	0	0	2	1	2	36
8:30 AM	0	2	21	0	23	0	26	2	0	28	0	0	2	1	2	53
8:45 AM	0	0	21	0	21	0	16	1	0	17	0	0	0	1	0	38
Hourly Total	0	5	84	0	89	0	90	3	0	93	0	3	10	3	13	195
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	17	2	18	0	15	2	0	17	0	1	1	2	2	37
2:15 PM	0	1	16	1	17	0	15	0	0	15	0	3	1	1	4	36
2:30 PM	0	1	23	1	24	0	31	0	0	31	0	0	4	1	4	59
2:45 PM	0	2	22	1	24	0	38	3	0	41	0	0	2	5	2	67
Hourly Total	0	5	78	5	83	0	99	5	0	104	0	4	8	9	12	199
3:00 PM	0	6	37	4	43	0	35	5	4	40	0	18	12	32	30	113
3:15 PM	0	3	19	2	22	0	30	2	2	32	0	4	4	6	8	62
3:30 PM	0	1	27	1	28	0	16	0	1	16	0	3	4	1	7	51
3:45 PM	0	4	37	3	41	0	34	0	3	34	0	4	3	9	7	82
Hourly Total	0	14	120	10	134	0	115	7	10	122	0	29	23	48	52	308
4:00 PM	0	1	28	2	29	0	16	0	0	16	0	1	3	1	4	49
4:15 PM	0	4	29	1	33	0	29	2	0	31	0	2	6	0	8	72
4:30 PM	0	4	32	4	36	0	31	0	0	31	0	4	9	1	13	80
4:45 PM	0	6	35	2	41	0	42	1	0	43	0	6	4	1	10	94
Hourly Total	0	15	124	9	139	0	118	3	0	121	0	13	22	3	35	295
5:00 PM	0	6	38	0	44	0	47	0	0	47	0	1	6	1	7	98
5:15 PM	0	2	21	0	23	0	34	2	0	36	0	1	8	2	9	68
5:30 PM	0	2	26	0	28	0	27	1	1	28	0	1	4	0	5	61
5:45 PM	0	5	37	0	42	0	33	1	0	34	0	1	1	4	2	78
Hourly Total	0	15	122	0	137	0	141	4	1	145	0	4	19	7	23	305
Grand Total	0	67	617	24	684	0	692	27	11	719	0	84	105	95	189	1592
Approach %	0.0	9.8	90.2	-	-	0.0	96.2	3.8	-	-	0.0	44.4	55.6	-	-	-
Total %	0.0	4.2	38.8	-	43.0	0.0	43.5	1.7	-	45.2	0.0	5.3	6.6	-	11.9	-
Lights	0	67	609	-	676	0	682	26	-	708	0	75	101	-	176	1560
% Lights	-	100.0	98.7	-	98.8	-	98.6	96.3	-	98.5	-	89.3	96.2	-	93.1	98.0

Buses	0	0	4	-	4	0	5	1	-	6	0	9	3	-	12	22
% Buses	-	0.0	0.6	-	0.6	-	0.7	3.7	-	0.8	-	10.7	2.9	-	6.3	1.4
Single-Unit Trucks	0	0	3	-	3	0	5	0	-	5	0	0	0	-	0	8
% Single-Unit Trucks	-	0.0	0.5	-	0.4	-	0.7	0.0	-	0.7	-	0.0	0.0	-	0.0	0.5
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	1	-	1	0	0	0	-	0	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.2	-	0.1	-	0.0	0.0	-	0.0	-	0.0	1.0	-	0.5	0.1
Pedestrians	-	-	-	24	-	-	-	-	11	-	-	-	-	95	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Crescent Boulevard with Lake Street
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Lake Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	4	17	0	21	0	28	1	0	29	0	3	2	4	5	55
7:30 AM	0	2	27	0	29	0	36	1	0	37	0	4	6	2	10	76
7:45 AM	0	3	33	0	36	0	51	3	0	54	0	24	11	19	35	125
8:00 AM	0	2	36	0	38	0	21	0	0	21	0	3	6	0	9	68
Total	0	11	113	0	124	0	136	5	0	141	0	34	25	25	59	324
Approach %	0.0	8.9	91.1	-	-	0.0	96.5	3.5	-	-	0.0	57.6	42.4	-	-	-
Total %	0.0	3.4	34.9	-	38.3	0.0	42.0	1.5	-	43.5	0.0	10.5	7.7	-	18.2	-
PHF	0.000	0.688	0.785	-	0.816	0.000	0.667	0.417	-	0.653	0.000	0.354	0.568	-	0.421	0.648
Lights	0	11	113	-	124	0	134	5	-	139	0	32	23	-	55	318
% Lights	-	100.0	100.0	-	100.0	-	98.5	100.0	-	98.6	-	94.1	92.0	-	93.2	98.1
Buses	0	0	0	-	0	0	1	0	-	1	0	2	2	-	4	5
% Buses	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	-	5.9	8.0	-	6.8	1.5
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	-	0.0	0.0	-	0.0	0.3
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	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Count Name: Crescent Boulevard with Lake Street
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Lake Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	2	22	1	24	0	38	3	0	41	0	0	2	5	2	67
3:00 PM	0	6	37	4	43	0	35	5	4	40	0	18	12	32	30	113
3:15 PM	0	3	19	2	22	0	30	2	2	32	0	4	4	6	8	62
3:30 PM	0	1	27	1	28	0	16	0	1	16	0	3	4	1	7	51
Total	0	12	105	8	117	0	119	10	7	129	0	25	22	44	47	293
Approach %	0.0	10.3	89.7	-	-	0.0	92.2	7.8	-	-	0.0	53.2	46.8	-	-	-
Total %	0.0	4.1	35.8	-	39.9	0.0	40.6	3.4	-	44.0	0.0	8.5	7.5	-	16.0	-
PHF	0.000	0.500	0.709	-	0.680	0.000	0.783	0.500	-	0.787	0.000	0.347	0.458	-	0.392	0.648
Lights	0	12	103	-	115	0	117	10	-	127	0	20	20	-	40	282
% Lights	-	100.0	98.1	-	98.3	-	98.3	100.0	-	98.4	-	80.0	90.9	-	85.1	96.2
Buses	0	0	2	-	2	0	2	0	-	2	0	5	1	-	6	10
% Buses	-	0.0	1.9	-	1.7	-	1.7	0.0	-	1.6	-	20.0	4.5	-	12.8	3.4
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	1	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	4.5	-	2.1	0.3
Pedestrians	-	-	-	8	-	-	-	-	7	-	-	-	-	44	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Crescent Boulevard with Park Boulevard TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Park Boulevard Northbound						Park Boulevard 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	3	12	17	2	32	0	7	8	14	2	29	0	5	31	13	0	49	0	4	20	1	1	25	135
7:15 AM	0	9	20	20	5	49	0	8	15	27	0	50	0	5	36	20	3	61	0	3	17	3	3	23	183
7:30 AM	0	1	20	23	6	44	0	19	12	43	5	74	0	10	42	29	3	81	0	1	22	4	4	27	226
7:45 AM	0	4	17	29	20	50	0	43	17	48	0	108	0	3	54	82	4	139	0	7	21	2	18	30	327
Hourly Total	0	17	69	89	33	175	0	77	52	132	7	261	0	23	163	144	10	330	0	15	80	10	26	105	871
8:00 AM	0	2	12	25	6	39	0	32	14	74	0	120	0	9	62	15	3	86	0	4	27	1	9	32	277
8:15 AM	0	4	8	22	1	34	0	7	12	29	1	48	0	3	57	5	2	65	0	3	28	1	2	32	179
8:30 AM	0	2	21	19	2	42	0	10	11	18	0	39	0	3	53	4	0	60	0	2	36	1	2	39	180
8:45 AM	0	2	13	21	0	36	0	10	7	15	0	32	0	7	54	10	1	71	0	4	34	1	0	39	178
Hourly Total	0	10	54	87	9	151	0	59	44	136	1	239	0	22	226	34	6	282	0	13	125	4	13	142	814
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	14	9	2	24	0	6	8	9	2	23	0	6	53	6	0	65	0	2	27	1	2	30	142
2:15 PM	0	4	10	12	1	26	0	5	2	14	0	21	0	4	52	10	0	66	0	7	20	1	1	28	141
2:30 PM	0	2	17	15	5	34	0	29	4	14	0	47	0	4	53	24	0	81	0	3	21	1	6	25	187
2:45 PM	0	1	22	17	3	40	0	17	5	24	3	46	0	4	58	24	1	86	0	7	19	0	6	26	198
Hourly Total	0	8	63	53	11	124	0	57	19	61	5	137	0	18	216	64	1	298	0	19	87	3	15	109	668
3:00 PM	0	1	18	25	12	44	0	35	16	48	5	99	0	4	68	41	1	113	0	9	38	3	25	50	306
3:15 PM	0	3	15	16	5	34	0	14	8	35	1	57	0	6	64	10	2	80	0	9	31	0	3	40	211
3:30 PM	0	5	20	26	7	51	0	11	10	26	1	47	0	5	58	14	1	77	0	3	27	1	1	31	206
3:45 PM	0	4	24	26	4	54	0	26	13	21	0	60	0	5	63	27	0	95	0	7	56	0	7	63	272
Hourly Total	0	13	77	93	28	183	0	86	47	130	7	263	0	20	253	92	4	365	0	28	152	4	36	184	995
4:00 PM	0	2	19	14	2	35	0	23	9	32	1	64	0	10	78	16	0	104	0	5	28	1	2	34	237
4:15 PM	0	1	27	13	0	41	0	7	11	58	2	76	0	0	66	11	3	77	0	8	15	1	7	24	218
4:30 PM	0	3	20	15	4	38	0	17	11	32	0	60	0	8	68	14	2	90	0	8	32	0	2	40	228
4:45 PM	0	4	20	18	8	42	0	22	7	37	4	66	0	2	73	22	1	97	0	2	24	2	3	28	233
Hourly Total	0	10	86	60	14	156	0	69	38	159	7	266	0	20	285	63	6	368	0	23	99	4	14	126	916
5:00 PM	0	2	29	23	1	54	0	27	22	46	0	95	0	4	60	22	0	86	0	11	42	2	1	55	290
5:15 PM	0	1	16	18	5	35	0	27	5	55	3	87	0	3	65	11	2	79	0	3	32	0	2	35	236
5:30 PM	0	1	10	23	6	34	0	10	13	12	0	35	0	4	69	17	1	90	0	9	34	2	2	45	204
5:45 PM	0	1	17	30	6	48	0	17	8	28	0	53	0	6	67	27	0	100	0	5	38	1	0	44	245
Hourly Total	0	5	72	94	18	171	0	81	48	141	3	270	0	17	261	77	3	355	0	28	146	5	5	179	975
Grand Total	0	63	421	476	113	960	0	429	248	759	30	1436	0	120	1404	474	30	1998	0	126	689	30	109	845	5239
Approach %	0.0	6.6	43.9	49.6	-	-	0.0	29.9	17.3	52.9	-	-	0.0	6.0	70.3	23.7	-	-	0.0	14.9	81.5	3.6	-	-	-
Total %	0.0	1.2	8.0	9.1	-	18.3	0.0	8.2	4.7	14.5	-	27.4	0.0	2.3	26.8	9.0	-	38.1	0.0	2.4	13.2	0.6	-	16.1	-
Lights	0	62	420	467	-	949	0	423	247	748	-	1418	0	111	1357	472	-	1940	0	125	668	30	-	823	5130

% Lights	-	98.4	99.8	98.1	-	98.9	-	98.6	99.6	98.6	-	98.7	-	92.5	96.7	99.6	-	97.1	-	99.2	97.0	100.0	-	97.4	97.9
Buses	0	0	0	8	-	8	0	2	1	10	-	13	0	7	33	1	-	41	0	1	15	0	-	16	78
% Buses	-	0.0	0.0	1.7	-	0.8	-	0.5	0.4	1.3	-	0.9	-	5.8	2.4	0.2	-	2.1	-	0.8	2.2	0.0	-	1.9	1.5
Single-Unit Trucks	0	1	0	1	-	2	0	3	0	1	-	4	0	2	7	1	-	10	0	0	5	0	-	5	21
% Single-Unit Trucks	-	1.6	0.0	0.2	-	0.2	-	0.7	0.0	0.1	-	0.3	-	1.7	0.5	0.2	-	0.5	-	0.0	0.7	0.0	-	0.6	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	7	0	0	1	0	-	1	8
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.4	-	0.0	0.1	0.0	-	0.1	0.2
Bicycles on Road	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.2	0.0	-	0.1	-	0.2	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	113	-	-	-	-	-	30	-	-	-	-	-	30	-	-	-	-	-	109	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Crescent Boulevard with Park Boulevard TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Park Boulevard Northbound						Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	9	20	20	5	49	0	8	15	27	0	50	0	5	36	20	3	61	0	3	17	3	3	23	183
7:30 AM	0	1	20	23	6	44	0	19	12	43	5	74	0	10	42	29	3	81	0	1	22	4	4	27	226
7:45 AM	0	4	17	29	20	50	0	43	17	48	0	108	0	3	54	82	4	139	0	7	21	2	18	30	327
8:00 AM	0	2	12	25	6	39	0	32	14	74	0	120	0	9	62	15	3	86	0	4	27	1	9	32	277
Total	0	16	69	97	37	182	0	102	58	192	5	352	0	27	194	146	13	367	0	15	87	10	34	112	1013
Approach %	0.0	8.8	37.9	53.3	-	-	0.0	29.0	16.5	54.5	-	-	0.0	7.4	52.9	39.8	-	-	0.0	13.4	77.7	8.9	-	-	-
Total %	0.0	1.6	6.8	9.6	-	18.0	0.0	10.1	5.7	19.0	-	34.7	0.0	2.7	19.2	14.4	-	36.2	0.0	1.5	8.6	1.0	-	11.1	-
PHF	0.000	0.444	0.863	0.836	-	0.910	0.000	0.593	0.853	0.649	-	0.733	0.000	0.675	0.782	0.445	-	0.660	0.000	0.536	0.806	0.625	-	0.875	0.774
Lights	0	15	69	95	-	179	0	101	58	190	-	349	0	24	185	146	-	355	0	15	84	10	-	109	992
% Lights	-	93.8	100.0	97.9	-	98.4	-	99.0	100.0	99.0	-	99.1	-	88.9	95.4	100.0	-	96.7	-	100.0	96.6	100.0	-	97.3	97.9
Buses	0	0	0	2	-	2	0	1	0	2	-	3	0	2	5	0	-	7	0	0	2	0	-	2	14
% Buses	-	0.0	0.0	2.1	-	1.1	-	1.0	0.0	1.0	-	0.9	-	7.4	2.6	0.0	-	1.9	-	0.0	2.3	0.0	-	1.8	1.4
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	1	2	0	-	3	0	0	1	0	-	1	5
% Single-Unit Trucks	-	6.3	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	3.7	1.0	0.0	-	0.8	-	0.0	1.1	0.0	-	0.9	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.5	-	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	-	-	-	-	37	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	34	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Crescent Boulevard with Park Boulevard TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Park Boulevard Northbound						Park Boulevard 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	
2:45 PM	0	1	22	17	3	40	0	17	5	24	3	46	0	4	58	24	1	86	0	7	19	0	6	26	198
3:00 PM	0	1	18	25	12	44	0	35	16	48	5	99	0	4	68	41	1	113	0	9	38	3	25	50	306
3:15 PM	0	3	15	16	5	34	0	14	8	35	1	57	0	6	64	10	2	80	0	9	31	0	3	40	211
3:30 PM	0	5	20	26	7	51	0	11	10	26	1	47	0	5	58	14	1	77	0	3	27	1	1	31	206
Total	0	10	75	84	27	169	0	77	39	133	10	249	0	19	248	89	5	356	0	28	115	4	35	147	921
Approach %	0.0	5.9	44.4	49.7	-	-	0.0	30.9	15.7	53.4	-	-	0.0	5.3	69.7	25.0	-	-	0.0	19.0	78.2	2.7	-	-	-
Total %	0.0	1.1	8.1	9.1	-	18.3	0.0	8.4	4.2	14.4	-	27.0	0.0	2.1	26.9	9.7	-	38.7	0.0	3.0	12.5	0.4	-	16.0	-
PHF	0.000	0.500	0.852	0.808	-	0.828	0.000	0.550	0.609	0.693	-	0.629	0.000	0.792	0.912	0.543	-	0.788	0.000	0.778	0.757	0.333	-	0.735	0.752
Lights	0	10	75	83	-	168	0	76	39	130	-	245	0	18	243	89	-	350	0	28	114	4	-	146	909
% Lights	-	100.0	100.0	98.8	-	99.4	-	98.7	100.0	97.7	-	98.4	-	94.7	98.0	100.0	-	98.3	-	100.0	99.1	100.0	-	99.3	98.7
Buses	0	0	0	1	-	1	0	1	0	3	-	4	0	1	3	0	-	4	0	0	1	0	-	1	10
% Buses	-	0.0	0.0	1.2	-	0.6	-	1.3	0.0	2.3	-	1.6	-	5.3	1.2	0.0	-	1.1	-	0.0	0.9	0.0	-	0.7	1.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.6	-	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	-	-	-	-	27	-	-	-	-	-	10	-	-	-	-	-	5	-	-	-	-	-	35	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Crescent+Boulevard+with+Crescent+Court TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Data

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Crescent Court Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	12	1	0	13	0	11	12	0	23	0	0	3	0	3	39
7:15 AM	0	13	0	0	13	0	12	16	0	28	0	0	15	0	15	56
7:30 AM	0	27	1	0	28	0	7	37	0	44	0	0	19	0	19	91
7:45 AM	1	62	0	0	63	0	27	62	0	89	0	0	17	0	17	169
Hourly Total	1	114	2	0	117	0	57	127	0	184	0	0	54	0	54	355
8:00 AM	0	18	2	0	20	0	18	28	0	46	0	0	15	0	15	81
8:15 AM	0	31	0	0	31	0	27	26	0	53	0	0	22	0	22	106
8:30 AM	0	22	0	0	22	0	16	30	0	46	0	0	14	0	14	82
8:45 AM	0	29	0	0	29	0	13	23	0	36	0	0	13	0	13	78
Hourly Total	0	100	2	0	102	0	74	107	0	181	0	0	64	0	64	347
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	24	0	0	24	0	17	25	1	42	0	0	9	0	9	75
2:15 PM	0	13	0	0	13	0	10	16	0	26	0	0	16	0	16	55
2:30 PM	0	29	0	0	29	0	20	22	0	42	0	2	12	0	14	85
2:45 PM	0	21	0	0	21	0	10	38	0	48	0	2	7	0	9	78
Hourly Total	0	87	0	0	87	0	57	101	1	158	0	4	44	0	48	293
3:00 PM	0	63	2	0	65	0	21	29	0	50	0	0	26	0	26	141
3:15 PM	0	37	0	0	37	0	27	38	0	65	0	0	17	0	17	119
3:30 PM	0	36	0	0	36	0	22	22	0	44	0	0	15	0	15	95
3:45 PM	0	40	3	0	43	0	25	37	0	62	0	0	19	0	19	124
Hourly Total	0	176	5	0	181	0	95	126	0	221	0	0	77	0	77	479
4:00 PM	0	30	0	0	30	0	22	36	0	58	0	1	20	0	21	109
4:15 PM	0	26	1	0	27	0	20	28	0	48	0	2	21	0	23	98
4:30 PM	0	30	2	0	32	0	27	45	0	72	0	6	29	0	35	139
4:45 PM	0	33	1	0	34	0	24	39	0	63	0	3	54	0	57	154
Hourly Total	0	119	4	0	123	0	93	148	0	241	0	12	124	0	136	500
5:00 PM	0	34	1	0	35	0	39	47	0	86	0	3	38	0	41	162
5:15 PM	0	29	1	0	30	0	36	47	0	83	0	3	55	0	58	171
5:30 PM	0	31	0	0	31	0	32	31	0	63	0	1	32	0	33	127
5:45 PM	0	34	1	0	35	0	31	53	1	84	0	0	15	0	15	134
Hourly Total	0	128	3	0	131	0	138	178	1	316	0	7	140	0	147	594
Grand Total	1	724	16	0	741	0	514	787	2	1301	0	23	503	0	526	2568
Approach %	0.1	97.7	2.2	-	-	0.0	39.5	60.5	-	-	0.0	4.4	95.6	-	-	-
Total %	0.0	28.2	0.6	-	28.9	0.0	20.0	30.6	-	50.7	0.0	0.9	19.6	-	20.5	-
Lights	1	697	16	-	714	0	499	768	-	1267	0	21	493	-	514	2495
% Lights	100.0	96.3	100.0	-	96.4	-	97.1	97.6	-	97.4	-	91.3	98.0	-	97.7	97.2

Buses	0	18	0	-	18	0	8	4	-	12	0	2	8	-	10	40
% Buses	0.0	2.5	0.0	-	2.4	-	1.6	0.5	-	0.9	-	8.7	1.6	-	1.9	1.6
Single-Unit Trucks	0	5	0	-	5	0	5	12	-	17	0	0	2	-	2	24
% Single-Unit Trucks	0.0	0.7	0.0	-	0.7	-	1.0	1.5	-	1.3	-	0.0	0.4	-	0.4	0.9
Articulated Trucks	0	0	0	-	0	0	1	1	-	2	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.2	0.1	-	0.2	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	4	0	-	4	0	1	2	-	3	0	0	0	-	0	7
% Bicycles on Road	0.0	0.6	0.0	-	0.5	-	0.2	0.3	-	0.2	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Crescent+Boulevard+with+Crescent+Court TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Crescent Court Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	13	0	0	13	0	12	16	0	28	0	0	15	0	15	56
7:30 AM	0	27	1	0	28	0	7	37	0	44	0	0	19	0	19	91
7:45 AM	1	62	0	0	63	0	27	62	0	89	0	0	17	0	17	169
8:00 AM	0	18	2	0	20	0	18	28	0	46	0	0	15	0	15	81
Total	1	120	3	0	124	0	64	143	0	207	0	0	66	0	66	397
Approach %	0.8	96.8	2.4	-	-	0.0	30.9	69.1	-	-	0.0	0.0	100.0	-	-	-
Total %	0.3	30.2	0.8	-	31.2	0.0	16.1	36.0	-	52.1	0.0	0.0	16.6	-	16.6	-
PHF	0.250	0.484	0.375	-	0.492	0.000	0.593	0.577	-	0.581	0.000	0.000	0.868	-	0.868	0.587
Lights	1	117	3	-	121	0	58	142	-	200	0	0	65	-	65	386
% Lights	100.0	97.5	100.0	-	97.6	-	90.6	99.3	-	96.6	-	-	98.5	-	98.5	97.2
Buses	0	3	0	-	3	0	5	1	-	6	0	0	1	-	1	10
% Buses	0.0	2.5	0.0	-	2.4	-	7.8	0.7	-	2.9	-	-	1.5	-	1.5	2.5
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	1.6	0.0	-	0.5	-	-	0.0	-	0.0	0.3
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	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Crescent+Boulevard+with+Crescent+Court TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Crescent Court Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	21	0	0	21	0	10	38	0	48	0	2	7	0	9	78
3:00 PM	0	63	2	0	65	0	21	29	0	50	0	0	26	0	26	141
3:15 PM	0	37	0	0	37	0	27	38	0	65	0	0	17	0	17	119
3:30 PM	0	36	0	0	36	0	22	22	0	44	0	0	15	0	15	95
Total	0	157	2	0	159	0	80	127	0	207	0	2	65	0	67	433
Approach %	0.0	98.7	1.3	-	-	0.0	38.6	61.4	-	-	0.0	3.0	97.0	-	-	-
Total %	0.0	36.3	0.5	-	36.7	0.0	18.5	29.3	-	47.8	0.0	0.5	15.0	-	15.5	-
PHF	0.000	0.623	0.250	-	0.612	0.000	0.741	0.836	-	0.796	0.000	0.250	0.625	-	0.644	0.768
Lights	0	147	2	-	149	0	78	124	-	202	0	2	62	-	64	415
% Lights	-	93.6	100.0	-	93.7	-	97.5	97.6	-	97.6	-	100.0	95.4	-	95.5	95.8
Buses	0	8	0	-	8	0	1	2	-	3	0	0	2	-	2	13
% Buses	-	5.1	0.0	-	5.0	-	1.3	1.6	-	1.4	-	0.0	3.1	-	3.0	3.0
Single-Unit Trucks	0	1	0	-	1	0	1	1	-	2	0	0	1	-	1	4
% Single-Unit Trucks	-	0.6	0.0	-	0.6	-	1.3	0.8	-	1.0	-	0.0	1.5	-	1.5	0.9
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	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	0.6	0.0	-	0.6	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	0	-	-	-	-	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: Crescent+Boulevard+with+Lee+Street TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Data

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Lee Street Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	18	0	0	18	0	1	23	0	24	0	0	0	0	0	42
7:15 AM	0	30	0	1	30	0	0	26	0	26	0	0	1	0	1	57
7:30 AM	0	45	0	0	45	0	0	48	0	48	0	0	1	1	1	94
7:45 AM	0	80	2	7	82	0	2	86	0	88	1	2	2	6	5	175
Hourly Total	0	173	2	8	175	0	3	183	0	186	1	2	4	7	7	368
8:00 AM	1	31	0	2	32	0	0	45	1	45	0	0	3	0	3	80
8:15 AM	0	54	1	0	55	0	0	51	0	51	0	1	2	0	3	109
8:30 AM	0	34	0	0	34	0	0	46	0	46	0	0	2	0	2	82
8:45 AM	0	44	0	0	44	0	0	37	0	37	0	0	1	0	1	82
Hourly Total	1	163	1	2	165	0	0	179	1	179	0	1	8	0	9	353
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	31	1	1	32	0	2	38	0	40	0	2	1	1	3	75
2:15 PM	0	29	0	4	29	0	1	27	0	28	0	2	2	1	4	61
2:30 PM	0	40	1	1	41	0	0	36	0	36	0	1	1	0	2	79
2:45 PM	0	32	1	1	33	0	1	54	0	55	0	0	0	1	0	88
Hourly Total	0	132	3	7	135	0	4	155	0	159	0	5	4	3	9	303
3:00 PM	0	86	0	6	86	0	1	47	0	48	0	2	1	7	3	137
3:15 PM	0	52	1	0	53	0	0	61	0	61	0	1	1	0	2	116
3:30 PM	0	49	2	0	51	0	1	44	0	45	0	1	2	0	3	99
3:45 PM	0	59	1	0	60	0	1	60	0	61	0	0	2	3	2	123
Hourly Total	0	246	4	6	250	0	3	212	0	215	0	4	6	10	10	475
4:00 PM	0	48	0	3	48	0	1	59	0	60	0	0	0	0	0	108
4:15 PM	0	53	0	0	53	0	0	47	0	47	0	2	0	0	2	102
4:30 PM	0	56	0	0	56	0	0	72	0	72	0	0	1	0	1	129
4:45 PM	0	89	0	1	89	0	2	69	0	71	0	0	3	0	3	163
Hourly Total	0	246	0	4	246	0	3	247	0	250	0	2	4	0	6	502
5:00 PM	0	70	0	4	70	0	1	84	0	85	0	1	2	1	3	158
5:15 PM	0	84	0	0	84	0	6	79	0	85	0	0	0	2	0	169
5:30 PM	0	60	1	1	61	0	0	63	0	63	0	0	1	1	1	125
5:45 PM	0	50	0	1	50	0	1	82	0	83	0	1	0	1	1	134
Hourly Total	0	264	1	6	265	0	8	308	0	316	0	2	3	5	5	586
Grand Total	1	1224	11	33	1236	0	21	1284	1	1305	1	16	29	25	46	2587
Approach %	0.1	99.0	0.9	-	-	0.0	1.6	98.4	-	-	2.2	34.8	63.0	-	-	-
Total %	0.0	47.3	0.4	-	47.8	0.0	0.8	49.6	-	50.4	0.0	0.6	1.1	-	1.8	-
Lights	1	1191	9	-	1201	0	21	1254	-	1275	1	14	27	-	42	2518
% Lights	100.0	97.3	81.8	-	97.2	-	100.0	97.7	-	97.7	100.0	87.5	93.1	-	91.3	97.3

Buses	0	25	1	-	26	0	0	11	-	11	0	1	1	-	2	39
% Buses	0.0	2.0	9.1	-	2.1	-	0.0	0.9	-	0.8	0.0	6.3	3.4	-	4.3	1.5
Single-Unit Trucks	0	5	1	-	6	0	0	13	-	13	0	1	1	-	2	21
% Single-Unit Trucks	0.0	0.4	9.1	-	0.5	-	0.0	1.0	-	1.0	0.0	6.3	3.4	-	4.3	0.8
Articulated Trucks	0	0	0	-	0	0	0	5	-	5	0	0	0	-	0	5
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	3	0	-	3	0	0	1	-	1	0	0	0	-	0	4
% Bicycles on Road	0.0	0.2	0.0	-	0.2	-	0.0	0.1	-	0.1	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	33	-	-	-	-	1	-	-	-	-	25	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Crescent+Boulevard+with+Lee+Street TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Lee Street Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	30	0	1	30	0	0	26	0	26	0	0	1	0	1	57
7:30 AM	0	45	0	0	45	0	0	48	0	48	0	0	1	1	1	94
7:45 AM	0	80	2	7	82	0	2	86	0	88	1	2	2	6	5	175
8:00 AM	1	31	0	2	32	0	0	45	1	45	0	0	3	0	3	80
Total	1	186	2	10	189	0	2	205	1	207	1	2	7	7	10	406
Approach %	0.5	98.4	1.1	-	-	0.0	1.0	99.0	-	-	10.0	20.0	70.0	-	-	-
Total %	0.2	45.8	0.5	-	46.6	0.0	0.5	50.5	-	51.0	0.2	0.5	1.7	-	2.5	-
PHF	0.250	0.581	0.250	-	0.576	0.000	0.250	0.596	-	0.588	0.250	0.250	0.583	-	0.500	0.580
Lights	1	183	1	-	185	0	2	198	-	200	1	2	7	-	10	395
% Lights	100.0	98.4	50.0	-	97.9	-	100.0	96.6	-	96.6	100.0	100.0	100.0	-	100.0	97.3
Buses	0	3	1	-	4	0	0	6	-	6	0	0	0	-	0	10
% Buses	0.0	1.6	50.0	-	2.1	-	0.0	2.9	-	2.9	0.0	0.0	0.0	-	0.0	2.5
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.5	-	0.5	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
% 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
Pedestrians	-	-	-	10	-	-	-	-	1	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Crescent+Boulevard+with+Lee+Street TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Crescent Boulevard Eastbound					Crescent Boulevard Westbound					Lee Street Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	32	1	1	33	0	1	54	0	55	0	0	0	1	0	88
3:00 PM	0	86	0	6	86	0	1	47	0	48	0	2	1	7	3	137
3:15 PM	0	52	1	0	53	0	0	61	0	61	0	1	1	0	2	116
3:30 PM	0	49	2	0	51	0	1	44	0	45	0	1	2	0	3	99
Total	0	219	4	7	223	0	3	206	0	209	0	4	4	8	8	440
Approach %	0.0	98.2	1.8	-	-	0.0	1.4	98.6	-	-	0.0	50.0	50.0	-	-	-
Total %	0.0	49.8	0.9	-	50.7	0.0	0.7	46.8	-	47.5	0.0	0.9	0.9	-	1.8	-
PHF	0.000	0.637	0.500	-	0.648	0.000	0.750	0.844	-	0.857	0.000	0.500	0.500	-	0.667	0.803
Lights	0	208	3	-	211	0	3	201	-	204	0	4	3	-	7	422
% Lights	-	95.0	75.0	-	94.6	-	100.0	97.6	-	97.6	-	100.0	75.0	-	87.5	95.9
Buses	0	10	0	-	10	0	0	3	-	3	0	0	0	-	0	13
% Buses	-	4.6	0.0	-	4.5	-	0.0	1.5	-	1.4	-	0.0	0.0	-	0.0	3.0
Single-Unit Trucks	0	1	1	-	2	0	0	2	-	2	0	0	1	-	1	5
% Single-Unit Trucks	-	0.5	25.0	-	0.9	-	0.0	1.0	-	1.0	-	0.0	25.0	-	12.5	1.1
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	-	-	-	7	-	-	-	-	0	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Crescent+Boulevard+with+Riford+Road TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Data

