REGULAR MEETING
VILLAGE OF BURR RIDGE
PLAN COMMISSION

September 21, 2015
7:30 P.M.

I. ROLL CALL

Greg Trzupek, Chairman	**Mike Stratis**	**Luisa Hoch**
	Dehn Grunsten	**Greg Scott**
	Robert Grela	**Mary Praxmarer**
		Jim Broline, Alternate

II. APPROVAL OF PRIOR MEETING MINUTES

A. August 17, 2015 Plan Commission Regular Meeting

III. PUBLIC HEARINGS

A. V-01-2015: 512 Kirkwood Cove (Bennett); Fence Variation and Findings of Fact; continued from August 17, 2015

Requests a variation from Section IV.J.b of the Burr Ridge Zoning Ordinance to permit replacement of a wood fence with an aluminum fence in an interior side yard (south side of home) rather than restricted to the rear yard (west side of home).

B. V-02-2015: 39 Fawn Court (Beck); Variation and Findings of Fact

Requests variations from Section IV.I of the Burr Ridge Zoning Ordinance to permit the replacement of a patio, patio seat walls, fire pit and outdoor kitchen located in a front and side yard rather than in the rear yard.

C. Z-12-2015: 15W800 91st Street and 9101 Kingery Highway (Spectrum); Rezoning Upon Annexation, Planned Unit Development and Findings of Fact; continued from August 17, 2015

Requests rezoning upon annexation from the R-1 Single-Family Residence District to the O-2 Office and Hotel District and the B-2 General Business District of the Burr Ridge Zoning Ordinance; and requests special use approval as per Sections IX.D.2.g and VIII.C.2.ii of the Burr Ridge Zoning Ordinance for a Planned Unit Development consisting of a senior care facility with approximately 190 total units on 15.5 acres and 24,000 square feet of retail space on 3.5 acres.

D. Z-13-2015: 15W300 South Frontage Road; (Vega Hospitality); Special Use and Findings of Fact

Requests special use approval as per Sections VIII. C.2.w and VIII.A.9 of the Burr Ridge Zoning Ordinance to permit additions to an existing hotel and remodeling of the building façade.

IV. CORRESPONDENCE

A. Board Report – September 14, 2015

B. Building Report –August, 2015

V. OTHER CONSIDERATIONS

A. PC-05-2015: Subdivision Fence Approval; Carriageway Club

VI. FUTURE SCHEDULED MEETINGS

A. October 5, 2015: The following public hearings are scheduled:

- Z-14-2015: 100 Harvester Drive; PUD Amendment
- Z-15-2015: 8080 Madison Street; Special Use
- Z-16-2015: 7950 Bucktrail Drive; Rezoning from R-1 to R-2B

B. October 19, 2015: The filing deadline for this meeting is September 28, 2015

VII. ADJOURNMENT

PLEASE NOTE: All Plan Commission recommendations are advisory and are submitted to the Mayor and Board of Trustees for review and final action. Any item being voted on at this Plan Commission meeting will be forwarded to the Mayor and Board of Trustees for consideration at their September 28, 2015 Regular Meeting beginning at 7:00 P.M. Commissioner Broline is the scheduled Plan Commission representative for the September 28, 2015 Board meeting.

PLAN COMMISSION/ZONING BOARD OF APPEALS

VILLAGE OF BURR RIDGE

MINUTES FOR REGULAR MEETING OF

August 17, 2015

1. ROLL CALL

The Regular Meeting of the Plan Commission/Zoning Board of Appeals was called to order at 7:30 P.M. at the Burr Ridge Village Hall, 7660 County Line Road, Burr Ridge, Illinois by Chairman Trzupek.

ROLL CALL was noted as follows:

PRESENT: 4 – Grunsten, Broline, Scott, and Trzupek

ABSENT: 4 – Stratis, Hoch, Grela, and Praxmarer

Also present was Community Development Director Doug Pollock. In the audience was Trustee Bolos.

2. APPROVAL OF PRIOR MEETING MINUTES

A **MOTION** was made by Commissioner Grunsten and **SECONDED** by Commissioner Scott to approve minutes of the August 3, 2015 Plan Commission meeting.

ROLL CALL VOTE was as follows:
AYES: 2 – Broline and Trzupek
NAYS: 0 – None
ABSTAIN: 2 – Grunsten and Scott

MOTION CARRIED by a vote of 2-0.

3. PUBLIC HEARINGS

Chairman Trzupek confirmed all those wishing to speak during any public hearing on the agenda for tonight's meeting.

A. V-01-2015: 512 Kirkwood Cove (Bennett); Fence Variation and Findings of Fact

Chairman Trzupek announced that due to a lack of quorum for the Zoning Board of Appeals, this public hearing should be continued to the next meeting. Mr. Pollock explained that Illinois State law does not permit an alternate Commissioner, Commissioner Broline, to serve as a Zoning Board of Appeals member and, therefore, there are only three members of the Zoning Board of Appeals present which is not sufficient to conduct a hearing. Mr. Pollock said that he notified the petitioner and the immediate neighbor earlier in the day.

Due to a lack of quorum, the Zoning Board of Appeals meeting was canceled and the public hearing continued to September 21, 2015.

B. Z-11-2015: 8310-8361 Waterview Court (McNaughton); Rezoning

Chairman Trzupek asked Mr. Pollock to summarize this request.

Mr. Pollock summarize the request as follows. The petitioner requests rezoning of the 8 lots in the Waterview Estates Subdivision from the R-2B District to the R-3 District. The petitioner is also requesting a preliminary plat of subdivision which is scheduled for review by the Commission later in this agenda.

Chairman Trzupek asked the petitioner for their presentation.

Mr. Robert Sodikoff introduced himself as the attorney for the petitioner. Mr. Sodikoff said that the property was rezoned in 2004 to the R-2B District but with a 7 to 0 recommendation for the R-3 District. He said that the failure for any homes to be built in this subdivision under the R-2B District is evidence that the market will not support the R-2B District in this location. He said that the R-3 District is a more appropriate zoning for this property and referenced the existing zoning surrounding the property.

Chairman Trzupek asked for comments and questions from the public.

Mrs. Sharon Semmer, 15W611 83rd Street, said she lives across the street from the property. She said that 83rd Street floods and her car was damaged due to the flooding right after the 2006 completion of this subdivision. She wondered what the Village would do to protect area properties from flooding.

Mr. Sodikoff responded that any new subdivision of the property will be required to retain stormwater and release it at a controlled rate so it does not increase the amount of flooding in the area. In response to an additional question, Mr. Sodikoff said the trees around the perimeter of the property would be maintained.

Mr. Phil Semmer, 15W611 83rd Street, said that the developer of the 8 lots wanted $775,000 for each lot and that is the reason they were not sold.

Ms. Marianne Sreniawski, 15W735 83rd Street, said that there is a 37 foot drop from her property to the Waterview property. She said that three more lots can mean 8 to 10 more cars on 83rd Street. She said the Village should keep the property with three-quarter acre lots. She said Burr Ridge is known for its large lots and should maintain the large lots.

Mrs. Nancy Montelbano, 8437 Charleston Drive, asked where the water would go from the subject property. Mr. Sodikoff said that it currently flows off the street to 83rd Street and that would not change.

Mr. Sodikoff said that the Village has a good engineer and that run off will be improved as a result of the subdivision. He said the Village will not allow new development to adversely impact stormwater.

Mrs. Montelbano said the Village wants more green space and preserving the existing large lots would help to preserve more green space.

Mr. Adolph Galinski, 8413 Charleston Drive, asked about the zoning of the petitioner's developments on 87th Street. Mr. Pollock said the four lots at 87th and Madison are within an R-3 District and the three lots at 89th and Madison are within an R-2B District. Mr. Galinski asked what the logic is for rezoning these properties.

Mr. John Barry of McNaughton Development responded that the logic is these lots have not sold over the course of 9 years.

Mr. Andrew Berridge, 15W591 83rd Street, said he was also concerned about drainage.

Mr. Richard Stevens, 676 Camelot Drive, asked if the trees around the perimeter of the property would be preserved. Mr. Barry said they would be preserved.

Mrs. Pat Pavic, 8324 Clynderven, said that the frontage of the proposed lots are actually less than in the R-4 District. She was referring specifically to the cul de sac lots.

Ms. Loretta Forsner, 8437 Charleston Drive, said that the Board of Trustees approved the larger lots for green space. She suggested that the developer could sell a home built on the existing lots for one million dollars.

Chairman Trzupek asked if there were any more questions or comments from the public. There being none, he asked for questions and comments from the Plan Commissioners.

Commissioner Scott said that he looks at the surrounding area to determine the appropriate zoning for a property and noted that the property was next to R-3 on three sides and R-4 on the fourth side. He noted that stormwater is a separate issue and that he would rather see the property improved with homes than to have the lots continue to sit vacant. He said pond and property maintenance could become an issue if there are not homeowners present.

Commissioner Broline said that the issues that have been mentioned all pertain to stormwater and not to zoning. He said that the R-3 would potentially increase lot coverage and impact stormwater.

Commissioner Grunsten asked if they were eliminating any wetlands. Mr. Barry said they were not. Commissioner Grunsten said the loss of green space is a concern. She asked Mr. Barry if the R-2B lots at 89th and Madison were sold and at what price. Mr. Barry said they were sold about one year after the homes were completed for 1.215 million dollars. Commissioner Grunsten said she was concerned about voting without the other members of the Commission present. She added that she gives a lot of consideration to the opinion of the neighbors when considering zoning. Mr. Barry responded that they have a contract on the property that is set to expire and they cannot afford a continuation.

Chairman Trzupek said that he believes the only reason to rezone the property would be if the R-2B lots cannot be sold. He said he is not convinced that R-3 lots would sell any better. He said he does not support going to R-3 at this time.

There being no further questions or comments, Chairman Trzupek asked for a motion to close the hearing.

At 8:45 P.M., a **MOTION** was made by Commissioner Scott and **SECONDED** by Commissioner Grunsten to close the hearing for Z-11-2015.

ROLL CALL VOTE was as follows:
AYES: 4 – Scott, Grunsten, Broline, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 4-0.

A **MOTION** was made by Commissioner Scott and **SECONDED** by Commissioner Grunsten to adopt the petitioner's findings of fact and recommend that the Board of Trustees approve Z-11-2015 to rezone the Waterview Estates Subdivision from the R-2B District to the R-3 District.

ROLL CALL VOTE was as follows:

AYES: 2 – Scott and Grunsten
NAYS: 2 – Broline, and Trzupek

MOTION FAILED By a vote of 2-2.

Mr. Pollock suggested that another motion should be considered to deny the request. Chairman Trzupek asked if anyone would like to make an alternate motion.

A **MOTION** was made by Commissioner Grunsten and **SECONDED** by Commissioner Scott to recommend that the Board of Trustees deny Z-11-2015. to rezone the Waterview Estates Subdivision from the R-2B District to the R-3 District.

ROLL CALL VOTE was as follows:
AYES: 2 – Broline, and Trzupek
NAYS: 2 – Scott and Grunsten

MOTION FAILED By a vote of 2-2.

Commissioner Broline initially voted Nay but stated he was mistaken and changed his vote to Aye.

Mr. Pollock said that due to a lack of four votes for or against the rezoning, the petition would be forwarded to the Board of Trustees without a recommendation.

Chairman Trzupek suggested that the consideration of the preliminary plat of subdivision should be moved to this point in the meeting.

5. OTHER CONSIDERATIONS

A. Preliminary Plat of Subdivision: Waterview Estates (McNaughton)

Chairman Trzupek asked Mr. Pollock to summarize this request. Mr. Pollock said that the request was to re-subdivide the Waterview Estates Subdivision and was dependent upon rezoning of the property to the R-3 District. He said the subdivision would increase the number of lots from 8 to 11.

Mr. Pollock said that typically staff requires that the preliminary engineering be approved prior to approval of the preliminary plat but the developer requested that the preliminary plat be considered by the Plan Commission and Board of Trustees prior to approval of the preliminary engineering plans. He added that the subdivision does comply with the Zoning Ordinance.

Mr. John Barry was present on behalf of McNaughton Development. He requested that the Board approve the preliminary plat without requiring any additional engineering or stormwater improvements based on a commitment from the developer to limit the impervious area of the 11 lots to equal the impervious area planned for the 8 lots approved for the existing plat. He said McNaughton Development would record deed restrictions that limited the size of each home.

Chairman Trzupek noted that some of the cul de sac lots have limited building area and asked the developer if they were buildable lots or if they would have to come back and ask for setback variations. Mr. Barry responded that they were confident they could build on all of the lots without any variations. Mr. Pollock further confirmed that the lots do comply with the R-3 District standards for lot area and lot width.

Chairman Trzupek said his problem with the R-3 District is that it allows the two lots on the east side of the street where previously there was only one lot. He said he would prefer to see one larger home at this corner.

In response to Commissioner Scott, Mr. Barry confirmed that the houses on Clynderven were at a higher elevation than the proposed homes.

Commissioner Broline asked how the developer would know the location of the wetlands. Mr. Barry said a wetland delineation was done by the original developer prior to development of the subdivision.

Commissioner Grunsten expressed her concern with the wetlands and that more homes would increase the run off into the wetlands. She noted that her subdivision has continuous problems with lawn chemicals and other pollutants getting into the wetlands. She said she wants to see a new wetland delineation and stormwater engineering before agreeing to any new plat.

In response to Chairman Trzupek, Mr. Pollock confirmed that the proposed plat complies with the R-3 District but that preliminary engineering has not yet been approved.

There being no further questions, Chairman Trzupek asked for a motion.

A **MOTION** was made by Commissioner Scott and **SECONDED** by Commissioner Grunsten to recommend that the Board of Trustees deny the preliminary plat for the re-subdivision of the Waterview Estates Subdivision.

ROLL CALL VOTE was as follows:
AYES: 4 – Scott, Grunsten, Broline, and Trzupek
NAYS: 0 – None
MOTION APPROVED By a vote of 4 – 0.

3. PUBLIC HEARINGS

C. Z-12-2015: 15W800 91st Street and 9191 Kingery Highway (Spectrum); Rezoning Upon Annexation and Planned Unit Development

Chairman Trzupek asked Mr. Pollock to summarize the request.

Mr. Pollock described this request as follows: The subject property is not in the Village but is contiguous. The petitioner has a contract to purchase the property and is seeking annexation and zoning for development of a senior housing community with retail development on Kingery Highway. The proposed zoning is O-2 for the senior housing and B-2 for the retail. The petitioner also seeks a Planned Unit Development to permit more than one building on a lot and with shared driveways and access.

Chairman Trzupek asked Mr. Pollock if staff was recommending a continuance of this hearing. Mr. Pollock said that staff is recommending a continuance due to the need for additional traffic analysis. He added that staff is also recommending that the public hearing be opened and that testimony be taken prior to the continuance.

Chairman Trzupek asked the petitioner for their presentation.

Mr. David Shaw introduced himself as the Attorney for the petitioner. He said that they were seeking approval for the senior housing but that the retail portion of the development was only conceptual. He mentioned that the petitioner has met with the Fallingwater

Homeowners Association on several occasions. Mr. Shaw introduced Mike Longfellow from Spectrum Senior Living.

Mr. Longfellow said that Spectrum Senior Living was the owner, operator and developer of senior living facilities. He said they are primarily operators as they have 1,800 employees but only 20 employees in the development part of their business. He said they have 80 communities in 11 states including several in the Chicago area. He said the proposed community would have independent living, assisted living, and memory care. He said all of their projects have lots of amenities with 40% of the floor area being common areas.

Mr. Steve Cross was introduced as the engineer for the project. Mr. Cross described the site plan including the following: The parking in the front yard is not really in a front yard but in a court yard that is behind the front of the building. Parking is provided at a rate of 0.8 spaces per unit which exceeds the amount necessary for the project. There will be 40% green space which exceeds the code requirement. The main building will be 400 feet from the east line where the nearest homes in Fallingwater are located. Ponds along the east and south yards will be provide additional buffer. He said they do not want to re-align the building with the driveway entry because they do not want to move the independent living units closer to the retail. There is a large drop in the topography from west to east and in order to the trees and brush along the east lot line, it is necessary to keep that area undisturbed and the use of large retaining walls is necessary. The detention ponds will include an open channel of water in the middle bounded by wetland plantings on the sides.

Mr. Brian Van Winkle was introduced as the Architect for the project. Mr. Van Winkle said the chief challenge of the building design was to make it look residential. He said they did that by using different materials to break down the mass of the building.

Mr. Larry Dziurdik was introduced as the Landscape Architect for the project. He said a tree survey was completed and he worked to preserve as many trees as possible on the east side of the property. He said 30% of the trees have emerald ash borer and will have to be removed. He said there is a grove of oak trees on the east side which will be preserved. He said the understory shrub will also be preserved along the east side. He said the new landscaping is intended to maintain sight lines to the building but to also enhance the appearance of the property. Mr. Dziurdik noted the staff review comments and that the plans would be revised to comply with the additional landscaping required.

Mr. Shaw summarized the petitioner's request and stated that covenants would be recorded to ensure continued maintenance of the property. He noted that the existing zoning in Du Page County would permit 10,000 square foot lots and the proposed development would be better for the community than existing zoning may allow.

Chairman Trzupek asked for public comments and questions.

Ms. Laurie Chang, 9550 Pacific Court, asked if the senior housing would be subsidized in any way. Mr. Shaw said it would all be private pay. Ms. Chang said that no one in Fallingwater knows about this project. She said that the project needs to be top notch and that the south end of Burr Ridge does not get as many benefits as other parts of town.

Mr. Longfellow said that they had several meetings with the officers of the Homeowners Association and that public notices were sent to the residents within 750 feet. He assured

Mrs. Chang that the project would be very high quality and that Spectrum considers it a high priority to be an asset to the community.

Ms. Laura Delair from Palisades Drive said she is concerned with cut through traffic in the subdivision north of this project. Mr. Longfellow said the project would not generate very much traffic. He said there are a total of 80 to 90 employees with a maximum at any given time of 30 employees. He said senior living facilities are amongst the lowest traffic generators of any use.

A resident from 93rd Place said that she was concerned about the retail development and traffic that may be generated by the retail development. Chairman Trzupek asked what the retail would include. Mr. Pollock said it was undetermined at this time but that all future development of the retail portion would require a public hearing at which time traffic would be reviewed. Mr. Pollock said that the retail would likely be similar to the retail that exists at the other three corners.

There being no further public testimony, Chairman Trzupek asked for questions and comments from the Plan Commission.

Commissioner Grunsten said she appreciates the high quality of the submittal package and of the development.

Commissioner Broline said he agrees. He said that this seems to be the perfect project for this location and likes what they are proposing.

Commissioner Scott said he agrees with the others. He asked about the process and Mr. Pollock explained that the senior housing would not come back to the Plan Commission if approved as requested but that the retail is only preliminary and will require a new public hearing prior to development.

Commissioner Scott asked how the floor area ratio compares to the floor area ratio of other projects the developer has done. Mr. Cross said that the Green Oaks project has an FAR of 0.38. Mr. Longfellow said that there projects usually range from 0.4 to 0.45. He added that the parking ratios are usually 0.7 spaces per unit but that they were proposing 0.8 for this project.

In response to Commissioner Scott, Mr. Cross said the ponds will be green except for a wet channel that will run through the middle of the pond and that he does not believe additional parking will be needed on the cottage street.

Chairman Trzupek asked about the circulation between the main entry of the senior housing and the 91st Street entryway shared with the retail. He was concerned about putting too much traffic at the shared driveway as it is close to the intersection of 91st Street and Kingery Highway. Ms. Kelly Connelly, traffic engineer for the petitioner, said that she would look at that as part of her continuing traffic analysis. Chairman Trzupek questioned why the cross drive between these two driveways is necessary.

Chairman Trzupek asked about the type of stucco proposed for the main building. Mr. Van Winkle described the stucco and said it was being used to provide a contrast to the masonry. Chairman Trzupek suggested that a lighter color brick could accomplish the same objective.

Chairman Trzupek said he was concerned with the 10 foot retaining walls. Mr. Cross said that the walls would be maintained by one owner and that the scale of the property will mitigate the size of the walls. He said they may be able to break up the walls somewhat to reduce the size.

Chairman Trzupek said he agrees that the building should not be flipped and believes that the separation may actually be a benefit in terms of stacking at the entryway drive.

Ms. Chang asked about fencing on the property. Mr. Longfellow said they prefer not to do a fence along the entire east lot line because it would require removal of underbrush. He said it may be appropriate to extend the 91st Street fence south for a short distance to create the appearance of enclosure.

Chairman Trzupek asked if there were any more questions or comments on this matter. There being none, Chairman Trzupek asked for a motion to continue the hearing.

A **MOTION** was made by Commissioner Grunsten and **SECONDED** by Commissioner Scott to continue Z-12-2015 to the September 21, 2015 meeting.

ROLL CALL VOTE was as follows:
AYES: 4 – Grunsten, Scott, Broline, and Trzupek
NAYS: 0 – None
MOTION APPROVED By a vote of 4 – 0.

4. CORRESPONDENCE

There were no questions or comments regarding the Board Report or the Building Report.

6. FUTURE SCHEDULED MEETINGS

Mr. Pollock said the next scheduled meeting is September 21, 2015.

7. ADJOURNMENT

A **MOTION** was made by Commissioner Grunsten and **SECONDED** by Commissioner Scott to **ADJOURN** the meeting at 9:34 p.m. **ALL MEMBERS VOTING AYE**, the meeting was adjourned at 9:34 p.m.

Respectfully Submitted: **September 21, 2015**

J. Douglas Pollock, AICP

VILLAGE OF BURR RIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

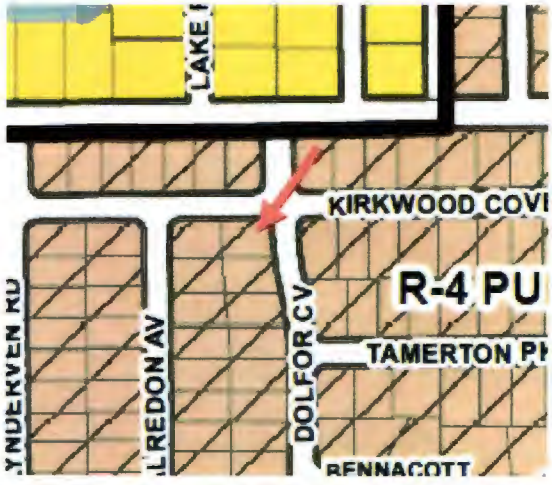
STAFF REPORT AND SUMMARY

V-01-2015; 512 Kirkwood Cove (Bennett); Requests a variation from Section IV.J.b of the Burr Ridge Zoning Ordinance to permit replacement of a wood fence with an aluminum fence in an interior side yard (south side of home) rather than restricted to the rear yard (west side of home).

Prepared For:	Village of Burr Ridge Plan Commission / Zoning Board of Appeals Greg Trzupek, Chairman
Prepared By:	Doug Pollock, AICP Community Development Director
Date of Hearing:	September 21, 2015; continued from August 17, 2015

GENERAL INFORMATION

Petitioner:	M.J. Bennett
Property Owner:	M.J. Bennett Trust
Petitioner's Status:	Trustee
Land Use Plan:	Recommends Single-Family Residential Use
Existing Zoning:	R-4 Planned Unit Development
Existing Land Use:	Single-Family Residence
Site Area:	13,950 square feet
Subdivision:	None



SUMMARY

The petitioner owns a corner lot at Kirkwood Cove and Walredon Avenue (south of 83rd Street). The home had a legally established wood fence enclosing the rear and side yards (erected prior to the current regulations that permit only open fences and restrict fences to the rear yard). The petitioner replaced the wood fence in the rear yard with a conforming aluminum fence. Due to the current prohibition on fences in side yards, she did not replace the wood fence in the side yard.

At this time, the petitioner seeks a variation to permit the replacement of a non-conforming fence in a side yard. The replacement fence would be identical to the aluminum fence already erected in the rear yard of the property and would conform to the Zoning Ordinance except that it would be located in a side yard. Attached are all of the regulations for residential fences.

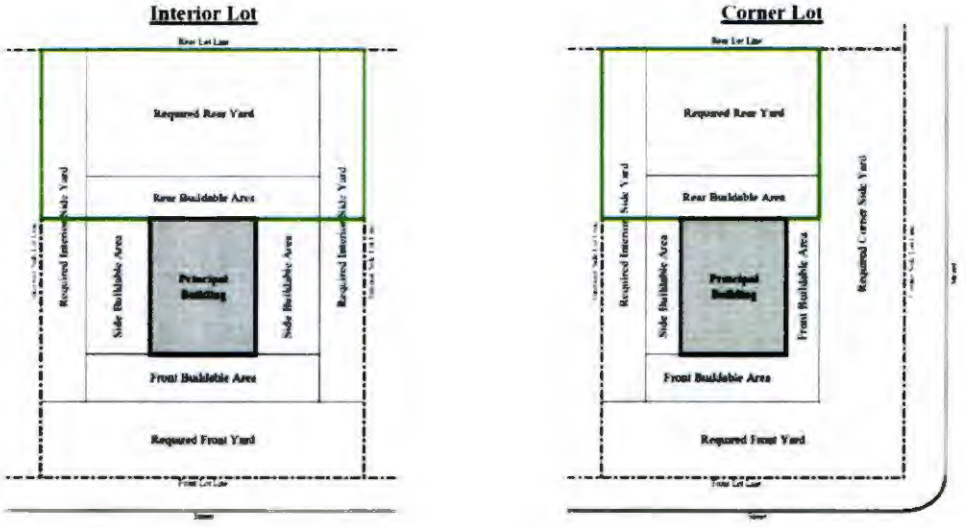
If not granted the variation, the petitioner would have the option of continuing to maintain the non-conforming fence. Maintenance is allowed to the extent that 50% of the value of the fence is not replaced and that the fence remain in its exact configuration and location.

Findings of Fact and Recommendation

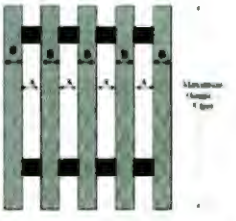
The petitioner has submitted findings of fact which may be adopted if the Plan Commission is in agreement with those findings. The petitioner suggests that the orientation of the home to the corner side lot line (Kirkwood Cove) rather the front lot line (Walredon Avenue) and the location of patio doors and a patio on the side of the house (as defined by the Zoning Ordinance) are unique circumstances to this property that create a hardship. The petitioner has also submitted a letter of support from the neighbor adjacent to the proposed location of the new fence.

Regulations for Residential Fences Village of Burr Ridge Zoning Ordinance – Section IV.J

- Fences in residential districts shall be ***not more than five feet in height*** measured from the ground level at the lowest grade level within five feet of either side of the fence.
- Fences shall be permitted, unless otherwise provided herein, along the rear lot line and along the side lot lines extending no further toward the front of the lot than the rear wall of the principal building on the lot. Except, however, on corner lots such fences shall extend not nearer to the corner side lot line than the required corner side yard setback.



- All fence posts and all supports must face the interior of the property on which it is located.
- Chain link, solid, barbed wire and fences which are electrically charged to produce a shock when touched are specifically prohibited.
- All fences in residential districts shall be open fences as defined by Section XIV. Open fences are defined as a fence, including gates, which has, for each one foot wide segment extending over the entire length and height of the fence, 50 percent of the surface area in open spaces which afford direct views through the fence.



"A" must be equal to or greater than "B"

Fences for Swimming Pools; In-ground swimming pools must be enclosed with a fence that is 4 to 5 feet in height. Openings in the fence may not pass a 4 inch diameter sphere through the spaces. The clearance between the ground and the bottom of the fence may not exceed 2 inches. Fences must have 50% of the surface area in open spaces as defined above.
Access gates shall open outward away from the pool and shall be self-closing and have self-latching devices. The release mechanism of the self-latching device shall be located 54 inches above the bottom of the gate. When the 54 inch height requirement for latching devices cannot be accommodated, the release mechanism shall be located on the pool side of the gate, 3 inches below the top of the gate, and the gate shall have no opening greater than one-half inch within 18 inches of the release mechanism.

July 22, 2015

Shahran Javidan
8348 Walredon Avenue
Burr Ridge, Illinois 60527

Village of Burr Ridge
Plan Commission and Zoning Board of Appeals

The purpose of this letter is to provide support for Ms. Bennett's fence variance request to replace the existing wooden fence adjacent to my property with the extension of the aluminum fence. The new, open aluminum fence would positively impact the property appeal of my residence and provide a more attractive perimeter feature.

We would greatly appreciate completion of this fence replacement as soon as possible,

Sincerelys,

Shahram Javidan

July 22, 2015

Village of Burr Ridge
Plan Commission and Zoning Board of Appeals

Description of Public Hearing Request
The purpose of this Plan Commission Public Hearing request is to seek a fence zoning variation.
I recently purchased the property at 512 Kirkwood Cove, with the intent of improving the residence, including the existing fence. The existing wooden fence was in need of substantial repair.
Last fall, I applied for a fence permit in order to install a Village approved aluminum fence. At that time, I replaced the western portion of the fence according to the zoning permit. The remaining wooden fence to the East was not replaced.

The fence section that still remains to be replaced/repaired is located directly south of the house which is designed as the residence's backyard. The house was constructed in 1977 and at this time, this house's rear space was sited with the southern orientation. The house backyard patio door and rear entrances are all located to serve this area as the backyard living space. Since this area was planned as the residence's backyard, the fence was installed along the perimeter of this area. It is for this reason that I am petitioning the Planning Commission to define this rear facing property area as the backyard for fence replacement purposes.

The existing wooden fence is comprised of 3 different panel styles, including a section which is constructed of solid wooden privacy panels. In seeking this variance, it is my objective to create a uniform and aesthetically pleasing landscape feature that will enhance the neighboring properties. This proposal would provide a more attractive fencing option for my southern neighbor as well as reduced obstructive presence. Furthermore, rather than simply repairing the existing wooden fence, the extended aluminum fence are would then conform to the Village's current 50% open space fencing ordinance. In addition, order to visually screen the fence from the Walredon east view, I propose installing landscape bushes along the exterior of the eastern fence.

I have discussed this concept with Shahram Javidan, my next door neighbor, whose property is located adjacent to the wooden fence at 8348 Walredon. He is fully supportive of this improved fencing proposal and personally endorses the plan to the Village. He and his wife are most eager for the fencing and landscaping improvements to occur asap.

Upon your authorization, I will submit an updated fencing permit application and proceed with the work immediately.

Thank you for your consideration.
Marta Bennett

• BOUNDARY • TOPOGRAPHICAL • SUBDIVISIONS • ALTA/ACSM • CONDOMINIUMS • SITE PLANS • CONSTRUCTION • FEMA CERTIFICATES •

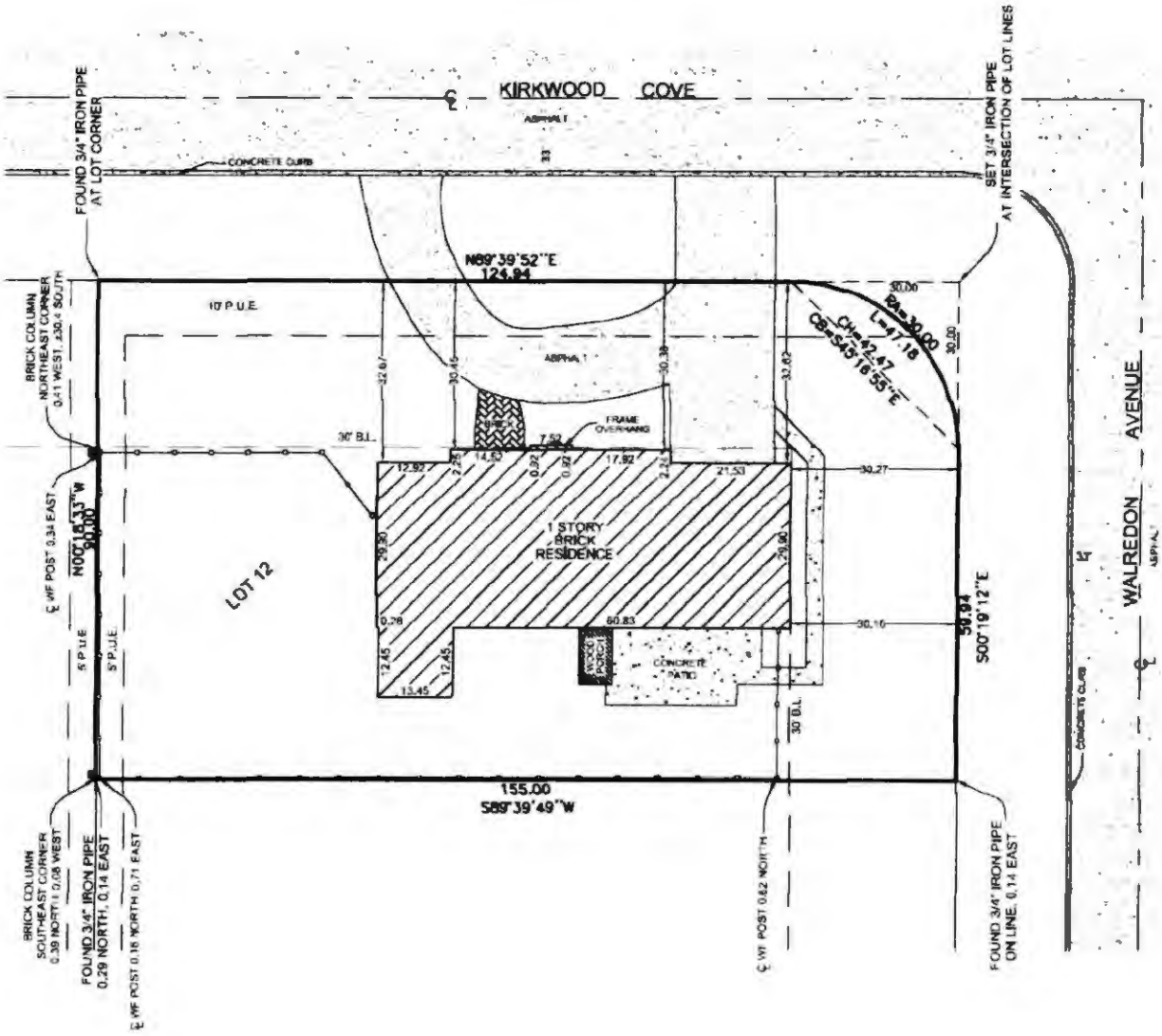
SCHOMIG LAND SURVEYORS, LTD.

909 EAST 31ST STREET
LA GRANGE PARK, ILLINOIS 60526
SCHOMIG-SURVEY@SBCGLOBAL.NET
WWW.LAND-SURVEY-NOW.COM
PHONE: 708-352-1452
FAX: 708-352-1454

PLAT OF SURVEY

LOT 12 IN BLOCK 3 IN BRAEMOOR UNIT NUMBER 1, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF SECTION 36, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 31, 1973 AS DOCUMENT R73-47582, IN DU PAGE COUNTY, ILLINOIS.

COMMON ADDRESS: 512 KIRKWOOD COVE.



THE CUSTOMER LISTED BELOW PROVIDED THE LEGAL DESCRIPTION SHOWN HEREON. WE DO NOT GUARANTEE THAT THIS IS THE CORRECT LEGAL DESCRIPTION FOR THE TRANSACTION INTENDED.

IMPORTANT: COMPARE LEGAL DESCRIPTION TO DEED OR TITLE POLICY AND REPORT ANY DISCREPANCY FOR CLARIFICATION OR CORRECTION IMMEDIATELY. UNLESS OTHERWISE NOTED, THIS PLAT DOES NOT SHOW BUILDING LINES OR OTHER RESTRICTIONS ESTABLISHED BY LOCAL ORDINANCES.

DO NOT SCALE DIMENSIONS FROM THIS PLAT; THE LOCATION OF SOME FEATURES MAY BE EXAGGERATED FOR CLARITY. NO EXTRAPOLATIONS MAY BE MADE FROM THE INFORMATION SHOWN WITHOUT THE WRITTEN PERMISSION OF SCHOMIG LAND SURVEYORS LTD. ONLY PLATS WITH AN EMBOSSED SEAL ARE OFFICIAL DOCUMENTS. FIELD WORK WAS COMPLETED PER SURVEY DATE LISTED BELOW. © COPYRIGHT, ALL RIGHTS RESERVED.

SURVEY DATE: OCTOBER 10TH, 2014.

BUILDING LOCATED: OCTOBER 10TH, 2014.

ADDRESS REVISED: OCTOBER 16TH, 2014.

ORDERED BY: RAYMOND MORRISSEY ATTORNEY

PLAT NUMBER: 142201 SCALE: 1" = 20'

LEGEND

M.	= MEASURED DIMENSION	℄	= CENTER LINE
R.	= RECORDED DIMENSION	C.L.F.	= CHAIN LINK FENCE
B.L.	= BUILDING LINE	W.F.	= WOOD FENCE
P.U.E.	= PUBLIC UTILITY EASEMENT	V.F.	= VINYL FENCE
D.E.	= DRAINAGE EASEMENT	I.F.	= IRON FENCE

STATE OF ILLINOIS)
COUNTY OF COOK) ss.

LOT AREA: 13,736 SQUARE FEET.

WE, SCHOMIG LAND SURVEYORS, LTD. AS AN ILLINOIS PROFESSIONAL DESIGN FIRM, LAND SURVEYOR CORPORATION, DO HEREBY CERTIFY THAT WE HAVE SURVEYED THE PROPERTY DESCRIBED HEREON.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS OF A FOOT. DIMENSIONS SHOWN ON BUILDINGS ARE TO THE OUTSIDE OF BUILDINGS. THE BASIS OF BEARINGS, IF SHOWN AND UNLESS OTHERWISE NOTED, ARE ASSUMED AND SHOWN TO INDICATE ANGULAR RELATIONSHIP OF LOT LINES.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

909 E. 31st ST. LA GRANGE PARK, IL 60526
RUSSELL W. SCHOMIG
035-002446
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS

LICENSE EXPIRATION
11-30-2016

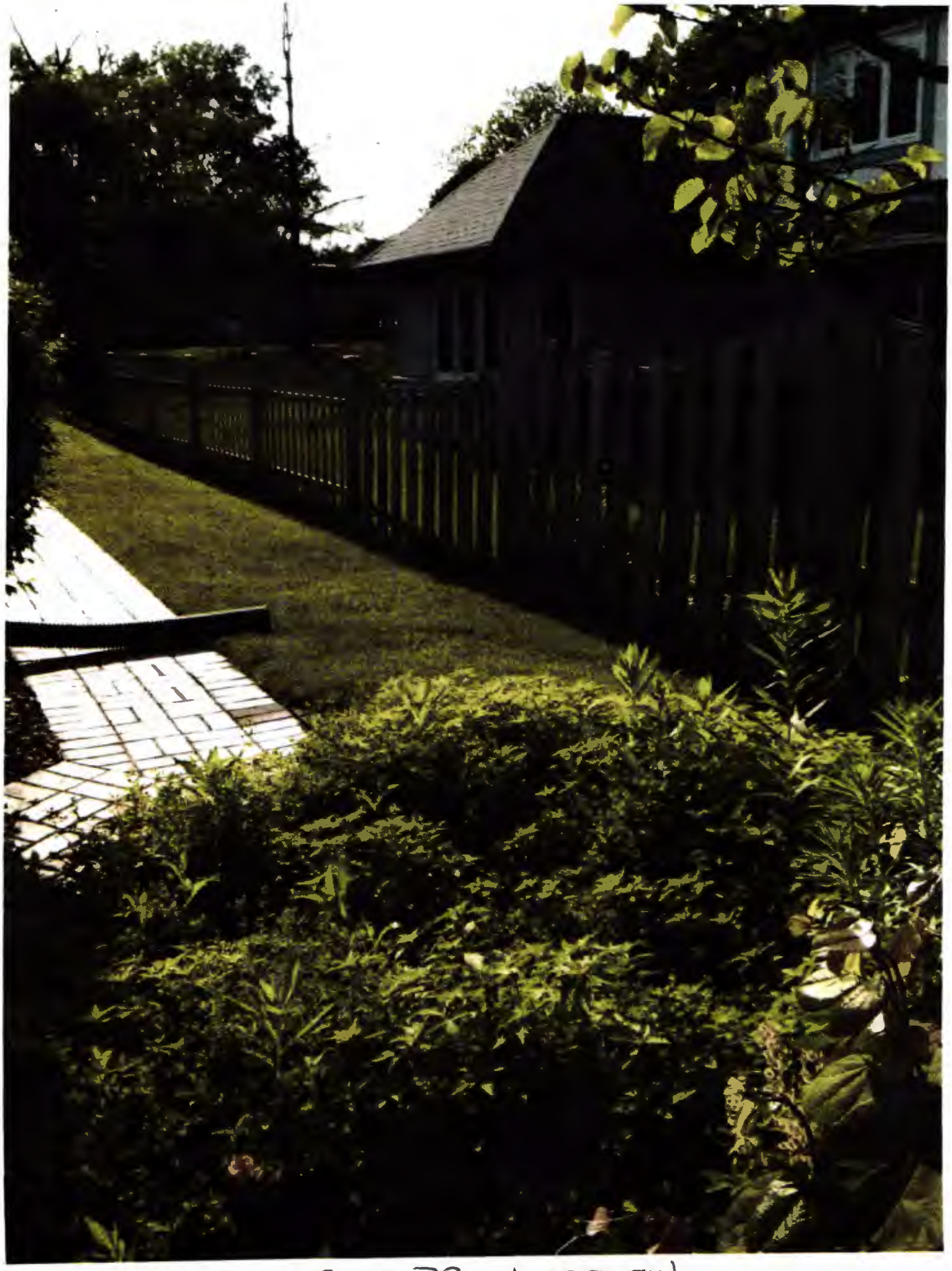
BY: _____
PROFESSIONAL ILLINOIS LAND SURVEYOR LICENSE # 035-002446

M. BENNETT

512 KIRKWOOD COVE, BR. – WESTVIEW

M. BENNETT

512 KIRKWOOD COVE - WESTVIEW



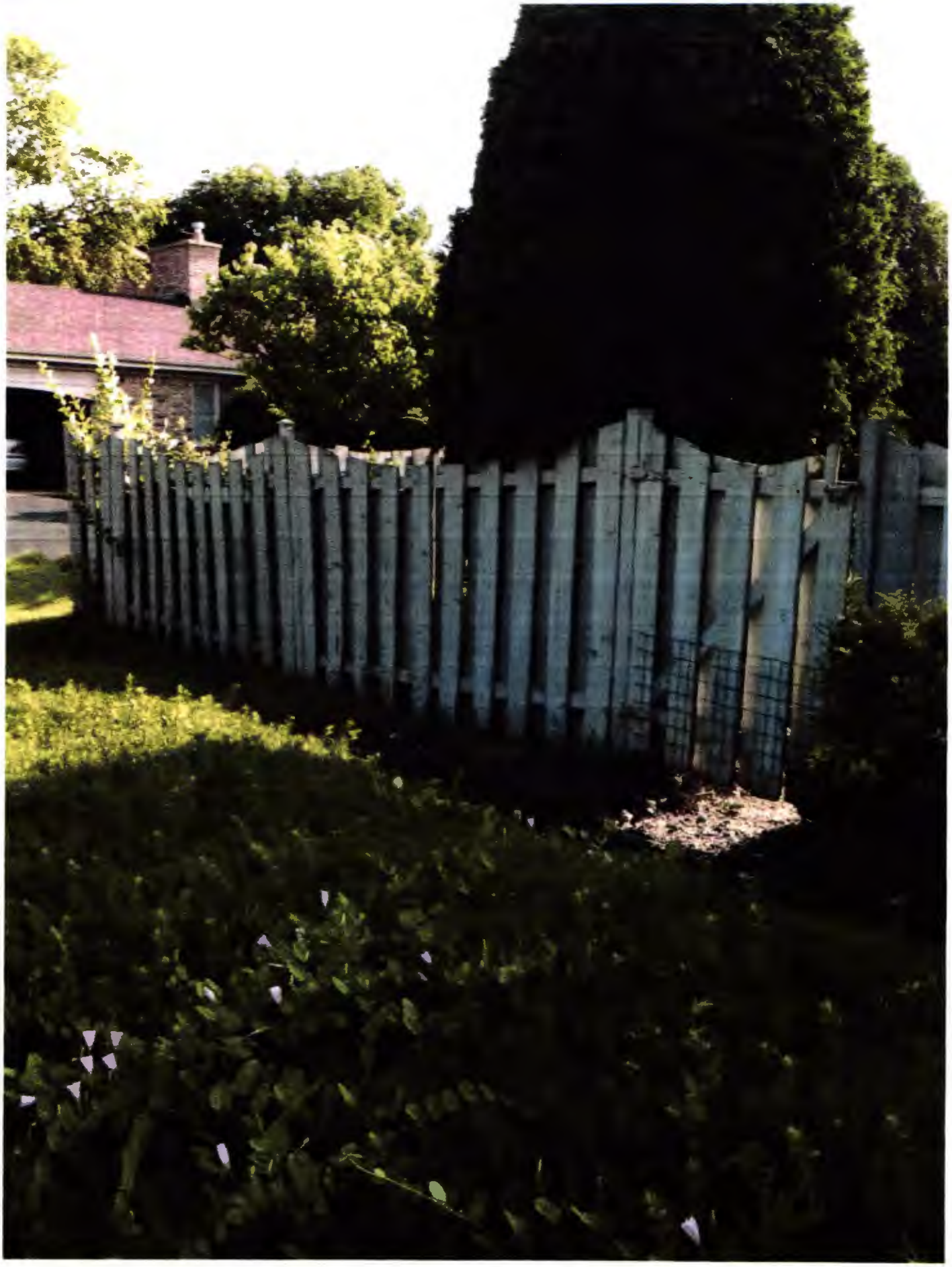
5/2 KIRKWOOD COVE, BR. – WESTVIEW

M. BENNETT

M. BENNETT

512 KIRKWOOD COVE - EASTVIEW

M. BENNETT



512 KIRKWOOD COVE - EAST VIEW - WALKERTON

CURRENTLY INSTALLED

CLASSIC™

Timeless Elegance

Classic style features extended pickets that culminate to an arrow-pointed spear capture the beautiful look of old style wrought iron fencing. Single, double and arched walk gates that perfectly match this fence style are also available.

