

**Lakeside Pointe**

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## VILLAGE OF BURR RIDGE

### PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

ADDRESS OF PROPERTY: 11650 Bridewell Drive and PIN # 18-30-300-025-0000  
approx. 19.67 acre site SEC Burr Ridge Pkwy & Bridewell Drive

#### GENERAL INFORMATION

PETITIONER: McNaughton Development, Inc.  
(All correspondence will be directed to the Petitioner)  
PETITIONER'S ADDRESS: 11S220 Jackson Street PHONE: 630-325-3400  
Burr Ridge, IL 60527 EMAIL: johnb@mcnaughtondevelopment.com  
FAX: \_\_\_\_\_  
PROPERTY OWNER: See attachment No. 1 STATUS OF PETITIONER: Contract Purchaser  
OWNER'S ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_

#### PROPERTY INFORMATION

SITE AREA: 19.76 EXISTING ZONING: R-5 PUD  
EXISTING USE/IMPROVEMENTS: Existing pond  
SUBDIVISION: Burr Ridge Corporate Park  
A CURRENT PLAT OF SURVEY WITH LEGAL DESCRIPTION MUST BE ATTACHED

#### DESCRIPTION OF REQUEST

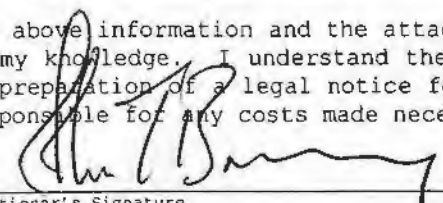
PLEASE INDICATE THE TYPE OF PUBLIC HEARING REQUESTED AND PROVIDE A DETAILED DESCRIPTION OF THE PROPOSED SPECIAL USE, REZONING, TEXT AMENDMENT, OR VARIATION(S) INCLUDING A REFERENCE TO THE APPROPRIATE ORDINANCE SECTION(S) AND REGULATION(S):

☒ Special Use ☐ Rezoning ☒ Text Amendment ☒ Variation(s)

See attachment No. 2

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

Date Petition is Filed

## **Executive Summary**

McNaughton Development, Inc. is pleased to submit a revised proposal for Lakeside Pointe of Burr Ridge. Lakeside Pointe is designed for those who seek a luxury, low maintenance community. It is an extension of, and enhancement to, the Village Center. Lakeside Pointe will be a destination for existing Burr Ridge residents that no longer want their large homes. With great walkability and accessibility to restaurants, shopping and fitness facilities, Lakeside Pointe encourages its residents to enjoy the social opportunities that are available in Burr Ridge.

The new plan contains 44 homes on 19.76 acres, versus the old plan which contained 52 homes on 22.5 acres. This is a slight reduction in density compared to the previous plan. The land plan has been reworked to minimize the impact of I-55 and to maximize the accessibility to the existing lake and the Village Center. The northern boundary of the property now has a 35' buffer and landscape berm separating the homes from the property line along Bridewell Drive. The entryway has been redesigned to be on Bridewell and to include a simulated guardhouse and entry monument. A central water feature has been added to enhance the center of the development and connectivity is provided to the large pond by a dry creek bed and simulated bridge.

The community is designed with an urban style product line. All of the homes will have the master bedroom on the first floor, or will be a ranch plan. The homes will range from approximately 2,300 square feet to 3,200 square feet, with base prices ranging from approximately \$700,000 to \$800,000.

Pending approvals, we would like to close on the property and begin earthwork in the Spring of 2018. Home construction would begin as soon as roads could be paved in the summer of 2018. Final sales, construction and closeout should be completed by the end of 2020.

We appreciate the opportunity to make this revised proposal and look forward to discussing the project in more detail at the upcoming Plan Commission Hearing.

**Lakeside Point Site Information & Lot Standards**  
**McNaughton Development, Inc.**  
**Burr Ridge, IL**

**SITE INFORMATION**

Gross Area	19.76 acres
Units Proposed	44
Single Family Pad Size	45 x 70
Rear Patio	225 sq. ft.
Dwelling Units per Acre	2.25
Street Width	28'
Open Space / Common area	13.95    70.6%
Existing Lake	3.6 acres
Detention Areas	.67 acres
Neighborhood Open Space	9.68 acres
Est. Impervious Coverage	5.81    29.4%

**LOT STANDARDS**

44 Single Family Homes	
Building Elevation	40'
Front Yard Setback to Curb	25'
Building Side Separation	10'
<b>**Allowable Projections Listed Below</b>	
Rear to Rear Separation***	40'
Rear yard setback Bridewell***	60'
Rear yard setback Commonwealth***	100'
Side yard to West Property Line***	10'
Rear to Side Separation***	45'
Max Allowable FAR*	0.5

\* Measured over entire site

\*\* Allowable Building Projections into the side yard:

Window sills, belt courses, cornices, eaves, gutters, stoops,  
stairs, window wells, wall mounted meters, a/c condenser units,  
vents under 1', bay windows up to 1', and ordinary projections  
of fireplaces, chimneys and flues, generators and driveways

\*\*\* Allowable rear yard building projections: all side yard projections plus patios and decks, covered and uncovered.

ATTACHMENT NO. 1

Property Owner

11650 Bridewell Drive (PIN: 18-30-300-025):

PB and J XXXIX, LLC  
c/o Rocco Suspenzi  
4800 North Harlem Avenue  
Harwood Heights, Illinois 60706

## ATTACHEMENT NO. 2

1. Petitioner requests approval of a text amendment amending the minimum area and minimum lot width required for a P.U.D. under the R-5 zoning district to 15 acres and 600', respectively, to allow a P.U.D. on the site.
2. Petitioner also requests approval of a special use for a planned unit development to permit the development of the P.U.D. in conformity with the preliminary plat as presented.

## **Findings of Fact For a Text Amendment to the Village of Burr Ridge Zoning Ordinance**

In order for a text amendment 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. Existing uses of property within the general area of the property in question.

The Property is contiguous to the Marriott Hotel parcel which lies to the south / southwest, across the street and to the east of the McGraw Hill office building and is adjacent to single family residential property to the east (Commonwealth Ave.). It is in close proximity to the Village Center (a mixed commercial / residential P.U.D. to the west).

- b. The zoning classification(s) of property within the general area of the property in question.

The property is currently within the R-5 District and is contiguous to the Marriott Hotel which is within the O-2 P.U.D. District. The adjacent property to the south is also within the O-2 P.U.D., the residential property to the east is zoned R-3 and the Village Center is zoned B-2 P.U.D. (commercial / residential mixed use).

- c. The suitability of the property in question to the uses permitted under the existing zoning classification.

The property is zoned R-5, and it is intended for residential use. When this property was rezoned from O-2 to R-5 at the end of last year, the Village approved a special use for a P.U.D. that combined this parcel with the roughly 3 acre parcel to the west. The combined total acreage was approximately 22.5 acres. The minimum acreage for a P.U.D. under the R-5 zoning district was amended to 20 acres to permit the development. This petition is brought forward without the approximately 3 acre parcel to the west, and it thus falls slightly under the 20 acre minimum (the subject property is 19.76 acres). The property cannot be developed without the departures from the zoning and subdivision regulations identified in the findings of fact for the proposed P.U.D. for this site, which are not materially different from the departures requested under the previously approved P.U.D.

- d. The trend of development, if any, in the general area of the property in question, including changes, if any, which have taken place in its present zoning classification;

The Burr Ridge Village Center has developed as a mixed use business / residential development (B-2 P.U.D.). The proposed development of the property will enhance the Village Center and the County Line Center by bringing more people and activity to the area, and will help spur development of a downtown Burr Ridge as a mixed use downtown area.

- e. The impact upon the objectives of the Official comprehensive plan of the Village of Burr Ridge, as amended.

N/A, relevant to map amendment (i.e. – rezoning).

**Findings of Fact  
For a Planned Unit Development  
Village of Burr Ridge Zoning Ordinance**

Section XIII.L.7 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 Planned Unit Development 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. In what respects the proposed plan is or is not consistent with the stated purpose of the planned unit development regulations.

The proposed plan is consistent with the planned unit development regulations in that it provides for the appropriate transition of commercial property to the south (Marriott Hotel) / southwest (McGraw Hill) and mixed use commercial / residential property to the west (Village Center) with residential property to the east (R-3) and will not have any adverse impact on any existing or zoned development. It conserves over 9.5 acres of open green space and maintains the 3.6 acre existing pond and the development calls for construction of high end product, with master bedrooms on the 1<sup>st</sup> floor and ranch style homes. The homes will be of the highest and upmost architectural style. The development anticipates cluster type lot arrangements with 44 single family dwellings as shown on the Plat. The residences are adopted for use by empty nesters and residents who wish to stay in (or move to) Burr Ridge but who do not want the responsibility of outdoor landscaping or maintenance. The proposed development is designed to promote a neighborhood feel, and to promote interchange among neighbors, with a walking path and open space areas that would not be possible under the strict application of other sections of the Village's zoning ordinance.

- b. The extent to which the proposed plan meets the requirements and standards of the planned unit development regulations.

The proposed development is consistent with the planned unit development regulations in that it allows for development that would not be possible under the strict application of other sections of the Village's zoning ordinance. It provides for the development and permanent preservation of open space, green space, the existing pond, and recreational areas on approximately 13.95 plus acres of land. The homes will be of higher quality construction, result in a better residential design, and provide other amenities that meet the growing needs and demands of Burr Ridge's existing population. The proposed development complements the surrounding zoning districts and their existing uses and provides an appropriate transition to the Center and County Line Square by bringing more residents and other visitors to the area and contributes to the development and financial success of the Burr Ridge downtown area.

- c. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to, the density, dimension, area, bulk, and use, required improvement, construction and design standards and the reasons why such departures are or are not deemed to be in the public interest.

The proposed plan and its unique design depart from zoning and subdivision regulations by allowing for smaller lots (zero lot lines), smaller lot widths and greater density and for greater building height than is generally permitted in a residential district. Departures on the plan and in particular, the Plan calls for: (i) the entry boulevard with simulated guardhouse and entry monumentation being located at the proposed Bridewell entry; (ii) homes along the eastern boundary of the property facing inward rather than facing Commonwealth Drive; (iii) the allowance of private roads utilizing access easements in lieu of public right of way, with widths as shown on the Plat; (iv) improvements to the existing walking trail system; (v) minimum building separations, subject to possible building projections into the side yards, and rear yard set-backs and separations, as shown on the Plat; (vi) certain curb and gutters at M3.12 standards rather than B6.12 standards, as shown on the Plat; (vii) swale slopes of less than 2 percent at certain locations; (viii) use of Unilock or equal segmental walls rather than natural cut stone walls, some to be a maximum of 4' in height; (ix) building elevations in excess of 30'; (x) elimination of public sidewalks with the development, (xi) all standards included on the site information and lot standard summary sheet, (xii) no improvements to Commonwealth Avenue, (xiii) elimination of landscape medians in street bulbs, (xiv) the creation of an Age Restricted Development and the elimination of school impact fees, (xv) impact fees to be secured by letter of credit at final plat but to be calculated per ordinance at building permit and paid for at building permit on actual bedroom count and (xvi) dedication of park outlot per preliminary plat with improvements to fulfill ordinance. These departures provide an orderly transition between the office and hotel uses to the west and the single family uses to the east. Commercial buildings on adjacent properties are in excess of five stories and provide greater density, bulk, impervious surfaces and traffic than the proposed residential use. Additionally, these design features establish the neighborhood and lifestyle feel for the development and will enhance the overall community experience for residents of the development and / or other Village residents who visit the development or otherwise partake in the amenities the development will offer.

- d. The extent of public benefit produced, or not produced, by the planned unit development in terms of meeting the planning objectives and standards of the Village. Any specific beneficial actions, plans or programs agreed to in the planned unit development proposal which are clearly beyond the minimum requirements of this ordinance shall be specifically listed as evidence of justified bulk premiums and / or use exceptions.

The development is planned as a lifestyle community. It will encourage walking and interchange among neighbors with the open space and pathways. It will promote pedestrian access to the Village Center and generally promote the downtown feel of the surrounding areas. It will provide an abundance of open space and park like areas. The residences will be of high quality construction and will serve the needs of current (and future) residents who otherwise would be required to move out of the Village to find maintenance free home living. The residences will be comprised of single family homes designed for active adults who desire an elegant, comfortable and safe place to call home. The development calls for the construction of a pathway on the north ends of the development and around the existing pond which will serve to connect and benefit the Burr Ridge community as a whole.

- c. The physical design of the proposed plan and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, open space and further the amenities of light and air, recreation and visual enjoyment.

The proposed development will not significantly impact vehicular traffic within its subdivision or in surrounding areas. Over 9.68 acres are being devoted to open space and recreational areas, and walkways are being upgraded. The streets will be privately owned and maintained. The height and density of the residences are significantly less than would be permitted in one or more building structures construed in accordance with the existing surrounding uses.

- f. The relationship and compatibility, beneficial or adverse, of the proposed plan to the adjacent properties and neighborhood.

The property is compatible with the mixed commercial / residential use to the west (Village Center), and provides a transition from the commercial property to the south / southwest (Marriott Hotel) to the R-3 single family residential property to the east. It is separated from the residential property to the east by a 100' setback area.

- g. The desirability of the proposed plan to the Village's physical development, tax base and economic well-being.

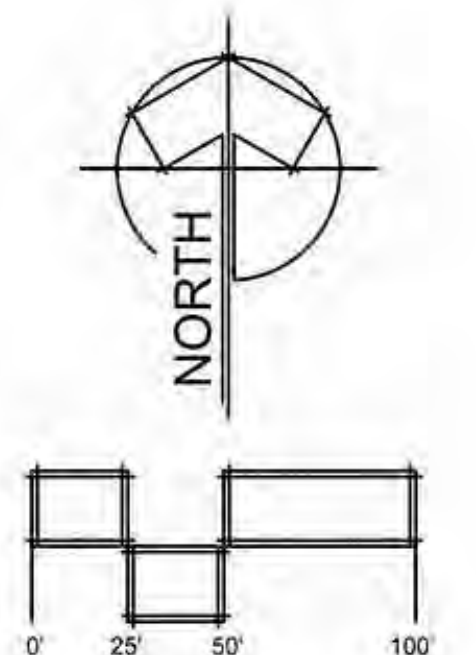
As a proposed high-end residential community, the residents will add to the tax base and well being of the Village and their use of the various businesses in the Village, including in the Village Center, County Line Square and the Corporate Park will add to the viability of the downtown area. The effect of the development with respect to annual real estate taxes payable to the Village will be positive as compared to real estate taxes that are generated from a vacant site. Most likely the effect would be neutral in the (unlikely) event the property is ever developed as a commercial use. The development will also be very beneficial from the school district standpoint. The homes will have little to no impact on the student population.

- h. The conformity with the recommendations of the Official Comprehensive Plan as amended, and all other official plans and planning policies of the Village of Burr Ridge.

The proposal meets and exceeds the previous proposal for this site that resulted in the change in zoning to a P.U.D. residential as part of the Village's downtown commercial / residential district.

- i. Conformity with the standards set forth in Section XIII.L.7 this ordinance.

The project conforms with the standards set forth in Section XIII.L.7 as stated above.



# LAKE SIDE POINTE

BURR RIDGE, ILLINOIS

Prepared For:  
McNaughton  
Development Inc.



ENTRANCE MONUMENT



FAUX BRIDGE

# LAKESIDE POINTE

*BURR RIDGE, ILLINOIS*

Prepared For:  
McNaughton  
Development Inc.