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Riford Road Northbound						Riford 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	9	7	0	0	16	0	0	13	10	0	23	0	1	0	1	0	2	0	4	1	11	1	16	57
7:15 AM	0	21	8	0	0	29	0	0	12	10	0	22	0	0	1	0	0	1	0	19	2	14	2	35	87
7:30 AM	0	28	17	2	0	47	0	0	17	19	0	36	0	0	1	0	0	1	0	19	3	30	1	52	136
7:45 AM	0	51	28	1	0	80	0	0	31	19	0	50	0	0	0	0	0	0	0	23	6	56	2	85	215
Hourly Total	0	109	60	3	0	172	0	0	73	58	0	131	0	1	2	1	0	4	0	65	12	111	6	188	495
8:00 AM	0	23	13	0	0	36	0	0	21	9	0	30	0	0	2	0	0	2	0	12	3	21	0	36	104
8:15 AM	0	34	22	1	0	57	0	0	27	13	0	40	0	0	2	0	0	2	0	16	1	25	0	42	141
8:30 AM	0	21	16	0	0	37	0	0	25	5	0	30	0	0	1	0	0	1	0	20	0	22	1	42	110
8:45 AM	0	26	18	1	0	45	0	0	17	9	0	26	0	1	1	1	0	3	0	15	0	19	2	34	108
Hourly Total	0	104	69	2	0	175	0	0	90	36	0	126	0	1	6	1	0	8	0	63	4	87	3	154	463
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	16	17	1	0	34	0	1	20	3	0	24	0	2	0	2	0	4	0	5	2	19	1	26	88
2:15 PM	0	18	11	0	0	29	0	0	12	7	0	19	0	1	0	0	0	1	0	6	3	14	0	23	72
2:30 PM	0	18	23	0	0	41	0	0	18	10	0	28	0	1	0	0	0	1	0	3	3	18	2	24	94
2:45 PM	0	19	12	0	0	31	0	0	28	13	0	41	0	0	2	0	1	2	0	4	2	22	1	28	102
Hourly Total	0	71	63	1	0	135	0	1	78	33	0	112	0	4	2	2	1	8	0	18	10	73	4	101	356
3:00 PM	0	47	40	0	0	87	0	1	14	12	0	27	0	0	3	0	0	3	0	14	2	33	5	49	166
3:15 PM	0	20	32	0	0	52	0	0	33	16	1	49	0	3	1	0	0	4	0	17	1	25	0	43	148
3:30 PM	0	17	31	2	0	50	0	0	17	14	1	31	0	0	1	0	1	1	0	12	2	28	0	42	124
3:45 PM	0	28	30	1	0	59	0	0	30	13	2	43	0	0	1	2	1	3	0	23	0	32	0	55	160
Hourly Total	0	112	133	3	0	248	0	1	94	55	4	150	0	3	6	2	2	11	0	66	5	118	5	189	598
4:00 PM	0	28	25	0	0	53	0	1	21	14	0	36	0	0	2	0	0	2	0	18	0	38	1	56	147
4:15 PM	0	24	24	1	0	49	0	0	19	5	0	24	0	1	2	1	0	4	0	17	1	30	2	48	125
4:30 PM	0	28	29	2	0	59	0	0	29	7	0	36	0	1	1	0	0	2	0	21	0	37	2	58	155
4:45 PM	0	49	36	0	0	85	0	0	39	8	0	47	0	0	1	0	0	1	0	18	4	30	2	52	185
Hourly Total	0	129	114	3	0	246	0	1	108	34	0	143	0	2	6	1	0	9	0	74	5	135	7	214	612
5:00 PM	0	37	37	1	0	75	0	0	30	14	0	44	0	0	2	1	0	3	0	21	0	52	3	73	195
5:15 PM	0	58	27	0	0	85	0	0	35	12	0	47	0	0	2	0	0	2	0	22	0	50	1	72	206
5:30 PM	0	38	23	3	0	64	0	0	18	8	0	26	0	1	1	0	0	2	0	15	0	43	2	58	150
5:45 PM	0	26	23	0	0	49	0	0	28	15	0	43	0	1	0	2	0	3	0	7	0	53	0	60	155
Hourly Total	0	159	110	4	0	273	0	0	111	49	0	160	0	2	5	3	0	10	0	65	0	198	6	263	706
Grand Total	0	684	549	16	0	1249	0	3	554	265	4	822	0	13	27	10	3	50	0	351	36	722	31	1109	3230
Approach %	0.0	54.8	44.0	1.3	-	-	0.0	0.4	67.4	32.2	-	-	0.0	26.0	54.0	20.0	-	-	0.0	31.7	3.2	65.1	-	-	-
Total %	0.0	21.2	17.0	0.5	-	38.7	0.0	0.1	17.2	8.2	-	25.4	0.0	0.4	0.8	0.3	-	1.5	0.0	10.9	1.1	22.4	-	34.3	-
Lights	0	665	535	13	-	1213	0	3	545	254	-	802	0	11	26	8	-	45	0	345	36	704	-	1085	3145

% Lights	-	97.2	97.4	81.3	-	97.1	-	100.0	98.4	95.8	-	97.6	-	84.6	96.3	80.0	-	90.0	-	98.3	100.0	97.5	-	97.8	97.4
Buses	0	17	8	1	-	26	0	0	4	7	-	11	0	0	1	0	-	1	0	4	0	7	-	11	49
% Buses	-	2.5	1.5	6.3	-	2.1	-	0.0	0.7	2.6	-	1.3	-	0.0	3.7	0.0	-	2.0	-	1.1	0.0	1.0	-	1.0	1.5
Single-Unit Trucks	0	2	2	2	-	6	0	0	3	4	-	7	0	2	0	2	-	4	0	1	0	9	-	10	27
% Single-Unit Trucks	-	0.3	0.4	12.5	-	0.5	-	0.0	0.5	1.5	-	0.9	-	15.4	0.0	20.0	-	8.0	-	0.3	0.0	1.2	-	0.9	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	2	-	3	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.3	0.0	0.3	-	0.3	0.1
Bicycles on Road	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	5
% Bicycles on Road	-	0.0	0.7	0.0	-	0.3	-	0.0	0.2	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Crescent+Boulevard+with+Riford+Road TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Riford Road Northbound						Riford Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	21	8	0	0	29	0	0	12	10	0	22	0	0	1	0	0	1	0	19	2	14	2	35	87
7:30 AM	0	28	17	2	0	47	0	0	17	19	0	36	0	0	1	0	0	1	0	19	3	30	1	52	136
7:45 AM	0	51	28	1	0	80	0	0	31	19	0	50	0	0	0	0	0	0	0	23	6	56	2	85	215
8:00 AM	0	23	13	0	0	36	0	0	21	9	0	30	0	0	2	0	0	2	0	12	3	21	0	36	104
Total	0	123	66	3	0	192	0	0	81	57	0	138	0	0	4	0	0	4	0	73	14	121	5	208	542
Approach %	0.0	64.1	34.4	1.6	-	-	0.0	0.0	58.7	41.3	-	-	0.0	0.0	100.0	0.0	-	-	0.0	35.1	6.7	58.2	-	-	-
Total %	0.0	22.7	12.2	0.6	-	35.4	0.0	0.0	14.9	10.5	-	25.5	0.0	0.0	0.7	0.0	-	0.7	0.0	13.5	2.6	22.3	-	38.4	-
PHF	0.000	0.603	0.589	0.375	-	0.600	0.000	0.000	0.653	0.750	-	0.690	0.000	0.000	0.500	0.000	-	0.500	0.000	0.793	0.583	0.540	-	0.612	0.630
Lights	0	121	65	3	-	189	0	0	79	55	-	134	0	0	3	0	-	3	0	71	14	116	-	201	527
% Lights	-	98.4	98.5	100.0	-	98.4	-	-	97.5	96.5	-	97.1	-	-	75.0	-	-	75.0	-	97.3	100.0	95.9	-	96.6	97.2
Buses	0	2	1	0	-	3	0	0	2	2	-	4	0	0	1	0	-	1	0	2	0	4	-	6	14
% Buses	-	1.6	1.5	0.0	-	1.6	-	-	2.5	3.5	-	2.9	-	-	25.0	-	-	25.0	-	2.7	0.0	3.3	-	2.9	2.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0	0.8	-	0.5	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Crescent+Boulevard+with+Riford+Road TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Crescent Boulevard Eastbound						Crescent Boulevard Westbound						Riford Road Northbound						Riford 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	
2:45 PM	0	19	12	0	0	31	0	0	28	13	0	41	0	0	2	0	1	2	0	4	2	22	1	28	102
3:00 PM	0	47	40	0	0	87	0	1	14	12	0	27	0	0	3	0	0	3	0	14	2	33	5	49	166
3:15 PM	0	20	32	0	0	52	0	0	33	16	1	49	0	3	1	0	0	4	0	17	1	25	0	43	148
3:30 PM	0	17	31	2	0	50	0	0	17	14	1	31	0	0	1	0	1	1	0	12	2	28	0	42	124
Total	0	103	115	2	0	220	0	1	92	55	2	148	0	3	7	0	2	10	0	47	7	108	6	162	540
Approach %	0.0	46.8	52.3	0.9	-	-	0.0	0.7	62.2	37.2	-	-	0.0	30.0	70.0	0.0	-	-	0.0	29.0	4.3	66.7	-	-	-
Total %	0.0	19.1	21.3	0.4	-	40.7	0.0	0.2	17.0	10.2	-	27.4	0.0	0.6	1.3	0.0	-	1.9	0.0	8.7	1.3	20.0	-	30.0	-
PHF	0.000	0.548	0.719	0.250	-	0.632	0.000	0.250	0.697	0.859	-	0.755	0.000	0.250	0.583	0.000	-	0.625	0.000	0.691	0.875	0.818	-	0.827	0.813
Lights	0	98	110	0	-	208	0	1	91	52	-	144	0	2	7	0	-	9	0	47	7	105	-	159	520
% Lights	-	95.1	95.7	0.0	-	94.5	-	100.0	98.9	94.5	-	97.3	-	66.7	100.0	-	-	90.0	-	100.0	100.0	97.2	-	98.1	96.3
Buses	0	5	4	1	-	10	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	3	-	3	15
% Buses	-	4.9	3.5	50.0	-	4.5	-	0.0	0.0	3.6	-	1.4	-	0.0	0.0	-	-	0.0	-	0.0	0.0	2.8	-	1.9	2.8
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	1	-	2	0	1	0	0	-	1	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.0	50.0	-	0.5	-	0.0	1.1	1.8	-	1.4	-	33.3	0.0	-	-	10.0	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.9	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Ellyn Avenue with Ellyn Court TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Ellyn Court Eastbound					Ellyn Avenue Northbound					Ellyn Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	9	0	9	0	12	0	0	12	21
7:15 AM	0	0	0	0	0	0	0	8	0	8	0	18	0	0	18	26
7:30 AM	0	1	0	0	1	0	0	4	0	4	0	37	0	0	37	42
7:45 AM	0	1	2	0	3	0	0	2	0	2	0	39	0	0	39	44
Hourly Total	0	2	2	0	4	0	0	23	0	23	0	106	0	0	106	133
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	23	1	0	24	24
8:15 AM	0	0	2	0	2	0	0	2	0	2	0	5	0	0	5	9
8:30 AM	0	1	0	0	1	0	0	2	0	2	0	9	1	0	10	13
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	9
Hourly Total	0	1	2	0	3	0	0	4	1	4	0	46	2	0	48	55
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	5
2:15 PM	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	5
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	12
2:45 PM	0	0	0	2	0	0	0	0	0	0	0	16	0	0	16	16
Hourly Total	0	0	0	2	0	0	0	2	0	2	0	36	0	0	36	38
3:00 PM	0	0	0	1	0	0	0	6	2	6	0	42	1	0	43	49
3:15 PM	0	0	1	0	1	1	1	5	0	7	0	21	0	0	21	29
3:30 PM	0	0	1	1	1	0	0	2	0	2	0	16	1	0	17	20
3:45 PM	0	0	0	0	0	0	0	5	0	5	0	20	0	0	20	25
Hourly Total	0	0	2	2	2	1	1	18	2	20	0	99	2	0	101	123
4:00 PM	0	1	1	0	2	0	2	3	0	5	0	19	0	0	19	26
4:15 PM	0	0	0	0	0	0	0	2	0	2	0	20	0	0	20	22
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	26
4:45 PM	0	0	1	0	1	0	0	6	1	6	0	22	0	0	22	29
Hourly Total	0	1	2	0	3	0	2	11	1	13	0	87	0	0	87	103
5:00 PM	0	0	0	0	0	0	0	4	3	4	0	38	0	0	38	42
5:15 PM	0	2	0	1	2	0	1	4	1	5	0	22	1	0	23	30
5:30 PM	0	0	1	0	1	1	1	11	0	13	0	14	1	0	15	29
5:45 PM	0	0	0	0	0	0	0	7	0	7	0	11	0	0	11	18
Hourly Total	0	2	1	1	3	1	2	26	4	29	0	85	2	0	87	119
Grand Total	0	6	9	5	15	2	5	84	8	91	0	459	6	0	465	571
Approach %	0.0	40.0	60.0	-	-	2.2	5.5	92.3	-	-	0.0	98.7	1.3	-	-	-
Total %	0.0	1.1	1.6	-	2.6	0.4	0.9	14.7	-	15.9	0.0	80.4	1.1	-	81.4	-
Lights	0	6	9	-	15	2	5	80	-	87	0	446	6	-	452	554
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	95.2	-	95.6	-	97.2	100.0	-	97.2	97.0

Buses	0	0	0	-	0	0	0	1	-	1	0	10	0	-	10	11
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.2	-	1.1	-	2.2	0.0	-	2.2	1.9
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	1.2	-	1.1	-	0.4	0.0	-	0.4	0.5
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	0.0
Bicycles on Road	0	0	0	-	0	0	0	2	-	2	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	2.4	-	2.2	-	0.2	0.0	-	0.2	0.5
Pedestrians	-	-	-	5	-	-	-	-	8	-	-	-	-	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 bmay@kloainc.com

Count Name: Ellyn Avenue with Ellyn Court TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Ellyn Court Eastbound					Ellyn Avenue Northbound					Ellyn Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	0	8	0	8	0	18	0	0	18	26
7:30 AM	0	1	0	0	1	0	0	4	0	4	0	37	0	0	37	42
7:45 AM	0	1	2	0	3	0	0	2	0	2	0	39	0	0	39	44
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	23	1	0	24	24
Total	0	2	2	0	4	0	0	14	1	14	0	117	1	0	118	136
Approach %	0.0	50.0	50.0	-	-	0.0	0.0	100.0	-	-	0.0	99.2	0.8	-	-	-
Total %	0.0	1.5	1.5	-	2.9	0.0	0.0	10.3	-	10.3	0.0	86.0	0.7	-	86.8	-
PHF	0.000	0.500	0.250	-	0.333	0.000	0.000	0.438	-	0.438	0.000	0.750	0.250	-	0.756	0.773
Lights	0	2	2	-	4	0	0	14	-	14	0	116	1	-	117	135
% Lights	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	99.1	100.0	-	99.2	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.9	0.0	-	0.8	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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
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	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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

Count Name: Ellyn Avenue with Ellyn Court TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Ellyn Court Eastbound					Ellyn Avenue Northbound					Ellyn Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
2:45 PM	0	0	0	2	0	0	0	0	0	0	0	16	0	0	16	16
3:00 PM	0	0	0	1	0	0	0	6	2	6	0	42	1	0	43	49
3:15 PM	0	0	1	0	1	1	1	5	0	7	0	21	0	0	21	29
3:30 PM	0	0	1	1	1	0	0	2	0	2	0	16	1	0	17	20
Total	0	0	2	4	2	1	1	13	2	15	0	95	2	0	97	114
Approach %	0.0	0.0	100.0	-	-	6.7	6.7	86.7	-	-	0.0	97.9	2.1	-	-	-
Total %	0.0	0.0	1.8	-	1.8	0.9	0.9	11.4	-	13.2	0.0	83.3	1.8	-	85.1	-
PHF	0.000	0.000	0.500	-	0.500	0.250	0.250	0.542	-	0.536	0.000	0.565	0.500	-	0.564	0.582
Lights	0	0	2	-	2	1	1	11	-	13	0	91	2	-	93	108
% Lights	-	-	100.0	-	100.0	100.0	100.0	84.6	-	86.7	-	95.8	100.0	-	95.9	94.7
Buses	0	0	0	-	0	0	0	1	-	1	0	4	0	-	4	5
% Buses	-	-	0.0	-	0.0	0.0	0.0	7.7	-	6.7	-	4.2	0.0	-	4.1	4.4
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	-	0.0	0.0	0.0	7.7	-	6.7	-	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	4	-	-	-	-	2	-	-	-	-	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 bmay@kloainc.com

Count Name: Ellyn Avenue with Pennsylvania Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Pennsylvania Avenue Eastbound					Ellyn Avenue Northbound					Ellyn Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	1	0	10	3	11	0	9	0	1	9	20
7:15 AM	0	0	0	0	0	0	0	11	12	11	0	19	0	3	19	30
7:30 AM	0	1	0	3	1	0	0	3	37	3	0	34	0	6	34	38
7:45 AM	0	0	0	6	0	0	0	3	207	3	0	43	0	0	43	46
Hourly Total	0	1	0	9	1	1	0	27	259	28	0	105	0	10	105	134
8:00 AM	0	0	0	0	0	0	0	1	28	1	0	26	0	2	26	27
8:15 AM	0	0	0	0	0	0	0	2	5	2	0	7	0	0	7	9
8:30 AM	0	0	0	0	0	0	0	1	6	1	0	8	0	0	8	9
8:45 AM	0	0	0	2	0	0	0	0	7	0	0	11	0	1	11	11
Hourly Total	0	0	0	2	0	0	0	4	46	4	0	52	0	3	52	56
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	1	4	1	0	4	0	0	4	5
2:15 PM	0	0	0	0	0	0	0	1	6	1	0	4	0	0	4	5
2:30 PM	0	0	0	1	0	0	0	1	3	1	0	11	0	1	11	12
2:45 PM	0	0	0	8	0	0	0	0	44	0	0	16	0	5	16	16
Hourly Total	0	0	0	9	0	0	0	3	57	3	0	35	0	6	35	38
3:00 PM	0	0	0	76	0	0	0	5	389	5	0	41	0	57	41	46
3:15 PM	0	0	0	3	0	0	0	6	14	6	0	24	0	14	24	30
3:30 PM	0	1	0	8	1	0	0	2	17	2	0	17	0	2	17	20
3:45 PM	0	0	0	12	0	0	0	2	24	2	0	19	0	8	19	21
Hourly Total	0	1	0	99	1	0	0	15	444	15	0	101	0	81	101	117
4:00 PM	0	0	0	1	0	0	0	6	5	6	0	22	0	0	22	28
4:15 PM	0	0	0	12	0	0	0	2	28	2	0	20	0	0	20	22
4:30 PM	0	0	0	20	0	0	0	0	10	0	0	25	0	0	25	25
4:45 PM	0	0	0	15	0	1	0	5	30	6	0	19	0	0	19	25
Hourly Total	0	0	0	48	0	1	0	13	73	14	0	86	0	0	86	100
5:00 PM	0	0	0	18	0	0	0	4	33	4	0	41	0	0	41	45
5:15 PM	0	0	0	11	0	0	0	5	9	5	0	23	0	0	23	28
5:30 PM	0	0	0	0	0	0	0	13	4	13	0	18	0	0	18	31
5:45 PM	0	0	0	1	0	0	0	8	2	8	0	11	0	0	11	19
Hourly Total	0	0	0	30	0	0	0	30	48	30	0	93	0	0	93	123
Grand Total	0	2	0	197	2	2	0	92	927	94	0	472	0	100	472	568
Approach %	0.0	100.0	0.0	-	-	2.1	0.0	97.9	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.4	0.0	-	0.4	0.4	0.0	16.2	-	16.5	0.0	83.1	0.0	-	83.1	-
Lights	0	1	0	-	1	2	0	89	-	91	0	460	0	-	460	552
% Lights	-	50.0	-	-	50.0	100.0	-	96.7	-	96.8	-	97.5	-	-	97.5	97.2

Buses	0	0	0	-	0	0	0	2	-	2	0	10	0	-	10	12
% Buses	-	0.0	-	-	0.0	0.0	-	2.2	-	2.1	-	2.1	-	-	2.1	2.1
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Single-Unit Trucks	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.2	-	-	0.2	0.2
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
Bicycles on Road	0	1	0	-	1	0	0	1	-	1	0	1	0	-	1	3
% Bicycles on Road	-	50.0	-	-	50.0	0.0	-	1.1	-	1.1	-	0.2	-	-	0.2	0.5
Pedestrians	-	-	-	197	-	-	-	-	927	-	-	-	-	100	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Ellyn Avenue with Pennsylvania Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Pennsylvania Avenue Eastbound					Ellyn Avenue Northbound					Ellyn Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	0	11	12	11	0	19	0	3	19	30
7:30 AM	0	1	0	3	1	0	0	3	37	3	0	34	0	6	34	38
7:45 AM	0	0	0	6	0	0	0	3	207	3	0	43	0	0	43	46
8:00 AM	0	0	0	0	0	0	0	1	28	1	0	26	0	2	26	27
Total	0	1	0	9	1	0	0	18	284	18	0	122	0	11	122	141
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.7	0.0	-	0.7	0.0	0.0	12.8	-	12.8	0.0	86.5	0.0	-	86.5	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.000	0.409	-	0.409	0.000	0.709	0.000	-	0.709	0.766
Lights	0	1	0	-	1	0	0	18	-	18	0	121	0	-	121	140
% Lights	-	100.0	-	-	100.0	-	-	100.0	-	100.0	-	99.2	-	-	99.2	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.8	-	-	0.8	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
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
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
Pedestrians	-	-	-	9	-	-	-	-	284	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Ellyn Avenue with Pennsylvania Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Pennsylvania Avenue Eastbound					Ellyn Avenue Northbound					Ellyn Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
2:45 PM	0	0	0	8	0	0	0	0	44	0	0	16	0	5	16	16
3:00 PM	0	0	0	76	0	0	0	5	389	5	0	41	0	57	41	46
3:15 PM	0	0	0	3	0	0	0	6	14	6	0	24	0	14	24	30
3:30 PM	0	1	0	8	1	0	0	2	17	2	0	17	0	2	17	20
Total	0	1	0	95	1	0	0	13	464	13	0	98	0	78	98	112
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.9	0.0	-	0.9	0.0	0.0	11.6	-	11.6	0.0	87.5	0.0	-	87.5	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.000	0.542	-	0.542	0.000	0.598	0.000	-	0.598	0.609
Lights	0	0	0	-	0	0	0	12	-	12	0	94	0	-	94	106
% Lights	-	0.0	-	-	0.0	-	-	92.3	-	92.3	-	95.9	-	-	95.9	94.6
Buses	0	0	0	-	0	0	0	1	-	1	0	4	0	-	4	5
% Buses	-	0.0	-	-	0.0	-	-	7.7	-	7.7	-	4.1	-	-	4.1	4.5
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
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
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	100.0	-	-	100.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.9
Pedestrians	-	-	-	95	-	-	-	-	464	-	-	-	-	78	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Ellyn Avenue with Staff Parking Access (south) TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Access Drive Eastbound						Access Drive Westbound						Ellyn Avenue Northbound						Ellyn 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	1	0	2	0	3	0	0	1	0	1	1	0	4	3	0	10	7	0	2	8	1	1	11	22
7:15 AM	0	0	0	3	0	3	0	0	0	0	1	0	0	7	1	0	18	8	0	0	11	2	1	13	24
7:30 AM	0	2	0	1	0	3	0	0	0	1	10	1	0	3	3	0	34	6	0	0	33	12	7	45	55
7:45 AM	0	7	1	2	0	10	0	0	0	0	30	0	0	0	2	0	57	2	0	0	38	34	23	72	84
Hourly Total	0	10	1	8	0	19	0	0	1	1	42	2	0	14	9	0	119	23	0	2	90	49	32	141	185
8:00 AM	0	4	0	2	0	6	0	0	0	0	1	0	0	0	2	0	10	2	0	0	28	15	8	43	51
8:15 AM	0	2	0	0	0	2	0	0	1	1	2	2	0	0	2	0	3	2	0	0	7	0	1	7	13
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	9	0	0	11	14
8:45 AM	0	0	1	1	0	2	0	0	1	0	0	1	0	1	0	0	2	1	0	0	10	0	0	10	14
Hourly Total	0	6	1	3	0	10	0	0	2	1	3	3	0	1	7	0	15	8	0	2	54	15	9	71	92
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	1
2:15 PM	0	0	0	1	0	1	0	0	0	0	3	0	0	1	0	0	2	1	0	0	5	0	1	5	7
2:30 PM	0	0	0	2	2	2	0	1	0	0	4	1	0	1	0	0	4	1	0	0	7	0	0	7	11
2:45 PM	0	0	0	1	1	1	0	0	0	0	37	0	0	0	0	0	6	0	0	4	15	0	1	19	20
Hourly Total	0	0	0	4	3	4	0	1	0	0	45	1	0	2	0	0	13	2	0	4	28	0	2	32	39
3:00 PM	0	5	0	13	0	18	0	1	0	0	52	1	0	1	5	0	65	6	0	1	31	11	6	43	68
3:15 PM	0	2	0	9	0	11	0	0	0	0	32	0	0	0	4	0	24	4	0	0	12	1	2	13	28
3:30 PM	0	2	0	7	0	9	0	0	0	2	8	2	0	0	4	0	9	4	0	0	13	1	3	14	29
3:45 PM	0	3	0	4	6	7	0	0	0	0	6	0	0	0	4	0	14	4	0	0	13	0	1	13	24
Hourly Total	0	12	0	33	6	45	0	1	0	2	98	3	0	1	17	0	112	18	0	1	69	13	12	83	149
4:00 PM	0	2	0	7	0	9	0	1	0	0	12	1	0	0	4	0	6	4	0	0	12	0	6	12	26
4:15 PM	0	0	0	3	0	3	0	0	0	0	26	0	0	0	3	0	7	3	0	0	17	2	4	19	25
4:30 PM	0	0	0	7	0	7	0	0	0	3	24	3	0	0	0	0	4	0	0	0	18	1	1	19	29
4:45 PM	0	1	0	3	0	4	0	0	0	1	14	1	0	0	4	0	3	4	0	1	18	1	2	20	29
Hourly Total	0	3	0	20	0	23	0	1	0	4	76	5	0	0	11	0	20	11	0	1	65	4	13	70	109
5:00 PM	0	0	0	1	1	1	0	0	0	0	8	0	0	0	5	0	2	5	0	0	38	3	0	41	47
5:15 PM	0	1	0	6	2	7	0	0	0	1	9	1	0	1	2	0	7	3	0	0	15	1	4	16	27
5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	9	0	3	10	0	0	18	0	0	18	29
5:45 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	1	7	0	2	8	0	1	10	0	0	11	21
Hourly Total	0	2	0	9	3	11	0	0	0	1	17	1	0	3	23	0	14	26	0	1	81	4	4	86	124
Grand Total	0	33	2	77	12	112	0	3	3	9	281	15	0	21	67	0	293	88	0	11	387	85	72	483	698
Approach %	0.0	29.5	1.8	68.8	-	-	0.0	20.0	20.0	60.0	-	-	0.0	23.9	76.1	0.0	-	-	0.0	2.3	80.1	17.6	-	-	-
Total %	0.0	4.7	0.3	11.0	-	16.0	0.0	0.4	0.4	1.3	-	2.1	0.0	3.0	9.6	0.0	-	12.6	0.0	1.6	55.4	12.2	-	69.2	-
Lights	0	33	1	74	-	108	0	3	3	9	-	15	0	20	64	0	-	84	0	11	376	85	-	472	679