- *2-rail panels in 3', 3½', 4' and 5' heights, with a standard or flush bottom rail*
- *3-rail panels in 3', 3½', 4', 5' and 6' heights, with a standard or flush bottom rail*

MAJESTIC™

Modern Beauty

Majestic's flush top rail projects a clean, streamlined look that make it one of the most popular styles in the Montage family. Single, double and arched walk gates that perfectly match this fence style are available as well.

- *2-rail panels in 3', 3½', 4' and 5' heights, with a standard or flush bottom rail*
- *3-rail panels in 3', 3½', 4', 5' and 6' heights, with a standard or flush bottom rail (4½' panels available with flush bottom rail only)*

GENESIS™

Creatively Distinct

Genesis style's extended flat-topped pickets serve as a foundation for your choice of accent finials providing a customized design. Single, double and arched walk gates that perfectly match this fence style are available as well.

- *2-rail panels in 3', 3½', 4' and 5' heights, with a standard or flush bottom rail*
- *3-rail panels in 3', 3½', 4', 5' and 6' heights, with a standard or flush bottom rail*

VILLAGE OF BURR RIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

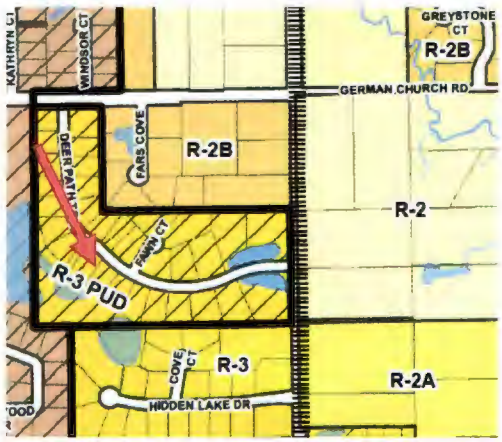
STAFF REPORT AND SUMMARY

V-02-2015; 39 Fawn Court (Beck); Requests variations from Section IV.I of the Burr Ridge Zoning Ordinance to permit the replacement of a patio, patio seat walls, fire pit and outdoor kitchen located in a front and side yard rather than in the rear yard.

Prepared For:	Village of Burr Ridge Plan Commission / Zoning Board of Appeals Greg Trzupek, Chairman
Prepared By:	Doug Pollock, AICP Community Development Director
Date of Hearing:	September 21, 2015; continued from August 17, 2015

GENERAL INFORMATION

Petitioner:	Richard A. Beck
Property Owner:	Richard A. and Jo Anne Beck
Petitioner's Status:	Property Owner
Land Use Plan:	Recommends Single-Family Residential Use



Existing Zoning:	R-3 Planned Unit Development
Existing Land Use:	Single-Family Residence
Site Area:	24,817 square feet
Subdivision:	Deer Path Lakes

SUMMARY

The subject property has a non-conforming patio with seat walls located in a side and rear yard. That portion of the patio and seat walls located in the front yard is non-conforming as the Zoning Ordinance restricts patios and patio seat walls to side and rear yards. The petitioner seeks a variation to replace the patio and the seat walls and to add a built-in fireplace and outdoor kitchen. Outdoor fireplaces and kitchens are restricted to rear yards.

Compliance with the Zoning Ordinance

There is an existing patio with perimeter walls located at the southwest corner of the house. The patio is located primarily in the front yard of the property (the front yard is defined by the Zoning Ordinance as the narrower of the street lot lines on a corner lot which is the Deer Path Trail lot line for the subject property). Non-conforming structures such as the subject patio and walls may be maintained but cannot be replaced or modified without being made to conform to the Zoning Ordinance or without the grant of a variation.

The proposed new patio and patio seat walls conform to the Zoning Ordinance except for their location. The seat walls are 21 inches in height (not including the fireplace or outdoor kitchen) and the Zoning Ordinance permits patio seat walls to be 24 inches in height.

In addition to replacing the existing patio and walls, the petitioner proposes to add a fireplace and an outdoor kitchen to the patio. Fireplaces and outdoor kitchens are not permitted in a front or side yard and are only permitted in a rear yard. The proposed fireplace and outdoor kitchen comply with all other requirements of the Zoning Ordinance relative to height and size (kitchens are restricted to 5 feet in height and 60 square feet in area; fireplaces are restricted to 15 feet in height and 20 square feet in area).

Findings of Fact and Recommendation

The petitioner has submitted findings of fact which may be adopted if the Plan Commission is in agreement with those findings. The petitioner's findings state that the primary reason for the variation request is the location of the existing patios and the patio doors from the house that access the patio. The findings do not specifically address the addition of the fireplace and the outdoor kitchen.

Attachment to

Village of Burr Ridge

Petition For Public Hearing

Plan Commission/Zoning Board of Appeals

DESCRIPTION OF REQUEST:

Replace current patio in same location. When the home was built in 1982 the patio was installed. The way the house was designed and place on the lot the current codes do not support the current location of the patio. Base on the home design the walk out to the current patio with two glass sliding doors at ground level (same level as the 3 ½ car garage). Based on the current home location, there is no other place on the lot to have the walk out patio. The current owner is the second owner currently living in the home.

Included in the information are pictures of the current patio and the 4 sides of the home.

Findings of Fact

Variation from the Village of Burr Ridge Zoning Ordinance

Section XIII.H.3 of the Village of Burr Ridge Zoning Ordinance requires that the Plan Commission/Zoning Board of Appeals determine compliance with the following findings. In order for a variation to be approved, the petitioner must respond to and confirm each and every one of the following findings by indicating the facts supporting such findings.

a. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be carried out

ATTACHMENT

b. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the zoning district in which it is located.

ATTACHMENT

c. The conditions upon which an application for a variation is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification.

ATTACHMENT

d. The purpose of the variation is not based primarily upon a desire to increase financial gain.

ATTACHMENT

e. The alleged difficulty or hardship is caused by this Ordinance and has not been created by any persons presently having an interest in the property.

ATTACHMENT

f. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

ATTACHMENT

g. The granting of the variation will not alter the essential character of the neighborhood or locality.

ATTACHMENT

h. The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

ATTACHMENT

i. The proposed variation is consistent with the official Comprehensive Plan of the Village of Burr Ridge and other development codes of the Village.

ATTACHMENT

(Please transcribe or attach additional pages as necessary.)

39 Fawn Ct., Burr Ridge, IL 60521-8360

Attachment to

Finding of Facts

Variation from Village of Burr Ridge

Zoning Ordinance

a. Based on the location of the home to the lot, replacing of the current patio if the strict letter of the regulations were to be carried out would make the patio unusable. The sliding doors to the current patio are the only place there would be access to a patio.
b. This property at 39 Fawn Ct., Burr Ridge would not be useful under the regulations governing the zoning district in which it is located because there would not be a functional patio in comparison to other homes in the neighborhood.
c. The home at 39 Fawn Ct., Burr Ridge is very different because of its location on the lot and to my knowledge being a residence since 1987 is not consistent with other properties within the same zoning classification.
d. The purpose of the variation is to be able to have a replacement patio in the same place as the current patio.
e. The difficulty is caused by this Ordinance because when the home was built in 1982 the patio was a part of the original construction. The current owner bought the home in 1987.
f. 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 property is located because the current patio being replaced has been in this location since the home was built 1982.
g. The granting of the variation will not alter the essential character of the neighborhood or locality because the current patio being replaced has been in this location since the home was built.
h. The current patio is very worn-out and the 49 inch wood walls are getting questionable as far as remaining in place. The replacement patio will have a

stone wall at 36 inches and will blend in with the current house stone with shrubs hiding the patio walls. Because the current patio being replaced will have the same footprint it will not create drainage problems will not diminish or impair property values with in the neighborhood.

i. To the best of the owner's knowledge the proposed variation would be consistent with the official Comprehensive Plan of the Village of Burr Ridge and other development codes of the Village because of the replacement of the current patio.

39 Fawn Ct., Burr Ridge
Pictures of the Four Exterior Views

Taken from the Fawn Ct. Street Side

Taken from the Deer Path Street Side

39 Fawn Ct., Burr Ridge
Pictures of the Four Exterior Views

Taken from the opposite side of the driveway on Fawn Ct. Street

Taken from the opposite side of Deer Path Street Side

Pictures of the Current Patio Area
39 Fawn Ct., Burr Ridge, IL 60527-8360

Pictures of the Current Patio Area
39 Fawn Ct., Burr Ridge, IL 60527-8360

Pictures of the Current Patio Area
39 Fawn Ct., Burr Ridge, IL 60527-8360

Pictures of the Current Patio Area
39 Fawn Ct., Burr Ridge, IL 60527-8360

7

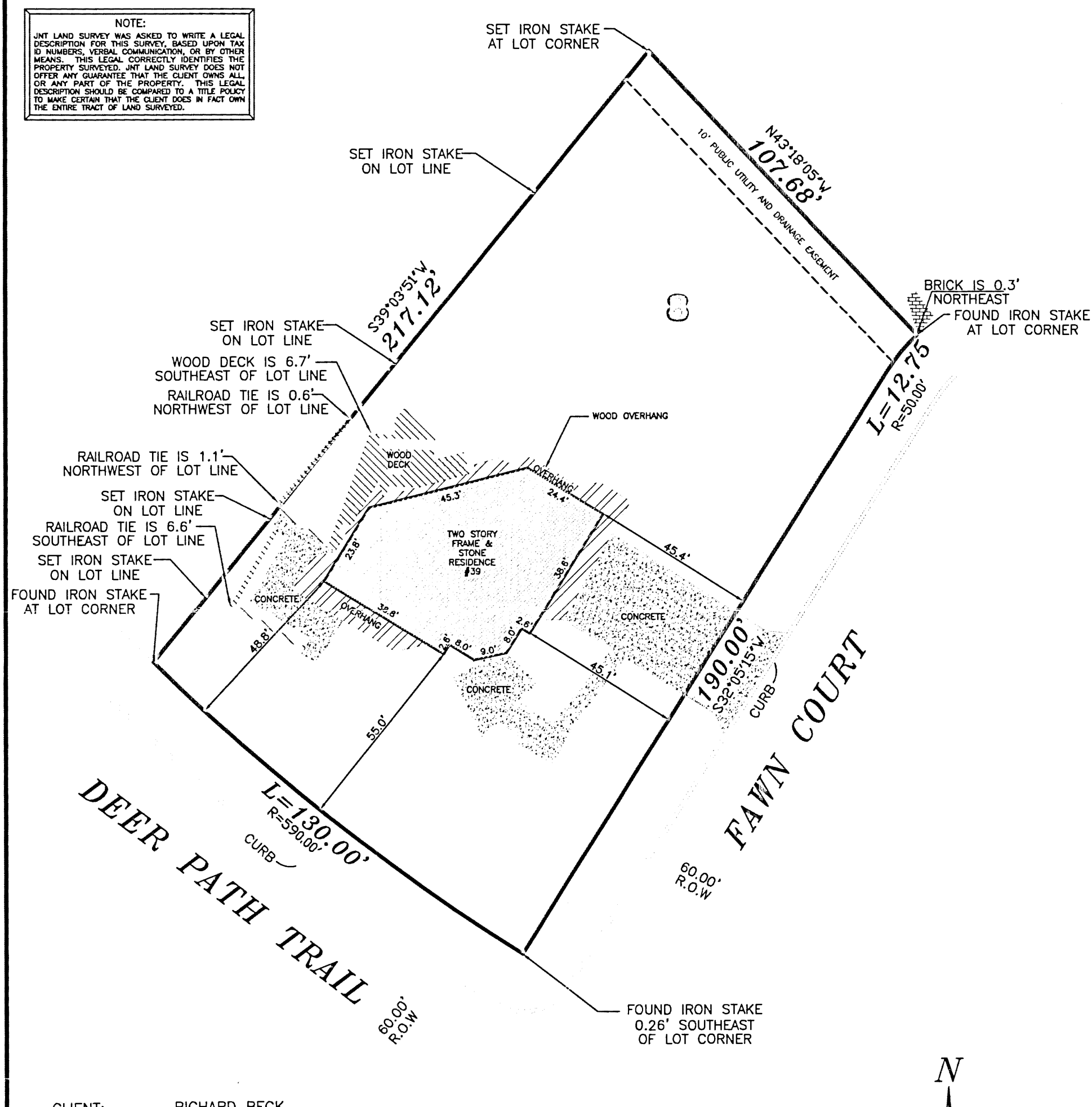
PLAT OF SURVEY

OF

LOT 8 IN DEER PATH LAKES OF BURR RIDGE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 25, 1977 AS DOCUMENT R77-97321 AND CERTIFICATES OF CORRECTION RECORDED DECEMBER 14, 1977, FEBRUARY 24, 1978, AND APRIL 4, 1978 AS DOCUMENTS R77-115764, R78-15825 AND R78-27509 RESPECTIVELY, IN DUPAGE COUNTY, ILLINOIS.

COMMON ADDRESS: 39 FAWN COURT

NOTE:
JNT LAND SURVEY WAS ASKED TO WRITE A LEGAL DESCRIPTION FOR THIS SURVEY, BASED UPON TAX ID NUMBERS, VERBAL COMMUNICATION, OR BY OTHER MEANS. THIS LEGAL CORRECTLY IDENTIFIES THE PROPERTY SURVEYED. JNT LAND SURVEY DOES NOT OFFER ANY GUARANTEE THAT THE CLIENT OWNS ALL OR ANY PART OF THE PROPERTY. THIS LEGAL DESCRIPTION SHOULD BE COMPARED TO A TITLE POLICY TO MAKE CERTAIN THAT THE CLIENT DOES IN FACT OWN THE ENTIRE TRACT OF LAND SURVEYED.



CLIENT: RICHARD BECK

AREA OF SURVEY = 24817 SQ.FT.

BASIS OF BEARINGS: RECORD SUBDIVISION PLAT

N
W E
S

1" = 30'
SCALE

STATE OF ILLINOIS } S. S.
COUNTY OF WILL }

FIELD WORK COMPLETED ON 10th DAY OF JULY, 2015.

JNT LAND SURVEYING SERVICES INCORPORATED HEREBY CERTIFIES THAT IT HAS SURVEYED THE TRACT OF LAND ABOVE DESCRIBED, AND THAT THE HEREON DRAWN PLAT IS A CORRECT REPRESENTATION THEREOF.

Dated this 17th Day of JULY, 2015.

IPLS No. 3354

STEVEN J. NAGEL
035-3354
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
HOMER GLEN ILLINOIS

PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION
LICENSE NO.
184.004450

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
LICENSE EXPIRES 11/30/16

LAND SURVEYING SERVICES INC.

15935 S. BELL ROAD (708) 645-1136
HOMER GLEN, IL. 60491 FAX (708) 645-1138
WWW.JNTLANDSURVEY.COM

NO IMPROVEMENTS SHOULD BE MADE ON THE BASIS OF THIS PLAT ALONE. FIELD MONUMENTATION OF CRITICAL POINTS SHOULD BE ESTABLISHED PRIOR TO COMMENCEMENT OF ANY AND ALL CONSTRUCTION.
FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR DEED, ABSTRACT, TITLE POLICY CONTRACTS AND LOCAL BUILDING AND ZONING ORDINANCE.

SURVEY NO. 15-06-283

DECK

(ALL OTHER LANDSCAPE TO REMAIN AS IS)

RESIDENCE

EXISTING DRIVEWAY

GRILL

COUNTER

STONE PATIO, 532 sq. ft.

36" PLANTER/ SEAT WALL

FIREPLACE, 6' HIGH

36" PLANTER/ SEAT WALL

20" SEAT WALL

RETAINING WALLS, FROM GRADE, HEIGHT:
20"
36"
42"

RETAINING WALLS FROM GRADE, HEIGHT:
16"
36"
39"
55½"

EXISTING CONCRETE LANDING AND STEPS

EXISTING DINES x6

EXISTING JAPANESE MAPLE

STONE DRY BED

EX. MALUS

EX. JAPANESE MAPLE

LOCUST

CORNUS KOUSA x1

EX. ORNAMENTAL PEAR

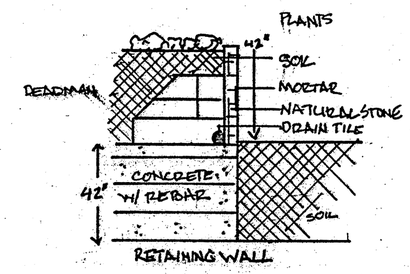
MIXED SHRUB, EVERGREEN / ORNAMENTAL GRASS PLANTINGS (SEE KEY)

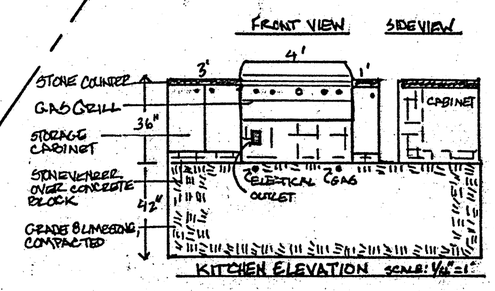
OAK

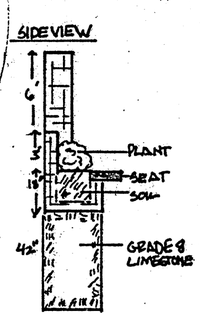
DEER PATH TRAIL

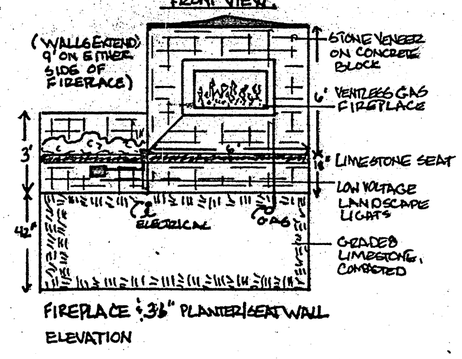
FAWN COURT

LINDEN









PLANT LIST KEY

- HYDRANGEA PANICULATA x6
- NINEBARK 'AMBER JUBILEE' x5
- SUMAC 'TIGER EYE' x 5
- HYPERICUM 'AMES' x12
- COTONEASTER 'APICULATUS' x10
- ROSE 'APRICOT DRIFT' x20
- YEW 'EVERLOW' x35
- EUONYMUS FORTUNEII 'EMERALD AND GOLD' x7
- PENNISETUM 'HAMELN' x36
- CALAMGROSTIS 'KARL FORESTER' x33
- MISCANTHUS 'SILBERFEDER' x3
- BOXWOOD x11
- PERENNIALS, 1 GALLON/ 2 SQ. FT.
- GROUNDCOVER, 8" O/C

GREENCITY LANDSCAPES
4452 SOUTH ARCHER
CHICAGO, IL 60632
CONTACT: LUIS HERNANDEZ
OFFICE PHONE: 773/376-2500
CELL PHONE: 773/858-6538
EMAIL: LUIS@GREENCITYLANDSCAPES.COM

BECK RESIDENCE

PATIO AND LANDSCAPE REJUVENATION

39 FAWN COURT
BURR RIDGE, ILLINOIS
CONTACT: RICHARD BECK
CELL PHONE: 630/686-2325 EXT. 0
EMAIL: RBECK2325@EARTHLINK.NET

SCALE: 1/8" = 1'; DATE: 8/27/15
DRAWN BY: ANNETTE HELD FOR GREENCITY LANDSCAPES

1 2 3 4 5 6 7 8

VILLAGE OF BURR RIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT AND SUMMARY

Z-12-2015: 15W800 91st Street and 9101 Kingery Highway (Spectrum); Request rezoning upon annexation from the R-1 Single-Family Residence District to the O-2 Office and Hotel District and the B-2 General Business District of the Burr Ridge Zoning Ordinance; and requests special use approval as per Sections IX.D.2.g and VIII.C.2.ii of the Burr Ridge Zoning Ordinance for a Planned Unit Development consisting of a senior care facility with approximately 190 total units on 15.5 acres and 24,000 square feet of retail space on 3.5 acres.

Prepared For:	Village of Burr Ridge Plan Commission / Zoning Board of Appeals Greg Trzupek, Chairman
Prepared By:	Doug Pollock, AICP Community Development Director
Date of Hearing:	September 21, 2015; continued from August 17, 2015

SUMMARY

The public hearing for this petition was opened on August 17, 2015 and continued to September 21, 2015. At the August meeting, the outstanding issues included the following:

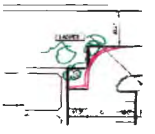
1. A revised traffic study has been provided and reviewed by the Village's traffic consultant. The key issues related to the traffic study include:

    a. The traffic study recommends keeping the internal drive that runs parallel to 91st Street and connects the two entry points on 91st Street. The Plan Commission had asked that this drive be removed. The petitioner is willing to proceed with either alternative.

    b. The traffic study also recommends that the entry drive on 91st Street that is shared with the commercial property be aligned with O'Neil Drive. The revised traffic study submitted by the petitioner showed this entry drive being relocated and not aligned with O'Neil Drive. The latest proposal by the petitioner is to comply with the recommendation of the Village consultant and align this drive with O'Neil Drive. Final details for the left turn lanes on 91st Street will require further review by the Village's traffic consultant.

    c. The main drive from 91st Street for the senior living property has been aligned with Palisades Drive and the exit lanes have been extended.

    d. The drives and parking located in the courtyard of the main building have also been revised. Two of the parking spaces are located forward of the front wall of the building and should be removed.



2. The private street providing access to the cottage units has been widened to 27 feet to permit on-street parking.

3. Ten land banked parking spaces have been designed on the south side of the building. These spaces would not be constructed unless the owner or the Village determined there was a need for the additional parking spaces.

4. It was suggested that the fence along 91st Street and in front of the Fallingwater Subdivision be extended south along the property's east lot line. The revised plans include a "cedar privacy fence" extending 150 feet south of the 91st Street property line. The location of the fence is appropriate but the type of fence should match the masonry and decorative aluminum fence located along 91st Street in front the Fallingwater Subdivision.

5. The retaining walls located east of the cottage units have been terraced to lower the maximum height from 10 feet to 7 feet. Instead of two wall sections there are now three wall sections. The walls still exceed the 42 inch maximum permitted by the Subdivision Ordinance but are necessary to preserve the existing grade under the tree and brush line along the east lot line.

6. Subsequent to the August meeting, the Pathway Commission has considered the petitioner's request to construct the sidewalk on 91st Street and provide a donation in lieu of the sidewalk for Kingery Highway. The Pathway Commission considered this request at their September 10, 2015 meeting and is recommending that sidewalks be constructed on both 91st Street and Kingery Highway. This recommendation will be forwarded to the Village Board for their consideration.

7. Revised landscaping plans have been provided to reflect the changes to the site and engineering plans. At the time of final plan review, staff may require some additional landscaping along the south lot line and in other selective areas.

8. The stucco accents previously shown on the main building have been replaced with different stone veneers.

Findings of Fact and Recommendations

In summary, the petitioner is requesting rezoning of the property upon annexation from the R-1 District to the B-2 District and the O-2 District and is requesting designation of the entire property as a Planned Unit Development. Final plan approval is requested for Phase 1 of the PUD which includes the senior living building and cottage units. Preliminary approval is requested for the retail property. As per the review comments above, the petitioner has responded to all of the comments and suggestions provided by the Plan Commission at the August 17, 2015 public hearing. The petitioner has submitted Findings of Fact and those may be adopted if the Plan Commission is in agreement with those findings.

Annexation, Subdivision and PUD Process

Upon conclusion of the public hearing, the Plan Commission should forward a recommendation regarding the zoning and PUD to the Board of Trustees. The process for this request after the Plan Commission public hearing will be as follows:

a. The Board of Trustees will consider the PC recommendation at their September 28, 2015 meeting. If the Board supports the proposal they will direct staff to prepare an Annexation Agreement and schedule a hearing for the agreement.

b. A hearing would be scheduled for the October 26, 2015 Board meeting. Prior to that meeting, staff will prepare a draft Annexation Agreement for review by the petitioner.

c. At the 10-26 Board meeting, the Board will consider approval of the Annexation Agreement.

d. As soon as the Agreement is signed by the property owner, the Board of Trustees will adopt Ordinances annexing and zoning the property.

e. After recording of the Agreement, the petitioner will submit final engineering and landscaping plans for the subdivision improvements with an engineer's cost estimate. The subdivision improvements will include all stormwater facilities, curb and gutter and widening of the adjacent side of 91st Street, any turn lanes and similar public street improvements, the 91st Street sidewalk, and public water and sewer mains.

f. Upon approval of final engineering and final landscaping by staff, the petitioner will submit a final plat for review and approval by Village staff and the Board of Trustees.

g. A letter of credit equal to 125% of the approved engineer's cost estimate will be required prior to recording the final plat. The letter of credit will guarantee the completion of the subdivision improvements within 2 years of recording the final plat.

h. Building permits for the construction of the cottage units and the senior living building may be requested and issued upon recording the final plat and receipt of the letter of credit.

Prior to construction of any retail buildings, review and approval of the final site plan, landscaping plan, and building elevations by the Plan Commission and Board of Trustees will be required.

GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ▪ FAX 847.478.9701
www.gha-engineers.com

Project Traffic Review #2

To: **Doug Pollock**
Village of Burr Ridge

From: Bill Grieve

Date: September 16, 2015

Subject: ***Spectrum Senior Living***
IL 83 @ 91st Street – SE Corner

GEWALT HAMILTON ASSOCIATES, INC. (GHA) has reviewed the Sam Schwartz Engineering D.P.C. (SSE) Traffic Impact Study (TIS) dated August 2015 for the proposed Spectrum Senior Living Development. The TIS included an updated site plan prepared by Cross Engineering & Associates, Inc.

Discussion Point. The vast majority of traffic study and site plan comments from our first review dated July 31, 2015 have been positively addressed. I offer the following brief comments for your consideration regarding our findings and any remaining questions and issues.

SSE Traffic Impact Study

1. We concur with the SSE findings regarding existing conditions.
2. We concur with the traffic characteristics of the proposed development, including trip generations, trip distribution, traffic assignments, and results of the capacity analyses.
3. We concur that separate eastbound right turn lanes at the site drives on 91st Street should not be needed.
4. Would it make sense to further extend the proposed left turn lane on 91st Street so that it also serves the main access / Palisades intersection?
5. We also concur with the SSE parking demand analysis.

Cross Site Plan

1. We concur that vehicle sight distance along 91st Street is acceptable.
2. We concur that the main access on 91st Street opposite Palisades Road should provide one inbound and two outbound lanes. The second outbound lane helps to provide additional exiting capacity, since the internal east-west circulation aisle is quite close.
3. Where will guests park who are visiting residents of the independent villas? Some street parking could be provided on one side, but the resident driveways will limit the supply. Could one or two areas be set aside for a few spaces of off-street parking, should it determined to be needed?

   Key Finding. The east-west link from the main building to the northern commercial area is important and should be included. This link helps minimize the traffic impacts along 91st Street by allowing travel between the residential and commercial components.

Key Finding. We believe that the commercial access on 91st Street should align opposite Oneill Drive as originally planned. Offsetting these two intersections create unwanted vehicle conflict points. Traffic should be monitored over time to determine if left turns out should be restricted during peak travel hours or prohibited all together, so as to not create congestion in the busy IL 83 / 91st Street intersection influence area.

* * * * * * * * * * * * *

This project traffic review conducted by:

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Senior Transportation Engineer
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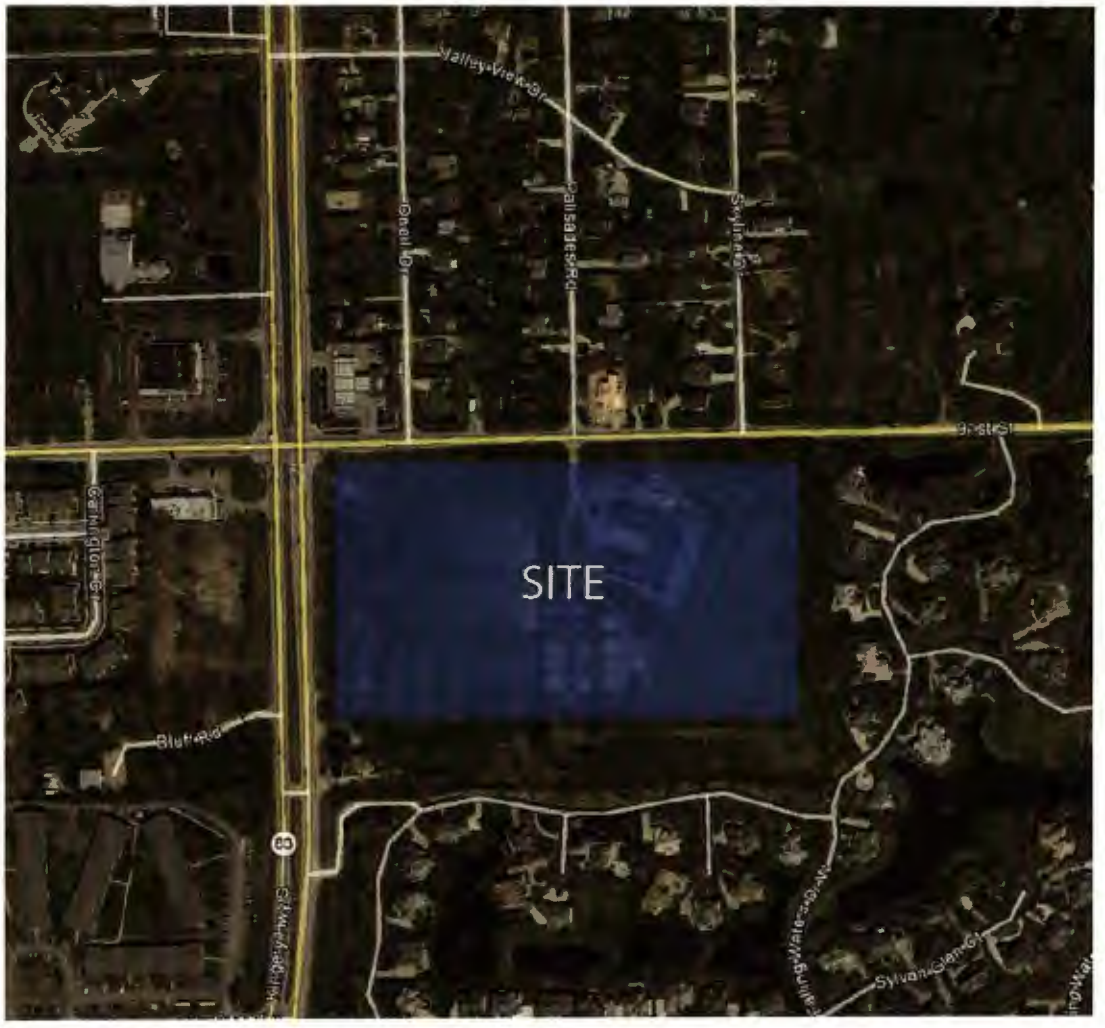
Sam
Schwartz
Engineering
D.P.C.

Spectrum Senior Living Development

Traffic Impact Study

Burr Ridge, Illinois

August 2015



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INTRODUCTION

Sam Schwartz Engineering, D.P.C (SSE) was retained by Spectrum Retirement Communities LLC to conduct a traffic impact analysis for the proposed Spectrum Senior Living development located at Illinois Route 83 (IL 83) and 91st Street in Burr Ridge, Illinois. The site location is illustrated on ***Figure 1***. A site plan is contained in the Appendix.

As proposed, the site will consist of a continuing care retirement community with a total of 190 dwelling units including a mix of independent living, assisted living and memory care accommodations. Commercial outlots are also proposed along IL 83 and conceptually shown as two fast-food restaurants and a 15,000 square-foot retail building. Access is proposed via two full-access driveways on 91st Street and one right-in/right-out driveway on IL 83.

The following report presents and documents SSE's methodology, data collection, analyses, and identifies improvements, as necessary, to mitigate impacts the development's traffic may have on the adjacent roadway network.

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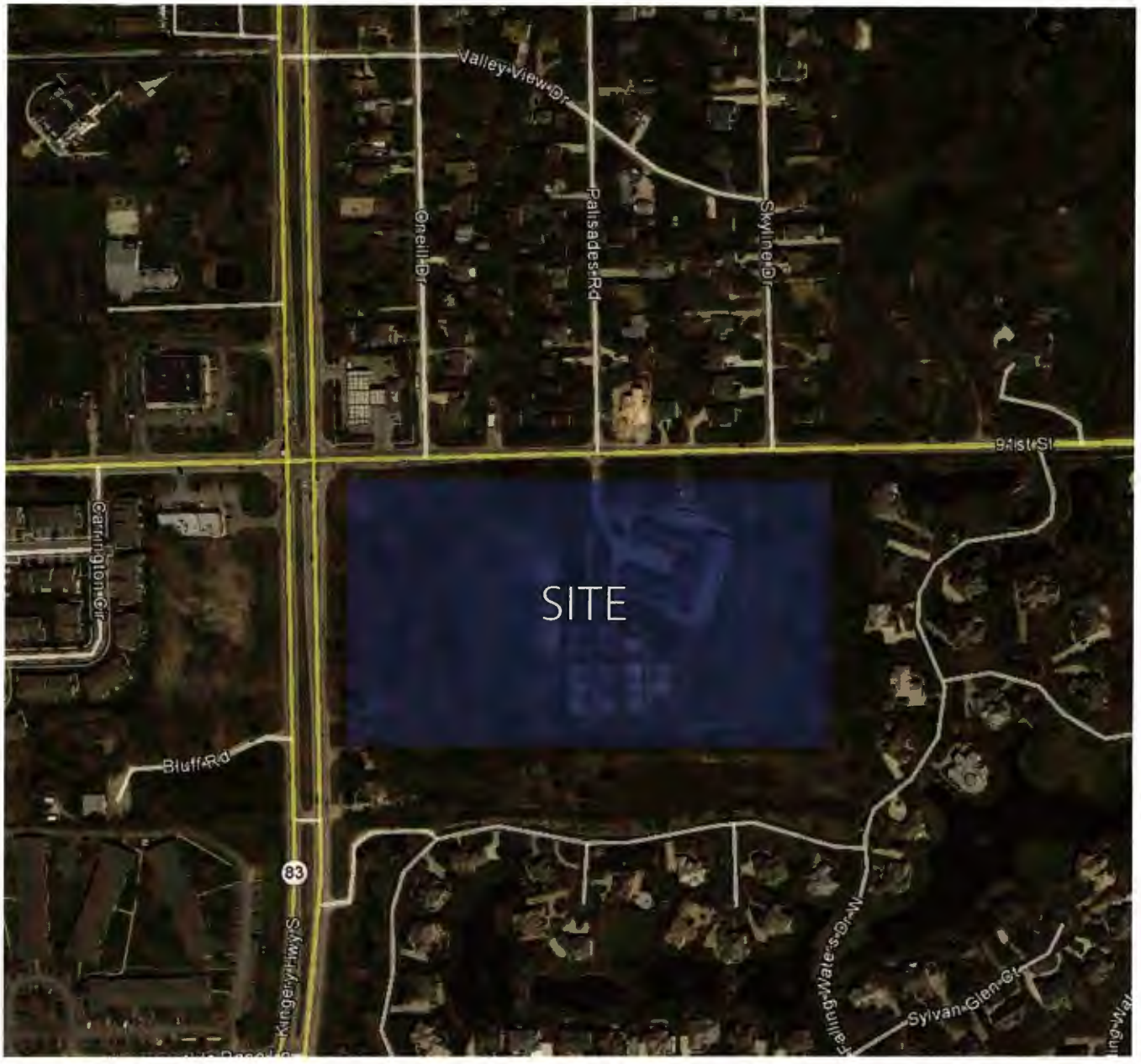
Not to Scale



Sam
Schwartz
Engineering
D.P.C.

Figure 1
Site Location

EXISTING CONDITIONS

SSE conducted field visits to collect relevant information pertaining to existing land uses in the area, the surrounding roadway network, existing traffic volumes, traffic controls, and roadway lane usage at all critical intersections. This section of the report provides a description of these existing characteristics.

Site Location

The site is located on the southeast quadrant of IL 83 and 91st Street in Burr Ridge, Illinois. The site is currently operated by Legacy USA LLC as a horse riding school. Adjacent land uses consist of mostly residential in all directions, with a number of commercial buildings at the intersection of IL 83 and 91st Street.

Existing Street Characteristics

IL Route 83, also known as Kingery Highway, is a divided north-south strategic regional arterial (SRA) under the jurisdiction of IDOT. At its signalized intersection with 91st Street, IL 83 provides a left-turn lane, two through lanes, and a right-turn lane in the northbound and southbound directions. IL 83 has a posted speed limit of 45 miles per hour in the vicinity of the site.

91st Street is an east-west minor arterial roadway serving a residential community north of the site. At its signalized intersection with IL 83, 91st Street eastbound and westbound traffic are provided a left-turn lane and a shared through/right-turn lane. At its unsignalized intersection with Oneill Drive, Palisades Road, and Skyline Drive, free flow traffic in both directions on 91st Street is provided a shared through/turn lane.

Oneill Drive is a north-south local roadway serving a residential community north of the proposed site. At its unsignalized intersection with 91st Street, Oneill Drive provides a single travel lane, operating as a shared left-turn and right-turn lane under STOP sign control.

Palisades Road is a north-south local roadway serving a residential community north of the proposed site. At its unsignalized intersection with 91st Street, Palisades Road provides a single travel lane operating as a shared left-turn and right-turn lane under STOP sign control.

Skyline Drive is a north-south local roadway serving a residential community north of the proposed site. At its unsignalized intersection with 91st Street, Skyline Drive provides a single travel lane operating as a shared left-turn and right-turn lane under STOP sign control.

Existing Traffic Volumes

Existing traffic volumes were determined by manual traffic counts conducted in July 2015 during weekday morning (6:00 to 9:00 AM) and weekday evening (3:00 to 6:00 PM) at the following intersections:

- IL Route 83 and 91st Street
- 91st Street and gas station access drive
- 91st Street and Oneill Drive
- 91st Street and Palisades Road
- 91st Street and Skyline Drive

These peak periods were chosen since they coincide with the typical peak traffic periods of the proposed development and the adjacent street traffic.

Based on traffic count data retrieved from the Illinois Department of Transportation website, the average daily traffic on IL 83 in the vicinity of the development is 32,800 vehicles (year 2013) north of 91st Street, and 24,100 vehicles (year 2013) south of 91st Street. The average daily traffic on 91st Street is 5,450 vehicles (year 2012).

The existing peak hour volumes are illustrated on ***Figure 2***. Summaries of the traffic count data are contained in the Appendix of this report.

Existing Operations

The effectiveness of an intersection's operation is measured in terms of Level of Service ("LOS"), which is assigned a letter from A to F based on the average total delay experienced by each vehicle passing through an intersection. Level of Service A is the highest (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest (oversaturated conditions). LOS "A" represents free flow conditions where the general level of convenience experienced by motorists is excellent. The minimum intersection LOS that is generally accepted by industry standards is LOS "D."

An intersection capacity analysis was utilized to analyze the study intersections for the weekday morning and weekday evening peak hours using HCS 2010 and based on the methodologies outlined in the *Highway Capacity Manual (HCM)*[1]. All intersections in the study area, with the exception of IL 83 and 91st Street, are STOP controlled on the local roadway, while 91st Street operates in a free flow condition. The results of the capacity analyses are shown in **Table 1.** The minor streets under stop sign control all operate at LOS B or better. The signalized intersection of IL 83 and 91st Street operates overall at LOS B or C with east-west movements operating at LOS D or E in order to favor green time on IL 83. The worksheets containing the intersection analyses are provided in the Appendix.

[1]Highway Capacity Manual, Transportation Research Board, National Research Council, Washington, D.C., 2010.

Table 1: Existing Intersection Level-of-Service

Intersection/Peak Hour/Lane	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay [A]	LOS [B]	Delay	LOS
IL Route 83 at 91st St				
91st St EB	56.2	E	60.4	E
91st St WB	65.4	E	50.4	D
IL Route 83 NB	6.8	A	12.2	B
IL Route 83 SB	9.3	A	12.3	B
Overall Intersection	**16.1**	**B**	**23.0**	**C**
Gas Station at 91st St				
Gas Station SB	9.6	A	11.5	B
Oneill Dr at 91st St				
Oneill Dr SB	10.4	B	9.8	A
Palisades Rd at 91st St				
Palisades Rd SB	9.5	A	10.9	B
Skyline Dr at 91st St				
Skyline SB	10.0	B	11.9	B

[A] Average control delay in seconds per vehicle.
[B] Level of service.