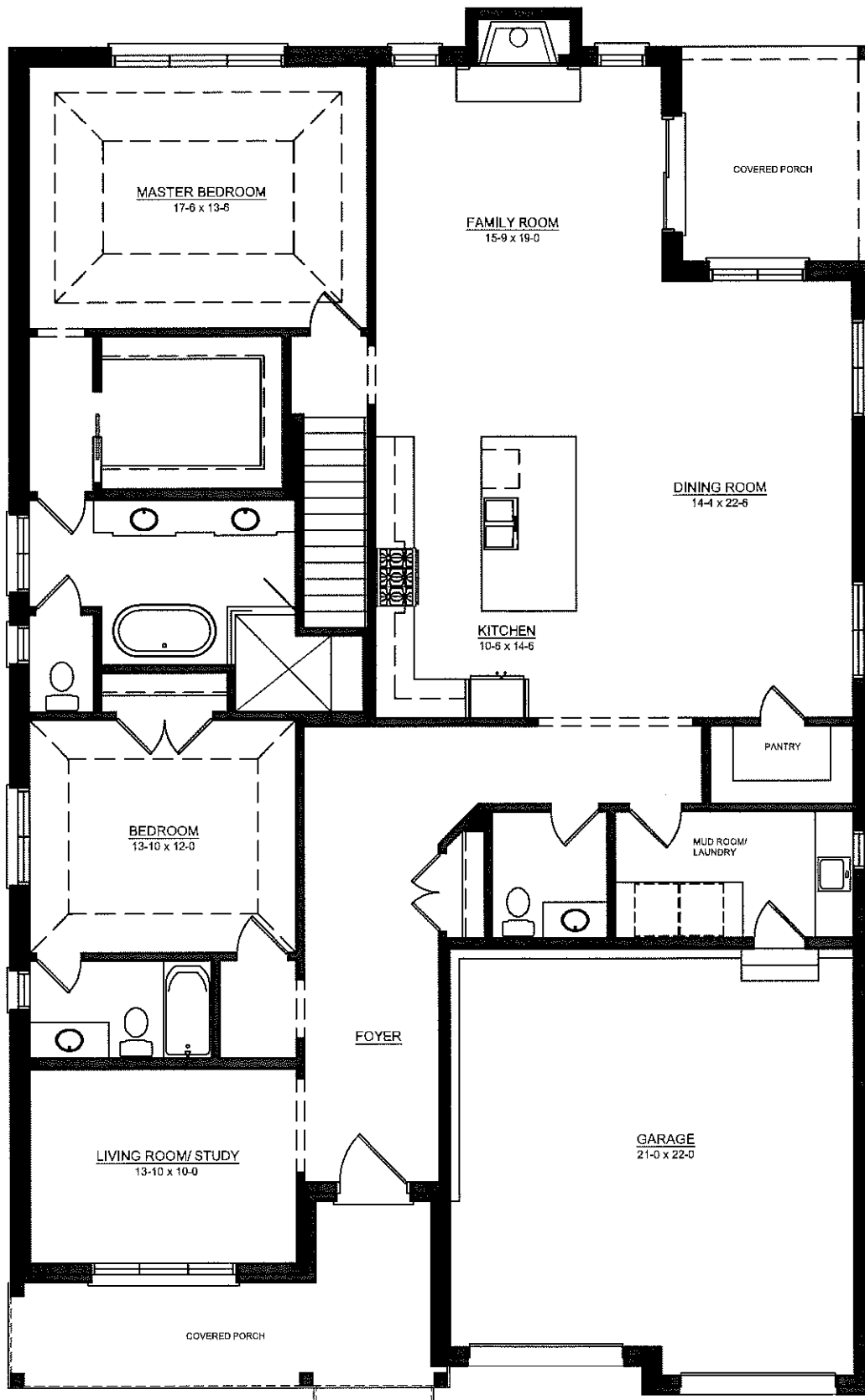








FRONT ELEVATION A



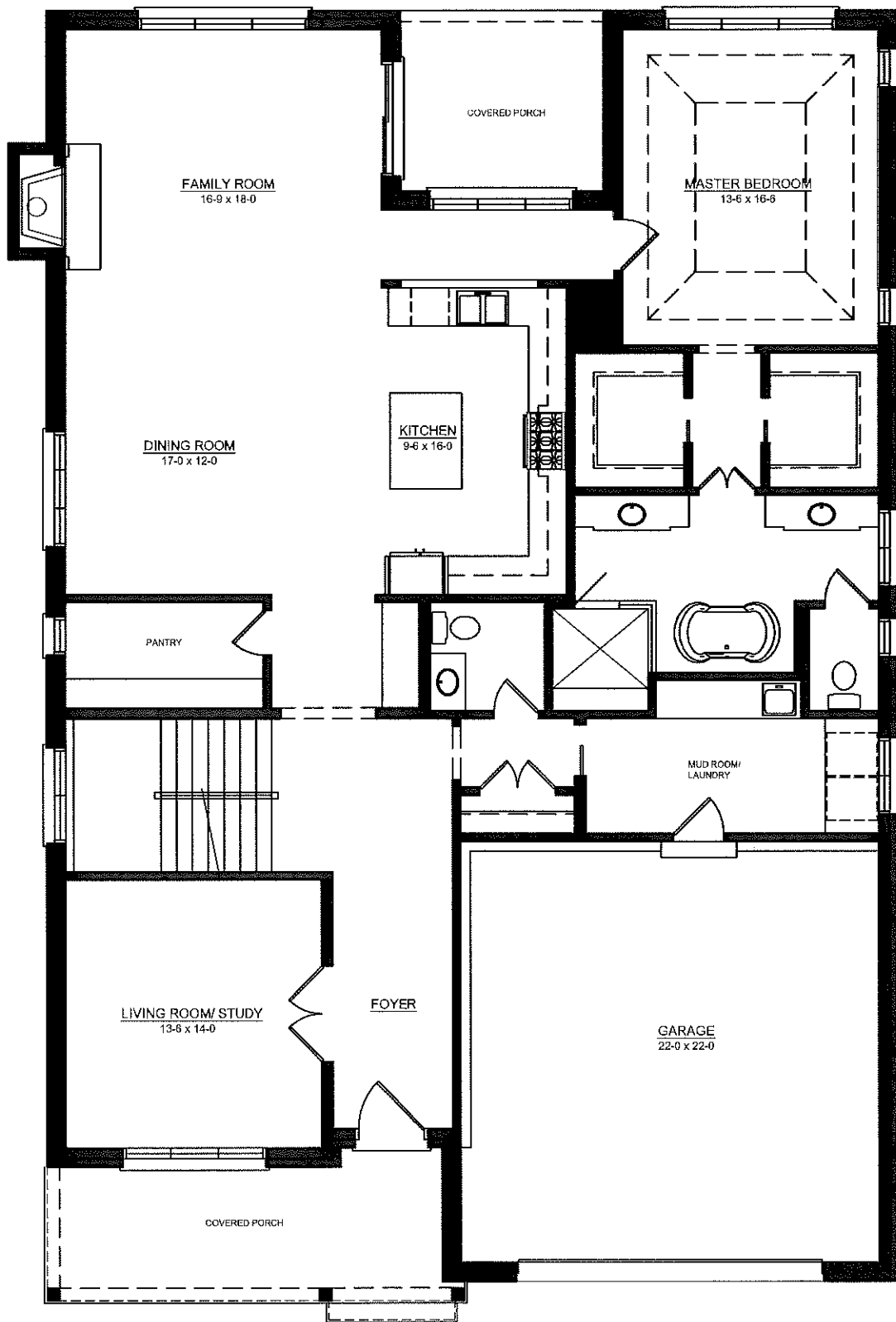
FIRST FLOOR PLAN



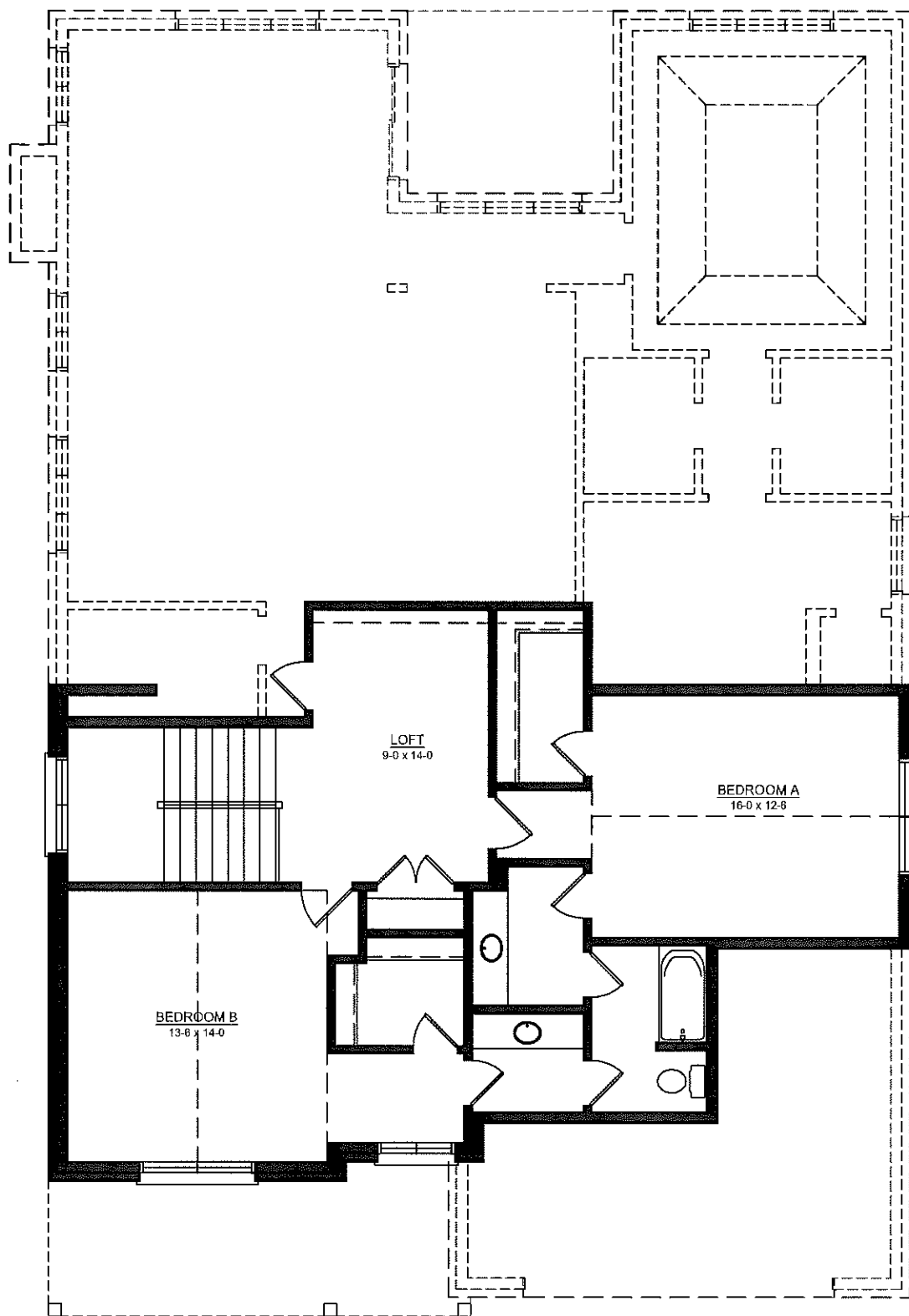
FRONT ELEVATION A



FRONT ELEVATION B



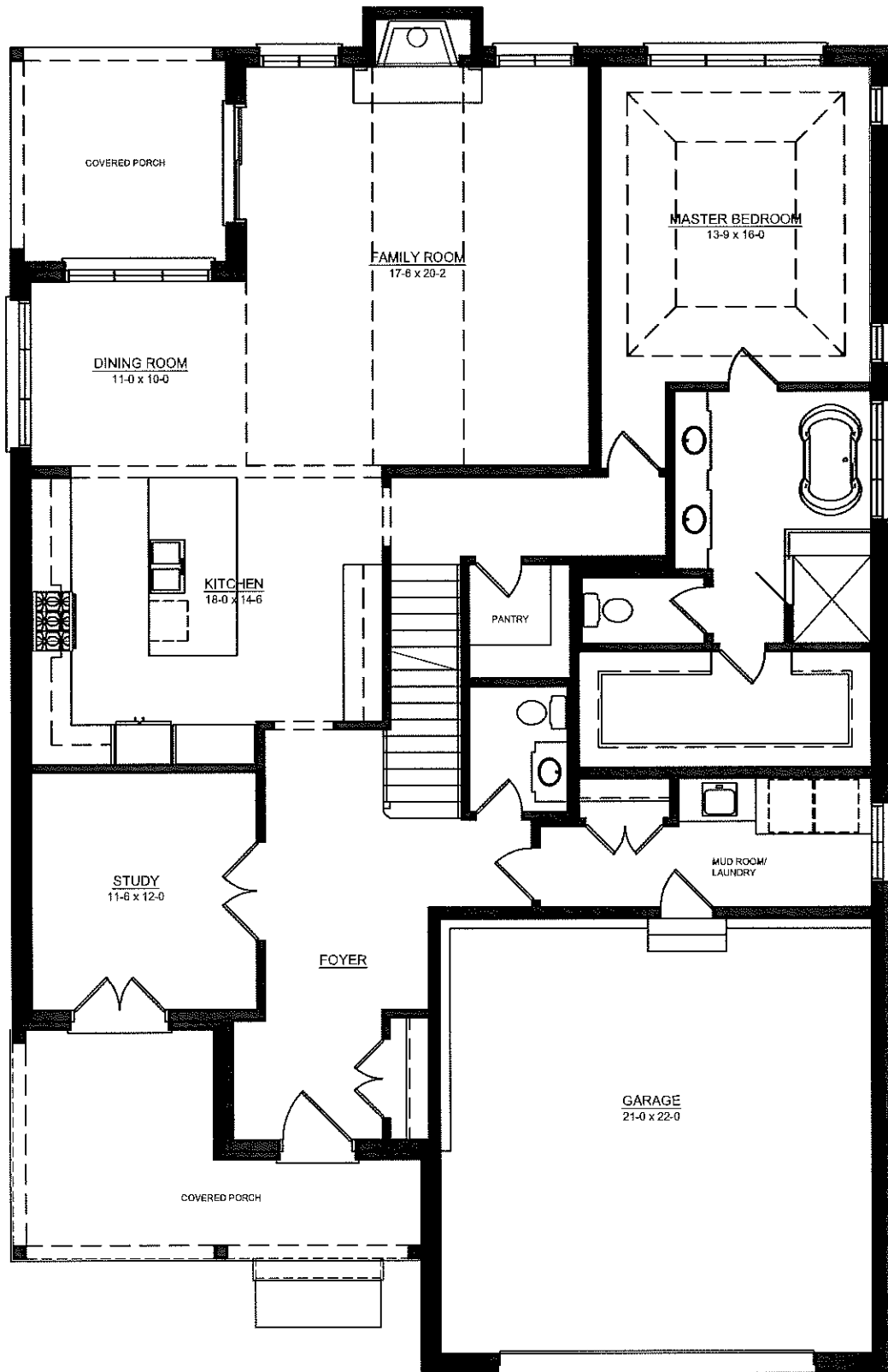
**FIRST FLOOR PLAN**



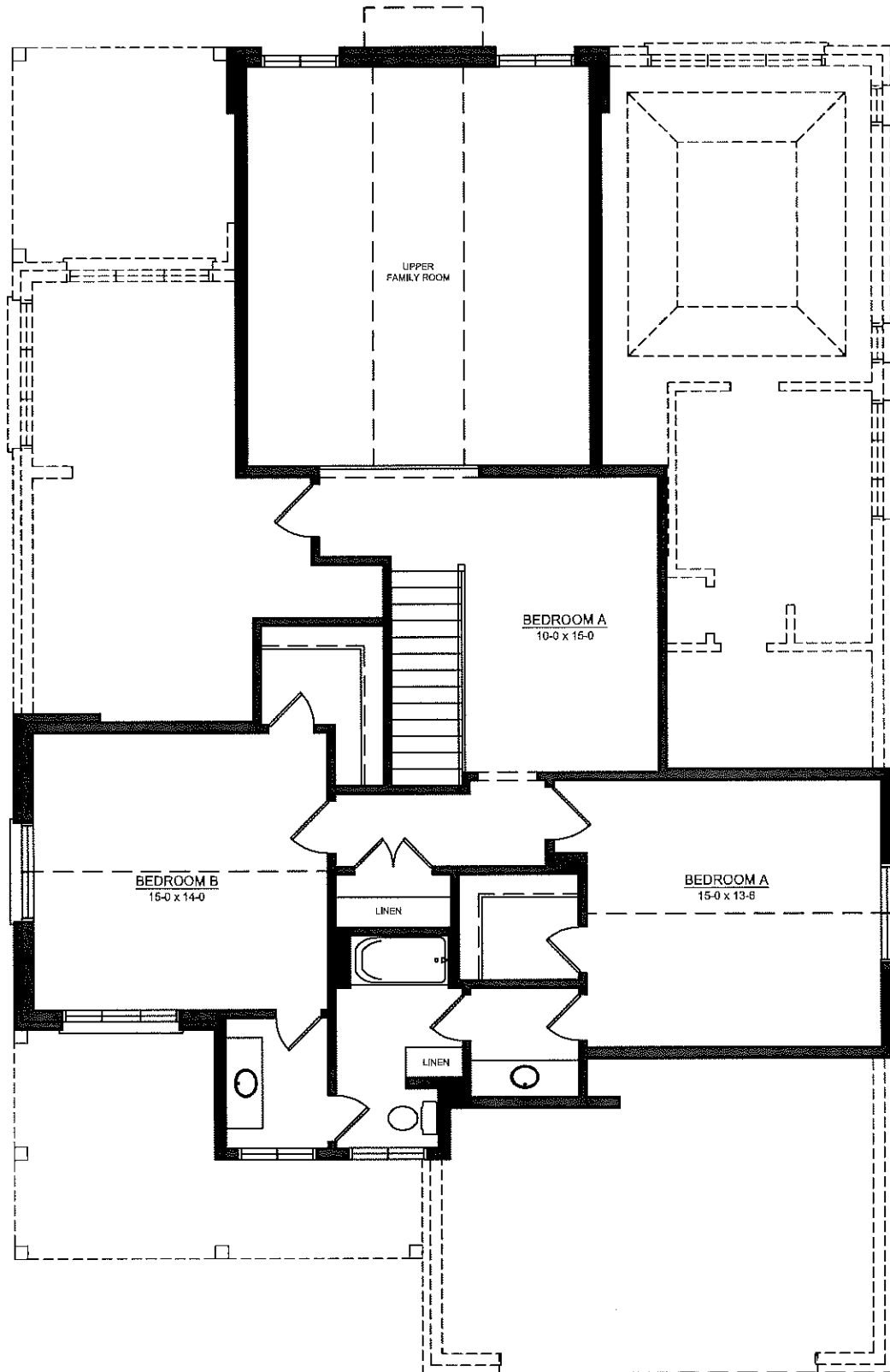
SECOND FLOOR PLAN



FRONT ELEVATION A



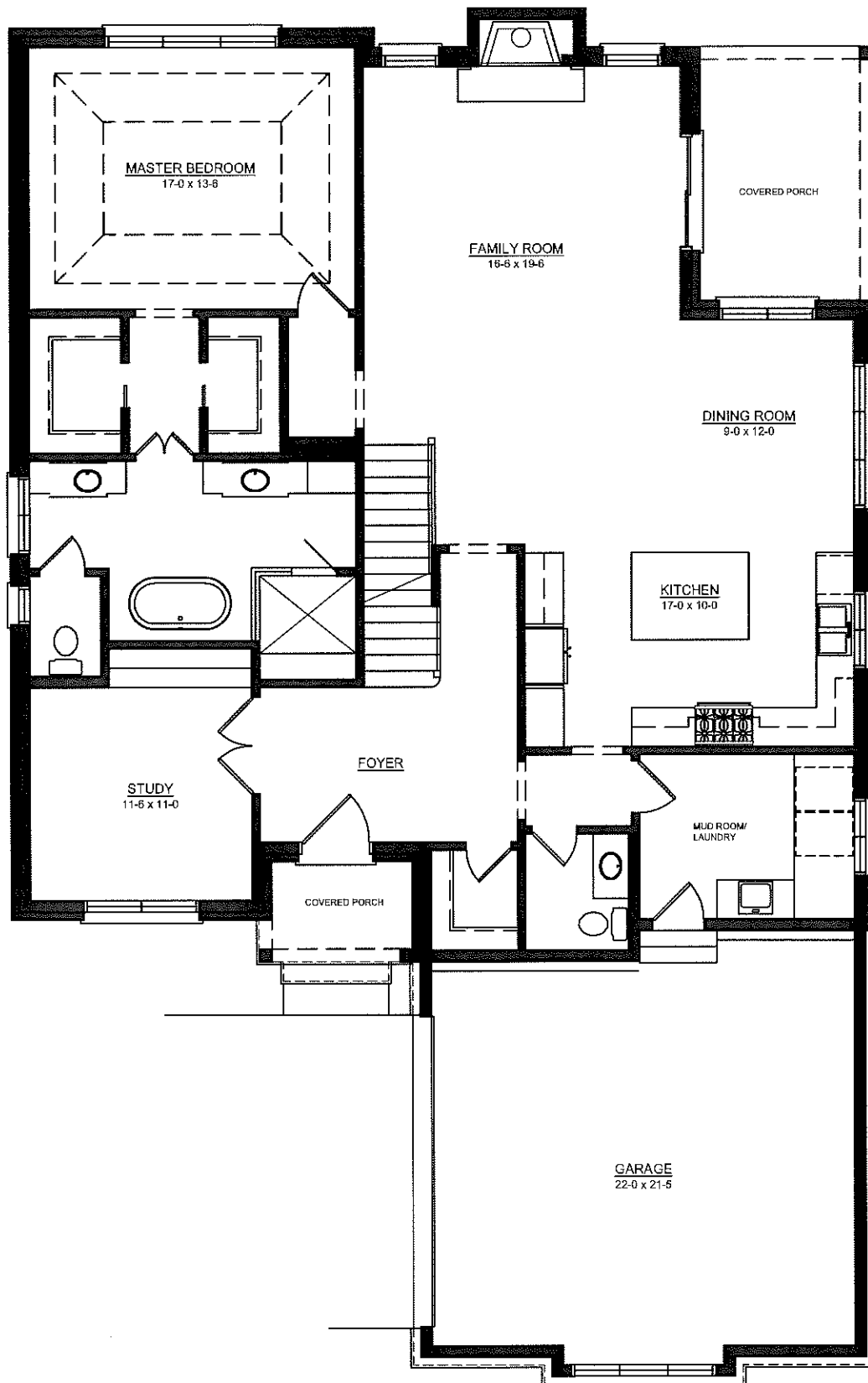
FIRST FLOOR PLAN



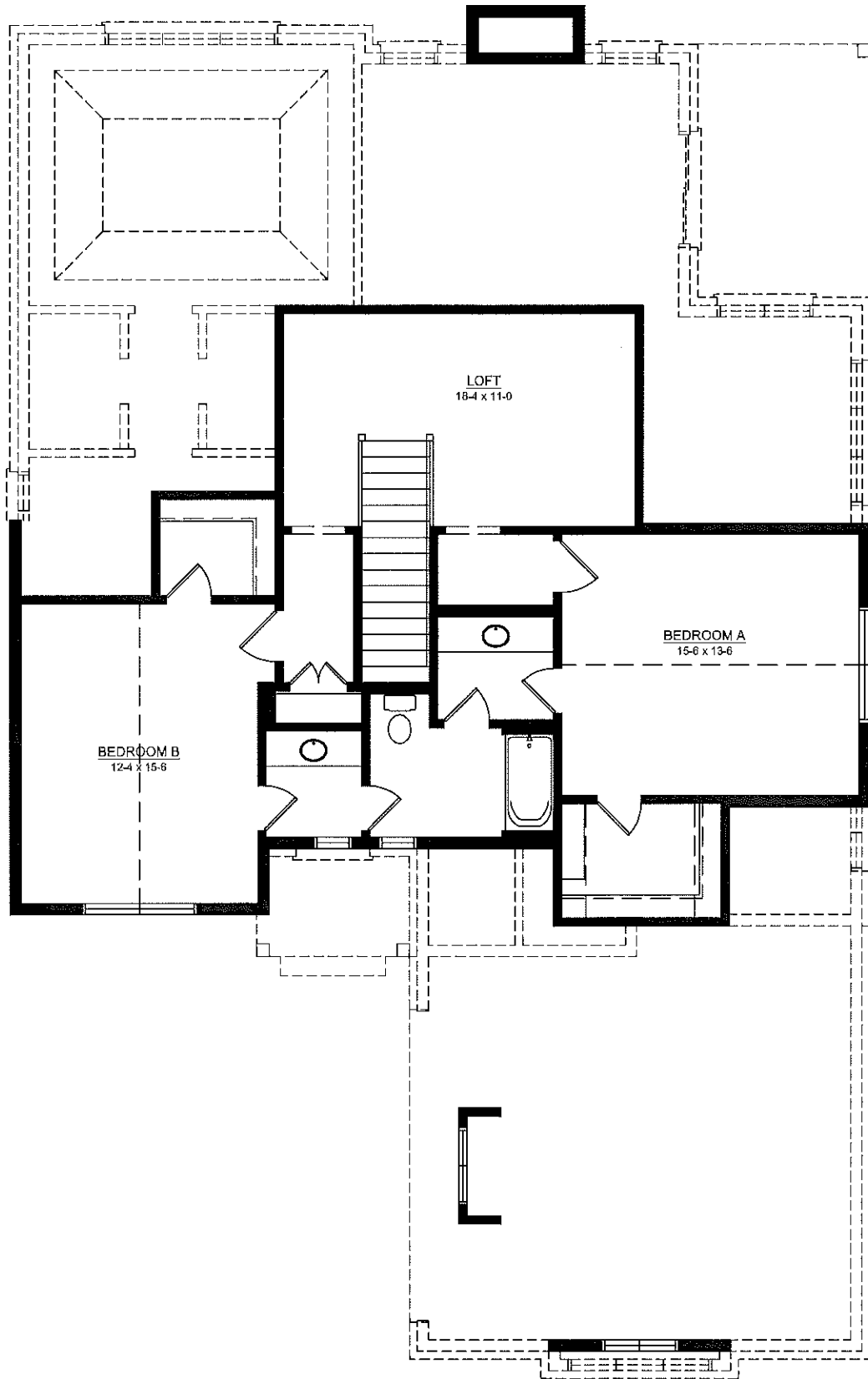
SECOND FLOOR PLAN



FRONT ELEVATION A



FIRST FLOOR PLAN



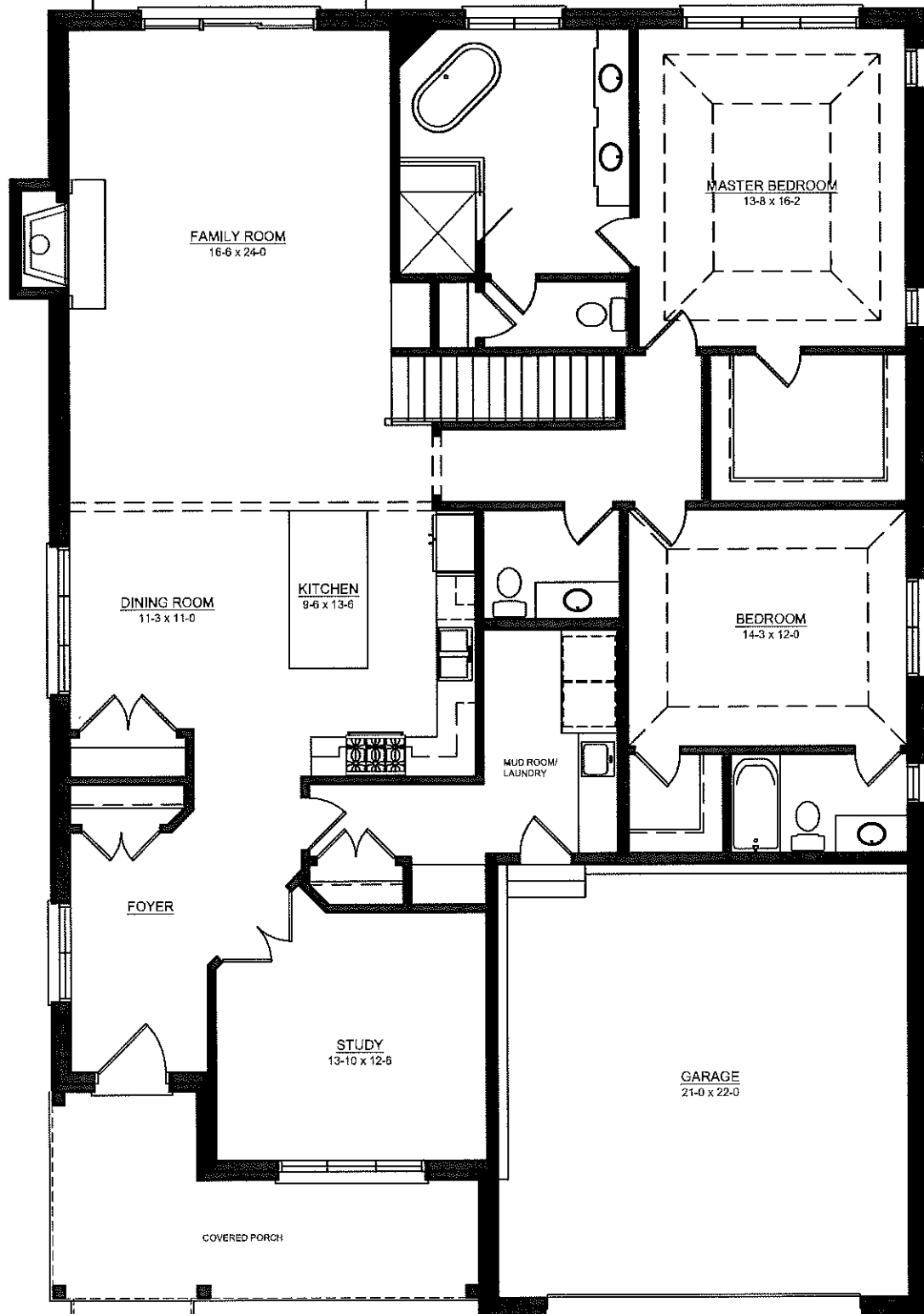
SECOND FLOOR PLAN



FRONT ELEVATION A



FRONT ELEVATION B



**FIRST FLOOR PLAN**

**Lakeside Pointe**  
**Models & Square Footage**  
**8/30/2017**

**Astoria Model**

First Floor	2,250
Second Floor	1,050
Total	3,300

**Brookmere Model**

First Floor	2,050
Second Floor	1,050
Total	3,100

**Carlisle Model**

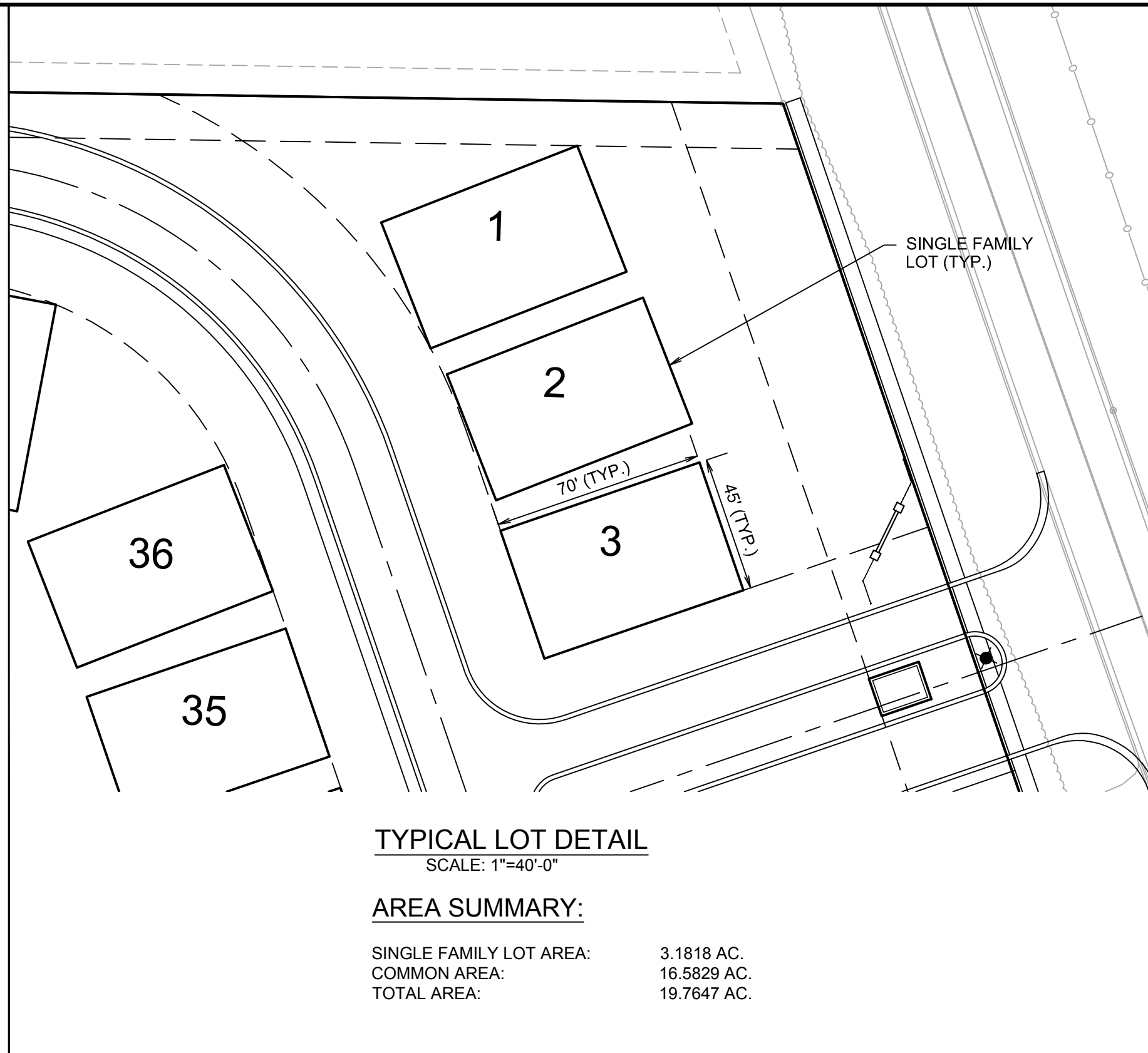
First Floor	1,950
Second Floor	1,050
Total	3,000