% Lights	-	100.0	50.0	96.1	-	96.4	-	100.0	100.0	100.0	-	100.0	-	95.2	95.5	-	-	95.5	-	100.0	97.2	100.0	-	97.7	97.3
Buses	0	0	0	2	-	2	0	0	0	0	-	0	0	1	1	0	-	2	0	0	8	0	-	8	12
% Buses	-	0.0	0.0	2.6	-	1.8	-	0.0	0.0	0.0	-	0.0	-	4.8	1.5	-	-	2.3	-	0.0	2.1	0.0	-	1.7	1.7
Single-Unit Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	50.0	1.3	-	1.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.3	0.0	-	0.2	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	3.0	-	-	2.3	-	0.0	0.5	0.0	-	0.4	0.6
Pedestrians	-	-	-	-	12	-	-	-	-	-	281	-	-	-	-	-	293	-	-	-	-	-	72	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Ellyn Avenue with Staff Parking Access (south) TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Ellyn Avenue Northbound						Ellyn 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	
7:15 AM	0	0	0	3	0	3	0	0	0	0	1	0	0	7	1	0	18	8	0	0	11	2	1	13	24
7:30 AM	0	2	0	1	0	3	0	0	0	1	10	1	0	3	3	0	34	6	0	0	33	12	7	45	55
7:45 AM	0	7	1	2	0	10	0	0	0	0	30	0	0	0	2	0	57	2	0	0	38	34	23	72	84
8:00 AM	0	4	0	2	0	6	0	0	0	0	1	0	0	0	2	0	10	2	0	0	28	15	8	43	51
Total	0	13	1	8	0	22	0	0	0	1	42	1	0	10	8	0	119	18	0	0	110	63	39	173	214
Approach %	0.0	59.1	4.5	36.4	-	-	0.0	0.0	0.0	100.0	-	-	0.0	55.6	44.4	0.0	-	-	0.0	0.0	63.6	36.4	-	-	-
Total %	0.0	6.1	0.5	3.7	-	10.3	0.0	0.0	0.0	0.5	-	0.5	0.0	4.7	3.7	0.0	-	8.4	0.0	0.0	51.4	29.4	-	80.8	-
PHF	0.000	0.464	0.250	0.667	-	0.550	0.000	0.000	0.000	0.250	-	0.250	0.000	0.357	0.667	0.000	-	0.563	0.000	0.000	0.724	0.463	-	0.601	0.637
Lights	0	13	0	7	-	20	0	0	0	1	-	1	0	10	8	0	-	18	0	0	109	63	-	172	211
% Lights	-	100.0	0.0	87.5	-	90.9	-	-	-	100.0	-	100.0	-	100.0	100.0	-	-	100.0	-	-	99.1	100.0	-	99.4	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.9	0.0	-	0.6	0.5
Single-Unit Trucks	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	100.0	12.5	-	9.1	-	-	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	42	-	-	-	-	-	119	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Ellyn Avenue with Staff Parking Access (south) TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Ellyn Avenue Northbound						Ellyn Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
2:45 PM	0	0	0	1	1	1	0	0	0	0	37	0	0	0	0	0	6	0	0	4	15	0	1	19	20
3:00 PM	0	5	0	13	0	18	0	1	0	0	52	1	0	1	5	0	65	6	0	1	31	11	6	43	68
3:15 PM	0	2	0	9	0	11	0	0	0	0	32	0	0	0	4	0	24	4	0	0	12	1	2	13	28
3:30 PM	0	2	0	7	0	9	0	0	0	2	8	2	0	0	4	0	9	4	0	0	13	1	3	14	29
Total	0	9	0	30	1	39	0	1	0	2	129	3	0	1	13	0	104	14	0	5	71	13	12	89	145
Approach %	0.0	23.1	0.0	76.9	-	-	0.0	33.3	0.0	66.7	-	-	0.0	7.1	92.9	0.0	-	-	0.0	5.6	79.8	14.6	-	-	-
Total %	0.0	6.2	0.0	20.7	-	26.9	0.0	0.7	0.0	1.4	-	2.1	0.0	0.7	9.0	0.0	-	9.7	0.0	3.4	49.0	9.0	-	61.4	-
PHF	0.000	0.450	0.000	0.577	-	0.542	0.000	0.250	0.000	0.250	-	0.375	0.000	0.250	0.650	0.000	-	0.583	0.000	0.313	0.573	0.295	-	0.517	0.533
Lights	0	9	0	28	-	37	0	1	0	2	-	3	0	1	11	0	-	12	0	5	67	13	-	85	137
% Lights	-	100.0	-	93.3	-	94.9	-	100.0	-	100.0	-	100.0	-	100.0	84.6	-	-	85.7	-	100.0	94.4	100.0	-	95.5	94.5
Buses	0	0	0	2	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	0	-	3	6
% Buses	-	0.0	-	6.7	-	5.1	-	0.0	-	0.0	-	0.0	-	0.0	7.7	-	-	7.1	-	0.0	4.2	0.0	-	3.4	4.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	7.7	-	-	7.1	-	0.0	1.4	0.0	-	1.1	1.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	129	-	-	-	-	-	104	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Ellyn Avenue with Staff Parking Lot Access Drive (north) TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Access Drive Eastbound						Access Drive Westbound						Ellyn Avenue Northbound						Ellyn 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	1	0	0	0	1	0	0	2	1	1	3	0	0	1	3	2	4	1	8	8	11	0	28	36
7:15 AM	0	2	0	0	3	2	0	0	1	2	7	3	0	0	0	0	2	0	0	9	13	24	1	46	51
7:30 AM	0	15	1	0	3	16	0	0	2	0	7	2	0	0	0	1	5	1	0	19	45	44	3	108	127
7:45 AM	0	36	0	0	4	36	0	0	1	2	67	3	0	1	0	0	13	1	1	13	77	35	2	126	166
Hourly Total	0	54	1	0	10	55	0	0	6	5	82	11	0	1	1	4	22	6	2	49	143	114	6	308	380
8:00 AM	2	15	0	0	0	17	0	0	0	1	21	1	0	0	4	0	0	4	0	3	39	12	4	54	76
8:15 AM	0	0	1	0	1	1	0	0	0	0	3	0	0	0	5	0	1	5	0	1	7	3	0	11	17
8:30 AM	0	1	1	0	0	2	0	0	1	0	0	1	0	0	2	1	0	3	0	1	11	0	0	12	18
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	3	0	13	13
Hourly Total	2	16	2	0	1	20	0	0	1	1	24	2	0	0	11	1	1	12	0	6	66	18	4	90	124
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	0	0	0	1	0	0	0	1	2	1	0	0	0	0	1	0	0	0	1	1	0	2	4
2:15 PM	0	0	0	1	0	1	0	0	1	0	2	1	0	0	0	0	4	0	0	2	4	0	0	6	8
2:30 PM	0	1	0	0	0	1	0	0	0	1	1	1	0	0	0	0	4	0	0	14	7	2	0	23	25
2:45 PM	0	4	0	2	2	6	0	0	0	0	1	0	0	0	0	0	1	0	0	3	19	18	0	40	46
Hourly Total	0	6	0	3	2	9	0	0	1	2	6	3	0	0	0	0	10	0	0	19	31	21	0	71	83
3:00 PM	0	44	5	0	6	49	0	0	0	0	86	0	0	0	12	0	15	12	0	3	40	15	1	58	119
3:15 PM	0	22	4	0	5	26	0	2	0	1	50	3	0	0	5	0	1	5	0	6	11	3	1	20	54
3:30 PM	0	8	2	0	3	10	0	3	0	2	15	5	0	1	7	0	0	8	0	3	11	3	1	17	40
3:45 PM	0	4	4	0	1	8	0	3	0	1	9	4	0	0	7	0	7	7	1	2	10	4	0	17	36
Hourly Total	0	78	15	0	15	93	0	8	0	4	160	12	0	1	31	0	23	32	1	14	72	25	3	112	249
4:00 PM	0	6	1	0	1	7	0	1	0	4	19	5	0	0	6	0	4	6	0	5	11	7	0	23	41
4:15 PM	0	6	2	0	1	8	0	0	0	1	35	1	0	0	3	0	2	3	0	5	18	2	1	25	37
4:30 PM	0	1	0	0	0	1	0	1	0	3	38	4	0	0	2	1	0	3	0	5	18	8	0	31	39
4:45 PM	0	2	1	1	1	4	0	2	0	3	17	5	0	0	2	4	2	6	0	2	17	2	0	21	36
Hourly Total	0	15	4	1	3	20	0	4	0	11	109	15	0	0	13	5	8	18	0	17	64	19	1	100	153
5:00 PM	0	6	1	0	1	7	1	1	0	0	6	2	0	0	4	2	0	6	0	8	39	4	0	51	66
5:15 PM	0	7	1	0	0	8	0	1	0	0	7	1	0	0	3	0	0	3	0	4	15	6	0	25	37
5:30 PM	0	1	0	0	1	1	0	2	0	0	0	2	0	0	7	3	0	10	0	2	16	1	0	19	32
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	3	0	7	0	0	11	0	0	11	18
Hourly Total	0	14	2	0	4	16	1	4	0	0	13	5	0	0	18	8	0	26	0	14	81	11	0	106	153
Grand Total	2	183	24	4	35	213	1	16	8	23	394	48	0	2	74	18	64	94	3	119	457	208	14	787	1142
Approach %	0.9	85.9	11.3	1.9	-	-	2.1	33.3	16.7	47.9	-	-	0.0	2.1	78.7	19.1	-	-	0.4	15.1	58.1	26.4	-	-	-
Total %	0.2	16.0	2.1	0.4	-	18.7	0.1	1.4	0.7	2.0	-	4.2	0.0	0.2	6.5	1.6	-	8.2	0.3	10.4	40.0	18.2	-	68.9	-
Lights	2	183	24	3	-	212	1	15	8	23	-	47	0	2	71	18	-	91	3	82	449	208	-	742	1092

% Lights	100.0	100.0	100.0	75.0	-	99.5	100.0	93.8	100.0	100.0	-	97.9	-	100.0	95.9	100.0	-	96.8	100.0	68.9	98.2	100.0	-	94.3	95.6
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	0	37	7	0	-	44	46
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	6.3	0.0	0.0	-	2.1	-	0.0	1.4	0.0	-	1.1	0.0	31.1	1.5	0.0	-	5.6	4.0
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Single-Unit Trucks	0.0	0.0	0.0	25.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	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	2	0	-	2	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	-	0.0	2.7	0.0	-	2.1	0.0	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	35	-	-	-	-	-	394	-	-	-	-	-	64	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Ellyn Avenue with Staff Parking Lot Access Drive (north) TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Ellyn Avenue Northbound						Ellyn Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	2	0	0	3	2	0	0	1	2	7	3	0	0	0	0	2	0	0	9	13	24	1	46	51
7:30 AM	0	15	1	0	3	16	0	0	2	0	7	2	0	0	0	1	5	1	0	19	45	44	3	108	127
7:45 AM	0	36	0	0	4	36	0	0	1	2	67	3	0	1	0	0	13	1	1	13	77	35	2	126	166
8:00 AM	2	15	0	0	0	17	0	0	0	1	21	1	0	0	4	0	0	4	0	3	39	12	4	54	76
Total	2	68	1	0	10	71	0	0	4	5	102	9	0	1	4	1	20	6	1	44	174	115	10	334	420
Approach %	2.8	95.8	1.4	0.0	-	-	0.0	0.0	44.4	55.6	-	-	0.0	16.7	66.7	16.7	-	-	0.3	13.2	52.1	34.4	-	-	-
Total %	0.5	16.2	0.2	0.0	-	16.9	0.0	0.0	1.0	1.2	-	2.1	0.0	0.2	1.0	0.2	-	1.4	0.2	10.5	41.4	27.4	-	79.5	-
PHF	0.250	0.472	0.250	0.000	-	0.493	0.000	0.000	0.500	0.625	-	0.750	0.000	0.250	0.250	0.250	-	0.375	0.250	0.579	0.565	0.653	-	0.663	0.633
Lights	2	68	1	0	-	71	0	0	4	5	-	9	0	1	4	1	-	6	1	26	173	115	-	315	401
% Lights	100.0	100.0	100.0	-	-	100.0	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	59.1	99.4	100.0	-	94.3	95.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	18	1	0	-	19	19
% Buses	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	40.9	0.6	0.0	-	5.7	4.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	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
% 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	-	-	-	-	10	-	-	-	-	-	102	-	-	-	-	-	20	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Ellyn Avenue with Staff Parking Lot Access Drive (north) TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Access Drive Eastbound						Access Drive Westbound						Ellyn Avenue Northbound						Ellyn Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
2:45 PM	0	4	0	2	2	6	0	0	0	0	1	0	0	0	0	0	1	0	0	3	19	18	0	40	46
3:00 PM	0	44	5	0	6	49	0	0	0	0	86	0	0	0	12	0	15	12	0	3	40	15	1	58	119
3:15 PM	0	22	4	0	5	26	0	2	0	1	50	3	0	0	5	0	1	5	0	6	11	3	1	20	54
3:30 PM	0	8	2	0	3	10	0	3	0	2	15	5	0	1	7	0	0	8	0	3	11	3	1	17	40
Total	0	78	11	2	16	91	0	5	0	3	152	8	0	1	24	0	17	25	0	15	81	39	3	135	259
Approach %	0.0	85.7	12.1	2.2	-	-	0.0	62.5	0.0	37.5	-	-	0.0	4.0	96.0	0.0	-	-	0.0	11.1	60.0	28.9	-	-	-
Total %	0.0	30.1	4.2	0.8	-	35.1	0.0	1.9	0.0	1.2	-	3.1	0.0	0.4	9.3	0.0	-	9.7	0.0	5.8	31.3	15.1	-	52.1	-
PHF	0.000	0.443	0.550	0.250	-	0.464	0.000	0.417	0.000	0.375	-	0.400	0.000	0.250	0.500	0.000	-	0.521	0.000	0.625	0.506	0.542	-	0.582	0.544
Lights	0	78	11	1	-	90	0	5	0	3	-	8	0	1	22	0	-	23	0	12	78	39	-	129	250
% Lights	-	100.0	100.0	50.0	-	98.9	-	100.0	-	100.0	-	100.0	-	100.0	91.7	-	-	92.0	-	80.0	96.3	100.0	-	95.6	96.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	3	3	0	-	6	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	4.2	-	-	4.0	-	20.0	3.7	0.0	-	4.4	2.7
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	50.0	-	1.1	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	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	4.2	-	-	4.0	-	0.0	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	16	-	-	-	-	-	152	-	-	-	-	-	17	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Hawthorne Boulevard with Lenox Road TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Hawthorne Boulevard Eastbound					Hawthorne Boulevard Westbound					Lenox Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	22	0	25	0	3	0	0	3	0	7	0	0	7	35
7:15 AM	0	4	49	0	53	0	3	0	0	3	0	7	3	0	10	66
7:30 AM	0	10	97	0	107	0	17	2	0	19	0	20	2	0	22	148
7:45 AM	0	6	101	1	107	0	44	5	0	49	0	29	24	10	53	209
Hourly Total	0	23	269	1	292	0	67	7	0	74	0	63	29	10	92	458
8:00 AM	0	6	27	0	33	0	20	4	0	24	1	5	5	0	11	68
8:15 AM	0	7	6	0	13	0	4	2	0	6	0	2	1	1	3	22
8:30 AM	0	5	13	0	18	0	1	1	0	2	0	1	2	0	3	23
8:45 AM	0	4	10	0	14	0	0	0	0	0	1	2	3	0	6	20
Hourly Total	0	22	56	0	78	0	25	7	0	32	2	10	11	1	23	133
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	2	3	0	5	0	3	0	0	3	0	1	5	3	6	14
2:15 PM	0	3	13	0	16	0	0	0	0	0	0	0	5	1	5	21
2:30 PM	0	3	16	0	19	0	2	0	0	2	0	0	4	1	4	25
2:45 PM	0	22	37	0	59	0	4	0	1	4	1	4	5	0	10	73
Hourly Total	0	30	69	0	99	0	9	0	1	9	1	5	19	5	25	133
3:00 PM	0	17	51	0	68	0	51	18	1	69	0	13	7	16	20	157
3:15 PM	0	12	12	0	24	0	24	7	0	31	0	3	7	0	10	65
3:30 PM	0	11	18	3	29	0	13	2	5	15	0	0	1	4	1	45
3:45 PM	0	5	15	1	20	0	11	2	0	13	0	3	5	1	8	41
Hourly Total	0	45	96	4	141	0	99	29	6	128	0	19	20	21	39	308
4:00 PM	0	7	19	0	26	0	11	4	2	15	0	3	5	4	8	49
4:15 PM	0	6	22	1	28	0	8	3	0	11	0	1	1	1	2	41
4:30 PM	0	3	29	1	32	0	4	1	1	5	0	4	2	1	6	43
4:45 PM	0	9	20	0	29	0	6	1	0	7	0	4	1	1	5	41
Hourly Total	0	25	90	2	115	0	29	9	3	38	0	12	9	7	21	174
5:00 PM	0	6	46	0	52	0	7	2	0	9	0	5	2	3	7	68
5:15 PM	0	8	23	0	31	0	12	1	0	13	0	3	1	3	4	48
5:30 PM	0	6	14	0	20	0	6	2	2	8	0	2	3	0	5	33
5:45 PM	0	5	7	0	12	0	3	2	0	5	0	2	5	3	7	24
Hourly Total	0	25	90	0	115	0	28	7	2	35	0	12	11	9	23	173
Grand Total	0	170	670	7	840	0	257	59	12	316	3	121	99	53	223	1379
Approach %	0.0	20.2	79.8	-	-	0.0	81.3	18.7	-	-	1.3	54.3	44.4	-	-	-
Total %	0.0	12.3	48.6	-	60.9	0.0	18.6	4.3	-	22.9	0.2	8.8	7.2	-	16.2	-
Lights	0	170	627	-	797	0	256	59	-	315	3	119	97	-	219	1331
% Lights	-	100.0	93.6	-	94.9	-	99.6	100.0	-	99.7	100.0	98.3	98.0	-	98.2	96.5

Buses	0	0	42	-	42	0	1	0	-	1	0	2	0	-	2	45
% Buses	-	0.0	6.3	-	5.0	-	0.4	0.0	-	0.3	0.0	1.7	0.0	-	0.9	3.3
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	1	-	1	2
% Single-Unit Trucks	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.0	0.0	1.0	-	0.4	0.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	1.0	-	0.4	0.1
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	0.0
Pedestrians	-	-	-	7	-	-	-	-	12	-	-	-	-	53	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Hawthorne Boulevard with Lenox Road TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Hawthorne Boulevard Eastbound					Hawthorne Boulevard Westbound					Lenox Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	4	49	0	53	0	3	0	0	3	0	7	3	0	10	66
7:30 AM	0	10	97	0	107	0	17	2	0	19	0	20	2	0	22	148
7:45 AM	0	6	101	1	107	0	44	5	0	49	0	29	24	10	53	209
8:00 AM	0	6	27	0	33	0	20	4	0	24	1	5	5	0	11	68
Total	0	26	274	1	300	0	84	11	0	95	1	61	34	10	96	491
Approach %	0.0	8.7	91.3	-	-	0.0	88.4	11.6	-	-	1.0	63.5	35.4	-	-	-
Total %	0.0	5.3	55.8	-	61.1	0.0	17.1	2.2	-	19.3	0.2	12.4	6.9	-	19.6	-
PHF	0.000	0.650	0.678	-	0.701	0.000	0.477	0.550	-	0.485	0.250	0.526	0.354	-	0.453	0.587
Lights	0	26	256	-	282	0	84	11	-	95	1	60	33	-	94	471
% Lights	-	100.0	93.4	-	94.0	-	100.0	100.0	-	100.0	100.0	98.4	97.1	-	97.9	95.9
Buses	0	0	18	-	18	0	0	0	-	0	0	1	0	-	1	19
% Buses	-	0.0	6.6	-	6.0	-	0.0	0.0	-	0.0	0.0	1.6	0.0	-	1.0	3.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	2.9	-	1.0	0.2
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	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	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Count Name: Hawthorne Boulevard with Lenox Road TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Hawthorne Boulevard Eastbound					Hawthorne Boulevard Westbound					Lenox Road Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	22	37	0	59	0	4	0	1	4	1	4	5	0	10	73
3:00 PM	0	17	51	0	68	0	51	18	1	69	0	13	7	16	20	157
3:15 PM	0	12	12	0	24	0	24	7	0	31	0	3	7	0	10	65
3:30 PM	0	11	18	3	29	0	13	2	5	15	0	0	1	4	1	45
Total	0	62	118	3	180	0	92	27	7	119	1	20	20	20	41	340
Approach %	0.0	34.4	65.6	-	-	0.0	77.3	22.7	-	-	2.4	48.8	48.8	-	-	-
Total %	0.0	18.2	34.7	-	52.9	0.0	27.1	7.9	-	35.0	0.3	5.9	5.9	-	12.1	-
PHF	0.000	0.705	0.578	-	0.662	0.000	0.451	0.375	-	0.431	0.250	0.385	0.714	-	0.513	0.541
Lights	0	62	114	-	176	0	91	27	-	118	1	19	19	-	39	333
% Lights	-	100.0	96.6	-	97.8	-	98.9	100.0	-	99.2	100.0	95.0	95.0	-	95.1	97.9
Buses	0	0	4	-	4	0	1	0	-	1	0	1	0	-	1	6
% Buses	-	0.0	3.4	-	2.2	-	1.1	0.0	-	0.8	0.0	5.0	0.0	-	2.4	1.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	5.0	-	2.4	0.3
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	0.0
Pedestrians	-	-	-	3	-	-	-	-	7	-	-	-	-	20	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Oak+Street+with+Lake+Road
TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Data

Start Time	Oak Street Eastbound					Oak Street Westbound					Lake Road Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	0	0	3	0	1	7	0	8	0	1	0	0	1	12
7:15 AM	0	9	0	0	9	0	1	5	0	6	0	2	0	0	2	17
7:30 AM	0	9	9	0	18	0	3	16	0	19	0	7	2	0	9	46
7:45 AM	0	19	21	0	40	0	12	21	0	33	0	14	9	0	23	96
Hourly Total	0	40	30	0	70	0	17	49	0	66	0	24	11	0	35	171
8:00 AM	0	4	0	0	4	0	0	14	0	14	0	1	3	1	4	22
8:15 AM	0	7	1	0	8	0	0	17	0	17	0	3	3	3	6	31
8:30 AM	0	9	1	0	10	0	0	3	0	3	0	1	0	1	1	14
8:45 AM	0	5	0	0	5	0	1	4	0	5	0	2	3	4	5	15
Hourly Total	0	25	2	0	27	0	1	38	0	39	0	7	9	9	16	82
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	4	1	0	5	0	1	2	0	3	0	2	0	0	2	10
2:15 PM	0	3	0	0	3	0	1	10	0	11	0	1	2	0	3	17
2:30 PM	0	5	1	0	6	0	0	10	0	10	0	3	2	0	5	21
2:45 PM	0	6	5	0	11	0	3	8	0	11	0	4	1	0	5	27
Hourly Total	0	18	7	0	25	0	5	30	0	35	0	10	5	0	15	75
3:00 PM	0	16	1	0	17	0	7	18	2	25	0	10	14	0	24	66
3:15 PM	0	14	3	0	17	0	1	8	0	9	0	2	1	2	3	29
3:30 PM	0	8	4	0	12	0	1	7	0	8	0	3	2	1	5	25
3:45 PM	0	17	2	0	19	0	2	4	0	6	0	3	0	2	3	28
Hourly Total	0	55	10	0	65	0	11	37	2	48	0	18	17	5	35	148
4:00 PM	0	15	0	0	15	0	2	11	0	13	0	1	1	0	2	30
4:15 PM	0	11	1	0	12	0	1	8	0	9	0	1	1	2	2	23
4:30 PM	0	11	5	0	16	0	1	11	0	12	0	4	0	0	4	32
4:45 PM	0	6	0	0	6	0	0	13	0	13	0	4	1	0	5	24
Hourly Total	0	43	6	0	49	0	4	43	0	47	0	10	3	2	13	109
5:00 PM	0	7	0	0	7	0	0	18	0	18	0	5	2	2	7	32
5:15 PM	0	11	2	0	13	0	1	17	0	18	0	4	2	2	6	37
5:30 PM	0	8	2	0	10	0	2	15	0	17	0	1	1	1	2	29
5:45 PM	0	7	3	0	10	0	0	14	0	14	0	0	2	2	2	26
Hourly Total	0	33	7	0	40	0	3	64	0	67	0	10	7	7	17	124
Grand Total	0	214	62	0	276	0	41	261	2	302	0	79	52	23	131	709
Approach %	0.0	77.5	22.5	-	-	0.0	13.6	86.4	-	-	0.0	60.3	39.7	-	-	-
Total %	0.0	30.2	8.7	-	38.9	0.0	5.8	36.8	-	42.6	0.0	11.1	7.3	-	18.5	-
Lights	0	209	60	-	269	0	41	250	-	291	0	61	36	-	97	657
% Lights	-	97.7	96.8	-	97.5	-	100.0	95.8	-	96.4	-	77.2	69.2	-	74.0	92.7

Buses	0	4	1	-	5	0	0	10	-	10	0	10	16	-	26	41
% Buses	-	1.9	1.6	-	1.8	-	0.0	3.8	-	3.3	-	12.7	30.8	-	19.8	5.8
Single-Unit Trucks	0	1	0	-	1	0	0	1	-	1	0	1	0	-	1	3
% Single-Unit Trucks	-	0.5	0.0	-	0.4	-	0.0	0.4	-	0.3	-	1.3	0.0	-	0.8	0.4
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	1	-	1	0	0	0	-	0	0	7	0	-	7	8
% Bicycles on Road	-	0.0	1.6	-	0.4	-	0.0	0.0	-	0.0	-	8.9	0.0	-	5.3	1.1
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	23	-	-
% 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

Count Name: Oak+Street+with+Lake+Road
TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Oak Street Eastbound					Oak Street Westbound					Lake Road Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	9	0	0	9	0	1	5	0	6	0	2	0	0	2	17
7:30 AM	0	9	9	0	18	0	3	16	0	19	0	7	2	0	9	46
7:45 AM	0	19	21	0	40	0	12	21	0	33	0	14	9	0	23	96
8:00 AM	0	4	0	0	4	0	0	14	0	14	0	1	3	1	4	22
Total	0	41	30	0	71	0	16	56	0	72	0	24	14	1	38	181
Approach %	0.0	57.7	42.3	-	-	0.0	22.2	77.8	-	-	0.0	63.2	36.8	-	-	-
Total %	0.0	22.7	16.6	-	39.2	0.0	8.8	30.9	-	39.8	0.0	13.3	7.7	-	21.0	-
PHF	0.000	0.539	0.357	-	0.444	0.000	0.333	0.667	-	0.545	0.000	0.429	0.389	-	0.413	0.471
Lights	0	40	30	-	70	0	16	54	-	70	0	18	7	-	25	165
% Lights	-	97.6	100.0	-	98.6	-	100.0	96.4	-	97.2	-	75.0	50.0	-	65.8	91.2
Buses	0	1	0	-	1	0	0	2	-	2	0	6	7	-	13	16
% Buses	-	2.4	0.0	-	1.4	-	0.0	3.6	-	2.8	-	25.0	50.0	-	34.2	8.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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.
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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Oak+Street+with+Lake+Road
TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Oak Street Eastbound					Oak Street Westbound					Lake Road Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	6	5	0	11	0	3	8	0	11	0	4	1	0	5	27
3:00 PM	0	16	1	0	17	0	7	18	2	25	0	10	14	0	24	66
3:15 PM	0	14	3	0	17	0	1	8	0	9	0	2	1	2	3	29
3:30 PM	0	8	4	0	12	0	1	7	0	8	0	3	2	1	5	25
Total	0	44	13	0	57	0	12	41	2	53	0	19	18	3	37	147
Approach %	0.0	77.2	22.8	-	-	0.0	22.6	77.4	-	-	0.0	51.4	48.6	-	-	-
Total %	0.0	29.9	8.8	-	38.8	0.0	8.2	27.9	-	36.1	0.0	12.9	12.2	-	25.2	-
PHF	0.000	0.688	0.650	-	0.838	0.000	0.429	0.569	-	0.530	0.000	0.475	0.321	-	0.385	0.557
Lights	0	42	13	-	55	0	12	39	-	51	0	14	10	-	24	130
% Lights	-	95.5	100.0	-	96.5	-	100.0	95.1	-	96.2	-	73.7	55.6	-	64.9	88.4
Buses	0	2	0	-	2	0	0	2	-	2	0	4	8	-	12	16
% Buses	-	4.5	0.0	-	3.5	-	0.0	4.9	-	3.8	-	21.1	44.4	-	32.4	10.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	5.3	0.0	-	2.7	0.7
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	3	-	-
% 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

Count Name: Oak+Street+with+Riford+Road
TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Data

Start Time	Oak Street Eastbound					Riford Road Northbound					Riford Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	3	0	3	0	6	15	0	21	0	14	2	0	16	40
7:15 AM	0	2	7	0	9	0	4	30	0	34	0	27	2	0	29	72
7:30 AM	0	4	7	0	11	0	14	36	0	50	0	43	7	0	50	111
7:45 AM	0	11	18	0	29	0	17	46	0	63	0	69	15	0	84	176
Hourly Total	0	17	35	0	52	0	41	127	0	168	0	153	26	0	179	399
8:00 AM	0	1	6	0	7	0	12	31	0	43	0	31	2	0	33	83
8:15 AM	0	2	8	0	10	0	15	33	0	48	0	38	3	0	41	99
8:30 AM	0	0	9	0	9	0	3	26	0	29	0	34	0	0	34	72
8:45 AM	0	1	6	0	7	0	5	29	0	34	0	27	0	0	27	68
Hourly Total	0	4	29	0	33	0	35	119	0	154	0	130	5	0	135	322
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	3	0	4	0	2	16	0	18	0	21	1	0	22	44
2:15 PM	0	3	2	0	5	0	10	23	0	33	0	20	1	0	21	59
2:30 PM	0	1	6	0	7	0	8	20	0	28	0	19	2	0	21	56
2:45 PM	0	1	6	0	7	0	9	22	0	31	0	25	3	0	28	66
Hourly Total	0	6	17	0	23	0	29	81	0	110	0	85	7	0	92	225
3:00 PM	0	16	14	1	30	0	20	48	0	68	0	35	3	2	38	136
3:15 PM	0	4	11	0	15	0	8	30	0	38	0	30	1	0	31	84
3:30 PM	0	1	9	0	10	0	7	23	0	30	0	35	1	0	36	76
3:45 PM	0	2	15	0	17	0	5	40	0	45	0	40	1	0	41	103
Hourly Total	0	23	49	1	72	0	40	141	0	181	0	140	6	2	146	399
4:00 PM	0	3	13	0	16	0	12	30	0	42	0	47	1	0	48	106
4:15 PM	0	3	14	2	17	0	8	27	1	35	0	29	2	11	31	83
4:30 PM	0	1	11	0	12	0	11	22	0	33	0	49	2	0	51	96
4:45 PM	0	3	6	0	9	0	13	52	0	65	0	51	0	0	51	125
Hourly Total	0	10	44	2	54	0	44	131	1	175	0	176	5	11	181	410
5:00 PM	0	2	7	0	9	0	16	36	0	52	0	65	2	0	67	128
5:15 PM	0	5	8	0	13	0	16	59	0	75	0	64	2	0	66	154
5:30 PM	0	1	8	0	9	0	15	37	0	52	0	51	2	0	53	114
5:45 PM	0	3	6	0	9	0	11	36	0	47	0	56	3	0	59	115
Hourly Total	0	11	29	0	40	0	58	168	0	226	0	236	9	0	245	511
Grand Total	0	71	203	3	274	0	247	767	1	1014	0	920	58	13	978	2266
Approach %	0.0	25.9	74.1	-	-	0.0	24.4	75.6	-	-	0.0	94.1	5.9	-	-	-
Total %	0.0	3.1	9.0	-	12.1	0.0	10.9	33.8	-	44.7	0.0	40.6	2.6	-	43.2	-
Lights	0	54	198	-	252	0	239	742	-	981	0	899	55	-	954	2187
% Lights	-	76.1	97.5	-	92.0	-	96.8	96.7	-	96.7	-	97.7	94.8	-	97.5	96.5