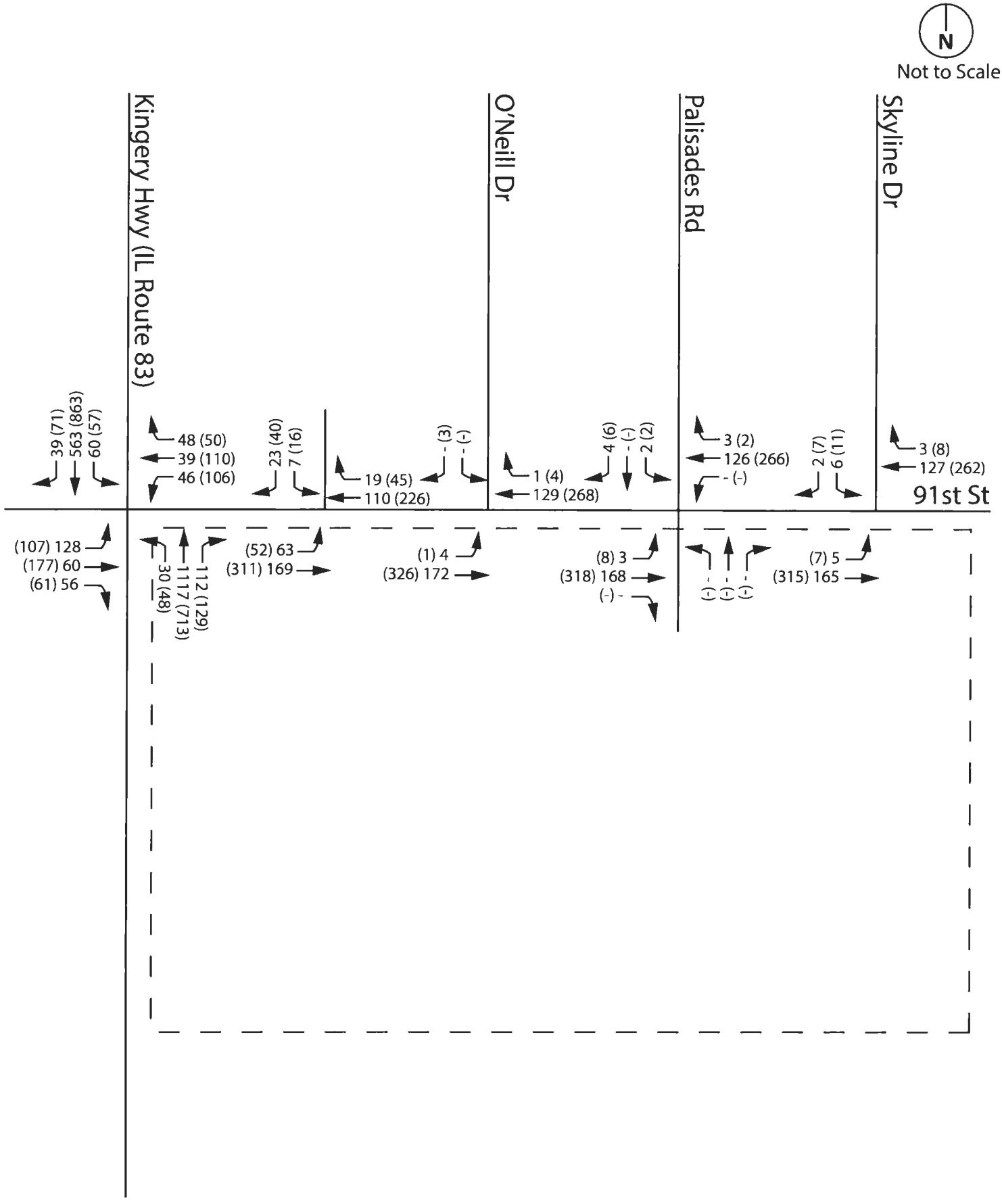


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Figure 2
Existing Traffic - Weekday

xx	= Weekday AM Peak Hour
(xx)	= Weekday PM Peak Hour

FUTURE TRAFFIC CHARACTERISTICS

This section of the report presents the traffic characteristics associated with the proposed development and evaluates the impact of future traffic on the area street system. This includes discussions regarding site development plans, site-generated traffic volumes and their distributions on the surrounding roadway network. Site access, site traffic assignment, and future traffic volumes and horizon years are also discussed.

Development Plans

The existing facility located in the southeast quadrant of IL 83 and 91st Street will be eliminated to accommodate the proposed development that is a senior living residential community with a mix of independent living, assisted living and memory care units in a main building along with 6 free standing cottages for independent living. Commercial outlots will also be developed within the site along IL 83. At this time, uses have yet to be determined and are shown in concept only as three outlots - two 4,500 square-foot drive-thru fast food restaurants and a 15,000 square-foot pharmacy.

Access to the site is proposed via two full-access driveways on 91st Street and one right-in/right-out driveway on IL 83. The western driveway on 91st Street is proposed to be offset to the east of Oneill Drive and the eastern driveway is proposed aligned with Palisades Road. Under these proposed conditions, the northbound and southbound traffic will operate under stop control, while the eastbound and westbound traffic on 91st Street continues to operate as a free flowing traffic.

Trip Generation

The estimates of traffic to be generated by the site are based upon land use type and size. The Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition was used to estimate a base volume of traffic generated by the proposed development as detailed in **Table 2**. Land Use Codes used were 255- Continuing Care Retirement Community, 934 - Fast-Food Restaurant with Drive-Thru Window and 881 - Pharmacy/Drugstore with Drive-Thru Window.

According to ITE data, as many as half of the trips generated by the commercial uses are expected to be pass-by trips, or trips that are attracted from the traffic passing the site on the roadway and not new to the system. For a more conservative estimate that tests the maximum impacts, these trips were not reduced.

Table 2: Estimated Site Trip Generation

Land Use / Size	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Spectrum Senior Living / 190 Units	20	5	25	10	20	30
Restaurant w/ Drive-Thru / 9,000 sf	210	200	410	155	140	295
Retail/Pharmacy Outlot / 15,000 sf	30	15	45	60	65	125
Total	**260**	**220**	**480**	**225**	**225**	**450**

Directional Distribution

The directional distribution of the site-generated traffic is dependent upon various factors including the existing traffic volumes, the proposed land use and development layout, and the adjacent roadway network. The anticipated directional distribution of the expected generated site traffic is shown on ***Figure 3***. Directional distribution is shown separately for commercial and residential traffic. Commercial traffic will mostly be oriented to and from IL 83, as well as a small portion that will be captured internal on the site as residents visit the commercial uses along IL 83. Residential traffic is expected to be more evenly distributed on the roadway network.

Site Traffic Assignment

The site-generated traffic volumes were assigned to the external roadway system and proposed site access system based on the site-generated trips shown in Table 2 and the directional distribution shown in Figure 3. ***Figure 4*** illustrates the site traffic assignment to and from the proposed development upon completion of the project.

Total Traffic

To represent conditions of a build-plus-five horizon year, traffic volumes were projected to year 2026 based on a growth factor determined from information provided by the Chicago Metropolitan Agency for Planning (CMAP). The Total Traffic assignment represents the total projected traffic in Year 2026 including all site traffic, a 4 percent growth to existing traffic on IL 83 and an 18 percent growth to existing traffic on 91st Street. The Total Traffic volumes are shown on ***Figure 5***. The CMAP traffic projection information (letter) is contained in the Appendix.

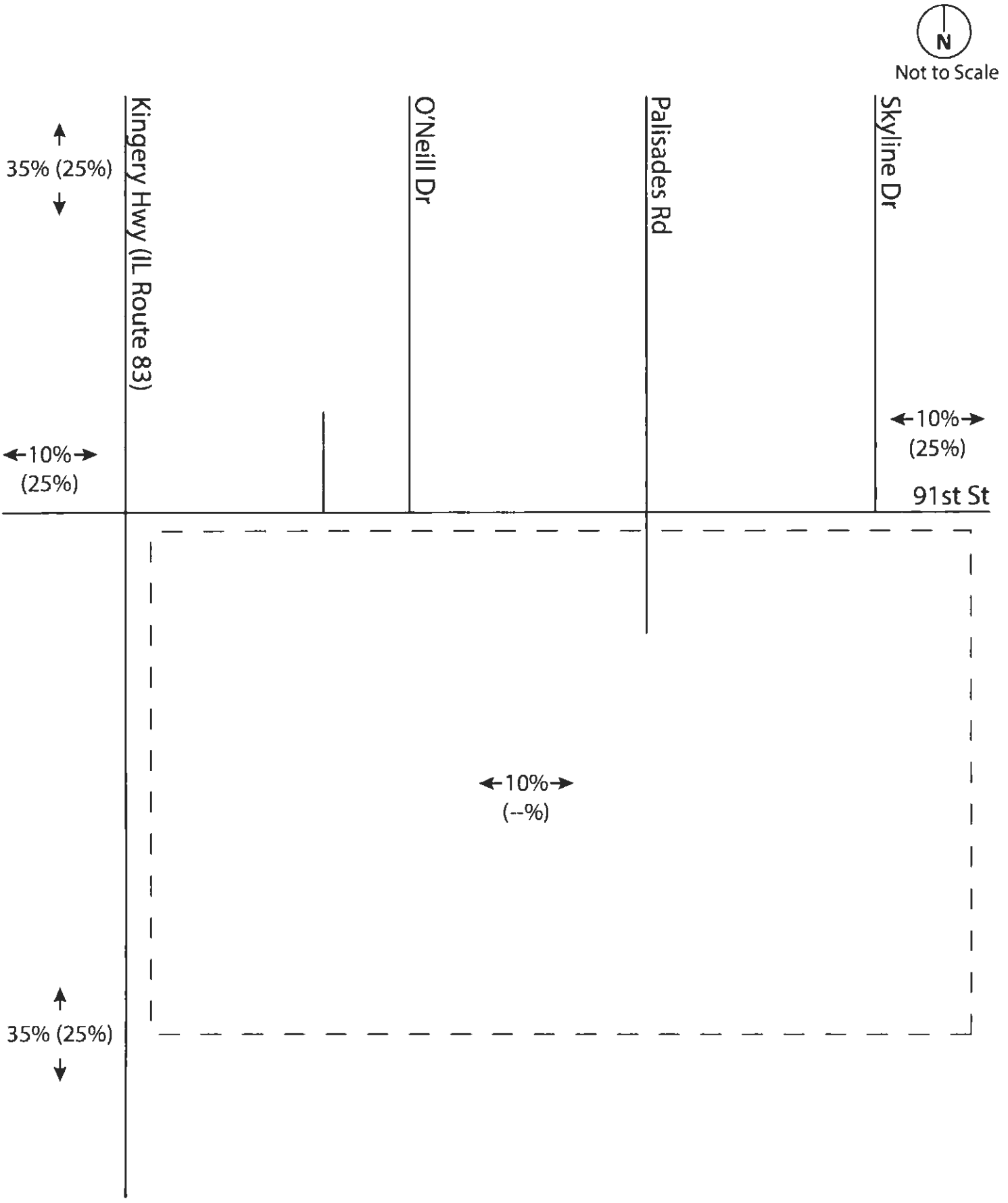

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Figure 3
Directional Distribution

xx% = Percent Commercial
(xx%)= Percent Residential

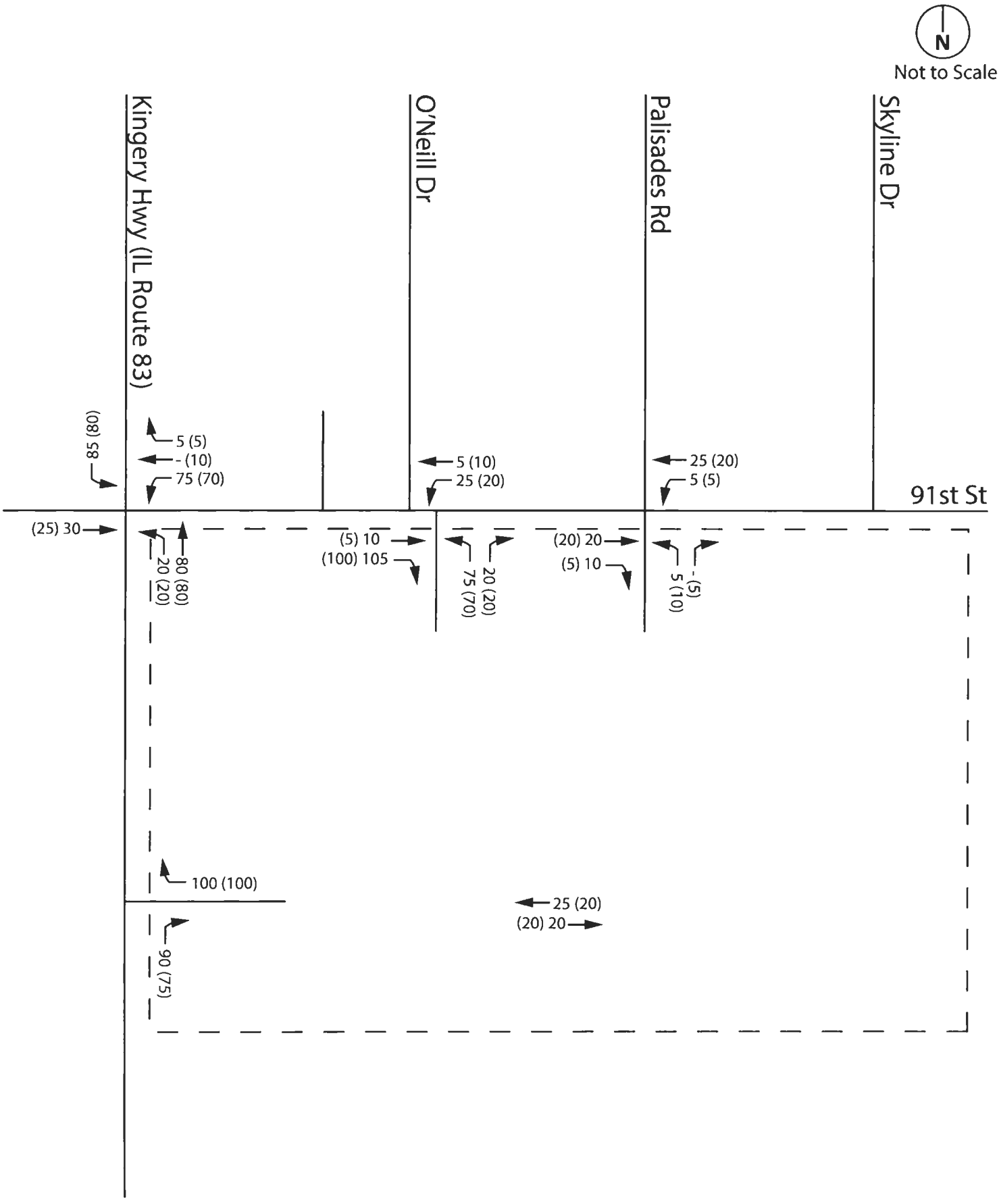

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Figure 4
Site Traffic

xx	= Weekday AM Peak Hour
(xx)	= Weekday PM Peak Hour

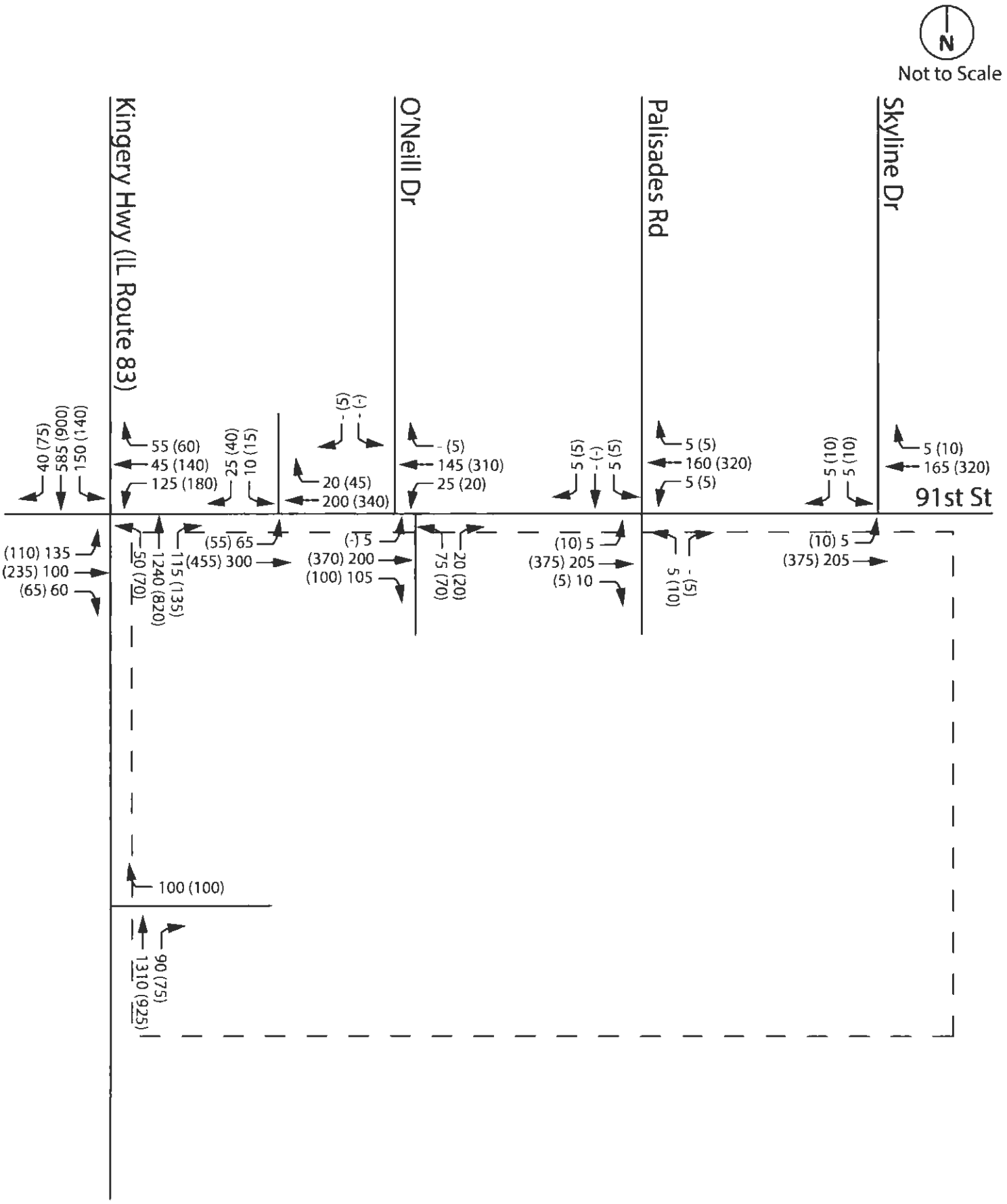

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Figure 5
2026 Total Traffic

xx = Weekday AM Peak Hour
(xx) = Weekday PM Peak Hour

ANALYSIS

Analyses were conducted to determine whether the adjacent roadway network would be able to accommodate the needs of the proposed development. The analyses conducted include capacity analyses for future traffic conditions at the study intersections and the examination of turn lane needs.

Capacity Analysis

Capacity analyses were conducted for assessing the various future traffic conditions of the weekday morning and weekday afternoon peak hours using HCS 2010. Summaries of the capacity analysis results indicating the LOS for all study intersections are presented in ***Table 3*** for Total Traffic. All output worksheets used for these analyses are contained in the Appendix.

Table 3: Future Intersection Level-of-Service – Total Traffic

Intersection/Peak Hour/Lane	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay [A]	LOS [B]	Delay	LOS
IL Route 83 at 91st St				
91st St EB	60.8	E	73.3	E
91st St WB	56.1	E	66.3	E
IL Route 83 NB	15.9	B	19.5	B
IL Route 83 SB	18.5	B	21.5	C
Overall Intersection	**24.9**	**C**	**33.8**	**C**
Gas Station at 91st St				
Gas Station SB	**11.0**	**B**	**13.5**	**B**
Oneill Dr at 91st St				
91st St EB LT	7.5	A	7.9	A
91st St WB LT	7.9	A	8.4	A
Oneill Dr NB LT	13.9	B	21.5	C
Oneill Dr SB	11.2	B	12.3	B
NB Approach	**13.0**	**B**	**19.2**	**C**
Palisades Rd at 91st St				
91st St EB LT	7.6	A	8.0	A
91st St WB LT	7.7	A	8.1	A
Palisades Rd NB	11.3	B	14.8	B
Palisades Rd SB	10.4	B	13.4	B
Skyline Dr at 91st St				
Skyline SB	10.1	B	12.6	B
Right-In/Right-Out at IL Route 83				
Right-In/Right-Out WB	15.4	C	12.5	B

[A] Average control delay in seconds per vehicle.
[B] Level of service.

Comparison of existing and future conditions capacity analyses show that study area intersections will continue to operate at LOS C or better in the future, and will experience minimal increases in delay as a result of the proposed project.

91st Street Site Access

The western site driveway is proposed off-set approximately 50 feet to the east of Oneill Drive in order to maximize the distance from the IL 83 intersection. Site improvements will include the widening of 91st Street to provide a two-way left-turn lane that serves both eastbound to northbound left turns to Oneill Drive and westbound to southbound left-turns into the site. Even though IDOT guidelines suggest this improvement is not required, it provides several benefits to traffic operations including

storage and more clarification for left turns to ONeill Drive, storage for 1-2 cars turning left into the site, and storage for two-stage left turns out of the site. Westbound queues were analyzed and the capacity results indicate the westbound left-turn 95th percentile queue will extend at most 185 feet from the stop bar at IL 83, which ends prior to Oneill Drive, still allowing left turns both to and from Oneill Drive. An aerial image is provided in the Appendix illustrating the maximum queue. The new site access driveway should provide one inbound lane and two outbound lanes under STOP sign control. Outbound traffic will operate well with a maximum projected queue of one vehicle.

The eastern site driveway is proposed aligned opposite Palisades Road, generally in the same location as the existing site access driveway. Palisades Road and the site access driveway will operate well under stop sign control. Given the low traffic volumes expected at the driveway, no turn lane improvements are recommended on 91st Street. The new site driveway should provide a single inbound lane and a single outbound lane under STOP sign control.

IL 83 Right-in/Right-Out

Site access is also proposed on IL 83 approximately 600 feet south of 91st Street. Access will be restricted to right turns in and out only given the roadway's SRA designation and the presence of a median. The driveway will operate well with one inbound lane and one outbound lane with the outbound lane under STOP sign control. The drive will be designed per IDOT standard design for channelizing islands.

Internal Circulation

Cross access between the commercial and residential portions of the site is provided on the south side of the main building. Trucks and deliveries will occur on the south side of the building and will need to either use the commercial access drives or circulate around the east side of the site by the cottages. Visitors will enter via the main drive aligned with Palisades Road and travel to the parking spaces in front of the building while residents will enter either via the main drive and circulate around the east side of the site or via one of the two commercial drives and circulate to the south side of the building. Commercial traffic will generally be contained on the western portion of the site using one of the two commercial access drives. All internal drives will be two-way.

Residential Parking

The residential portion of the site will provide 196 total parking spaces as follows:

- 148 surface spaces for the main building, 44 spaces on the north side of the building and 104 on the south side (including 12 garage spaces)
- 48 (4 each) for the 12 independent living cottages

Overall, parking is supplied at a rate of 1.03 spaces per unit. If evaluated as a whole as a CCRC, the overall peak residential parking demand per the Institute of Transportation Engineers (ITE) Parking Generation Manual 4th Edition is 1.0 space per unit or a total of 190 spaces.

More appropriately, parking should be considered separate between the main building and the cottages. The main building will supply parking at a rate of .83 spaces per unit and the cottages will supply 4.0 spaces per unit. Since the main building accommodates a much more assisted lifestyle than the cottages, an overall CCRC rate would not be appropriate for the main building (standalone)

and the parking demand for the main building should be weighted more to reflect lower parking generation. **Table 4** shows the parking demand tabulation using a standalone model. It shows the site has an adequate supply of parking to meet the demands, even on special event days. Employees should be encouraged to park in the spaces located in the rear of the building with the prime front spaces reserved for visitors.

Table 4: Parking Demand

Land Use	Size	Peak Demand		Parking Supply
		Rate	No. Vehicles	
Spectrum Retirement Community				
Main Building				
Independent Living/Congregate Care	114	.5	57	95
Assisted Living & Memory Care	64	.41	27	53
Subtotal (Main Bldg.)	**178**		**84**	**148**
Cottages	12	2.0	24	48
Total	**190**		**108**	**196**

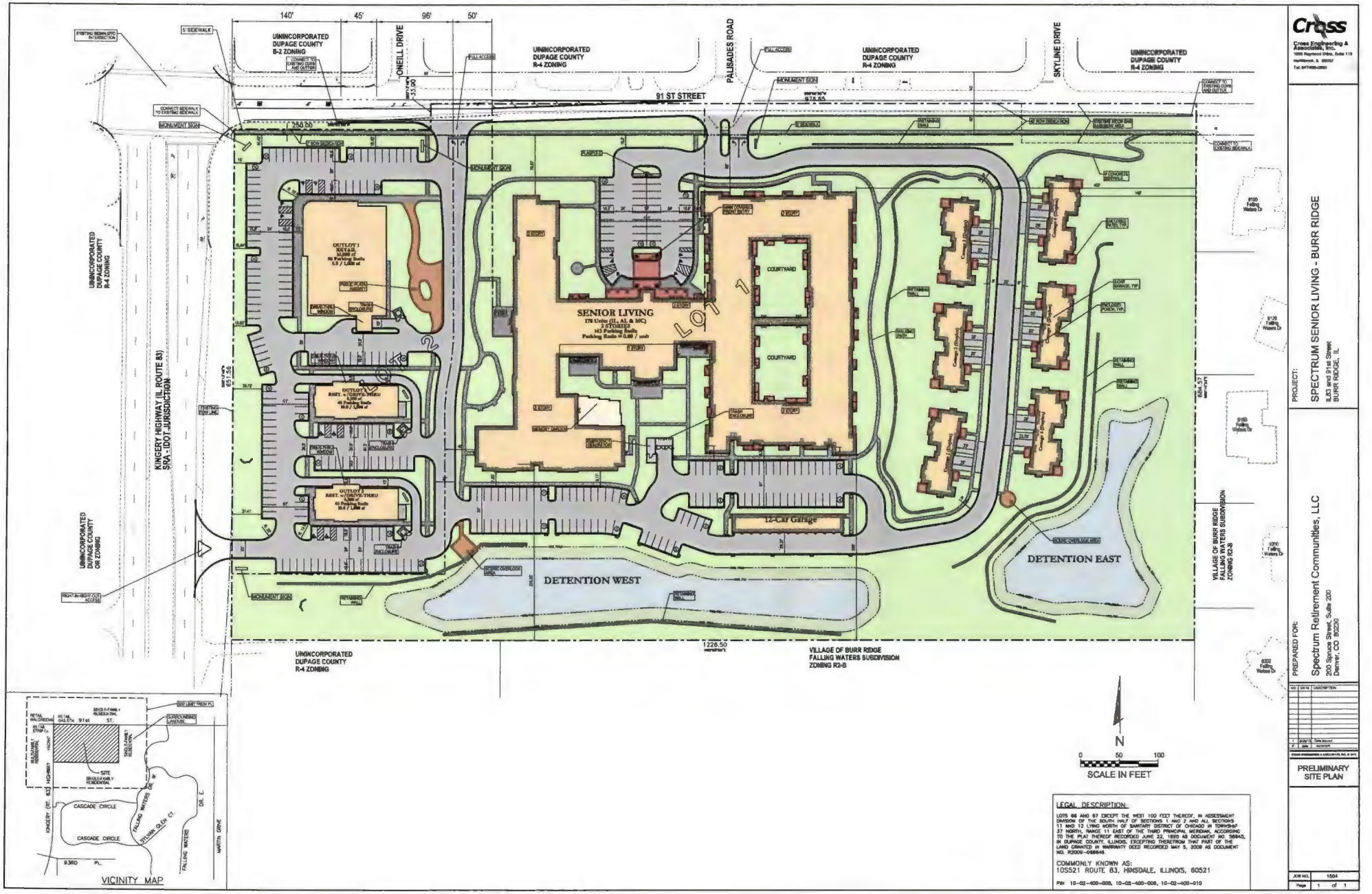
CONCLUSION

A traffic impact study was conducted for the proposed Spectrum Senior Living development at IL Route 83 and 91st Street in Burr Ridge, Illinois. Analyses were conducted for future development conditions to determine what roadway improvements are needed as a result of the site. The following summarizes the improvements required for the site development.

- Provide RIRO access on IL 83 south of 91st Street.
- Provide a full access driveway on 91st Street offset to the east from Oneill. One inbound lane and two outbound lanes should be provided with the outbound lanes under stop sign control and striped as a separate right- and left-turn lane.
- Site improvements will include roadway widening on 91st Street that will allow for a two-way left-turn lane to be provided serving both Oneill and the western site access driveway. The geometry will improve operations on 91st Street by providing storage for left turning vehicles.
- Provide a full access driveway on 91st Street aligned opposite Palisades. The driveway should provide one inbound lane and one outbound lane with the outbound lane under stop sign control.
- Adequate parking is provided to accommodate residential demand.
- SSE recommends the site provide vehicular cross access as shown on the south side of the building to maximize access flexibility and facilitate internal trips between the residential and commercial portions. Additional cross access on the north side of the building would further encourage internal trips and reduce traffic generated on the external street system.

APPENDICES

Site Plan
Traffic Counts
CMAP Traffic Projection Letter
Intersection Capacity Analysis
Signal Timings
Google Earth Aerial Queue Diagram



VICINITY MAP

N

0 50 100

SCALE IN FEET

LEGAL DESCRIPTION:

LOTS 96 AND 97 EXCEPT THE WEST 100 FEET THEREOF, IN ASSESSMENT DIVISION OF THE SOUTH HALF OF SECTIONS 1 AND 2 AND ALL SECTIONS 11 AND 12 LYING NORTH OF SANITARY DISTRICT OF CHICAGO IN TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1925 AS DOCUMENT NO. 56840, IN DUPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THAT PART OF THE LAND GRANTED IN WARRANTY DEED RECORDED MAY 5, 2008 AS DOCUMENT NO. R2008-068648.

COMMONLY KNOWN AS:
10S521 ROUTE 83, HINSDALE, ILLINOIS, 60521

PIN: 10-02-400-008, 10-02-400-009, 10-02-400-010

Cross Engineering & Associates, Inc.
1095 Raymond Drive, Suite 119
Northbrook, IL 60062
Tel: 847/498-4850

PROJECT:
SPECTRUM SENIOR LIVING - BURR RIDGE
IL83 and 91st Street
BURR RIDGE, IL

PREPARED FOR:
Spectrum Retirement Communities, LLC
200 Spruce Street, Suite 200
Denver, CO 80230

NO.	DATE	DESCRIPTION
1	8/09/13	Date Revised
2	10/9/13	Date Revised

PRELIMINARY SITE PLAN

JOB NO. 1504

Page 1 of 1

Sam Schwartz Engineering D.P.C.

Sam Schwartz Engineering (IL)

1000 W. Irving Park Rd., Suite 130
Itasca, IL, Illinois, United States 60143
630.213.1000 pwojtkiewicz@samschwartz.com
Ingenuity . Accessibility . Integrity

Count Name: IL 83 @ 91st St.
Site Code:
Start Date: 07/08/2015

Turning Movement Data

Start Time	IL 83 Southbound						91st St. Westbound						IL 83 Northbound						91st St. Eastbound						Int. Total
	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	
6:00 AM	2	4	117	11	0	134	3	6	5	10	0	24	15	2	251	5	0	273	3	3	4	13	0	23	454
6:15 AM	6	7	118	9	1	141	8	2	10	10	0	30	16	6	229	1	0	252	2	2	14	16	0	34	457
6:30 AM	4	3	141	14	1	163	7	3	6	9	0	25	23	9	250	2	1	285	3	3	10	20	0	36	509
6:45 AM	6	4	135	10	2	157	6	3	8	10	0	27	14	5	300	6	0	325	5	2	18	23	0	48	557
Hourly Total	18	18	511	44	4	595	24	14	29	39	0	106	68	22	1030	14	1	1135	13	10	46	72	0	141	1977
7:00 AM	3	1	136	6	0	146	11	4	7	14	0	36	26	3	284	6	0	319	11	3	17	33	0	64	565
7:15 AM	2	8	120	22	0	152	12	0	9	8	0	29	17	7	272	11	0	307	7	4	14	19	0	44	532
7:30 AM	7	7	158	9	0	181	4	6	6	14	0	30	17	7	270	8	1	303	7	8	10	26	0	51	565
7:45 AM	4	7	149	23	1	184	8	3	17	10	0	38	26	9	291	5	0	331	12	4	19	29	0	64	617
Hourly Total	16	23	563	60	1	663	35	13	39	46	0	133	86	26	1117	30	1	1260	37	19	60	107	0	223	2279
8:00 AM	8	1	159	16	2	186	8	2	15	14	0	39	23	5	254	9	0	291	9	3	18	24	0	54	570
8:15 AM	5	0	144	11	0	160	17	6	10	14	0	47	25	5	245	7	0	282	6	3	8	18	0	35	524
8:30 AM	5	5	139	14	1	164	8	3	15	15	0	41	12	9	249	6	1	277	2	9	19	20	0	50	532
8:45 AM	6	0	139	16	0	161	8	14	11	16	0	49	22	6	208	8	0	244	2	7	15	18	0	42	496
Hourly Total	24	6	581	57	3	671	41	25	51	59	0	176	82	25	956	30	1	1094	19	22	60	80	0	181	2122
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	5	9	205	19	0	238	9	8	18	26	0	61	12	6	162	11	1	192	9	1	17	10	0	37	528
3:15 PM	6	9	200	10	0	225	8	5	13	26	0	52	17	4	184	10	0	215	9	1	20	11	0	41	533
3:30 PM	6	7	219	16	1	249	11	5	28	22	0	66	20	4	170	8	0	202	11	5	28	18	0	62	579
3:45 PM	7	4	194	13	2	220	11	9	24	24	0	68	20	7	144	10	0	181	14	0	29	12	0	55	524
Hourly Total	24	29	818	58	3	932	39	27	83	98	0	247	69	21	660	39	1	790	43	7	94	51	0	195	2164
4:00 PM	8	1	232	14	0	255	6	8	27	30	0	71	13	7	151	11	0	182	9	4	38	22	0	73	581
4:15 PM	19	6	216	11	0	252	7	3	18	35	0	63	13	5	154	16	0	188	15	2	33	32	0	82	585
4:30 PM	11	2	199	11	1	224	9	5	28	34	0	76	14	8	150	11	0	183	14	1	46	15	0	76	559
4:45 PM	22	4	221	14	0	261	11	0	31	34	0	76	21	13	166	7	0	207	11	1	44	23	0	79	623
Hourly Total	60	13	868	50	1	992	33	16	104	133	0	286	61	33	621	45	0	760	49	8	161	92	0	310	2348
5:00 PM	12	2	216	19	2	251	10	3	22	32	0	67	22	7	147	13	0	189	15	1	45	32	0	93	600
5:15 PM	14	9	238	14	0	275	7	4	26	26	0	63	19	8	192	12	1	232	11	8	33	29	0	81	651
5:30 PM	13	3	215	8	1	240	10	0	34	24	0	68	33	11	200	10	0	254	12	3	45	37	0	97	659
5:45 PM	12	6	194	16	1	229	11	5	28	24	0	68	21	8	174	13	0	216	10	1	54	30	0	95	608
Hourly Total	51	20	863	57	4	995	38	12	110	106	0	266	95	34	713	48	1	891	48	13	177	128	0	366	2518
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	193	109	4204	326	16	4848	210	107	416	481	0	1214	461	161	5097	206	5	5930	209	79	598	530	0	1416	13408
Approach %	4.0	2.2	86.7	6.7	0.3	-	17.3	8.8	34.3	39.6	0.0	-	7.8	2.7	86.0	3.5	0.1	-	14.8	5.6	42.2	37.4	0.0	-	-
Total %	1.4	0.8	31.4	2.4	0.1	36.2	1.6	0.8	3.1	3.6	0.0	9.1	3.4	1.2	38.0	1.5	0.0	44.2	1.6	0.6	4.5	4.0	0.0	10.6	-
Lights	183	106	3893	311	15	4508	203	102	403	433	0	1141	434	154	4668	198	5	5459	200	77	575	514	0	1366	12474
% Lights	94.8	97.2	92.6	95.4	93.8	93.0	96.7	95.3	96.9	90.0	-	94.0	94.1	95.7	91.6	96.1	100.0	92.1	95.7	97.5	96.2	97.0	-	96.5	93.0
Other Vehicles	10	3	311	15	1	340	7	5	13	48	0	73	27	7	429	8	0	471	9	2	23	16	0	50	934
% Other Vehicles	5.2	2.8	7.4	4.6	6.3	7.0	3.3	4.7	3.1	10.0	-	6.0	5.9	4.3	8.4	3.9	0.0	7.9	4.3	2.5	3.8	3.0	-	3.5	7.0

Sam Schwartz Engineering D.P.C.

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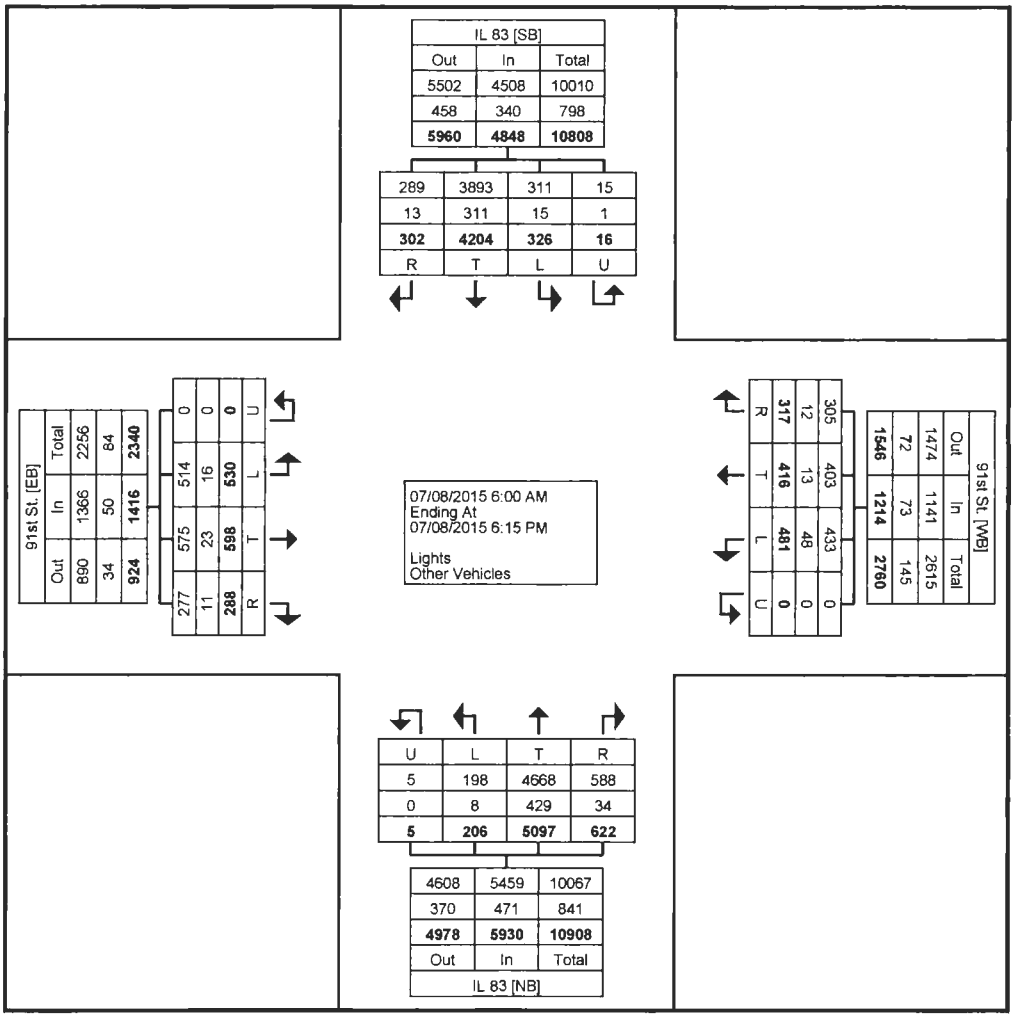
Count Name: IL 83 @ 91st St.
Site Code:
Start Date: 07/08/2015



Turning Movement Data Plot

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Count Name: IL 83 @ 91st St.
Site Code:
Start Date: 07/08/2015

Turning Movement Peak Hour Data (7:15 AM)

Start Time	IL 83 Southbound						91st St. Westbound						IL 83 Northbound						91st St. Eastbound						Int. Total
	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	
7:15 AM	2	8	120	22	0	152	12	0	9	8	0	29	17	7	272	11	0	307	7	4	14	19	0	44	532
7:30 AM	7	7	158	9	0	181	4	6	6	14	0	30	17	7	270	8	1	303	7	8	10	26	0	51	565
7:45 AM	4	7	149	23	1	184	8	3	17	10	0	38	26	9	291	5	0	331	12	4	19	29	0	64	617
8:00 AM	8	1	159	16	2	186	8	2	15	14	0	39	23	5	254	9	0	291	9	3	18	24	0	54	570
Total	21	23	586	70	3	703	32	11	47	46	0	136	83	28	1087	33	1	1232	35	19	61	98	0	213	2284
Approach %	3.0	3.3	83.4	10.0	0.4	-	23.5	8.1	34.6	33.8	0.0	-	6.7	2.3	88.2	2.7	0.1	-	16.4	8.9	28.6	46.0	0.0	-	-
Total %	0.9	1.0	25.7	3.1	0.1	30.8	1.4	0.5	2.1	2.0	0.0	6.0	3.6	1.2	47.6	1.4	0.0	53.9	1.5	0.8	2.7	4.3	0.0	9.3	-
PHF	0.656	0.719	0.921	0.761	0.375	0.945	0.667	0.458	0.691	0.821	0.000	0.872	0.798	0.778	0.934	0.750	0.250	0.931	0.729	0.594	0.803	0.845	0.000	0.832	0.925
Lights	18	21	528	66	3	636	29	9	42	42	0	122	75	27	971	31	1	1105	35	19	59	93	0	206	2069
% Lights	85.7	91.3	90.1	94.3	100.0	90.5	90.6	81.8	89.4	91.3	-	89.7	90.4	96.4	89.3	93.9	100.0	89.7	100.0	100.0	96.7	94.9	-	96.7	90.6
Other Vehicles	3	2	58	4	0	67	3	2	5	4	0	14	8	1	116	2	0	127	0	0	2	5	0	7	215
% Other Vehicles	14.3	8.7	9.9	5.7	0.0	9.5	9.4	18.2	10.6	8.7	-	10.3	9.6	3.6	10.7	6.1	0.0	10.3	0.0	0.0	3.3	5.1	-	3.3	9.4

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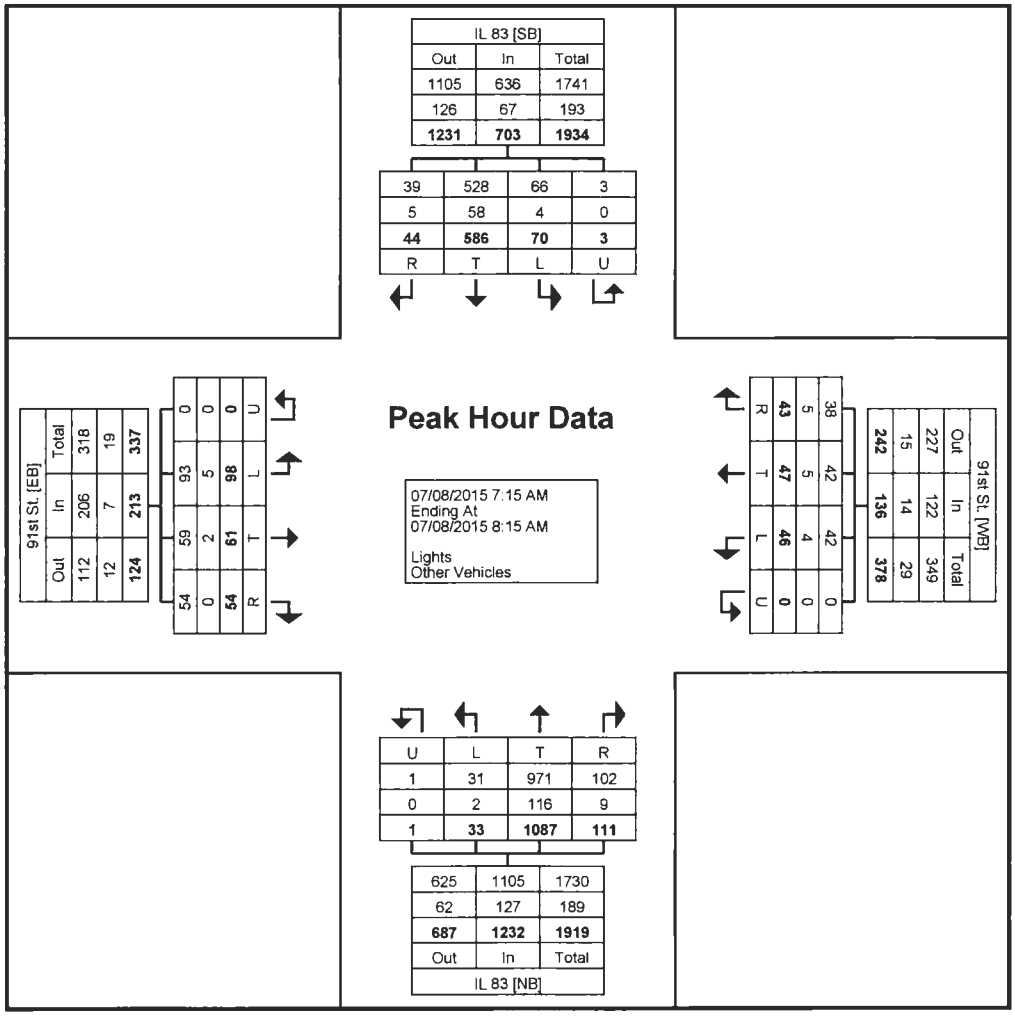

Turning Movement Peak Hour Data Plot (7:15 AM)

Sam Schwartz Engineering D.P.C.