**Ashford Model**

Ranch	2,400
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**Essex Model**

Ranch	2,300
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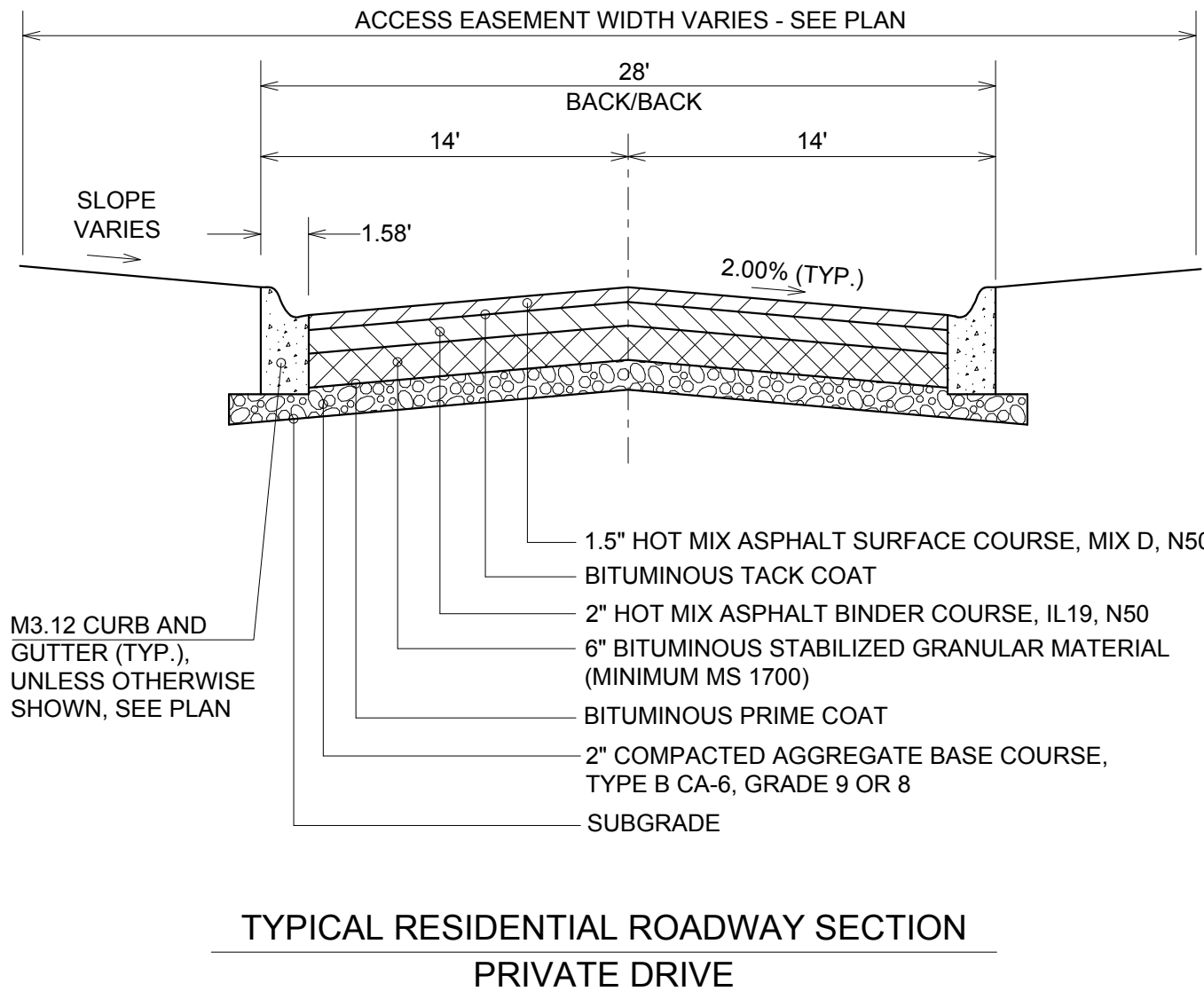


TAX PARCEL NUMBER (P.I.N.)  
18-30-300-025

PART OF THE WEST 1/2 OF SECTION 30,  
TOWNSHIP 38 NORTH, RANGE 12, EAST  
OF THE THIRD PRINCIPAL MERIDIAN, IN  
COOK COUNTY, ILLINOIS

**BASIS OF BEARINGS**

THE BASIS OF BEARINGS IS THE STATE PLANE  
COORDINATE SYSTEM (SPCS) NAD 83 (2007) ZONE  
1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT  
LATITUDE 41-45-26.66992 N  
LONGITUDE 87-54-28.42124 W  
GROUND SCALE FACTOR 1.0000376122  
ALL MEASUREMENTS ARE ON THE GROUND.



**NOTES:**

1. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
2. ALL DIMENSIONS ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.
3. SEE PRELIMINARY ENGINEERING PLANS BY V3 COMPANIES FOR PROPOSED GRADING AND UTILITY INFORMATION.
4. BLANKET UTILITY AND DRAINAGE EASEMENTS TO BE PROVIDED OVER ALL ACCESS EASEMENT AREAS. ADDITIONAL EASEMENTS MAY BE NECESSARY DEPENDING ON FINAL ENGINEERING.
5. ACCESS EASEMENTS FOR INGRESS AND EGRESS SHALL BE PROVIDED FOR ALL ROADWAYS, DRIVEWAYS AND CARRIAGE WALKS.
6. EXISTING ZONING O-2 OFFICE AND HOTEL DISTRICT.
7. PROPOSED ZONING R-5 PLANNED RESIDENCE DISTRICT OF THE BURR RIDGE ZONING ORDINANCE.

**OWNER/DEVELOPER**

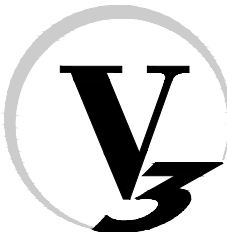
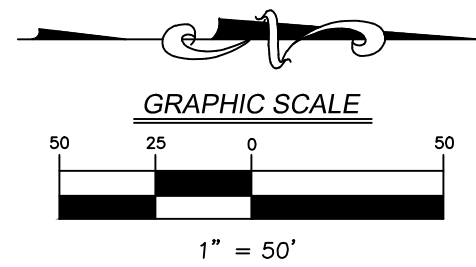
McNaughton Development  
11S220 Jackson Street, Suite 101  
Burr Ridge, Illinois 60527  
630 325 3400  
Contact : John Barry

**ENGINEER**

V3 Companies of Illinois, Ltd.  
7325 Janes Avenue  
Woodridge, Illinois 60517  
630 724 9200  
Project Manager : Dwayne Gillian, P.E.  
Project Engineer : Joseph Hallak, E.I.T.

**LANDSCAPE ARCHITECT / PLANNER**

Metz & Company  
824 East Maple Street  
Lombard, Illinois 60148  
630 561 3903  
Contact : Randy F. Metz, PLA, CLARB



V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

**REVISIONS**

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	08/22/17	PER VILLAGE REVIEW			

PROJECT NO.:  
00039 MCN - S03

FILE NAME:  
1.0 PLAT00039.MCN

ORIGINAL ISSUE DATE:  
08-25-2017

SCALE:  
1" = 50'

DESIGNED BY:  
JAH

DRAWN BY:  
VRS

CHECKED BY:  
DLG

PROJECT MANAGER:  
DLG

LAKESSIDE POINTE OF BURR RIDGE

ILLINOIS

PRELIMINARY PLAT OF P.U.D.

DRAWING NO.

1.0

LEGEND

■

C

CABLE TV PEDESTAL

□

B

TRAFFIC LIGHT POLE

□

T

TRAFFIC CONTROL BOX

□

T

TRAFFIC CONTROL VAULT

□

B

TRAFFIC LIGHT

□

T

TELEPHONE PEDESTAL

□

T

TELEPHONE MANHOLE

△

F

PAINTED TELEPHONE LINE

△

F

FIBER OPTIC CABLE LINE

○

A

ANCHOR

○

P

GUY POLE

○

P

UTILITY POLE

○

P

POWER POLE

○

P

LIGHT STANDARD

○

P

ELECTRIC MANHOLE

○

P

ELECTRIC PEDESTAL

○

P

ELECTRIC TRANSFORMER PAD

○

P

ELECTRIC METER

○

P

HANDHOLE

○

P

ELECTRICAL JUNCTION BOX

○

P

ELECTRIC VAULT

○

P

ELECTRIC SERVICE OUTLET BOX

○

P

PAINTED ELECTRIC LINE

○

P

TRANSFORMER PAD

▽

G

PAINTED GAS LINE

⊠

G

GAS VALVE

⊠

G

GAS METER

⊠

G

GAS VALVE VAULT

⊠

G

GAS METER

⊠

G

PIPELINE MARKER

⊠

G

MONITORING WELL

⊠

G

POST INDICATOR VALVE

⊠

G

WELL HEAD

⊠

G

FLAGPOLE

⊠

G

MAILBOX

⊠

G

SIGN

⊠

G

POST

⊠

G

PUBLIC PAY TELEPHONE

⊠

G

PARKING METER

⊠

G

WETLAND MARKER

⊠

G

BASKETBALL HOOP

⊠

G

AIR CONDITIONER PAD/UNIT

⊠

G

DECIDUOUS TREE

⊠

G

W/ TRUNK SIZE

⊠

G

NON-DECIDUOUS TREE

⊠

G

W/ TRUNK SIZE

⊠

G

BUSH

⊠

G

SOIL BORING HOLE

⊠

G

W/ NUMBER

—

H

HEADWALL

○

C

CURB INLET

○

C

STORM INLET

○

C

STORM MANHOLE

○

C

FLARED END SECTION

○

C

CLEANOUT

○

C

SANITARY MANHOLE

○

C

HOSE BIB

○

C

B-BOX

○

C

HYDRANT

○

C

WATER VALVE

○

C

WATER VALVE VAULT

○

C

PAINTED WATER LINE

○

C

SPRINKLER HEAD

○

C

WATER METER

○

C

FOUND DISK IN CONCRETE

○

C

FOUND BRASS DISC

○

C

FOUND ROW MARKER

○

C

FOUND IRON ROD

○

C

FOUND RAILROAD SPIKE

○

C

FOUND PK NAIL

○

C

FOUND MAG NAIL

○

C

FOUND CUT CROSS

○

C

FOUND IRON PIPE

○

C

FOUND IRON BAR

○

C

SET TRAVERSE POINT

○

C

SET PK NAIL

○

C

SET MAG NAIL

○

C

SET IRON PIPE

○

C

SET CONCRETE MONUMENT WITH BRASS DISC

○

C

SET CONCRETE MONUMENT WITH IRON PIPE

○

C

SECTION CORNER

○

C

QUARTER SECTION CORNER

—

P

PROPERTY LINE

—

P

EXISTING RIGHT-OF-WAY LINE

—

P

PROPOSED RIGHT-OF-WAY LINE

—

P

EXISTING LOT LINE

—

P

PROPOSED LOT LINE

—

P

EX. & PRO. CENTERLINE

—

P

EXISTING EASEMENT LINE

—

P

PROPOSED EASEMENT LINE

—

P

EX. & PRO. BUILDING SETBACK LINE

—

P

SECTION LINE

—

P

EXISTING FENCELINE (CHAIN LINK)

—

P

EXISTING FENCELINE (WOOD)

—

P

EXISTING FENCELINE (WIRE)

—

P

GUARDRAIL

—

P

RAILROAD TRACKS

—

P

UNDERGROUND CABLE TV

—

P

UNDERGROUND CABLE TV(ATLAS INFO.)

—

P

UNDERGROUND FIBER OPTIC CABLE(ATLAS)

—

P

UNDERGROUND ELECTRIC

—

P

UNDERGROUND ELECTRIC(ATLAS INFO.)

—

P

UNDERGROUND TELEPHONE

—

P

UNDERGROUND TELEPHONE(ATLAS INFO.)

—

P

GAS MAIN

—

P

GAS MAIN(ATLAS INFO.)

—

P

WATER MAIN

—

P

WATER MAIN (ATLAS INFO.)

—

P

SANITARY SEWER

—

P

SANITARY SEWER(ATLAS INFO.)

—

P

STORM SEWER

—

P

STORM SEWER(ATLAS INFO.)

—

P

EDGE OF WATER

—

P

OVERHEAD WIRES

—

P

CURB

—

P

DEPRESSED CURB

—

P

EXISTING CONTOUR LINE

—

P

ASPHALT PAVING OR WATER (LABELED)

—

P

UNPAVED ROAD

—

P

CONCRETE

—

P

WETLANDS

—

P

EXISTING BUILDING

—

P

MARSH AREA

—

P

EXISTING TOP OF CURB ELEVATION

—

P

EXISTING EDGE OF PAVEMENT ELEVATION

—

P

EXISTING SPOT ELEVATION

—

P

A.P. ACCESSIBLE PARKING

—

P

F.F. FINISHED FLOOR

—

P

T.F. TOP OF FOUNDATION

—

P

CMP CORRUGATED METAL PIPE

—

P

RCP REINFORCED CONCRETE PIPE

—

P

VCP VITRIFIED CLAY PIPE

—

P

FRM. FRAME

—

P

BRK. BRICK

—

P

TO TOP OF CURB

—

P

DEP. DEPRESSED CURB

—

P

GUT. GUTTER

—

P

EP. EDGE OF PAVEMENT

—

P

F.L. FLOW LINE

—

P

CONC. CONCRETE

—

P

BIT. BITUMINOUS

—

P

MH. MANHOLE

—

P

CW. CONCRETE WALK

—

P

TW. TOP OF WALL

—

P

BW. BOTTOM OF WALL

—

P

TP. TOP OF PIPE

—

P

BW. BACK OF WALK

—

P

FES. FLARED END SECTION

—

P

INV. INVERT

—

P

DIP. DUCTILE IRON PIPE

—

P

SD. STORM DRAIN

—

P

SAN. SANITARY SEWER

—

P

N. NORTH

—

P

S. SOUTH

—

P

E. EAST

—

P

W. WEST

—

P

CB. CHORD BEARING

—

P

A. ARC LENGTH

—

P

R. RADIUS

—

P

U.E. UTILITY EASEMENT

—

P

P.U.E. PUBLIC UTILITY EASEMENT

—

P

D.E. DRAINAGE EASEMENT

—

P

M.U.E. MUNICIPAL UTILITY EASEMENT

—

P

I.E. INGRESS & EGRESS EASEMENT

—

P

PC. POINT OF CURVATURE

—

P

PCC. POINT OF COMPOUND CURVATURE

—

P

PRC. POINT OF REVERSE CURVATURE

—

P

PT. POINT OF TANGENCY

—

P

(REC) RECORD DATUM

—

P

MEAS. MEASURED DATUM

—

P

[CALC] CALCULATED DATUM

—

P

<DEED> INFORMATION TAKEN FROM DEED

—

P

ETBE. EXCEPTION TO BLANKET EASEMENT

PROPOSED  
860,950 SQ.FT.  
19.7647 ACRES

LEGAL DESCRIPTION

(TAKEN FROM TITLE COMMITMENT BEING THE SAME AS DESCRIBED IN DEED #0716210100)

THAT PART OF THE WEST 1/2 OF SECTION 30, TOWNSHIP 38 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 30, 741.69 FEET, AS MEASURED ALONG SAID EAST LINE, NORTH OF THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 30, SAID POINT BEING ALSO THE NORTHEAST CORNER OF LOT 7 IN BURR RIDGE PARK UNIT 1, BEING A SUBDIVISION IN THE WEST 1/2 OF SAID SECTION 30, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 3, 1984 AS DOCUMENT NO. 28915064; THENCE NORTH 87 DEGREES, 57 MINUTES, 06 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 7, 653.98 FEET TO THE NORTHWEST CORNER THEREOF, BEING ALSO THE SOUTHEAST CORNER OF LOT 8 IN SAID BURR RIDGE PARK UNIT 1; THE FOLLOWING THREE COURSES ARE ALONG THE EASTERLY LINE OF LOTS 8, 9 AND 10 IN SAID BURR RIDGE PARK UNIT 1; THENCE NORTH 00 DEGREES, 09 MINUTES, 48 SECONDS EAST, 400.00 FEET; THENCE NORTH 02 DEGREES, 23 MINUTES, 05 SECONDS WEST, 318.92 FEET; THENCE NORTH 00 DEGREES, 39 MINUTES, 54 SECONDS EAST, 465.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 10, BEING ALSO A POINT ON THE SOUTHERLY LINE OF THE PERMANENT EASEMENT FOR HIGHWAY PURPOSES AS PER INSTRUMENT RECORDED AUGUST 12, 1959 AS DOCUMENT NO. 17627674; THENCE NORTH 70 DEGREES, 51 MINUTES, 56 SECONDS EAST ALONG THE SOUTHERLY LINE OF SAID PERMANENT EASEMENT FOR HIGHWAY PURPOSES, 696.26 FEET TO AN INTERSECTION WITH THE EAST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 30; THENCE SOUTH 00 DEGREES, 06 MINUTES, 00 SECONDS EAST ALONG SAID LAST DESCRIBED LINE, 1435.22 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PURSUANT TO THE TO TITLE REPORT THE PROPERTY IS KNOWN AS: 11650 BRIDWELL DRIVE

TAX PARCEL NUMBER (P.I.N.)  
18.30.300.025

PART OF THE WEST 1/2 OF SECTION 30,  
TOWNSHIP 38 NORTH, RANGE 12, EAST  
OF THE THIRD PRINCIPAL MERIDIAN, IN  
COOK COUNTY, ILLINOIS

FLOOD HAZARD NOTE

PART OF THIS PROPERTY IS IN SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD WITH BASE FLOOD ELEVATIONS DETERMINED (ZONE AE) AND PART IS IN AN AREA DETERMINED TO BE OUTSIDE OF 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS AND INCORPORATED AREAS (COMMUNITY PANEL NO. 17031C0468J) MAP REVISED AUGUST 19, 2008.

BENCHMARK

SOURCE:  
BENCHMARK ESTABLISH VIA TRIMBLE VRS NETWORK.  
DATUM IS NAVD88  
LATITUDE: 41-45-26.86992 N  
LONGITUDE: 87-54-28.42124 W  
ELLIPSOIDAL HEIGHT: 586.994 SFT  
GROUND SCALE FACTOR: 1.0000376122 GEOID 12A (CONUS)

SITE:

STATION DESIGNATION: SBM#1  
ESTABLISHED BY: V3 COMPANIES  
DATE: 07-02-15

ELEVATION: 694.613 (MEAS.)  
DATUM: NAVD88  
DESCRIPTION: NORTHWEST BOLT ON FIRE HYDRANT AT SOUTH SIDE OF BRIDWELL DRIVE NEAR NORTHWEST CORNER OF SITE.

STATION DESIGNATION: SBM#2  
ESTABLISHED BY: V3 COMPANIES  
DATE: 07-02-15

ELEVATION: 686.833  
DATUM: NAVD88  
DESCRIPTION: NORTHWEST BOLT ON FIRE HYDRANT AT SOUTHWEST CORNER OF BRIDWELL DRIVE AND COMMONWEALTH AVE.

VILLAGE OF BURR RIDGE BM CHECKS:

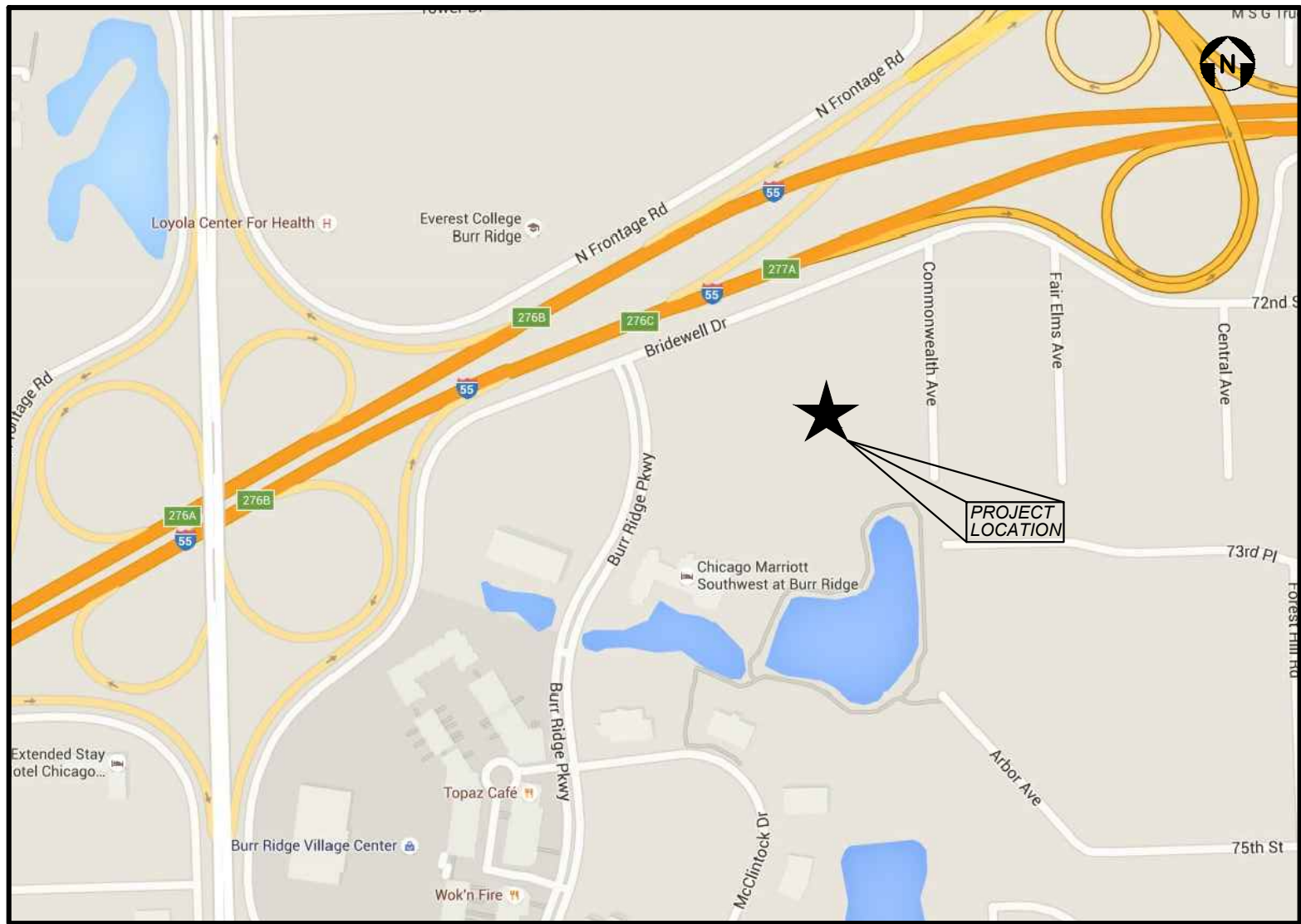
STATION DESIGNATION: BM 101  
ESTABLISHED BY: AREA SURVEY COMPANY  
DATE: 11-16-05

ELEVATION: 636.74 (PUBLISHED) 635.685 (MEAS. NAVD88)  
DATUM: NONE DISCLOSED ON RECORD  
DESCRIPTION: BERTSEN MONUMENT LOCATED AT THE NORTHWEST CORNER OF 75TH STREET AND WOLF ROAD