Buses	0	16	4	-	20	0	7	18	-	25	0	7	3	-	10	55
% Buses	-	22.5	2.0	-	7.3	-	2.8	2.3	-	2.5	-	0.8	5.2	-	1.0	2.4
Single-Unit Trucks	0	1	1	-	2	0	1	4	-	5	0	12	0	-	12	19
% Single-Unit Trucks	-	1.4	0.5	-	0.7	-	0.4	0.5	-	0.5	-	1.3	0.0	-	1.2	0.8
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	2	0	-	2	3
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1	-	0.2	0.0	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.2	-	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Oak+Street+with+Riford+Road
TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Oak Street Eastbound					Riford Road Northbound					Riford Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	2	7	0	9	0	4	30	0	34	0	27	2	0	29	72
7:30 AM	0	4	7	0	11	0	14	36	0	50	0	43	7	0	50	111
7:45 AM	0	11	18	0	29	0	17	46	0	63	0	69	15	0	84	176
8:00 AM	0	1	6	0	7	0	12	31	0	43	0	31	2	0	33	83
Total	0	18	38	0	56	0	47	143	0	190	0	170	26	0	196	442
Approach %	0.0	32.1	67.9	-	-	0.0	24.7	75.3	-	-	0.0	86.7	13.3	-	-	-
Total %	0.0	4.1	8.6	-	12.7	0.0	10.6	32.4	-	43.0	0.0	38.5	5.9	-	44.3	-
PHF	0.000	0.409	0.528	-	0.483	0.000	0.691	0.777	-	0.754	0.000	0.616	0.433	-	0.583	0.628
Lights	0	11	37	-	48	0	45	140	-	185	0	162	26	-	188	421
% Lights	-	61.1	97.4	-	85.7	-	95.7	97.9	-	97.4	-	95.3	100.0	-	95.9	95.2
Buses	0	7	1	-	8	0	2	3	-	5	0	5	0	-	5	18
% Buses	-	38.9	2.6	-	14.3	-	4.3	2.1	-	2.6	-	2.9	0.0	-	2.6	4.1
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.0	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.6	0.0	-	0.5	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	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Oak+Street+with+Riford+Road
TMC
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Oak Street Eastbound					Riford Road Northbound					Riford Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
2:45 PM	0	1	6	0	7	0	9	22	0	31	0	25	3	0	28	66
3:00 PM	0	16	14	1	30	0	20	48	0	68	0	35	3	2	38	136
3:15 PM	0	4	11	0	15	0	8	30	0	38	0	30	1	0	31	84
3:30 PM	0	1	9	0	10	0	7	23	0	30	0	35	1	0	36	76
Total	0	22	40	1	62	0	44	123	0	167	0	125	8	2	133	362
Approach %	0.0	35.5	64.5	-	-	0.0	26.3	73.7	-	-	0.0	94.0	6.0	-	-	-
Total %	0.0	6.1	11.0	-	17.1	0.0	12.2	34.0	-	46.1	0.0	34.5	2.2	-	36.7	-
PHF	0.000	0.344	0.714	-	0.517	0.000	0.550	0.641	-	0.614	0.000	0.893	0.667	-	0.875	0.665
Lights	0	14	38	-	52	0	43	116	-	159	0	124	7	-	131	342
% Lights	-	63.6	95.0	-	83.9	-	97.7	94.3	-	95.2	-	99.2	87.5	-	98.5	94.5
Buses	0	8	2	-	10	0	1	6	-	7	0	1	1	-	2	19
% Buses	-	36.4	5.0	-	16.1	-	2.3	4.9	-	4.2	-	0.8	12.5	-	1.5	5.2
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.8	-	0.6	-	0.0	0.0	-	0.0	0.3
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	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Park Boulevard with Hawthorne Boulevard TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Hawthorne Boulevard Eastbound						Hawthorne Boulevard Westbound						Park Boulevard Northbound						Park Boulevard 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	0	17	19	0	36	0	0	3	0	0	3	0	13	4	8	0	25	0	0	4	2	0	6	70
7:15 AM	0	0	40	19	2	59	0	2	5	0	0	7	0	21	5	14	0	40	0	1	4	1	0	6	112
7:30 AM	0	0	85	23	1	108	0	1	18	0	0	19	0	25	6	21	0	52	0	1	2	1	0	4	183
7:45 AM	0	0	100	23	0	123	0	3	56	6	0	65	0	28	5	9	0	42	0	8	10	7	2	25	255
Hourly Total	0	0	242	84	3	326	0	6	82	6	0	94	0	87	20	52	0	159	0	10	20	11	2	41	620
8:00 AM	0	1	20	19	0	40	0	1	27	1	0	29	0	61	7	6	0	74	0	0	5	2	1	7	150
8:15 AM	0	2	6	23	0	31	0	1	4	0	0	5	0	35	1	9	0	45	0	0	1	3	1	4	85
8:30 AM	0	2	14	31	0	47	0	1	3	0	0	4	0	29	5	4	0	38	0	0	1	1	0	2	91
8:45 AM	0	1	11	32	0	44	0	2	0	0	0	2	0	26	1	5	0	32	0	0	3	1	0	4	82
Hourly Total	0	6	51	105	0	162	0	5	34	1	0	40	0	151	14	24	0	189	0	0	10	7	2	17	408
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	3	19	0	23	0	2	6	0	1	8	0	38	5	2	0	45	0	1	1	0	4	2	78
2:15 PM	0	1	14	19	0	34	0	2	2	1	1	5	0	45	3	3	2	51	0	0	2	2	0	4	94
2:30 PM	0	1	15	14	0	30	0	0	7	0	0	7	0	35	4	4	0	43	0	0	1	3	1	4	84
2:45 PM	0	1	49	15	0	65	0	2	7	0	3	9	0	31	3	9	4	43	0	3	3	4	0	10	127
Hourly Total	0	4	81	67	0	152	0	6	22	1	5	29	0	149	15	18	6	182	0	4	7	9	5	20	383
3:00 PM	0	5	53	18	4	76	0	8	46	4	0	58	0	44	14	19	1	77	0	0	1	1	5	2	213
3:15 PM	0	2	20	19	0	41	0	8	22	0	0	30	0	56	8	5	1	69	0	0	3	0	0	3	143
3:30 PM	0	1	23	18	2	42	0	0	16	0	0	16	0	51	7	5	7	63	0	1	2	2	6	5	126
3:45 PM	0	0	18	37	6	55	0	3	14	0	0	17	0	47	7	2	4	56	0	0	5	3	1	8	136
Hourly Total	0	8	114	92	12	214	0	19	98	4	0	121	0	198	36	31	13	265	0	1	11	6	12	18	618
4:00 PM	0	2	19	16	0	37	0	3	14	0	1	17	0	73	6	7	1	86	0	0	7	2	4	9	149
4:15 PM	0	0	17	17	0	34	0	1	8	0	0	9	0	67	6	11	0	84	0	0	2	1	1	3	130
4:30 PM	0	0	28	21	0	49	0	1	6	0	0	7	0	53	5	3	2	61	0	1	6	2	3	9	126
4:45 PM	0	0	23	22	0	45	0	0	7	0	0	7	0	65	7	8	1	80	0	1	2	1	2	4	136
Hourly Total	0	2	87	76	0	165	0	5	35	0	1	40	0	258	24	29	4	311	0	2	17	6	10	25	541
5:00 PM	0	6	38	25	0	69	0	4	7	1	0	12	0	58	8	13	2	79	0	0	5	3	2	8	168
5:15 PM	0	2	28	26	0	56	0	0	13	0	0	13	0	61	8	3	2	72	0	0	1	1	1	2	143
5:30 PM	0	3	18	20	0	41	0	1	7	0	0	8	0	43	3	0	2	46	0	2	7	0	0	9	104
5:45 PM	0	1	8	24	0	33	0	2	6	0	0	8	0	43	5	3	1	51	0	1	3	2	3	6	98
Hourly Total	0	12	92	95	0	199	0	7	33	1	0	41	0	205	24	19	7	248	0	3	16	6	6	25	513
Grand Total	0	32	667	519	15	1218	0	48	304	13	6	365	0	1048	133	173	30	1354	0	20	81	45	37	146	3083
Approach %	0.0	2.6	54.8	42.6	-	-	0.0	13.2	83.3	3.6	-	-	0.0	77.4	9.8	12.8	-	-	0.0	13.7	55.5	30.8	-	-	-
Total %	0.0	1.0	21.6	16.8	-	39.5	0.0	1.6	9.9	0.4	-	11.8	0.0	34.0	4.3	5.6	-	43.9	0.0	0.6	2.6	1.5	-	4.7	-
Lights	0	31	627	503	-	1161	0	47	301	13	-	361	0	1001	131	170	-	1302	0	20	78	43	-	141	2965

% Lights	-	96.9	94.0	96.9	-	95.3	-	97.9	99.0	100.0	-	98.9	-	95.5	98.5	98.3	-	96.2	-	100.0	96.3	95.6	-	96.6	96.2
Buses	0	0	39	13	-	52	0	0	1	0	-	1	0	34	1	3	-	38	0	0	0	1	-	1	92
% Buses	-	0.0	5.8	2.5	-	4.3	-	0.0	0.3	0.0	-	0.3	-	3.2	0.8	1.7	-	2.8	-	0.0	0.0	2.2	-	0.7	3.0
Single-Unit Trucks	0	0	1	3	-	4	0	1	2	0	-	3	0	7	1	0	-	8	0	0	2	1	-	3	18
% Single-Unit Trucks	-	0.0	0.1	0.6	-	0.3	-	2.1	0.7	0.0	-	0.8	-	0.7	0.8	0.0	-	0.6	-	0.0	2.5	2.2	-	2.1	0.6
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	6	0	0	-	6	0	0	1	0	-	1	8
% Articulated Trucks	-	3.1	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	-	0.4	-	0.0	1.2	0.0	-	0.7	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	-	-	-	-	15	-	-	-	-	-	6	-	-	-	-	-	30	-	-	-	-	-	37	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Park Boulevard with Hawthorne Boulevard TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Hawthorne Boulevard Eastbound						Hawthorne Boulevard Westbound						Park Boulevard Northbound						Park Boulevard Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	40	19	2	59	0	2	5	0	0	7	0	21	5	14	0	40	0	1	4	1	0	6	112
7:30 AM	0	0	85	23	1	108	0	1	18	0	0	19	0	25	6	21	0	52	0	1	2	1	0	4	183
7:45 AM	0	0	100	23	0	123	0	3	56	6	0	65	0	28	5	9	0	42	0	8	10	7	2	25	255
8:00 AM	0	1	20	19	0	40	0	1	27	1	0	29	0	61	7	6	0	74	0	0	5	2	1	7	150
Total	0	1	245	84	3	330	0	7	106	7	0	120	0	135	23	50	0	208	0	10	21	11	3	42	700
Approach %	0.0	0.3	74.2	25.5	-	-	0.0	5.8	88.3	5.8	-	-	0.0	64.9	11.1	24.0	-	-	0.0	23.8	50.0	26.2	-	-	-
Total %	0.0	0.1	35.0	12.0	-	47.1	0.0	1.0	15.1	1.0	-	17.1	0.0	19.3	3.3	7.1	-	29.7	0.0	1.4	3.0	1.6	-	6.0	-
PHF	0.000	0.250	0.613	0.913	-	0.671	0.000	0.583	0.473	0.292	-	0.462	0.000	0.553	0.821	0.595	-	0.703	0.000	0.313	0.525	0.393	-	0.420	0.686
Lights	0	1	228	84	-	313	0	7	105	7	-	119	0	128	22	49	-	199	0	10	21	9	-	40	671
% Lights	-	100.0	93.1	100.0	-	94.8	-	100.0	99.1	100.0	-	99.2	-	94.8	95.7	98.0	-	95.7	-	100.0	100.0	81.8	-	95.2	95.9
Buses	0	0	17	0	-	17	0	0	0	0	-	0	0	5	0	1	-	6	0	0	0	1	-	1	24
% Buses	-	0.0	6.9	0.0	-	5.2	-	0.0	0.0	0.0	-	0.0	-	3.7	0.0	2.0	-	2.9	-	0.0	0.0	9.1	-	2.4	3.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	1	1	0	-	2	0	0	0	1	-	1	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.8	-	0.7	4.3	0.0	-	1.0	-	0.0	0.0	9.1	-	2.4	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.5	-	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	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% 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 bmay@kloainc.com

Count Name: Park Boulevard with Hawthorne Boulevard TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Hawthorne Boulevard Eastbound						Hawthorne Boulevard Westbound						Park Boulevard Northbound						Park Boulevard 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	
2:45 PM	0	1	49	15	0	65	0	2	7	0	3	9	0	31	3	9	4	43	0	3	3	4	0	10	127
3:00 PM	0	5	53	18	4	76	0	8	46	4	0	58	0	44	14	19	1	77	0	0	1	1	5	2	213
3:15 PM	0	2	20	19	0	41	0	8	22	0	0	30	0	56	8	5	1	69	0	0	3	0	0	3	143
3:30 PM	0	1	23	18	2	42	0	0	16	0	0	16	0	51	7	5	7	63	0	1	2	2	6	5	126
Total	0	9	145	70	6	224	0	18	91	4	3	113	0	182	32	38	13	252	0	4	9	7	11	20	609
Approach %	0.0	4.0	64.7	31.3	-	-	0.0	15.9	80.5	3.5	-	-	0.0	72.2	12.7	15.1	-	-	0.0	20.0	45.0	35.0	-	-	-
Total %	0.0	1.5	23.8	11.5	-	36.8	0.0	3.0	14.9	0.7	-	18.6	0.0	29.9	5.3	6.2	-	41.4	0.0	0.7	1.5	1.1	-	3.3	-
PHF	0.000	0.450	0.684	0.921	-	0.737	0.000	0.563	0.495	0.250	-	0.487	0.000	0.813	0.571	0.500	-	0.818	0.000	0.333	0.750	0.438	-	0.500	0.715
Lights	0	9	141	69	-	219	0	18	89	4	-	111	0	176	32	38	-	246	0	4	9	7	-	20	596
% Lights	-	100.0	97.2	98.6	-	97.8	-	100.0	97.8	100.0	-	98.2	-	96.7	100.0	100.0	-	97.6	-	100.0	100.0	100.0	-	100.0	97.9
Buses	0	0	4	1	-	5	0	0	1	0	-	1	0	4	0	0	-	4	0	0	0	0	-	0	10
% Buses	-	0.0	2.8	1.4	-	2.2	-	0.0	1.1	0.0	-	0.9	-	2.2	0.0	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	1.1	0.0	0.0	-	0.8	-	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	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	13	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Park Boulevard with Pennsylvania Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Data

Start Time	Pennsylvania Avenue Eastbound						Westbound Approach Westbound						Park Boulevard Northbound						Park Boulevard 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	0	1	0	1	1	0	0	2	0	0	2	0	16	25	4	1	45	0	6	22	0	1	28	76
7:15 AM	0	0	0	2	2	2	0	1	1	0	0	2	0	23	42	8	0	73	0	4	22	3	0	29	106
7:30 AM	0	0	1	2	1	3	0	0	0	1	4	1	0	21	52	6	3	79	0	3	23	4	7	30	113
7:45 AM	0	0	0	2	0	2	0	0	1	1	63	2	0	56	37	7	10	100	0	2	31	28	39	61	165
Hourly Total	0	0	2	6	4	8	0	1	4	2	67	7	0	116	156	25	14	297	0	15	98	35	47	148	460
8:00 AM	0	0	1	0	5	1	0	0	0	0	3	0	0	66	74	0	4	140	0	0	30	3	7	33	174
8:15 AM	0	0	0	4	0	4	0	0	0	0	1	0	0	48	39	1	0	88	0	0	25	5	1	30	122
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	40	38	0	0	78	0	0	38	4	4	42	120
8:45 AM	0	4	0	5	0	9	0	1	0	0	0	1	0	40	30	1	0	71	0	1	32	4	0	37	118
Hourly Total	0	4	1	9	5	14	0	1	0	0	7	1	0	194	181	2	4	377	0	1	125	16	12	142	534
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	3	1	3	0	1	1	0	0	2	0	22	41	1	2	64	0	0	25	4	1	29	98
2:15 PM	0	0	1	3	3	4	0	0	0	0	0	0	0	19	51	0	1	70	0	0	23	6	2	29	103
2:30 PM	0	0	1	4	1	5	0	1	1	0	0	2	0	26	46	1	0	73	0	1	19	4	0	24	104
2:45 PM	0	1	0	5	1	6	0	0	0	0	6	0	0	38	43	2	7	83	0	2	22	10	3	34	123
Hourly Total	0	1	2	15	6	18	0	2	2	0	6	4	0	105	181	4	10	290	0	3	89	24	6	116	428
3:00 PM	0	0	0	10	4	10	0	5	1	1	5	7	0	36	77	1	15	114	0	0	33	7	42	40	171
3:15 PM	0	2	0	3	0	5	0	5	1	1	0	7	0	33	63	0	1	96	0	1	34	8	3	43	151
3:30 PM	0	0	0	3	3	3	0	4	0	2	3	6	1	38	60	0	1	99	0	0	24	4	2	28	136
3:45 PM	0	0	0	4	3	4	0	2	0	0	2	2	0	41	48	1	2	90	0	0	54	6	3	60	156
Hourly Total	0	2	0	20	10	22	0	16	2	4	10	22	1	148	248	2	19	399	0	1	145	25	50	171	614
4:00 PM	0	0	0	3	1	3	0	0	0	1	4	1	0	30	86	0	1	116	0	0	30	7	0	37	157
4:15 PM	0	1	0	4	0	5	0	0	1	0	7	1	0	42	81	1	9	124	0	1	22	4	12	27	157
4:30 PM	0	1	0	6	2	7	0	0	2	1	0	3	0	41	62	0	0	103	0	0	34	3	0	37	150
4:45 PM	0	0	0	5	4	5	0	1	2	0	1	3	0	31	77	2	2	110	0	0	21	4	1	25	143
Hourly Total	0	2	0	18	7	20	0	1	5	2	12	8	0	144	306	3	12	453	0	1	107	18	13	126	607
5:00 PM	0	0	0	5	1	5	0	2	3	2	0	7	0	37	75	2	2	114	0	1	49	4	1	54	180
5:15 PM	0	0	0	4	2	4	0	1	1	0	0	2	0	48	71	0	3	119	0	2	28	0	2	30	155
5:30 PM	0	0	0	2	0	2	0	2	1	0	0	3	0	37	45	0	0	82	0	1	39	4	0	44	131
5:45 PM	0	0	0	7	4	7	0	3	0	0	0	3	0	46	54	1	0	101	0	2	35	2	0	39	150
Hourly Total	0	0	0	18	7	18	0	8	5	2	0	15	0	168	245	3	5	416	0	6	151	10	3	167	616
Grand Total	0	9	5	86	39	100	0	29	18	10	102	57	1	875	1317	39	64	2232	0	27	715	128	131	870	3259
Approach %	0.0	9.0	5.0	86.0	-	-	0.0	50.9	31.6	17.5	-	-	0.0	39.2	59.0	1.7	-	-	0.0	3.1	82.2	14.7	-	-	-
Total %	0.0	0.3	0.2	2.6	-	3.1	0.0	0.9	0.6	0.3	-	1.7	0.0	26.8	40.4	1.2	-	68.5	0.0	0.8	21.9	3.9	-	26.7	-
Lights	0	9	5	86	-	100	0	29	17	10	-	56	1	866	1267	39	-	2173	0	27	693	127	-	847	3176

% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	94.4	100.0	-	98.2	100.0	99.0	96.2	100.0	-	97.4	-	100.0	96.9	99.2	-	97.4	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	5	38	0	-	43	0	0	16	0	-	16	59
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.6	2.9	0.0	-	1.9	-	0.0	2.2	0.0	-	1.8	1.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	3	6	0	-	9	0	0	5	1	-	6	16
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	5.6	0.0	-	1.8	0.0	0.3	0.5	0.0	-	0.4	-	0.0	0.7	0.8	-	0.7	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	6	0	-	7	0	0	1	0	-	1	8
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.1	0.5	0.0	-	0.3	-	0.0	0.1	0.0	-	0.1	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	0.0
Pedestrians	-	-	-	-	39	-	-	-	-	-	102	-	-	-	-	-	64	-	-	-	-	-	131	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Park Boulevard with Pennsylvania Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Pennsylvania Avenue Eastbound						Westbound Approach Westbound						Park Boulevard Northbound						Park Boulevard Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	2	2	2	0	1	1	0	0	2	0	23	42	8	0	73	0	4	22	3	0	29	106
7:30 AM	0	0	1	2	1	3	0	0	0	1	4	1	0	21	52	6	3	79	0	3	23	4	7	30	113
7:45 AM	0	0	0	2	0	2	0	0	1	1	63	2	0	56	37	7	10	100	0	2	31	28	39	61	165
8:00 AM	0	0	1	0	5	1	0	0	0	0	3	0	0	66	74	0	4	140	0	0	30	3	7	33	174
Total	0	0	2	6	8	8	0	1	2	2	70	5	0	166	205	21	17	392	0	9	106	38	53	153	558
Approach %	0.0	0.0	25.0	75.0	-	-	0.0	20.0	40.0	40.0	-	-	0.0	42.3	52.3	5.4	-	-	0.0	5.9	69.3	24.8	-	-	-
Total %	0.0	0.0	0.4	1.1	-	1.4	0.0	0.2	0.4	0.4	-	0.9	0.0	29.7	36.7	3.8	-	70.3	0.0	1.6	19.0	6.8	-	27.4	-
PHF	0.000	0.000	0.500	0.750	-	0.667	0.000	0.250	0.500	0.500	-	0.625	0.000	0.629	0.693	0.656	-	0.700	0.000	0.563	0.855	0.339	-	0.627	0.802
Lights	0	0	2	6	-	8	0	1	2	2	-	5	0	163	196	21	-	380	0	9	103	38	-	150	543
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	98.2	95.6	100.0	-	96.9	-	100.0	97.2	100.0	-	98.0	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	6	0	-	7	0	0	2	0	-	2	9
% Buses	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.6	2.9	0.0	-	1.8	-	0.0	1.9	0.0	-	1.3	1.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	2	0	-	3	0	0	1	0	-	1	4
% Single-Unit Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.6	1.0	0.0	-	0.8	-	0.0	0.9	0.0	-	0.7	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.6	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	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
Pedestrians	-	-	-	-	8	-	-	-	-	-	70	-	-	-	-	-	17	-	-	-	-	-	53	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Park Boulevard with Pennsylvania Avenue TMC
Site Code:
Start Date: 02/06/2025

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Pennsylvania Avenue Eastbound						Westbound Approach Westbound						Park Boulevard Northbound						Park Boulevard Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
2:45 PM	0	1	0	5	1	6	0	0	0	0	6	0	0	38	43	2	7	83	0	2	22	10	3	34	123
3:00 PM	0	0	0	10	4	10	0	5	1	1	5	7	0	36	77	1	15	114	0	0	33	7	42	40	171
3:15 PM	0	2	0	3	0	5	0	5	1	1	0	7	0	33	63	0	1	96	0	1	34	8	3	43	151
3:30 PM	0	0	0	3	3	3	0	4	0	2	3	6	1	38	60	0	1	99	0	0	24	4	2	28	136
Total	0	3	0	21	8	24	0	14	2	4	14	20	1	145	243	3	24	392	0	3	113	29	50	145	581
Approach %	0.0	12.5	0.0	87.5	-	-	0.0	70.0	10.0	20.0	-	-	0.3	37.0	62.0	0.8	-	-	0.0	2.1	77.9	20.0	-	-	-
Total %	0.0	0.5	0.0	3.6	-	4.1	0.0	2.4	0.3	0.7	-	3.4	0.2	25.0	41.8	0.5	-	67.5	0.0	0.5	19.4	5.0	-	25.0	-
PHF	0.000	0.375	0.000	0.525	-	0.600	0.000	0.700	0.500	0.500	-	0.714	0.250	0.954	0.789	0.375	-	0.860	0.000	0.375	0.831	0.725	-	0.843	0.849
Lights	0	3	0	21	-	24	0	14	2	4	-	20	1	143	237	3	-	384	0	3	112	29	-	144	572
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0	98.6	97.5	100.0	-	98.0	-	100.0	99.1	100.0	-	99.3	98.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	2	4	0	-	6	0	0	1	0	-	1	7
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	1.4	1.6	0.0	-	1.5	-	0.0	0.9	0.0	-	0.7	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	0.0	-	0.5	-	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	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	-	24	-	-	-	-	-	50	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Study Name	Crescent Boulevard with Park Row TMC
Start Date	Thursday, February 06, 2025 7:00 AM
End Date	Thursday, February 06, 2025 6:00 PM
Site Code	

Report Summary

		Eastbound						Westbound						Northbound						Northwestbound							Crosswalk	
Time Period	**Class.**	**U**	**T**	**BR**	**R**	**I**	**O**	**U**	**HL**	**L**	**T**	**I**	**O**	**U**	**L**	**R**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**HR**	**I**	**O**	**Total**	**:destria**	**Total**
Peak 1	Lights	53	100	101	11	265	274	10	2	7	121	140	123	0	3	8	31	42	19	2	1	97	5	105	136	552	W 0	0
Specified Period	%	100%	99%	100%	100%	100%	99%	100%	67%	88%	98%	97%	99%	0%	100%	100%	100%	100%	95%	100%	100%	100%	100%	100%	99%	99%	0%	
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	2	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	E 0	0
One Hour Peak	%	0%	0%	0%	0%	0%	1%	0%	33%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	
7:15 AM - 8:15 AM	Single-Unit Trucks	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	2	S 0	0
	%	0%	1%	0%	0%	0%	0%	0%	0%	13%	0%	1%	1%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	
	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE 0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	Total	**53**	**101**	**101**	**11**	**266**	**276**	**10**	**3**	**8**	**123**	**144**	**124**	**0**	**3**	**8**	**31**	**42**	**20**	**2**	**1**	**97**	**5**	**105**	**137**	**557**		
	PHF	0.7	0.77	0.44	0.55	0.66	0.7	0.42	0.38	0.33	0.81	0.78	0.79	0	0.75	0.33	0.29	0.31	0.71	0.25	0.25	0.54	0.42	0.54	0.4	0.61		
	Approach %					48%	50%					26%	22%					8%	4%					19%	25%			
Peak 2	Lights	35	108	75	25	243	212	6	14	4	110	134	117	0	7	1	1	9	42	2	13	60	2	77	92	463	W 0	0
Specified Period	%	100%	98%	100%	100%	99%	99%	100%	93%	80%	98%	97%	98%	0%	100%	100%	100%	100%	98%	100%	100%	98%	100%	99%	99%	99%	0%	
2:45 PM - 3:45 PM	Buses	0	2	0	0	2	2	0	1	1	1	3	2	0	0	0	0	0	1	0	0	1	0	1	1	6	E 7	7
One Hour Peak	%	0%	2%	0%	0%	1%	1%	0%	7%	20%	1%	2%	2%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%	1%	1%	1%	100%	
2:45 PM - 3:45 PM	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S 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%	
	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE 7	7
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
	Bicycles on Road	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**14**	**14**
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	Total	**35**	**110**	**75**	**25**	**245**	**215**	**6**	**15**	**5**	**112**	**138**	**119**	**0**	**7**	**1**	**1**	**9**	**43**	**2**	**13**	**61**	**2**	**78**	**93**	**470**		
	PHF	0.62	0.79	0.47	0.45	0.68	0.84	0.25	0.42	0.62	0.82	0.72	0.69	0	0.44	0.25	0.25	0.38	0.49	0.25	0.54	0.85	0.5	0.72	0.45	0.69		
	Approach %					52%	46%					29%	25%					2%	9%					17%	20%			

Summary of Drop-Off/Pick-Up Alternatives

Table A
SUMMARY OF ALTERNATIVE BUS LOADING AREAS – DURING CONSTRUCTION

	Description	Benefits	Drawbacks	Potential Mitigation Needed
Alternative 1 (Exhibit 1) Crescent Boulevard/Ellyn Avenue	• The north side of Crescent Boulevard along the school frontage provides two parallel parking lanes. The eastern lane is approximately 300 feet and the western lane is approximately 160 feet and contains one accessible space. • Approximately six buses can fit in the eastern parking lane and two buses can fit in the Western parking lane. • During afternoon dismissal, eight buses can stage on Crescent Boulevard, with the remaining nine buses staged northbound on Ellyn Avenue. The queue on Ellyn Avenue will not extend to the staff parking lot south access drive.	• Utilizing Crescent Boulevard for bus loading will reduce the student loading activity along Ellyn Avenue, particularly within the vicinity of the proposed building addition/ongoing construction. • During morning arrival, the peak queue of buses can be accommodated within the eastern parking lane only, resulting in no student loading occurring within the vicinity of ongoing construction activities or staging. • Buses are able to traverse the roundabout to access the campus thus, consolidating as much bus activity as feasible to Crescent Boulevard, limiting the volume of buses traversing narrow neighborhood roadways such as, Lake Road, Oak Street and Riford Road. • Loading within the existing on-street parking lane on Crescent Boulevard does not block through traffic on a public roadway.	• Bus loading activities are intermixed with westbound through traffic on Crescent Boulevard. • Buses following loading students will need to enter the Crescent Boulevard traffic stream.	• Traffic management personnel should be provided to stop westbound vehicles along Crescent Boulevard to allow buses to enter the traffic stream, particularly during the afternoon dismissal. • Ellyn Avenue should be restricted to one-way northbound traffic only during afternoon dismissal between Crescent Boulevard and Hawthorne Boulevard during school hours. • Staff should be directed to exit to the north on Ellyn Avenue during afternoon dismissal.
Alternative 2 Ellyn Avenue	• All bus activity will take place on the east side of Ellyn Avenue between Crescent Boulevard and the east-west access drive along the north side of the school. • All 17 school buses can fit along the curbside of Ellyn Avenue.	• Will provide a dedicated loading area for buses with limited interaction with passenger vehicles (only staff and Ellyn Court residents). • Bus activity will all occur within one dedicated area during both morning and afternoon loading activities.	• Bus loading activities during afternoon dismissal will occur within the influence of the ongoing construction of the building addition. • All outbound bus activity will be diverted through the neighborhoods to the northwest of the campus via Hawthorne Boulevard and Lenox Road.	• Ellyn Avenue should be restricted to one-way northbound traffic only between Crescent Boulevard and the northern staff access drive during school hours. • During afternoon dismissal, Ellyn Avenue should be blocked off for all traffic at Crescent Boulevard except for buses.
Alternative 3 Lake Road	• All bus activity will occur on the west/north sides of Lake Road, north of Crescent Boulevard.	• Bus activity will occur along one single roadway and off of Crescent Boulevard. • Bus activity will occur with limited interaction with personal vehicles. • Bus activity will not be located within close proximity of the proposed building addition.	• All outbound bus activity will be required to turn onto Crescent Boulevard. • Lake Road will not be able to be utilized for through traffic during afternoon dismissal. • The roadway is narrow with sidewalk frontage available for only 12 of 17 staged buses.	• Lake Road should be restricted to one-way southbound during morning arrival and afternoon dismissal. • (1) Traffic management personnel should be available to stop westbound through traffic on Crescent Boulevard to allow buses to turn from Lake Road, or (2) all buses should be required to turn right onto Crescent Boulevard.