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Count Name: IL 83 @ 91st St.
Site Code:
Start Date: 07/08/2015

Turning Movement Peak Hour Data (4:45 PM)

Start Time	IL 83 Southbound						91st St. Westbound						IL 83 Northbound						91st St. Eastbound						Int. Total
	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	
4:45 PM	22	4	221	14	0	261	11	0	31	34	0	76	21	13	166	7	0	207	11	1	44	23	0	79	623
5:00 PM	12	2	216	19	2	251	10	3	22	32	0	67	22	7	147	13	0	189	15	1	45	32	0	93	600
5:15 PM	14	9	238	14	0	275	7	4	26	26	0	63	19	8	192	12	1	232	11	8	33	29	0	81	651
5:30 PM	13	3	215	8	1	240	10	0	34	24	0	68	33	11	200	10	0	254	12	3	45	37	0	97	659
Total	61	18	890	55	3	1027	38	7	113	116	0	274	95	39	705	42	1	882	49	13	167	121	0	350	2533
Approach %	5.9	1.8	86.7	5.4	0.3	-	13.9	2.6	41.2	42.3	0.0	-	10.8	4.4	79.9	4.8	0.1	-	14.0	3.7	47.7	34.6	0.0	-	-
Total %	2.4	0.7	35.1	2.2	0.1	40.5	1.5	0.3	4.5	4.6	0.0	10.8	3.8	1.5	27.8	1.7	0.0	34.8	1.9	0.5	6.6	4.8	0.0	13.8	-
PHF	0.693	0.500	0.935	0.724	0.375	0.934	0.864	0.438	0.831	0.853	0.000	0.901	0.720	0.750	0.881	0.808	0.250	0.868	0.817	0.406	0.928	0.818	0.000	0.902	0.961
Lights	61	18	835	55	3	972	37	7	113	103	0	260	94	39	673	42	1	849	46	12	163	121	0	342	2423
% Lights	100.0	100.0	93.8	100.0	100.0	94.6	97.4	100.0	100.0	88.8	-	94.9	98.9	100.0	95.5	100.0	100.0	96.3	93.9	92.3	97.6	100.0	-	97.7	95.7
Other Vehicles	0	0	55	0	0	55	1	0	0	13	0	14	1	0	32	0	0	33	3	1	4	0	0	8	110
% Other Vehicles	0.0	0.0	6.2	0.0	0.0	5.4	2.6	0.0	0.0	11.2	-	5.1	1.1	0.0	4.5	0.0	0.0	3.7	6.1	7.7	2.4	0.0	-	2.3	4.3

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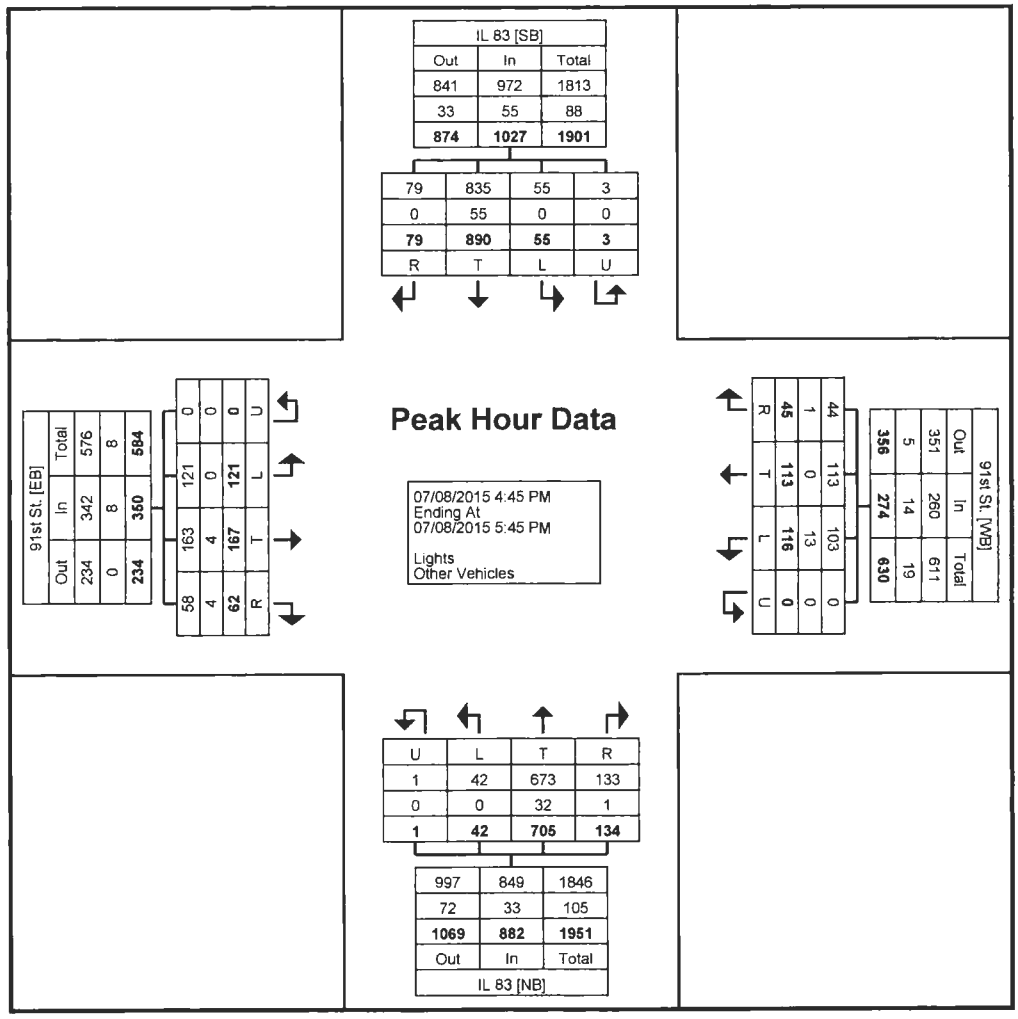
Count Name: IL 83 @ 91st St.
Site Code:
Start Date: 07/08/2015



Turning Movement Peak Hour Data Plot (4:45 PM)

Sam Schwartz Engineering, D.P.C.

Gas Station Access @ 91st St.

File Name : GASSTATION@91ST
Site Code : 00000000
Start Date : 7/7/2015
Page No : 1

Groups Printed- CARS - TRUCKS

	GAS STATION ACCESS From North					91ST ST. From East					GAS STATION ACCESS From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	0	1	0	6	6	1	0	0	7	0	0	0	0	0	0	0	8	0	8	21
06:15 AM	3	0	4	0	7	8	0	0	0	8	0	0	0	0	0	0	0	17	0	17	32
06:30 AM	7	0	1	0	8	4	0	0	0	4	0	0	0	0	0	0	1	13	0	14	26
06:45 AM	5	0	3	0	8	6	0	0	0	6	0	0	0	0	0	0	2	15	0	17	31
Total	20	0	9	0	29	24	1	0	0	25	0	0	0	0	0	0	3	53	0	56	110
07:00 AM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	0	16	0	16	23
07:15 AM	10	0	1	0	11	6	0	0	0	6	0	0	0	0	0	0	0	18	0	18	35
07:30 AM	3	0	4	0	7	3	0	0	0	3	0	0	0	0	0	0	0	14	0	14	24
07:45 AM	6	0	2	0	8	7	0	0	0	7	0	0	0	0	0	0	0	15	0	15	30
Total	23	0	7	0	30	19	0	0	0	19	0	0	0	0	0	0	0	63	0	63	112
08:00 AM	3	0	3	0	6	5	1	0	0	6	0	0	0	0	0	0	1	16	0	17	29
08:15 AM	5	0	2	0	7	6	0	0	0	6	0	0	0	0	0	0	0	14	0	14	27
08:30 AM	5	0	3	0	8	9	0	0	0	9	0	0	0	0	0	0	0	13	0	13	30
08:45 AM	4	0	3	0	7	4	0	0	0	4	0	0	0	0	0	0	0	8	0	8	19
Total	17	0	11	0	28	24	1	0	0	25	0	0	0	0	0	0	1	51	0	52	105
*** BREAK ***																					
03:00 PM	17	0	2	0	19	7	2	0	0	9	0	0	0	0	0	0	0	14	0	14	42
03:15 PM	2	0	1	0	3	5	0	0	0	5	0	0	0	0	0	0	0	15	0	15	23
03:30 PM	9	0	2	0	11	13	0	0	0	13	0	0	0	0	0	0	0	10	0	10	34
03:45 PM	13	0	3	0	16	5	0	0	0	5	0	0	0	0	0	0	0	13	0	13	34
Total	41	0	8	0	49	30	2	0	0	32	0	0	0	0	0	0	0	52	0	52	133
04:00 PM	10	0	4	0	14	5	0	0	0	5	0	0	0	0	0	0	0	11	0	11	30
04:15 PM	11	0	3	0	14	16	0	0	0	16	0	0	0	0	0	0	0	9	0	9	39
04:30 PM	5	1	6	0	12	4	0	0	0	4	0	0	0	0	0	0	0	22	0	22	38
04:45 PM	14	0	3	0	17	20	0	0	0	20	0	0	0	0	0	0	0	10	0	10	47
Total	40	1	16	0	57	45	0	0	0	45	0	0	0	0	0	0	0	52	0	52	154
05:00 PM	13	0	5	0	18	11	0	0	0	11	0	0	0	0	0	0	1	16	0	17	46
05:15 PM	6	0	1	0	7	9	0	0	0	9	0	0	0	0	0	0	0	10	0	10	26
05:30 PM	9	0	4	0	13	7	0	0	0	7	0	0	0	0	0	0	0	10	0	10	30
05:45 PM	5	0	2	0	7	8	0	0	0	8	0	0	0	0	0	0	0	12	0	12	27
Total	33	0	12	0	45	35	0	0	0	35	0	0	0	0	0	0	1	48	0	49	129
Grand Total	174	1	63	0	238	177	4	0	0	181	0	0	0	0	0	0	5	319	0	324	743
Apprch %	73.1	0.4	26.5	0		97.8	2.2	0	0		0	0	0	0		0	1.5	98.5	0		
Total %	23.4	0.1	8.5	0	32	23.8	0.5	0	0	24.4	0	0	0	0	0	0	0.7	42.9	0	43.6	
CARS	174	1	63	0	238	176	4	0	0	180	0	0	0	0	0	0	5	319	0	324	742
% CARS	100	100	100	0	100	99.4	100	0	0	99.4	0	0	0	0	0	0	100	100	0	100	99.9
TRUCKS	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	0	0	0	0	0	0.6	0	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.1

Sam Schwartz Engineering, D.P.C.

Gas Station Access @ 91st St.

File Name : GASSTATION@91ST
Site Code : 00000000
Start Date : 7/7/2015
Page No : 1

Groups Printed- CARS

	GAS STATION ACCESS From North					91ST ST. From East					GAS STATION ACCESS From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	0	1	0	6	6	1	0	0	7	0	0	0	0	0	0	0	8	0	8	21
06:15 AM	3	0	4	0	7	8	0	0	0	8	0	0	0	0	0	0	0	17	0	17	32
06:30 AM	7	0	1	0	8	4	0	0	0	4	0	0	0	0	0	0	1	13	0	14	26
06:45 AM	5	0	3	0	8	6	0	0	0	6	0	0	0	0	0	0	2	15	0	17	31
Total	20	0	9	0	29	24	1	0	0	25	0	0	0	0	0	0	3	53	0	56	110
07:00 AM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	0	16	0	16	23
07:15 AM	10	0	1	0	11	6	0	0	0	6	0	0	0	0	0	0	0	18	0	18	35
07:30 AM	3	0	4	0	7	3	0	0	0	3	0	0	0	0	0	0	0	14	0	14	24
07:45 AM	6	0	2	0	8	7	0	0	0	7	0	0	0	0	0	0	0	15	0	15	30
Total	23	0	7	0	30	19	0	0	0	19	0	0	0	0	0	0	0	63	0	63	112
08:00 AM	3	0	3	0	6	5	1	0	0	6	0	0	0	0	0	0	1	16	0	17	29
08:15 AM	5	0	2	0	7	6	0	0	0	6	0	0	0	0	0	0	0	14	0	14	27
08:30 AM	5	0	3	0	8	9	0	0	0	9	0	0	0	0	0	0	0	13	0	13	30
08:45 AM	4	0	3	0	7	4	0	0	0	4	0	0	0	0	0	0	0	8	0	8	19
Total	17	0	11	0	28	24	1	0	0	25	0	0	0	0	0	0	1	51	0	52	105
*** BREAK ***																					
03:00 PM	17	0	2	0	19	7	2	0	0	9	0	0	0	0	0	0	0	14	0	14	42
03:15 PM	2	0	1	0	3	5	0	0	0	5	0	0	0	0	0	0	0	15	0	15	23
03:30 PM	9	0	2	0	11	12	0	0	0	12	0	0	0	0	0	0	0	10	0	10	33
03:45 PM	13	0	3	0	16	5	0	0	0	5	0	0	0	0	0	0	0	13	0	13	34
Total	41	0	8	0	49	29	2	0	0	31	0	0	0	0	0	0	0	52	0	52	132
04:00 PM	10	0	4	0	14	5	0	0	0	5	0	0	0	0	0	0	0	11	0	11	30
04:15 PM	11	0	3	0	14	16	0	0	0	16	0	0	0	0	0	0	0	9	0	9	39
04:30 PM	5	1	6	0	12	4	0	0	0	4	0	0	0	0	0	0	0	22	0	22	38
04:45 PM	14	0	3	0	17	20	0	0	0	20	0	0	0	0	0	0	0	10	0	10	47
Total	40	1	16	0	57	45	0	0	0	45	0	0	0	0	0	0	0	52	0	52	154
05:00 PM	13	0	5	0	18	11	0	0	0	11	0	0	0	0	0	0	1	16	0	17	46
05:15 PM	6	0	1	0	7	9	0	0	0	9	0	0	0	0	0	0	0	10	0	10	26
05:30 PM	9	0	4	0	13	7	0	0	0	7	0	0	0	0	0	0	0	10	0	10	30
05:45 PM	5	0	2	0	7	8	0	0	0	8	0	0	0	0	0	0	0	12	0	12	27
Total	33	0	12	0	45	35	0	0	0	35	0	0	0	0	0	0	1	48	0	49	129
Grand Total	174	1	63	0	238	176	4	0	0	180	0	0	0	0	0	0	5	319	0	324	742
Apprch %	73.1	0.4	26.5	0		97.8	2.2	0	0		0	0	0	0		0	1.5	98.5	0		
Total %	23.5	0.1	8.5	0	32.1	23.7	0.5	0	0	24.3	0	0	0	0	0	0	0.7	43	0	43.7	

Sam Schwartz Engineering, D.P.C.

Gas Station Access @ 91st St.

File Name : GASSTATION@91ST
Site Code : 00000000
Start Date : 7/7/2015
Page No : 1

Groups Printed- TRUCKS

	GAS STATION ACCESS From North					91ST ST. From East					GAS STATION ACCESS From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	

Sam Schwartz Engineering, D.P.C.

O'neil Dr. @ 91st St.

File Name : ONEIL@91ST
Site Code : 00000000
Start Date : 7/7/2015
Page No : 1

Groups Printed- CARS - TRUCKS

	O'NEIL DR. From North					91ST ST. From East					O'NEIL DR. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	5
08:00 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
03:30 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
*** BREAK ***																					
05:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
05:45 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	0	3	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	8
Grand Total	7	0	3	0	10	9	0	0	0	9	0	0	0	0	0	0	0	10	0	10	29
Apprch %	70	0	30	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	24.1	0	10.3	0	34.5	31	0	0	0	31	0	0	0	0	0	0	0	34.5	0	34.5	
CARS	7	0	3	0	10	9	0	0	0	9	0	0	0	0	0	0	0	10	0	10	29
% CARS	100	0	100	0	100	100	0	0	0	100	0	0	0	0	0	0	0	100	0	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sam Schwartz Engineering, D.P.C.

O'neil Dr. @ 91st St.

File Name : ONEIL@91ST
Site Code : 00000000
Start Date : 7/7/2015
Page No : 1

Groups Printed- CARS

	O'NEIL DR. From North					91ST ST. From East					O'NEIL DR. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
06:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	5
08:00 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
03:30 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
*** BREAK ***																					
05:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
05:45 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	0	3	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	8
Grand Total	7	0	3	0	10	9	0	0	0	9	0	0	0	0	0	0	0	10	0	10	29
Apprch %	70	0	30	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	24.1	0	10.3	0	34.5	31	0	0	0	31	0	0	0	0	0	0	0	34.5	0	34.5	

Sam Schwartz Engineering, D.P.C.

O'neil Dr. @ 91st St.

File Name : ONEIL@91ST
Site Code : 00000000
Start Date : 7/7/2015
Page No : 1

Groups Printed- TRUCKS

	O'NEIL DR. From North					91ST ST. From East					O'NEIL DR. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Sam Schwartz Engineering, D.P.C.

Palisades Rd. @ 91st St.

File Name : PALISADES@91ST
Site Code : 00000000
Start Date : 7/8/2015
Page No : 1

Groups Printed- CARS - TRUCKS

	PALISADES RD. From North					91ST ST. From East					PALISADES RD. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
06:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	4	0	2	0	6	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	9
07:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	6
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
08:30 AM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	4	0	2	0	6	3	0	0	0	3	0	0	0	0	0	1	0	3	0	4	13
*** BREAK ***																					
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	3
03:30 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
03:45 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	5
Total	2	0	3	1	6	2	0	0	0	2	1	0	1	0	2	1	0	3	0	4	14
04:00 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
04:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
04:30 PM	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
04:45 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	5	0	6	0	11	1	0	0	0	1	0	0	1	0	1	0	0	4	0	4	17
05:00 PM	2	0	1	0	3	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	7
05:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	3
05:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
05:45 PM	3	0	1	0	4	0	1	0	0	1	1	0	0	0	1	0	0	2	0	2	8
Total	6	0	2	0	8	2	2	1	0	5	2	0	0	0	2	0	0	8	0	8	23
Grand Total	22	0	18	1	41	10	2	1	0	13	3	0	2	0	5	3	0	20	0	23	82
Apprch %	53.7	0	43.9	2.4		76.9	15.4	7.7	0		60	0	40	0		13	0	87	0		
Total %	26.8	0	22	1.2	50	12.2	2.4	1.2	0	15.9	3.7	0	2.4	0	6.1	3.7	0	24.4	0	28	
CARS	22	0	17	1	40	8	2	1	0	11	3	0	2	0	5	3	0	20	0	23	79
% CARS	100	0	94.4	100	97.6	80	100	100	0	84.6	100	0	100	0	100	100	0	100	0	100	96.3
TRUCKS	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% TRUCKS	0	0	5.6	0	2.4	20	0	0	0	15.4	0	0	0	0	0	0	0	0	0	0	3.7

Sam Schwartz Engineering, D.P.C.

Palisades Rd. @ 91st St.

File Name : PALISADES@91ST
Site Code : 00000000
Start Date : 7/8/2015
Page No : 1

Groups Printed- CARS

	PALISADES RD. From North					91ST ST. From East					PALISADES RD. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
06:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	4	0	2	0	6	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	9
07:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
08:30 AM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	4
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	4	0	2	0	6	3	0	0	0	3	0	0	0	0	0	1	0	3	0	4	13
*** BREAK ***																					
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	3
03:30 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
03:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	4
Total	2	0	3	1	6	1	0	0	0	1	1	0	1	0	2	1	0	3	0	4	13
04:00 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
04:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
04:30 PM	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
04:45 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	5	0	6	0	11	1	0	0	0	1	0	0	1	0	1	0	0	4	0	4	17
05:00 PM	2	0	1	0	3	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
05:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
05:45 PM	3	0	1	0	4	0	1	0	0	1	1	0	0	0	1	0	0	2	0	2	8
Total	6	0	2	0	8	1	2	1	0	4	2	0	0	0	2	0	0	8	0	8	22
Grand Total	22	0	17	1	40	8	2	1	0	11	3	0	2	0	5	3	0	20	0	23	79
Apprch %	55	0	42.5	2.5		72.7	18.2	9.1	0		60	0	40	0		13	0	87	0		
Total %	27.8	0	21.5	1.3	50.6	10.1	2.5	1.3	0	13.9	3.8	0	2.5	0	6.3	3.8	0	25.3	0	29.1	

Sam Schwartz Engineering, D.P.C.

Palisades Rd. @ 91st St.

File Name : PALISADES@91ST
Site Code : 00000000
Start Date : 7/8/2015
Page No : 1

Groups Printed- TRUCKS

	PALISADES RD. From North					91ST ST. From East					PALISADES RD. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	33.3	0	33.3	66.7	0	0	0	66.7	0	0	0	0	0	0	0	0	0	0	

Sam Schwartz Engineering, D.P.C.

Skyline Dr. @ 91st St.

File Name : SKYLINE@91ST
Site Code : 00000000
Start Date : 7/9/2015
Page No : 1

Groups Printed- CARS - TRUCKS

	SKYLINE DR. From North					91ST ST. From East					SKYLINE DR. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
06:15 AM	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	5	0	4	0	9	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	14
07:00 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	8
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	6	0	8	3	0	0	0	3	0	0	0	0	0	0	0	5	0	5	16
08:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	4	0	5	0	9	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	12
*** BREAK ***																					
03:00 PM	2	0	5	0	7	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	11
03:15 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	6
03:30 PM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
03:45 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	7
Total	6	0	12	0	18	3	0	0	0	3	0	0	0	0	0	0	0	9	0	9	30
04:00 PM	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	3	0	1	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	1	0	6	0	7	3	0	0	0	3	0	0	0	0	0	0	0	3	0	3	13
04:45 PM	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	9
Total	7	0	11	0	18	8	0	0	0	8	0	0	0	0	0	0	0	7	0	7	33
05:00 PM	3	0	4	0	7	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	10
05:15 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	9
05:45 PM	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	7	0	7	0	14	9	0	0	0	9	0	0	0	0	0	0	0	6	0	6	29
Grand Total	31	0	45	0	76	26	0	0	0	26	0	0	0	0	0	0	0	32	0	32	134
Apprch %	40.8	0	59.2	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	23.1	0	33.6	0	56.7	19.4	0	0	0	19.4	0	0	0	0	0	0	0	23.9	0	23.9	
CARS	31	0	44	0	75	26	0	0	0	26	0	0	0	0	0	0	0	31	0	31	132
% CARS	100	0	97.8	0	98.7	100	0	0	0	100	0	0	0	0	0	0	0	96.9	0	96.9	98.5
TRUCKS	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% TRUCKS	0	0	2.2	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0	3.1	0	3.1	1.5

Sam Schwartz Engineering, D.P.C.

Skyline Dr. @ 91st St.

File Name : SKYLINE@91ST
Site Code : 00000000
Start Date : 7/9/2015
Page No : 1

Groups Printed- CARS

	SKYLINE DR. From North					91ST ST. From East					SKYLINE DR. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
06:15 AM	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	5	0	4	0	9	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	14
07:00 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	8
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	2	0	6	0	8	3	0	0	0	3	0	0	0	0	0	0	0	5	0	5	16
08:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	4	0	5	0	9	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	12
*** BREAK ***																					
03:00 PM	2	0	5	0	7	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	11
03:15 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	6
03:30 PM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
03:45 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	6
Total	6	0	12	0	18	3	0	0	0	3	0	0	0	0	0	0	0	8	0	8	29
04:00 PM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	3	0	1	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	1	0	6	0	7	3	0	0	0	3	0	0	0	0	0	0	0	3	0	3	13
04:45 PM	1	0	2	0	3	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	9
Total	7	0	10	0	17	8	0	0	0	8	0	0	0	0	0	0	0	7	0	7	32
05:00 PM	3	0	4	0	7	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	10
05:15 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	9
05:45 PM	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	7	0	7	0	14	9	0	0	0	9	0	0	0	0	0	0	0	6	0	6	29
Grand Total	31	0	44	0	75	26	0	0	0	26	0	0	0	0	0	0	0	31	0	31	132
Apprch %	41.3	0	58.7	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	23.5	0	33.3	0	56.8	19.7	0	0	0	19.7	0	0	0	0	0	0	0	23.5	0	23.5	

Sam Schwartz Engineering, D.P.C.

Skyline Dr. @ 91st St.

File Name : SKYLINE@91ST
Site Code : 00000000
Start Date : 7/9/2015
Page No : 1

Groups Printed- TRUCKS

	SKYLINE DR. From North					91ST ST. From East					SKYLINE DR. From South					91ST ST. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

July 27, 2015

Kelly Connolly, P.E.
Project Manager
Sam Schwartz Engineering
505 North LaSalle Street
Suite 300
Chicago, IL 60654

Subject: IL 83 @ 91st Street
IDOT

Dear Ms. Connolly:

In response to a request made on your behalf and dated July 27, 2015, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

INTERSECTION	West Leg	North Leg	East Leg	South Leg
IL 83 @ 91st Street	8,000	35,000	6,000	28,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2015 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

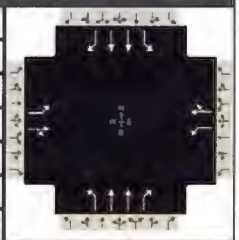
Sincerely,

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

cc Shu (Sam Schwartz Engineering), Munoz Alba (IDOT)
S:\AdminGroups\ResearchAnalysis\Lafayette\SmallAreaTrafficForcasts\CY15\BurnRidge\du-23-15\du-23-15.docx

HCS 2010 Signalized Intersection Results Summary

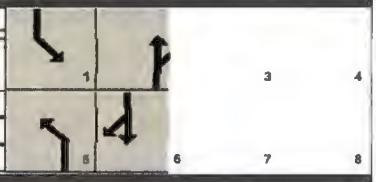
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	AM Existing - IL 83.xus				
Project Description	AM Peak Hour - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	128	60	56	46	39	48	30	1117	112	60	563	39

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.0	3.1		83.4	4.4	2.6	10.1					
Yellow	3.5	0.0		4.5	3.0	3.0	4.5					
Red	1.0	0.0		2.0	0.0	0.0	2.0					



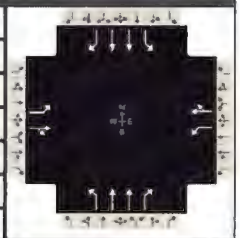
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	13.0	22.3	7.4	16.6	7.5	89.9	10.5	92.9
Change Period, ($Y+R_c$), s	3.0	6.5	3.0	6.5	4.5	6.5	4.5	6.5
Max Allow Headway (*MAH*), s	4.1	6.2	4.1	6.2	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s	10.9	10.8	5.2	8.8	4.3		6.6	
Green Extension Time (g_e), s	0.0	1.4	0.0	1.3	0.1	0.0	0.1	0.0
Phase Call Probability	0.99	1.00	0.83	1.00	0.68		0.90	
Max Out Probability	1.00	0.01	0.45	0.04	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	135	122		48	92		32	1176	118	63	593	41
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1714		1774	1694		1774	1867	1579	1774	1867	1579
Queue Service Time (g_s), s	8.9	8.8		3.2	6.8		2.3	10.2	1.6	4.6	3.0	0.4
Cycle Queue Clearance Time (g_c), s	8.9	8.8		3.2	6.8		2.3	10.2	1.6	4.6	3.0	0.4
Green Ratio (*g/C*)	0.17	0.12		0.11	0.08		0.02	0.64	0.64	0.05	0.66	0.66
Capacity (*c*), veh/h	225	208		164	132		40	2394	1012	82	2481	1049
Volume-to-Capacity Ratio (*X*)	0.599	0.587		0.296	0.693		0.782	0.491	0.116	0.770	0.239	0.039
Available Capacity (c_a), veh/h	225	384		241	306		353	2394	1012	353	2481	1049
Back of Queue (*Q*), veh/ln (50th percentile)	4.2	4.1		1.5	3.4		1.3	2.9	0.5	2.3	1.0	0.1
Queue Storage Ratio (*RQ*) (50th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	48.8	54.0		52.9	58.4		62.7	4.1	3.5	60.3	2.7	2.5
Incremental Delay (d_2), s/veh	4.4	5.5		1.0	13.0		27.0	0.7	0.2	14.0	0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	53.1	59.5		53.9	71.4		89.7	4.9	3.7	74.3	2.9	2.6
Level of Service (LOS)	D	E		D	E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.2	E		65.4	E		6.8	A		9.3	A	
Intersection Delay, s/veh / LOS	16.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.2	B	2.2	B
Bicycle LOS Score / LOS	0.9	A	0.7	A	1.6	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

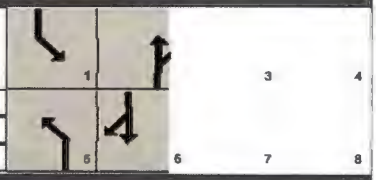
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	PM Existing - IL 83.xus				
Project Description	PM Peak Hour - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	107	177	61	106	110	50	48	713	129	57	863	71

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.8	0.9	73.5	8.6	21.8	0.0	
Yellow	3.5	0.0	4.5	3.0	4.5	0.0	
Red	1.0	0.0	2.0	0.0	2.0	0.0	



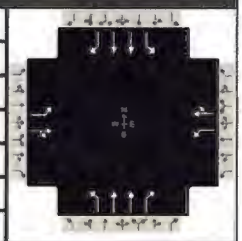
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.7	28.3	11.6	28.2	9.3	80.0	10.2	80.8
Change Period, ($Y+R_c$), s	3.0	6.5	3.0	6.5	4.5	6.5	4.5	6.5
Max Allow Headway (*MAH*), s	4.1	6.1	4.1	6.1	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s	8.8	19.7	8.7	13.4	5.7		6.3	
Green Extension Time (g_e), s	0.0	2.0	0.0	2.8	0.1	0.0	0.1	0.0
Phase Call Probability	0.98	1.00	0.98	1.00	0.84		0.89	
Max Out Probability	1.00	0.56	1.00	0.13	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	113	251		112	168		51	751	136	60	908	75
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1781		1774	1764		1774	1867	1579	1774	1867	1579
Queue Service Time (g_s), s	6.8	17.7		6.7	11.4		3.7	8.8	3.1	4.3	11.1	1.6
Cycle Queue Clearance Time (g_c), s	6.8	17.7		6.7	11.4		3.7	8.8	3.1	4.3	11.1	1.6
Green Ratio (*g/C*)	0.23	0.17		0.23	0.17		0.04	0.57	0.57	0.04	0.57	0.57
Capacity (*c*), veh/h	269	298		190	294		66	2109	892	78	2135	903
Volume-to-Capacity Ratio (*X*)	0.418	0.840		0.587	0.572		0.769	0.356	0.152	0.771	0.426	0.083
Available Capacity (c_a), veh/h	294	389		216	385		275	2109	892	275	2135	903
Back of Queue (Q), veh/ln (50th percentile)	3.0	9.2		3.1	5.3		1.9	3.2	1.1	2.2	3.8	0.6
Queue Storage Ratio (*RQ*) (50th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.3	52.4		42.5	49.9		61.2	8.1	7.4	60.6	7.9	6.8
Incremental Delay (d_2), s/veh	1.0	16.0		3.2	3.7		16.9	0.5	0.4	14.8	0.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	42.4	68.5		45.6	53.6		78.2	8.5	7.7	75.3	8.6	7.0
Level of Service (LOS)	D	E		D	D		E	A	A	E	A	A
Approach Delay, s/veh / LOS	60.4	E		50.4	D		12.2	B		12.3	B	
Intersection Delay, s/veh / LOS	23.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.1	A	0.9	A	1.3	A	1.3	A

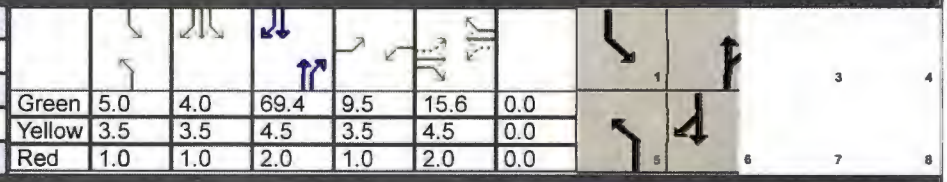
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	AM 2026 Total - IL 83.xus				
Project Description	AM Peak Hour - 2026 Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	100	60	125	45	55	50	1240	115	150	585	40

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	4.0		69.4	9.5	15.6	0.0					
Yellow	3.5	3.5		4.5	3.5	4.5	0.0					
Red	1.0	1.0		2.0	1.0	2.0	0.0					

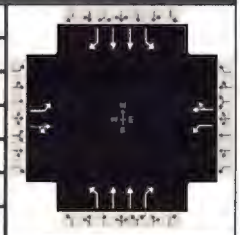
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	100	60	125	45	55	50	1240	115	150	585	40
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2		2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	4	4	4	4	4	4
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0		0	0		0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.0	31.0	14.0	31.0	16.0	69.0	16.0	69.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Minimum Green (G_{min}), s	3	8	3	8	3	5	3	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	5.0	3.0	5.0	3.0	2.0	3.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

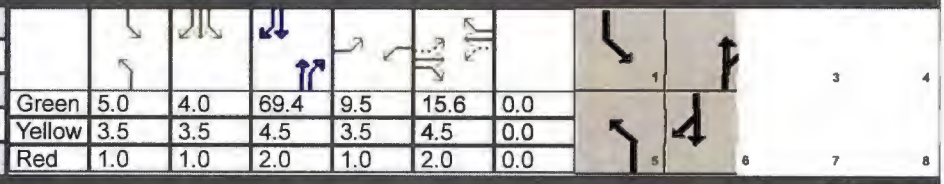
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	AM 2026 Total - IL 83.xus				
Project Description	AM Peak Hour - 2026 Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	100	60	125	45	55	50	1240	115	150	585	40

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	4.0	69.4	9.5	15.6	0.0		
Yellow	3.5	3.5	4.5	3.5	4.5	0.0		
Red	1.0	1.0	2.0	1.0	2.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.0	22.1	14.0	22.1	9.5	75.9	18.0	84.4
Change Period, ($Y+R_c$), s	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5
Max Allow Headway (*MAH*), s	4.1	6.2	4.1	6.2	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s	11.1	14.2	10.4	9.6	5.8		13.3	
Green Extension Time (g_e), s	0.0	1.4	0.0	1.7	0.1	0.0	0.3	0.0
Phase Call Probability	0.99	1.00	0.99	1.00	0.85		1.00	
Max Out Probability	1.00	0.27	1.00	0.06	0.00		0.10	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	142	168		132	105		53	1305	121	158	616	42
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1745		1774	1695		1774	1867	1579	1774	1867	1579
Queue Service Time (g_s), s	9.1	12.2		8.4	7.6		3.8	24.6	3.2	11.3	5.5	0.7
Cycle Queue Clearance Time (g_c), s	9.1	12.2		8.4	7.6		3.8	24.6	3.2	11.3	5.5	0.7
Green Ratio (*g/C*)	0.19	0.12		0.19	0.12		0.04	0.53	0.53	0.10	0.60	0.60
Capacity (*c*), veh/h	245	210		198	204		68	1992	842	184	2236	946
Volume-to-Capacity Ratio (*X*)	0.581	0.803		0.664	0.517		0.769	0.655	0.144	0.856	0.275	0.045
Available Capacity (c_a), veh/h	245	329		198	319		278	1992	842	278	2236	946
Back of Queue (*Q*), veh/ln (95th percentile)	7.6	10.3		7.4	6.2		3.6	12.8	2.1	9.5	3.6	0.5
Queue Storage Ratio (*RQ*) (95th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	46.4	55.7		46.6	53.7		61.1	12.3	9.2	55.0	5.8	5.3
Incremental Delay (d_2), s/veh	3.4	14.3		8.1	4.3		16.4	1.7	0.4	15.1	0.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	49.8	70.0		54.6	57.9		77.4	14.0	9.6	70.2	6.1	5.4
Level of Service (LOS)	D	E		D	E		E	B	A	E	A	A
Approach Delay, s/veh / LOS	60.8	E		56.1	E		15.9	B		18.5	B	
Intersection Delay, s/veh / LOS	24.9						C					

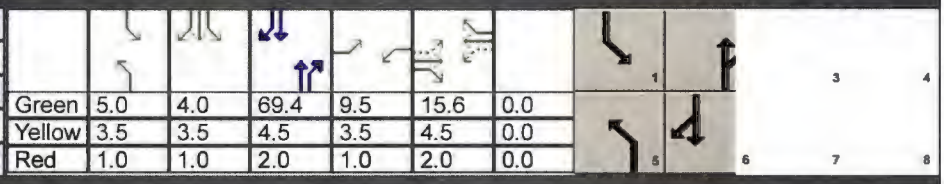
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.0	A	0.9	A	1.7	A	1.2	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	AM 2026 Total - IL 83.xus				
Project Description	AM Peak Hour - 2026 Total				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	135	100	60	125	45	55	50	1240	115	150	585	40

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	5.0	4.0		69.4	9.5	15.6	0.0					
Yellow	3.5	3.5		4.5	3.5	4.5	0.0					
Red	1.0	1.0		2.0	1.0	2.0	0.0					

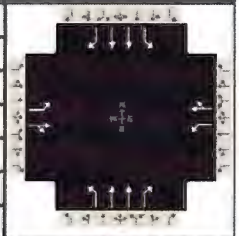
Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	0.980	0.980	0.980	0.980
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.937			0.910			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	1091		1774	763		1774	3733		1774	3733	
Proportion of Vehicles Arriving on Green (P)	0.07	0.12	0.12	0.07	0.12	0.12	0.05	0.71	0.71	0.14	0.80	0.80
Incremental Delay Factor (k)	0.17	0.24		0.24	0.23		0.11	0.50	0.50	0.16	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.5	6.5	4.5	6.5	4.5	6.5	4.5	6.5
Green Ratio (g/C)	0.19	0.12	0.19	0.12	0.04	0.53	0.10	0.60
Permitted Saturation Flow Rate (s_p), veh/h/ln	1283	0	1212	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	15.6	0.0	15.6	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	6.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	1.2		1.4					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.106	0.000	0.094
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	240.31	50.32	240.31	50.32	1067.10	14.14	1197.93	10.45
Bicycle F_w / F_v	-3.64	0.51	-3.64	0.39	-3.64	1.22	-3.64	0.67

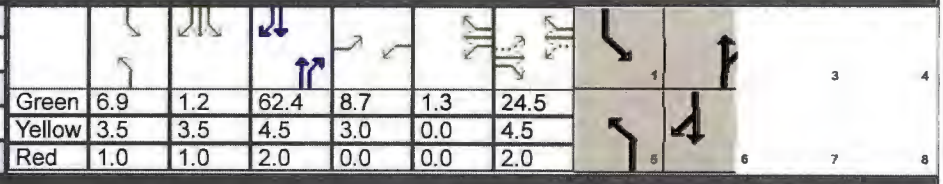
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	PM 2026 Total - IL 83.xus				
Project Description	PM Peak Hour - 2026 Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	235	65	180	140	60	70	820	135	140	900	75

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	6.9	1.2		62.4	8.7	1.3	24.5					
Yellow	3.5	3.5		4.5	3.0	0.0	4.5					
Red	1.0	1.0		2.0	0.0	0.0	2.0					

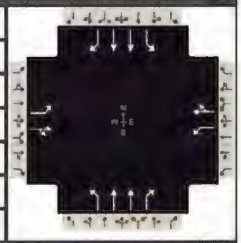
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	235	65	180	140	60	70	820	135	140	900	75
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2		2	2	2	2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	4	4	4	4	4	4
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	0	0		0	0		0	0	0	0	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.0	31.0	13.0	31.0	16.0	68.0	18.0	70.0
Yellow Change Interval (*Y*), s	3.0	4.5	3.0	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	2.0	0.0	2.0	1.0	2.0	1.0	2.0
Minimum Green (G_{min}), s	3	8	3	8	3	5	3	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	5.0	3.0	5.0	3.0	2.0	3.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (*PC*), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

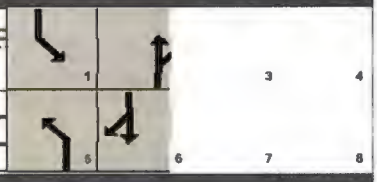
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	PM 2026 Total - IL 83.xus				
Project Description	PM Peak Hour - 2026 Total				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	235	65	180	140	60	70	820	135	140	900	75

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	6.9		1.2	62.4	8.7	1.3	24.5					
Yellow	3.5		3.5	4.5	3.0	0.0	4.5					
Red	1.0		1.0	2.0	0.0	0.0	2.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.7	31.0	13.0	32.3	11.4	68.9	17.1	74.6
Change Period, (*Y*+*Rc*), s	3.0	6.5	3.0	6.5	4.5	6.5	4.5	6.5
Max Allow Headway (*MAH*), s	4.1	6.1	4.1	6.1	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s	8.8	24.6	12.0	16.1	7.3		12.6	
Green Extension Time (g_e), s	0.0	0.0	0.0	2.8	0.1	0.0	0.0	0.0
Phase Call Probability	0.98	1.00	1.00	1.00	0.93		1.00	
Max Out Probability	1.00	1.00	1.00	0.52	0.93		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	116	316		189	211		74	863	142	147	947	79
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1774	1793		1774	1767		1774	1867	1579	1774	1867	1579
Queue Service Time (g_s), s	6.8	22.6		10.0	14.1		5.3	15.6	4.8	10.6	15.0	2.1
Cycle Queue Clearance Time (g_c), s	6.8	22.6		10.0	14.1		5.3	15.6	4.8	10.6	15.0	2.1
Green Ratio (*g*/*C*)	0.26	0.19		0.27	0.20		0.05	0.48	0.48	0.10	0.52	0.52
Capacity (*c*), veh/h	261	338		208	351		94	1793	758	171	1957	828
Volume-to-Capacity Ratio (*X*)	0.443	0.935		0.912	0.599		0.788	0.481	0.187	0.860	0.484	0.095
Available Capacity (c_a), veh/h	279	338		208	351		157	1793	758	184	1957	828
Back of Queue (*Q*), veh/ln (85th percentile)	4.8	16.9		5.6	9.3		4.4	8.3	3.1	8.5	7.6	1.4
Queue Storage Ratio (*RQ*) (85th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	39.5	52.0		43.4	47.4		59.7	15.0	13.0	55.8	11.6	9.6
Incremental Delay (d_2), s/veh	1.2	33.2		39.1	4.3		13.5	0.9	0.5	30.0	0.9	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.7	85.2		82.5	51.6		73.3	15.9	13.6	85.8	12.4	9.9
Level of Service (LOS)	D	F		F	D		E	B	B	F	B	A
Approach Delay, s/veh / LOS	73.3	E		66.3	E		19.5	B		21.5	C	
Intersection Delay, s/veh / LOS	33.8						C					

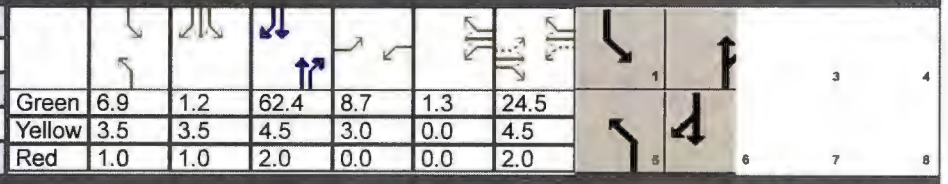
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.2	A	1.1	A	1.4	A	1.5	A