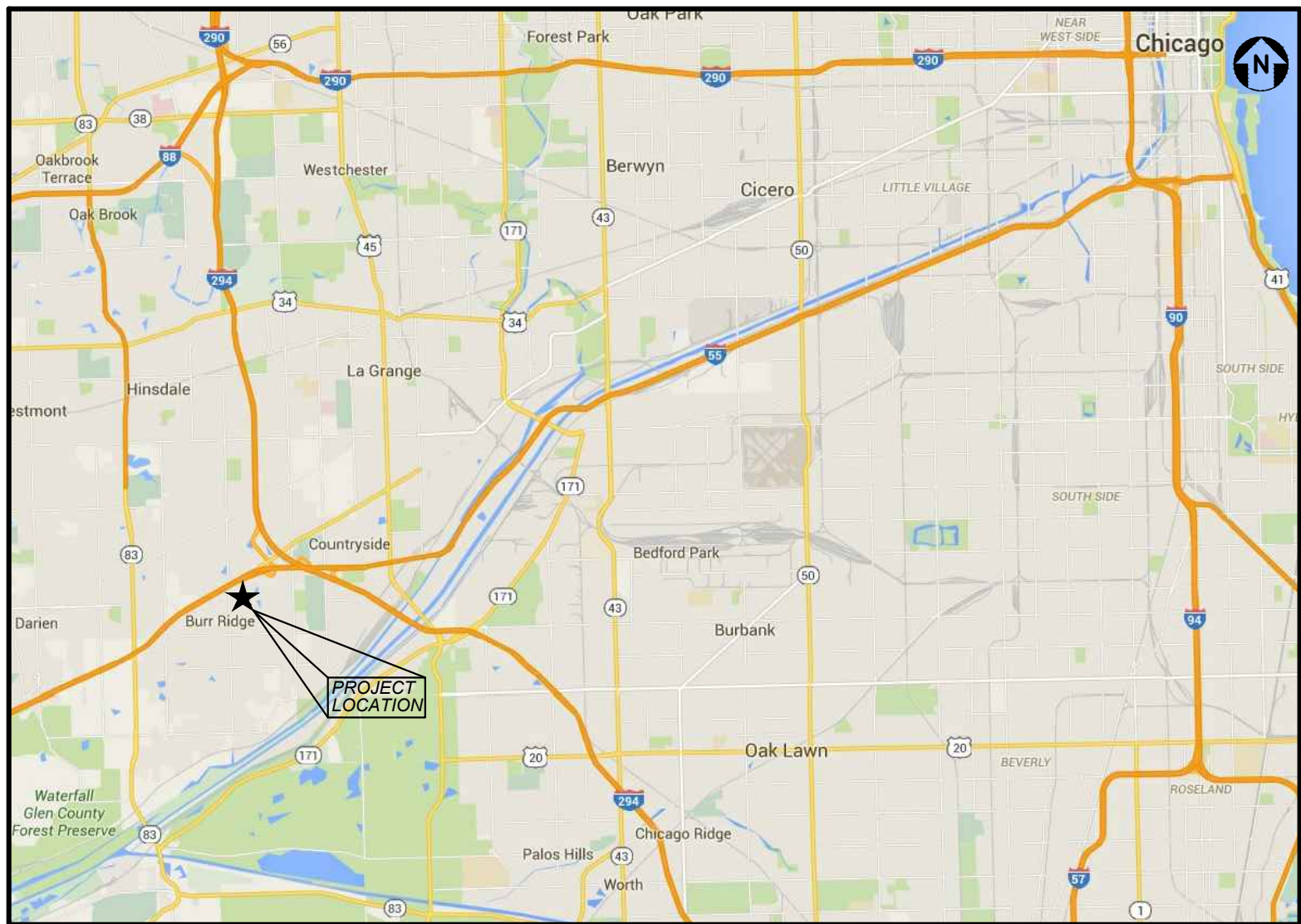
STATION DESIGNATION: BM 108  
ESTABLISHED BY: AREA SURVEY COMPANY  
DATE: 11-16-05

ELEVATION: 709.33 (PUBLISHED) 708.389 (MEAS. NAVD88)  
DATUM: NONE DISCLOSED ON RECORD  
DESCRIPTION: BERTSEN MONUMENT LOCATED AT THE NORTHWEST CORNER OF THE SOUTH FRONTAGE ROAD AND 75TH STREET.

V3 ADVISES THAT ALL CONTRACTORS USING THE ABOVE CONTROL MUST CHECK INTO AT LEAST THREE SITE CONTROL POINTS AND/OR SURROUNDING NON-ADJUSTED MANHOLE RIM GRADES OR ADJACENT BUILDING FINISHED FLOOR ELEVATIONS BEFORE STARTING ANY CONSTRUCTION WORK. ANY DISCREPANCIES FOUND MUST BE REPORTED IMMEDIATELY TO V3 PRIOR TO THE START OF WORK.



LOCATION MAP  
NO SCALE



VICINITY MAP  
NO SCALE

NOTED TO RECORD

NOTICE IS HEREBY GIVEN THAT THE PRELIMINARY PLAT OF A SUBDIVISION SHOWN HEREON HAS RECEIVED APPROVAL BY THE BOARD OF TRUSTEES OF THE VILLAGE OF BURR RIDGE, ILLINOIS, AND UPON COMPLIANCE BY THE SUBDIVIDER WITH REQUIREMENTS OF QUALIFICATIONS GOVERNING THE APPROVAL OF PRELIMINARY PLATS AND WITH OTHER REVISIONS AND STIPULATIONS THAT MAY BE REQUIRED, THE BOARD OF TRUSTEES WILL RECEIVE THE FINAL PLAT FOR CONSIDERATION WHEN SUBMITTED BY THE SUBDIVIDER IN SUCH FORM AND WITHIN SUCH TIME AS REQUIRED BY THIS ORDINANCE.

THE BOARD OF TRUSTEES OF THE VILLAGE OF BURR RIDGE, ILLINOIS

DATE: \_\_\_\_\_

BY: \_\_\_\_\_  
VILLAGE PRESIDENT

ATTEST: \_\_\_\_\_  
VILLAGE CLERK

V3

Visio, Vertere, Virtute... 'The Vision to Transform with Excellence'

V3 Companies

7325 Janes Avenue

Woodridge, IL 60517

630.724.9200 phone

630.724.9202 fax

www.v3co.com

REVISIONS							
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION		
1	08/22/17	PER VILLAGE REVIEW					

PROJECT NO:	00039 MCN - S03	DESIGNED BY:	JAH
FILE NAME:	1.0 PLAT00039.MCN.DWG	DRAWN BY:	VRS
ORIGINAL ISSUE DATE:	08-25-2017	CHECKED BY:	DLG
SCALE:	N. T. S.	PROJECT MANAGER:	DLG

LAKESIDE POINTE OF BURR RIDGE

ILLINOIS

PRELIMINARY PLAT OF P.U.D.

DRAWING NO.

1.1

00039.MCN - S03 - PRELIMINARY PLAT OF P.U.D.

PRELIMINARY ENGINEERING PLANS  
FOR  
**LAKESIDE POINTE OF BURR RIDGE**  
BURR RIDGE, ILLINOIS

PROJECT TEAM

DEVELOPER

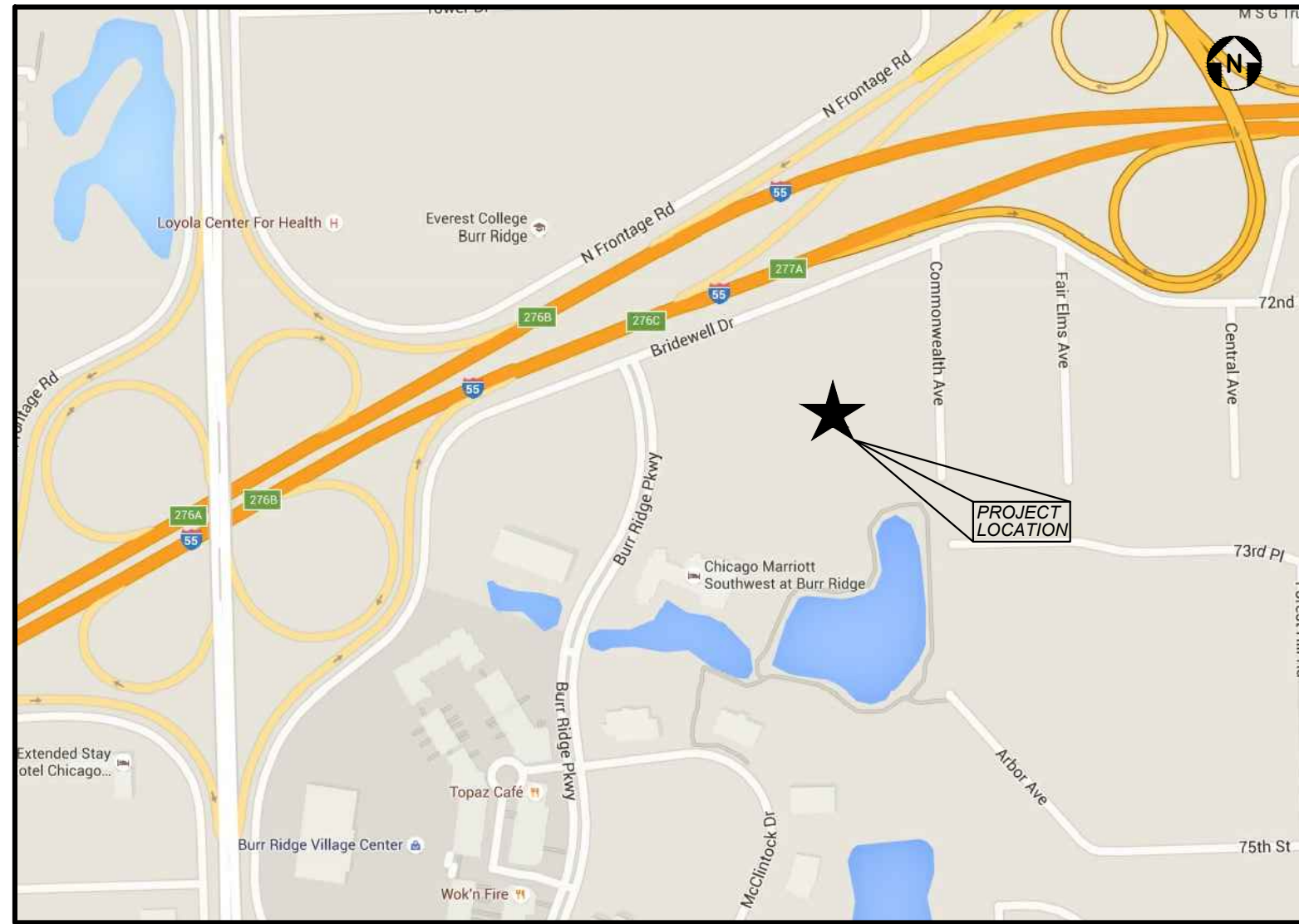
McNaughton Development  
11S220 Jackson Street, Suite 101  
Burr Ridge, Illinois 60527  
630 325 3400  
Contact : John Barry

ENGINEER

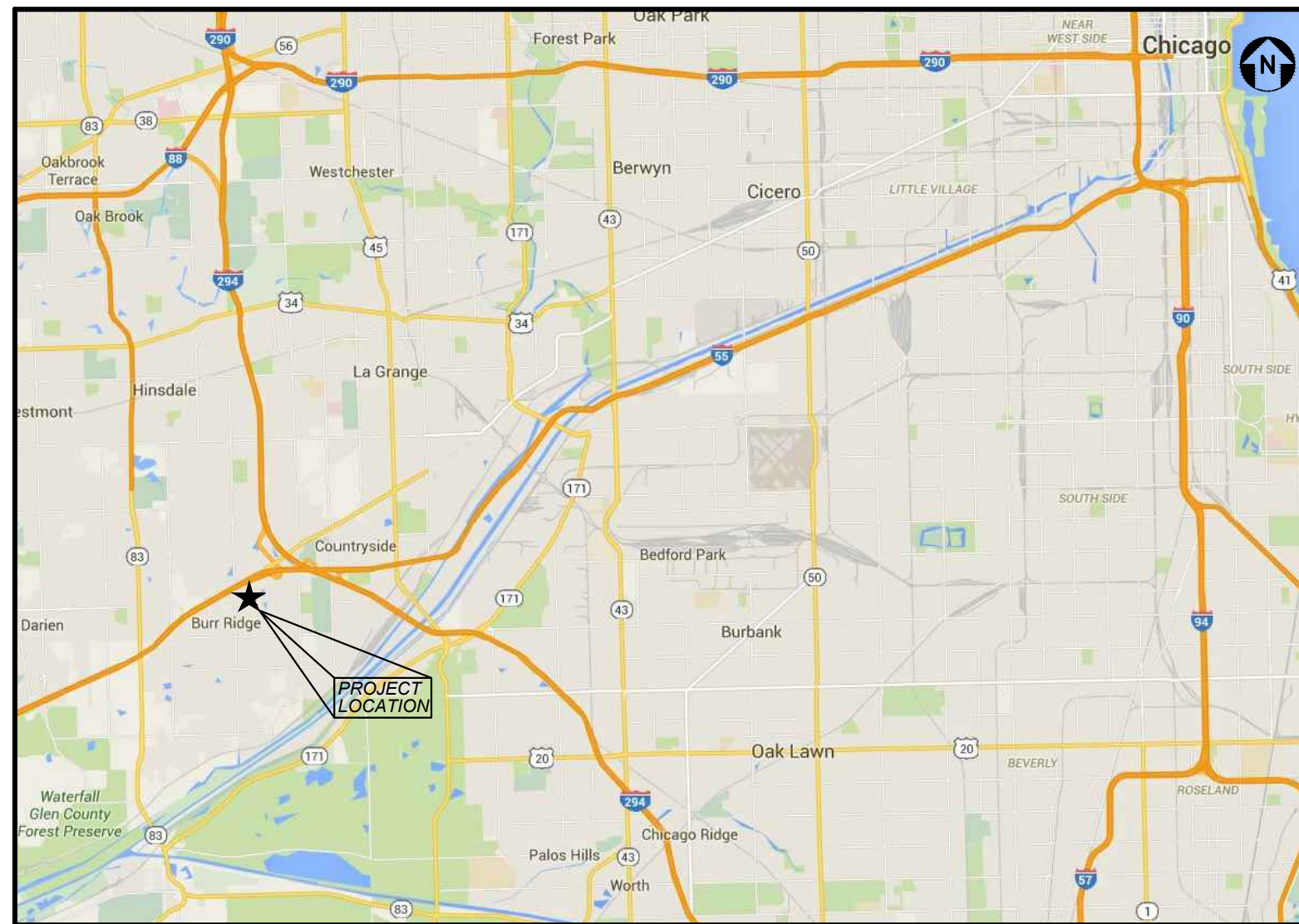
V3 Companies of Illinois, Ltd.  
7325 Janes Avenue  
Woodridge, Illinois 60517  
630 724 9200  
Project Manager : Dwayne Gillian, P.E.  
Project Engineer : Joseph Hallak, E.I.T.

LANDSCAPE ARCHITECT / PLANNER

Metz & Company  
824 East Maple Street  
Lombard, Illinois 60148  
630 561 3903  
Contact : Randy F. Metz, PLA, CLARB



LOCATION MAP  
NO SCALE



VICINITY MAP  
NO SCALE

INDEX OF DRAWINGS

- |     |                            |
|-----|----------------------------|
| 0.0 | TITLE SHEET                |
| 1.0 | PRELIMINARY LAYOUT PLAN    |
| 2.0 | PRELIMINARY GRADING PLAN   |
| 3.0 | PRELIMINARY UTILITY PLAN   |
| 1.0 | PRELIMINARY PLAT OF P.U.D. |
| 1.1 | PRELIMINARY PLAT OF P.U.D. |

BENCHMARK

VILLAGE OF BURR RIDGE BM CHECKS:

STATION DESIGNATION: BM 101  
ESTABLISHED BY: AREA SURVEY COMPANY  
DATE: 11-16-05

ELEVATION: 636.74 (PUBLISHED) 635.685 (MEAS. NAVD88)  
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V3 Companies  
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Information  
for  
Excavators

Call 48 hours before you dig

REVISIONS				
NO.	DATE	DESCRIPTION	SHEETS REVISED	REV. BY
1	09/22/17	REVISED PER VILLAGE REVIEW		

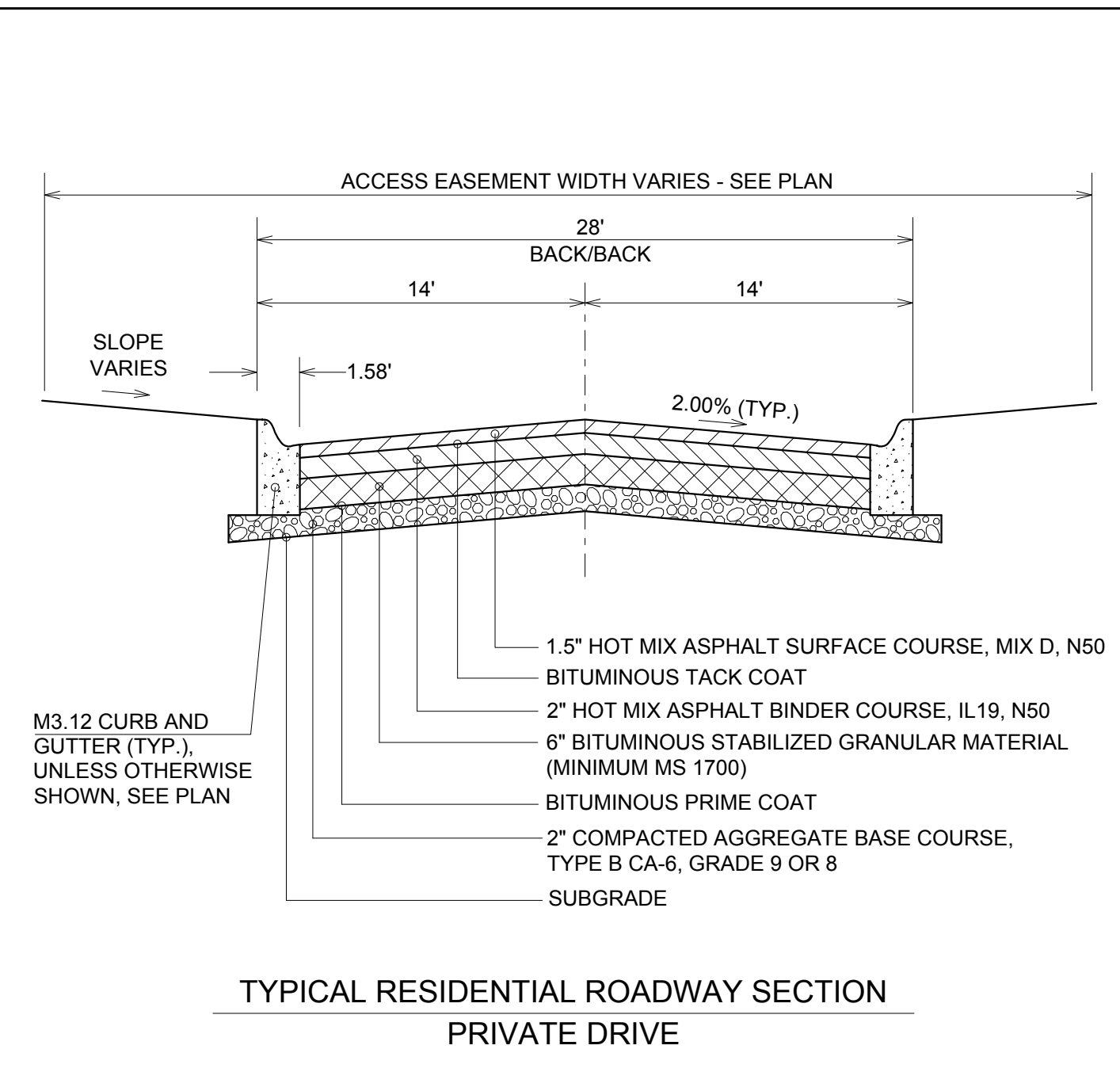
ORIGINAL ISSUE DATE: AUGUST 25, 2017

BENCHMARKS				
SOURCE: BENCHMARK ESTABLISH VIA TRIMBLE VRS NETWORK. DATUM IS NAVD88. LATITUDE: 41-45-26.66992 N. LONGITUDE: 87-54-28.42124 W. ELLIPSOIDAL HEIGHT: 586.994 SFT. GROUND SCALE FACTOR: 1.0000376122. GEOID 12A (CONUS).				
SITE:				
STATION DESIGNATION: SBM#1				
ESTABLISHED BY: V3 COMPANIES. DATE: 07-02-15. ELEVATION: 694.613 (MEAS.). DATUM: NAVD88.				
DESCRIPTION: NORTHWEST BOLT ON FIRE HYDRANT AT SOUTH SIDE OF BRIDEWELL DRIVE NEAR NORTHWEST CORNER OF SITE.				
STATION DESIGNATION: SBM#2				
ESTABLISHED BY: V3 COMPANIES. DATE: 07-02-15. ELEVATION: 686.833. DATUM: NAVD88.				
DESCRIPTION: NORTHWEST BOLT ON FIRE HYDRANT AT SOUTHWEST CORNER OF BRIDEWELL DRIVE AND COMMONWEALTH AVE.				

PROFESSIONAL ENGINEER'S CERTIFICATION	
I, DWAYNE L. GILLIAN, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION WAS PREPARED ON BEHALF OF MCNAUGHTON DEVELOPMENT BY V3 COMPANIES UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.	
DATED THIS _____ DAY OF _____, A.D., 2017.	
ILLINOIS LICENSED PROFESSIONAL ENGINEER #062-048002 MY LICENSE EXPIRES ON NOVEMBER 30, 2017	
ILLINOIS LICENSED DESIGN FIRM NO. 164-000902	

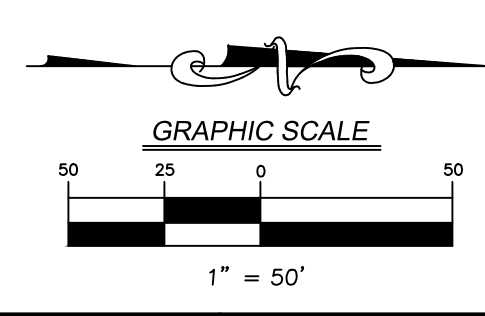
DRAWING NO.

0.0



LEGEND		
EXISTING	PROPOSED	DESCRIPTION
		RIGHT-OF-WAY LINE
		PROPERTY LINE (EXTERIOR)
		LOT LINE (INTERIOR)
		EASEMENT LINE
		FENCE LINE
		CENTERLINE
		CURB & GUTTER
		DEPRESSED CURB & GUTTER
		LIGHT STANDARD

- NOTES:**
- BUILDING DIMENSIONS SHOWN ARE TO OUTSIDE FACE OF BUILDING FOUNDATION UNLESS OTHERWISE NOTED.
  - ON-STREET PARKING SHALL BE LIMITED TO ONE SIDE ONLY.
  - ALL CURB AND GUTTER SHALL BE M3.12 UNLESS OTHERWISE NOTED.
  - PROPOSED RESIDENTIAL DRIVEWAYS SHALL BE ASPHALT WITH 2" SURFACE THICKNESS AND 8" COMPACTED GRAVEL BASE.
  - ALL PROPOSED SIDEWALKS SHALL BE 5' WIDE CONCRETE UNLESS OTHERWISE SHOWN.
  - SIDEWALKS TO BE MIN. 5" THICK P.C.C. WITH MIN. 4" THICK COMPACTED GRANULAR, TYPE B SUB-BASE.
  - SEE PRELIMINARY PLAT OF P.U.D. FOR EASEMENT PROVISIONS.



V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

REVISIONS			REVISIONS		
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	08/22/17	PER VILLAGE REVIEW			

PROJECT NO.: 00039.MCN - S03  
FILE NAME: 1.0 LAY00039.MCN.DWG  
ORIGINAL ISSUE DATE: 08-25-2017  
SCALE: 1" = 50'

DESIGNED BY: JAH  
DRAWN BY: VRS  
CHECKED BY: DLG  
PROJECT MANAGER: DLG

**LAKEVIEW POINTE OF BURR RIDGE**

**PRELIMINARY ENGINEERING**

**ILLINOIS**

**PRELIMINARY LAYOUT PLAN**

**1.0**

DRAWING NO. 00039.MCN - S03 - PRELIMINARY LAYOUT PLAN



- GENERAL NOTES:
- Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.
  - The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.
  - Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).
  - If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.
  - Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.
  - Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's 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.
  - Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.
  - Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements.
  - Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.
  - All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.
  - Contractor shall verify location of all underground utilities prior to digging. For location outside the City of Chicago call "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123.
  - All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with an additional two inch (2") layer of mushroom compost.
  - All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.
  - Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.
  - All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.
  - Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.
  - Sod shall be mineral base only.
  - Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's specs) or Hydro-mulch.
  - All plant material shall be guaranteed for one (1) year from the date of acceptance.