Table B
SUMMARY OF PASSENGER VEHICLE LOADING AREAS – DURING CONSTRUCTION

	Description	Benefits	Drawbacks	Potential Mitigation Needed
Crescent Boulevard Eastbound Only[1]	• With the utilization of the westbound parking lane of Crescent Boulevard along the school frontage for bus loading activities, the eastbound parking lanes could continue to be utilized by parents for passenger vehicle student loading.	• Student loading from passenger vehicles occurs at this location under existing conditions. • Barrier median along Crescent Boulevard provides limited crossing locations for students. • Distributes passenger vehicles to various loading areas.	• As previously discussed, observations conducted indicate that loading activities often occurs within the through lane during morning arrival.	• Traffic control personnel should be provided to restrict parents from dropping off in the travel lanes and to facilitate the conflicting vehicle/pedestrian movements at the intersection of Crescent Boulevard and Ellyn Avenue. • The parking lanes along the north side of Crescent Boulevard should be signed for buses only during peak times for arrival and dismissal.
Hawthorne Boulevard/ Lenox Road[2]	• To minimize passenger vehicle activity on Ellyn Avenue and to reduce the utilization of the staff parking lot to student loading, Ellyn Avenue will be closed off to through traffic during construction. • Staff will be directed to arrive to the campus via Cresent Boulevard or Pennsylvania Avenue via the parking lot serving Biester Field House.	• Limits the amount of traffic within the vicinity of ongoing construction. • Prohibits the staff parking lot from being utilized for students loading to/from passenger vehicles. • Distributes passenger vehicles to various loading areas.	• Student loading will occur along local roadways and through traffic will be impacted. • The use of the parallel parking lane on the east side of Lenox Road (as a potential mitigation measure) will displace parking that is currently utilized by students.	• Lenox Road could be signed for one-way northbound traffic between Hawthorne Boulevard and Linden Street during peak times of school activity. • The parallel parking lane on the east side of Lenox Road could be utilized for a loading area for parents. • Additional student parking to be accommodated at other locations within the Village.
Lake Road[3]	• Lake Road is an available location for passenger vehicle loading should it not be utilized for bus staging.	• Student loading activities occur on a roadway that is not heavily traveled by local residents. • Distributes passenger vehicles to various loading areas.	• Student loading will occur along local roadways and any minimal through traffic that does will be impacted.	• To minimize the turning movements at the intersection of Lake Road with Crescent Boulevard, Lake Road should be restricted to one-way southbound traffic during peak times. • Southbound traffic should be required to turn right onto Crescent Boulevard should queues prohibit efficient operation of student loading along Lake Road
Crescent Boulevard As Existing[4]	• Under existing conditions, both the eastbound and westbound directions of Crescent Boulevard and their parallel on-street parking lanes are utilized for passenger vehicle pick-up/drop-off.	• Distributes passenger vehicle loading throughout the campus area. • Minimizes the circulation of vehicles on residential roadways to the north.	• Observations conducted indicate that during the morning drop-off, vehicles would often stop and unload students from vehicles within the travel lane.	• Traffic control personnel should be provided to restrict parents from dropping off in the travel lanes and to facilitate the conflicting vehicle/pedestrian movements at the intersection of Crescent Boulevard and Ellyn Avenue.

1 – South side of Crescent Boulevard is only available with bus loading Alternative 1
2 – Available under all bus loading Alternatives
3 – Available under bus loading Alternatives 1 and 2
4 – Available under bus loading Alternatives 2 and 3

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

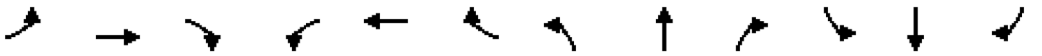
Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of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

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Reports

Weekday Morning Peak Hour – Existing Conditions



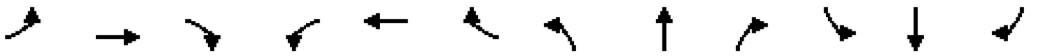
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	69	97	102	58	192	27	194	146	15	87	10
Pedestrians	34		13	13		34			5	5		
Ped Button		Yes			Yes			Yes				
Pedestrian Timing (s)		16.0			16.0			16.0				
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	85	97	102	250	0	0	367	0	15	97	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.88	0.85	0.95	0.94	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1882	1615	1805	1681	0	0	1780	0	1805	1871	0
Ped Intf Time (s)	0.0	0.0	1.6	0.0	2.8	3.6	0.0	0.3	0.6	0.0	0.0	0.0
Pedestrian Frequency (%)		0.35			0.68			0.15			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			8.8			0.0			0.0			0.0
Adj Reference Time (s)			15.3			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	488		120	1681		0	859		253	1871	
Reference Time A (s)	0.0	20.9		101.7	20.6		0.0	51.5		7.1	6.2	
Adj Saturation B (vph	NA	NA		0	1681		0	0		NA	NA	
Reference Time B (s)	NA	NA		14.8	20.6		9.8	33.0		NA	NA	
Reference Time (s)		20.9			20.6			33.0			7.1	
Adj Reference Time (s)		24.9			24.6			37.0			11.1	
Split Option												
Ref Time Combined (s)	0.0	5.4		6.8	20.6		0.0	25.0		1.0	6.2	
Ref Time Seperate (s)	1.1	4.4		6.8	6.9		1.8	13.4		1.0	5.6	
Reference Time (s)	5.4	5.4		20.6	20.6		25.0	25.0		6.2	6.2	
Adj Reference Time (s)	13.1	13.1		24.6	24.6		29.0	29.0		10.2	10.2	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	24.9	37.0	
Split Option (s)	37.7	39.2	
Minimum (s)	24.9	37.0	61.9

Right Turns	EBR
Adj Reference Time (s)	15.3
Cross Thru Ref Time (s)	10.2
Oncoming Left Ref Time (s)	24.6
Combined (s)	50.1

Intersection Summary			
Intersection Capacity Utilization	51.6%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2	6	1	2	2	166	205	21	9	106	38
Pedestrians	59		17	17		59	8		70	70		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	8	0	0	5	0	0	392	0	0	153	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.93	0.85	0.95	0.97	0.85	0.95	0.96	0.85
Saturated Flow (vph)	0	1686	0	0	1768	0	0	1845	0	0	1824	0
Ped Intf Time (s)	0.0	1.5	2.0	0.0	2.1	5.3	0.0	0.3	5.9	0.0	0.3	1.0
Pedestrian Frequency (%)		0.43			0.86			0.90			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1686		0	438		0	498		0	1804	
Reference Time A (s)	0.0	2.1		0.0	3.5		0.0	94.8		0.0	10.4	
Adj Saturation B (vph	0	1686		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	2.1		8.1	10.5		NA	NA		NA	NA	
Reference Time (s)		2.1			3.5			94.8			10.4	
Adj Reference Time (s)		13.2			18.3			98.8			15.7	
Split Option												
Ref Time Combined (s)	0.0	2.1		0.0	2.5		0.0	25.8		0.0	10.3	
Ref Time Seperate (s)	0.0	1.6		0.1	2.3		11.0	13.4		0.6	7.2	
Reference Time (s)	2.1	2.1		2.5	2.5		25.8	25.8		10.3	10.3	
Adj Reference Time (s)	13.2	13.2		18.3	18.3		29.8	29.8		15.6	15.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	18.3	98.8	
Split Option (s)	31.5	45.5	
Minimum (s)	18.3	45.5	63.8

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	53.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	5.7
Intersection LOS	A

Approach	WB	NW	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	204	38	457	208
Demand Flow Rate, veh/h	204	38	458	217
Vehicles Circulating, veh/h	260	481	74	272
Vehicles Exiting, veh/h	259	51	415	192
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.2	4.7	6.2	5.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LR	LTR	LT
Assumed Moves	LR	LR	LTR	LT
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	204	38	458	217
Cap Entry Lane, veh/h	1058	845	1280	1046
Entry HV Adj Factor	1.000	1.000	0.997	0.960
Flow Entry, veh/h	204	38	457	208
Cap Entry, veh/h	1058	845	1276	1003
V/C Ratio	0.193	0.045	0.358	0.208
Control Delay, s/veh	5.2	4.7	6.2	5.6
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	1

Intersection	
Int Delay, s/veh	5.3

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	32	85	4	232	276	0
Future Vol, veh/h	32	85	4	232	276	0
Conflicting Peds, #/hr	20	125	148	0	0	148
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	73	71	50	57	73	38
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	44	120	8	407	378	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	969	651	526	0	-	0
Stage 1	526	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	284	472	1046	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	357	898	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	SB	NE	SW
HCM Ctrl Dly, s/v	30.67	0.17	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	35	-	299	-	-
HCM Lane V/C Ratio	0.009	-	0.547	-	-
HCM Ctrl Dly (s/v)	9	0	30.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	3.1	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	34	25	11	113	119	5
Future Vol, veh/h	34	25	11	113	119	5
Conflicting Peds, #/hr	0	0	25	0	0	25
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	35	57	69	78	67	42
Heavy Vehicles, %	6	8	0	0	2	0
Mvmt Flow	97	44	16	145	178	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	209	215	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.46	6.28	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	610	817	1368	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	574	797	1335	-	-	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	824	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	12.38	0.77	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	178	-	629	-	-
HCM Lane V/C Ratio	0.012	-	0.224	-	-
HCM Ctrl Dly (s/v)	7.7	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	66	120	3	64	143
Future Vol, veh/h	0	66	120	3	64	143
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	25	87	48	38	59	58
Heavy Vehicles, %	0	2	3	0	9	1
Mvmt Flow	0	76	250	8	108	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	717	254	0	0	258	0
Stage 1	254	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	399	785	-	-	1267	-
Stage 1	793	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	359	785	-	-	1267	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	NB	NE	SW
HCM Ctrl Dly, s/v	10.08	0	2.48
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	785	550	-
HCM Lane V/C Ratio	-	-	0.097	0.086	-
HCM Ctrl Dly (s/v)	-	-	10.1	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	7	186	2	2	205
Future Vol, veh/h	2	7	186	2	2	205
Conflicting Peds, #/hr	10	1	0	7	7	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	25	58	58	25	25	60
Heavy Vehicles, %	0	0	2	50	0	3
Mvmt Flow	8	12	321	8	8	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	699	333	0	0	336	0
Stage 1	332	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	409	714	-	-	1235	-
Stage 1	732	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	399	708	-	-	1227	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	11.91	0	0.18
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	541	41	-
HCM Lane V/C Ratio	-	-	0.037	0.007	-
HCM Ctrl Dly (s/v)	-	-	11.9	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	123	66	3	0	81	57	0	4	0	73	14	121
Future Vol, veh/h	123	66	3	0	81	57	0	4	0	73	14	121
Conflicting Peds, #/hr	0	0	0	0	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	59	38	25	65	75	25	50	25	79	58	54
Heavy Vehicles, %	2	2	0	0	3	4	0	25	0	3	0	4
Mvmt Flow	205	112	8	0	125	76	0	8	0	92	24	224

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	120	0	0	662	731	116	693	697	168
Stage 1	-	-	-	-	-	-	526	526	-	168	168	-
Stage 2	-	-	-	-	-	-	137	206	-	526	530	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.75	6.2	7.13	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.13	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.225	3.3	3.527	4	3.336
Pot Cap-1 Maneuver	1366	-	-	1481	-	-	378	322	942	356	367	871
Stage 1	-	-	-	-	-	-	539	493	-	832	764	-
Stage 2	-	-	-	-	-	-	871	691	-	533	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1481	-	-	219	269	942	290	306	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	269	-	290	306	-
Stage 1	-	-	-	-	-	-	452	413	-	828	760	-
Stage 2	-	-	-	-	-	-	626	687	-	439	444	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.12	0	18.81	24.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	1121	-	-	1481	-	-	519
HCM Lane V/C Ratio	0.03	0.151	-	-	-	-	-	0.656
HCM Ctrl Dly (s/v)	18.8	8.1	0	-	0	-	-	24.2
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	4.7

Intersection	
Int Delay, s/veh	36.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	245	84	7	106	7	135	23	50	10	21	11
Future Vol, veh/h	1	245	84	7	106	7	135	23	50	10	21	11
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	3	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	61	91	58	47	29	55	82	60	31	52	39
Heavy Vehicles, %	0	7	0	0	1	0	5	4	2	0	0	18
Mvmt Flow	4	402	92	12	226	24	245	28	83	32	40	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	494	0	0	729	733	451	691	767	244
Stage 1	-	-	-	-	-	-	456	456	-	265	265	-
Stage 2	-	-	-	-	-	-	273	277	-	427	502	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.15	6.54	6.22	7.1	6.5	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.545	4.036	3.318	3.5	4	3.462
Pot Cap-1 Maneuver	1324	-	-	1080	-	-	335	346	609	361	335	757
Stage 1	-	-	-	-	-	-	579	565	-	745	693	-
Stage 2	-	-	-	-	-	-	727	678	-	610	545	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1080	-	-	278	339	607	280	328	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	339	-	280	328	-
Stage 1	-	-	-	-	-	-	576	563	-	733	682	-
Stage 2	-	-	-	-	-	-	648	667	-	496	543	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.06	0.39	117.77	18.55
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	14	-	-	81	-	-	366
HCM Lane V/C Ratio	1.105	0.003	-	-	0.011	-	-	0.276
HCM Ctrl Dly (s/v)	117.8	7.7	0	-	8.4	0	-	18.6
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	13.9	0	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	274	84	11	61	34
Future Vol, veh/h	26	274	84	11	61	34
Conflicting Peds, #/hr	10	0	0	10	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	68	48	55	53	35
Heavy Vehicles, %	0	7	0	0	2	3
Mvmt Flow	40	403	175	20	115	97

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	205	0	-	0	678	196
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	4.1	-	-	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.327
Pot Cap-1 Maneuver	1378	-	-	-	418	843
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1365	-	-	-	394	834
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.7	0	16.62
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	163	-	-	-	520
HCM Lane V/C Ratio	0.029	-	-	-	0.408
HCM Ctrl Dly (s/v)	7.7	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	38	47	143	170	26
Future Vol, veh/h	18	38	47	143	170	26
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	41	53	69	78	62	43
Heavy Vehicles, %	40	3	4	2	5	0
Mvmt Flow	44	72	68	183	274	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	624	304	335	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.8	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.86	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	394	733	1214	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	369	733	1214	-	-	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.61	2.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	488	-	533	-	-
HCM Lane V/C Ratio	0.056	-	0.217	-	-
HCM Ctrl Dly (s/v)	8.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	30	16	56	24	14
Future Vol, veh/h	41	30	16	56	24	14
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	36	33	67	43	39
Heavy Vehicles, %	2	0	0	4	25	50
Mvmt Flow	76	83	48	84	56	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	299	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.1	-	6.65	6.7
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.2	-	3.725	3.75
Pot Cap-1 Maneuver	-	-	1431	-	647	818
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1430	-	623	818
Mov Cap-2 Maneuver	-	-	-	-	623	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	770	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.79	11.05
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	687	-	-	661	-
HCM Lane V/C Ratio	0.133	-	-	0.034	-
HCM Ctrl Dly (s/v)	11	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Capacity Analysis Summary Reports

Weekday Afternoon Peak Hour – Existing Conditions

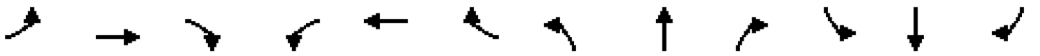
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	75	84	77	39	133	19	248	89	28	115	4
Pedestrians	35		5	5		35			10	10		
Ped Button		Yes			Yes			Yes				
Pedestrian Timing (s)		16.0			16.0			16.0				
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	85	84	77	172	0	0	356	0	28	119	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.88	0.85	0.95	0.96	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1889	1615	1805	1680	0	0	1824	0	1805	1890	0
Ped Intf Time (s)	0.0	0.0	0.6	0.0	2.8	3.7	0.0	0.3	1.2	0.0	0.0	0.0
Pedestrian Frequency (%)		0.15			0.69			0.28			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			6.9			0.0			0.0			0.0
Adj Reference Time (s)			12.3			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	688		120	1680		0	1030		217	1890	
Reference Time A (s)	0.0	14.8		76.8	15.1		0.0	41.8		15.5	7.6	
Adj Saturation B (vph	NA	NA		0	1680		0	0		NA	NA	
Reference Time B (s)	NA	NA		13.1	15.1		9.3	31.7		NA	NA	
Reference Time (s)		14.8			15.1			31.7			15.5	
Adj Reference Time (s)		19.0			19.7			35.7			19.5	
Split Option												
Ref Time Combined (s)	0.0	5.4		5.1	15.1		0.0	23.7		1.9	7.6	
Ref Time Seperate (s)	0.7	4.7		5.1	5.6		1.3	16.6		1.9	7.3	
Reference Time (s)	5.4	5.4		15.1	15.1		23.7	23.7		7.6	7.6	
Adj Reference Time (s)	11.0	11.0		19.7	19.7		27.7	27.7		11.6	11.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	19.7	35.7	
Split Option (s)	30.8	39.3	
Minimum (s)	19.7	35.7	55.5

Right Turns	EBR
Adj Reference Time (s)	12.3
Cross Thru Ref Time (s)	11.6
Oncoming Left Ref Time (s)	19.7
Combined (s)	43.6

Intersection Summary			
Intersection Capacity Utilization	46.2%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	21	14	2	4	145	243	3	3	113	29
Pedestrians	50		24	24		50	8		11	11		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	24	0	0	20	0	0	391	0	0	145	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.86	0.85	0.95	0.94	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1640	0	0	1778	0	0	1863	0	0	1841	0
Ped Intf Time (s)	0.0	2.4	2.7	0.0	1.0	4.8	0.0	0.0	1.4	0.0	0.2	1.0
Pedestrian Frequency (%)		0.55			0.81			0.31			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1681		0	466		0	384		0	1831	
Reference Time A (s)	0.0	4.1		0.0	6.1		0.0	122.2		0.0	9.7	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.2	12.1		8.9	10.3		NA	NA		NA	NA	
Reference Time (s)		4.1			6.1			122.2			9.7	
Adj Reference Time (s)		14.6			18.1			126.2			15.2	
Split Option												
Ref Time Combined (s)	0.0	4.1		0.0	2.3		0.0	25.2		0.0	9.7	
Ref Time Seperate (s)	0.2	2.4		0.9	1.1		9.6	15.4		0.2	7.6	
Reference Time (s)	4.1	4.1		2.3	2.3		25.2	25.2		9.7	9.7	
Adj Reference Time (s)	14.7	14.7		17.7	17.7		29.2	29.2		15.1	15.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	18.1	126.2	
Split Option (s)	32.4	44.3	
Minimum (s)	18.1	44.3	62.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	52.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	5.4
Intersection LOS	A

Approach	WB	NW	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	108	24	411	205
Demand Flow Rate, veh/h	109	24	414	213
Vehicles Circulating, veh/h	242	429	105	177
Vehicles Exiting, veh/h	211	90	285	174
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.3	6.1	4.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LR	LTR	LT
Assumed Moves	LR	LR	LTR	LT
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	109	24	414	213
Cap Entry Lane, veh/h	1078	891	1240	1152
Entry HV Adj Factor	0.991	1.000	0.993	0.966
Flow Entry, veh/h	108	24	411	206
Cap Entry, veh/h	1068	891	1231	1112
V/C Ratio	0.101	0.027	0.334	0.185
Control Delay, s/veh	4.3	4.3	6.1	4.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection	
Int Delay, s/veh	7.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	50	56	9	192	206	5
Future Vol, veh/h	50	56	9	192	206	5
Conflicting Peds, #/hr	25	113	143	0	0	143
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	60	52	75	71	78	62
Heavy Vehicles, %	4	4	0	0	2	0
Mvmt Flow	83	108	12	270	264	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	524	415	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	386	549	1155	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	284	423	997	-	-	-
Mov Cap-2 Maneuver	284	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	SB	NE	SW
HCM Ctrl Dly, s/v	27.14	0.37	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	76	-	349	-	-
HCM Lane V/C Ratio	0.012	-	0.548	-	-
HCM Ctrl Dly (s/v)	8.7	0	27.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	3.1	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	25	22	12	105	119	10
Future Vol, veh/h	25	22	12	105	119	10
Conflicting Peds, #/hr	0	0	44	0	0	44
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	35	46	50	71	78	50
Heavy Vehicles, %	20	9	0	2	2	0
Mvmt Flow	71	48	24	148	153	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	402	207	217	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.6	6.29	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.381	2.2	-	-	-
Pot Cap-1 Maneuver	571	817	1365	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	513	782	1308	-	-	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	12.55	1.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	251	-	595	-	-
HCM Lane V/C Ratio	0.018	-	0.2	-	-
HCM Ctrl Dly (s/v)	7.8	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	65	157	2	80	127
Future Vol, veh/h	2	65	157	2	80	127
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	25	62	62	25	74	84
Heavy Vehicles, %	0	5	6	0	3	2
Mvmt Flow	8	105	253	8	108	151

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	625	257	0	0	261	0
Stage 1	257	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	452	774	-	-	1297	-
Stage 1	790	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	411	774	-	-	1297	-
Mov Cap-2 Maneuver	411	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	641	-	-	-	-	-

Approach	NB	NE	SW
HCM Ctrl Dly, s/v	10.85	0	3.35
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	729	750	-
HCM Lane V/C Ratio	-	-	0.155	0.083	-
HCM Ctrl Dly (s/v)	-	-	10.8	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	4	219	4	3	206
Future Vol, veh/h	4	4	219	4	3	206
Conflicting Peds, #/hr	7	0	0	8	8	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	50	50	64	50	75	84
Heavy Vehicles, %	0	25	5	25	0	2
Mvmt Flow	8	8	342	8	4	245

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	614	354	0	0	358	0
Stage 1	354	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.4	6.45	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	-	-	2.2	-
Pot Cap-1 Maneuver	458	641	-	-	1212	-
Stage 1	715	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	450	636	-	-	1202	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	12.04	0	0.13
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	527	29	-
HCM Lane V/C Ratio	-	-	0.03	0.003	-
HCM Ctrl Dly (s/v)	-	-	12	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	115	2	1	92	55	3	7	0	47	7	108
Future Vol, veh/h	103	115	2	1	92	55	3	7	0	47	7	108
Conflicting Peds, #/hr	0	0	2	0	0	6	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	72	25	25	70	86	25	58	25	69	88	82
Heavy Vehicles, %	5	4	0	0	1	5	0	0	0	0	0	3
Mvmt Flow	187	160	8	4	131	64	12	12	0	68	8	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	170	0	0	686	750	168	720	722	171
Stage 1	-	-	-	-	-	-	540	540	-	177	177	-
Stage 2	-	-	-	-	-	-	145	209	-	542	544	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1353	-	-	1420	-	-	364	343	882	346	356	870
Stage 1	-	-	-	-	-	-	529	524	-	829	756	-
Stage 2	-	-	-	-	-	-	862	733	-	528	522	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1417	-	-	254	287	878	279	298	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	287	-	279	298	-
Stage 1	-	-	-	-	-	-	447	443	-	822	749	-
Stage 2	-	-	-	-	-	-	719	726	-	434	441	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.28	0.15	19.68	17.61
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	941	-	-	34	-	-	491
HCM Lane V/C Ratio	0.089	0.139	-	-	0.003	-	-	0.423
HCM Ctrl Dly (s/v)	19.7	8.1	0	-	7.5	0	-	17.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-	2.1

Intersection	
Int Delay, s/veh	16.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	145	70	18	91	4	182	32	38	4	9	7
Future Vol, veh/h	9	145	70	18	91	4	182	32	38	4	9	7
Conflicting Peds, #/hr	11	0	13	13	0	11	0	0	6	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	45	68	82	56	50	25	81	57	50	33	75	44
Heavy Vehicles, %	0	3	1	0	2	0	3	0	0	0	0	0
Mvmt Flow	20	213	85	32	182	16	225	56	76	12	12	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	209	0	0	312	0	0	567	582	275	553	617	207
Stage 1	-	-	-	-	-	-	309	309	-	265	265	-
Stage 2	-	-	-	-	-	-	258	273	-	287	352	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1374	-	-	1260	-	-	433	427	769	447	408	839
Stage 1	-	-	-	-	-	-	699	663	-	744	693	-
Stage 2	-	-	-	-	-	-	744	687	-	725	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1245	-	-	385	398	755	326	380	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	398	-	326	380	-
Stage 1	-	-	-	-	-	-	678	643	-	715	666	-
Stage 2	-	-	-	-	-	-	692	660	-	581	616	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.48	1.11	42.04	13.68
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	107	-	-	247	-	-	455
HCM Lane V/C Ratio	0.825	0.015	-	-	0.026	-	-	0.088
HCM Ctrl Dly (s/v)	42	7.7	0	-	8	0	-	13.7
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	7.8	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	118	92	27	20	20
Future Vol, veh/h	62	118	92	27	20	20
Conflicting Peds, #/hr	20	0	0	20	7	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	58	45	38	38	71
Heavy Vehicles, %	0	3	1	0	5	5
Mvmt Flow	89	203	204	71	53	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	295	0	-	0	648	263
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	4.1	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.2	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1277	-	-	-	430	768
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1253	-	-	-	381	752
Mov Cap-2 Maneuver	-	-	-	-	381	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.45	0	14.48
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	546	-	-	-	460
HCM Lane V/C Ratio	0.071	-	-	-	0.176
HCM Ctrl Dly (s/v)	8.1	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	40	44	123	125	8
Future Vol, veh/h	22	40	44	123	125	8
Conflicting Peds, #/hr	2	0	1	0	0	1
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	34	71	55	64	89	67
Heavy Vehicles, %	36	5	2	6	1	13
Mvmt Flow	65	56	80	192	140	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	502	147	153	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.76	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.76	-	-	-	-	-
Critical Hdwy Stg 2	5.76	-	-	-	-	-
Follow-up Hdwy	3.824	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	473	892	1427	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	443	891	1426	-	-	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.87	2.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	529	-	578	-	-
HCM Lane V/C Ratio	0.056	-	0.209	-	-
HCM Ctrl Dly (s/v)	7.7	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	13	12	41	19	18
Future Vol, veh/h	44	13	12	41	19	18
Conflicting Peds, #/hr	0	3	3	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	65	43	57	48	32
Heavy Vehicles, %	5	0	0	5	26	44
Mvmt Flow	64	20	28	72	40	56

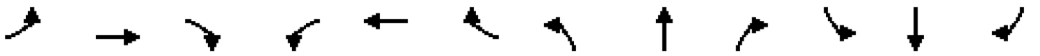
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	205	79
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.1	-	6.66	6.64
Critical Hdwy Stg 1	-	-	-	-	5.66	-
Critical Hdwy Stg 2	-	-	-	-	5.66	-
Follow-up Hdwy	-	-	2.2	-	3.734	3.696
Pot Cap-1 Maneuver	-	-	1522	-	733	877
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	717	873
Mov Cap-2 Maneuver	-	-	-	-	717	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.07	10.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	801	-	-	503	-
HCM Lane V/C Ratio	0.12	-	-	0.018	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Capacity Analysis Summary Reports

Weekday Morning Peak Hour – Projected Conditions



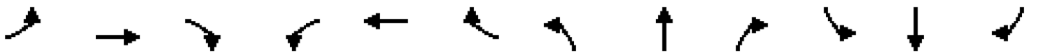
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	69	97	79	44	148	27	194	146	32	87	10
Pedestrians	34		13	13		34			5	5		
Ped Button		Yes			Yes			Yes				
Pedestrian Timing (s)		16.0			16.0			16.0				
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	85	97	79	192	0	0	367	0	32	97	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.88	0.85	0.95	0.94	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1882	1615	1805	1680	0	0	1780	0	1805	1871	0
Ped Intf Time (s)	0.0	0.0	1.6	0.0	2.8	3.6	0.0	0.3	0.6	0.0	0.0	0.0
Pedestrian Frequency (%)		0.35			0.68			0.15			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			8.8			0.0			0.0			0.0
Adj Reference Time (s)			15.3			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	488		120	1680		0	859		253	1871	
Reference Time A (s)	0.0	20.9		78.8	16.5		0.0	51.5		15.2	6.2	
Adj Saturation B (vph	NA	NA		0	1680		0	0		NA	NA	
Reference Time B (s)	NA	NA		13.3	16.5		9.8	33.0		NA	NA	
Reference Time (s)		20.9			16.5			33.0			15.2	
Adj Reference Time (s)		24.9			20.5			37.0			19.2	
Split Option												
Ref Time Combined (s)	0.0	5.4		5.3	16.5		0.0	25.0		2.1	6.2	
Ref Time Seperate (s)	1.1	4.4		5.3	5.9		1.8	13.4		2.1	5.6	
Reference Time (s)	5.4	5.4		16.5	16.5		25.0	25.0		6.2	6.2	
Adj Reference Time (s)	13.1	13.1		20.5	20.5		29.0	29.0		10.2	10.2	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	24.9	37.0	
Split Option (s)	33.6	39.2	
Minimum (s)	24.9	37.0	61.9

Right Turns	EBR
Adj Reference Time (s)	15.3
Cross Thru Ref Time (s)	10.2
Oncoming Left Ref Time (s)	20.5
Combined (s)	46.0

Intersection Summary			
Intersection Capacity Utilization	51.6%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2	6	1	2	2	144	162	36	97	123	38
Pedestrians	59		17	17		59	8		70	70		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	8	0	0	5	0	0	342	0	0	258	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.89	0.85	0.95	0.93	0.85	0.95	0.96	0.85	0.95	0.96	0.85
Saturated Flow (vph)	0	1686	0	0	1768	0	0	1831	0	0	1823	0
Ped Intf Time (s)	0.0	1.5	2.0	0.0	2.1	5.3	0.0	0.6	5.9	0.0	0.1	1.0
Pedestrian Frequency (%)		0.43			0.86			0.90			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1686		0	438		0	1348		0	1477	
Reference Time A (s)	0.0	2.1		0.0	3.5		0.0	31.1		0.0	21.1	
Adj Saturation B (vph	0	1686		0	0		NA	NA		NA	NA	
Reference Time B (s)	0.0	2.1		8.1	10.5		NA	NA		NA	NA	
Reference Time (s)		2.1			3.5			31.1			21.1	
Adj Reference Time (s)		13.2			18.3			35.1			25.1	
Split Option												
Ref Time Combined (s)	0.0	2.1		0.0	2.5		0.0	23.0		0.0	17.1	
Ref Time Seperate (s)	0.0	1.6		0.1	2.3		9.6	11.1		6.4	8.2	
Reference Time (s)	2.1	2.1		2.5	2.5		23.0	23.0		17.1	17.1	
Adj Reference Time (s)	13.2	13.2		18.3	18.3		27.0	27.0		21.1	21.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	18.3	35.1	
Split Option (s)	31.5	48.2	
Minimum (s)	18.3	35.1	53.4