HCS 2010 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	8/3/2015	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	IL 83 @ 91ST	Analysis Year	2015	Analysis Period	1> 7:00
File Name	PM 2026 Total - IL 83.xus				
Project Description	PM Peak Hour - 2026 Total				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	110	235	65	180	140	60	70	820	135	140	900	75

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	6.9		1.2	62.4		8.7	1.3		24.5			
Yellow	3.5		3.5	4.5		3.0	0.0		4.5			
Red	1.0		1.0	2.0		0.0	0.0		2.0			

Saturation Flow / Delay	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.980	0.980	1.000	0.980	0.980	1.000	0.980	0.980	0.980	0.980	0.980	0.980
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962			0.949			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1774	1404		1774	1237		1774	3733		1774	3733	
Proportion of Vehicles Arriving on Green (P)	0.07	0.19	0.19	0.08	0.20	0.20	0.07	0.64	0.64	0.13	0.70	0.70
Incremental Delay Factor (k)	0.11	0.46		0.43	0.28		0.11	0.50	0.50	0.34	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.0	6.5	3.0	6.5	4.5	6.5	4.5	6.5
Green Ratio (g/C)	0.26	0.19	0.27	0.20	0.05	0.48	0.10	0.52
Permitted Saturation Flow Rate (s_p), veh/h/ln	1166	0	1059	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	24.5	0.0	24.8	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	9.8	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	1.6		1.9					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		0
Protected Right Effective Green Time (g_R), s						0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.224	0.00	1.557	0.00	1.557	0.00
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.150	0.000	0.115	0.000	0.108
Pedestrian M_{comer} / M_{cw}								
Bicycle c_b / d_b	376.92	42.81	397.50	41.73	960.67	17.55	1048.43	14.71
Bicycle F_w / F_v	-3.64	0.71	-3.64	0.66	-3.64	0.89	-3.64	0.97

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ GAS STATION
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	AM PEAK		

Project Description SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: GAS STATION

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	63	169			110	19
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	66	177	0	0	115	20
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				7		23
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	24
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	66						31	
C (m) (veh/h)	1462						808	
v/c	0.05						0.04	
95% queue length	0.14						0.12	
Control Delay (s/veh)	7.6						9.6	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.6		
Approach LOS	--	--				A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	8/3/2015
Analysis Time Period	PM PEAK

Site Information

Intersection	91ST @ GAS STATION
Jurisdiction	
Analysis Year	EXISTING

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: GAS STATION

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	52	311			226	45
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	54	327	0	0	237	47
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				16		40
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	16	0	42
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	54						58	
C (m) (veh/h)	1290						616	
v/c	0.04						0.09	
95% queue length	0.13						0.31	
Control Delay (s/veh)	7.9						11.5	
LOS	A						B	
Approach Delay (s/veh)	–	–					11.5	
Approach LOS	–	–					B	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	AM PEAK

Site Information

Intersection	91ST @ GAS STATION
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: GAS STATION

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	65	300			200	20
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	68	315	0	0	210	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				10		25
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	26
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	68						36	
C (m) (veh/h)	1349						640	
v/c	0.05						0.06	
95% queue length	0.16						0.18	
Control Delay (s/veh)	7.8						11.0	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.0		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	PM PEAK

Site Information

Intersection	91ST @ GAS STATION
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: GAS STATION

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	55	455			340	45
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	57	478	0	0	357	47
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				15		40
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	42
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	57						57	
C (m) (veh/h)	1166						481	
v/c	0.05						0.12	
95% queue length	0.15						0.40	
Control Delay (s/veh)	8.2						13.5	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.5		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ O'NEILL
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	AM PEAK		

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: O'NEILL

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	172			129	1
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	4	181	0	0	135	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		0
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	4						1	
C (m) (veh/h)	1461						671	
v/c	0.00						0.00	
95% queue length	0.01						0.00	
Control Delay (s/veh)	7.5						10.4	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.4		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ O'NEILL
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	PM PEAK		

Project Description SPECTRUM BURR RIDGE

East/West Street: 91ST	North/South Street: O'NEILL
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	326			268	4
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	343	0	0	282	4
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				0		3
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	1						3	
C (m) (veh/h)	1288						760	
v/c	0.00						0.00	
95% queue length	0.00						0.01	
Control Delay (s/veh)	7.8						9.8	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.8		
Approach LOS	--	--				A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	AM PEAK

Site Information

Intersection	91ST @ O'NEILL/SITE
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: O'NEILL

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	200	105	25	145	1
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	5	210	110	26	152	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	75	1	20	5	1	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	78	1	21	5	1	5
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	5	26	78		22		11	
C (m) (veh/h)	1440	1251	484		757		596	
v/c	0.00	0.02	0.16		0.03		0.02	
95% queue length	0.01	0.06	0.57		0.09		0.06	
Control Delay (s/veh)	7.5	7.9	13.9		9.9		11.2	
LOS	A	A	B		A		B	
Approach Delay (s/veh)	--	--	13.0			11.2		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ O'NEILL/SITE
Agency/Co.	SSE	Jurisdiction	
Date Performed	7/31/2015	Analysis Year	2026 TOTAL
Analysis Time Period	PM PEAK		

Project Description SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: O'NEILL

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	370	100	20	310	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	1	389	105	21	326	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	0
Configuration	L		TR	L		TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	70	1	20	1	1	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	73	1	21	1	1	5
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	1	21	73		22		7	
C (m) (veh/h)	1240	1080	290		593		499	
v/c	0.00	0.02	0.25		0.04		0.01	
95% queue length	0.00	0.06	0.97		0.12		0.04	
Control Delay (s/veh)	7.9	8.4	21.5		11.3		12.3	
LOS	A	A	C		B		B	
Approach Delay (s/veh)	--	--	19.2			12.3		
Approach LOS	--	--	C			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ PALISADES
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	AM PEAK		

Project Description SPECTRUM BUR RIDGE

East/West Street: 91ST | North/South Street: PALISADES

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	168	0	0	126	3
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	3	176	0	0	132	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	2	0	4
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	2	0	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	3	0		0			6	
C (m) (veh/h)	1462	1412					803	
v/c	0.00	0.00					0.01	
95% queue length	0.01	0.00					0.02	
Control Delay (s/veh)	7.5	7.5					9.5	
LOS	A	A					A	
Approach Delay (s/veh)	--	--				9.5		
Approach LOS	--	--				A		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ PALISADES
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	PM PEAK		

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: PALISADES

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	8	318	0	0	266	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	8	334	0	0	280	2
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	2	0	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	2	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	8	0		0			8	
C (m) (veh/h)	1292	1237					618	
v/c	0.01	0.00					0.01	
95% queue length	0.02	0.00					0.04	
Control Delay (s/veh)	7.8	7.9					10.9	
LOS	A	A					B	
Approach Delay (s/veh)	--	--				10.9		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	AM PEAK

Site Information

Intersection	91ST @ PALISADES
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: PALISADES

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	205	10	5	160	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	5	215	10	5	168	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	5	0	1	5	0	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	5	0	1	5	0	5
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	5	5		6			10	
C (m) (veh/h)	1416	1356		579			678	
v/c	0.00	0.00		0.01			0.01	
95% queue length	0.01	0.01		0.03			0.04	
Control Delay (s/veh)	7.6	7.7		11.3			10.4	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	11.3			10.4		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	PM PEAK

Site Information

Intersection	91ST @ PALISADES
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: PALISADES

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	10	375	5	5	320	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	10	394	5	5	336	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	0	5	5	0	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	10	0	5	5	0	5
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	10	5		15			10	
C (m) (veh/h)	1229	1171		382			437	
v/c	0.01	0.00		0.04			0.02	
95% queue length	0.02	0.01		0.12			0.07	
Control Delay (s/veh)	8.0	8.1		14.8			13.4	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	14.8			13.4		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ SKYLINE
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	AM PEAK		

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: SKYLINE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	165			127	3
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	5	173	0	0	133	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				6		2
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	6	0	2
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	5						8	
C (m) (veh/h)	1461						726	
v/c	0.00						0.01	
95% queue length	0.01						0.03	
Control Delay (s/veh)	7.5						10.0	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.0		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ SKYLINE
Agency/Co.	SSE	Jurisdiction	
Date Performed	8/3/2015	Analysis Year	EXISTING
Analysis Time Period	PM PEAK		

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: SKYLINE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	7	315			262	8
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	7	331	0	0	275	8
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				11		7
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	11	0	7
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	7						18	
C (m) (veh/h)	1291						536	
v/c	0.01						0.03	
95% queue length	0.02						0.10	
Control Delay (s/veh)	7.8						11.9	
LOS	A						B	
Approach Delay (s/veh)	–	–				11.9		
Approach LOS	–	–				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KS	Intersection	91ST @ SKYLINE
Agency/Co.	SSE	Jurisdiction	
Date Performed	7/31/2015	Analysis Year	2026 TOTAL
Analysis Time Period	AM PEAK		

Project Description: SPECTRUM BURR RIDGE

East/West Street: 91ST | North/South Street: SKYLINE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	205			165	5
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	5	215	0	0	173	5
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				5		5
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	5	0	5
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	5						10	
C (m) (veh/h)	1410						716	
v/c	0.00						0.01	
95% queue length	0.01						0.04	
Control Delay (s/veh)	7.6						10.1	
LOS	A						B	
Approach Delay (s/veh)	--	--					10.1	
Approach LOS	--	--					B	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	PM PEAK

Site Information

Intersection	91ST @ SKYLINE
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECRUM BURR RIDGE

East/West Street: 91ST | North/South Street: SKYLINE

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	10	375			320	10
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	10	394	0	0	336	10
Percent Heavy Vehicles	0	–	–	0	–	–
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				10		10
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	10
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	10						20	
C (m) (veh/h)	1224						491	
v/c	0.01						0.04	
95% queue length	0.02						0.13	
Control Delay (s/veh)	8.0						12.6	
LOS	A						B	
Approach Delay (s/veh)	–	–				12.6		
Approach LOS	–	–				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	AM PEAK

Site Information

Intersection	IL 83 @ RIGHT IN RIGHT OUT
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: RIGHT IN RIGHT OUT | North/South Street: IL 83

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1310	90		775	
Peak-Hour Factor, PHF	1.00	0.95	0.95	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	1378	94	0	815	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						100
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	105
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					105			
C (m) (veh/h)					449			
v/c					0.23			
95% queue length					0.90			
Control Delay (s/veh)					15.4			
LOS					C			
Approach Delay (s/veh)	--	--	15.4					
Approach LOS	--	--	C					

HCS+™ Version 5.6

Generated: 8/24/2015 3:11 PM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KS
Agency/Co.	SSE
Date Performed	7/31/2015
Analysis Time Period	PM PEAK

Site Information

Intersection	IL 83 @ RIGHT IN RIGHT OUT
Jurisdiction	
Analysis Year	2026 TOTAL

Project Description: SPECTRUM BURR RIDGE

East/West Street: RIGHT IN RIGHT OUT | North/South Street: IL 83

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		925	75		1145	
Peak-Hour Factor, PHF	1.00	0.95	0.95	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	973	78	0	1205	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	2	1	0	2	0
Configuration		T	R		T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						100
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	105
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
Configuration						R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					105			
C (m) (veh/h)					585			
v/c					0.18			
95% queue length					0.65			
Control Delay (s/veh)					12.5			
LOS					B			
Approach Delay (s/veh)	--	--	12.5					
Approach LOS	--	--	B					

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IL 83 @ Central Ave. - IL 83 @ 91st St.

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	3	20	3	8	3	20	3	8	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	36	0	17	0	36	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	65	15	30	20	65	15	30	0	0	0	0	0	0	0	0
Max 2	20	65	15	30	20	65	15	30	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Time B4	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

IL 83 @ Central Ave. - IL 83 @ 91st St.

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord
1	1	0-1	130	111	55	Percent	Percent	Yes
2	2	0-2	150	211	41	Percent	Percent	Yes
3	3	0-3	150	311	27	Percent	Percent	Yes

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3
1	0	No	0	No	0	0	0	0	0
2	0	No	0	No	0	0	0	0	0
3	0	No	0	No	0	0	0	0	0

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split
1	1	12
1	2	54
1	3	10
1	4	24
1	5	12
1	6	54
1	7	10
1	8	24
2	1	11
2	2	60
2	3	9
2	4	20
2	5	11
2	6	60
2	7	9
2	8	20
3	1	12
3	2	57
3	3	9
3	4	22
3	5	12
3	6	57
3	7	9
3	8	22

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord		X				X										
1	Vehicle Recall		X				X										
1	Max Recall		X				X										
2	Coord		X				X										
2	Vehicle Recall		X				X										
2	Max Recall		X				X										
3	Coord		X				X										
3	Vehicle Recall		X				X										
3	Max Recall		X				X										

IL 83 @ Central Ave. - IL 83 @ 91st St.

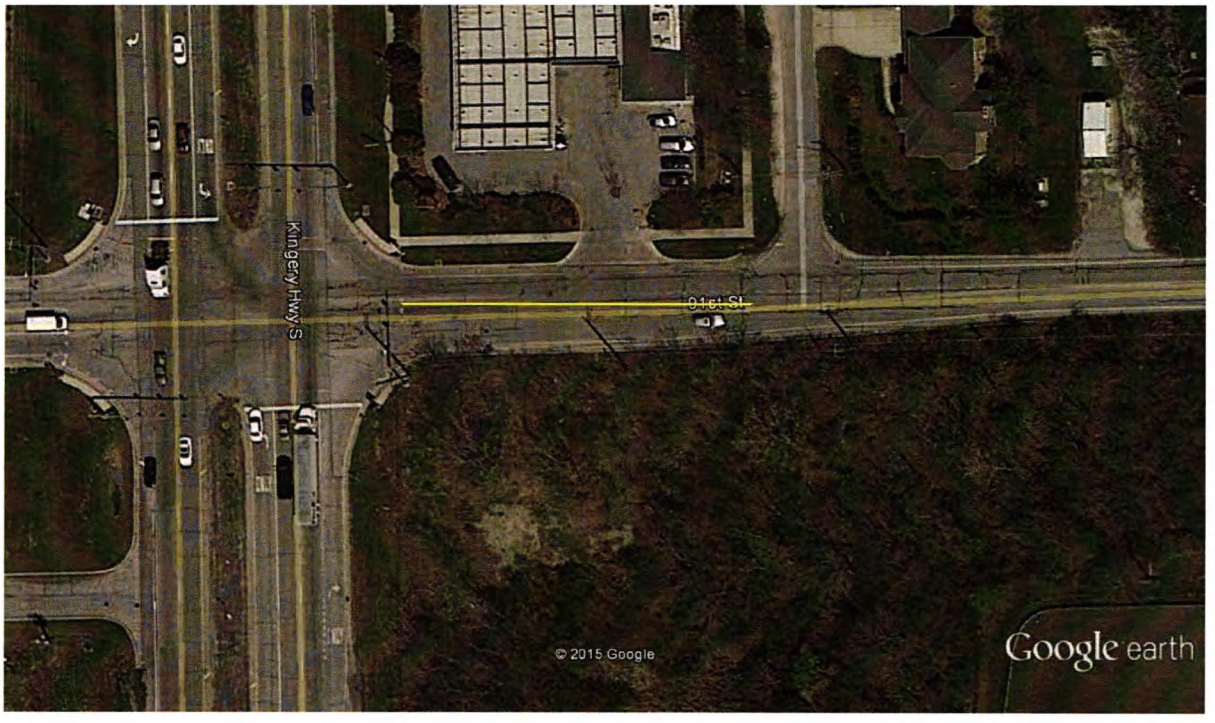
Time Base Day Plan/Schedule

Day Plan (MM)5-3

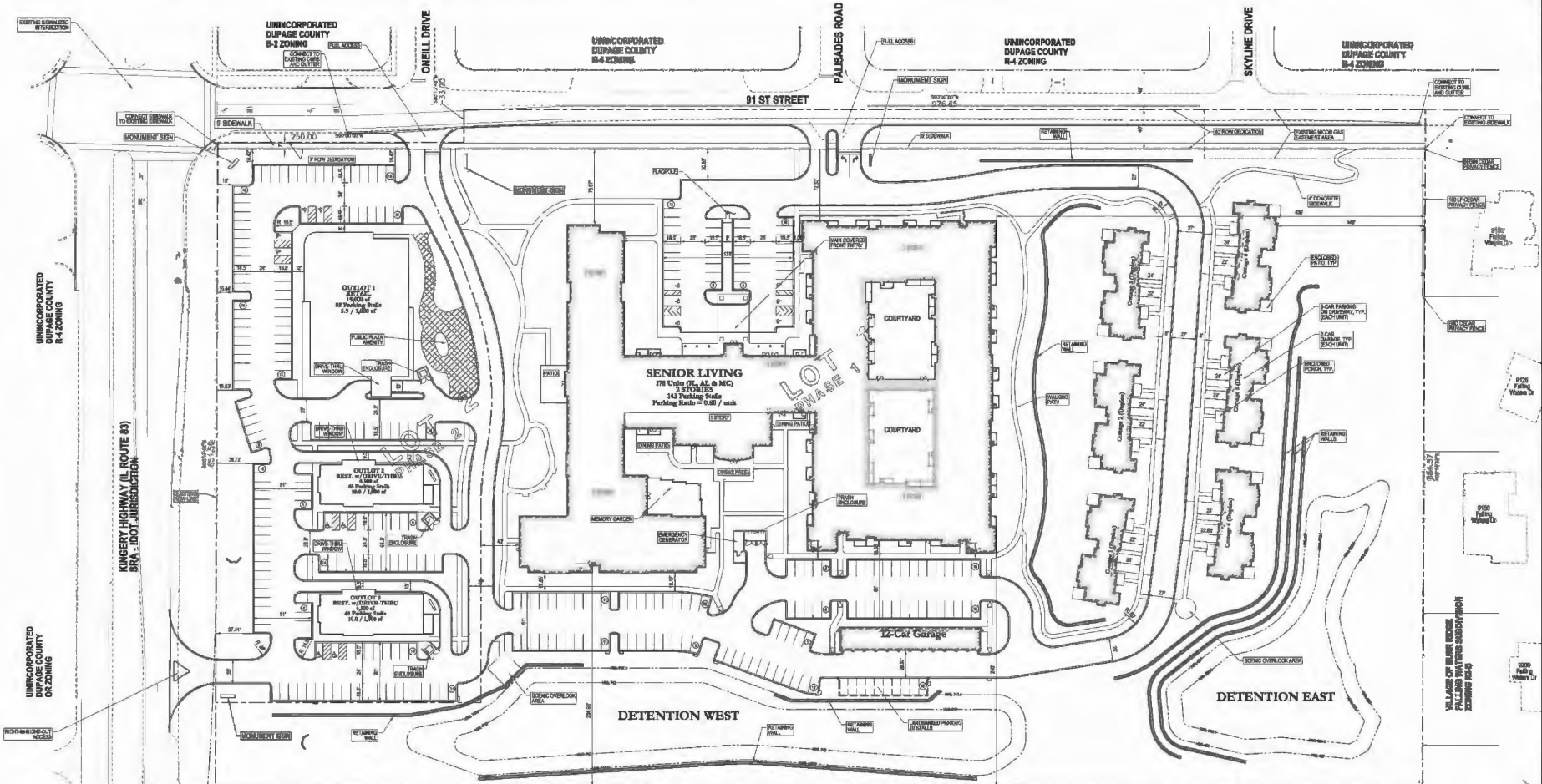
Plan	Event	Action Plan	Start Time
1	1	2	6:00 AM
1	2	1	9:00 AM
1	3	3	3:30 PM
1	4	11	7:00 PM
1	5	100	11:00 PM
2	1	1	7:00 AM
2	2	11	6:00 PM
2	3	100	11:00 PM
3	1	1	9:00 AM
3	2	11	5:00 PM
3	3	100	9:00 PM

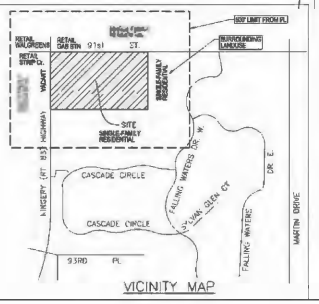
Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Mon, Tues, Wed, Thurs, Fri	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
2	2	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
3	3	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31



Google Earth image of 185' westbound left-turn queue on 91st Street shown as yellow line.





SITE DATA

EXISTING ZONING: R-4, UNINCORPORATED DUPAGE COUNTY

PROPOSED ZONING: ANNEXATION, PLANNED UNIT DEVELOPMENT, ZONING O-7 & B-2, SPECIAL USE FOR SENIOR LIVING

[illegible]	10.04 AC	
[illegible]	0.04 AC (91st STREET)	
[illegible]	10.10 AC	
[illegible]	3.36 AC	
[illegible]	14.80 AC	

SITE COVERAGE:
BUILDING COVERAGE (1): [illegible] (19.2%)
PAVEMENT / SIDEWALK COVERAGE: [illegible] (27.4%)
GREEN SPACE/POND AREA: [illegible] (53.4 %)
(1) ESTIMATED BASED ON RETAIL SHOWN HEREIN

PROJECT DATA

PROJECT DESCRIPTION:

[illegible]

RESIDENTIAL :
LOT 1
PHASE 1

[illegible]

MAIN BUILDING AND COTTAGES:

FLOOR AREA: 215,000 SF
FAR: 0.34
OPEN SPACE: 355,000 SF PROVIDED (55%)

MAIN BUILDING:
[illegible]: 1 AND 2 STORIES MAX. 30'

LIVING UNITS
IN MAIN BUILDING: IL = 114 (64%)
(EST. UNIT MIX) AL = 50 (28%)
MC = 14 (8%)
TOTAL= 178 (100%)

MAIN BUILDING PARKING SUMMARY:

SURFACE PARKING PROVIDED: 131 STALLS
ENCLOSED GARAGE: 12 STALLS
TOTAL PARKING PROVIDED: 143 STALLS
PARKING RATIO: 0.80 STALLS / UNIT

(ADA PARKING REQUIREMENT FOR 143 STALLS = 5 ADA STALLS)

ADDITIONAL LANDBANKED PARKING 10 STALLS

COTTAGES:

COTTAGE BUILDING HEIGHT: 1 STORY
NUMBER OF COTTAGE BUILDINGS: 6
TOTAL NUMBER OF COTTAGE UNITS: 12 (2 PER BUILDING)

COTTAGE PARKING SUMMARY:

REQUIRED PARKING:
12 UNITS X 2 = 24 STALLS

PARKING PROVIDED: 4 STALLS PER COTTAGE: (2 ENCLOSED GARAGE SPACES AND 2 DRIVEWAY SPACES)

TOTAL COTTAGE PARKING = 48 STALLS
(PLUS STREET PARKING ON ONE SIDE IF NEEDED)

COMMERCIAL :
LOT 2 - PHASE 2 (SUBJECT TO FUTURE FINAL PUD APPROVAL FOR COMMERCIAL LOT)

FLOOR AREA: 24,000 SF (ESTIMATED +/-)
PARKING: 165 STALLS (ESTIMATED)
ADA PARKING: 8 ADA STALLS PROVIDED (8 REQUIRED)
PARKING RATIO: 8.8 STALLS / 1,000 SF (ESTIMATED)

SITE DATA - (Senior Living Lot)

SENIOR LIVING SITE AREA 14.80 ACRES (644,860 SF)

DEVELOPMENT STANDARDS

	MUNICIPAL CODE	ACTUAL	DEVIATION
BUILDING HEIGHT	MAX. 40 FT OR 2 STORIES	39 FT AT PEAK	NO
MINIMUM PUD LOT AREA	3 AC	18 AC	NO
Floor Area Ratio: Main building and Cottages = 215,000 SF	0.25 (max 0.70 for hotel)	0.34	?
LANDSCAPE AREA	20%	55%	NO
RETAINING WALLS	42 INCH MAX. HEIGHT	VARIES	YES
RETAINING WALL MATERIAL	NATURAL STONE	VARIOUS *	YES
* CAN BE PLACE CONCRETE MASONRY UNITS OR PRECAST BLOCK OR BURIAL STONE. MATERIAL TO BE DETERMINED AT FINAL ENGINEERING BASED ON FINAL WALL HEIGHTS			
YARDS			
FRONT	40 FT	52 FT	NO
CORNER SIDE	40 FT	N/A	NO
INTERIOR SIDE	40 FT	42 FT	NO
REAR	40 FT	234 FT	NO
PARKING			
PARKING IN FRONT OF BUILDING	NOT ALLOWED	PROPOSED IN FRONT COURTYARD	YES
PARKING	1 SPACE PER 3 BEDS PLUS 1 FOR EVERY 2 EMPLOYEES		
CALCULATION ESTIMATED 224 BEDS AND 80 EMPLOYEES	105 SPACES	143 SPACES	NO
LANDBANKED PARKING	10 STALLS		

N

0 50 100

SCALE IN FEET

LEGAL DESCRIPTION

LOTS 66 AND 67 EXCEPT THE WEST 100 FEET THEREOF, IN ASSESSMENT DIVISION OF THE SOUTH HALF OF SECTIONS 1 AND 2 AND ALL SECTIONS 11 AND 12 LYING NORTH OF SANITARY DISTRICT OF CHICAGO IN TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 25, 1925 AS DOCUMENT NO. 268245, IN DUPAGE COUNTY, ILLINOIS EXCEPTING THEREFROM THAT PART OF THE LAND GRANTED IN WARRANTY DEED RECORDED MAY 5, 2009 AS DOCUMENT NO. R2009-065845.

[illegible] AS: HINSDALE, 60521

10-02-400-069.

Cross Engineering & Associates, Inc.
1905 Raymond Drive, Suite 119
Northbrook, IL 60062
Tel: 847/498-9200

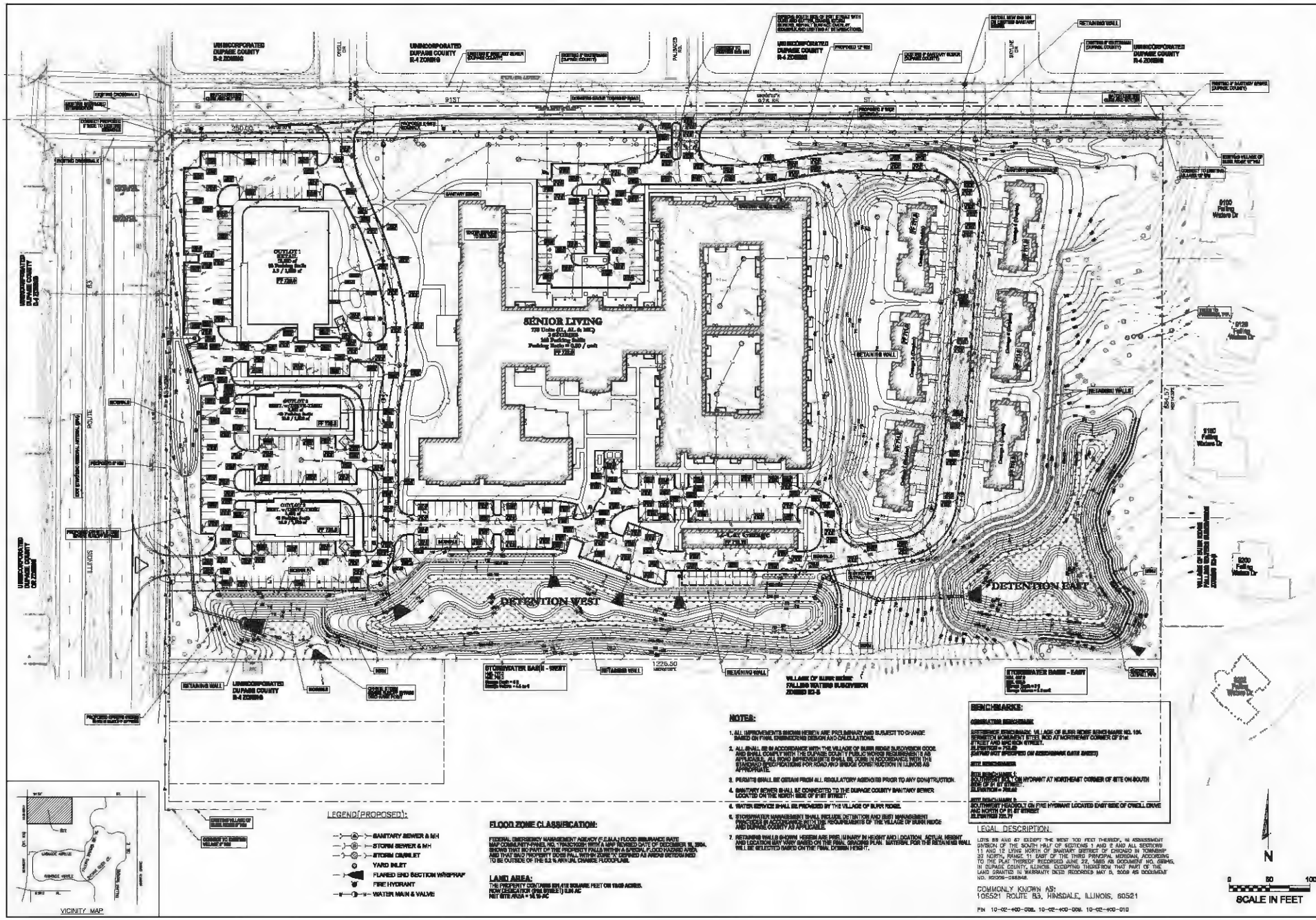
PROJECT:
SPECTRUM SENIOR LIVING - BURR RIDGE
IL83 and 91st Street
BURR RIDGE, IL

PREPARED FOR:
Spectrum Retirement Communities, LLC
200 Spruce Street, Suite 200
Denver, CO 80230

NO.	DATE	DESCRIPTION
2	6/18/10	Burr Ridge Village Comments
1	5/10/10	Case Issued
0	4/9/10	Submitted

PRELIMINARY SITE PLAN

JOB NO. 1504
Page 1 of 1



VICINITY MAP

LEGEND(PROPOSED):

- SANITARY SEWER & MH
- STORM SEWER & MH
- STORM CURBLET
- YARD INLET
- FLARED END SECTION W/RIPRAP
- FIRE HYDRANT
- WATER MAIN & VALVE

FLOOD ZONE CLASSIFICATION:

FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NO. 17043C0331H WITH A MAP REVISED DATE OF DECEMBER 16, 2004, SHOWS THAT NO PART OF THE PROPERTY FALLS WITHIN A SPECIAL FLOOD HAZARD AREA AND THAT SAID PROPERTY DOES FALL WITHIN ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE OF THE 0.2 % ANNUAL CHANCE FLOODPLAIN.

LAND AREA:

THE PROPERTY CONTAINS 824,418 SQUARE FEET OR 19.65 ACRES.
ROW DEDICATION (91st STREET) 0.94 AC
NET SITE AREA = 18.70 AC

NOTES:

1. ALL IMPROVEMENTS SHOWN HEREON ARE PRELIMINARY AND SUBJECT TO CHANGE BASED ON FINAL ENGINEERING DESIGN AND CALCULATIONS.
2. ALL SHALL BE IN ACCORDANCE WITH THE VILLAGE OF BURR RIDGE SUBDIVISION CODE AND SHALL COMPLY WITH THE DUPAGE COUNTY PUBLIC WORKS REQUIREMENTS AS APPLICABLE. ALL ROAD IMPROVEMENTS SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS AS APPROPRIATE.
3. PERMITS SHALL BE OBTAIN FROM ALL REGULATORY AGENCIES PRIOR TO ANY CONSTRUCTION.
4. SANITARY SEWER SHALL BE CONNECTED TO THE DUPAGE COUNTY SANITARY SEWER LOCATED ON THE NORTH SIDE OF 91ST STREET.
5. WATER SERVICE SHALL BE PROVIDED BY THE VILLAGE OF BURR RIDGE.
6. STORMWATER MANAGEMENT SHALL INCLUDE DETENTION AND BMP MANAGEMENT PRACTICES IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF BURR RIDGE AND DUPAGE COUNTY AS APPLICABLE.
7. RETAINING WALLS SHOWN HEREON ARE PRELIMINARY IN HEIGHT AND LOCATION. ACTUAL HEIGHT AND LOCATION MAY VARY BASED ON THE FINAL GRADING PLAN. MATERIAL FOR THE RETAINING WALL WILL BE SELECTED BASED ON THE FINAL DESIGN HEIGHT.

BENCHMARKS:

GENERATION BENCHMARK:

REFERENCE BENCHMARK: VILLAGE OF BURR RIDGE BENCHMARK NO. 104.
SECTION MONUMENT BITSEL ROD AT NORTHEAST CORNER OF 91st STREET AND MADISON STREET.
ELEVATION = 703.28
(DATUM NOT SPECIFIED ON ASSESSMENT DATE SHEET)

SITE BENCHMARKS:

SITE BENCHMARK 1:
SOUTHWEST BOLT ON HYDRANT AT NORTHEAST CORNER OF SITE ON SOUTH SIDE OF 91st STREET.
ELEVATION = 703.28

SITE BENCHMARK 2:
SOUTHWEST FACEBOLT ON FIRE HYDRANT LOCATED EAST SIDE OF O'NEILL DRIVE AND NORTH OF 91 ST STREET
ELEVATION 720.71

LEGAL DESCRIPTION:

LOTS 65 AND 67 EXCEPT THE WEST 100 FEET THEREOF, IN ASSESSMENT DIVISION OF THE SOUTH HALF OF SECTIONS 1 AND 2 AND ALL SECTIONS 11 AND 12 LYING NORTH OF SANITARY DISTRICT OF CHICAGO IN TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 22, 1925 AS DOCUMENT NO. 289145, IN DUPAGE COUNTY, ILLINOIS. EXCEPTING THEREFROM THAT PART OF THE LAND GRANTED IN WARRANTY DEED RECORDED MAY 8, 2009 AS DOCUMENT NO. R2009-068648.

COMMONLY KNOWN AS:
105521 ROUTE 83, HINSDALE, ILLINOIS, 60521

PIN 10-02-400-008, 10-02-400-009, 10-02-400-010

Cross
Cross Engineering & Consulting, P.C.
1500 Raymond Drive, Suite 150
Northbrook, IL 60062
Tel: 847/480-0500

PROJECT:
SPECTRUM SENIOR LIVING - BURR RIDGE
I.83 and 91st Street
BURR RIDGE, IL

PREPARED FOR:
Spectrum Retirement Communities, LLC
200 Spruce Street, Suite 200
Denver, CO 80230

No.	DATE	DESCRIPTION
1	9/15/10	Burr Ridge Submittal
2	11/1/10	Staff Comments
3	12/3/10	Revised

PRELIMINARY ENGINEERING PLAN

JOB NO. 1004
Page 1 of 1

SPECTRUM SENIOR LIVING BURR RIDGE

VILLAGE OF BURR RIDGE, ILLINOIS

PRELIMINARY LANDSCAPE PLANS

SITE LOCATION AERIAL
Scale: 1"=100'

GENERAL NOTES:

1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT J.U.L.I.E., THE COUNTY PUBLIC WORKS DEPARTMENT, THE VILLAGE OF BURR RIDGE, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.

2. THIS DRAWING IS PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS MENTIONED HEREIN, INCLUDING ANY RELATED DOCUMENTS PREPARED BY THE PROJECT ENGINEERS.

3. THE LANDSCAPE ARCHITECT AND CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE WORK PRODUCT THEREIN BEYOND A REASONABLE STANDARD OF PROFESSIONAL CARE.

4. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITH THE WORK PRODUCT, THE LANDSCAPE ARCHITECT SHALL BE PROMPTLY NOTIFIED SO THAT THEY MAY HAVE THE OPPORTUNITY TO TAKE ANY STEPS NECESSARY TO RESOLVE THE ISSUE. FAILURE TO PROMPTLY NOTIFY THE OWNER AND THE LANDSCAPE ARCHITECT OF SUCH CONDITIONS SHALL ABSOLVE THEM FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE.

5. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT OF THE OWNER AND THE LANDSCAPE ARCHITECT OR IN CONTRADICTION TO THE OWNER AND THE LANDSCAPE ARCHITECTS WORK PRODUCT OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE OWNER AND THE LANDSCAPE ARCHITECT BUT FOR THE PARTIES RESPONSIBLE FOR THE TAKING OF SUCH ACTION.

6. THE LOCATION OF THE UNDERGROUND UTILITIES AND/OR DRIVEWAYS ARE LOCATED ON ENGINEERING DRAWINGS PREPARED BY THE PROJECT ENGINEER, CROSS ENGINEERING ASSOCIATES. THE MOST CURRENT REVISIONS ARE HEREIN MADE PART OF THIS DOCUMENT.

7. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO CONSTRUCTION.

8. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER PRIOR TO INSTALLATION.

9. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL.

10. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

11. CIVIL ENGINEERING BASE INFORMATION HAS BEEN PROVIDED BY CROSS ENGINEERING ASSOCIATES. SEE CROSS ENGINEERING ASSOCIATES DRAWINGS FOR UTILITY LOCATIONS. THE LOCATIONS OF VARIOUS UTILITIES ON THIS SET OF DRAWINGS IS ONLY ILLUSTRATIVE AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES.

12. REFER TO CIVIL ENGINEERING DOCUMENTS FOR DETAILED INFORMATION REGARDING SIZE, LOCATION, DEPTH AND TYPE OF UTILITIES.

13. LANDSCAPE PLANS CONTAINED HEREIN ILLUSTRATE APPROXIMATE LOCATIONS OF ALL UTILITIES AS PROVIDED BY CROSS ENGINEERING ASSOCIATES IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THEIR ACCURACY.

14. LOCATIONS OF ALL PLANT MATERIAL ILLUSTRATED ON THE LANDSCAPE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD.

15. LANDSCAPE CONTRACTOR SHALL REFER TO THE PROVIDED WRITTEN SPECIFICATIONS WHEN LOCATING AND PLANTING SPECIFIED PLANT MATERIAL.

16. CONTRACTOR TO ENSURE SOD IS PLACED BELOW SIDEWALK AND PATIO ELEVATIONS TO ALLOW FOR PROPER DRAINAGE.

17. A NEW, FULLY AUTOMATIC IRRIGATION SYSTEM IS TO BE INSTALLED FOR ALL AREAS WITH NEW LANDSCAPE PLANTINGS.

EXISTING SITE INFORMATION

THE EXISTING SITE INFORMATION INDICATED ON THIS PLAN WAS PROVIDED BY CROSS ENGINEERING ASSOCIATES.

THE LANDSCAPE ARCHITECT MAKES NO WARRANTY OR REPRESENTATION WITH REFERENCE TO THE ACCURACY AND COMPLETENESS OF THE EXISTING CONDITIONS INDICATED OR NOT INDICATED ON THIS DOCUMENT. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING SITE CONDITIONS INCLUDING UNDERGROUND UTILITIES.

THE PLANS CONTAINED HEREIN HAVE BEEN PREPARED TO MEET CERTAIN LANDSCAPING ORDINANCE REQUIREMENTS. ANY DEVIATION FROM THESE PLANS MAY RENDER THEM IN NON COMPLIANCE WITH THE VILLAGE OF BURR RIDGE LANDSCAPING ORDINANCE.

PREPARED FOR:
Spectrum Retirement Communities, LLC
200 Spruce Street, Suite 200
Denver, CO 80230
tel: 303.360.8812 fax: 303.360.8814
www.spectrumretirement.com

PREPARED BY:
Allen L Kracower & Associates, Inc.
900 North Shore Drive, Suite 205
Lake Bluff, Illinois 60044
tel: 847.604.9600 fax: 847.604.9601
www.kracower.com

REVISIONS	
DATE	*DESCRIPTION*
.	.