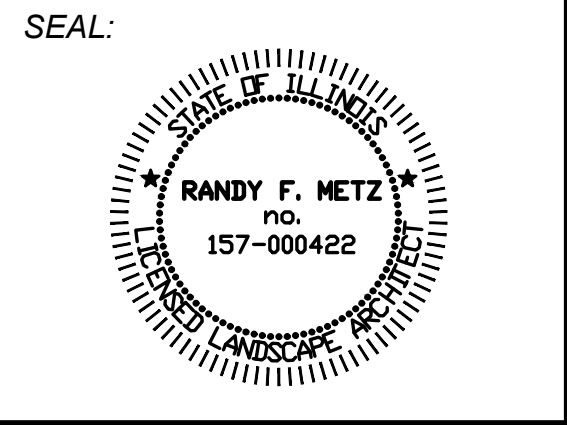
- LEGEND
- 2.5" - DECIDUOUS SHADE TREES
  - 2.5" - COLUMNAR SHADE TREES
  - 2.5" or 6" - ORNAMENTAL TREES
  - 36" - DECIDUOUS SHRUBS
  - 24"/#5 - DECIDUOUS SHRUBS
  - 24"/#5 - EVERGREEN SHRUBS
  - #1 - ORNAMENTAL GRASSES
  - #1 - PERENNIALS or from flats - GROUNDCOVERS

REVISIONS	
1	Site Plan Modifications 9/21/17

# LAKESIDE POINTE

BURR RIDGE, ILLINOIS

McNaughton  
Development Inc.



TITLE  
**PRELIMINARY  
LANDSCAPE  
PLAN**

PROJECT NO.:  
**17-068**

DATE: **08-30-17**

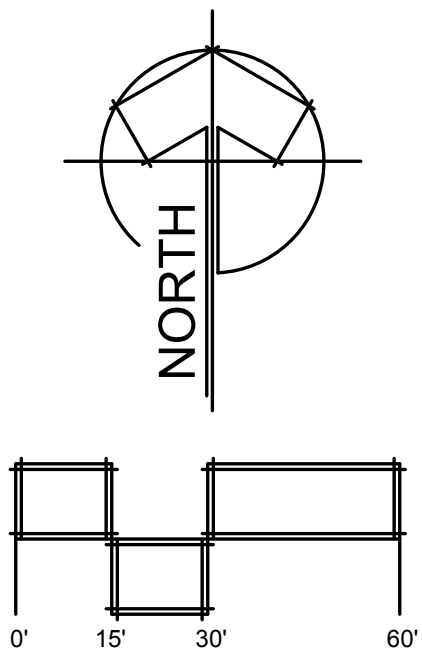
SCALE: **1"=30'**

SHEET  
**L-1**

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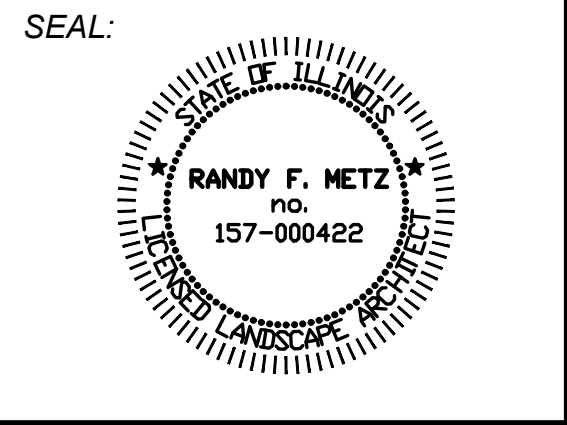
- LEGEND**
- 2.5" - DECIDUOUS SHADE TREES
  - 2.5" - COLUMNAR SHADE TREES
  - 2.5" or 6" - ORNAMENTAL TREES
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  - #1 - PERENNIALS or from flats - GROUNDCOVERS



REVISIONS	
1	Site Plan Modifications 9/21/17

**LAKESIDE  
POINTE**  
BURR RIDGE, ILLINOIS

McNaughton  
Development Inc.



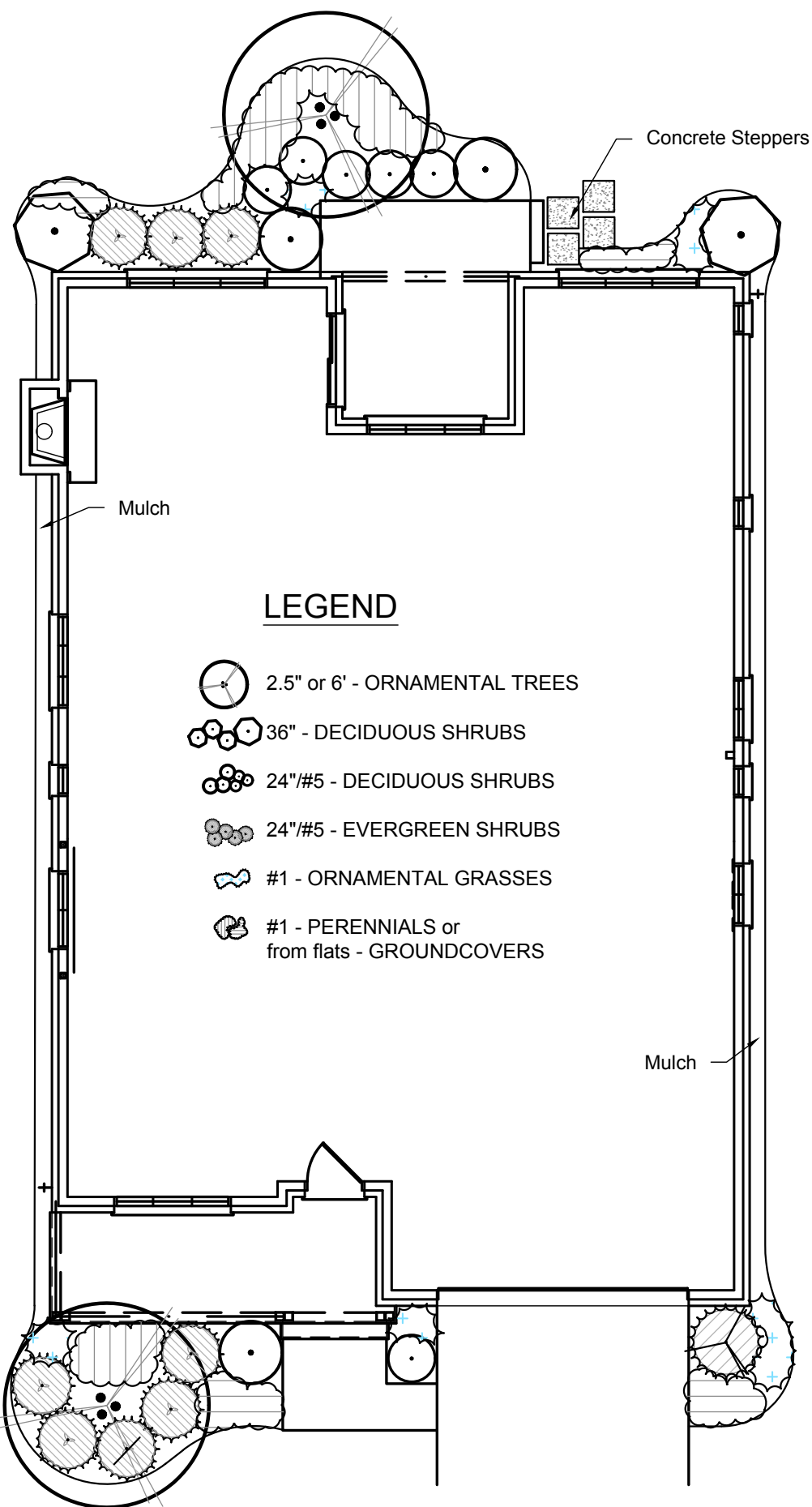
**METZ & COMPANY**  
LANDSCAPE ARCHITECTURE/SITE PLANNING  
826 East Maple Street  
Lombard, Illinois 60148  
PH: 630.561.3903  
Email: metz.landarch@comcast.net

TITLE  
**PRELIMINARY  
LANDSCAPE  
PLAN**

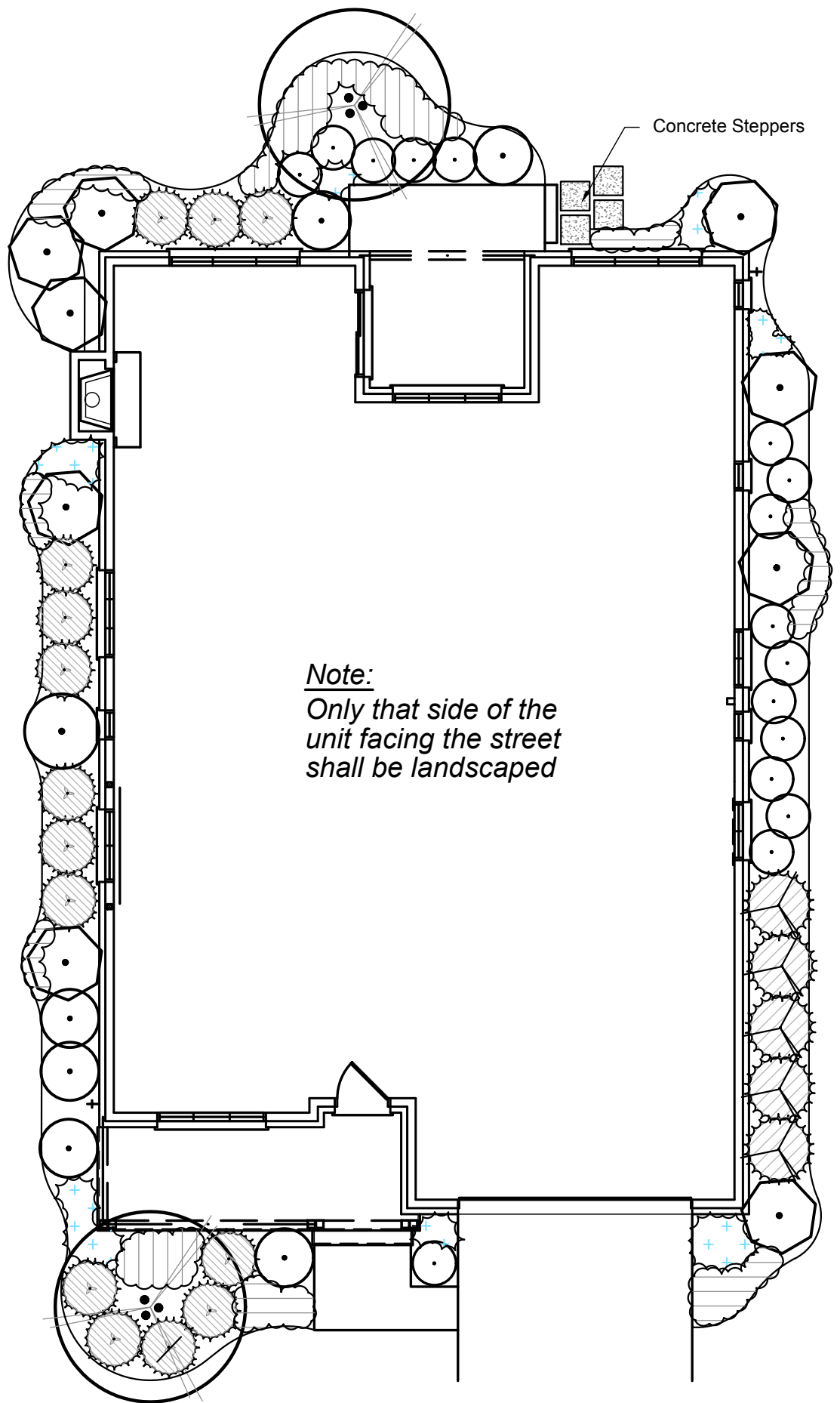
PROJECT NO.:  
**17-068**  
DATE: **08-30-17**  
SCALE: **1"=30'**

SHEET  
**L-2**

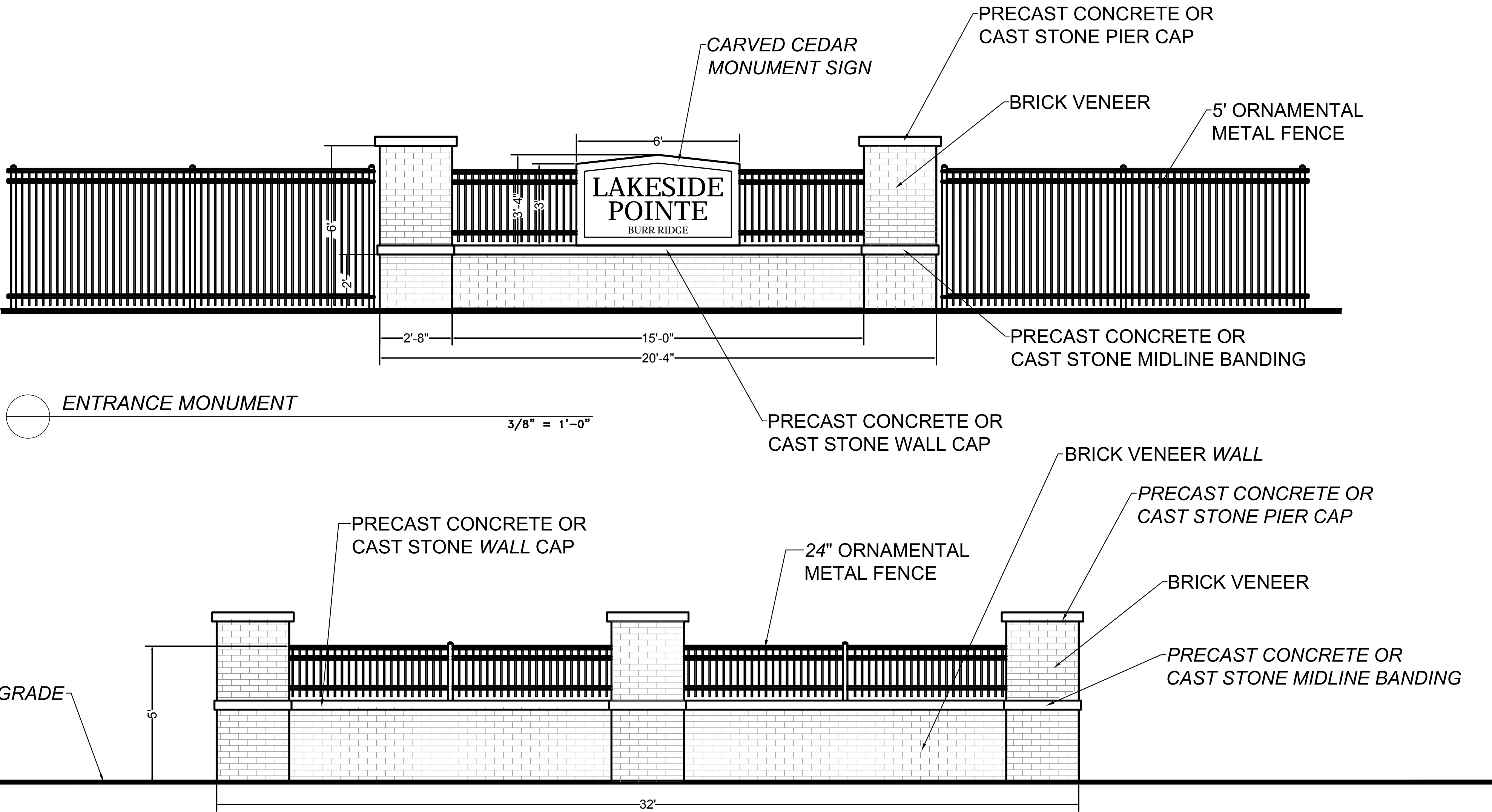
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Interior Unit



End Unit



FAUX BRIDGE CONCEPT

EMERGENT WETLAND SEED MIX

Cardno-JNew - Apply at 33.9 PLS pounds per acre

BOTANICAL/ (COMMON) NAME	PLS OZ./Ac
<strong>PERMANENT MATRIX:</strong>	
Carex comosa (Bristly Sedge)	2.50
Carex lacustris (Common Lake Sedge)	0.25
Carex lurida (Bottlebrush Sedge)	4.00
Carex vulpinoidea (Brown Fox Sedge)	6.00
Eleocharis ovata (Blunt Spike Rush)	1.00
Leersia oryzoides (Rice Cut Grass)	3.00
Juncus effusus (Common Rush)	1.00
Scirpus acutus (Hard-stemmed Bulrush)	2.50
Scirpus pungens (Chairmaker's Rush)	4.00
Scirpus validus (Great Bulrush)	6.00
<strong>TOTAL</strong>	<strong>30.25</strong>

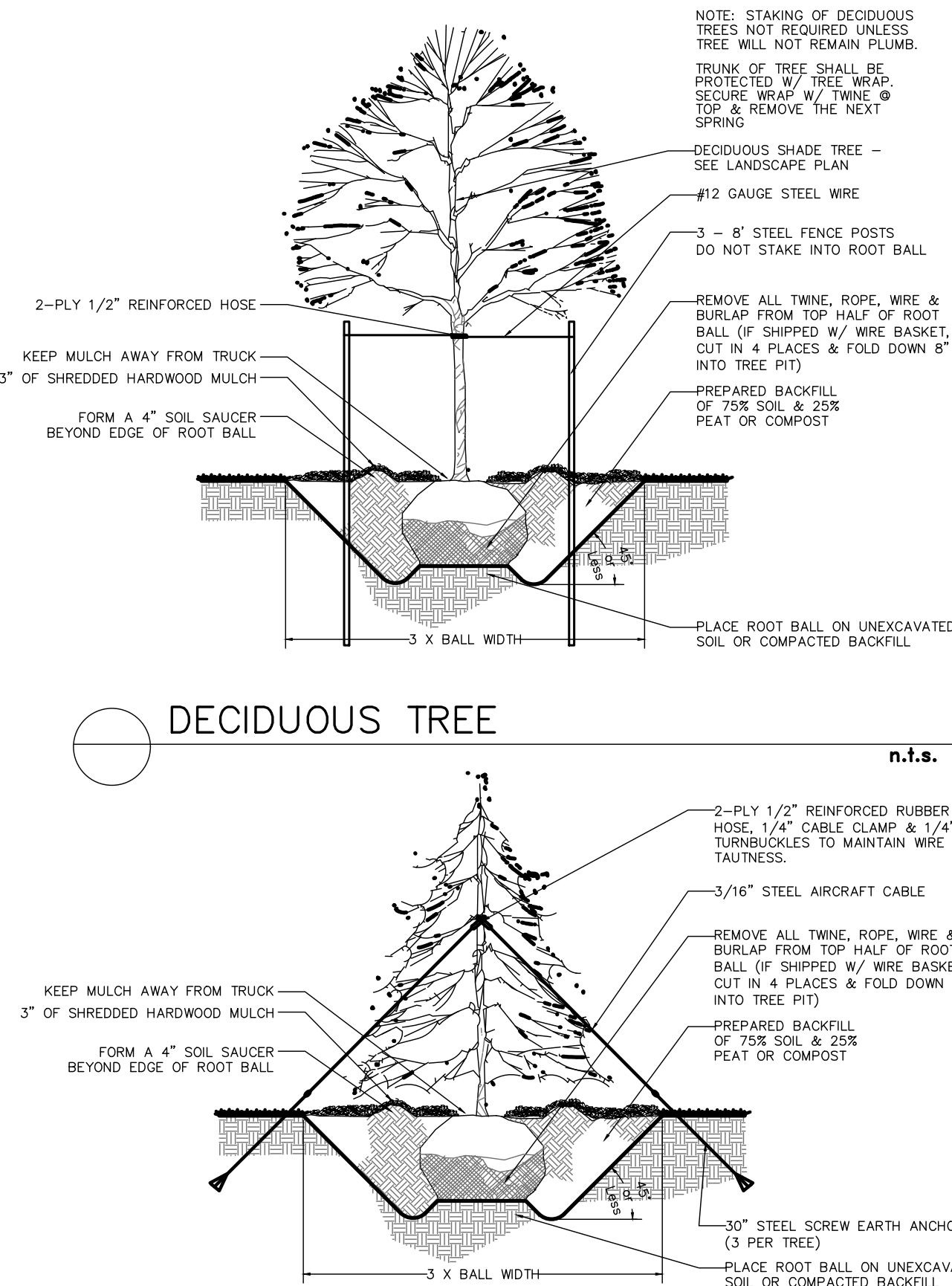
TEMPORARY COVER:

Avena sativa (Seed Oats)	360.00
Lolium multiflorum (Annual Rye)	100.00
<strong>TOTAL</strong>	<strong>460.00</strong>

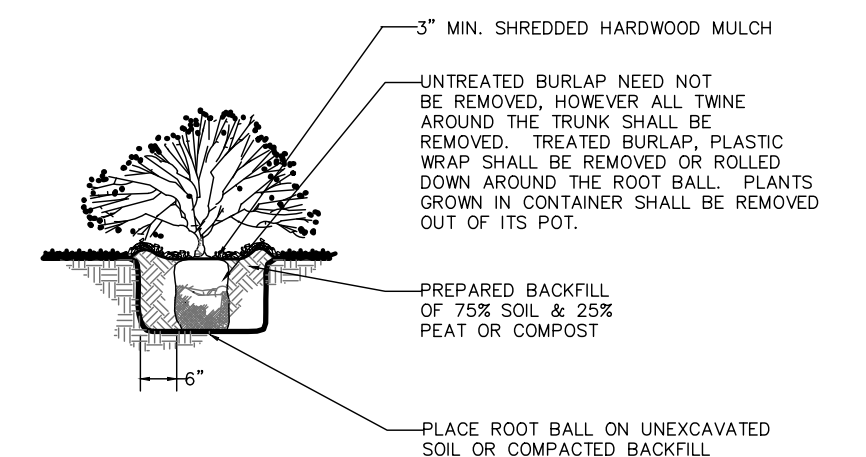
FORBS:

Acorus calamus (Sweet Flag)	0.50
Alisma spp. (Water Plantain Mix)	2.00
Asclepias incarnata (Swamp Milkweed)	1.50
Cephalanthus occidentalis (Buttonbush)	0.50
Decodon verticillatus (Swamp Loosetrife)	0.50
Eupatorium maculatum (Spotted Joe-Pye Weed)	0.50
Hibiscus spp. (Rose Mallow Mix)	3.00
Iris virginica (Blue Flag)	6.00
Lobelia siphilitica (Great Blue Lobelia)	1.50
Lobelia cardinalis (Cardinal Flower)	0.25
Lycopus americanus (Common Water Horehound)	0.25
Mimulus ringens ( Monkey Flower)	1.00
Peltandra virginica (Arrow Arum)	16.00
Penthorum sedoides (Ditch Stonecrop)	0.50
Polonium spp. (Smartweed Mix)	0.50
Pondtederia cordata (Piclelei Weed)	10.00
Sagittaria latifolia (Common Arrowhead)	2.00
Sparganium americanum (American Bur Reed)	1.00
Sparganium eurycarpum (Common Bur Reed)	4.00
Verbena hastata ( Blue Vervain)	1.00
<strong>TOTAL</strong>	<strong>52.50</strong>

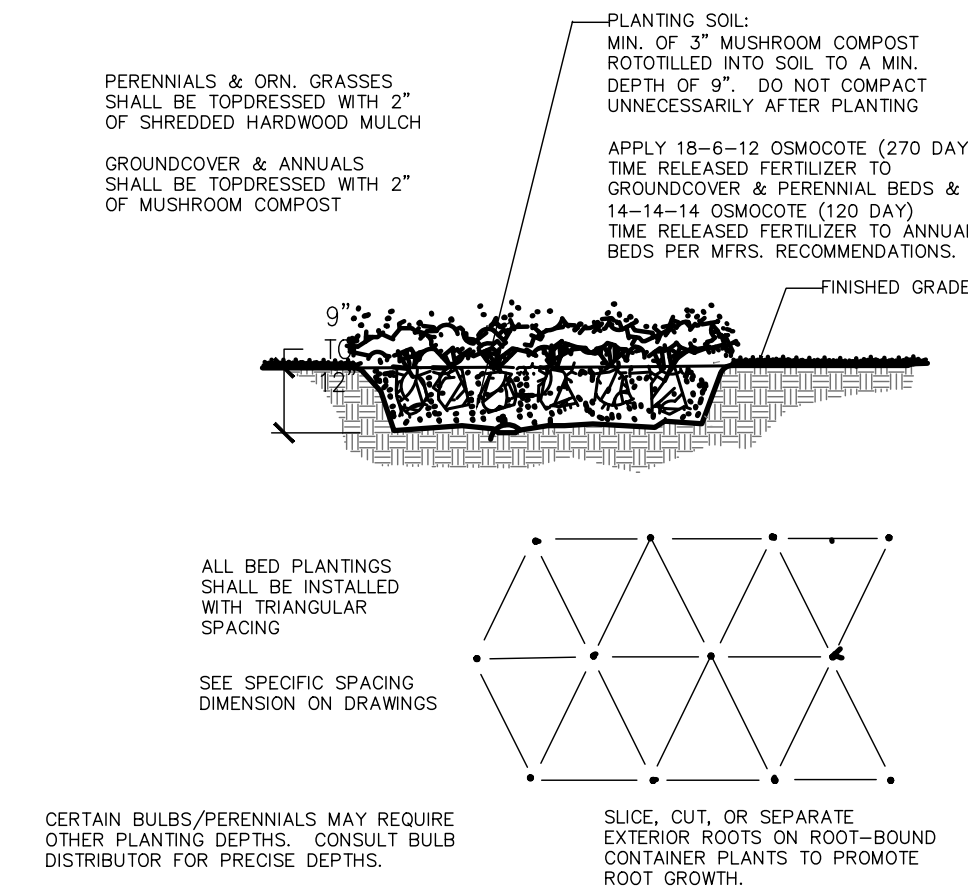
SEED MIX BIO RETENTION FACILITY



EVERGREEN TREE



SHRUBS



BED PLANTING DETAIL

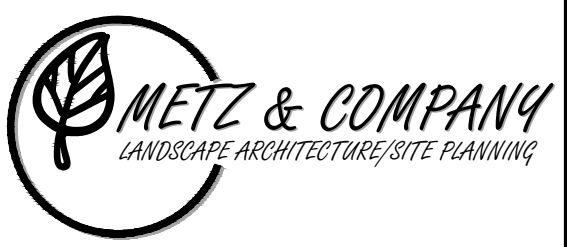
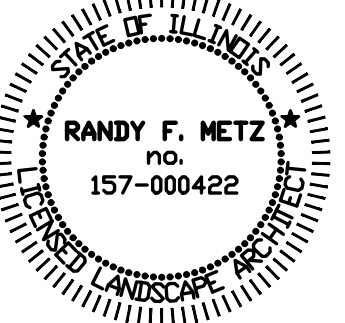
REVISIONS	
1	Site Plan Modifications 9/21/17

LAKESIDE POINTE

BURR RIDGE, ILLINOIS

McNaughton Development Inc.