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	44.5%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	5.4
Intersection LOS	A

Approach	WB	NW	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	204	38	399	205
Demand Flow Rate, veh/h	204	38	400	214
Vehicles Circulating, veh/h	239	423	74	272
Vehicles Exiting, veh/h	222	51	412	171
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	4.4	5.7	5.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LR	LTR	LT
Assumed Moves	LR	LR	LTR	LT
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	204	38	400	214
Cap Entry Lane, veh/h	1081	896	1280	1046
Entry HV Adj Factor	1.000	1.000	0.997	0.959
Flow Entry, veh/h	204	38	399	205
Cap Entry, veh/h	1081	896	1276	1003
V/C Ratio	0.189	0.042	0.313	0.205
Control Delay, s/veh	5.0	4.4	5.7	5.5
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection	
Int Delay, s/veh	0.5

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	21	232	274	0
Future Vol, veh/h	0	0	21	232	274	0
Conflicting Peds, #/hr	20	125	148	0	0	148
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	73	71	50	57	73	38
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	42	407	375	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1034	648	523	0	-	0
Stage 1	523	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	259	474	1048	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	359	901	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	SB	NE	SW
HCM Ctrl Dly, s/v	0	0.86	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	168	-	-	-	-
HCM Lane V/C Ratio	0.047	-	-	-	-
HCM Ctrl Dly (s/v)	9.2	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	32	23	11	97	119	5
Future Vol, veh/h	32	23	11	97	119	5
Conflicting Peds, #/hr	0	0	25	0	0	25
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	35	57	69	78	67	42
Heavy Vehicles, %	6	8	0	0	2	0
Mvmt Flow	91	40	16	124	178	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	365	209	215	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.46	6.28	4.1	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.372	2.2	-	-	-
Pot Cap-1 Maneuver	627	817	1368	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	590	797	1335	-	-	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	12.07	0.88	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	205	-	641	-	-
HCM Lane V/C Ratio	0.012	-	0.206	-	-
HCM Ctrl Dly (s/v)	7.7	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	66	102	3	64	143
Future Vol, veh/h	0	66	102	3	64	143
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	25	87	48	38	59	58
Heavy Vehicles, %	0	2	3	0	9	1
Mvmt Flow	0	76	213	8	108	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	680	216	0	0	220	0
Stage 1	216	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	420	823	-	-	1308	-
Stage 1	824	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	379	823	-	-	1308	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	NB	NE	SW
HCM Ctrl Dly, s/v	9.82	0	2.44
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	823	550	-
HCM Lane V/C Ratio	-	-	0.092	0.083	-
HCM Ctrl Dly (s/v)	-	-	9.8	8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	7	168	2	2	205
Future Vol, veh/h	2	7	168	2	2	205
Conflicting Peds, #/hr	10	1	0	7	7	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	25	58	58	25	25	60
Heavy Vehicles, %	0	0	2	50	0	3
Mvmt Flow	8	12	290	8	8	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	668	302	0	0	305	0
Stage 1	301	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	426	743	-	-	1268	-
Stage 1	756	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	416	737	-	-	1259	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	11.62	0	0.18
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	564	41	-
HCM Lane V/C Ratio	-	-	0.036	0.006	-
HCM Ctrl Dly (s/v)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	123	48	3	0	81	57	0	4	0	75	14	121
Future Vol, veh/h	123	48	3	0	81	57	0	4	0	75	14	121
Conflicting Peds, #/hr	0	0	0	0	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	59	38	25	65	75	25	50	25	79	58	54
Heavy Vehicles, %	2	2	0	0	3	4	0	25	0	3	0	4
Mvmt Flow	205	81	8	0	125	76	0	8	0	95	24	224

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	89	0	0	632	701	85	663	667	168
Stage 1	-	-	-	-	-	-	495	495	-	168	168	-
Stage 2	-	-	-	-	-	-	137	206	-	495	499	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.75	6.2	7.13	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.75	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.75	-	6.13	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.225	3.3	3.527	4	3.336
Pot Cap-1 Maneuver	1366	-	-	1519	-	-	396	336	979	373	382	871
Stage 1	-	-	-	-	-	-	560	509	-	832	764	-
Stage 2	-	-	-	-	-	-	871	691	-	554	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1359	-	-	1519	-	-	231	281	979	305	320	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	281	-	305	320	-
Stage 1	-	-	-	-	-	-	471	428	-	828	760	-
Stage 2	-	-	-	-	-	-	626	687	-	458	460	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.66	0	18.18	23.24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1232	-	-	1519	-	-	532
HCM Lane V/C Ratio	0.028	0.151	-	-	-	-	-	0.645
HCM Ctrl Dly (s/v)	18.2	8.1	0	-	0	-	-	23.2
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.5	-	-	0	-	-	4.6

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	159	170	7	66	7	107	23	35	10	40	11
Future Vol, veh/h	1	159	170	7	66	7	107	23	35	10	40	11
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	3	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	61	91	58	47	29	55	82	60	31	52	39
Heavy Vehicles, %	0	7	0	0	1	0	5	4	2	0	0	18
Mvmt Flow	4	261	187	12	140	24	195	28	58	32	77	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	447	0	0	568	554	357	465	635	158
Stage 1	-	-	-	-	-	-	362	362	-	180	180	-
Stage 2	-	-	-	-	-	-	206	192	-	286	455	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.15	6.54	6.22	7.1	6.5	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.545	4.036	3.318	3.5	4	3.462
Pot Cap-1 Maneuver	1422	-	-	1124	-	-	429	438	687	511	399	847
Stage 1	-	-	-	-	-	-	650	622	-	827	755	-
Stage 2	-	-	-	-	-	-	789	738	-	726	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1124	-	-	328	430	685	428	391	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	430	-	428	391	-
Stage 1	-	-	-	-	-	-	648	619	-	815	743	-
Stage 2	-	-	-	-	-	-	674	727	-	630	570	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.07	0.56	37.56	16.49
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	378	15	-	-	119	-	-	450
HCM Lane V/C Ratio	0.744	0.003	-	-	0.011	-	-	0.306
HCM Ctrl Dly (s/v)	37.6	7.5	0	-	8.2	0	-	16.5
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	5.9	0	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	199	0	2	15	0	76
Future Vol, veh/h	199	0	2	15	0	76
Conflicting Peds, #/hr	10	0	0	10	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	68	48	55	53	35
Heavy Vehicles, %	0	7	0	0	2	3
Mvmt Flow	306	0	4	27	0	217

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	41	0	-	0	640	29
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	612	-
Critical Hdwy	4.1	-	-	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.327
Pot Cap-1 Maneuver	1581	-	-	-	440	1043
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	541	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1566	-	-	-	347	1032
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	7.86	0	9.41
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	1032
HCM Lane V/C Ratio	0.196	-	-	-	0.21
HCM Ctrl Dly (s/v)	7.9	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.7	-	-	-	0.8

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	40	47	143	170	26
Future Vol, veh/h	25	40	47	143	170	26
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	41	53	69	78	62	43
Heavy Vehicles, %	40	3	4	2	5	0
Mvmt Flow	61	75	68	183	274	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	624	304	335	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.8	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.86	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	394	733	1214	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	369	733	1214	-	-	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.65	2.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	488	-	509	-	-
HCM Lane V/C Ratio	0.056	-	0.268	-	-
HCM Control Delay (s/veh)	8.1	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	30	16	56	24	14
Future Vol, veh/h	50	30	16	56	24	14
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	36	33	67	43	39
Heavy Vehicles, %	2	0	0	4	25	50
Mvmt Flow	93	83	48	84	56	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	177	0	316	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.1	-	6.65	6.7
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.2	-	3.725	3.75
Pot Cap-1 Maneuver	-	-	1411	-	632	800
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1410	-	609	799
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.81	11.21
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	671	-	-	661	-
HCM Lane V/C Ratio	0.137	-	-	0.034	-
HCM Ctrl Dly (s/v)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Capacity Analysis Summary Reports

Weekday Afternoon Peak Hour – Projected Conditions

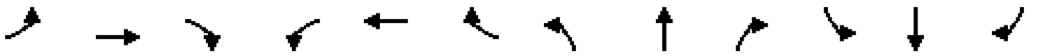
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	75	84	61	30	102	19	248	89	40	115	4
Pedestrians	35		5	5		35			10	10		
Ped Button		Yes			Yes			Yes				
Pedestrian Timing (s)		16.0			16.0			16.0				
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	85	84	61	132	0	0	356	0	40	119	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.99	0.85	0.95	0.88	0.85	0.95	0.96	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1889	1615	1805	1680	0	0	1824	0	1805	1890	0
Ped Intf Time (s)	0.0	0.0	0.6	0.0	2.8	3.7	0.0	0.3	1.2	0.0	0.0	0.0
Pedestrian Frequency (%)		0.15			0.69			0.28			0.00	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			6.9			0.0			0.0			0.0
Adj Reference Time (s)			12.3			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	688		120	1680		0	1030		217	1890	
Reference Time A (s)	0.0	14.8		60.8	12.3		0.0	41.8		22.2	7.6	
Adj Saturation B (vph	NA	NA		0	1680		0	0		NA	NA	
Reference Time B (s)	NA	NA		12.1	12.3		9.3	31.7		NA	NA	
Reference Time (s)		14.8			12.3			31.7			22.2	
Adj Reference Time (s)		19.0			18.8			35.7			26.2	
Split Option												
Ref Time Combined (s)	0.0	5.4		4.1	12.3		0.0	23.7		2.7	7.6	
Ref Time Seperate (s)	0.7	4.7		4.1	5.0		1.3	16.6		2.7	7.3	
Reference Time (s)	5.4	5.4		12.3	12.3		23.7	23.7		7.6	7.6	
Adj Reference Time (s)	11.0	11.0		18.8	18.8		27.7	27.7		11.6	11.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	19.0	35.7	
Split Option (s)	29.9	39.3	
Minimum (s)	19.0	35.7	54.7

Right Turns	EBR
Adj Reference Time (s)	12.3
Cross Thru Ref Time (s)	11.6
Oncoming Left Ref Time (s)	18.8
Combined (s)	42.7

Intersection Summary			
Intersection Capacity Utilization	45.6%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	21	14	2	4	131	218	3	3	125	29
Pedestrians	50		24	24		50	8		11	11		8
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	24	0	0	20	0	0	352	0	0	157	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.86	0.85	0.95	0.94	0.85	0.95	0.98	0.85	0.95	0.97	0.85
Saturated Flow (vph)	0	1640	0	0	1778	0	0	1862	0	0	1846	0
Ped Intf Time (s)	0.0	2.4	2.7	0.0	1.0	4.8	0.0	0.0	1.4	0.0	0.2	1.0
Pedestrian Frequency (%)		0.55			0.81			0.31			0.23	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1681		0	466		0	375		0	1836	
Reference Time A (s)	0.0	4.1		0.0	6.1		0.0	112.7		0.0	10.4	
Adj Saturation B (vph	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.2	12.1		8.9	10.3		NA	NA		NA	NA	
Reference Time (s)		4.1			6.1			112.7			10.4	
Adj Reference Time (s)		14.6			18.1			116.7			15.7	
Split Option												
Ref Time Combined (s)	0.0	4.1		0.0	2.3		0.0	22.7		0.0	10.4	
Ref Time Seperate (s)	0.2	2.4		0.9	1.1		8.7	13.8		0.2	8.3	
Reference Time (s)	4.1	4.1		2.3	2.3		22.7	22.7		10.4	10.4	
Adj Reference Time (s)	14.7	14.7		17.7	17.7		26.7	26.7		15.7	15.7	

Summary	EB WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	18.1	116.7	
Split Option (s)	32.4	42.4	
Minimum (s)	18.1	42.4	60.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	50.4%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	4.9
Intersection LOS	A

Approach	WB	NW	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	108	24	326	205
Demand Flow Rate, veh/h	109	24	328	213
Vehicles Circulating, veh/h	210	343	105	177
Vehicles Exiting, veh/h	157	90	285	142
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	3.9	5.3	4.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LR	LR	LTR	LT
Assumed Moves	LR	LR	LTR	LT
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	109	24	328	213
Cap Entry Lane, veh/h	1114	973	1240	1152
Entry HV Adj Factor	0.991	1.000	0.993	0.966
Flow Entry, veh/h	108	24	326	206
Cap Entry, veh/h	1104	973	1232	1112
V/C Ratio	0.098	0.025	0.265	0.185
Control Delay, s/veh	4.1	3.9	5.3	4.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection	
Int Delay, s/veh	0.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	21	192	206	5
Future Vol, veh/h	0	0	21	192	206	5
Conflicting Peds, #/hr	25	113	143	0	0	143
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	60	52	75	71	78	62
Heavy Vehicles, %	4	4	0	0	2	0
Mvmt Flow	0	0	28	270	264	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	763	524	415	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	370	549	1155	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	423	997	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	SB	NE	SW
HCM Ctrl Dly, s/v	0	0.82	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	169	-	-	-	-
HCM Lane V/C Ratio	0.028	-	-	-	-
HCM Ctrl Dly (s/v)	8.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	35	22	0	92	119	0
Future Vol, veh/h	35	22	0	92	119	0
Conflicting Peds, #/hr	0	0	44	0	0	44
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	35	46	50	71	78	50
Heavy Vehicles, %	20	9	0	2	2	0
Mvmt Flow	100	48	0	130	153	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	326	197	197	0	-	0
Stage 1	197	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.6	6.29	4.1	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.381	2.2	-	-	-
Pot Cap-1 Maneuver	633	827	1388	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	581	792	1330	-	-	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	12.37	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1330	-	636	-	-
HCM Lane V/C Ratio	-	-	0.233	-	-
HCM Control Delay (s/veh)	0	-	12.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	65	154	2	80	117
Future Vol, veh/h	2	65	154	2	80	117
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	25	62	62	25	74	84
Heavy Vehicles, %	0	5	6	0	3	2
Mvmt Flow	8	105	248	8	108	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	252	0	0	256	0
Stage 1	252	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	462	779	-	-	1303	-
Stage 1	794	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	779	-	-	1303	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	NB	NE	SW
HCM Ctrl Dly, s/v	10.79	0	3.5
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT
Capacity (veh/h)	-	-	735	787	-
HCM Lane V/C Ratio	-	-	0.154	0.083	-
HCM Ctrl Dly (s/v)	-	-	10.8	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	4	4	216	4	3	196
Future Vol, veh/h	4	4	216	4	3	196
Conflicting Peds, #/hr	7	0	0	8	8	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	50	50	64	50	75	84
Heavy Vehicles, %	0	25	5	25	0	2
Mvmt Flow	8	8	338	8	4	233

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	598	350	0	0	354	0
Stage 1	350	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.4	6.45	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	-	-	2.2	-
Pot Cap-1 Maneuver	469	645	-	-	1216	-
Stage 1	718	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	640	-	-	1207	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	NW	NE	SW
HCM Ctrl Dly, s/v	11.93	0	0.13
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	535	30	-
HCM Lane V/C Ratio	-	-	0.03	0.003	-
HCM Ctrl Dly (s/v)	-	-	11.9	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	115	112	2	1	82	65	3	7	0	42	7	108
Future Vol, veh/h	115	112	2	1	82	65	3	7	0	42	7	108
Conflicting Peds, #/hr	0	0	2	0	0	6	0	0	2	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	72	25	25	70	86	25	58	25	69	88	82
Heavy Vehicles, %	5	4	0	0	1	5	0	0	0	0	0	3
Mvmt Flow	209	156	8	4	117	76	12	12	0	61	8	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	199	0	0	166	0	0	711	786	164	751	753	163
Stage 1	-	-	-	-	-	-	580	580	-	169	169	-
Stage 2	-	-	-	-	-	-	131	207	-	582	584	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	1356	-	-	1425	-	-	351	326	886	330	341	879
Stage 1	-	-	-	-	-	-	504	503	-	838	763	-
Stage 2	-	-	-	-	-	-	877	735	-	503	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1348	-	-	1422	-	-	239	268	883	260	280	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	268	-	260	280	-
Stage 1	-	-	-	-	-	-	417	417	-	830	756	-
Stage 2	-	-	-	-	-	-	733	728	-	404	415	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	4.58	0.15	20.74	17.54
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	1000	-	-	34	-	-	485
HCM Lane V/C Ratio	0.095	0.155	-	-	0.003	-	-	0.413
HCM Ctrl Dly (s/v)	20.7	8.2	0	-	7.5	0	-	17.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-	2

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	145	70	18	77	4	157	32	38	4	9	7
Future Vol, veh/h	9	145	70	18	77	4	157	32	38	4	9	7
Conflicting Peds, #/hr	11	0	13	13	0	11	0	0	6	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	45	68	82	56	50	25	81	57	50	33	75	44
Heavy Vehicles, %	0	3	1	0	2	0	3	0	0	0	0	0
Mvmt Flow	20	213	85	32	154	16	194	56	76	12	12	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	312	0	0	539	554	275	525	589	179
Stage 1	-	-	-	-	-	-	309	309	-	237	237	-
Stage 2	-	-	-	-	-	-	230	245	-	287	352	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1407	-	-	1260	-	-	452	443	769	467	423	869
Stage 1	-	-	-	-	-	-	699	663	-	770	713	-
Stage 2	-	-	-	-	-	-	770	707	-	725	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1245	-	-	403	413	755	343	395	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	403	413	-	343	395	-
Stage 1	-	-	-	-	-	-	678	644	-	741	685	-
Stage 2	-	-	-	-	-	-	717	679	-	581	617	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.48	1.27	30.54	13.28
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	107	-	-	281	-	-	475
HCM Lane V/C Ratio	0.717	0.014	-	-	0.026	-	-	0.084
HCM Ctrl Dly (s/v)	30.5	7.6	0	-	8	0	-	13.3
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	5.6	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	0	58	29	0	40
Future Vol, veh/h	180	0	58	29	0	40
Conflicting Peds, #/hr	20	0	0	20	7	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	58	45	38	38	71
Heavy Vehicles, %	0	3	1	0	5	5
Mvmt Flow	257	0	129	76	0	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	708	190
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	4.1	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.2	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1355	-	-	-	396	844
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	308	826
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	8.36	0	9.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1329	-	-	-	826
HCM Lane V/C Ratio	0.193	-	-	-	0.068
HCM Ctrl Dly (s/v)	8.4	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.7	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	35	54	135	125	8
Future Vol, veh/h	17	35	54	135	125	8
Conflicting Peds, #/hr	2	0	1	0	0	1
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	34	71	55	64	89	67
Heavy Vehicles, %	36	5	2	6	1	13
Mvmt Flow	50	49	98	211	140	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	557	147	153	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.76	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.76	-	-	-	-	-
Critical Hdwy Stg 2	5.76	-	-	-	-	-
Follow-up Hdwy	3.824	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	438	892	1427	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	403	891	1426	-	-	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.91	2.45	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	572	-	554	-	-
HCM Lane V/C Ratio	0.069	-	0.179	-	-
HCM Control Delay (s/veh)	7.7	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	18	22	41	3	0
Future Vol, veh/h	52	18	22	41	3	0
Conflicting Peds, #/hr	0	3	3	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	65	43	57	48	32
Heavy Vehicles, %	5	0	0	5	26	44
Mvmt Flow	75	28	51	72	6	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	266	94
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.1	-	6.66	6.64
Critical Hdwy Stg 1	-	-	-	-	5.66	-
Critical Hdwy Stg 2	-	-	-	-	5.66	-
Follow-up Hdwy	-	-	2.2	-	3.734	3.696
Pot Cap-1 Maneuver	-	-	1498	-	674	859
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	648	855
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.12	10.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	648	-	-	748	-
HCM Lane V/C Ratio	0.01	-	-	0.034	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

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

Meeting 5/22/2025 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Public Hearing
Prepared By: Jordan Frahm

AGENDA ITEM (ID # 2025-447)

DOC ID: 2025-447

Public Hearing - 818 N. Main Street, Five Corners Cleaners Sign Variation

Statement of the Issue:
Five Corners Cleaners is requesting variations from the Sign Code to allow for a new monument sign on the property. The proposed sign plan would require variations to Sign Code chapter 4-5-4 (R) for both setback and landscaping requirements.

Analysis:
Property: 818 North Main Street is an interior lot on the west side of Main Street between Geneva Road and Elm Street. The property is zoned C2 – Community Commercial, and all immediately surrounding zoning lots are also zoned Community Commercial.

Petitioner: The petitioner is Five Corners Cleaners, the operators of a commercial dry-cleaning business at the property owned by 818 N Main LLC.

Request: The petitioner is requesting a recommendation of approval of the following variations from the Glen Ellyn Sign Code:

1. A variation from 4-5-4(R)3 to allow for a zero (0) foot setback for a freestanding sign in lieu of the required five (5) foot setback from all lot lines.
2. A variation from Section 4-5-4(R)8 to allow relief from landscaping requirements in lieu of the requirement to include a landscaped area in a 2:1 ratio to sign area. The proposed sign plan requests zero (0) square feet of landscaping in lieu of the required 64 square feet of landscaping.

Zoning/Use:

Location/Use	Zoning District
North: Glen Ellyn History Park	C2 – Community Commercial
East: Commercial	C2 – Community Commercial
South: Commercial	C2 – Community Commercial
West: Stacy's Tavern	C2 – Community Commercial

Public Notice: Notice of this public hearing was published in The Daily Herald on May 5, 2025, a placard was placed on the site, and notices were mailed to property owners within 350 feet of the subject property.

Permit History: Village records indicate that the following permits have been issued for the subject property.

Year	Permit No.	Type
1959	B7129	Commercial Building
1973	B2535	Electrical Service
1976	B3828	Sign
2014	20140107	Sign
2018	20180666	Alterations/Remodel
2018	20182048	Water Hook-up/Service

Analysis: The petitioner is proposing the installation of a 32-square-foot monument sign at the same location as their existing, legal nonconforming pole sign. The Village Sign Code prevents any alteration or adaptation to extend the life of any pole sign, and the existing sign also does not conform to setback and landscaping requirements. The petitioner is requesting Sign Code variations for approval to erect a freestanding monument sign with zip letter rails and LED lighting, with a total height of 7 feet, using the existing 8-foot steel post from the currently installed pole sign for structural support. The sign plan indicates that the proposed monument sign will be in the same location as the existing pole sign. The proposed sign would have a 0-foot setback from the north property line where a 5-foot setback from all property lines is required. Additionally, the Sign Code now requires landscaping for any freestanding sign at a ratio of 2:1, so for a 32-square-foot sign, 64 square feet of landscaping would be required. Due to the orientation of the existing conditions on the lot of Five Corners Cleaners, including the utilization of a drive-thru for operations, it is not feasible for Five Corners Cleaners to relocate this freestanding sign to a conforming location, or provide the required landscaping area, without reducing the operational capacity of the business.

Budget Impact:

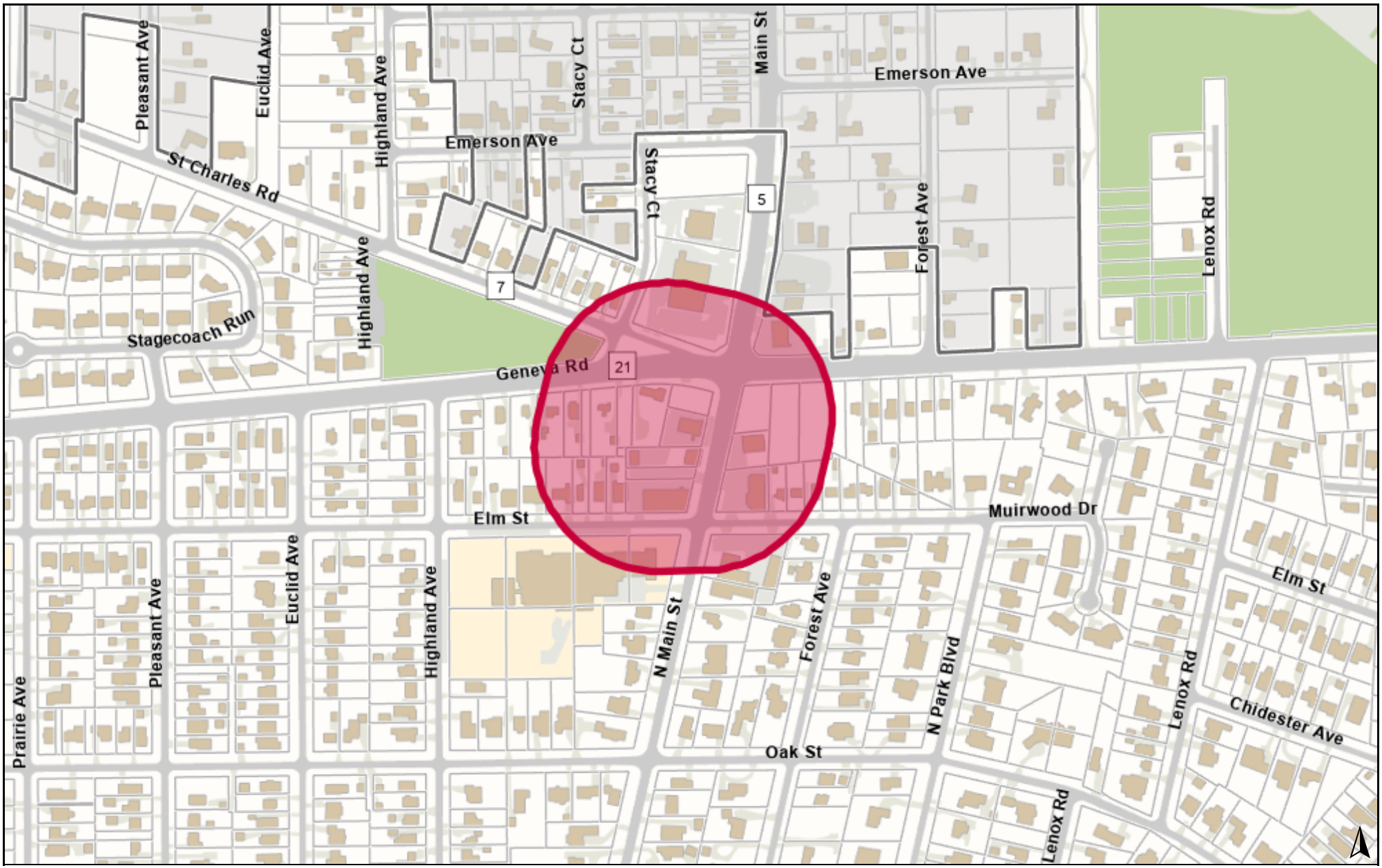
Contribution to Strategic Plan

Action Requested:
The Plan Commission should consider the testimony presented during the public hearing and review the written evidence presented as part of the petitioner's application packet. The Plan Commission should make findings of fact and determine if practical difficulty or a particular hardship exists. The Plan Commission may choose to make a recommendation to the Village Board for the approval, approval with conditions or denial of the variation to allow the construction of the proposed addition in accordance with Section 4-5-18 of the Glen Ellyn Sign Code.

Attachments:

1. 818 N. Main Street Notification Map
2. 818 N. Main Street Zoning Map
3. 818 N. Main Aerial Map
4. 818 N Main Sign Variation Applicaiton
5. 818 N. Main Sign Plan

GISConsortium | 818 N. Main Street Notification Map



0 500 1000 ft

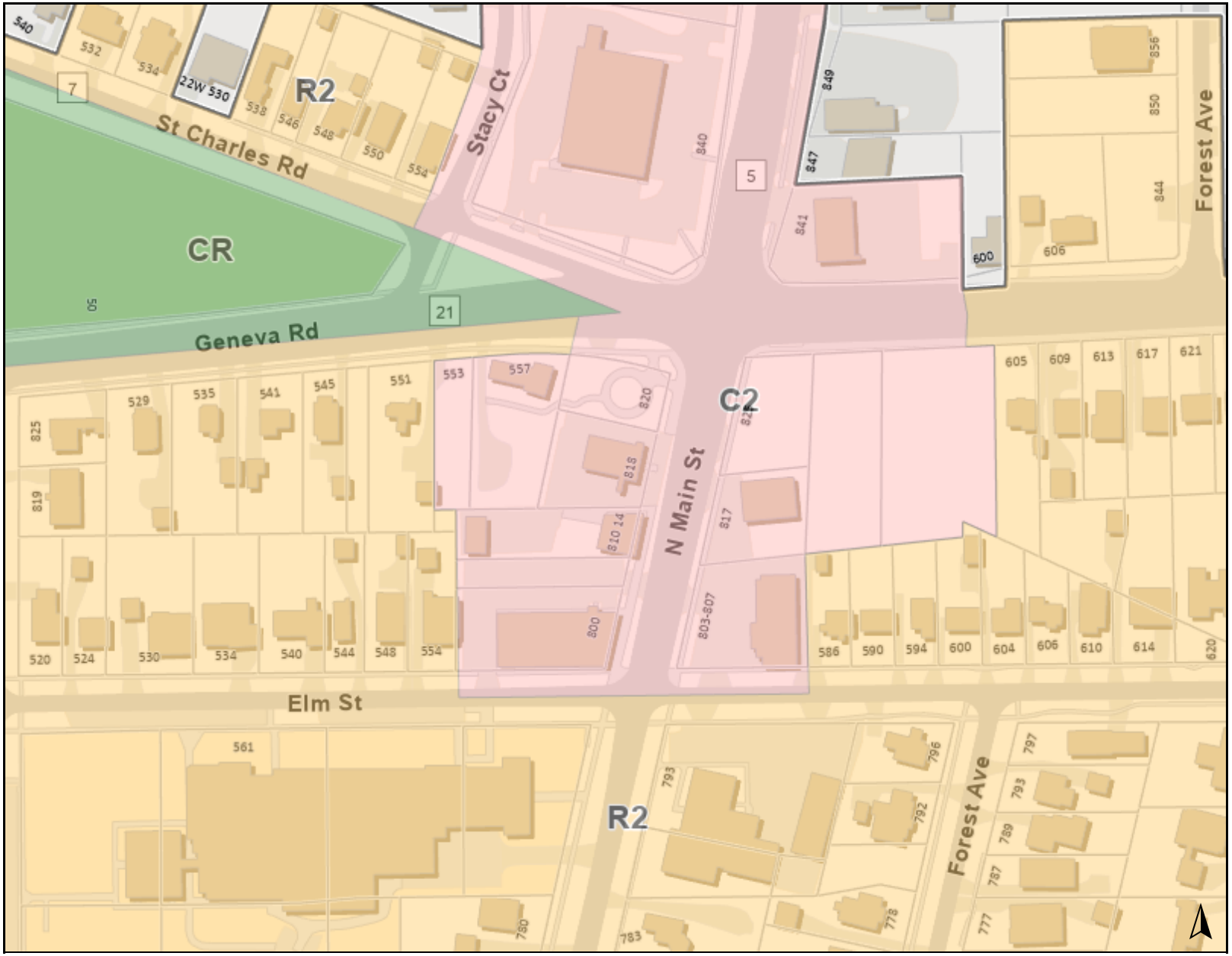
Print Date: 5/1/2025

Notes

350-ft radius

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.