LANDSCAPE PLAN SHEET INDEX	
SHEET #	*SHEET TITLE*
CVR	COVER SHEET
LP-1	WEST LANDSCAPE PLAN
LP-2	EAST LANDSCAPE PLAN
LP-3	STORMWATER LANDSCAPE PLAN
LP-4	PLANT LIST
TP-1	TREE PRESERVATION / REMOVAL WEST
TP-2	TREE PRESERVATION/ REMOVAL EAST

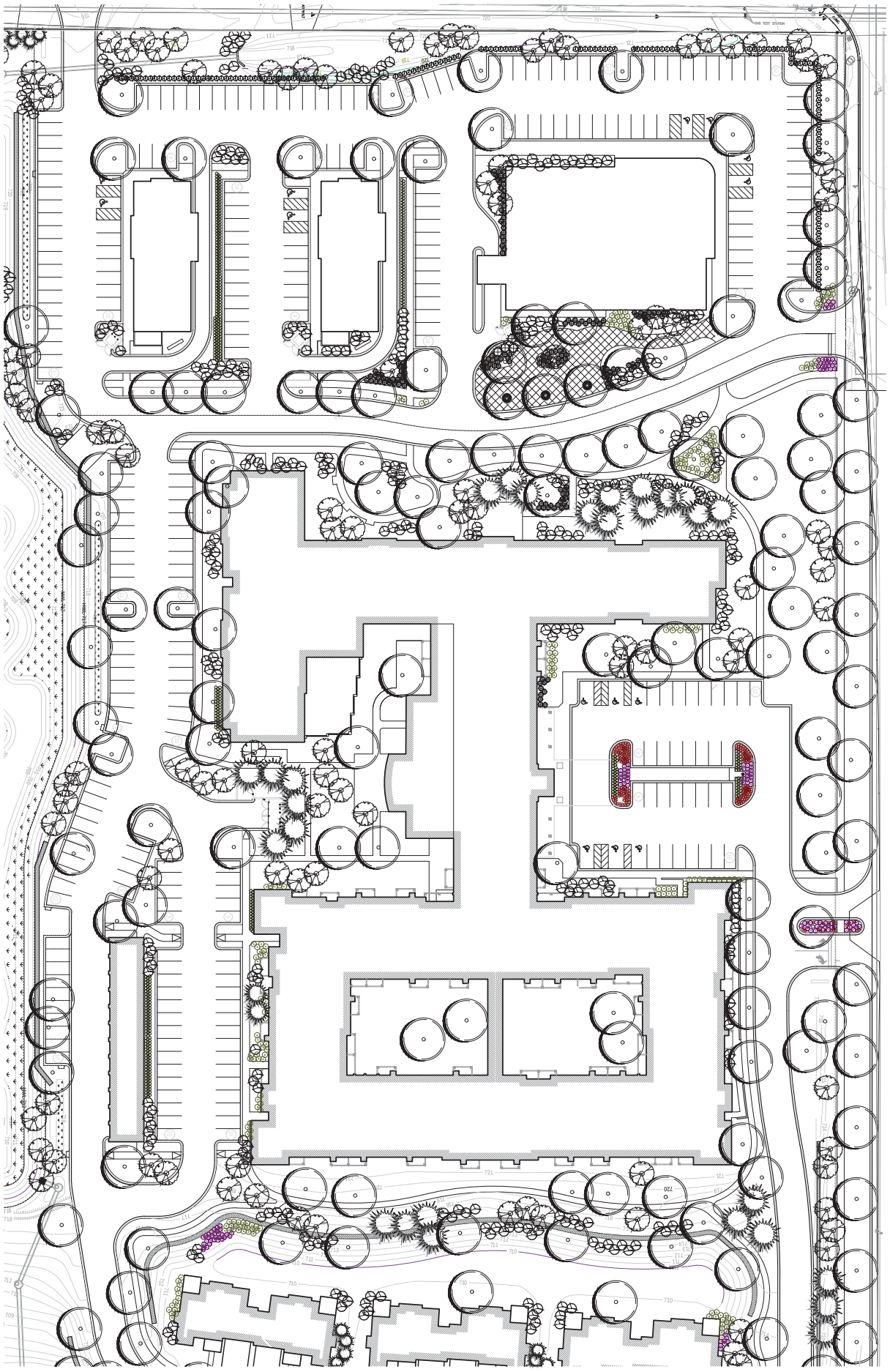
ALLEN L. KRACOWER & ASSOCIATES, INCORPORATED
LANDSCAPE ARCHITECTS / PLANNERS / CONSULTANTS
900 NORTH SHORE DRIVE, SUITE 205 | LAKE BLUFF, ILLINOIS 60044

SPECTRUM
RETIREMENT COMMUNITIES, LLC

COVER

SPECTRUM SENIOR LIVING BURR RIDGE
BURR RIDGE, ILLINOIS

ISSUED FOR:	DATE:
REV. PUD SUBMITTAL	09-04-15
PUD SUBMITTAL	7-15-15
PRINCIPAL:	
PROJECT NUMBER: 21510	DESIGNED BY: LD
SCALE: AS SHOWN	REVIEWED BY: LD
DATE: 7-1-15	PROJECT MANAGER: LD
SHEET NUMBER: CVR	



1 WEST PRELIMINARY LANDSCAPE PLAN
SCALE: 1"=30'

SHEET TITLE: PRELIMINARY LANDSCAPE PLAN-WEST

SPECTRUM SENIOR LIVING BURR RIDGE

BURR RIDGE, Illinois

SPECTRUM RETIREMENT COMMUNITIES, LLC

ALLEN L. KRACOWER & ASSOCIATES, INCORPORATED
LANDSCAPE ARCHITECTS - URBAN PLANNERS - REAL ESTATE CONSULTANTS
8634 NORTH SHORE DRIVE, SUITE 205 | LAKE BLUFF, ILLINOIS 60044

NO.	DESCRIPTION	DATE
1	REV. PER Submittal	09.16.15
2	PUD Submittal	7.10.15

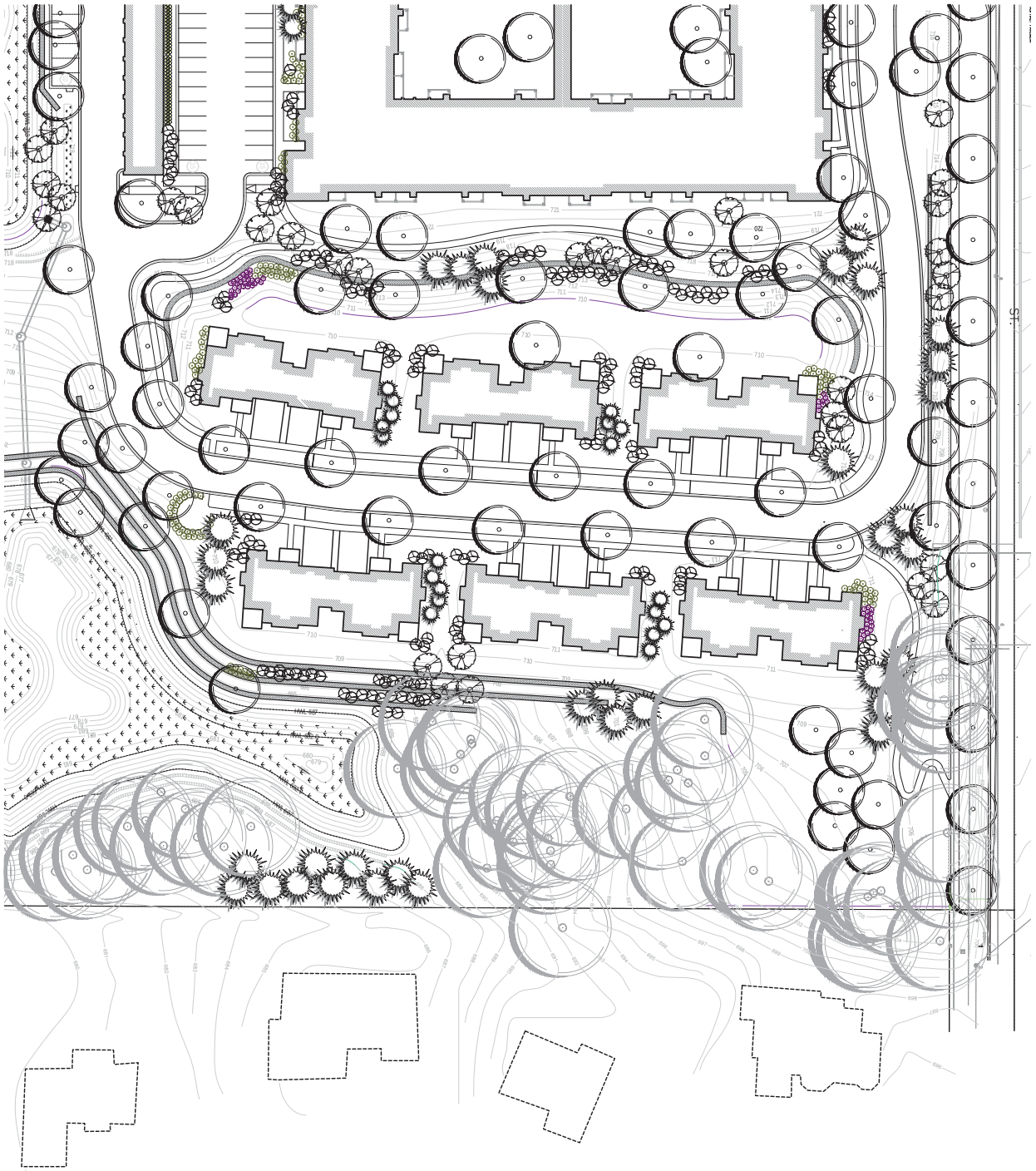
DRAWN: LD
PROJECT MANAGER: LD
DATE: 7-1-15
SCALE: AS NOTED
DESIGNED BY: LD
PROJECT NUMBER:
CHECKED BY: LD

SHEET NUMBER: LP-1

1

EAST PRELIMINARY LANDSCAPE PLAN

SCALE: 1"=30'



SHEET NUMBER: LP-2	DATE: 7-1-15	SCALE: AS NOTED	DRAWN BY: LD	CHECKED BY: LD	PROJECT NUMBER:	PROJECT MANAGER: LD	REVISIONS: REV. PUD Submittal 09-9-15; PUD Submittal 7-15-15				

SHEET TITLE:

PRELIMINARY LANDSCAPE PLAN-EAST

SPECTRUM SENIOR LIVING BURR RIDGE

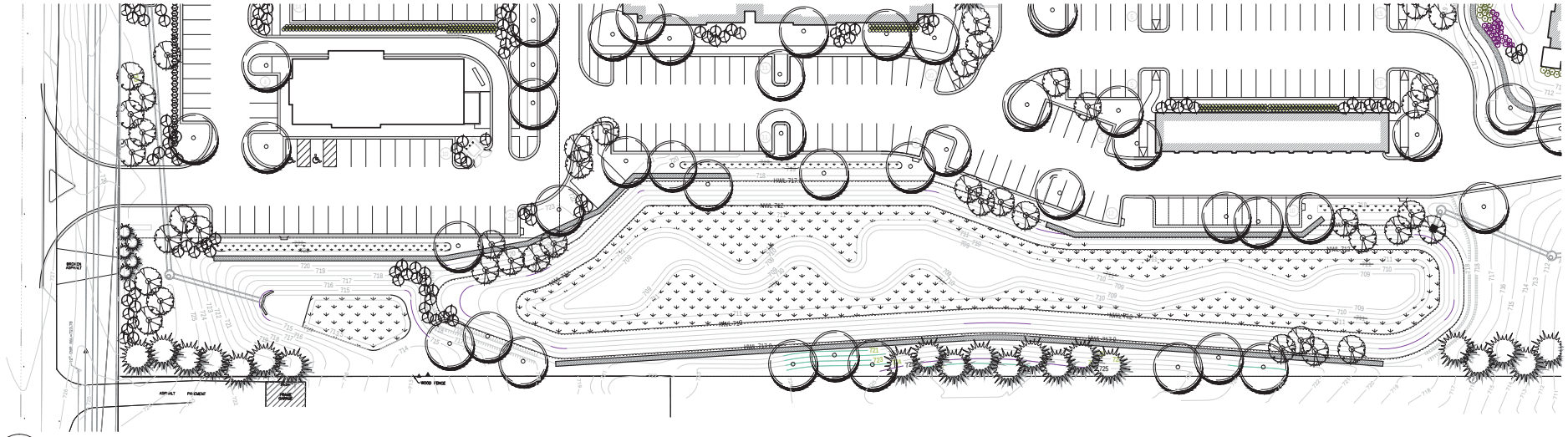
BURR RIDGE, Illinois

SPECTRUM RETIREMENT COMMUNITIES, LLC

ALLEN L. KRACOWER & ASSOCIATES, INCORPORATED

LANDSCAPE ARCHITECTS · URBAN PLANNERS · REAL ESTATE CONSULTANTS

990 NORTH SHORE DRIVE, SUITE 305 | LAKE BLUFF, ILLINOIS 60044



1 **WEST STORMWATER PRELIMINARY PLANTING PLAN**
SCALE: 1"=30'

2 **EAST STORMWATER PRELIMINARY PLANTING PLAN**
SCALE: 1"=30'

NORTH

ALLEN L. KRACOWER & ASSOCIATES, INCORPORATED
LANDSCAPE ARCHITECTS AND PLANNERS
66 NORTH KNOX DRIVE, SUITE 105 LAKE BLUFF, ILLINOIS 60044

SPECTRUM
RETIREMENT COMMUNITIES, LLC

SHEET TITLE: **PRELIMINARY LANDSCAPE PLAN-STORMWATER AREAS**

SPECTRUM SENIOR LIVING BURR RIDGE

BURR RIDGE, Illinois

ISSUED FOR:	DATE:
REV. PUD Submittal	09-16-15
PUD Submittal	7-15-15

PRINCIPAL:

PROJECT NUMBER:	DESIGNED BY:
	LD
SCALE: AS NOTED	REVIEWED BY: LD
DATE: 7-1-15	PROJECT MANAGER: LD

SHEET NUMBER: **LP-3**

Master Plant List

Key	Scientific Name	Common Name	Size	Root	Notes
Single Trees					
ACFR	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Maple	4" Ca.	BB	Specimen
ACFR5	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Maple	5" Ca.	BB	Specimen
ACMA	Acer x freemanii 'Marmo'	Marmo Freeman Maple	3" Ca.	BB	Specimen
ACMA4	Acer x freemanii 'Marmo'	Marmo Freeman Maple	4" Ca.	BB	Specimen
CECO	Cercis canadensis 'Chesapeake'	Chesapeake Redbud	3" Ca.	BB	
GLTR	Gleditsia triacanthos 'Skyline'	Skyline Honeylocust	3" Ca.	BB	
GYD	Gymnocladus dioica	Kentucky Coffee Tree	3" Ca.	BB	
PYCA	Pyrus calleryana 'Chanticleer'	Chanticleer Callery Pear	4" Ca.	BB	Specimen
PYRS	Pyrus calleryana 'Red Spire'	Red Spire Callery Pear	4" Ca.	BB	
QUBI	Quercus bicolor	Swamp White Oak	3" Ca.	BB	
QUBR	Quercus bicolor	Swamp White Oak	2.5" Ca.	BB	
QUMU	Quercus muehlenbergii	Chinkapin Oak	3" Ca.	BB	
TIAM	Tilia americana 'Redmond'	Redmond American Linden	3" Ca.	BB	Specimen
ULCA	Ulmus carpinifolia 'Regal'	Regal Smoothleaf Elm	3" Ca.	BB	
Evergreen Trees					
ABCO	Abies concolor	White Fir	8' HT	BB	Heavy Specimen
ABCO	Abies concolor	White Fir	10' HT	BB	Heavy Specimen
ABCO	Abies concolor	White Fir	12' HT	BB	Heavy Specimen
PIGL	Picea glauca 'Densata'	Black Hills Spruce	8' HT	BB	Heavy Specimen
PIGL	Picea glauca 'Densata'	Black Hills Spruce	10' HT	BB	Heavy Specimen
PIGL	Picea glauca 'Densata'	Black Hills Spruce	12' HT	BB	Heavy Specimen
PIOM	Picea omorika	Serbian Spruce	8' HT	BB	Heavy Specimen
PIOM	Picea omorika	Serbian Spruce	10' HT	BB	Heavy Specimen
PIOM	Picea omorika	Serbian Spruce	12' HT	BB	Heavy Specimen
PIPU	Picea pungens	Colorado Green Spruce	8' HT	BB	Heavy Specimen
PIPU	Picea pungens	Colorado Green Spruce	10' HT	BB	Heavy Specimen
PIPU	Picea pungens	Colorado Green Spruce	12' HT	BB	Heavy Specimen
PIMA	Picea abies	Norway Spruce	8' HT	BB	Heavy Specimen
PIMA	Picea abies	Norway Spruce	10' HT	BB	Heavy Specimen
PIMA	Picea abies	Norway Spruce	12' HT	BB	Heavy Specimen
THOC	Thuja occidentalis 'Techny'	Techny Arborvitae	10' HT	BB	Heavy Specimen
THOS	Thuja occidentalis 'Techny'	Techny Arborvitae	8' HT	BB	Heavy Specimen
Deciduous Trees					
AMCA	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8' HT	BB	
CECA	Cercis canadensis	Eastern Redbud	8' HT	BB	
COFL	Cornus florida 'Cherokee Brave'	Cherokee Brave Flowering Dogwood	8' HT	BB	
MARE	Malus 'Red Jewel'	Red Jewel Crabapple	8' HT	BB	
SYRE	Syringa reticulata	Japanese Tree Lilac	8' HT	BB	
Shrubs					
ARKA	Arden Karma	Karma Aronia	24"	BB	
COSL	Cornus sericea 'Cranberry Cobbler'	Cranberry Cobbler	5 GAL	CONT	
EUAL	Euonymus alatus 'Compactus'	Dwarf Burningbush	36"	BB	
HYLL	Hydrangea paniculata 'Little Lamb'	Little Lamb Hydrangea	24"	BB	
HYPA	Hydrangea paniculata 'Tardiva'	Tardiva Panicle Hydrangea	36"	BB	
PHOP	Physocarpus opulifolius 'Summer Wine'	Summer Wine Ninebark	24"	BB	
RHAR	Rhus aromatica 'Gro Low'	Gro Low Fragrant Sumac	5 GAL	CONT	
ROSA	Rosa 'Radcon'	Knock Out Rose	30"	BB	
SPFI	Spiraea x bumalda 'Froebelii'	Froebel Spirea	18"	BB	
SYME	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	36"	BB	
VIOA	Viburnum opulus 'Wentworth'	Wentworth Viburnum	36" HT	BB	
Evergreen Shrubs					
TAFA	Taxus media 'Runyan'	Runyan Intermediate Yew	24" Spread	BB	
TAME	Taxus x media 'Hicksii'	Hicks Intermediate Yew	24" HT	BB	
Perennial Ornamental Grasses					
ACPF	Achnatherum brachytrichum 'Pony Tail'	Pony Tail Feather Reed Grass	1 GAL	CONT	
EPCA	Eragrostis spectabilis 'Cosmic Love'	Cosmic Love	1 GAL	CONT	
HEST	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	1 GAL	CONT	
HOHY	Hosta 'Halcyon'	Halcyon Hosta	1 GAL	CONT	
MSCA	Miscanthus sinensis 'Purpurascens'	Japanese Silver Grass	1 GAL	CONT	
NARC	Narcissus 'King Alfred'	King Alfred Daffodil		BULB	
NEFA	Nepeta faassenii	Faassens Catmint	1 GAL	CONT	
PAQU	Parthenocissus quinquefolia	Virginia Creeper	1 GAL	CONT	
PAV	Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass	2 GAL	CONT	
PFAL	Pennisetum alopecuroides	Fountain Grass	2 GAL	CONT	
RUFU	Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	1 GAL	CONT	
SPHT	Sporobolus heterolepis	Prairie Dropseed	1 GAL	CONT	
Perennial Mix					
ECPA	Echinacea pallida	Pale Purple Coneflower	1 GAL	10%	
LUPE	Lupinus perennis	Sundial Lupine	1 GAL	10%	
LOSI	Lobelia siphilitica	Cardinal Flower	1 GAL	20%	
PEDI	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 GAL	10%	
PEAL	Pennisetum alopecuroides	Fountain Grass	1 GAL	10%	
RUFU	Rudbeckia fulgida 'Goldsturm'	Black Eyed Susan	1 GAL	30%	
Perennial mix to be planted in drainage swales and shown on the plans.					

Low Profile Grass Plug Mix

Scientific Name		Common Name	Quantity	Unit
Asclepias	syriaca	common milkweed	200	plug
Asclepias	tuberosa	butterfly weed	200	plug
Aster	laevis	smooth blue aster	200	plug
Coreopsis	palmata	prairie coreopsis	100	plug
Dalea	candida	white prairie clover	200	plug
Echinacea	purpurea	broad-leaved purple coneflower	500	plug
Liatris	aspera	rough blazing star	200	plug
Penstemon	digitalis	foxglove beard tongue	200	plug
Schizachyrium	scoparium	little bluestem	200	plug
Sporobolus	heterolepis	prairie dropseed	500	plug

Shoreline Wet Plugs

Scientific Name		Common Name	Quantity	Unit
Acorus	calamus	sweet flag	200	plug
Asclepias	incarnata	swamp milkweed	200	plug
Carex	stricta	common tussock sedge	200	plug
Carex	lacustris	common cattail sedge	200	plug
Carex	vulpinoidea	brown fox sedge	200	plug
Iris	virginica	blue flag iris	500	plug
Liatris	spicata	marsh blazing star	200	plug
Lobelia	cardinalis	cardinal flower	200	plug
Lobelia	siphilitica	great blue lobelia	200	plug
Mimulus	ringens	monkey flower	200	plug
Scirpus	pungens	chairmaker's rush	200	plug

Shoreline Emergent Plugs

Scientific Name		Common Name	Quantity
Scirpus	acutus	hardstem bulrush	200
Nymphaea	tuberosa	white water lily	50
Pontederia	cordata	pickerel plant	50
Sagittaria	latifolia	broad-leaved arrowhead	200
Scirpus	validus	soft stem bulrush	500

Wet Shoreline Seed

Scientific Name		Common Name	PLS Ounces/acre	Unit
Acorus	calamus	sweet flag	0.4	seed
Alisma	subcordatum	common water plantain	1.2	seed
Asclepias	incarnata	swamp milkweed	1.2	seed
Aster	umbellatus	flat-top aster	0.1	seed
Avena	sativa	oats	21.5	seed
Carex	comosa	bristly sedge	0.6	seed
Carex	cristatella	crested oval sedge	1.2	seed
Carex	lacustris	bristly cattail sedge	3.6	seed
Carex	vulpinoidea	brown fox sedge	2.4	seed
Elymus	virginicus	Virginia wild rye	9.6	seed
Glyceria	striata	fowl manna grass	1.2	seed
Iris	virginica	blue flag	2.4	seed
Juncus	effusus	common rush	1.2	seed
Lobelia	cardinalis	cardinal flower	0.5	seed
Lobelia	siphilitica	great blue lobelia	0.5	seed
Lolium	multiflorum	annual rye grass	40	seed
Lycopus	americanus	common water horehound	0.3	seed
Mimulus	ringens	monkey flower	0.8	seed
Penthorum	sedoides	ditch stonecrop	0.3	seed
Polygonum	pensylvanicum	pinkweed	0.3	seed
Sagittaria	latifolia	common arrowhead	1.2	seed
Scirpus	cyperinus	wool grass	1.2	seed
Sparganium	eurycarpum	common bur reed	2.4	seed

Low Profile Grass Seed Mix

Scientific Name	Common Name	PLS Ounces/Acre
Bouteloua curtipendula	Side Oats Grama	16.00
Carex spp.	Prairie Carex Mix	4.00
Elymus canadensis	Canada Wild Rye	32.00
Koeleria cristata	June Grass	1.00
Panicum virgatum	Switch Grass	1.00
Schizachyrium scoparium	Little Bluestem	36.00
Avena sativa	Common Oat	360.00
Lolium multiflorum	Annual Rye	100.00
Amorpha canescens	Lead Plant	0.50
Anemone cylindrica	Thimbleweed	0.50
Asclepias syriaca	Common Milkweed	2.00
Asclepias tuberosa	Butterfly Milkweed	2.00
Aster ericoides	Heath Aster	0.75
Aster laevis	Smooth Blue Aster	1.00
Aster novae-angliae	New England Aster	0.50
Baptisia lactea	White Wild Indigo	2.00
Chamaecrista fasciculata	Partridge Pea	12.00
Coreopsis lanceolata	Sand Coreopsis	5.00
Coreopsis palmata	Prairie Coreopsis	1.00
Dalea candida	White Prairie Clover	1.50
Dalea purpurea	Purple Prairie Clover	1.50
Desmanthus illinoensis	Illinois Sensitive Plant	3.00
Echinacea purpurea	Broad Leaved Purple Coneflower	7.00
Eryngium yuccifolium	Rattlesnake Master	3.00
Lespedeza capitata	Round-Head Bush Clover	2.00
Liatris aspera	Rough Blazing Star	0.50
Liatris pycnostachya	Wild Quinine	4.00
Monarda fistulosa	Wild Bergamot	0.75
Parthenium integrifolium	Wild Quinine	1.00
Penstemon digitalis	Foxglove Beard Tongue	0.50
Penstemon hirsutus	Hairy Beard Tongue	0.50
Pycnanthemum virginianum	Common Mountain Mint	1.00
Ratibida pinnata	Yellow Coneflower	4.00
Rudbeckia hirta	Black-Eyed Susan	5.00
Rudbeckia subtomentosa	Sweet Black Eyed Susan	1.00
Silphium terebinthinaceum	Prairie Dock	0.50
Solidago rigida	Stiff Goldenrod	1.00
Solidago speciosa	Showy Goldenrod	0.50
Tradescantia ohiensis	Common Spiderwort	0.75
Verbena stricta	Hoary Vervain	1.00
Vernonia spp.	Ironweed (Various Mix)	1.75
Veronicastrum virginicum	Culvers Root	0.75

Shoreline Wet Plugs

Scientific Name		Common Name	Qty	Unit
Acorus	calamus	sweet flag	200	plug
Asclepias	incarnata	swamp milkweed	200	plug
Carex	stricta	common tussock sedge	200	plug
Carex	lacustris	common cattail sedge	200	plug
Carex	vulpinoidea	brown fox sedge	200	plug
Iris	virginica	blue flag iris	500	plug
Liatris	spicata	marsh blazing star	200	plug
Lobelia	cardinalis	cardinal flower	200	plug
Lobelia	siphilitica	great blue lobelia	200	plug
Mimulus	ringens	monkey flower	200	plug
Scirpus	pungens	chairmaker's rush	200	plug

ALLEN L. KRAEMER
& ASSOCIATES, INCORPORATED
LANDSCAPE ARCHITECTURE AND PLANNING

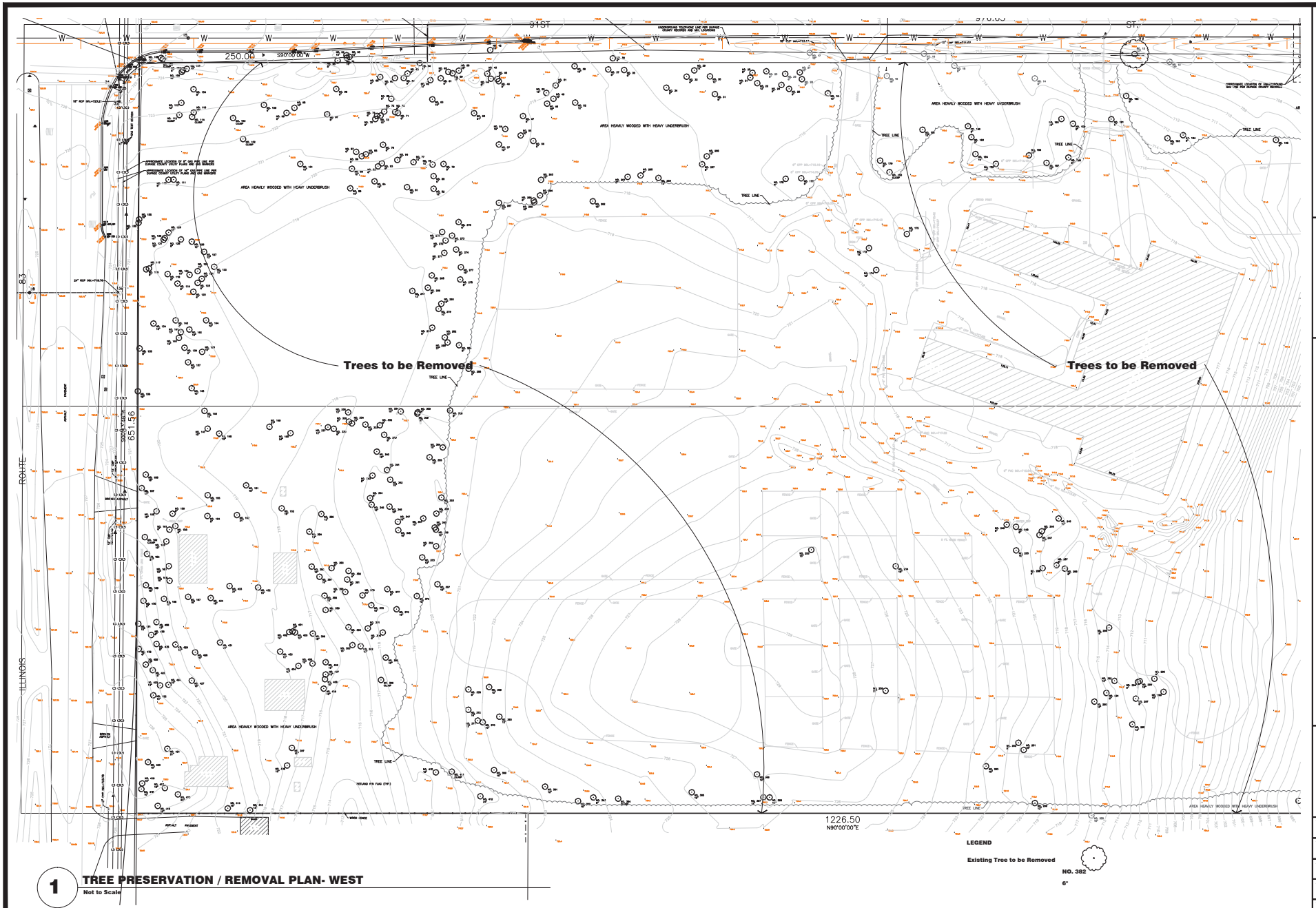
SPECTRUM
APPRENTICESHIP OPPORTUNITIES, LLC

SPECTRUM SENIOR LIVING BURR RIDGE
BURR RIDGE, Illinois

PLANT LIST

	LD
AS NOTED	LD
7-1-15	LD

LP-4



1 **TREE PRESERVATION / REMOVAL PLAN- WEST**
Not to Scale

ALLEN L. KRACOWER
& ASSOCIATES, INCORPORATED

SPECTRUM
RETIREMENT COMMUNITIES, LLC

SHEET TITLE:
TREE PRESERVATION / REMOVAL PLAN

SPECTRUM SENIOR LIVING BURR RIDGE

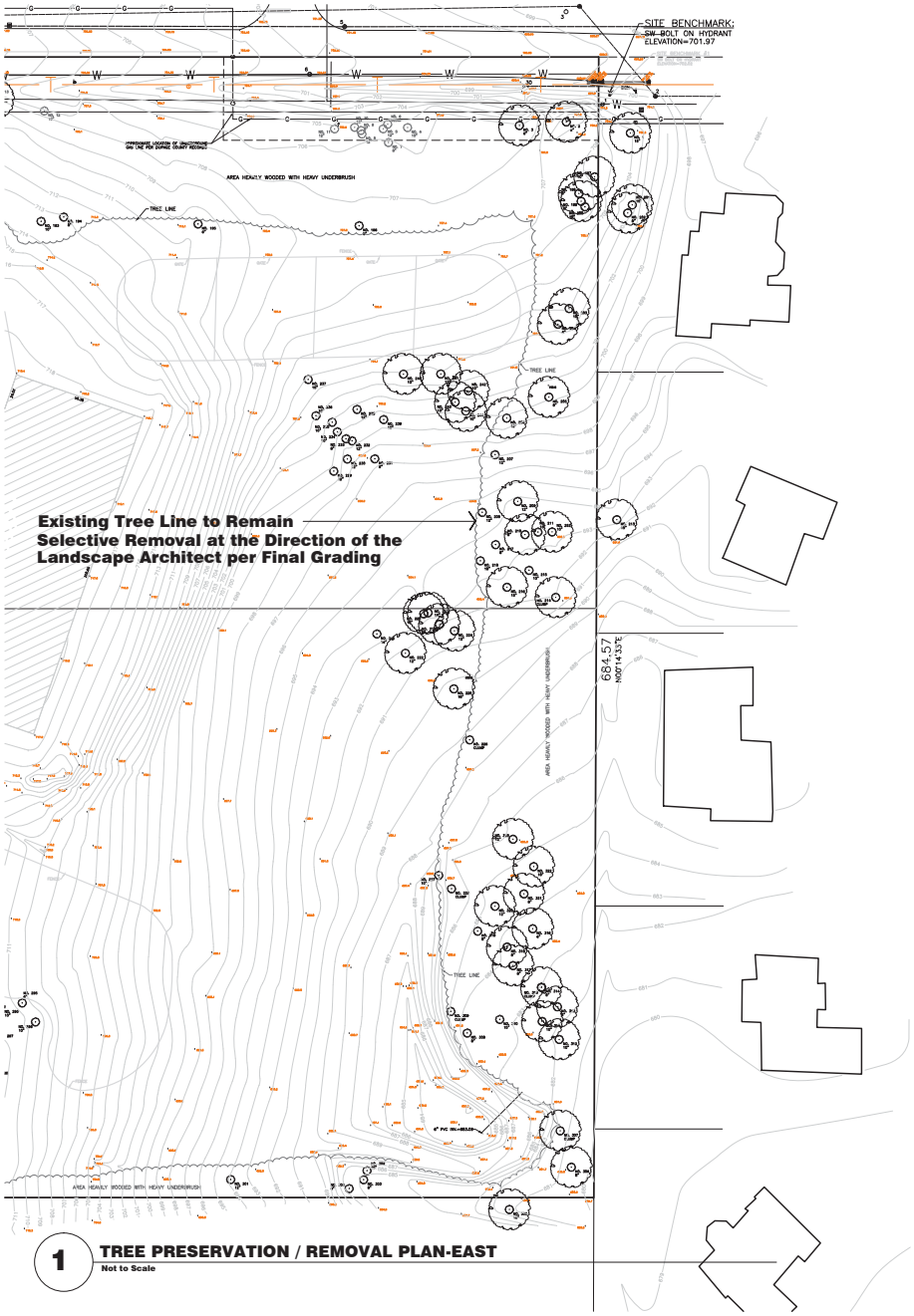
BURR RIDGE, Illinois

ISSUED FOR:	DATE:
REV. PUD Submittal	09-16-15
PUD Submittal	7-15-15

PRINCIPAL:

PROJECT NUMBER:	DESIGNED BY:
	LD
SCALE: AS NOTED	REVIEWED BY: LD
DATE: 7-1-15	PROJECT MANAGER: LD

SHEET NUMBER:
TP-1



1 **TREE PRESERVATION / REMOVAL PLAN-EAST**
Not to Scale

LEGEND

Existing Tree to be Saved
NO. 323
6"

Existing Tree to be Removed
NO. 382
6"

ALLEN L. KRACOWER & ASSOCIATES, INCORPORATED
LANDSCAPE ARCHITECTS & PLANNERS
60 NORTH HAVEN DRIVE, SUITE 135 LAKE BLUFF, ILLINOIS 60044

SPECTRUM
RETIREMENT COMMUNITIES, LLC

SHEET TITLE:
TREE PRESERVATION / REMOVAL PLAN

SPECTRUM SENIOR LIVING BURR RIDGE
BURR RIDGE, Illinois

ISSUED FOR:	DATE:
REV. PUD Submittal	09-16-15
PUD Submittal	7-15-15

PRINCIPAL:

PROJECT NUMBER:	DESIGNED BY:
.	LD
SCALE: AS NOTED	REVIEWED BY: LD
DATE: 7-1-15	PROJECT MANAGER: LD

SHEET NUMBER:
TP-2

Enlarged Entry

South

North

West

East

SCALE: 1/16"=1'-0"
0 5' 10' 20'

SPECTRUM BURR RIDGE

ELEVATIONS
8/20/15

600 Emerson Rd. Suite 401 . St Louis, Missouri 63141 . p:314.521.0123 . www.vesselarchitecture.com

SPECTRUM

Enlarged Entry

SPECTRUM

SPECTRUM BURR RIDGE RENDERING
8/20/15

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SPECTRUM BURR RIDGE RENDERING
8/20/15

600 Emerson Rd. Suite 401 . St Louis, Missouri 63141 . p:314.521.0123 . www.vesselarchitecture.com

Side

Side

Front

Rear

SCALE: 3/16"=1'-0"
0 1' 5' 10' 20'

SPECTRUM BURR RIDGE

ELEVATIONS
8/20/15

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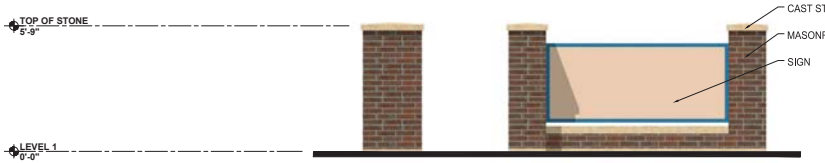
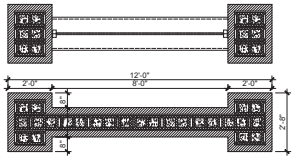
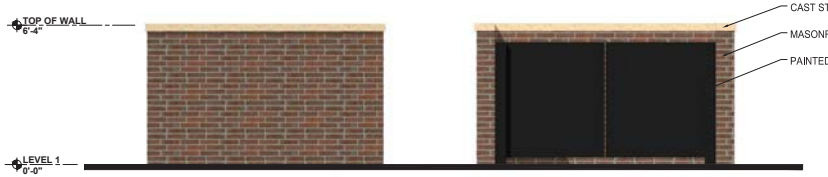


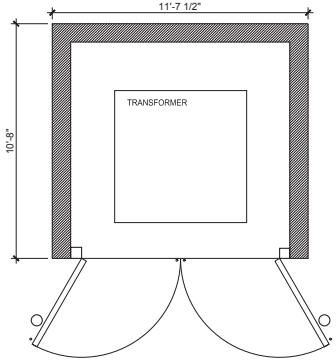
Side Front



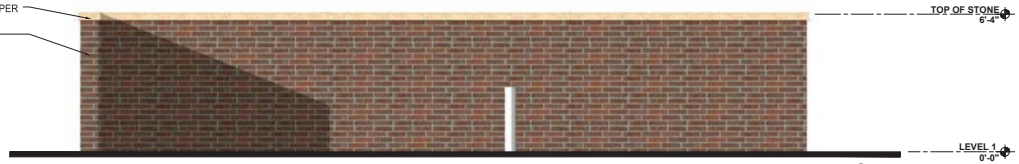
Monument Sign Plan



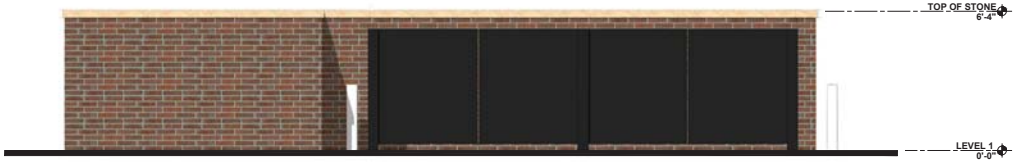
Side Front



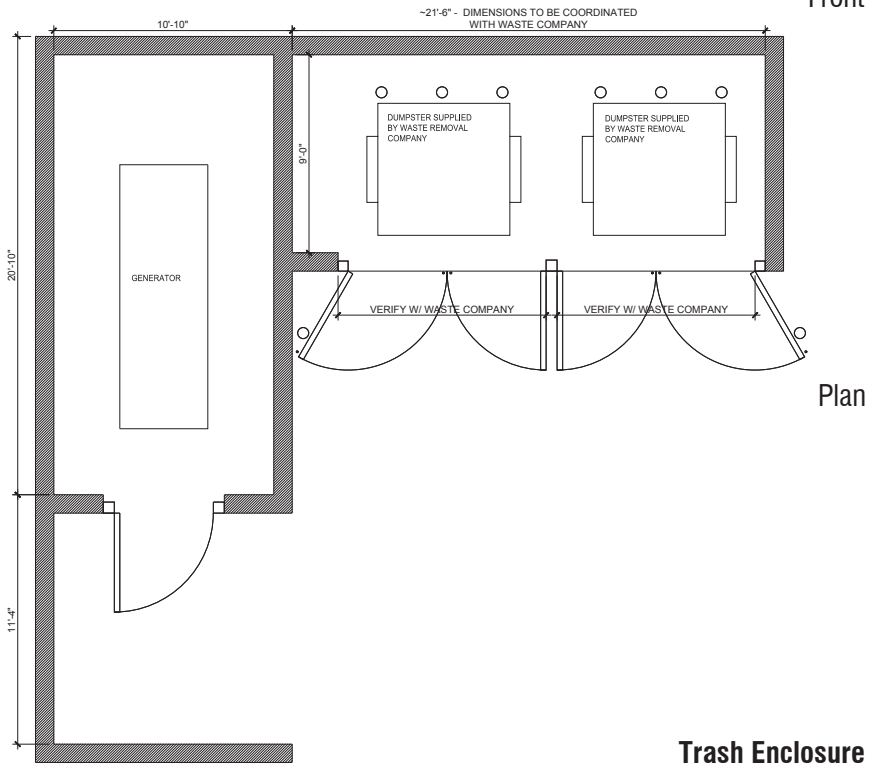
Transformer Enclosure Plan



Side



Front



Plan

Trash Enclosure

SITE
SPECTRUM BURR RIDGE STRUCTURES
8/20/15

600 Emerson Rd. Suite 401 . St Louis, Missouri 63141 . p:314.521.0123 . www.vesselarchitecture.com

VILLAGE OF BURR RIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT AND SUMMARY

Z-13-2015: 15W300 South Frontage Road (Vega Hospitality); Requests special use approval as per Sections VIII. C.2.w and VIII.A.9 of the Burr Ridge Zoning Ordinance to permit additions to an existing hotel and remodeling of the building façade.

Prepared For:	Village of Burr Ridge Plan Commission / Zoning Board of Appeals Greg Trzupek, Chairman
Prepared By:	Doug Pollock, AICP Community Development Director
Date of Hearing:	September 21, 2015

GENERAL INFORMATION

Petitioner:	Vega Hospitality Group
Property Owner:	Suresh Sukhramani
Petitioner's Status:	Hotel Owner and Manager
Land Use Plan:	Recommends Commercial Uses

Existing Zoning:	B-2 General Business District
Existing Land Use:	Hotel
Site Area:	Approximately 4 Acres
Subdivision:	None

SUMMARY

The owner of the hotel at 15W300 South Frontage Road is in the process of changing the hotel to a Crown Plaza Hotel. It was previously a Quality Inn and is currently operating as The Oaks Hotel. The conversion of the hotel to a Crown Plaza Hotel includes construction of two building additions, remodeling of the interior and exterior of the building, and resurfacing and landscaping of the parking lot and parking lot perimeter.

Hotels are categorized as special uses in the B-2 District. Any expansion of a special use requires the review and approval of a new special use application. The proposed building additions include a 971 square foot addition to be used as office space and a 2,299 square foot addition to be used as additional meeting and banquet facilities.

A special use is also required for the review and approval of the site and building plans related to a building addition in the B-2 District. Building elevations, a site plan, and landscaping plan have been provided.

Compliance with the Zoning Ordinance

Subsequent to publication of notices for this hearing, it has been determined that the proposed additions do not comply with the maximum permitted floor area ratio or the minimum required parking. The current floor area already exceeds the maximum permitted floor area. The maximum permitted floor area for the property, based on a 0.40 floor area ratio, is 73,215 square feet. The existing floor area is 73,520 square feet. The combined floor area of the building additions is 3,270 square feet. The FAR would be increased to 0.419.

It has also been determined that the number of parking spaces does not comply with the Zoning Ordinance. There are a total of 197 parking spaces and the Zoning Ordinance requires 204 parking spaces.

Site and Building Plan Review

Section VIII.A.9 of the Zoning Ordinance requires that all new building additions are subject to site and building plan review by the Plan Commission and approval by the Board of Trustees. The proposed building additions are part of a larger building façade remodeling. Building elevations have been provided and are attached.

The petitioner also intends to resurface the parking lot and repair perimeter curbing. Landscaping islands within the parking lot and perimeter landscaping is also planned.

Findings of Fact and Recommendations

The petitioner intends to request variations for the floor area ratio and the parking requirements. The notices for this hearing did not include those variations. Thus, new notices will have to be provided before the Plan Commission can make a final recommendation on this request. In the meantime, the petitioner would like to proceed with the façade remodeling and would like the Commission to open the public hearing and review the building elevations so that they may proceed with some of the façade remodeling work while waiting for the consideration of the

floor area ratio and parking variations. If the variations are not approved, the petitioner would proceed with the remodeling without the additions.

It is staff's recommendation that the Plan Commission open the public hearing for discussion and public comments and then continue the hearing to October 19, 2015 for a new legal notice.

Burr Ridge Crowne Plaza Conversion
Business Plan

Vega Hospitality Group of Burr Ridge, IL (VHG) proposes the redevelopment of an existing Hotel at 300 S. Frontage Road, County of DuPage, Burr Ridge, IL. The project will include a complete interior and exterior renovation of the building and re-branding of the hotel by converting it into a full service Crowne Plaza franchise.

Burr Ridge is the first and last hotel district in and out of Chicago on Interstate 55. It is a very young and upscale community having a median income of $189,507 and average home value of $527,908 (as per Wikipedia).

Burr Ridge is a very strong business travelers market and frankly, business travelers don't stay at a Quality Inn, especially the current state of the hotel. However, once the hotel is renovated, we will be able to increase the profits significantly. The project will be at least 4-6 months. The renovation will consist of new windows, exterior, roof units and new PTAC units well as all new FF&E, a complete interior and exterior facelift.

Upon reopening, the property will be managed by Cheseapeake Hospitality Group. The current hotels in the market set are a Full service Marriot and a Springhill Suites which are doing very well.

All areas within the hotel will be completely modernized including the conference rooms, banquet hall, restaurant, lounge, reception area, common areas and guest rooms. The new contemporary environment will create a unique experience for guests who will benefit from the modern amenities, warm atmosphere and exceptional services expected in a top quality hotel.

The redevelopment and modernization of this hotel will be a valuable asset to the Burr Ridge community and the County of DuPage, IL. It will increase economic activity by attracting additional leisure and business travelers to the area and by appealing to both groups within one setting, thus helping to enhance the area as a point-of-destination for hospitality, entertainment and food/beverage services. The hotel will complement local businesses and foster sustainability and economic growth in the area through the creation of approximately 30 new jobs and the increase of tax revenues. The hotel is a 24/7 operation. The redevelopment of this hotel and resulting aesthetic enhancement will be visible from the Stevenson Expressway (I-55) to approximately 160,800 vehicles per day. This development will have a significant and positive community impact, and will help promote the growth and stability of the Village of Burr Ridge and County of DuPage, IL.

Vega Hospitality Group acquired the property in June, 2009. At the time of purchase, the 125-room hotel was a independent hotel under-performing as a privately owned building in dilapidating conditions; However, VHG saw great potential as the building is ideally positioned near the busy expressway interchange of I-55 and I-294, and in close proximity to Midway Airport and the city of Chicago, IL. VHG made substantial investments to improve the building, and successfully branded the hotel as a Quality Inn franchise.