SEAL:



826 East Maple Street  
Lombard, Illinois 60148  
PH: 630.561.3903  
Email: metz@landarch.comcast.net

PRELIMINARY LANDSCAPE PLAN

PROJECT NO.:	17-068
DATE:	08-30-17
SCALE:	as noted

SHEET L-3

- NOTES:**
- ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
  - "R" INDICATES RIM ELEVATION OF ALL STRUCTURES LOCATED OUTSIDE THE CURB LINE. FOR STRUCTURES LOCATED WITHIN THE CURB LINE, "R" INDICATES TOP OF CURB ELEVATION.
  - ALL PROPOSED SIDEWALK SLOPES TO BE CONSTRUCTED TO MEET LOCAL AND STATE ACCESSIBILITY REQUIREMENTS.


**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
---	---	RIGHT-OF-WAY LINE
---	---	PROPERTY LINE (EXTERIOR)
---	---	LOT LINE (INTERIOR)
---	---	EASEMENT LINE
---	---	FENCE LINE
---	---	CENTERLINE
---	---	CURB & GUTTER
---	---	DEPRESSED CURB & GUTTER
---	---	UTILITY STRUCTURE WITH CLOSED LID
---	---	CURB INLET
---	---	DRAINAGE STRUCTURE WITH OPEN LID
---	---	FIRE HYDRANT
---	---	VALVE IN VALVE BOX
---	---	GATE VALVE IN VALVE VAULT
---	---	FLARED END SECTION (F.E.S.)
---	---	LIGHT STANDARD
---	---	CONTOUR
---	---	SPOT ELEVATION
---	---	STORMWATER FLOW DIRECTION
---	---	STORMWATER OVERFLOW ROUTE

**LEGEND**

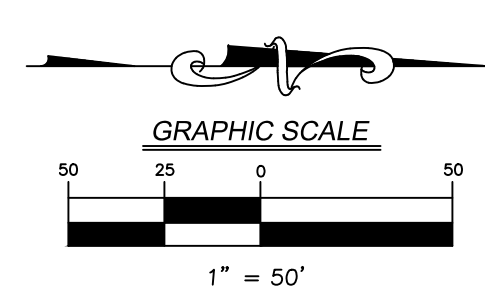
T/F	TOP OF FOUNDATION ELEVATION
L/O	LOOKOUT BASEMENT (FG = TF - 4.0')
W/O	WALKOUT BASEMENT (FG = TF - 9.0')



 V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone 630.724.9202 fax www.v3co.com	<b>REVISIONS</b>	<b>PROJECT NO.:</b> 00039 MCN - S03	<b>DESIGNED BY:</b> JAH	<b>LAKESIDE POINTE OF BURR RIDGE</b>	<b>PRELIMINARY GRADING PLAN</b>	<b>ILLINOIS</b>	<b>DRAWING NO.</b>  <b>2.0</b>																											
	<table><tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td>1</td><td>09/22/17</td><td>PER VILLAGE REVIEW</td></tr></table>	NO.	DATE					DESCRIPTION	1	09/22/17	PER VILLAGE REVIEW	<table><tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td></tr></table>	NO.	DATE	DESCRIPTION										<table><tr><td>FILE NAME:</td><td>2.0 GRD000039.MCN.DWG</td><td>DRAWN BY:</td><td>VRS</td></tr><tr><td>ORIGINAL ISSUE DATE:</td><td>08-25-2017</td><td>CHECKED BY:</td><td>DLG</td></tr><tr><td>SCALE:</td><td>1" = 50'</td><td>PROJECT MANAGER:</td><td>DLG</td></tr></table>	FILE NAME:	2.0 GRD000039.MCN.DWG	DRAWN BY:	VRS	ORIGINAL ISSUE DATE:	08-25-2017	CHECKED BY:	DLG	SCALE:
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SCALE:	1" = 50'	PROJECT MANAGER:	DLG																															

- NOTES:**
- ALL SANITARY SEWER MAIN TO BE 8" PVC UNLESS OTHERWISE NOTED.
  - ALL WATER MAIN TO BE 8" DUCTILE IRON UNLESS OTHERWISE NOTED. ALL WATER MAIN LEADS TO FIRE HYDRANT TO BE 6" DUCTILE IRON UNLESS OTHERWISE NOTED.
  - WATER SERVICE LINES TO BE MINIMUM 1/2" TYPE K, COPPER AND SHALL TERMINATE AT A SHUTOFF VALVE AND BOX TO BE LOCATED IN THE PARKWAY.
  - ALL STORM SEWER TO BE 12" UNLESS OTHERWISE NOTED.
  - ALL SUMP DRAINS SHALL BE CONNECTED TO THE STORM SEWER.

LEGEND	
EXISTING	PROPOSED





V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

Visio, Vertere, Virtute... 'The Vision to Transform with Excellence'

REVISIONS		
NO.	DATE	DESCRIPTION
1	08/22/17	PER VILLAGE REVIEW

PROJECT NO.: 00039 MCN - S03	DESIGNED BY: JAH
FILE NAME: 3.0 UTL00039.MCN.DWG	DRAWN BY: VRS
ORIGINAL ISSUE DATE: 08-25-2017	CHECKED BY: DLG
SCALE: 1" = 50'	PROJECT MANAGER: DLG

LAKESIDE POINTE OF BURR RIDGE

PRELIMINARY ENGINEERING

ILLINOIS

PRELIMINARY UTILITY PLAN

3.0

DRAWING NO.



## MEMORANDUM

**DATE:** September 22, 2017  
**TO:** David Preissig, Director of Public Works & Village Engineer, Village of Burr Ridge  
**CC:** John Barry, McNaughton Development  
Dough Pollock, Village Administrator, Village of Burr Ridge  
**FROM:** Dwayne Gillian, P.E.  
**RE:** Stormwater Management Criteria – Burr Ridge Development

---

The purpose of this memo is to document V3's interpretation of stormwater management requirements as they will apply to the proposed Lakeside Pointe Development located at the southeast corner of Burr Ridge Parkway and Bridewell Drive in Burr Ridge, Illinois. The site is within the Village of Burr Ridge in Cook County, Illinois. The property is approximately 19.8 Ac. and is subject to Burr Ridge Stormwater Detention Requirements and the Metropolitan Water Reclamation District (MWRD) Watershed Management Ordinance (WMO).

### **Metropolitan Water Reclamation District Requirements**

MWRD enacted a countywide Watershed Management Ordinance in 2014. The WMO imposes stormwater management requirements on a countywide level. All development within the county is subject to the ordinance requirements. Municipalities may impose additional requirements or enact more stringent requirements than described in the WMO.

The WMO makes allowances for redevelopment and development of previously permitted projects. These types of projects can be eligible to be reviewed under the Legacy Permit process. The subject property lies within an area that contains an existing detention facility that was permitted and constructed under a sewerage system permit (SPO). The new development's runoff coefficient is expected to be less than the originally permitted runoff coefficient. For these reasons it is V3's opinion that the subject property can be permitted as a Legacy Permit and MWRD will not require additional stormwater detention. An MWRD determination letter along with an exhibit detailing the area of development will need to be prepared to receive an official response regarding our detention assumptions.

However, it must be understood that the WMO also contains Site Volume Control Requirements. The Volume Control Requirement equals one inch of stormwater from all new impervious surfaces of the development. In our case:

**MWRD Volume Control Requirement = 5.81 acres impervious area \* (1/12) = 0.48 acre-feet.**

Volume control will be provided within two bioretention facilities. Approximately 0.63 acre-feet of volume control will be provided.

Volume Type	Porosity	Media Volume (Ac.FT)	Storage Volume (Ac.FT)	Volume Provided (Ac. FT)
Surface Storage	1.00	0.53	0.53	0.53
Soil Media Mix (Credited at 50%)	0.25	0.79	0.20	0.10
			Total	0.63

### **Village of Burr Ridge Detention Requirements**

The attached Village of Burr Ridge memo dated February 14, 2008 and updated May 12, 2012 details the methodology for determining the Village's stormwater detention requirement. Years ago the Village determined that the original design of the existing stormwater management facility was not sufficient for complete build out of the Burr Ridge Corporate Park. The facility was originally designed using Technical Paper 40 rainfall data and the Village determined that the detention requirement would be updated to account for increased rainfall amounts reflected in Technical Bulletin 70.

By reviewing various studies that were undertaken, the Village determined that each development site within the Burr Ridge Corporate Park would be responsible for increasing the detention storage by 0.16 Ac-Ft/Ac. The remaining developments would be able to utilize any available surplus detention that was previously provided. We believe that 3.14 acre-feet of surplus detention currently remains available in the existing pond.

The detention calculation for the subject development is therefore:

**Village Detention Volume Requirement** = (13.5 acres) \* (0.16 ac-ft/ac)  
**= 2.16 ac-ft.**

**Since 3.14 ac-ft is currently available, no detention is required for this site and 0.98 ac-ft of storage remains available for future development.**

The 13.5 acre development area excludes 6.3 acres of the pond, and woodland area that is located on the property since that area is not being redeveloped.

### **Design approach**

Based on the current site plan, developed portions of the site will be directed to the bioretention facilities designed with native plantings in order to meet the 0.48 acre-foot MWRD Volume Control requirement.

Attachment

- B. The downstream receiving **storm sewer** has adequate capacity as determined by the governing **municipality**;
- C. The **development** complies with the **site** volume control requirements of §503 of this **Ordinance**; and
- D. The **development** intercepts and treats all **stormwater runoff** onsite to improve water quality prior to discharge from the **development**.

**§ 505. Allowances for Redevelopment and Development Subject to Legacy Sewerage System Permits**

- 1. For **redevelopment** of a **site** tributary to an **existing detention facility** that will only require a marginal increase in the new total storage required in the same **existing detention facility**, the increase in storage may be waived if the following conditions are met:
  - A. Actual storage volume is **verified to meet or exceed** the required **detention volume** based on a recent survey, signed and sealed by either a **Professional Engineer** or **Professional Land Surveyor**; and
  - B. The marginal increase in incremental required storage volume is less than one-tenth (0.10) of an acre-foot or within two percent (2%) of the existing total storage.
- 2. Incidental disturbance to an **existing detention facility** to provide the new required additional detention volume may be considered **non-qualified development**.
- 3. **Allowances noted below may be granted for the redevelopment of a parcel that was planned to be tributary or contains within the parcel an existing detention facility permitted under a sewerage system permit:**
  - A. If the **redevelopment** meets **all** of the following conditions:
    - (1) The design of the **existing detention facility** is documented and approved under an existing **sewerage system permit** (commonly referred to as Schedule D);
    - (2) Actual storage volume is verified (or is further modified as part of the current work) to **meet or exceed** the required detention volume under the permit based on a recent survey, signed and sealed by either a **Professional Engineer** or **Professional Land Surveyor**;

MWRB - WMO

- (3) The redevelopment provides treatment of the volume control storage as required in §503 of this Ordinance; and
- (4) The redevelopment provides adequate capacity to convey stormwater runoff to the existing detention facility for all storms up to and including the 100-year storm event;

B. Then, the following redevelopment allowances may be granted:

- (1) If the redevelopment's composite runoff coefficient does not exceed the design composite runoff coefficient of the existing detention facility as designed and intended under the original permit, additional stormwater detention volume is not required;
- (2) If the redevelopment's composite runoff coefficient exceeds the design composite runoff coefficient of the existing detention facility as designed and intended under the original permit, additional stormwater detention volume shall be provided for the redevelopment. In such situations, the modified rational method using Bulletin 70 rainfall data may be used to calculate the additional required storage volume. The release rate for the redevelopment will be based as follows:
  - (a) For redevelopment of areas within a permitted parcel intended to be tributary to an existing detention facility, the existing approved release rate and restrictor may be retained;
  - (b) For redevelopment of areas within a permitted parcel that was never intended to be tributary to an existing detention facility, but will become tributary to such detention facility upon redevelopment, the original release rate for the basin will be recalculated based on a pro-rated area amount. The total new required storage volume will be updated based on the new required release rate and the restrictor may need to be replaced.

C. For redevelopment of a parcel never planned to be tributary or that does not contain an existing detention facility permitted under a sewerage system permit, the redevelopment shall be subject to the standard stormwater management requirements described in §500 through §504 of this Ordinance.

4. Allowances noted below may be granted for the redevelopment of a parcel that contains a detention facility within the parcel that was never permitted under a sewerage system permit:

A. If the redevelopment meets all of the following conditions:

*MWRD - WMO*



## VILLAGE OF BURR RIDGE MEMO

**To:** Douglas Pollock, AICP, and Community Development Director

**From:** Paul D. May, P.E., Director of Public Works / Village Engineer

**Date:** February 14, 2008  
Updated 5/21/12 (PDM)

**Subject:** Stormwater Detention in the Burr Ridge Corporate Park

---

Currently a number of projects are proposed or under construction in the Burr Ridge Corporate Park. Modifications have been made to existing detention facilities as a function of the Burr Ridge Village Center Project. This memorandum is intended to summarize activities and studies that have occurred to date, and to memorialize stormwater detention analysis and methodology which has been utilized.

### **1984**

The Burr Ridge Corporate Park was originally platted in 1984, at which time stormwater detention calculations were performed by Cowhey, Gudmundson, Leder, Ltd based upon TP40 rainfall data which was the standard at the time. The Corporate Park is generally divided into two watersheds, with detention facilities on each watershed, constructed as per the approved 1984 plans.

### **1996**

In 1996, the Stormwater Detention Analysis was updated to reflect the Bulletin 70 rainfall data, which had become the revised standard for precipitation data throughout the region. This report, also by CGL, determined the differential in required storage based upon the revised precipitation data.

**Watershed B:** The CGL report concluded that the stormwater storage for Watershed B was oversized originally and was adequate when compared to BL70 data. Specifically, the report found that the originally provided storage for Watershed B, 20.1 Ac-ft, was adequately in conformance with the BL70 required storage, 20.3 Ac-ft, utilizing a CN of 91 (applied to the entire 67.6 acres). Therefore, no revisions were recommended for Basin B.

**Watershed C:** The CGL report concluded that the stormwater storage for Watershed C was not adequate when compared to BL70 data. Specifically, the report found that the originally provided storage for Basin B, 19.7 Ac-ft, was not in conformance with the

BL70 required storage, 28.2 Ac-ft, utilizing a CN of 92. Therefore, it was recommended that the basin NWL be lowered and that the outflow weir be modified in order to increase the storage to an amount which meets or exceeds that required by the BL70 analysis. Per our records, basin modifications were not performed at that time, pending future development.

## **2007**

In 2007, modifications were made to the Watershed C detention facilities as a part of the Burr Ridge Village Center project. The 1984 and 1996 CGL studies were utilized as a base for an updated Stormwater Analysis, performed by V3, for the proposed project.

**Watershed B:** The V3 report further corroborated the CGL conclusion that the stormwater storage for Watershed B was oversized originally and was adequate when compared to BL70 data. Specifically, the report found that the originally provided storage for Watershed B, 20.1 Ac-ft, was adequately in conformance with the BL70 required storage, 20.3 Ac-ft, utilizing a CN of 91 (applied to the entire 67.6 acres). Therefore, no revisions were recommended for Basin B. Following completion of the Village Center, a few undeveloped parcels will remain in Watershed B. The V3 report concluded that based upon the buildout scenario following the completion of the Village Center project, 1.73 Ac-ft of additional surplus is available and may be applied to future developments in Watershed.

**Watershed C:** The V3 report also corroborated the CGL conclusion that the stormwater storage in Watershed C was not adequate to support development when evaluated with BL70 data. The necessary stormwater storage based upon updated evaluation (for the Burr Ridge Village Center development) is 22.84 Ac-Ft. The existing storage prior to the construction of the Burr Ridge Village Center was 20.78 Ac-ft; therefore requiring an additional 2.06 Ac-ft of storage. The developer proposed and constructed modifications to the existing detention pond 3, which resulted in lowering the NWL from 664.05 to 663.0, therefore increasing the bounce 1.05' and increasing the storage of detention pond 3 to 25.98 Ac-ft. Since the revisions resulted in greater storage than was required for the project, a surplus of 3.14 Ac-ft of storage has been provided, which can be applied to future developments.

## **2008**

In 2008, an additional development has been proposed, known as "Burr Ridge Corporate Center" at the corner of Bridewell Drive and Commonwealth Avenue. This project is located within Watershed C, and the developer was required to evaluate the impacts as per the previously utilized methodology. The report for this development was prepared by Christopher B. Burke, Ltd., and the report indicated that the required increase in storage for the 14 acre site was 2.24 Ac-ft. Since a surplus of 3.14 Ac-ft existed from the Village Center modifications, no additional storage was required to accommodate this development. The remaining surplus following this project will be  $3.14 - 2.24 = 0.90$  Ac-ft for Basin C.

Also, in 2008, a development was proposed at 743 McClintock drive, in watershed B. The developer was required to evaluate the impacts as per the previously utilized methodology. The report for this project was prepared by Dave Johnson & Associates, dated 10-30-08. The report indicated that the required increase in storage for the 1.875 acre site was 0.72 Ac-ft. Since a

surplus of 1.73 acre-ft existed; no additional storage was required to accommodate this development. The remaining surplus following this project will be  $1.73 - 0.72 = 1.01$  Ac-ft for Basin B.

#### **Application to Future Projects**

Proposed future developments will be required to perform stormwater analysis in accordance with previously utilized methodology in order to determine what amount of surplus can be utilized and if any on-site storage will be required. The differential between the TP40 and BL70 analysis is a storage rate of 0.16 Ac-ft/ac. When this factor is applied to a pending site, the required additional storage may be deducted from the existing surplus. If a remaining deficit exists, the developer will be required to provide the necessary storage on-site. If adequate surplus exists to absorb the additional required storage, then on-site detention will not be required. A developer may calculate the necessary storage as follows:

$$(\text{Acreage of site}) \times (0.16 \text{ Ac-ft/Ac}) = \text{required additional storage}$$

$$\text{Remaining surplus} - \text{required additional storage} = \text{on-site storage required}$$

The remaining surplus storage as of October 31, 2008 is as follows.

**Watershed B:** 1.01 Ac-ft of additional surplus is available and may be applied to future developments in Watershed B.

**Watershed C:** 0.90 Ac-ft of additional surplus is available and may be applied to future developments in Watershed C.

CC: Steven Stricker, Village Administrator  
Aaron Cook, Village Planner  
David Preissig, Assistant Village Engineer.



September 22, 2017

David Preissig, P.E.  
Director of Public Works & Village Engineer  
Village of Burr Ridge  
Public Works Department  
451 Commerce Street  
Burr Ridge, IL 60527

RE: Lakeside Pointe of Burr Ridge  
2017 Preliminary Plat & Engineering Review

Dear Mr. Preissig:

We are in receipt of your review letter addressed to Mr. J. Douglas Pollock, AICP, the Director of Community Development at the Village of Burr Ridge, dated August 31, 2017 regarding the above subject project. In response to your comments, we offer the following.

**Preliminary Plat**

Comment 1: One drive for ingress and egress is shown in this proposal, where previous submittals identified both a main drive and a gated emergency drive. The Pleasantview Fire Protection District should advise if an emergency drive would be required.

*Response: A gated emergency access drive has been added to the plan to connect to the Marriott parking lot.*

Comment 2: Ensure that plats provide language for Access Easements (roads) and Common Area Easements allowing the Village and utilities access for maintenance and repair of facilities.

*Response: The Final Plat of Subdivision will include the appropriate language after it has been agreed upon.*

Comment 3: Label the easements and widths between Lots 12-13 and 14-15 that will be provided for public underground utilities including sewers and water mains.

*Response: The building separation has been dimensioned in these areas. Easements will be provided with the Final Plat.*

Comment 4: Per #7 below regarding "half-street improvements", the plat should dedicate right-of-way from its eastern boundary adjacent to Commonwealth Avenue for the cul-de-sac.

*Response: A cul-de-sac is not proposed at this time so additional right of way is not being provided.*

### **Preliminary Engineering**

Comment 5: The need for a landscaped buffer area to Commonwealth Avenue should be understood. Existing vegetation is predominantly invasive brush and crowded trees. A tree survey in this area should be reviewed by the Village's forestry consultant. New landscaped screening in this area will be an important component.

*Response: A tree survey in this area will be provided at a later date. West of the existing watermain, the developer will remove the undergrowth and undesirable materials. In addition new material will be planted to supplement the existing material. East of the watermain, the area will be left as it is to provide maximum screening for the neighbors along Commonwealth.*

Comment 6: Retaining wall is mentioned in the development description; however, none is shown on the plan. Unilock pre-cast concrete is described for a variance from natural stone.

*Response: The revised plan includes representative retaining walls and approximate heights. The final location and extent of walls will be determined with Final Engineering. The developer would like to use segmental retaining wall on the development (Unilock is one manufacturer of segmental retaining wall). The walls will be located on property that is maintained by common ownership.*

Comment 7: Half-street improvements to adjacent streets, including Bridewell Drive and Commonwealth Avenue should be required by the P.U.D, and include:

Comment 7a: Dedicated right-of-way and a cul-de-sac constructed at the south end of Commonwealth Avenue, especially for access to the proposed stormwater management facility along the east property line (near 73rd Street).

*Response: Right of way and cul-de-sac changes are not proposed to Commonwealth Avenue. The developer is trying to minimize impacts to the adjacent neighborhood.*

Comment 7b: Removing the traffic calming island on Bridewell Drive and replacing with concrete speed humps.