GISConsortium | 818 N. Main Street Zoning Map



Legend

Zoning and Development

Zoning

- C2: Community Commercial District
- CR: Conservation/Recreation District
- R2: Single Family Residential District

0 300 600 ft

Print Date: 5/1/2025

Notes

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GISConsortium | 818 N. Main Street Aerial Map

0 500 1000 ft

Print Date: 5/1/2025

Notes

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VILLAGE OF GLEN ELLYN

Sign Variation
Application Packet

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

VILLAGE OF GLEN ELLYN, ILLINOIS
Planning & Development Department
535 Duane Street
Glen Ellyn, Illinois 60137
(630) 547-5250

SIGN VARIATION APPLICATION PACKET

Contents

1. Information Sheet for Potential Sign Variation Requests and Related Options.
2. Sample Schedule for a Sign Variation.
3. Description of the Sign Variation Request Process and Instructions.
4. Application for Sign Variation Form.

VILLAGE OF GLEN ELLYN, ILLINOIS

INFORMATION SHEET
FOR
POTENTIAL SIGN VARIATION REQUESTS AND RELATED OPTIONS

Note: This Information Sheet should be provided to each person who has been advised by a staff member of the Village Planning & Development Department, acting in his or her official capacity, that the project proposed by such person requires the granting of one or more variations from the Glen Ellyn Zoning Code.

This Information Sheet lists options available to you now that you have been officially advised by the staff of the Planning & Development Department that your proposed project requires the granting of one or more variations from the Glen Ellyn Sign Code (Ord. 6215, 2-10-2014), as amended). The options listed below are not intended to be exhaustive nor are they mutually exclusive. For example, you could decide to proceed under options 1 and 2 below as alternatives.

OPTION 1 - You could (1) decide not to revise your proposed project to reduce or eliminate the required sign variation(s); and (2) apply for the required sign variation(s). If this option is chosen, you will need to apply for approval of a sign variation.

OPTION 2 - You could (1) revise your proposed project to reduce the number and/or degree of the required sign variation(s); and (2) apply for the required sign variation(s) for your revised proposal.

OPTION 3 - You could revise your request to eliminate the need for a sign variation.

OPTION 4 - You could decide not to revise or proceed with your proposed project.

OPTION 5 - You could appeal the Village staff's interpretation of the Sign Code. Per Section 4-5-17 of the Sign Code, all appeals are reviewed by the Village Board. Village Staff will take no further action on the matter pending the Village Board's decision, except for unsafe signs which present an immediate and serious danger to the public.

Regardless of the option you choose, members of the Village staff will be available to continue working with you in an effort to bring your request to a conclusion.

VILLAGE OF GLEN ELLYN, ILLINOIS

SAMPLE SCHEDULE FOR A SIGN VARIATION

---

1. Two (2) copies of the application packet are submitted to the Village.

2. Staff will attempt to review the application and get comments back to you within 2 weeks of receipt (30 days if the request is associated with additional applications/requests).

3. After the application is determined complete, it is placed on next available Plan Commission (PC) agenda for consideration at a public hearing.

4. 15-30 days before the public hearing a notice is published in the local newspaper.

5. A public hearing is held before the PC.

6. Minutes from the hearing are prepared and forwarded to the Village Board.

7. The sign variation is considered and acted on by the Village Board.

Steps 1 – 7: Approximately 60 to 90 days

Please Note: The above table is for sign variation requests that are submitted by themselves. Sign variation requests that are submitted in association with other applications such as a Special Use Permit, Subdivision, Planned Unit Development or Exterior Appearance application will take longer to process than what is represented in the above sample schedule.

VILLAGE OF GLEN ELLYN, ILLINOIS

DESCRIPTION OF THE SIGN VARIATION REQUEST PROCESS AND INSTRUCTIONS

I. OVERVIEW

A. Introduction. In general, the sign variation process involves the following three steps (each of which is described in more detail below):

STEP 1: Application. Sign variation requests are initiated by filing a completed Application for Sign Variation form, together with other supporting documents and materials, with the Director of the Village Planning & Development Department.

Prior to completing the Application for Sign Variation form, applicants and their representatives, if any, are strongly encouraged to carefully review the Glen Ellyn Sign Variation Request Package and to become familiar with the applicable provisions of the Sign Code.

STEP 2: Public Hearing before the PC and Recommendation to the Village Board. After notice has been published, a public hearing on the requested sign variation(s) will be held before the PC. Based on the evidence presented at the hearing by or on behalf of the applicant or by others, the PC is required to make specific findings of fact to support its recommendation to the Village Board regarding the requested sign variation(s). See I.B. below for a brief description of the findings/standards that must be met to receive approval of a sign variation.

STEP 3: Village Board Action. After the minutes or transcript of the public hearing containing the Commission's findings of fact and recommendation have been delivered to the Village Board, the Village Board will consider the requested sign variation(s). Under the Sign Code, the Village Board has the final authority to act on the requested sign variation(s).

Questions regarding the sign variation process should be directed to the Planning & Development Department at (630) 547-5250.

B. Required Findings of Fact/Standards for a Variation: Below is a short summary of the principal findings of fact or standards which must be met in order for the PC to

recommend, and the Village Board to grant, a requested variation from the Sign Code.

The PC will conduct an evidentiary hearing and shall not recommend approval of the request unless the Commission makes positive findings based on the evidence presented that all of the following standards set forth in section 4-5-17(3)a of the Sign Code have been met:

i. The request complies with the Statement of Purpose found in Section 4-5-2 of the Sign Code; and

ii. The plight of the owner is based on unique circumstances due to an unusual physical limitation, such as an irregular lot shape, substantial lot depth, unusual geographic location, exceptional topographic feature, or other condition, that is peculiar to the subject property or establishment and the conditions upon which the request is based are not generally applicable to other property within the same zoning district; and

iii. The variation, if granted, would have no adverse impact on property values in the surrounding area or be injurious to other property or improvements in the neighborhood in which the property is located; and

iv. The variation, if granted, would have no adverse impact on the existing or desired character of the surrounding area; and

v. The variation, if granted, would not endanger, the public health, safety or welfare.

Applicants are also referred to Section 4-5-17(3)b of the Sign Code for a list of supplemental findings. The primary purpose of both the Application for Variation form and the public hearing before the PC is to elicit evidence related to these findings of fact or standards upon which the PC and the Village Board can base their actions on the requested sign variation(s).

II. APPLICATION FOR SIGN VARIATION AND RELATED MATTERS

A. Application for Variation: The following items must be submitted with a request for approval a sign variation. The required submittals list may alter depending on the type and scope of the proposed project. Staff may, at its discretion, waive or otherwise modify the following submittal requirements if additional plans or material are deemed relevant to the request. Prior to submitting a formal application, the applicant may wish to contact the Planning and Development Department to obtain a checklist of items required to be submitted with a specific sign variation request.

1. A properly completed Application for Sign Variation form.

2. An application fee must be paid at the time the application is made. Staff will inform the Petitioner of the amount. An escrow (amount to be determined by the Planning and Development Director) will also be required to pay out of pocket Village expenses related to public notice costs, recording costs and other items related to the application.

3. Proof of ownership from the most recent title insurance policy, deed or commitment covering the property in question.

4. Disclosure of Interest, identifying all parties with 5% or more interest in the property (form attached).

5. If the property is owned by an individual or organization other than the applicant, an affidavit of authorization must be submitted, giving the applicant the right to file the application on behalf of the owner (form attached).

6. Plat of Survey.

7. Table indicating the type and size of all existing and proposed signs (see attached).

8. A sign plan (at a scale of no less than 1 inch = 100 feet) showing:

   - Property lines – existing and proposed
   - Major site features – building footprints, parking lots, drive aisles, etc.
   - Location of all signs
   - Setback(s) of all proposed signs
   - Other data that may be necessary for the review of the application

9. If the sign is proposed to be placed on a building wall, a building elevation drawn to scale showing the proposed sign(s) and indicating its mounting height must be submitted.

10. Sign elevations, dimensioned and drawn to scale, and including information about the total square footage of any proposed sign.

B. Village Review: Village staff attempts to review all applications within two (2) weeks of receipt. When the Application for Variation and accompanying items appear to be complete and in good order, the requested sign variation(s) will be scheduled for consideration at a public hearing before the PC. If the sign variation application is submitted with an exterior appearance application, the requests will be reviewed simultaneously.

C. Public Hearing Notices and Related Matters: Village staff will produce a legal notice of the public hearing before the PC to be published not more than 30 or less

than 15 days before the beginning of the hearing in one or more newspapers generally circulated within the Village. Such legal notice will state the time, date and location of the hearing and the particular location of the property in question and briefly describe the requested sign variation(s).

The Planning & Development Department will forward the Sign Variation Application and all accompanying and related items to the PC for the public hearing. Applicants are advised that members of the PC and Village Board may visit the property in question to inspect it for themselves prior to the hearing.

III. PUBLIC HEARING BEFORE THE PLAN COMMISSION

A. Time, Date and Location: Regularly scheduled meetings of the PC are on the 2nd and 4th Thursday of each month at 7:00 p.m. on the third floor of the Civic Center at 535 Duane Street, Glen Ellyn, Illinois.

B. Public Hearing: The public hearing before the PC is typically divided into five separate stages (which are described in more detail below) – (1) Staff Presentation, (2) Petitioner's Presentation, (3) Public Participation, (4) Commission Deliberation, and (5) Findings of Fact & Recommendation by the Commission.

1. Staff Presentation: Village staff will present a general overview of the applicant's request based on the applicant's submittals and/or adherence to the Village's Sign Code.

2. Petitioner's Presentation: After the Village staff's presentation, the applicant is given the opportunity to present his or her case. It is the responsibility of the applicant and/or his or her representatives to present evidence supporting the requested sign variation(s) in a complete and logical manner and to have all supporting documentation available at the hearing.

3. Public Participation: The purpose of the public participation portion of the hearing is to give the public an opportunity to testify and to present evidence related to the requested sign variation(s). Pursuant to State law, all testimony by witnesses in the hearing must be given under oath.

4. Commission Deliberation/Findings of Fact: The Commission then discusses whether the evidence presented at the hearing is sufficient to establish and meet the findings/standards required to support a requested sign variation. (See I.B. above for a short summary of the requisite findings/standards for a variation). Following this discussion, the Commission makes its recommendation and findings of fact, based on the evidence presented during the public participation portion of the hearing to the Village Board concerning the requested sign variation(s).

5. Vote: An affirmative vote of a majority of PC members present at the meeting is necessary to recommend the granting of a requested sign variation to the Village Board.

   The Commission may recommend to the Village Board a lesser variation than the requested sign variation. In addition, the PC may recommend to the Village Board such conditions and restrictions upon the property in question as may, in the opinion of the Commission, be necessary (1) to comply with the standards for a variation or to reduce or minimize the injurious effect of the variation upon other property in the neighborhood.

IV. VILLAGE BOARD ACTION

After a record of the public hearing containing the Commission's findings and recommendations has been delivered to the Village Board, the Village Board considers the requested sign variation(s) against the findings/standards required for a variation. The Village Board may choose to consider the requested sign variation(s) at a workshop meeting before the request is considered at the regular meeting of the Village Board. The Village Board has final authority to act on the requested sign variation(s).

The Village Board holds its meetings on the second (2^{nd}) and fourth (4^{th}) Mondays of every month at 7:00 PM. On the third (3^{rd}) Monday of the month, the Village Board holds a workshop, where it discusses various requests but does not act on any applications.

Without further public hearing, the Village Board may grant, deny or amend the recommendation for variation or refer the requested sign variation back to the PC for further consideration.

A sign variation may only be granted by an ordinance which is duly passed and approved by the Village Board and President. After final action by the Village Board, the Village Clerk will notify the applicant and the Planning and Development Department of the decision of the Village Board.

Applicants should note that unless a sign permit is applied for within 24 months after the approval of an ordinance granting a sign variation, the ordinance granting the sign variation becomes null and void (unless the 24-month time limit is expressly extended by the Village Board by ordinance).

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

APPLICATION FOR SIGN VARIATION

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

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

The undersigned hereby petitions the Village of Glen Ellyn, Illinois, for one or more variations from the Glen Ellyn Sign Code, as described in this application.

CLEAR PAGE

I. APPLICANT INFORMATION

Name: **Lee Turley**

Address: **32W057 Churchill Ln, Wayne IL , 60184**

Phone No.: **630-204-5798** Fax No.: _____

E-mail: **service@fivecc.com**

Ownership Interest in the Property in Question: **Owner**

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

II. PROPERTY INFORMATION

Common address: **818 N. Main St. Glen Ellyn**

Permanent tax index number: **05-02-322-022** Zoning classification: **commercial**

Present use: **Drycleaner**

III. INFORMATION REGARDING THE VARIATION(S) REQUESTED

CLEAR PAGE

List of the variation(s) requested, including identification of the Sign Code provisions from which the variation is sought:

the current pole sign I have is needing of repair. The trees on the North side of the sign are blocking clear view of the sign. My proposed change to the sign is use the same sign pole and comply within specs of village code regarding length and width. I believe the only issue I foresee is what is stated for Lanscaping around the ground perimeter of the sign base. The location of the sign restricts me as it is in close proximity to the city sidewalks, city property to the North and my driveway.

IV. EVIDENCE RELATING TO SIGN CODE STANDARDS FOR A VARIATION

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

Please note that a showing that granting the requested variation would be more profitable to the applicant or that the sign would be more valuable is not grounds for granting approval for a variation (Section 4-5-17(G)3(c) of the Sign Code).

A. Standards Applicable to All Variations Requested

1. Indicate how you believe the requested variation(s) complies with the Statement of Purpose in Section 4-5-2 of the Sign Code (attached):

Unable to accommodate the landscaping due to lack of space

CLEAR PAGE

2. Provide evidence that the practical difficulties or hardship in complying with the Sign Code is based on unique circumstances due to an unusual physical limitation, such as an irregular lot shape, substantial lot depth, unusual geographic location, exceptional topographic feature, or other condition, that is peculiar to the subject property or establishment. Also share how the conditions upon which the request is based are not generally applicable to other property within the same zoning district:

The immediate surrounding area of the sign base is compromised due to other property

3. Provide evidence that the variation(s), if granted, would have no adverse impact on property values in the surrounding area or be injurious to other property or improvements in the neighborhood in which the property is located:

Unable to landscaping should have no adverse effect on development or safety of the surrounding area

4. Provide evidence that the variation(s), if granted, would have no adverse impact on the existing or desired character of the surrounding area:

The sign will be the same as it is now just with a few differences, being shorter with little landscaping.

CLEAR PAGE

5. Provide evidence that the variation(s), if granted, would not endanger the public health, safety, or welfare:

It will be safer as the sign will be closer to the ground

B. For the purpose of supplementing the above standards, the PC, in making its recommendation that there are practical difficulties or particular hardships, may 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 purpose of the variation(s) is not based exclusively upon a desire to make more money out of the property:

I will be updating the sigh aesthetically with new lexon covers as the old are fading due to weather. I will be updating the lighting to ecofriendly LED bulbs

2. Provide evidence 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:

The sign is in the original place when it was built 65 years ago

CLEAR PAGE

3. Provide evidence that the requested variation(s) is/are the minimum variation(s) necessary.

I am unable to put in landscaping due to space

4. Provide evidence that the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located:

I believe landscaping does not bring reasonable return in this application

Please add any additional comments which you believe may assist the PC in reviewing this application:

I believe the modifications to the sigh will significantly improve aesthetics. It will also bring it up to an eco-friendly status as I will be replacing old magnetic ballasts with electronic ballasts which saves on energy usage.

CLEAR PAGE

VIII. 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.

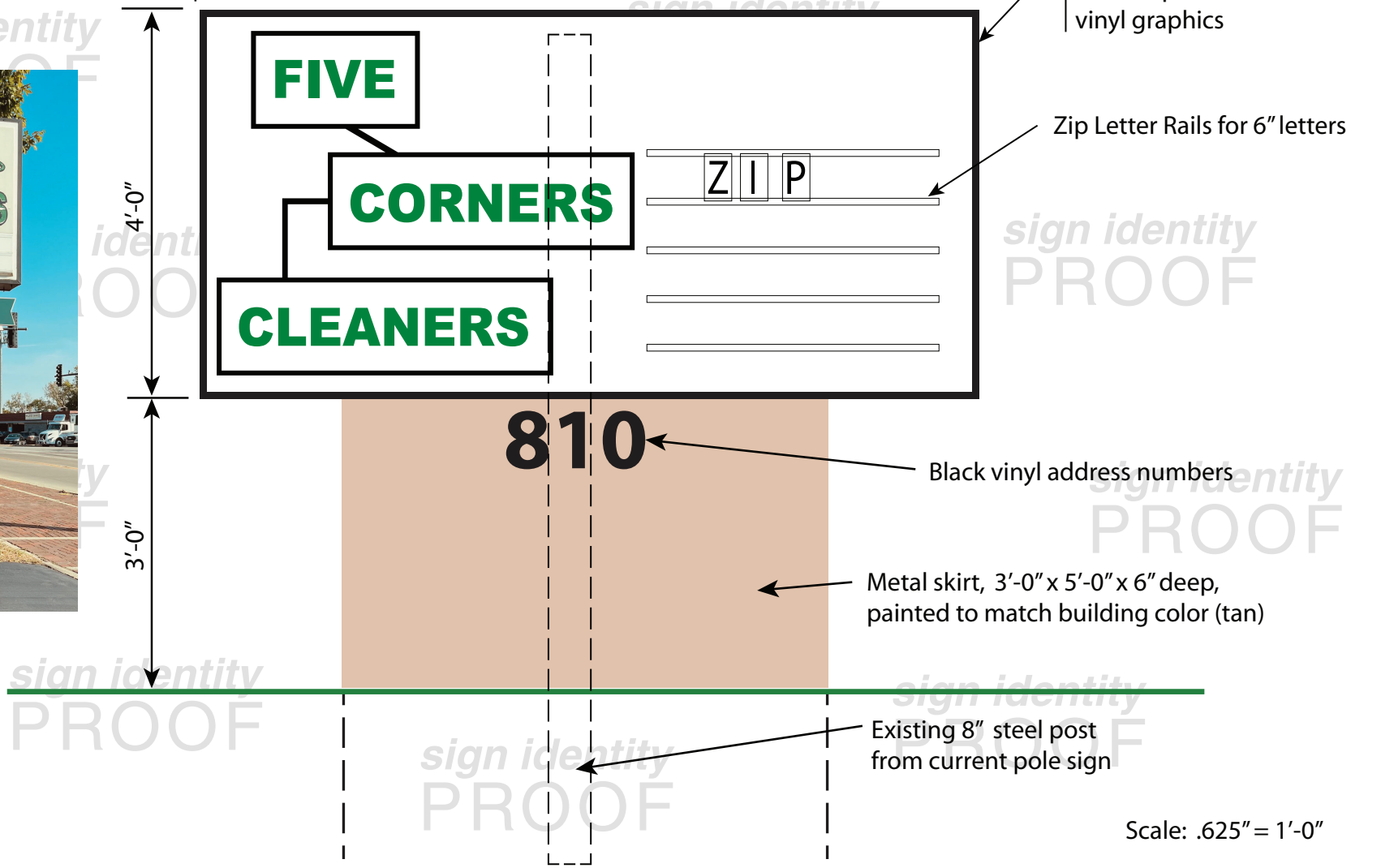
I (We) consent to the entry in or upon the premises described in the application by any authorized official of the Village of Glen Ellyn.

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

I (We) understand that this application will not be submitted to the Review Boards and Commissions until all items on the attached list are reviewed by Village staff.

Date	Print Name	Signature of Applicant
3-19-25	**Lee Turley**	Lee Turley
Date	Print Name	Signature of Applicant
Date	Print Name	Signature of Applicant

Existing sign



Scale: .625″ = 1′-0″

sign identity PROOF

sign identity
415 Taft Ave. Glen Ellyn, IL 60137
630-942-1400

Client: Five Corners Cleaners
818 N. Main St.
Glen Ellyn, IL 60137

Date: Oct. 10, 2024

I have reviewed the above specifications and understand the scope of the work to be performed and approve this project to begin:

Client Approval: _____ Date: / /

Landlord Approval: _____ Date: / /

This drawing is the property of Sign Identity, Inc. and has been made available to the client to illustrate design, materials and manufacturing detail. Any alternations, reproduction in whole or part, or distribution for bid are prohibated without written approval and consent of Sign Indentity, Inc. © Copyright 2024

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

Meeting 5/22/2025 7:00 PM
Department: Community Development
Department Head: Jennifer Henaghan
Category: Public Hearing
Prepared By: Jordan Frahm

AGENDA ITEM (ID # 2025-448)

DOC ID: 2025-448

Public Hearing - 55 N. Park Boulevard, Glen House Food Pantry Sign Variation

Statement of the Issue:
Glen House Food Pantry is seeking a Village Sign Code variance to allow for two freestanding signs at the property at 55 N. Park Boulevard. Pursuant to Ord. No. 6855, Glen House Food Pantry and Faith Lutheran Church both occupy one zoning lot as principal structures. At its December 12, 2024 meeting, the Plan Commission meeting recommended that the Village Board approve the petitioner's request to add one additional wall sign. At its February 10, 2025 meeting, the Village Board denied this request for variation and recommended that Glen House Food Pantry resubmit a sign variation application requesting a second freestanding sign on the property.

Analysis:
Property: 55 N. Park Boulevard is an interior lot, located on the east side of Park Boulevard.

Petitioner: The petitioner is the Glen House Food Pantry, operator of the property located at 55 N. Park Boulevard.

Request: The petitioners are requesting a recommendation of approval of a variation from Section 4-5-8(A)1 of the Sign Code to allow for two (2) freestanding signs for the property at 55 N. Park Boulevard, in lieu of the provision within Village Code that allows for one (1) freestanding sign per property for nonresidential establishments in Conservation/Recreation and Residential Zoning Districts.

Zoning: The subject property is zoned R2 – Residential District and shares this lot with Grace Lutheran, pursuant to Ordinance No. 6855.

Zoning Districts of Adjacent Properties	
North (immediately adjacent)	R2 – Single Family Residential
East (east of Exmoor Ave.)	R2 – Single Family Residential
	R3 – Multi-family Residential
South (immediately adjacent)	C3 – Service Commercial
West (west of Park Blvd.)	R4 – Multi-family Residential

Public Notice: Notice of the public hearing was published in the May 5, 2025 edition of the Daily Herald, a placard was placed on the site, and notices were mailed to property owners within 350 feet of the subject property.

Zoning History: Approved zoning variations pursuant to Ordinance No. 6855 include the following:

1. Variation from Section 10-4-1(C) to allow two principal buildings on one zoning lot where one is permitted.
2. Variation from Section 10-4-8(D)3 to allow a setback of 5-feet, 6-inches from the north interior side lot line in lieu of the minimum 37-feet, 6-inch setback required.
3. Variation from Section 10-5-13(L)4 to allow 5-foot tall landscape screening along only a portion of the north interior side lot line abutting a residential use where opaque screening with a height of 6-to-7 feet along the entire lot line is required.
4. Variation from Section 10-5-9(G) to permit a loading area without screening it from an adjoining property in a residential district.
5. Variation from Section 10-5-5(C) for a 2-feet, 6-inch impervious surface setback whereas 18-feet, 9-inches is required.
6. Variation from Section 10-8-6(B)2 to allow an addition to a non-conforming structure, other than a single-family dwelling, to be enlarged without the addition conforming to all regulations in the district in which it is located.
7. Variation from Table 10-5-5(B)4-39(C) to allow a refuse enclosure in the front of the building.
8. Variation from 10-5-4-4(b) to allow the HVAC and refuse enclosure a setback of approximately 21-feet from the north lot line in lieu of the minimum 37-feet, 6-inch setback required of accessory structures closer than 10-feet from the principal structure on the lot.
9. Variation from Section 10-5-12 of the Zoning Code to waive the requirement that all existing and proposed utility secondary lines be placed underground.

Permit History: Village records indicate the following permits have been issued for this property:

Date	Permit number	Type
2021	20210865	Commercial Addition
2021	20211575	Demo Primary Structure
1997	B17344	Fence
1988	B10219	Addition
1981	B7844	Sewer
1973	B2632	Electrical Service
1962	B8847	Electrical Service
1952	B3330	Garage

Project Summary: The subject property is on a lot recorded in September 1963. The lot is shared with Grace Lutheran Church, 41 N. Park Boulevard. The 3.3-acre lot is rectilinear in shape, excepting the western property line that runs parallel to Park Boulevard. Improvement to the

principal structure at 55 N. Park has been a protracted project after the approval of zoning code text amendments, variations from the zoning code, special use permit, and exterior appearance review with the passing of Ordinance No. 6855 on February 22, 2021. The petitioner has received a Certificate of Full Occupancy after passing the requisite engineering, stormwater, building and zoning inspections.

The original exterior appearance elevations indicated a single wall sign on the western wall facing Park Boulevard. The petitioner requested approval for a variation from the Glen Ellyn Sign Code to allow for a second wall sign on the non-residential structure in the R2 zoning district, which was given a recommendation of approval with conditions at the December 12, 2024 Plan Commission Meeting. At the Village Board on February 10, 2025, the variation was denied with a recommendation to return to the Plan Commission to seek approval for a freestanding sign on the property. The minutes and video recording of the February 10, 2025 Village Board meeting can be viewed here.

Ordinarily, a nonresidential use would be allowed to have one freestanding sign and one wall sign on the structure. However, due to the unique circumstances of the shared lot with the Church, Glen House Food Pantry is required to seek a variation to allow for two freestanding signs on the property (Faith Lutheran Church has an existing monument sign).

The petitioner requests the second freestanding sign in order to provide clarity and wayfinding for when patrons of the food pantry or church are navigating the shared lot. The proposed sign is of aluminum construction painted white. The proposed double-sided sign is 8 square feet with dimensions of 2 feet by 4 feet. The total height of the sign is 4 feet. All proposed signage is non-illuminated and conforms to the Sign Code's location, sizing, and landscaping requirements.

Budget Impact:

Contribution to Strategic Plan

Action Requested:
The Plan Commission should consider the testimony presented during the public hearing and review the written evidence presented as part of the petitioner's application packet. The Plan Commission should make findings of fact and determine if practical difficulty or a particular hardship exists.

The Plan Commission may choose to make a recommendation to the Village Board for the approval, approval with conditions or denial of the variation to allow the construction of the proposed addition in accordance with Section 4-5-18 of the Glen Ellyn Sign Code.

Attachments:
1. 55 N Park Aerial Map
2. 55 N Park Blvd Zoning Map
3. 2021 Plat of Survey
4. 55 N Park Sign Plan
5. 55 N Park Blvd Notification Map
6. December Application

GISConsortium | 55 N. Park Blvd. Aerial Map

Legend

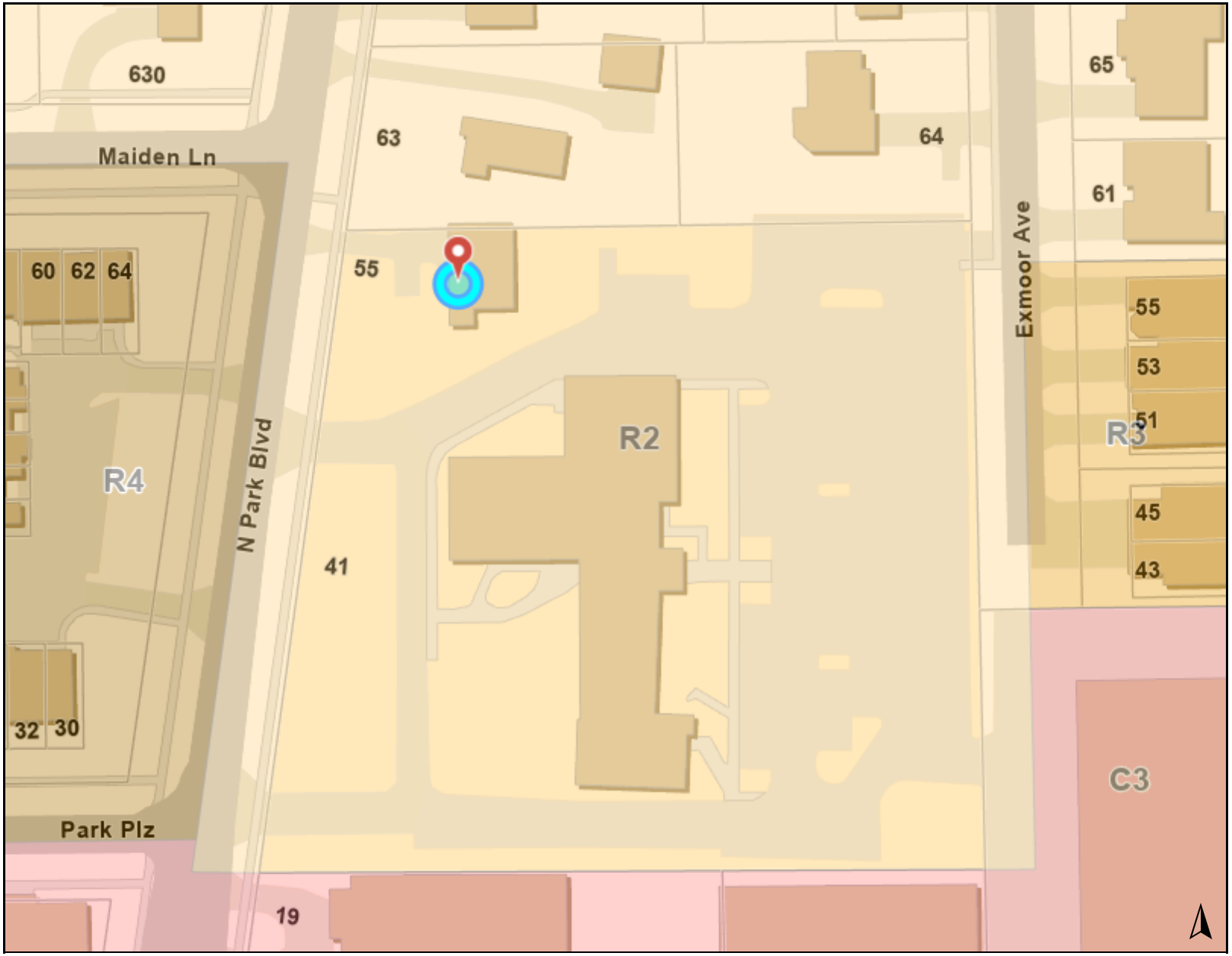
0 150 300 ft

Print Date: 12/5/2024

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.