Despite the physical and operational enhancements incorporated by VHG, the Quality Inn Hotel of Burr Ridge has severe disadvantages that cause it to lose a significant market share on a regular basis. The Hotel is one of the oldest commercial structures in Burr Ridge, IL. As such, the interior/exterior finishes of the building, including windows, doors, walls, floors, and fixtures in addition to many other features, are in urgent need of replacement, upgrade and modernization. VHG will perform a complete facelift and gut-rehab of the building, and will enhance it to meet the standards of a new Crown Plaza Hotel franchise. An important part of the improvement will be the expansion of the banquet and conference

facilities and addition of a business center and new business services for guests. These improvements will enable the hotel to secure additional business by appealing to business and leisure travelers alike, and to capture a much larger national and international market.

Project Development Summary

- Interior and exterior renovation and modernization of the Hotel
- Expansion and renovation of conference center and banquet facilities, and construction of a new lobby for guests
- Exterior landscaping and additional open areas and pedestrian environments
- Parking lot enhancement
- New signage

Synergistic and Sustainable Development

This development will be a key component to the economic growth and stability of the area, as it will stimulate additional business and foster sustainability by creating synergistic demand for goods and services between businesses within the Village of Burr Ridge and DuPage County, IL. The hotel property is ideally located minutes from Midway Airport and Downtown Chicago, and in proximity to the expressway interchange of I-55 and I-294. The property is situated along I-55 and is visible from the expressway. It is exposed to visibility by over 160,800 cars per day. The physical and operational improvements, and the aesthetic enhancement of the property will draw additional traffic to the area creating a positive economic impact for surrounding businesses and the area at large.

Conclusion

VHG is excited to work with the Village of Burr Ridge and the County of DuPage in this development effort. VHG is confident that this will be a mutually-beneficial relationship for all Parties.

FINDINGS OF FACT

FOR A SPECIAL USE PERMIT PURSUANT TO THE VILLAGE OF BURR RIDGE ZONING ORDINANCE

Section XII.K.7 of the Village of Burr Ridge Zoning Ordinance requires that the Plan Commission determine compliance with the following findings. In order for a special use to be approved, the petitioner must respond to and confirm each and every one of the following findings by indicating the facts supporting such findings.

a. The use meets a public necessity or otherwise provides a service or opportunity that is not otherwise available within the Village and is of benefit to the Village and its residents.

Yes it will.

b. The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

It will not.

c. The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.

It will not.

d. The establishment of the special use will not impeded the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

It will not.

e. Adequate utilities, access roads, drainage and/ or necessary facilities have been or will be provided.

Yes

f. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

yes

g. The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village of Burr Ridge as amended.

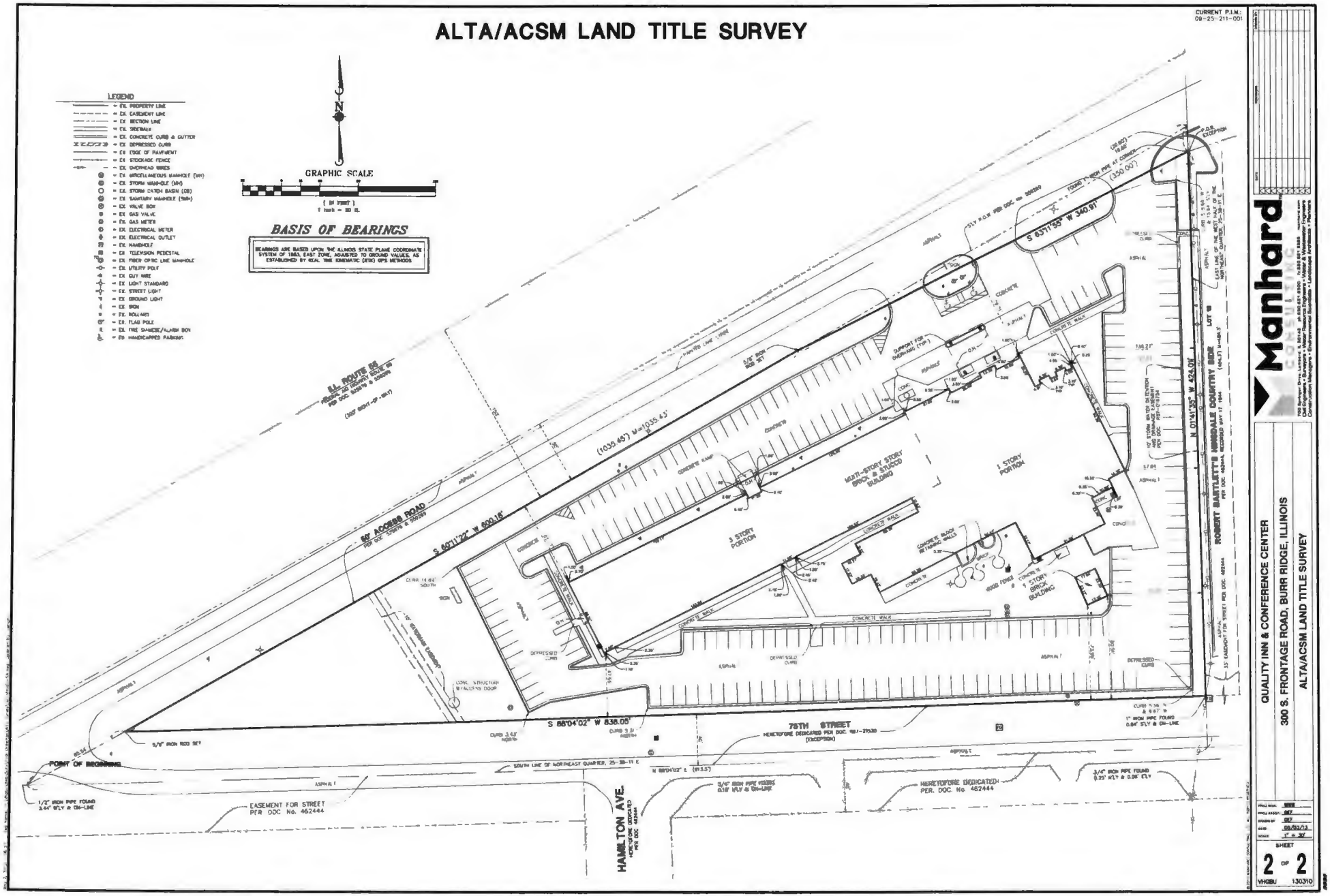
No

h. The special use shall, in other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.

Yes

(Please transcribe or attach additional pages as necessary)

ALTA/ACSM LAND TITLE SURVEY



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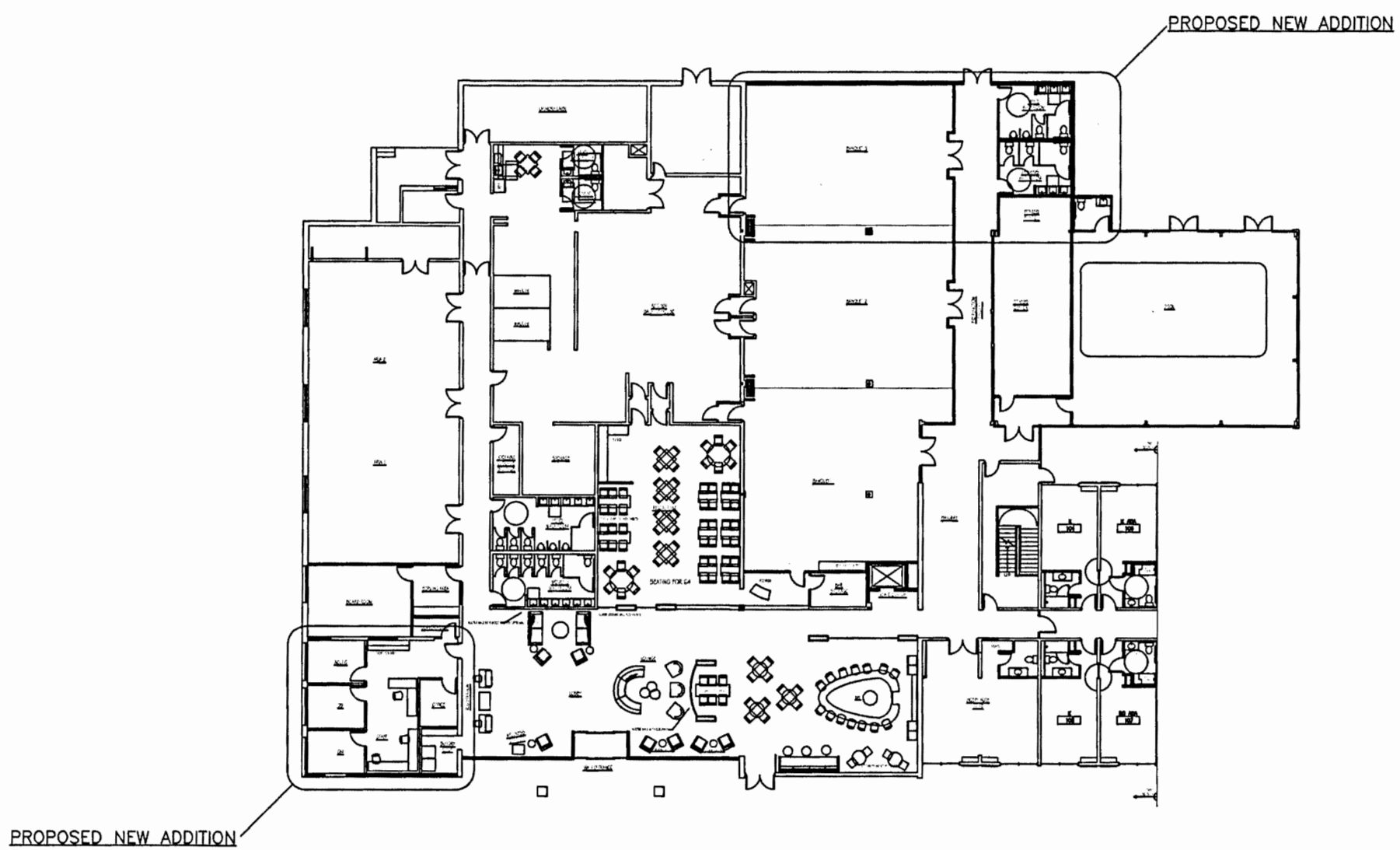
QUALITY INN & CONFERENCE CENTER
300 S. FRONTAGE ROAD, BURR RIDGE, ILLINOIS
ALTA/ACSM LAND TITLE SURVEY

SHEET
2 OF 2
VHGBU 130310



PROPOSED
1 1ST FLOOR PLAN EAST
SCALE: 1/32"=1'-0"

GENERAL NOTES

- ALTHOUGH DRAWINGS ARE DRAWN TO SCALE, THE ACCURACY OF THE DRAWING CANNOT BE GUARANTEED DUE TO DISCREPANCIES IN THE METHODS OF REPRODUCTION. DIMENSIONS SHOULD BE DERIVED FROM DIMENSIONED PLANS.
- ALL DIMENSIONS, ROUGH OPENING SIZES, AND ELEVATION MARKERS MUST BE FIELD VERIFIED BY THE GENERAL CONTRACTOR. MAUST ARCHITECTURAL SERVICES SHALL NOT BE HELD RESPONSIBLE FOR ANY DIMENSIONAL DISCREPANCIES WHICH HAVE NOT BEEN BROUGHT TO THEIR ATTENTION PRIOR TO CONSTRUCTION.

MICHAEL L. MAUST
ARCHITECT

CROWNE PLAZA
HOTELS & RESORTS

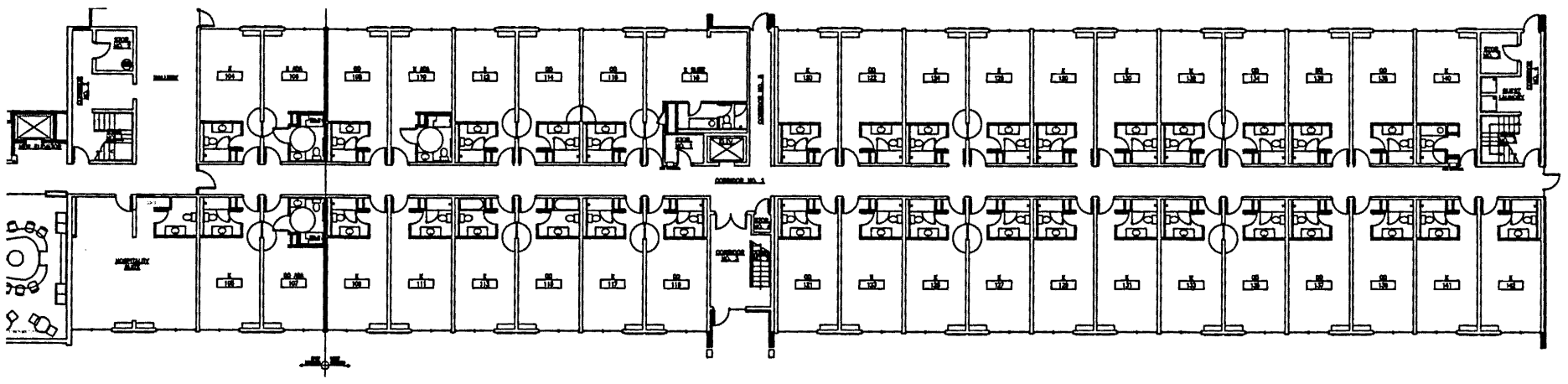
BURR RIDGE
CROWNE
PLAZA
CONVERSION

300 FRONTAGE RD.
BURR RIDGE, IL
60527

FIRST FLOOR
PLAN EAST HALF

DRAWN:	CHECKED:
JJG	
DATE: 8/11/2015	
SCALE: AS NOTED	
JOB NO.:	
SHEET A101.1 OF 8 SHEETS	

DATE	REVISION/ISSUE



PROPOSED
1 1ST FLOOR PLAN WEST
SCALE: 1/32"=1'-0"

DATE	REVISION/ISSUE

GENERAL NOTES

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MICHAEL L. MAUST
ARCHITECT

CROWNE PLAZA
HOTELS & RESORTS

BURR RIDGE
CROWNE
PLAZA
CONVERSION

300 FRONTAGE RD.
BURR RIDGE, IL.
60527

FIRST FLOOR
PLAN WEST HALF

DRAWN: JWG	CHECKED:
DATE: 8/11/2015	
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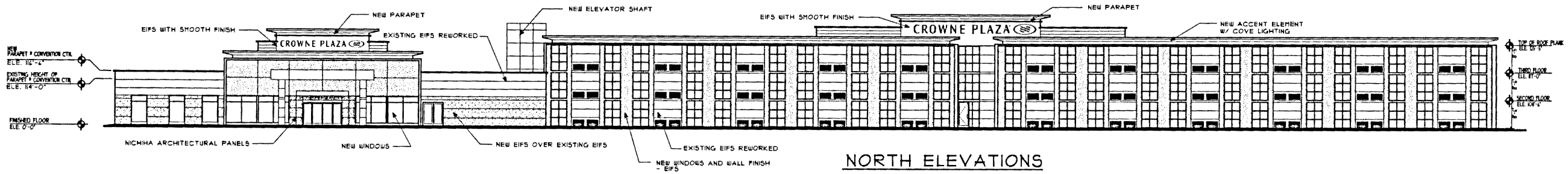
SHEET A101.2 OF 6 SHEETS	


CROWNE PLAZA
CROWNE PLAZA


CROWNE PLAZA



NORTH ELEVATIONS
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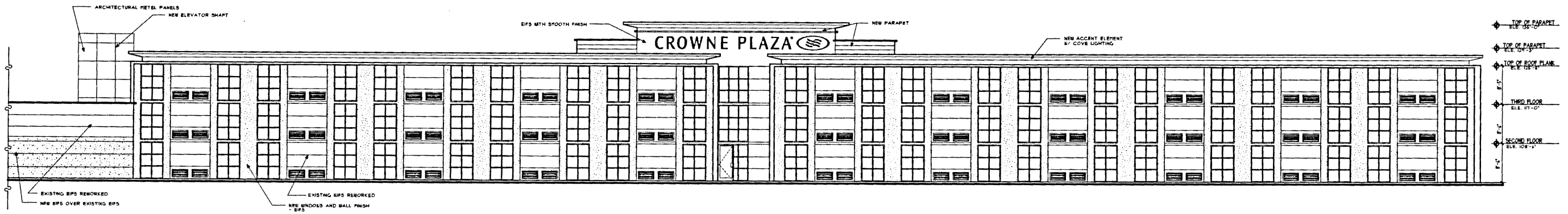

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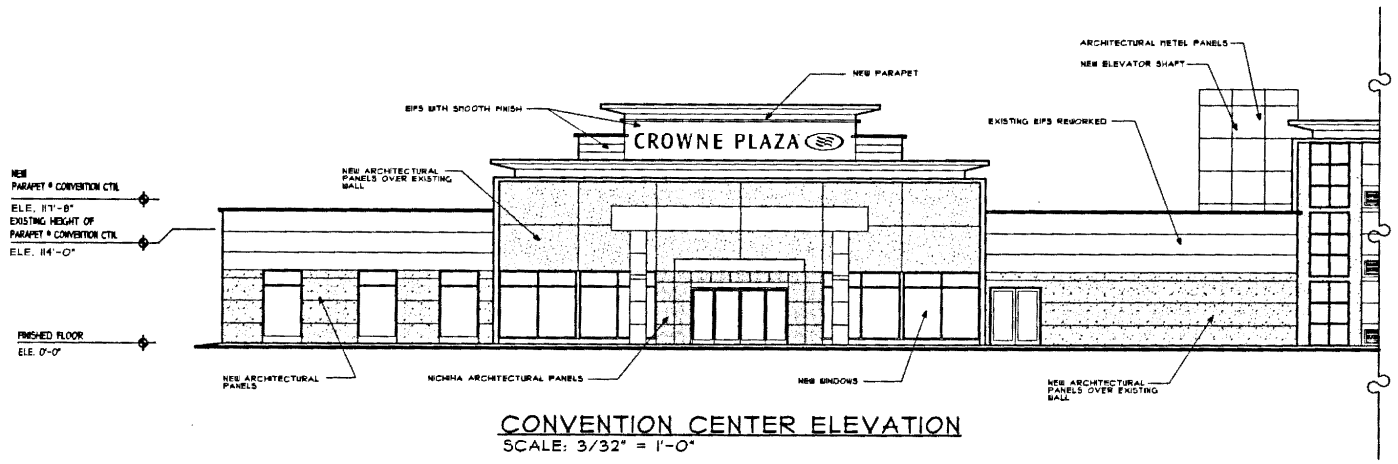

CONVENTION CENTER ELEVATION
SCALE: 3/32" = 1'-0"

DATE	REVISION/ISSUE

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MICHAEL L. MAUST
ARCHITECT

CROWNE PLAZA
HOTELS & RESORTS

BURR RIDGE CROWNE PLAZA CONVERSION

300 FRONTAGE RD.
BURR RIDGE, IL
60527

BUILDING ELEVATIONS

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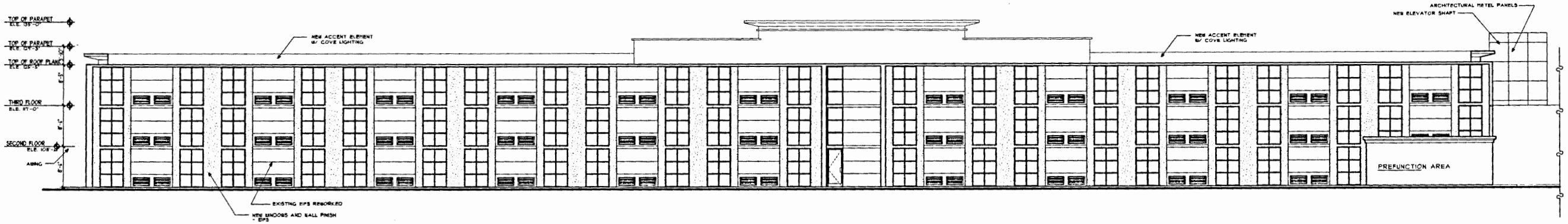

SOUTH ELEVATIONS
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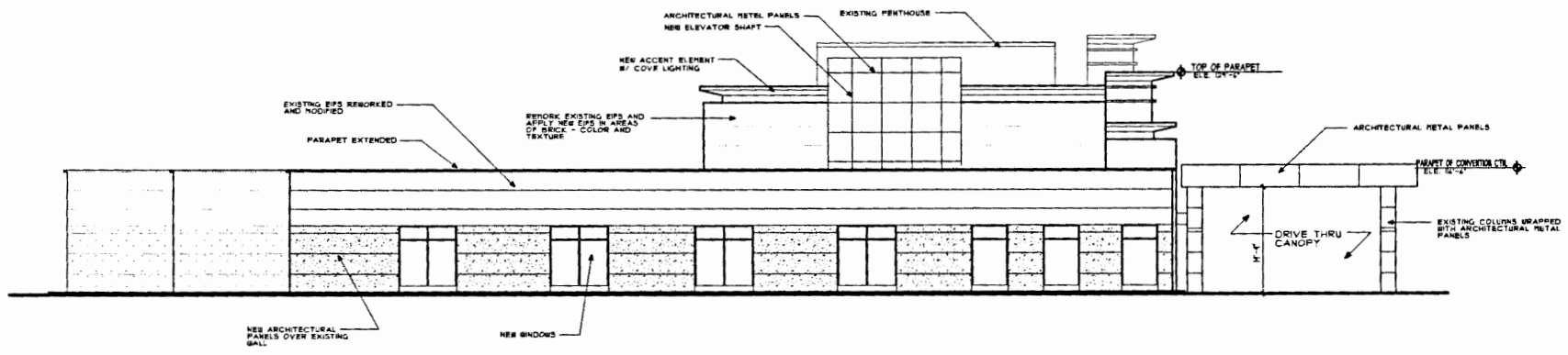

EAST ELEVATION
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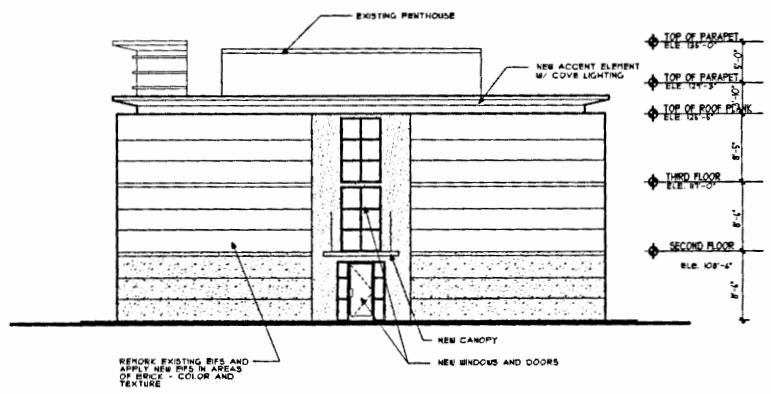

WEST ELEVATION
SCALE: 3/32" = 1'-0"

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MICHAEL L. MAUST
ARCHITECT

CROWNE PLAZA
HOTELS & RESORTS

BURR RIDGE CROWNE PLAZA CONVERSION

300 FRONTAGE RD.
BURR RIDGE, IL.
60527

BUILDING ELEVATIONS

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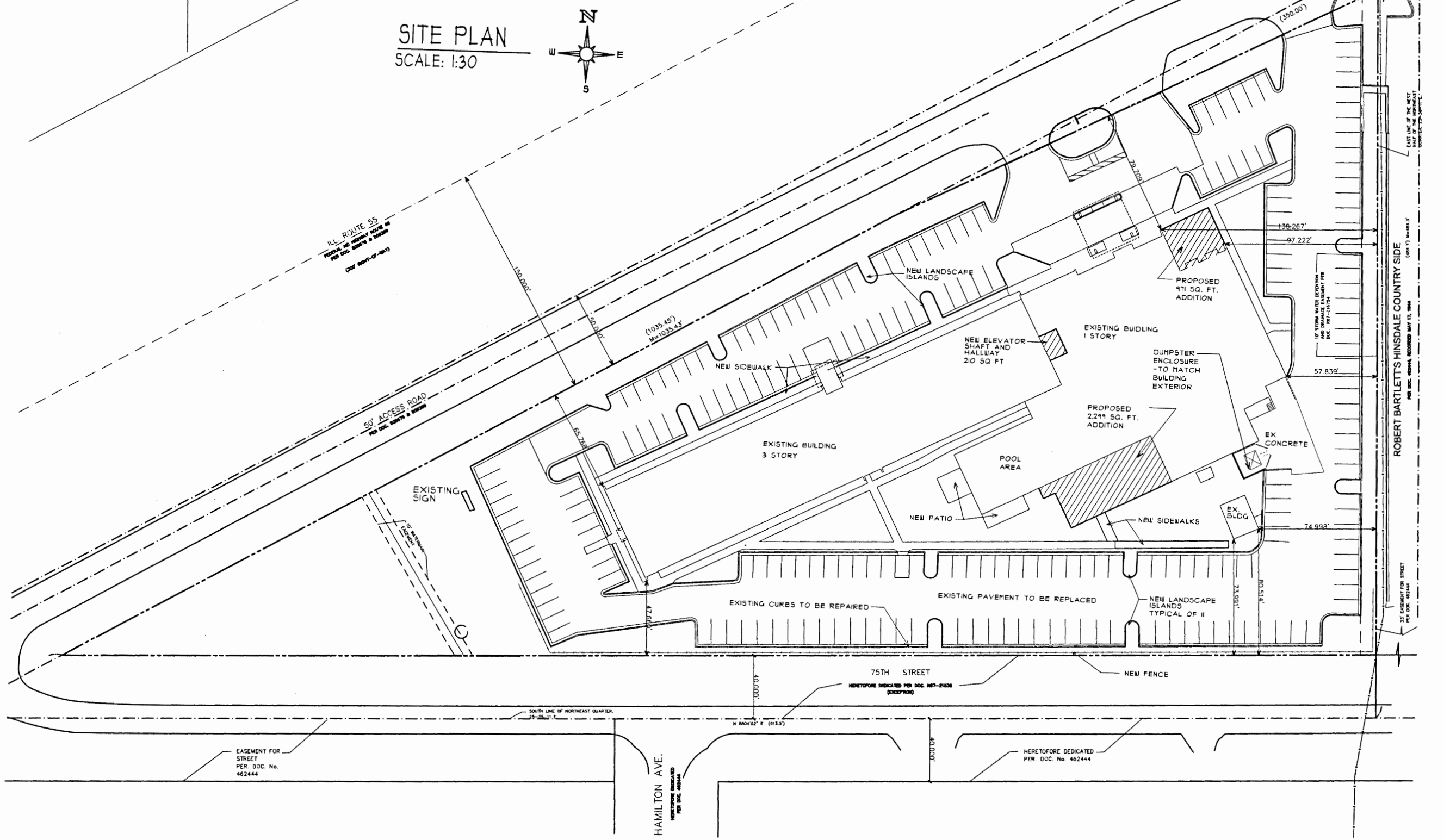
OF	

DATE	REVISION/ISSUE

SITE PLAN

SCALE: 1:30



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DATE	REVISION/ISSUE

MICHAEL L. MAUST
ARCHITECT

CROWNE PLAZA
HOTELS & RESORTS

BURR RIDGE CROWNE PLAZA CONVERSION

300 FRONTAGE RD.
BURR RIDGE, IL
60527

SITE PLAN

DRAWN : MM	CHECKED :
DATE : 11/8/12	
SCALE : AS NOTED	
JOB NO. : MAS-12-144	

SHEET
C101
OF

PLANT SCHEDULE REVISED 09/18/08

SYMBOL	TOTAL QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	4	PYRUS CALLERYANA 'BRADFORD'	BRADFORD PEAR	3" CAL	SPECIMEN
	1	MALUS HUPEHENSIS 'PRAIREFIRE'	CRABAPPLE 'PRAIREFIRE'	2 GAL.	15 FEET
	15	ACER RUBRUM	RED MAPLE	3" CAL.	VARIES
	17	PHYSOCARPUS 'MONLO'	DIABOLO NINEBARK	1 GAL.	10 FEET
	74	HOSTA 'GOLD STANDARD'	HOSTA		2.5 FEET
	72	FORSYTHIA		1 GAL.	10 FEET
	45	WEIGELA FLORIDA		1 GAL.	8 FEET
	11	JUNIPERUS SABINA 'BROADMOOR'	SAVIN JUNIPER	1 GAL.	3 FEET
	24	RUDBECKIA FULGIDA 'GOLDSTRUM'	BLACK EYED SUSAN 'GOLDSTRUM'	1 GAL.	12 INCHES
	23	FESTUCA GLAUCA 'ELIJAH'S BLUE'	GRASS FESCUE 'ELIJAH'S BLUE'	1 GAL.	12 INCHES
	110	HEMEROCALLIS "STELLA D'ORO"	DAY LILLY	1 GAL.	2 FEET

LAWN - LAID SOD —

LAWN - SEED —

→ The grass seed shall consist of 50 percent Kentucky bluegrass, 35 percent creeping fescue and 15 percent turf type perennial ryegrass. Mulch for seeding shall consist of straw, excelsior mulch, excelsior blanket, paper mat, straw mat or wood cellulose fiber mulch.

EXISTING LAWN —

MULCH —

LANDSCAPING PLAN

SCALE: 1:60

N W E S

WEIGELA FLORIDA
FORSYTHIA
NEW TREES AND SHRUBS TO BE PLANTED
RED MAPLE
BRADFORD PEAR
DIABOLO NINEBARK
HOSTA
MULCH
DAY LILLY
BLACK EYED SUSAN
NEW SIDEWALK
SAVIN JUNIPER
EXISTING BUILDING 1 STORY
EXISTING BUILDING 3 STORY
BRICK CHIPS
EXISTING TREES TO REMAIN
ELIJAH'S BLUE
NEW PATIO
EX CONCRETE
EX BLDG
LANDSCAPE ISLANDS
TYP. ISLAND
EXISTING SIGN
NEW DECORATIVE FENCE PER VILLAGE STANDARDS

GENERAL NOTES

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MICHAEL L. MAUST
ARCHITECT

CROWNE PLAZA HOTELS & RESORTS

BURR RIDGE CROWNE PLAZA CONVERSION

300 FRONTAGE RD.
BURR RIDGE, IL
60527

LANDSCAPING PLAN & SCHEDULE

DRAWN :	CHECKED :
MM	NAME

DATE : 11/8/12
SCALE : AS NOTED
JOB NO. : MAS-12-144
SHEET C103 OF 6 SHEETS

DATE	REVISION/ISSUE
DATE	REVISION
DATE	REVISION
DATE	REVISION

VILLAGE OF BURR RIDGE

MEMORANDUM

TO: Village of Burr Ridge Plan Commission
Greg Trzupek, Chairman

FROM: Doug Pollock, AICP

DATE: September 17, 2015

RE: Board Report for September 21, 2015 Plan Commission Meeting

At its August 24, 2015 and September 14, 2015 meetings, the following actions were taken by the Board of Trustees relative to matters forwarded from the Plan Commission.

Z-09-2015: 6679 Lee Court (Salviola); The Board approved an Ordinance amending the Zoning Ordinance to add underground basketball court and swimming pools to the list of permitted underground structures in residential districts subject to the same restrictions as wine cellars.

Z-10-2015: 101 Tower Drive (Global Luxury Imports); The Board approved an Ordinance amending the special use approval for automobile sales at this location to lower the minimum value of cars sold from $30,000 to $10,000 subject to a two year expiration with the possibility of renewal after two years.

Z-11-2015: 8310-8361 Waterview Court (McNaughton); After the Plan Commission forwarded this petition to the Village Board without a recommendation, the petitioner withdrew the request prior to consideration by the Board of Trustees. Attached is a copy of the letter withdrawing the petition.

McNaughton DEVELOPMENT, INC.

LAND DEVELOPMENT – CUSTOM CONSTRUCTION

August 24, 2015

Mayor Straub
Village of Burr Ridge
7550 South County Line Road
Burr Ridge, Illinois 60527

RE: Waterview Estates

Dear Mayor Staub,

Please accept this letter as notice of our withdrawal of the application for rezoning and preliminary plat approval for the Waterview Estates development. After much consideration, we have determined that there is no financial viability in this property without the proper zoning. Ultimately we have come to the conclusion that the proper zoning should be a Savoy Club type of development. As you know, the current Village comprehensive plan and zoning codes are not written to even consider such a development. Therefore, it makes no sense for us to continue pursuing this parcel at this time. We hope that the Village is seriously considering updating its comprehensive plan from the 1990's. The Village and real estate trends have changed greatly since the last update. A revised plan and zoning classification would be extremely beneficial to the Village and its residents. Thank you.

Sincerely,

John Barry

JB/kn

CC: Paul McNaughton
Steve Stricker
Doug Pollock
Tony Schiappa
Robert Sodikoff

Waterfall Glen Executive Office Center • (Route 83 & Bluff Road)
11S220 Jackson Street, Burr Ridge, Illinois 60527 • P: 630.325.3400 • F: 630.325.3402 • W: mcnaughtondevelopment.com

09/17/2015

Permits Applied For August 2015

Permit Number	Date Applied	Property Address	Applicant Name & Contact Info		Description
JCAD-15-224	08/19/2015	6801 High Grove Blvd	Phoenix Builders, Ltd.	1801 Winnetka Circ. Rolling Meadows IL 60008	Com Addition
JCMSC-15-211	08/07/2015	Burr Ridge Village Center	Trademark Property	701 Village Center Dr. Burr Ridge IL 60527	Commercial Miscellaneous
JDEK-15-216	08/17/2015	8437 Park Ave	Ridgeland Construction	2364 Essington Rd Joliet IL 60435	Deck Permit
JPF-15-218	08/18/2015	8526 Clynderven Rd	Anaya & Sons Fence Co.	11 S. 20th Av. Maywood IL 60153	Fence Permit
JPF-15-219	08/19/2015	6679 Lee Ct	Freeman Fence, Inc.	3515 Cleveland Ave. Brookfield IL 60513	Fence Permit
JPF-15-223	08/19/2015	6545 County Line Rd	Starr Fence Mariani Landscape	1000 Vandustrial Westmont IL 60559	Fence Permit
JPPL-15-209	08/25/2015	15W 170 60th ST	Platinum Poolcare Aquatech, L	300 Industrial Ln. Wheeling IL 60090	Pool Permit
JPR-15-198	08/13/2015	Woodview Rd.	LaMantia Enterprises, Inc.	5100 Williams St. Downers Grove IL 60515	ROW Permit
JPR-15-212	08/27/2015	Garfield Av.	American Sealcoating	8620 S. 77th Av. Bridgeview IL 60455	ROW Permit
JPR-15-214	08/17/2015	15W 580 North Frontage Rd.	Compass Holding LLC	15W580 North Frontage Rd. Burr Ridge IL 60527	ROW Permit
JPR-15-217	08/17/2015	10S 570 Glenn Dr.	Sealcoat Solutions	550 S. River St. Batavia IL 60510	ROW Permit
JPR-15-231	08/31/2015	8550 Clynderven Rd	LPI Construction & Paving LL	2275 Holt Rd. Minooka IL 60447	ROW Permit
JRAD-15-232	08/28/2015	6679 Lee Ct	ECA Architects & Planners	24 N. Bennett St. Geneva IL 60134	Residential Addition
JRAL-15-207	08/04/2015	6726 Fieldstone Dr	McNaughton Brothers Constru	16W347 83rd St. Burr Ridge IL 60527	Residential Alteration
JRAL-15-208	08/05/2015	419 60th PL	Luxe Showroom, Ltd.	221 E. Ogden Av. Westmont IL 60559	Residential Alteration
JRAL-15-226	08/21/2015	16W 341 94th PL	Andrzej Tkacz	16W341 94th Pl. Burr Ridge IL 60527	Residential Alteration
JRAL-15-227	08/24/2015	8728 Wedgewood Dr	Plahn, Barbara Dawn	8728 Wedgewood Dr Burr Ridge IL 60521	Residential Alteration

09/17/2015

Permits Applied For August 2015

Permit Number	Date Applied	Property Address	Applicant Name & Contact Info		Description
JRDB-15-222	08/19/2015	4 Norris Dr	Premier Landscape Contractors	16W179 Jeans Rd. Lemont IL 60439	Residential Detached Building
JRDB-15-228	08/25/2015	8533 Heather Dr	Nancy D'Alessio	8533 Heather Dr. Burr Ridge IL 60527	Residential Detached Building
JRPE-15-229	08/25/2015	112 Carriage Way Dr.	Premier Electrical Service	5559 W. 143rd St. Midlothian IL 60445	Res Electrical Permit
JRSF-15-210	08/06/2015	9161 Garfield Av	RRK Builders, Inc.	909 Euclid Av. Elmhurst IL 60126	Residential New Single Family

TOTAL: 21

09/17/2015

Permits Issued August 2015

Permit Number	Date Issued	Property Address	Applicant Name & Contact Info		Description	Value & Sq Ftg
JCA-15-102	08/05/2015	510 Village Center Dr.	Aria Group Architects, Inc.	830 N Boulevard Oak Park IL 60301	Com Alteration $122,035	768
JCA-15-143	08/03/2015	60 Shore Dr	Cisneros Brothers Remodeling	26354 N Willow Ave Mundelein IL 60060	Com Alteration $1,194,160	14,900
JCA-15-154	08/21/2015	8330 Madison St	The Naleway Group	1434 Brook Dr. Downers Grove IL 60515	Com Alteration $556,767	6,947
JCA-15-172	08/10/2015	561 South Frontage Rd.	Falco's Restaurant	561 South Frontage Rd. Burr Ridge IL 60527	Com Alteration $39,176	550
JCMSC-15-074	08/28/2015	144 Tower Dr	Midwest Industrial Funds	9450 W. Bryn Mawr Ave., Ste 550 ROSEMONT IL 60018	Commercial Miscellaneous	
JDEK-15-159	08/28/2015	112 79th St	Archadeck of Chicagoland	3445 Kirchoff Rd Rolling Meadows IL 60008	Deck Permit	
JDEK-15-204	08/19/2015	6420 Hillcrest Dr	TCI Contractors	7968 Madison St. Burr Ridge IL 60527	Deck Permit	
JDS-15-137	08/28/2015	7800 Circle Dr.	Distinguished Design	412 75th St Downers Grove IL 60516	Demolition Structure	
JGEN-15-065	08/11/2015	8650 Castle Ct	Dulcedo Construction	203 Second St Crystal Lake IL 60014	Generator	
JPF-15-218	08/28/2015	8526 Clynderven Rd	Anaya & Sons Fence Co.	11 S. 20th Av. Maywood IL 60153	Fence Permit	
JPR-15-120	08/03/2015	8360 Walredon Ave	Kim & John Eisenschenk	8360 Walredon Ave Burr Ridge IL 60527	ROW Permit	
JPR-15-144	08/24/2015	9299 Fallingwater Dr E	Rafiq Ahmed	9299 Fallingwater Dr Burr Ridge IL 60527	ROW Permit	
JPR-15-188	08/14/2015	8617 Heather Dr	Community Asphalt Paving	5224 Walnut Av. Downers Grove IL 60515	ROW Permit	
JPR-15-195	08/04/2015	8611 Crest Ct	King's Landscaping	5545 S Elm St. Hinsdale IL 60521	ROW Permit	
JPR-15-217	08/27/2015	10S 570 Glenn Dr.	Sealcoat Solutions	550 S. River St. Batavia IL 60510	ROW Permit	
JRAD-15-076	08/03/2015	66 Deer Path Trail	RML Norway, Inc	4532 Middaugh Downers Grove IL 60515	Residential Addition $264,300	1,762

09/17/2015

Permits Issued August 2015

Permit Number	Date Issued	Property Address	Applicant Name & Contact Info		Description	Value & Sq Ftg
JRAD-15-115	08/05/2015	801 Burr Ridge Club Dr	Tiburon Homes LLC	115 S Garfield Hinsdale IL 60521	Residential Addition $235,800	3,144
JRAD-15-191	08/20/2015	724 Tomlin Dr	Gregory Szymski	724 Tomlin Dr. Burr Ridge IL 60527	Residential Addition $244,500	1,630
JRAL-15-166	08/18/2015	64 Berkshire Ct	Hamerman Construction	5416 Fairview Av. Downers Grove IL 60515	Residential Alteration $23,625	315
JRAL-15-180	08/20/2015	126 Tomlin Cir	Frank Heitzman	111 N. Marion St. Oak Park IL 60301	Residential Alteration $35,250	470
JRAL-15-208	08/19/2015	419 60th PL	Luxe Showroom, Ltd.	221 E. Ogden Av. Westmont IL 60559	Residential Alteration $37,800	504
JRDB-15-202	08/20/2015	15W 170 60th ST	Garber Construction	115 S. Vine Hinsdale IL 60521	Residential Detached Building	
JRPE-15-181	08/28/2015	Kraml Estates Subdivi	AK Electric	9501 Britta Franklin Park IL 60131	Res Electrical Permit	
JRPE-15-200	08/13/2015	9520 Fallingwater Dr E	Newberry Electric Co., Inc.	301 N. Park St. Westmont IL 60559	Res Electrical Permit	
JRSF-15-136	08/28/2015	11976 Crosscreek CT	Ted Bart	536 Ridgemoor Dr. Willowbrook IL 60527	Residential New Single Family $833,850	5,559
JRSF-15-138	08/28/2015	7800 Circle Dr.	Distinguished Design	412 75th St Downers Grove IL 60516	Residential New Single Family $687,900	4,586

TOTAL: 26

09/17/15

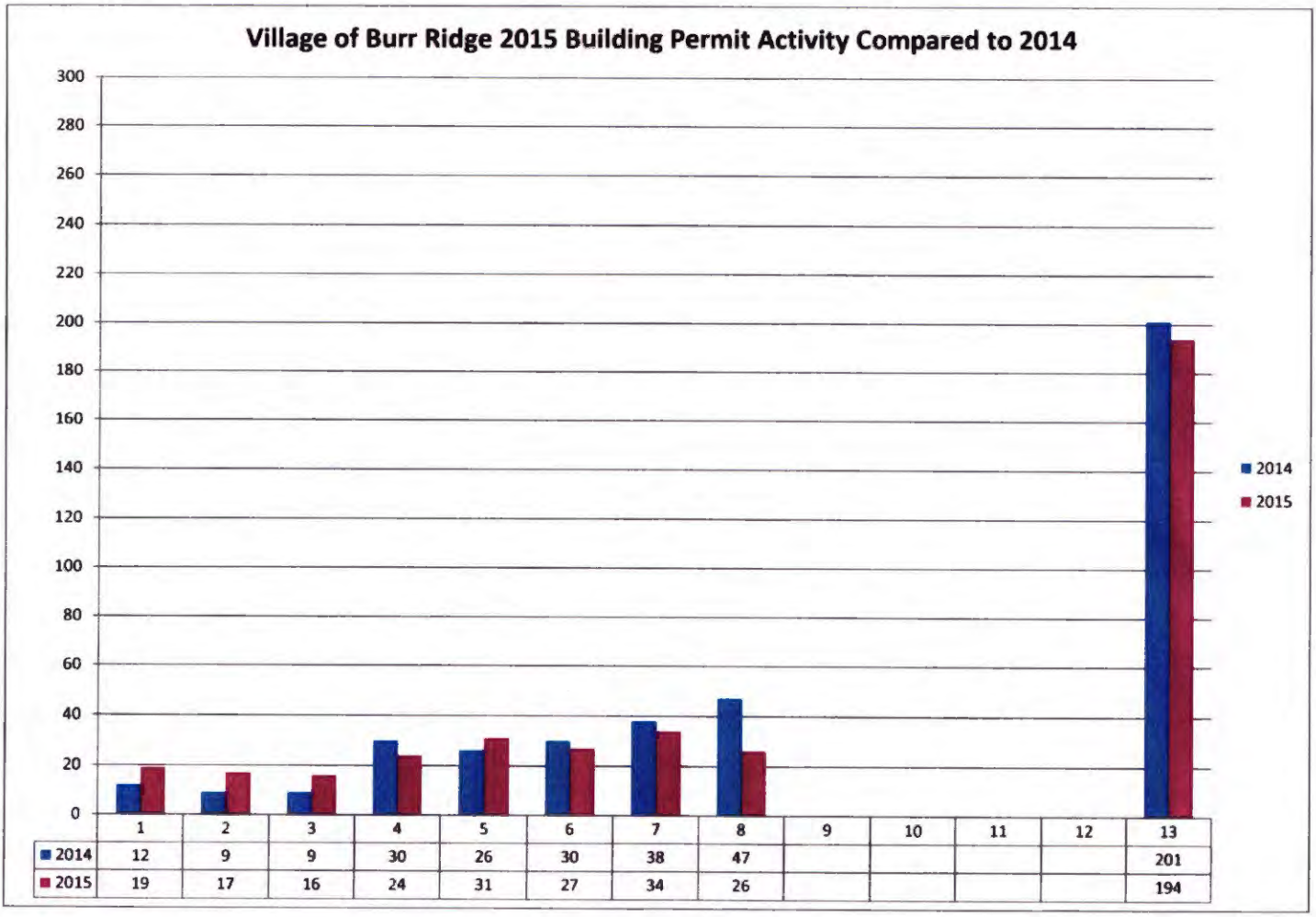
Occupancy Certificates Issued August 2015