*Response: As discussed at a meeting with Staff, the traffic calming island will not be removed as part of this project.*

Comment 8: The proposed roadway pavement section shows mountable curb (M-3.12); however, barrier curb (B-6.12) is noted on the plans. Type B-6.12 curb and gutter is required in R-5.

*Response: B6.12 is proposed for the entry road. Mountable curb (M3.12) is proposed elsewhere on the site.*

Comment 9: At the centrally located stormwater management basin, the HWL is higher than adjacent T/F's, and the NWL may affect proposed basements (if any). Lowest openings must be designed for minimum of 2.5' above HWL.

*Response: Grading has been adjusted to show at least 2' from the T/F's to the HWL.*

Comment 10: Proposed site grading and swales must be shown to confirm impacts to easements, utilities, and setting T/F's.

*Response: Additional rear yard and swale grading will be added to the final engineering plans.*

Comment 11: Proposed driveways should be shown, including their estimated slopes (not to exceed 8%).

*Response: This information will be shown on Final Engineering. The site will be designed so that driveway slopes are between 2% and 8%.*

Comment 12: A decorative "simulated bridge" is proposed; however, actual stormwater drainage should be provided by standard reinforced concrete culvert pipes to avoid the need for structural drawings.

*Response: Agreed, culvert pipes will be utilized.*

Comment 13: The plans must show concrete sidewalk to be constructed around the pond and connecting to existing concrete sidewalks. Also, the engineering plans must show a pedestrian bridge or culvert pipe(s) needed for the pathway over the existing pond outfall south of 73rd Place.

*Response: The plans have been revised to show concrete sidewalks. The pedestrian bridge is indicated on the plans and will be provided as part of a separate contract.*

Comment 14: A connection to the existing bituminous pathway along Burr Ridge Parkway by the Marriott property should be required with proposed sidewalk on Bridewell Drive.

*Response: Concrete sidewalk is being provided across the frontage of the subject property. An offsite connection is not being provided in front of the adjacent property owner's lot.*

Comment 15: Proposed sidewalk along Bridewell Drive must cross Commonwealth Avenue and be constructed with accessible ramps and detectable warnings.

*Response: Agreed. The sidewalk will be further detailed in the Final Engineering Plans.*

Comment 16: Label all sidewalk slopes to check compliance by the Americans with Disabilities Act (ADA) requirements.

*Response: All sidewalks will be designed to meet Federal and State accessibility requirements. A note to this effect has been added to drawing 2.0. More detail will be provided on the Final Engineering Plans.*

Comment 17: Proposed watermain, storm sewer, and sanitary sewer is conceptual. Additional comments and review will be provided with detailed engineering and grading plans, which may include additional valves required, adjustments to pipe inverts, locations of manholes, etc.

*Response: Comment noted; more detail will be provided on the Final Engineering Plans.*

Comment 18: At this time, remove the proposed “8” Water Stub” from the proposed watermain along the west side of the development. Also, provide a casing pipe between Lots 12-13 for the proposed watermain.

*Response: The 8” water stub has been removed as requested. Fifteen feet of separation has been provided between buildings 12 and 13 so that casing pipe will not be required. It should be noted that this area will fall under common ownership and landscape maintenance.*

Comment 19: Proposed hydrant spacing must be reviewed by the Pleasantview Fire Protection District.

*Response: Understood.*

Comment 20: Burr Ridge Municipal Code Sec. 8.02 Release Rate provides conditions and stormwater release rates applicable to this development. The release rate is more stringent than the WMO but is in accordance with Section 202(3.) of the WMO.

*Response: As discussed at our meeting on September 8<sup>th</sup>, stormwater detention will be provided in accordance with February 14, 2008 memorandum prepared by the Village. Based on our review of the memo and the current state of development, we do not believe that additional stormwater detention is required for this site. It is understood that this does not relieve the development of WMO requirements, including volume control.*

Comment 21: An existing wetland located off-site and just west of the western boundary, must be delineated, verified, and its buffers considered with the proposed development.

*Response: The wetland was delineated and verified by ERA, the Village’s consultant, two years ago. Buffer impacts will be mitigated by providing native plantings in the volume control facility.*

Comment 22: The Burr Ridge Municipal Code places certain maintenance obligations on sites with wet (retention) stormwater storage facilities. Please review Chapter 8 of the Municipal Code to ensure compliance with the concept of a natively-vegetated basin. The Preliminary Landscaping Plan does not specify which plantings are proposed in the detention basin.

*Response: Per MWRD, we will be providing a maintenance plan for the volume control (retention) areas. The revised Landscape Plan includes a list of the proposed plant materials.*

Comment 23: A tree removal plan will be required for review by the Village's forestry consultant. The proposed landscaping plan should verify that proposed tree species are in accordance with Municipal Codes, and that best practices for diversity are followed (not exceeding 30% from any family, 20% from any genus, or 10% from any single species)

*Response: A tree removal plan will be provided at a later date.*

Comment 24: Additional lighting may be desired near the proposed off-street parking areas, especially along the west side of the development.

*Response: The lighting locations are subject to change as the design progresses.*

Comment 25: The traffic study previously submitted analyzed conditions for 84 units on this site; however, 44 are actually proposed and with different ingress/egress conditions.

*Response: The traffic study has been updated to reflect the current proposal.*

Comment 26: The MWRD Watershed Management Ordinance (WMO) has been referenced in the reports and must be followed in accordance with all provisions, requirements, submittal forms, and supporting documentation. The Legacy Sewerage System Permit will be reviewed by MWRD, in accordance with the Village status as an Authorized Municipality.

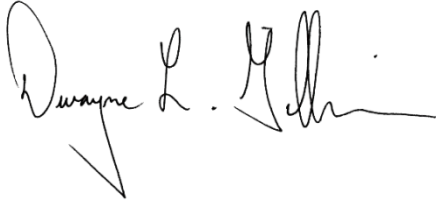
*Response: We will adhere to MWRD WMO and Village requirements.*

Comment 27: A Spring 2018 timeline is stated for beginning earthwork. Provide a critical-path schedule showing submittals that would be forthcoming and dates anticipated for approvals to meet this proposed schedule, which shall include all outside agency permits and reviews.

*Response: The developer has provided a schedule with this submittal.*

Revised engineering plans and supporting documentation are enclosed for further consideration. If you have any questions, please do not hesitate to contact our office.

Sincerely,  
V3 COMPANIES OF ILLINOIS, LTD.

A handwritten signature in black ink, appearing to read "Dwayne L. Gillian". The signature is fluid and cursive, with a long horizontal stroke at the end.

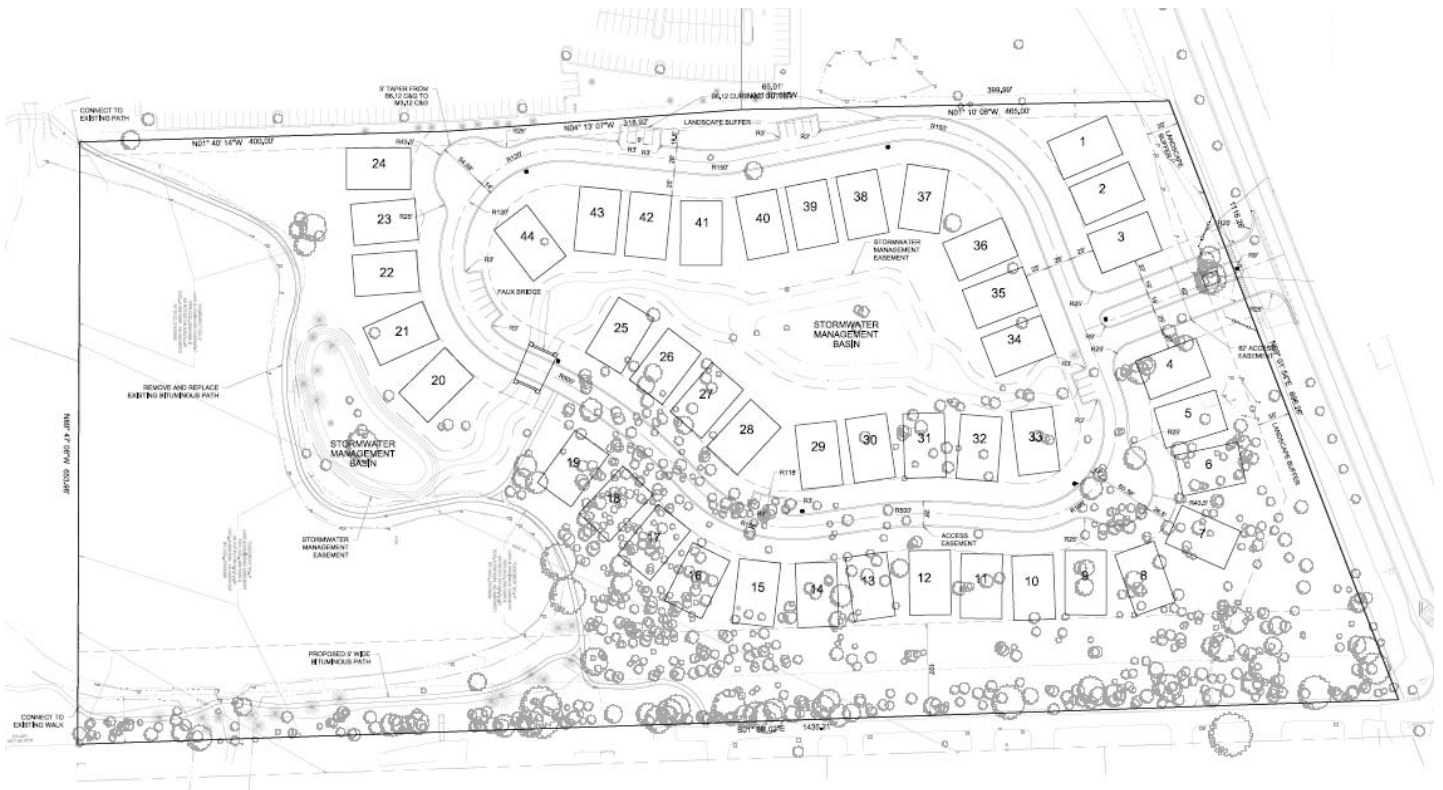
Dwayne Gillian, P.E.  
Senior Project Manager

Enclosures

cc: Douglas Pollock, AICP – Village of Burr Ridge  
John Barry – McNaughton Development

# Traffic Impact Study Lakeside Pointe of Burr Ridge

Burr Ridge, Illinois



Prepared For:



August 30, 2017

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for Lakeside Pointe of Burr Ridge (Lakeside Pointe), a proposed residential development to be located in Burr Ridge, Illinois. The site is located in the southwest quadrant of the intersection of Bridewell Drive with Commonwealth Avenue. As proposed, the site will be developed with 44 single-family units. Access to the development will be provided via a full-movement access roadway off Bridewell Drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

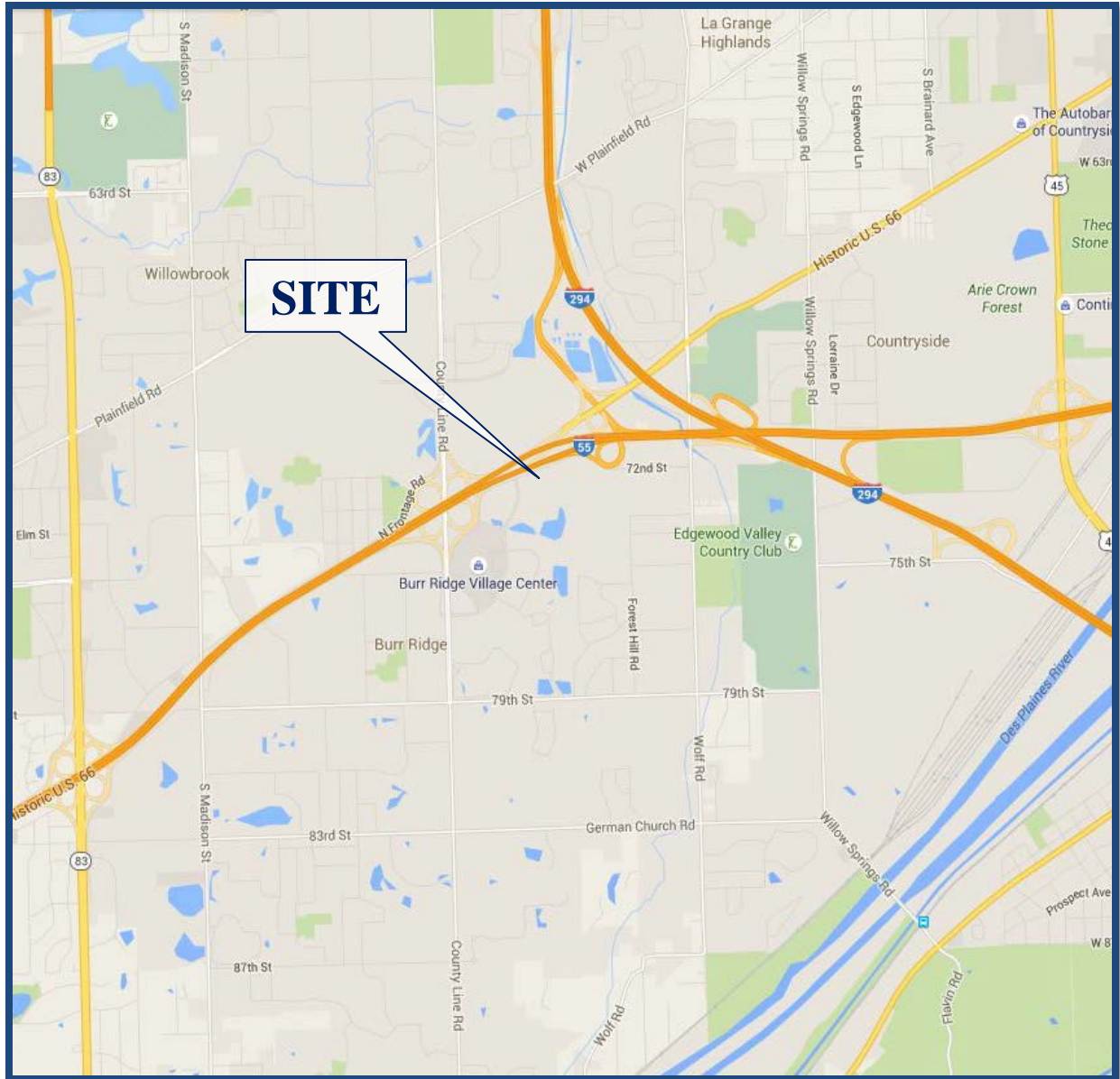
**Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Conditions - The future projected traffic volumes include the existing traffic volumes, ambient area growth not attributable to any particular development and the traffic estimated to be generated by the proposed subject development.



**Site Location**

**Figure 1**



**Aerial View of Site Location**

**Figure 2**

## 2. Existing Conditions

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

### Site Location

The site is located in the southwest quadrant of the intersection of Bridewell Drive with Commonwealth Avenue. Land uses in the vicinity of the site are primarily residential to the east, a Marriott Hotel and the Metro Professional Center to the south and the office building for The McGraw-Hill Companies to the west. Located approximately one third of a mile to the southwest of the site is the Burr Ridge Village Center.

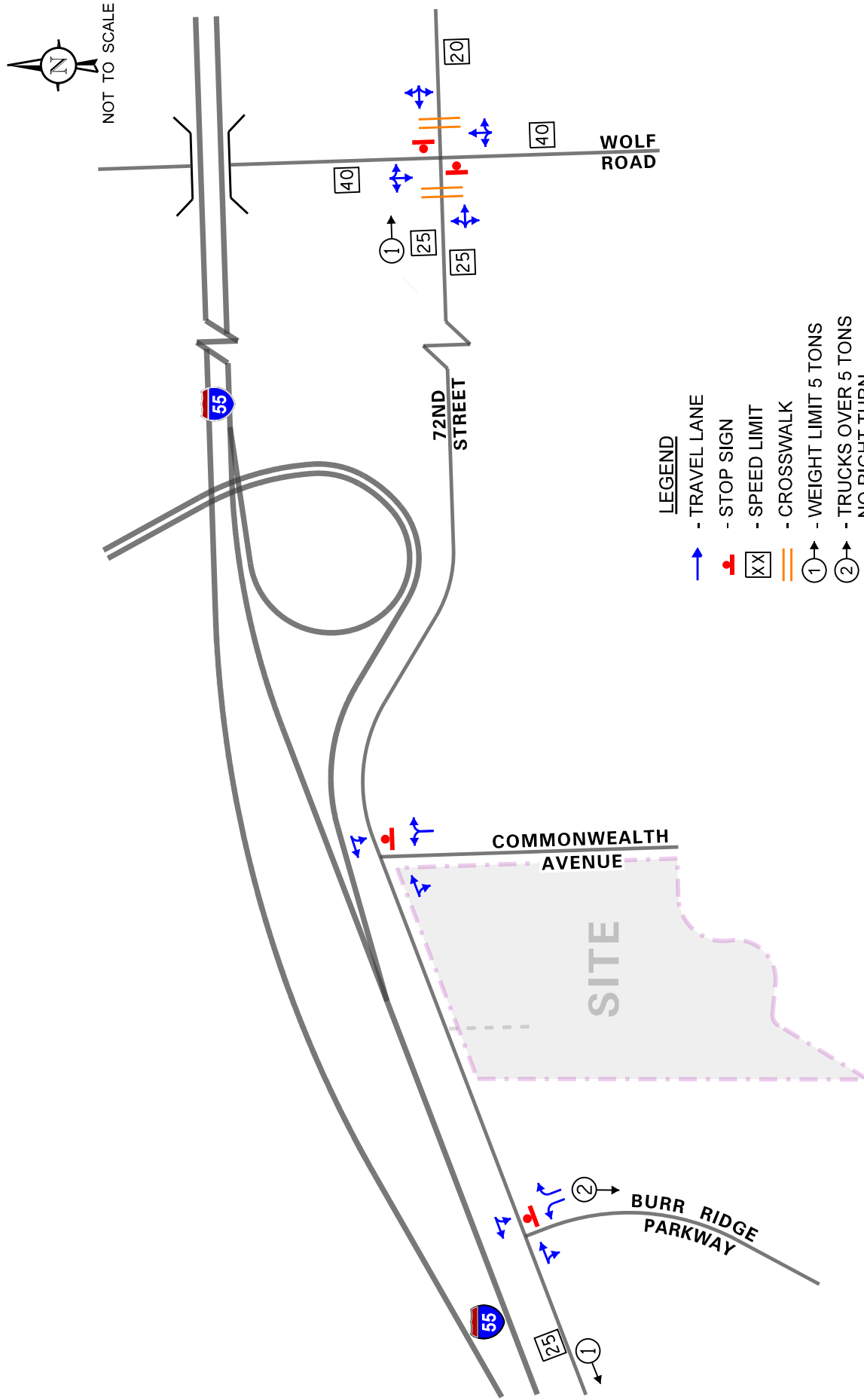
### Existing Roadway System Characteristics

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

*Burr Ridge Parkway* is a southwest-northeast collector roadway that generally provides two through lanes in each direction. At its unsignalized “T” intersection with Bridewell Drive, Burr Ridge Parkway provides an exclusive left-turn lane and an exclusive right-turn lane that are under stop sign control. Burr Ridge Parkway is under the jurisdiction of the Village of Burr Ridge, carries an ADT volume of 2,600 vehicles (IDOT AADT 2014), and has a posted speed limit of 25 miles per hour.

*Bridewell Drive* is generally an east-west collector roadway that provides one lane in each direction and extends from its signalized intersection with Burr Ridge Parkway on the south side of the Burr Ridge Village Center to Commonwealth Avenue where it becomes 72<sup>nd</sup> Street and continues east to its terminus approximately one-third of a mile east of Wolf Road. At its unsignalized “T” intersection with Burr Ridge Parkway, Bridewell Drive provides a shared through/left-turn lane on the westbound approach and a through lane and an exclusive right-turn lane on the eastbound approach. At its unsignalized intersection with Wolf Road, 72<sup>nd</sup> Street provides a shared left/through/right-turn lane that is under stop-sign control. Bridewell Drive and 72<sup>nd</sup> Street are under the jurisdiction of the Village of Burr Ridge, carry an ADT volume of 2,550 vehicles (IDOT AADT 2014), and have a posted speed limit of 25 miles per hour.

*Wolf Road* is a north-south major collector roadway that generally provides one lane in each direction. At its unsignalized intersection with 72<sup>nd</sup> Street, Wolf Road provides a shared left-turn/through/right-turn lane on both approaches. Wolf Road is under the jurisdiction of the Cook County Department of Transportation and Highways, carries an ADT volume of 11,300 vehicles (IDOT AADT 2014), and has a posted speed limit of 40 miles per hour.



Lakeside Pointe of  
Burr Ridge  
Burr Ridge, Illinois

### Existing Roadway Characteristics

*Commonwealth Avenue* is a north-south local roadway that provides one lane in each direction and extends from Bridewell Drive to its terminus approximately 850 feet south. At its unsignalized intersection with Bridewell Drive, Commonwealth Avenue provides a shared left-turn/right-turn lane under stop sign control. Commonwealth Avenue is under the jurisdiction of the Village of Burr Ridge.

## Existing Traffic Volumes

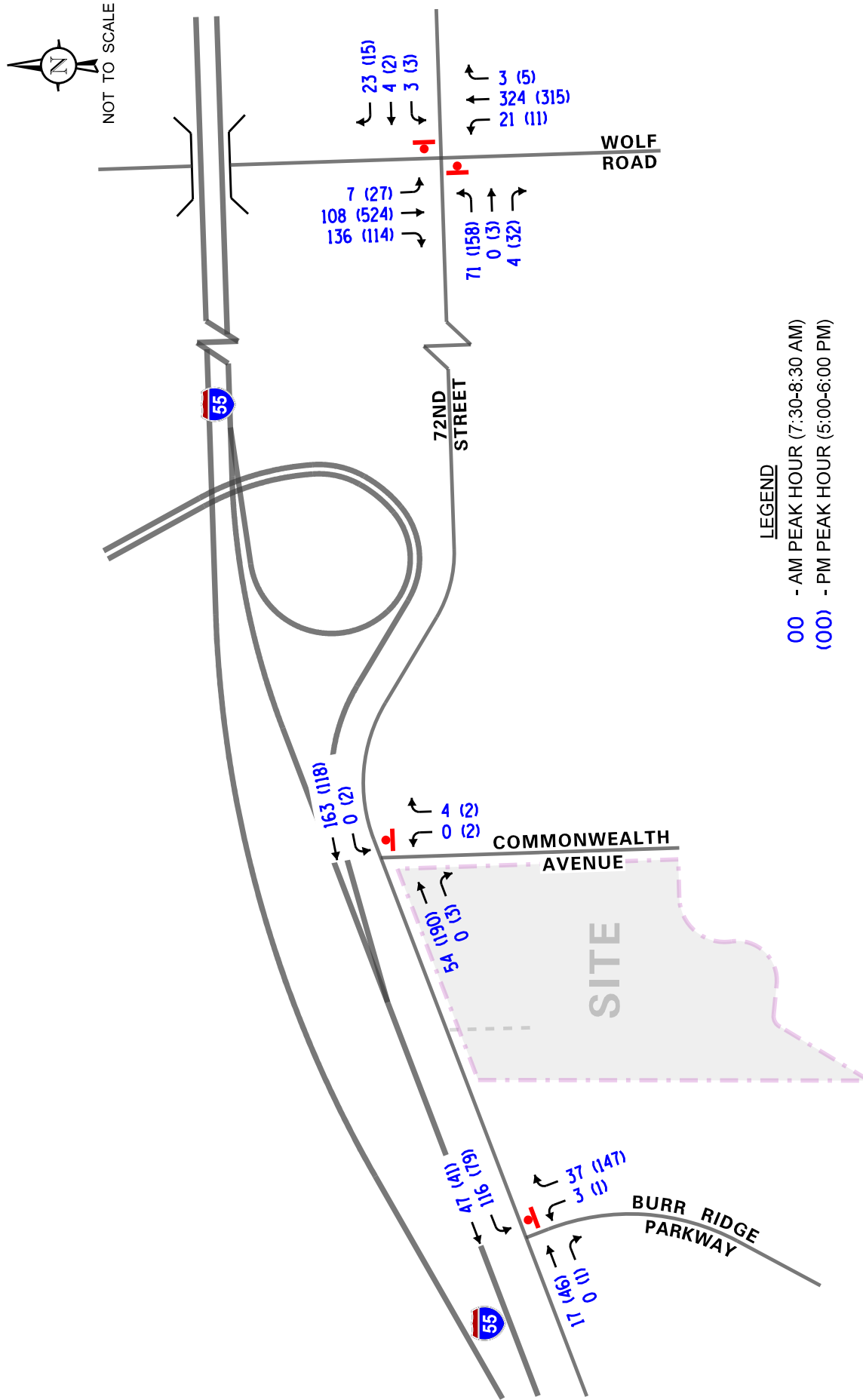
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted manual peak period traffic counts on Thursday, August 17, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Burr Ridge Parkway with Bridewell Drive
- 72<sup>nd</sup> Street with Wolf Road
- Bridewell Drive with Commonwealth Avenue

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

## Crash Analysis

KLOA, Inc. obtained crash data from IDOT's Division of Traffic Safety for the past five years (2010 to 2014) for the intersections of Burr Ridge Parkway with Bridewell Drive and 72<sup>nd</sup> Street with Wolf Road, which are summarized in **Tables 1** and **2**, respectively. The crash data indicated that the frequency of crashes was low and that there were no fatalities reported.