GISConsortium | 55 N. Park Blvd. Zoning Map



Legend

Zoning and Development

Zoning

- C3: Service Commercial District
- R2: Single Family Residential District
- R3: Multi-Family Residential District
- R4: Multi-Family Residential District

0 150 300 ft

Print Date: 12/5/2024

Notes

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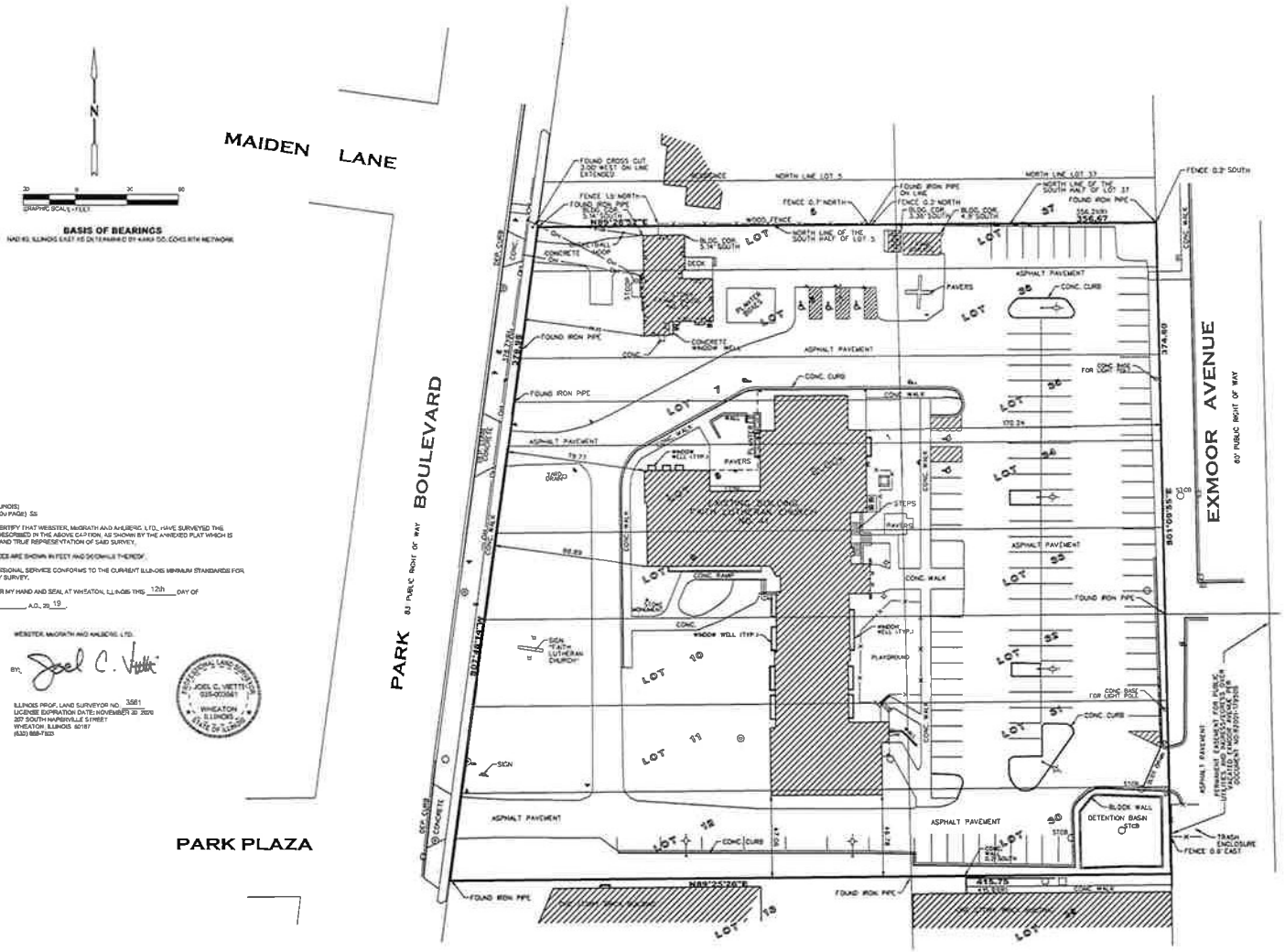
PLAT OF SURVEY

THE SOUTH HALF OF LOT 5, ALL OF LOT 6 AND THE NORTH HALF OF LOT 7 AS MEASURED ON THE EAST LINE) IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13 AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 8, 1921 AS DOCUMENT 148132, IN DUPAGE COUNTY, ILLINOIS

AND

THE SOUTH HALF OF LOT 7, ALL OF LOTS 8 TO 12 INCLUSIVE LOTS 30 TO 36 INCLUSIVE AND THE SOUTH HALF OF LOT 37 ALL IN BLOCK 1 IN ROOSEVELT GARDENS HOMESITES, A SUBDIVISION IN THE SOUTH HALF OF SECTION 13 AND PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148132, IN DUPAGE COUNTY, ILLINOIS.



STATE OF ILLINOIS)
COUNTY OF DU PAGE) SS

THIS IS TO CERTIFY THAT WEBSTER, McGRATH AND AHLBERG, LTD., HAVE SURVEYED THE PROPERTY DESCRIBED IN THE ABOVE CAPTION, AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT AND TRUE REPRESENTATION OF SAID SURVEY.

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, ILLINOIS THIS 12th DAY OF AUGUST, A.D., 20 19.

WEBSTER, McGRATH AND AHLBERG, LTD.

BY: Joel C. Viettin

JOEL C. VIETTI
025-003941
WHEATON
ILLINOIS
STATE OF ILLINOIS

ILLINOIS PROF. LAND SURVEYOR NO. 3581
LICENSE EXPIRATION DATE: NOVEMBER 30 2020
207 SOUTH NAPERVILLE STREET
WHEATON, ILLINOIS 60187
(630) 668-7823

GENERAL NOTE

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT WHICH WOULD DISCLOSED EASEMENTS AFFECTING THE SUBJECT PROPERTY AT THE TIME OF THIS SURVEY.

ABBREVIATIONS

HDPE = HIGH-DENSITY POLYETHYLENE
RCP = REINFORCED CONCRETE PIPE
PVC = POLYVINYLCHLORIDE PIPE
CMP = CORRUGATED METAL PIPE
VCP = VITRIFIED CLAY PIPE
INV = INVERT
TC = TOP OF CURB
FL = FLOW LINE
FE = FLOOR ELEVATION
TF = TOP OF FOUNDATION
CHB = CHORD BEARING
DIP = DUCTILE IRON PIPE
RR@S = RAILROAD SPIKE
POB=POINT OF BEGINNING

LINE LEGEND
BOUNDARY LINE
LOT LINE
EASEMENT LINE
SETBACK LINE

FIELDWORK COMPLETED 8-8-19

LEGEND

STORM MANHOLE		LIGHT POLE	
STORM CATCH BASIN		UNDERGROUND TELEPHONE	T
STORM INLET		ELECTRIC METER	E
STORM CLEANOUT		UNDERGROUND ELECTRIC	E
TRANSFORMER		UNDERGROUND FIBER OPTIC	FO
ELECTRICAL BOX		GAS METER	G
CABLE T.V. BOX		GAS VALVE	G
TELEPHONE BOX		GAS LINE	G
TRAFFIC CONTROL BOX		BUSH	
ELECTRIC MANHOLE		WATER VALVE	W
TELEPHONE MANHOLE		WATER VALVE VAULT	W
ELECTRIC HANDHOLE		FIRE HYDRANT	
GAS VALVE		DECIDUOUS TREE	
WATER VALVE		TREE TRUNK	
WATER VALVE VAULT		GRASS AREA	
FIRE HYDRANT		SHRUB AREA	
SIGN		CONIFEROUS TREE	
		CROSS CUT IN CONCRETE	

P = RECORD DIMENSION

PLAT OF SURVEY

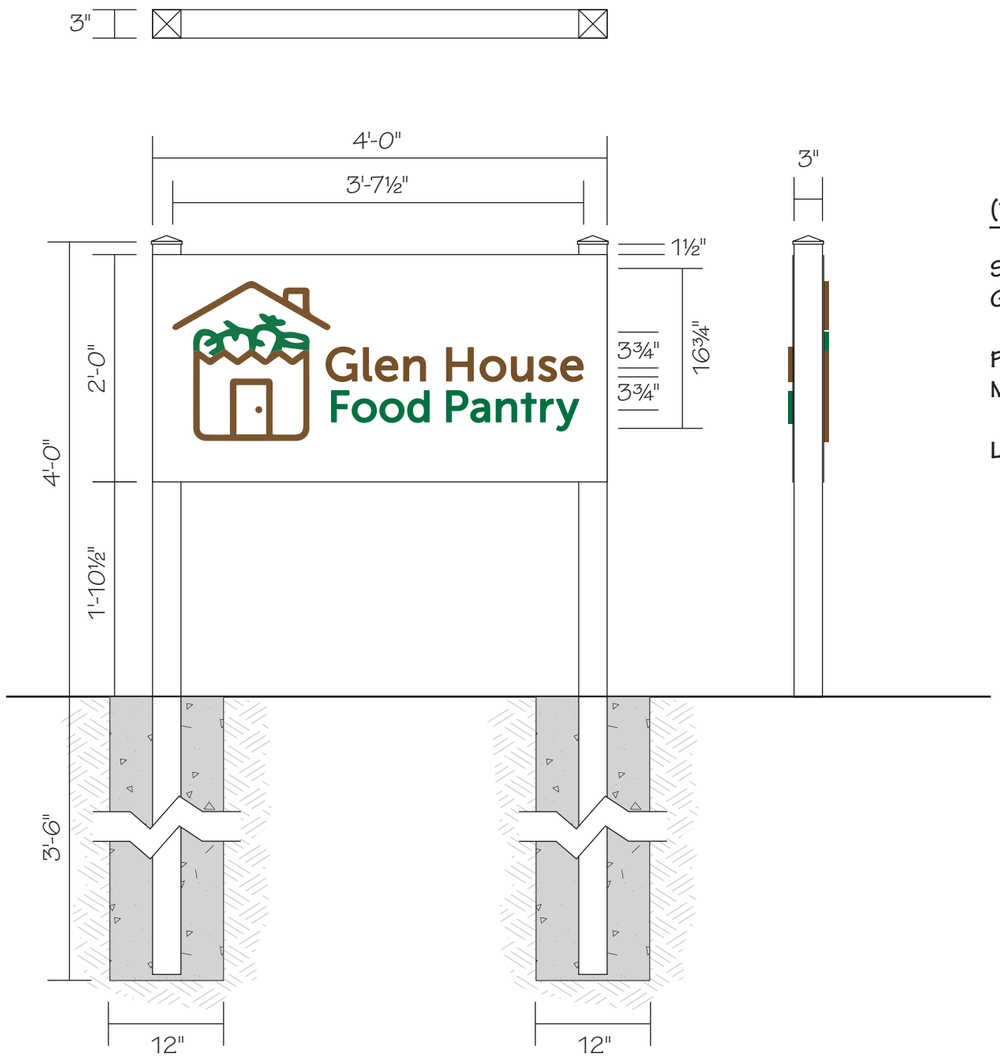
LOCATION: FAITH LUTHERAN CHURCH
41 N. PARK BOULEVARD
GLEN ELLYN, ILLINOIS

PREPARED FOR: GLEN ELLYN FOOD PANTRY
493 FOREST AVE.
GLEN ELLYN, IL 60134
PHONE: 630-469-8605

WEBSTER, McGRATH & AHLBERG LTD.
WMA
Over a Century of Service and Value
207 South Naperville Road, Wheaton, IL 60187
Phone: (630) 668-7823 Fax: (630) 668-8196
Email: info@wmalandsurvey.com
Professional Design Firm 184.004260

JOB #	DATE	SCALE
44781	8-8-19	1"=30'
DRAWN	DESIGN	CHECKED
JCV	JCV	JCV
FILE #	D-25063 S	SHEET #
		1 of 1

8/12/2019 1:31:05 PM



(1) 2'-0" x 4'-0" Double Face Post & Panel Sign

Sign Panel: 3" aluminum tube construction w/ .125" aluminum faces, painted Satin White
Graphics: 1/2" thick FCO acrylic painted PMS 730 C Brown and 7725C Green, satin finish, VHB tape-mount
Posts: 3x3 aluminum tube w/ pyramid caps, painted Satin White
Mounting: set posts in (2) 12" dia. x 3'-6" deep concrete footings

Landscaping Plan: see Sheet 2

This sign is built to UL Standards for operation in North America.

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Parvin-Clauss
SIGN COMPANY
Design ▪ Fabrication ▪ Installation ▪ Maintenance
165TubewayDrive▪CarolStream▪Illinois60188
Tel/630-510-2020 ▪ Fax/630-510-2074
e-mail/signs@parvinclauss.com
www.parvinclauss.com

PROJECT:

Glen House Food Pantry
55 Park Blvd.
Glen Ellyn, IL 60137

CUSTOMER APPROVAL:

DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE
Parker Roberts

DRAWN BY
Bill Goodwyn

DATE
2.28.25

SCALE
3/4" = 1'

SHEET NO.
1 of 1

ESTIMATE / JOB NUMBER
16965

FILE NAME
GHFP16965

REVISIONS:

1 3.14.25
2 3.19.25
3 4.8.25
4
5
6
7
8
9
10

3'-0" x 6'-0" Planting Bed for Double Face Sign - 18.0 SF

Bed: shredded hardwoods, Brown oxide-based plant-safe dye, 2" - 3" thick
Flowers: low-growing (12" - 18") Hemerocallis "Stella D'Oro" lilies

Shredded Hardwood Mulch
(2" - 3" thick)

Low-growing (12" - 18")
Blue Emerald Creeping Phlox

Low-growing (12" - 18")
Hemerocallis "Stella D'Oro" lilies

Parvin-Clauss
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DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE
Parker Roberts

DRAWN BY
Bill Goodwyn

DATE
2.28.25

SCALE
1" = 1'

SHEET NO.
2 of 2

ESTIMATE / JOB NUMBER
16965

FILE NAME
GHFP16965

REVISIONS:

1 3.14.25
2 3.19.25
3 4.8.25
4
5
6
7
8
9
10

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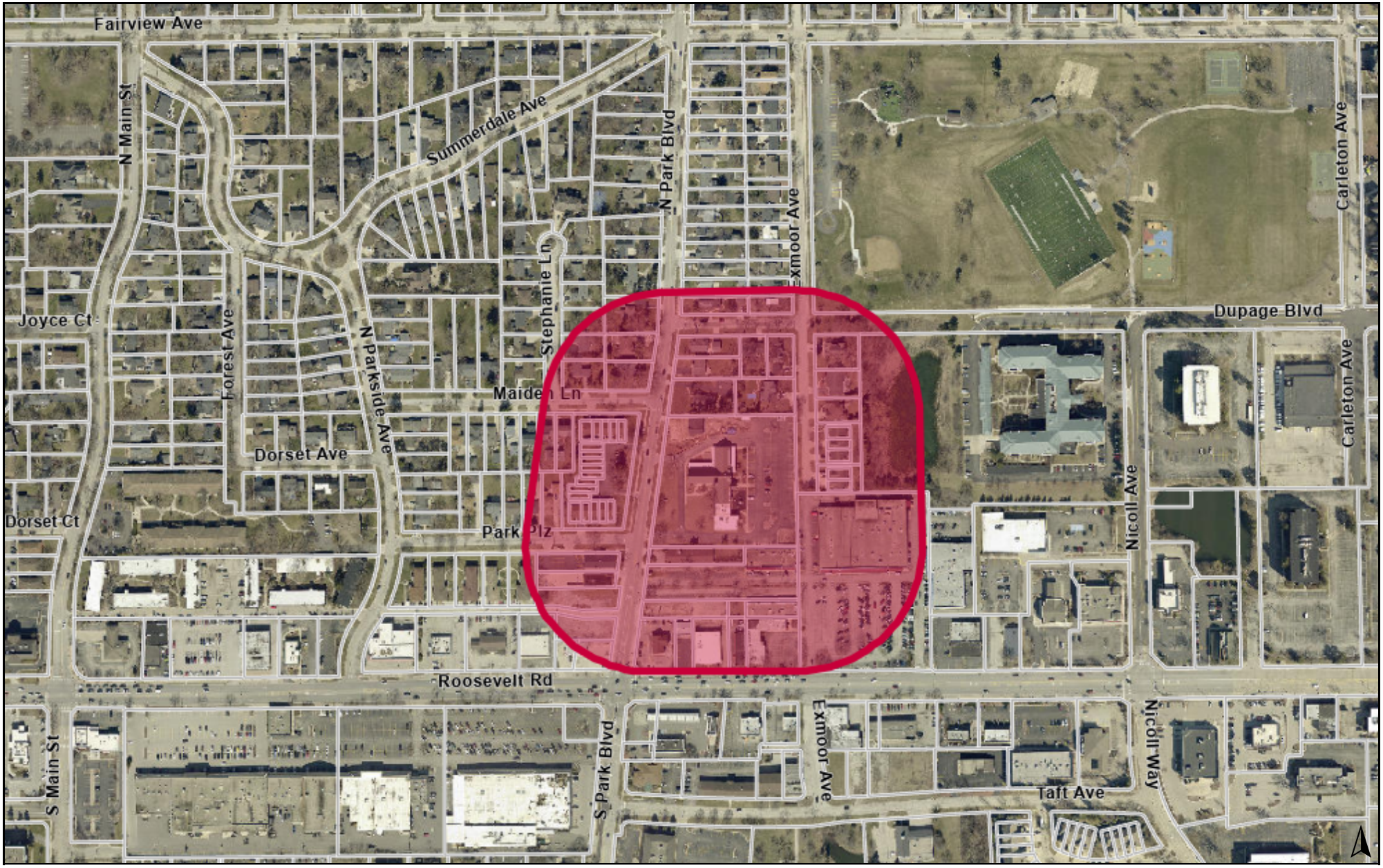
GISConsortium | 55 N. Park Boulevard Notification Map



0 500 1000 ft

Print Date: 5/1/2025

Notes

350-ft radius

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.

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

CLEAR ALL PAGES

APPLICATION FOR SIGN VARIATION

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 as needed to answer any of the following questions.

The undersigned hereby petitions the Village of Glen Ellyn, Illinois, for one or more variations from the Glen Ellyn Sign Code, as described in this application.

I. APPLICANT INFORMATION

Name: **Mary Clauss - Parvin-Clauss Sign Co**

Address: **165 Tubeway Dr Carol Stream Il 60188**

Phone No.: **630-510-2020 X4000** Fax No.: _____

E-mail: **mclauss@parvinclauss.com**

Ownership Interest in the Property in Question: **Sign Company**

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

Faith Lutheran Church
41 N Park Blvd
Glen Ellyn Il 60137

II. PROPERTY INFORMATION

Common address: **55 Park Boulevard**

Permanent tax index number: **05-14-419-039** Zoning classification: **R-2**

Present use: **Non-profit food distribution facility**

III. INFORMATION REGARDING THE VARIATION(S) REQUESTED

List of the variation(s) requested, including identification of the Sign Code provisions from which the variation is sought:

Install one non-illuminated wall sign to the west elevation and one non illuminated wall sign on the south elevation.

IV. EVIDENCE RELATING TO SIGN CODE STANDARDS FOR A VARIATION

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

Please note that a showing that granting the requested variation would be more profitable to the applicant or that the sign would be more valuable is not grounds for granting approval for a variation (Section 4-5-17(G)3(c) of the Sign Code).

A. Standards Applicable to All Variations Requested

1. Indicate how you believe the requested variation(s) complies with the Statement of Purpose in Section 4-5-2 of the Sign Code (attached):

This is a non-profit business requesting sign identification for its clients and volunteers.

2. Provide evidence that the practical difficulties or hardship in complying with the Sign Code is based on unique circumstances due to an unusual physical limitation, such as an irregular lot shape, substantial lot depth, unusual geographic location, exceptional topographic feature, or other condition, that is peculiar to the subject property or establishment. Also share how the conditions upon which the request is based are not generally applicable to other property within the same zoning district:

The challenge is that this property is considered a part of Faith Lutheran Church and they have used the full sign allowance for ground and wall signs. However the Glen House Food Pantry has no wall sign identification. They need to identify their building separately from Faith Lutheran so clients and volunteers know where to go.

3. Provide evidence that the variation(s), if granted, would have no adverse impact on property values in the surrounding area or be injurious to other property or improvements in the neighborhood in which the property is located:

This non-illuminated signs will not impact neighboring properties and will assist with traffic flow as the building will now be identified.

4. Provide evidence that the variation(s), if granted, would have no adverse impact on the existing or desired character of the surrounding area:

These signs will not impact the character of the surrounding area.

5. Provide evidence that the variation(s), if granted, would not endanger the public health, safety, or welfare:

These signs will not endanger the health safety or welfare of the neighborhood.

B. For the purpose of supplementing the above standards, the PC, in making its recommendation that there are practical difficulties or particular hardships, may 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 purpose of the variation(s) is not based exclusively upon a desire to make more money out of the property:

This is a non-profit agency.

2. Provide evidence 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:

This hardship is based on building identification for the clients and volunteers of Glen House Food Pantry.

3. Provide evidence that the requested variation(s) is/are the minimum variation(s) necessary.

This is a simple request for two non-illuminated wall signs.

4. Provide evidence that the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located:

This is a non-profit agency.

Please add any additional comments which you believe may assist the PC in reviewing this application:

Currently we have approval for a smaller illuminated sign on the south elevation. We have received a grant from the State of Illinois to install a canopy to cover our walkway, which will be installed when the final occupancy permit from the village is received. If that canopy is approved it would block the currently approved sign location. It would be visible if relocated higher on the south elevation wall. This sign in addition to the request for a wall sign on the west elevation would provide the identification needed for the facility.

VIII. 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 Sign Variation Request Package and applicable provisions of the Glen Ellyn Sign Code.

I (We) understand that this application will not be submitted to the Review Boards and Commissions until all items on the attached list are reviewed by Village staff.

Date	Print Name	Signature of Applicant
7/30/24	**Mary Clauss Parvin-Clauss Sign Co**	
Date	Print Name	Signature of Applicant
Date	Print Name	Signature of Applicant

SIGN CODE - 4-5-2. - Statement of purpose.

It is hereby determined that the primary purpose of signage is to help people find what they need without difficulty or confusion. Thus, while not restricting freedom of expression, regulations must be established for preventing an overload of graphic messages in the environment. The purpose of signs is subordinate to the structures and land use functions they reference. Signs are to be considered accessory components of an overall composition of architectural elements, not as freestanding or dominant architectural elements by themselves. There should not be a proliferation of off premises signs as it can obscure the legitimate efforts of local business establishments to reasonably identify the location and nature of their businesses.

This chapter establishes standards and regulations for the erection, display, safety and maintenance of signs which are intended to allow a person to observe or ignore graphic messages, according to that person's own purpose, as well as to encourage the general attractiveness of the community and to protect property values. These standards and regulations are intended to meet the following objectives:

(A) *Effective communication:* A reasonable, orderly and effective display of signs is to be promoted by authorizing the use of signs which:

1. Are legible in the context in which they are viewed;
2. Are appropriate to the functions to which they pertain;
3. Clearly and efficiently identify and classify the goods, services, facilities, activities and locations made available to the community by businesses, community service organizations and other enterprises; and
4. Eliminate or reduce the "canceling out" effect created by the inappropriate placement of signs in proximity to one another.

(B) *Public welfare:* The public health, safety and welfare is to be preserved, protected and promoted through sign regulations which:

1. Recognize that signs are a necessary means of visual communication for the convenience of the general public taken as a whole, as opposed to the convenience of any individual person;
2. Minimize the blighting influences posed by visual clutter, decay and neglect;
3. Reduce distractions, obstructions, and hazards to pedestrian and automobile traffic caused by the indiscriminate placement and use of signs and to protect pedestrians and motorists from injury and property damage caused by, or which may be fully or partially attributable to, cluttered, distracting or illegible signage;
4. Prohibit the placement of signs which obstruct vision or access in a manner which creates dangerous conditions;
5. Protect the physical and mental well-being of the general public by encouraging a sense of aesthetic appreciation for the Village's visual environment and ensuring that signs harmonize with their surroundings and are consistent with the character of their community context;

6. Promote the use of graphics which are aesthetically pleasing, of appropriate scale, and integrated with surrounding buildings and landscaping, in order to meet the community's expressed desire for quality development;

7. Protect the value of the Village's architectural resources, by ensuring that the integrity of the architectural elements and character of buildings and sites to which signs principally relate is maintained;

8. Assure that public benefits derived from expenditures of public funds for the improvement and beautification of streets in accordance with the downtown, Roosevelt Road and historic Stacy's Corners streetscape plans, and other public structures and spaces, are protected by exercising reasonable controls over the character and design of graphic structures;

9. Preserve the value of private property by assuring the compatibility of signs with surrounding land uses;

10. Promote economic development by encouraging a more attractive economic and business climate within the commercial areas of the Village;

11. Further the objectives of the comprehensive plan and downtown strategic plan;

12. Protect the general public from damage and injury caused by the faulty and uncontrolled construction and use of signs within the Village; and

13. Respect the rights of nearby property owners.

(Ord. 6215, 2-10-2014)

OWNERSHIP BY A CORPORATION N/A

Date: _____

Address: _____

Legal Description:

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

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

Name: _____ Address: _____ %____

OWNERSHIP BY LAND TRUST N/A

Date: _____

Address: _____

Legal Description: _____

TRUSTEE: _____ TRUST NO. _____

Address: _____

LIST ALL BENEFICIARIES:

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

Name: _____ Address: _____

AFFIDAVIT OF AUTHORIZATION

I, **Faith Lutheran Church** owner of the property described as

THE SOUTH 1/2 (EXCEPT THE EAST 66 FEET THEREOF) OF LOTS AND LOT 6 (EXCEPT THE EAST 66.0 FEET THEREOF AND EXCEPT THE SOUTH 5.0 FEET (AS MEASURED ON THE EAST LINE THEREOF) IN BLOCK 1 IN ROOSEVELT GARDEN HOMESITES, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13 AND IN THE SOUTH EAST 1/4 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1921 AS DOCUMENT 148152, IN DUPAGE COUNTY, ILLINOIS

verify that **Parvin-Clauss Sign Co** 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.

James D Hall
Owner Signature
Congregation President

Subscribed and sworn to before me this
30th day of [illegible] 2024

Notary Public

CYNTHIA MARIE WILES
Official Seal
Notary Public - State of Illinois
My Commission Expires May 3, 2027

SIGNAGE WORKSHEET

List all proposed new, and existing signs to remain, on the establishment, building and property for the specific type of facility

FACILITY TYPES:

- ○ **NONRESIDENTIAL ESTABLISHMENT** *(For one establishment in one building on one property)*
- ○ **NONRESIDENTIAL ESTABLISHMENT** *(For one establishment if more than one establishment is in the building or on the property)*
- ○ **MULTI-TENANT DEVELOPMENT** *(For a development with more than two establishments on one property)*
- ○ **OFFICE COMPLEX** *(For a development with more than one business office on one property)*
- ○ **RESIDENTIAL DEVELOPMENT** *(For a development with more than twenty dwelling units on one property*
- ○ **MULTI-FAMILY DWELLING** (*For a development with more than three dwelling units on one property)*
- ○ **PARK OR PUBLIC RECREATION FACILITY**
- ◉ **OTHER FACILITY** - ***DESCRIBE:*** **Non-profit Food Pantry**

SIGN TYPES: ***(*Please specify one of the following sign types)***
Awning, Breezeway, Common Program, Drive-thru Canopy, Freestanding, Indexing, Marquee, Menu Board, Message Board, Nameplate, Off-premises, Office Directory, Order Confirmation, Political Campaign, Portable, Private Parking Lot, Traffic Directional, Wall, Video Display, and Window Sign. *(Sign Definitions Section 4-5-3)*

Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
1	◉	○	non-illuminated wall sign	4' X 8'	32	15'
	Words/Symbols: Glen House Food Pantry					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
2	◉	○	non-illuminated wall sign	2'6" X 5'	12.5	14'
	Words/Symbols: Glen House Food Pantry					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
3	○	○				
	Words/Symbols:					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
4	○	○				
	Words/Symbols:					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
5	○	○				
	Words/Symbols:					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
6	○	○				
	Words/Symbols:					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
7	○	○				
	Words/Symbols:					
Sign	New	Existing	Sign Type *	Dimensions (Length x Width)	Sign Area	Height
8	○	○				
	Words/Symbols:					

REIMBURSEMENT OF FEES AGREEMENT

Village of Glen Ellyn Acct: # _____

Initial Deposit Amount: _____

I. DESCRIPTION OF PROJECT: **Glen House Food Pantry**

II.

III. OWNER:

A. Owner of Property: **Faith Lutheran Church**

B. Owner's Address: **41 N Park Blvd Glen Ellyn**

C. Owner's Home Phone Number: _____ Fax: _____

D. Owner's Work Phone Number: **630-469-2361**

E. Owner's E-mail: **eric.enskat@faithonlilne.org (office manager)**

F. If Owner is a Land Trust or Corporation, the attached disclosures of interest should be filled out.

IV. PERSON MAKING REQUEST (Petitioner):

A. Name of Petitioner: **Mary Clauss - Parvin-Clauss Sign Co**

B. Petitioner's Address: **165 Tubeway Dr Carol Stream Il 60188**

C. Petitioner's Home Phone Number: _____

D. Petitioner's Work Number: **630-510-2020 X4000**

E. Petitioner's E-mail: **mclauss@parvinclauss.com**

V. LOCATION OF PROPERTY:

A. General Location of Property: **55 Park Boulevard**

B. Acreage of Parcel: **9470'**

C. Permanent Index Number(s): **05-14-419-039**

D. Legal Description (Please attach)

VI. REIMBURSEMENT OF FEES:

The Ordinances of the Village require the owners of property, or individuals seeking to utilize property, to receive approval by ordinance or the issuance of a permit to undertake various uses or improvements of property in the Village. These uses can include requests for textual or map changes in the Zoning Ordinance, applications for building permits, requests for zoning relief and other similar requests. The Village has established a fee schedule for the anticipated use of staff time in processing such petitions or applications. In

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

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

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

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

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

fees and costs incurred. The petitioner shall replenish the deposit amount within thirty (30) days of issuance of each such invoice directing replenishment of the deposit.

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

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

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

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

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

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

PARVIN-CLAUSEN SIGNED

Petitioner

Owner

Date: 7/30/24

Village of Glen Ellyn

By:_____
Community Development Director

Date: _____

Affidavit Affirming No Conflict of Interest

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

1. My name is **Mary Clauss**, and I hold the position of **Manager** for **Parvin-Clauss Sign Co** ("***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: Mary C Clauss

Title: **Manager**

Applicant's Name: Mary Clauss

Subscribed and sworn to me this

30th day of July, 2024.

Notary Public

CYNTHIA MARIE WILES
Official Seal
Notary Public - State of Illinois
My Commission Expires May 3, 2027