CO #	Certificate of Occupancy Date	Occupant of Record	Address
OF15024	08/25/15	Edward Breen II	138 Surrey Ln
OF15028	08/28/15	Infinity Building Contractor, Inc.	7706 Grant St
OF15029	08/19/15	James E Wolfe	1060 Laurie Ln

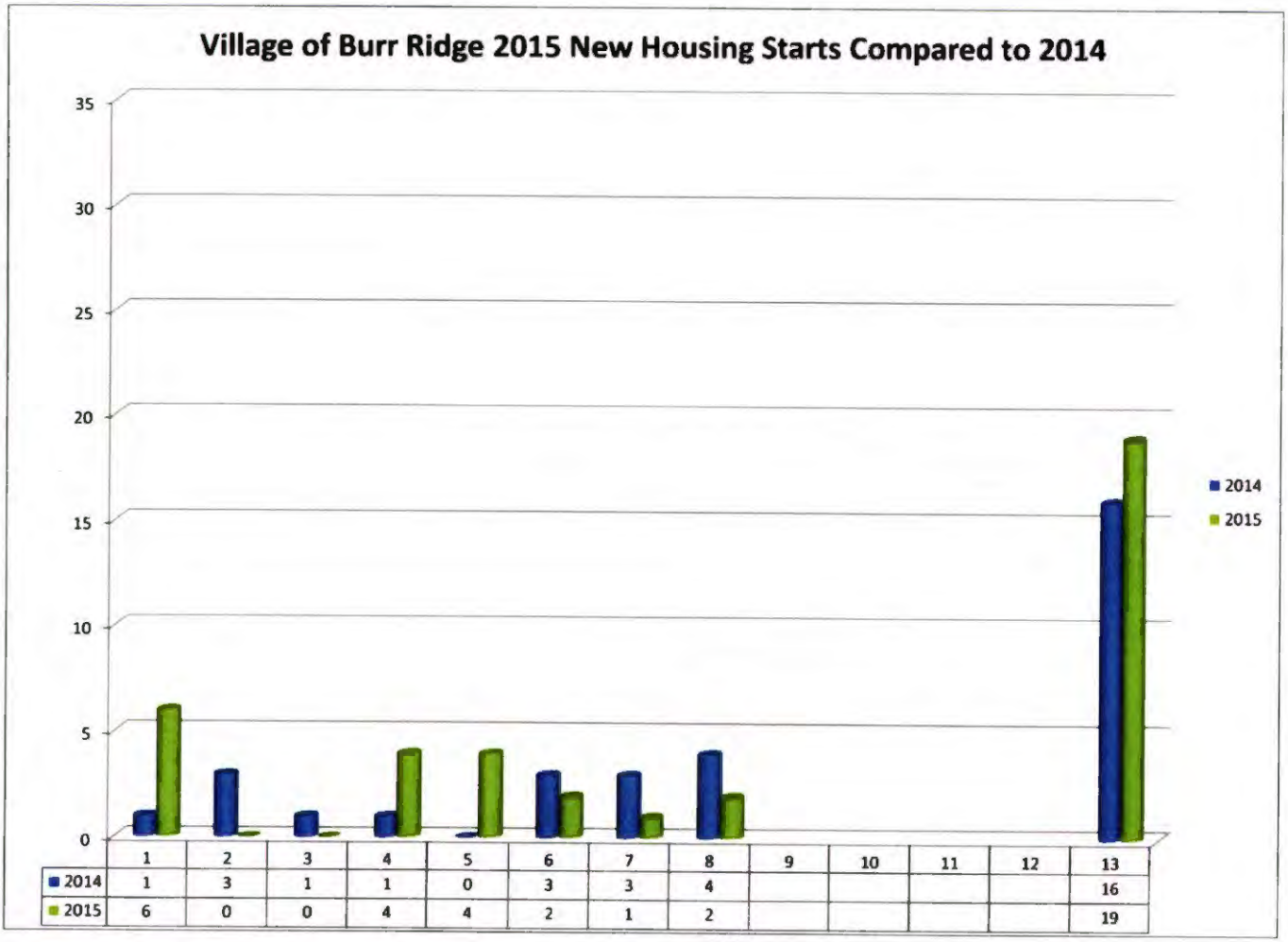
MONTHLY SURVEY OF BUILDING PERMITS - 2015

(Does not include miscellaneous Permits)

MONTH	SINGLE FAMILY RESIDENTIAL (NEW)	ADDITIONS ALTERATIONS (RES)	NON-RESIDENTIAL (NEW)	ADDITIONS ALTERATIONS (NON-RES)	TOTAL FOR MONTH
JANUARY	$3,694,950	$241,575		$197,264	$4,133,789
	[6]	[6]		[1]	
FEBRUARY		$547,575		$562,880	$1,110,455
		[4]		[2]	
MARCH		$255,975	$6,542,562	$1,074,284	$7,872,821
		[4]	[1]	[3]	
APRIL	$2,901,750	$306,225		$139,405	$3,347,380
	[4]	[9]		[1]	
MAY	$2,399,700	$57,700		$136,312	$2,593,712
	[4]	[5]		[1]	
JUNE	$1,948,500	$278,400		$280,621	$2,507,521
	[2]	[4]		[2]	
JULY	$568,350	$580,050		$369,230	$1,517,630
	[1]	[4]		[1]	
AUGUST	$1,521,750	$841,275		$1,912,138	$4,275,163
	[2]	[6]		[4]	
SEPTEMBER					
OCTOBER					
NOVEMBER					
DECEMBER					
2015 TOTAL	**$13,035,000**	**$3,108,775**	**$6,542,562**	**$4,672,134**	**$27,358,471**
	[19]	[42]	[1]	[15]	

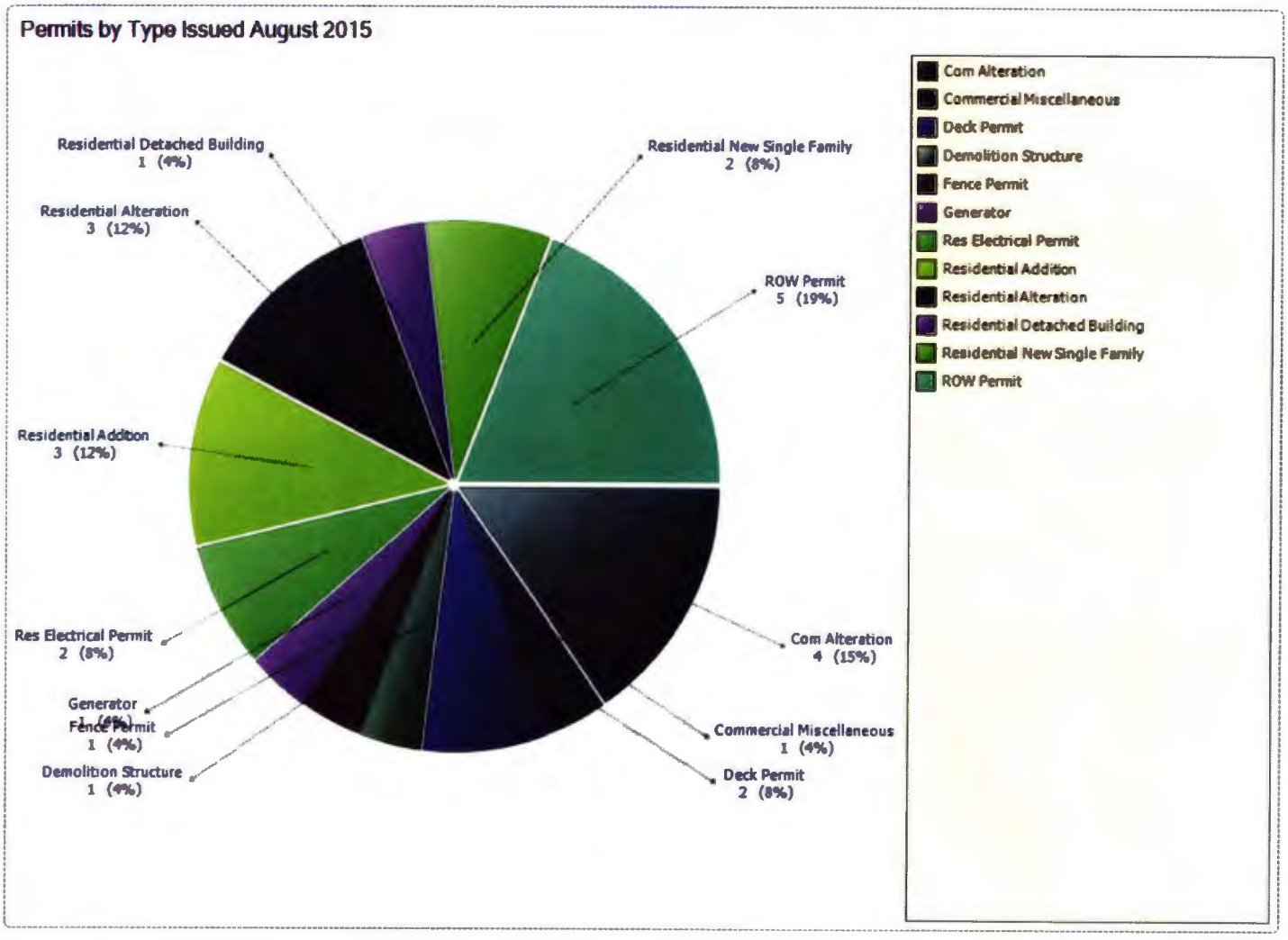


	1	2	3	4	5	6	7	8	9	10	11	12	13
2014	12	9	9	30	26	30	38	47					201
2015	19	17	16	24	31	27	34	26					194



	1	2	3	4	5	6	7	8	9	10	11	12	13
2014	1	3	1	1	0	3	3	4					16
2015	6	0	0	4	4	2	1	2					19

Breakdown of Permits by Project Type



VILLAGE OF BURR RIDGE

MEMORANDUM

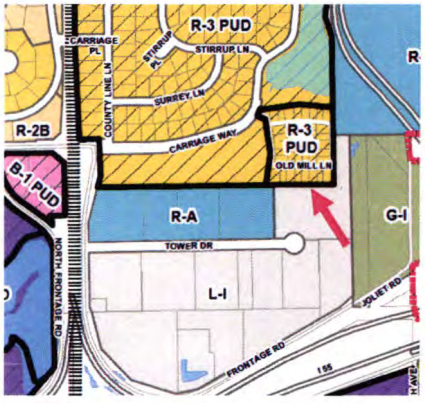
TO: Village of Burr Ridge Plan Commission
Greg Trzupek, Chairman

FROM: Doug Pollock, AICP
Community Development Director

DATE: September 17, 2015

RE: **PC-05-2015; Subdivision Fence Approval; Carriageway Club**

The Carriageway Club Subdivision requests approval to replace a subdivision fence located on the south side of the subdivision adjacent to the Tower Drive business park. Carriageway Club is located on Carriageway Drive north of Tower Drive and northeast of County Line Road and I-55.



Fences owned, maintained, and constructed for the benefit of subdivisions are regulated differently than private fences for private residential properties. The Subdivision Ordinance permits such fences when adjacent to arterial streets and allows subdivision fences to be 6 feet tall (rather than 5 feet). All subdivision fences, whether conforming or not, require review by the Plan Commission and approval by the Board of Trustees.

The proposed subdivision fence does not conform to the regulations of the Subdivision Ordinance. It is proposed to be 8 feet tall rather than the permitted 6 feet; of solid wood construction rather than being at least 50% open; and located on an interior lot line rather than adjacent to an arterial street. The height of the fence, its solid/opaque design, and its location on an interior lot line is intended to provide a screen between the residential properties in

Carriageway Club and the industrial park to the south. There is currently a fence in this location but it is shorter, the height does not provide the screening desired by the residents, and it is in need of repair.

The current regulations are intended for decorative fences that divide the side and rear yards of residential properties from arterial streets. It is recommended that the Plan Commission consider amending the Subdivision Ordinance to permit solid fences up to 8 feet in height for residential subdivisions abutting non-residential properties. Such a recommendation can be made by the Plan Commission without a public hearing since it would be an amendment to the Subdivision Ordinance.

PC-05-2015: SUBDIVISION FENCE APPROVAL; CARRIAGEWAY CLUB

VILLAGE OF BURR RIDGE

PETITION FOR PUBLIC HEARING
PLAN COMMISSION/ZONING BOARD OF APPEALS

ADDRESS OF PROPERTY: Carriage Way Club PIN # _____
Old Mill Lane Burr Ridge, IL 60527

GENERAL INFORMATION

PETITIONER: Gregory M Sengpiel (Board Member CWCHOA)
(All correspondence will be directed to the Petitioner)

PETITIONER'S ADRESS: 16 S. Old Mill Ln PHONE: 630-561-5427

EMAIL: gregorysengpiel@att.net

FAX: _____

PROPERTY OWNER: CWCHOA STATUS OF PETITIONER: Association

OWNER'S ADDRESS: _____ PHONE: _____

PROPERTY INFORMATION

SITE AREA: _____ EXISTING ZONING: _____

EXISTING USE/IMPROVEMENTS: _____

_____ SUBDIVISION: _____

A CURRENT PLAT OF SURVEY WITH LEGAL DESCRIPTION MUST BE ATTACHED

DESCRIPTION OF REQUEST

PLEASE INDICATE THE TYPE OF PUBLIC HEARING REQUESTED AND PROVIDE A DETAILED DESCRIPTION OF THE PROPOSED SPECIAL USE, REZONING, TEXT AMENDMENT, OR VARIATION(S) INCLUDING A REFERENCE TO THE APPROPRIATE ORDINANCE SECTION(S) AND REGULATION(S):

_____ Special Use _____ Rezoning _____ Text Amendment _____ Variation(s)

Please Provide Written Description of Request - Attach Extra Pages If Necessary

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.

Petitioner's Signature

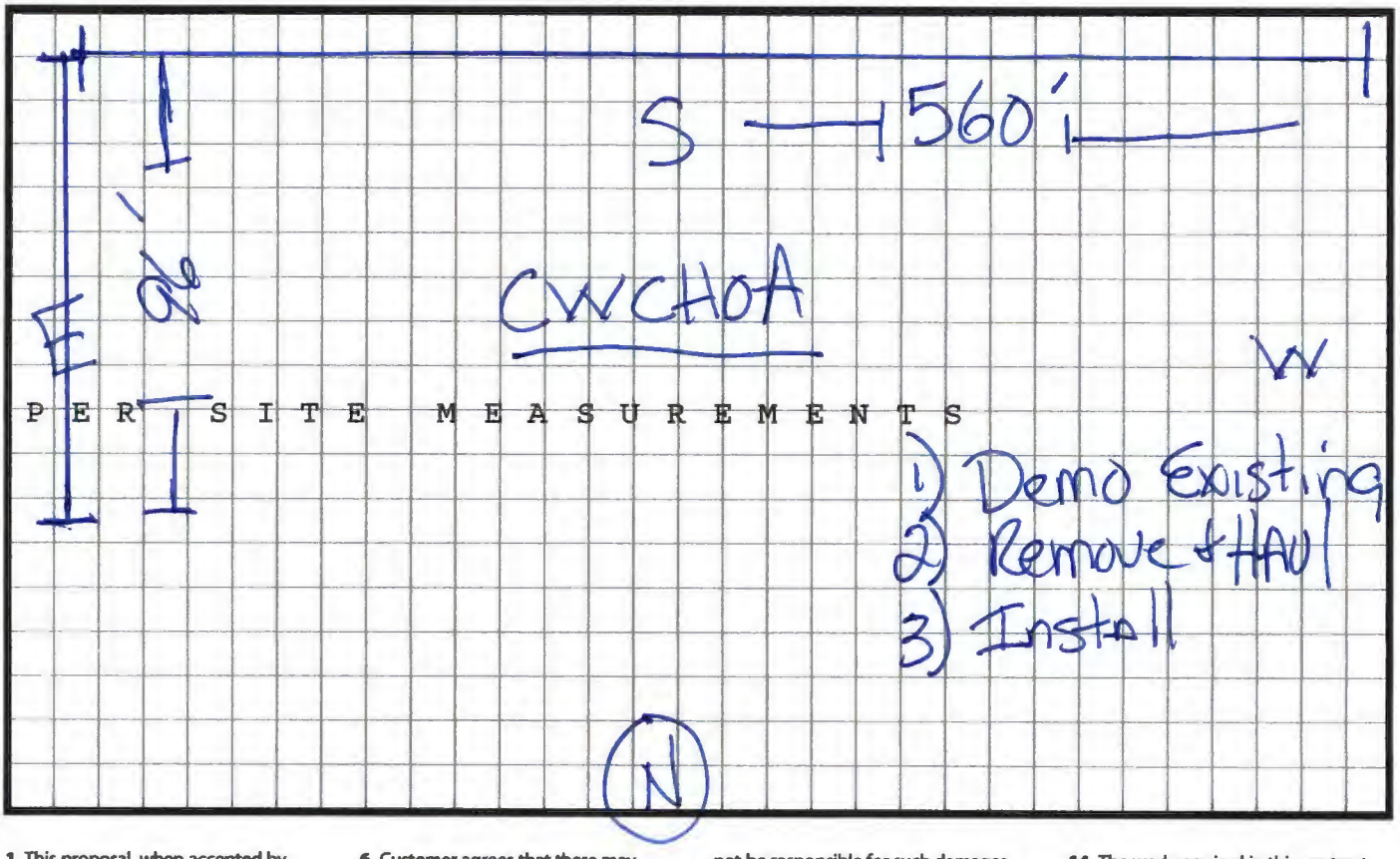
9/1/2015
Date Petition is Filed

FIRST CLASS FENCE

Proposal

1456 East Course Drive
Riverwoods, Illinois 60015
www.FCFence.com

847-906-3231
847-317-0364 Fax
info@FCFence.com



1. This proposal, when accepted by you, the customer, becomes a binding contract.

2. By signing below, on the signature line for the "Customer" you have accepted the proposal and are bound by this Contract.

3. The Customer is solely responsible for removal of trees, bushes and other obstructions which are in the way of construction of the fence. First Class Fence (FCF) does not haul away brush.

4. Any excess dirt is to be left on the site unless otherwise specified.

5. Customer is solely responsible for the location of the fence; FCF is not responsible for locating lot lines, for any encroachment or violation of lot lines set-backs required by any governmental authority which may occur or location of utilities or underground obstructions, such as but not limited to sprinklers, private gas or electric lines.

6. Customer agrees that there may be additional charges for unforeseen underground obstructions.

7. Customer agrees that FCF is not responsible for obtaining any applicable building or location permits or permission required by any unit of government, association of home owners or adjacent land owners.

8. Customer agrees that any and all permit fees, inspection fees or other fee or tax not set forth in the proposal will not be part of the proposal price set forth, above; and the Customer shall be solely responsible for paying all such permit, inspection or other fees and taxes.

9. Customer agrees that FCF must have access to the property to install the fence and while using reasonable care, may cause damage to the grass, flowers and shrubs contiguous to the fence line; and Customer agrees that FCF shall not be responsible for such damages resulting while using reasonable care.

10. Customer agrees to pay all costs and attorney' fees incurred by FCF in litigation or other proceeding, including mechanics' liens arising from this contract. If FCF prevails, regardless of which party initiates the proceeding.

11. Substitutions shall be made only on written amendment of this agreement, signed, and dated by Customer and FCF.

12. FCF shall not be in breach of this agreement if performance is made impossible by an act of God, nature, wars, strikes, riots, governmental regulation or restriction, or shortages of labor and materials, or any other event not within the control of FCF.

13. The balance due on the proposal price is due upon completion of the fence. Any sum not paid on that date shall bear interest at the rate of 18% per annum.

14. The work required in this contract shall be commenced within a reasonable time following the date of acceptance.

15. This agreement shall be construed in accordance with the laws of the State of Illinois.

16. This agreement shall be binding on the heirs, executors, administrators and assigns of the parties hereto.

17. More or less material other than amount contracted for will be debited or credited at per lineal foot.

18. FCF does not guarantee and cannot be held responsible for damages caused by lack of containment of pets and children.

18. Warrantee - Three (3) years on fence. Ninety (90) days on gates.

Acceptance

By Customer: CWCHOA

Acceptance Date: Bone Ridge

First Class Fence

By:

Proposed Date:

☐ Visa ☐ Mastercard Card Number: Exp. Date Signature

Note: Credit card will not be charged at time of completion.

<<< continued from previous page

FIRST CLASS FENCE Proposal

1456 East Course Drive
Riverwoods, Illinois 60015
www.FCFence.com

847-906-3231
847-317-0364 Fax
info@FCFence.com

Proposal Date: 8/2/2015 Referral Source: AV

Name: Carrieage Way Townhomes c/o Greg Sengpiel

❑ Residence ■ Company:

Address: 16 S. Old Mill

City / State / Zip: Burr Ridge, IL

On-Site Contact: Greg Home Phone:

Mobile Phone: 630-561-5427 Work Phone:

Fax: E-Mail:

Site location ❑ Same as above ■ Other: South and East Property lines

Address:

City / State / Zip:

Cross Street:

■ Customer to obtain permit ■ FCF to contact J.U.L.I.E.

■ Private underground lines to be marked by Customer.

■ Customer responsible for filling gaps under fence due to irregularities in grade.

■ An additional cost will be incurred if any boxing around obstructions on the fence line requires additional material &/or labor.

■ Any brush trimming to be charged extra. (FCF does not haul away brush.)

■ Any Removal and Haul of existing fence will have post cut off at/or slightly below ground level.

■ Any excess dirt to remain on customer's property.
■ Excess dirt to be spread under fence. ❑ Other:

■ Fence to follow contour of ground. ❑ Fence to be level on top.

■ FCF is not responsible for underground sprinkler lines.

Fence Type: Western Red Cedar Height: 8'0" Finished side: ❑ IN ■ OUT

No. of Gates: n/a Size(s):

Post Caps: ❑ Standard ■ Other ■ Remove & haul existing fence Footage: 656'

Comments:

Quantity	Description	Price
656	Lineal ft. of 8' high Dogear Western Red Cedar fence w/ (4) horizontal 2" x 4" rails and galvanized.	$23,100.00
	steel "Postmaster" posts by Master Halco	
	Includes removal and haul of existing fence	
OPTION	Same as above but boards to be overlapped "Board and Batten" to eliminate gaps	$24.540.00
OPTION2	Pressure Treated 8' high Dogear on Pressure treated 4" x 6" posts in lieu of Cedar	$17,160.00
	Posts to be set in 36" concrete: excess dirt from post holes to be spread under fence line	
	FCF to call utilities before installation	

Complete price:	
50% Down Payment:	
Balance Due Upon Completion:	

Please pay installer upon completion.

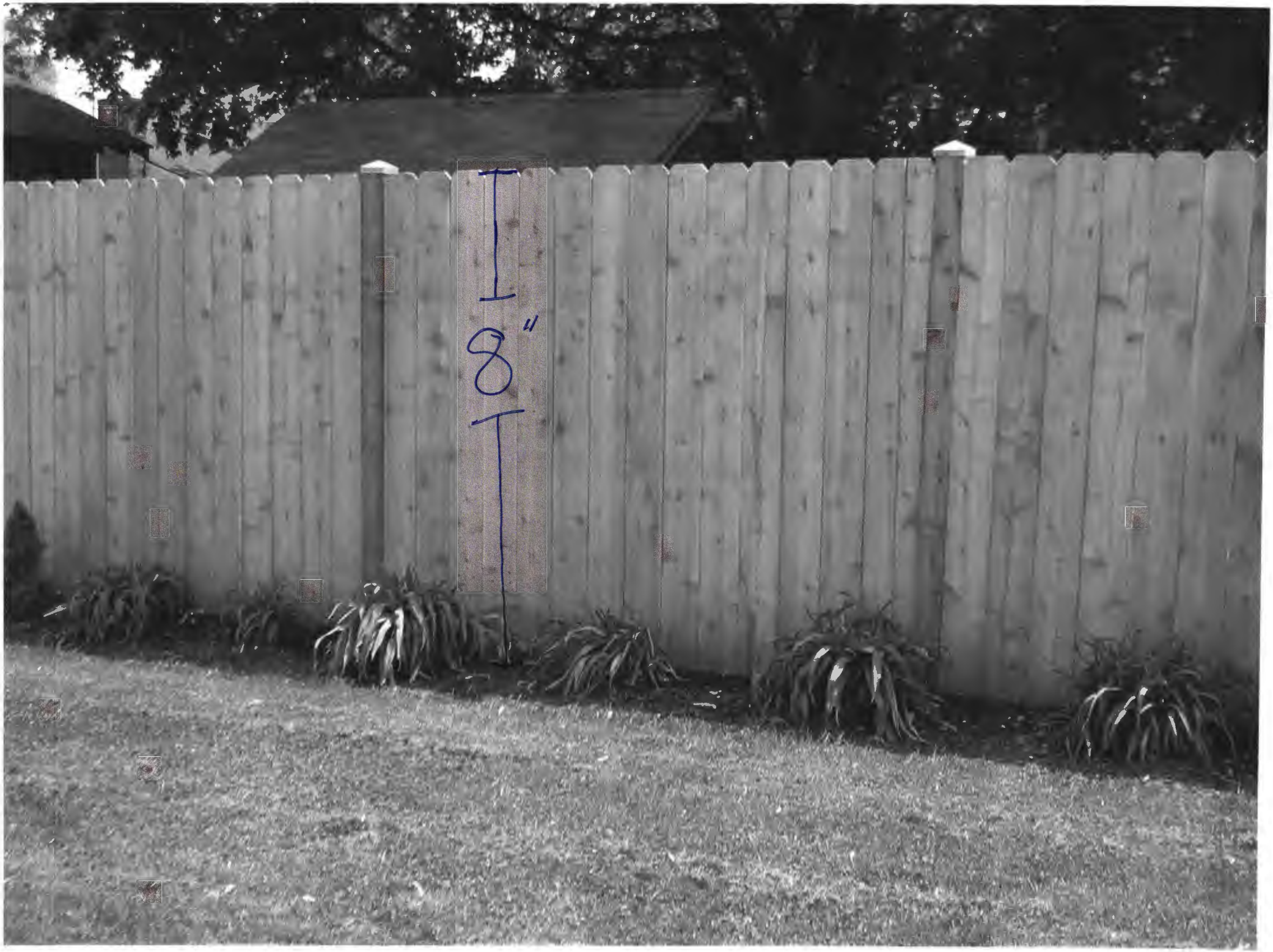
Acceptance

By Customer:

Acceptance Date:

PLEASE SIGN PAGE 1 AND 2

continues on next page >>>


8"

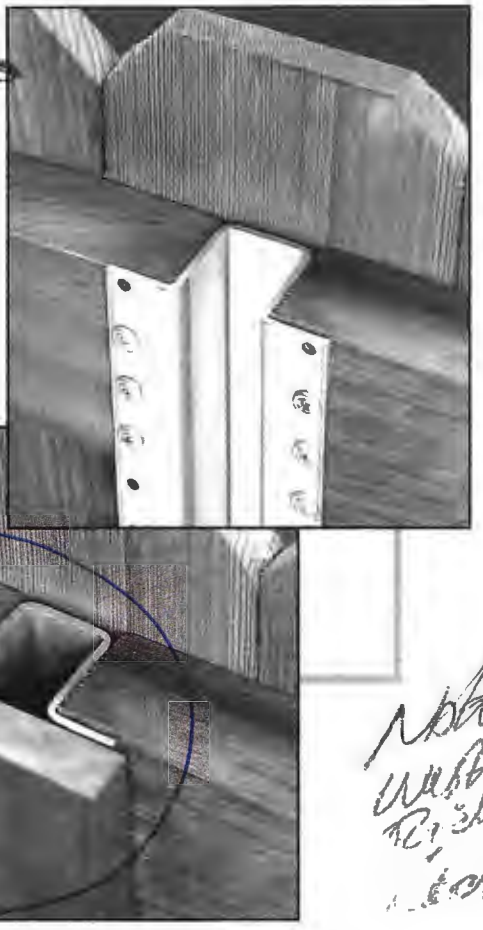
MASTER HALCO

A Tradition of Fencing Solutions

PostMaster® Steel Posts

PostMaster® Delivers...

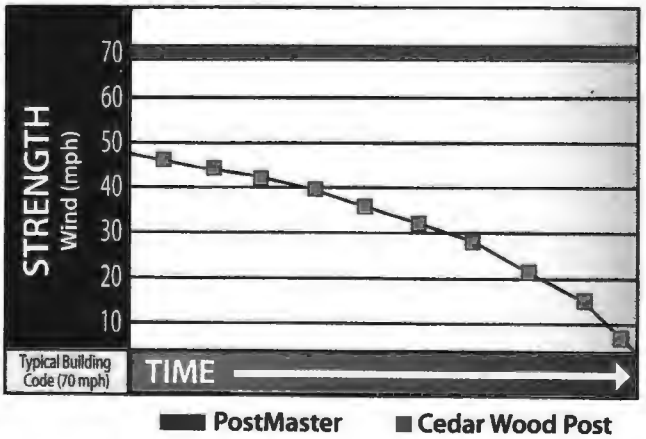
Master Halco's patented PostMaster steel post for wood fencing is engineered to provide you with the strength of steel without sacrificing the natural beauty of wood. Constructed of structural steel with a heavy galvanized coating, PostMaster can withstand high winds and heavy rain and will never rot or warp. Master Halco guarantees it - every PostMaster steel post is backed by a 15-year limited warranty.* PostMaster provides longevity and performance in a wood fence system which results in uncompromised value.



POSTMASTER by MASTER HALCO

Why use a steel post when I could use wood?

Wood posts rot over time and can warp or twist due to rain, wind or extreme temperatures. The integrity and appearance of a wood fence is lost after the wood posts begin to rot from exposure or termite infestation. This deterioration weakens the post, sometimes to the point where it can no longer hold the fence up. PostMaster gives an ordinary wood fence the strength of steel.



MASTER HALCO
A Tradition of Fencing Solutions

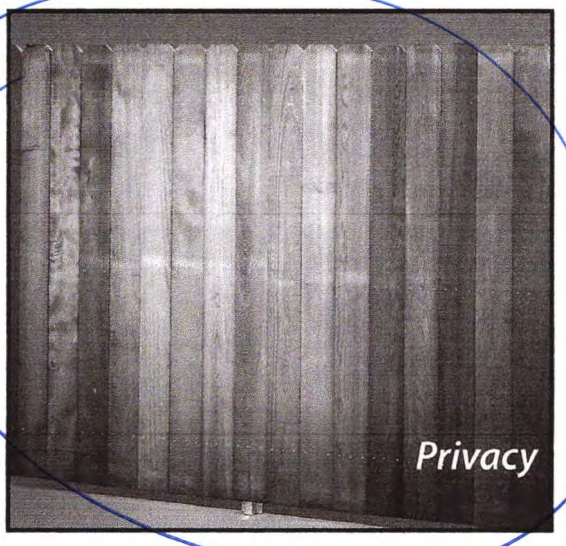
MasterHalco.com | 888-MH-Fence

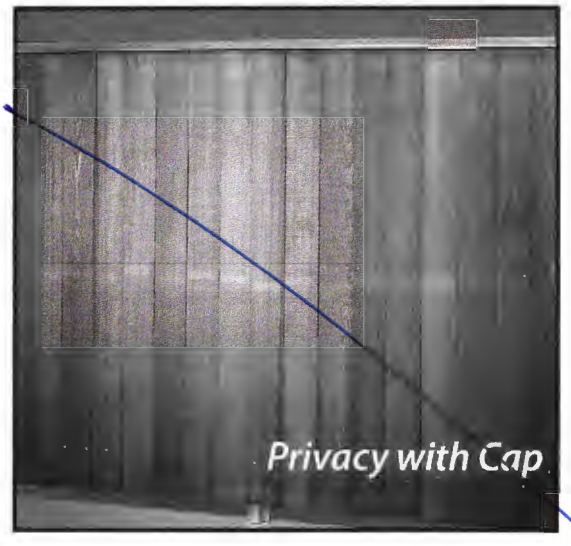
*See actual warranty for details

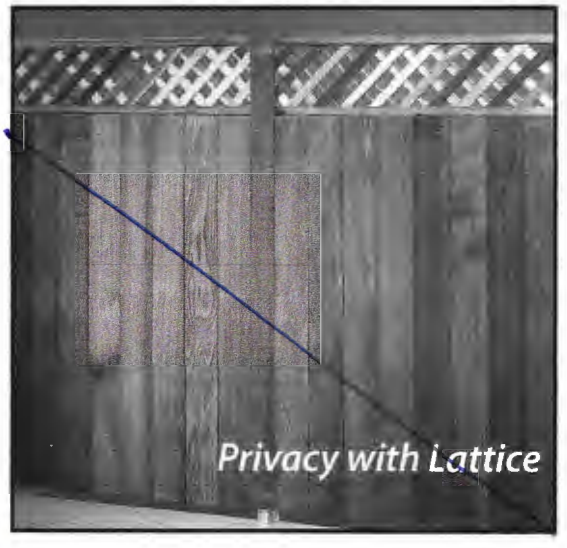
PostMaster® Works With Most Styles

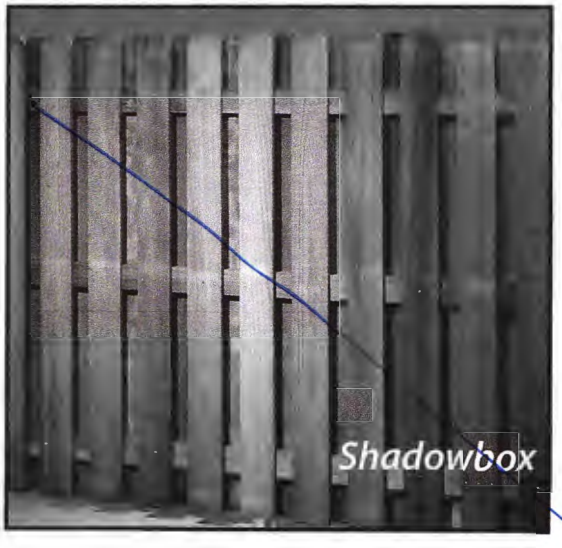
Will PostMaster limit my design options?

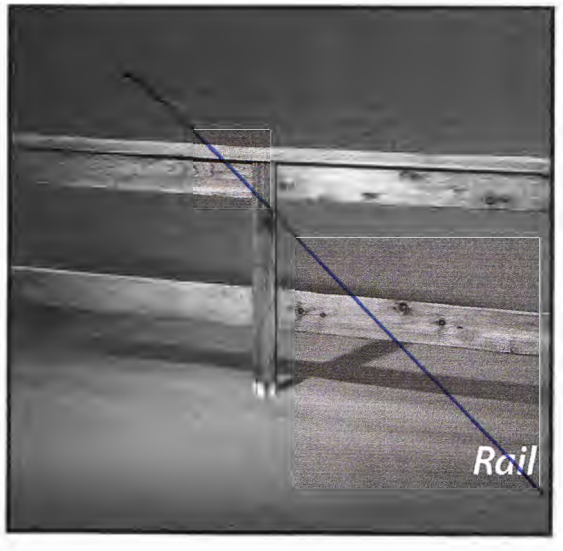
No. You are only limited by your imagination. PostMaster can be incorporated with most wood fence styles, adding natural beauty and warmth that only a wood fence can provide. Your professional fence contractor can help you with a design that is right for you and can assure proper installation practices for your local conditions.







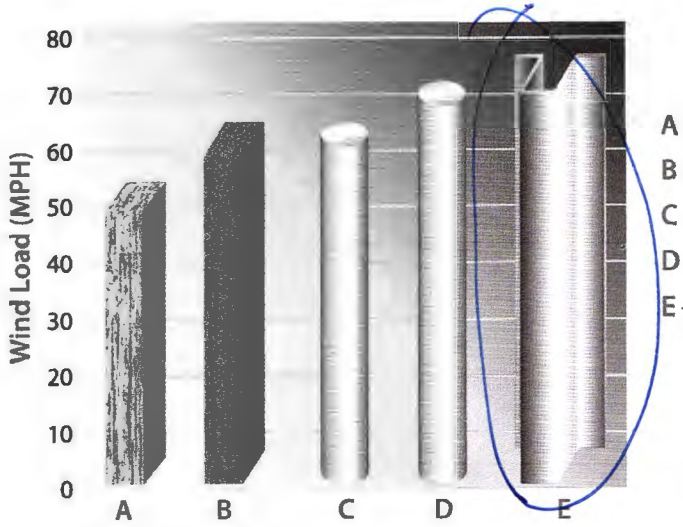




The Strength of Steel and the Beauty of Wood

Will steel posts withstand high winds?

Yes, if properly engineered. Steel posts are available in a wide range of weights (gauges) and strengths. PostMaster® posts are designed to withstand a 70-mph wind load (6' Privacy fence with posts spaced every 8') determined in accordance with the requirements of the 1994 Uniform Building Code for exposure "B". This is the requirement for building departments in many cities. Be sure to check your local requirements and space your posts accordingly.



A - Cedar (4 x 4) / *49 MPH*
B - Redwood (4 x 4) / *59 MPH*
C - Tube (2-3/8 x .065) / *61 MPH*
D - Pipe (2-3/8, Sch 40) / *68 MPH*
E - **PostMaster** / *70 MPH*

Will PostMaster rust?

PostMaster's open design keeps moisture from collecting and the heavy galvanized (zinc) coating helps prevent premature rusting. PostMaster is manufactured using a steel base material conforming to the requirements of ASTM A 653, coating designation G90 galvanized (zinc) coating.

Will a steel post cause any adverse affects to the environment?

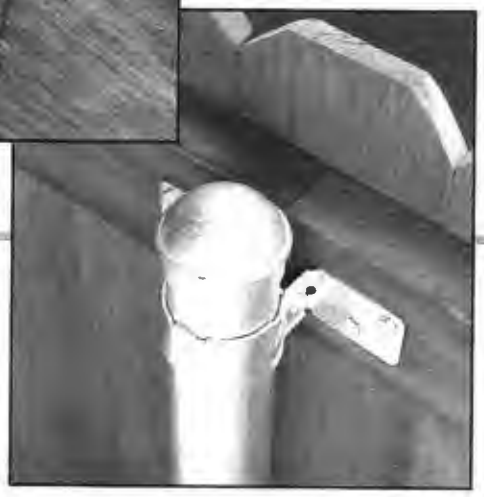
No. PostMaster is made from recycled steel. Chemically treated wood fence posts raise concerns about safety and suitability for residential use, and some warranties for chemically treated posts have exclusions for ground contact.

Is PostMaster more expensive than wood posts?

Only slightly. Good quality materials, like good workmanship, always cost a little more. While the initial cost of PostMaster may be slightly more than a wood post, and often less expensive than heavy pipe posts with brackets, the cost of future maintenance outweighs the benefits of a lower initial price.

Do I have to sacrifice the look of wood?

No. PostMaster's in-line design can be easily covered or concealed with matching wood, retaining the esthetics of a wood fence. It can be finished with both sides identical - a true good neighbor fence.

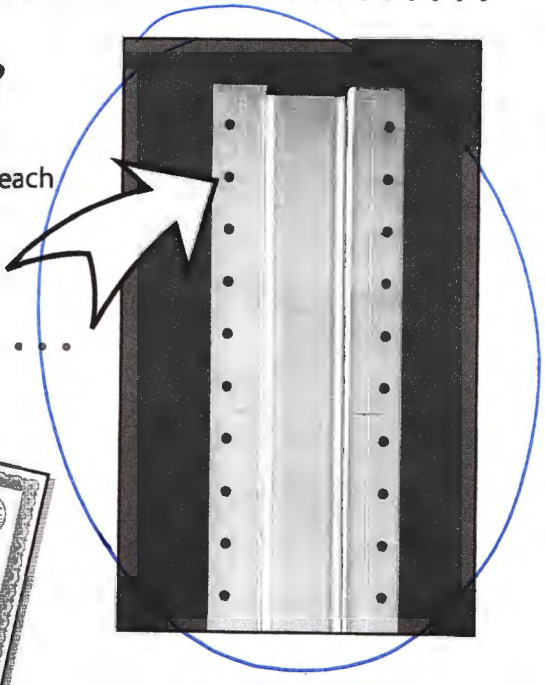


Wood fences built with steel pipe posts and brackets are unsightly because they protrude from the line of fence.

Patented

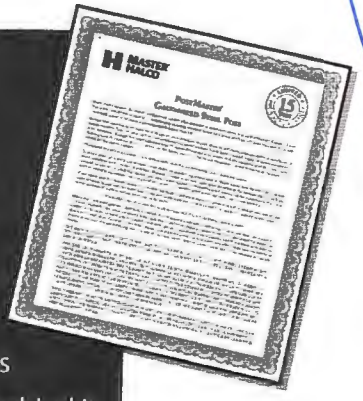
Is PostMaster hard to install?

No. Unlike most other steel posts which require brackets and/or fittings, PostMaster has pre-punched holes on each flange for attaching rails, eliminating the need for expensive brackets for most designs.



Are all product warranties the same?

A warranty is only as good as the company that stands behind it. You should understand the reputation of the company behind the warranty. PostMaster's 15-year limited warranty is as strong as the company that stands behind it.



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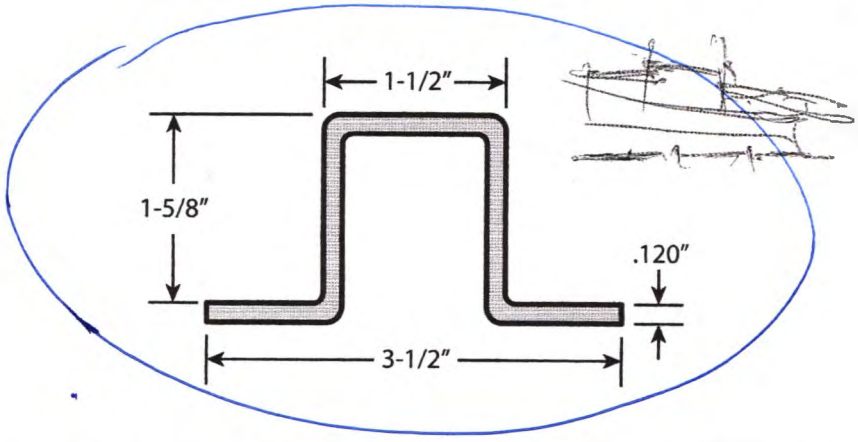
Technical Information

The Original!

PostMaster by Master Halco



Dimensions:	3-1/2" x 1-3/4"	88.90mm x 44.45mm
Dimensions (hole):	Dia. .200" @ 1" O.C.	Dia. 5.08mm @ 25.40mm O.C.
Thickness:	.120"	3.05mm
Weight:	2.64 lbs/ft	3.93 kg/m
Material:	Galvanized (Zinc) Coated Steel	
Coating Designation:	G90	

US Patents 6,173,945 and 6,530,561

For all your fencing needs, you can trust **MASTER HALCO.**

As North America's leading manufacturer and wholesale distributor of perimeter security and fencing, we are the provider of choice for thousands of professional fence and security contractors and quality building material retailers. Since 1961, we have been the industries' premier fencing provider.

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