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### Existing Traffic Volumes

Table 1

**BURR RIDGE PARKWAY WITH BRIDEWELL DRIVE – CRASH SUMMARY**

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2010	1		-	3	-	2	-	6
2011	2		-	2	-	2	-	6
2012	-		-		-	1	-	1
2013	-		1	1	1	4	-	7
2014	4		-	2	-	2	1	9
<b>Total</b>	<b>7</b>		<b>1</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>29</b>
<b>Average</b>	<b>1.4</b>		<b>&lt;1</b>	<b>1.6</b>	<b>&lt;1</b>	<b>2.2</b>	<b>&lt;1</b>	<b>5.8</b>

Table 2

**72<sup>nd</sup> STREET WITH WOLF ROAD – CRASH SUMMARY**

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2010	-		-	1	-	-	-	1
2011	-		1	1	1	1	1	5
2012	-		-	1	-	-	1	2
2013	-		1	4	-	-	-	5
2014	-		-	1	-	-	-	1
<b>Total</b>	<b>-</b>		<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>14</b>
<b>Average</b>	<b>-</b>		<b>&lt;1</b>	<b>1.6</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>2.8</b>

### 3. Traffic Characteristics of the Proposed Development

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

#### Proposed Site and Development Plan

As proposed, the plans call for developing the site with 44 single-family units. Main access to the development will be provided via a full-movement access roadway located off Bridewell Drive approximately 500 feet west of Commonwealth Avenue. This access drive will provide one inbound lane and two outbound lanes with outbound movements under stop sign control. A copy of the site plan depicting the proposed development is included in the Appendix.

#### Directional Distribution

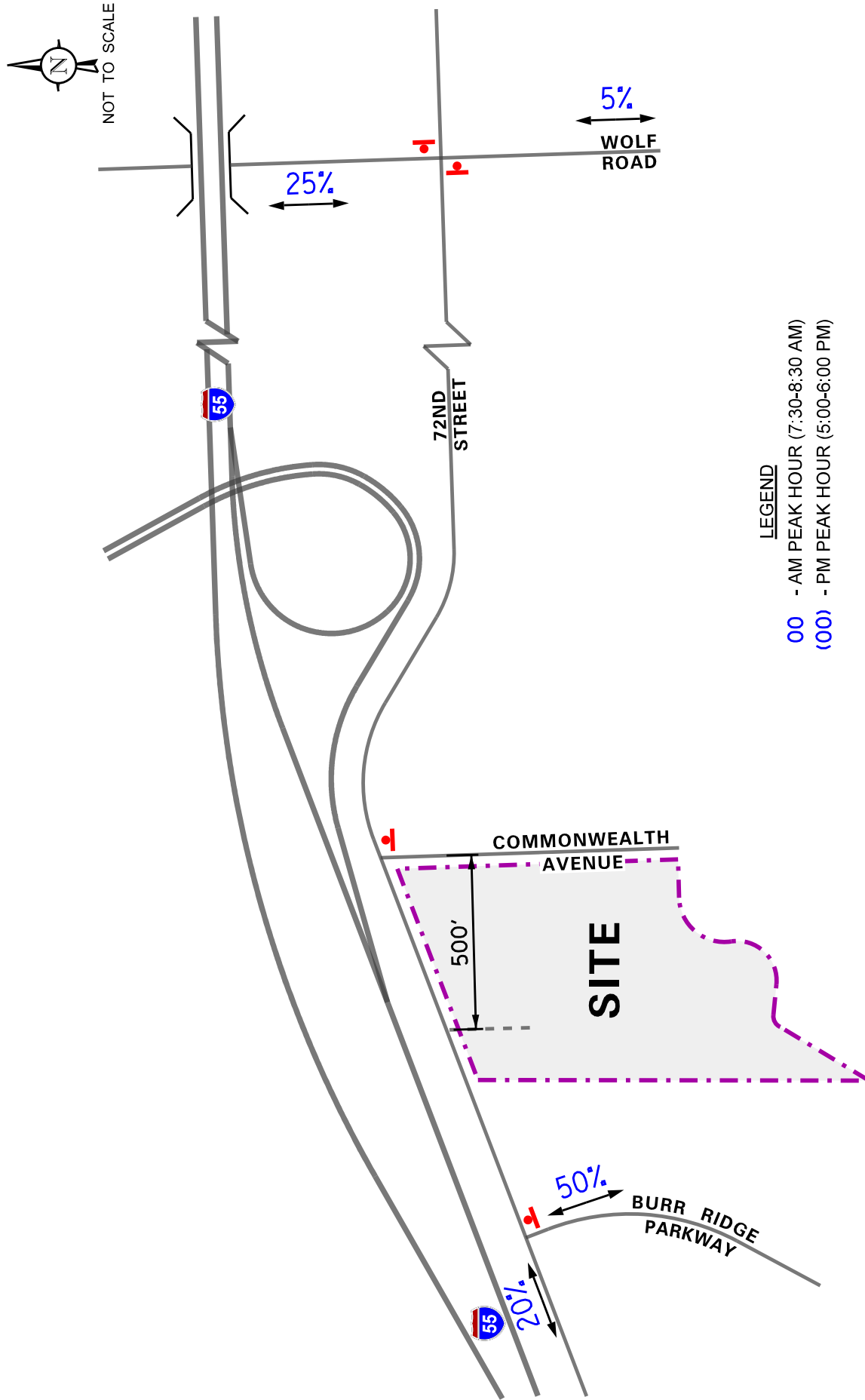
The directions from which residents of the single-family units will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic projected to be generated by the single-family units.

#### Peak Hour Traffic Volumes

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of 44 single family units was based on vehicle trip generation rates contained in *Trip Generation Manual*, 9<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). **Table 3** shows the site-generated traffic volumes for the proposed residential development.

Table 3  
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Traffic
		In	Out	Total	In	Out	Total	
210	Single-Family Housing (44 Units)	8	25	33	28	16	44	418



Lakeside Pointe of  
Burr Ridge  
Burr Ridge, Illinois

### Estimated Directional Distribution

## 4. Projected Traffic Conditions

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

### Development Traffic Assignment

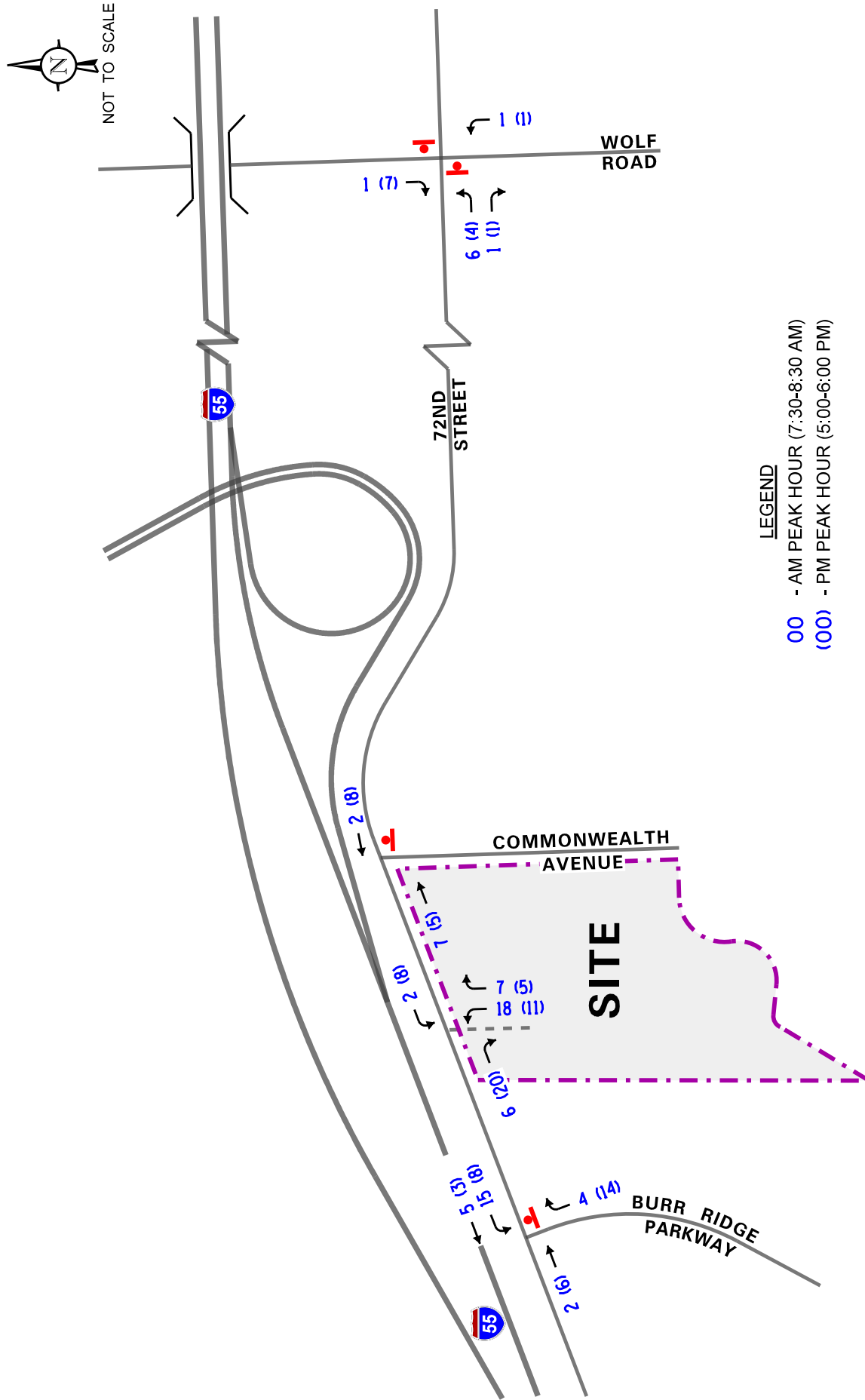
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed residential development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the residential development is illustrated in **Figure 6**.

### Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Chicago Metropolitan Agency for Planning (CMAP) 2040 Forecast of Population, Households and Employment an increase of one percent per year for four years (four percent) was applied to project Year 2021 conditions.

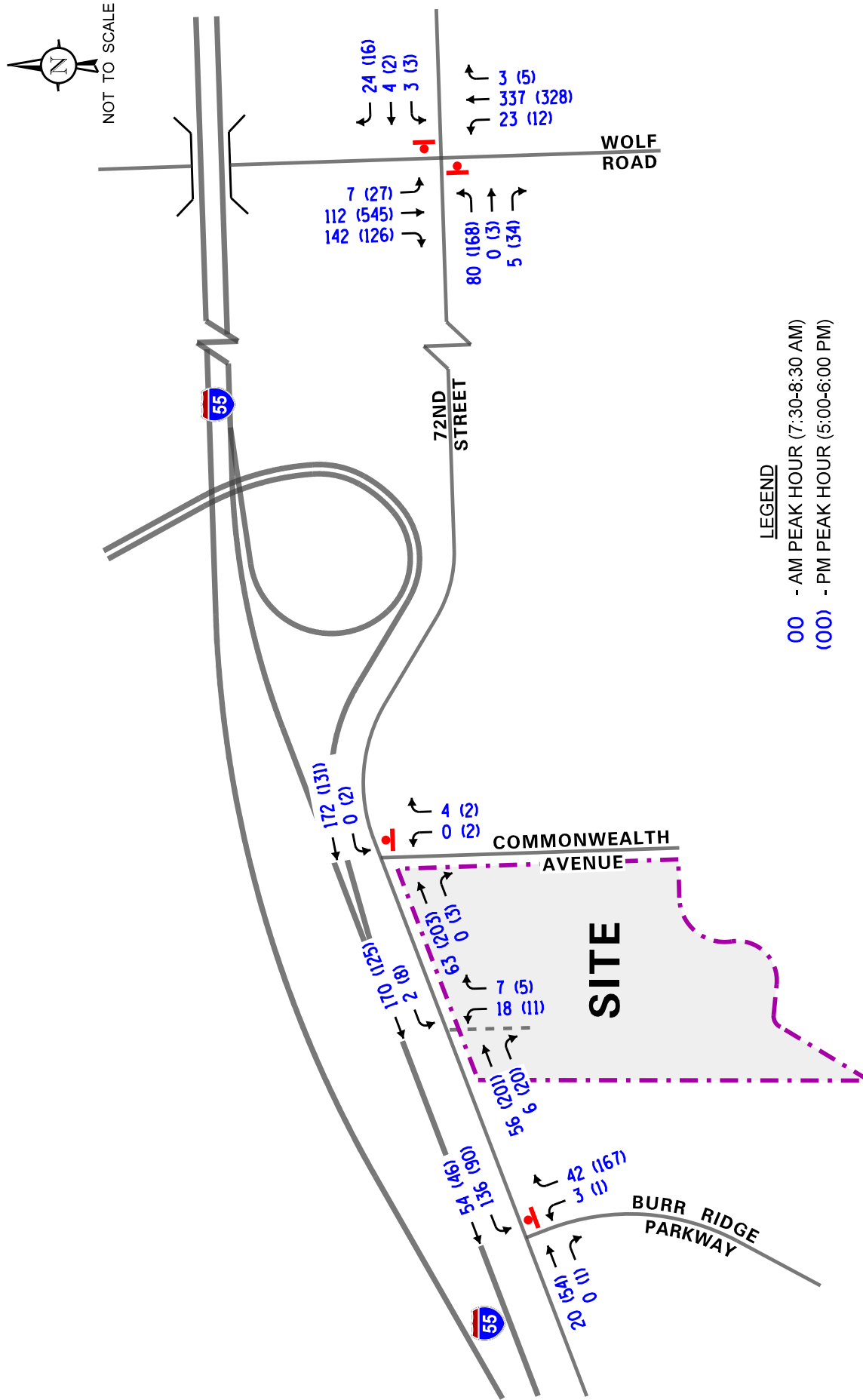
### Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2021 total projected traffic volumes, as shown in **Figure 7**.



Lakeside Pointe of  
Burr Ridge  
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### Estimated Site-Generated Traffic Volumes



Lakeside Pointe of  
Burr Ridge  
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### Total Projected Traffic Volumes

## 5. Traffic Analysis and Recommendations

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

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2017) and future projected (Year 2021) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 8 computer software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2021 total projected conditions are presented in **Tables 4** and **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4

## CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Bridewell Drive with Burr Ridge Parkway</b>				
• Northbound Approach	A	8.7	A	9.4
• Westbound Left Turns	A	5.5	A	5.1
<b>Bridewell Drive with Commonwealth Avenue</b>				
• Northbound Approach	A	8.6	B	10.0
• Westbound Left Turns	--	--	--	--
<b>72<sup>nd</sup> Street with Wolf Road</b>				
• Eastbound Approach	C	17.0	F	87.8
• Westbound Approach	B	11.7	B	13.9
• Northbound Left Turns	A	0.6	A	0.4
• Southbound Left Turns	A	0.3	A	0.6
LOS = Level of Service Delay is measured in seconds.				

Table 5

## CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Bridewell Drive with Burr Ridge Parkway</b>				
• Northbound Approach	A	8.8	A	9.6
• Westbound Left Turns	A	5.5	A	5.2
<b>Bridewell Drive with Commonwealth Avenue</b>				
• Northbound Approach	A	8.6	B	10.2
• Westbound Left Turns	--	--	--	--
<b>72<sup>nd</sup> Street with Wolf Road</b>				
• Eastbound Approach	C	18.1	F	99+
• Westbound Approach	B	11.8	B	14.2
• Northbound Left Turns	A	0.7	A	0.5
• Southbound Left Turns	A	0.3	A	0.6
<b>Bridewell Drive with Proposed Access Drive</b>				
• Northbound Approach	A	9.6	B	10.4
• Westbound Left Turns	A	0.1	A	0.5
LOS = Level of Service Delay is measured in seconds.				

## Discussion and Recommendations

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

### *Bridewell Drive with Burr Ridge Parkway*

The results of the capacity analysis indicate that the northbound approach at this intersection currently operates at an acceptable LOS A during the weekday morning and evening peak hours and is projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. Furthermore, westbound left turns from Bridewell Drive onto Burr Ridge Parkway are projected to operate at LOS A during both peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

### *Bridewell Drive with Commonwealth Avenue*

The results of the capacity analysis indicate that the northbound approach at this intersection currently operates at an acceptable LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. Under Year 2021 conditions, the northbound approach is projected to continue operating at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour with increases in delay of less than one second. It should be noted that no vehicles were observed to make a left turn onto Commonwealth Avenue during the peak hours. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

### *72<sup>nd</sup> Street with Wolf Road*

The results of the capacity analysis indicate that the westbound approach currently operates and is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. The eastbound approach at this intersection currently operates at LOS C during the weekday morning peak hour and at LOS F during the weekday evening peak hour. Under future conditions, this approach is projected to continue operating at LOS C during the weekday morning peak hour with increases in delay of approximately one second. During the weekday evening peak hour, this approach is projected to continue operating at LOS F. It should be noted that this LOS is not attributed to the proposed development as it is projected to add only five cars to the eastbound approach during the evening peak hour (approximately one car every twelve minutes). The LOS is attributed to the large number of existing eastbound left-turning vehicles onto Wolf Road, the high volume of through traffic along Wolf Road, and the projected four percent background growth applied to these movements. Furthermore, the 95<sup>th</sup> percentile queues for this approach are projected to only increase by one to two vehicles along the eastbound approach.

It should be noted that a review of existing, existing plus growth, and projected traffic volumes indicate that a traffic signal will only be warranted during the weekday evening peak hour if the assumed background traffic growth is realized. A traffic signal is warranted based on Chapter 4C of the *Manual on Uniform Traffic Control Devices* (MUTCD) assuming Year 2021 no-build traffic conditions. This warranted traffic signal is not a result of the proposed development, as the development will only add approximately one percent to the total traffic traversing this intersection during the weekday evening peak hour. It is therefore recommended that traffic conditions are monitored in the future to determine if the projected traffic volumes are realized and a signal will be warranted.

Additionally, based on the Multi-Way Stop Applications published in Chapter 2B of the (MUTCD), all-way stop control will not be warranted at this intersection. Furthermore, given that the majority of eastbound movements are left turns, widening 72<sup>nd</sup> Street to provide two exiting lanes is not necessary or required.

Northbound left turns onto 72<sup>nd</sup> Street are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second and 95<sup>th</sup> percentile queues of one to two vehicles. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be necessary.

#### *Bridewell Drive with Proposed Full-Movement Access Drive*

The results of the capacity analysis indicate that outbound movements from the proposed access drive are projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour with 95<sup>th</sup> percentile queues of one to two vehicles. Furthermore, westbound left turns onto the access drive are projected to operate at LOS A during the peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

## 6. Conclusion

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

- The development is well-located with respect to the area roadway system.
- The development-generated traffic will not have a significant impact on area roadways.
- The proposed access roadway will be adequate in accommodating the development-generated traffic and will ensure that an efficient access is provided.

# Appendix

Traffic Count Summary Sheets  
Site Plan  
Level of Service Criteria  
Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets



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

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

Count Name: Bridewell Drive with Burr Ridge  
Parkway  
Site Code:  
Start Date: 08/17/2017  
Page No: 1

## Turning Movement Data

Start Time	Bridewell Drive Eastbound					Bridewell Drive Westbound					Burr Ridge Parkway Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	2	0	0	2	0	21	4	0	25	0	0	5	0	5	32
7:15 AM	0	1	0	0	1	0	22	8	0	30	0	0	5	0	5	36
7:30 AM	0	4	0	0	4	0	29	7	0	36	0	0	11	0	11	51
7:45 AM	0	6	0	0	6	0	30	12	0	42	0	2	9	0	11	59
Hourly Total	0	13	0	0	13	0	102	31	0	133	0	2	30	0	32	178
8:00 AM	0	3	0	0	3	0	27	15	0	42	0	1	9	0	10	55
8:15 AM	0	4	0	0	4	0	30	13	0	43	0	0	8	0	8	55
8:30 AM	0	1	0	0	1	0	27	12	0	39	0	2	4	0	6	46
8:45 AM	0	4	0	0	4	0	27	16	0	43	0	0	9	0	9	56
Hourly Total	0	12	0	0	12	0	111	56	0	167	0	3	30	0	33	212
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	5	1	0	6	0	16	14	0	30	0	0	44	0	44	80
4:15 PM	0	9	0	0	9	0	29	5	0	34	0	0	25	0	25	68
4:30 PM	0	6	0	0	6	0	16	8	0	24	1	3	39	0	43	73
4:45 PM	0	10	0	0	10	0	19	10	0	29	0	1	23	0	24	63
Hourly Total	0	30	1	0	31	0	80	37	0	117	1	4	131	0	136	284
5:00 PM	0	12	1	0	13	0	23	14	0	37	0	1	50	1	51	101
5:15 PM	0	10	0	0	10	0	23	8	0	31	0	0	38	0	38	79
5:30 PM	0	15	0	0	15	0	17	12	0	29	0	0	35	0	35	79
5:45 PM	0	9	0	0	9	0	16	7	1	23	0	0	24	1	24	56
Hourly Total	0	46	1	0	47	0	79	41	1	120	0	1	147	2	148	315
Grand Total	0	101	2	0	103	0	372	165	1	537	1	10	338	2	349	989
Approach %	0.0	98.1	1.9	-	-	0.0	69.3	30.7	-	-	0.3	2.9	96.8	-	-	-
Total %	0.0	10.2	0.2	-	10.4	0.0	37.6	16.7	-	54.3	0.1	1.0	34.2	-	35.3	-
Lights	0	100	2	-	102	0	370	164	-	534	1	8	336	-	345	981
% Lights	-	99.0	100.0	-	99.0	-	99.5	99.4	-	99.4	100.0	80.0	99.4	-	98.9	99.2
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	0	-	1	0	1	0	-	1	0	2	1	-	3	5
% Single-Unit Trucks	-	1.0	0.0	-	1.0	-	0.3	0.0	-	0.2	0.0	20.0	0.3	-	0.9	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.6	-	0.2	0.0	0.0	0.3	-	0.3	0.2
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

### Turning Movement Peak Hour Data (7:30 AM)

[illegible]



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

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

Count Name: Bridewell Drive with Burr Ridge Parkway  
Site Code:  
Start Date: 08/17/2017  
Page No: 3

### Turning Movement Peak Hour Data (5:00 PM)

Start Time	Bridewell Drive Eastbound					Bridewell Drive Westbound					Burr Ridge Parkway Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
5:00 PM	0	12	1	0	13	0	23	14	0	37	0	1	50	1	51	101
5:15 PM	0	10	0	0	10	0	23	8	0	31	0	0	38	0	38	79
5:30 PM	0	15	0	0	15	0	17	12	0	29	0	0	35	0	35	79
5:45 PM	0	9	0	0	9	0	16	7	1	23	0	0	24	1	24	56
Total	0	46	1	0	47	0	79	41	1	120	0	1	147	2	148	315
Approach %	0.0	97.9	2.1	-	-	0.0	65.8	34.2	-	-	0.0	0.7	99.3	-	-	-
Total %	0.0	14.6	0.3	-	14.9	0.0	25.1	13.0	-	38.1	0.0	0.3	46.7	-	47.0	-
PHF	0.000	0.767	0.250	-	0.783	0.000	0.859	0.732	-	0.811	0.000	0.250	0.735	-	0.725	0.780
Lights	0	46	1	-	47	0	79	41	-	120	0	1	146	-	147	314
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	99.3	-	99.3	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.7	-	0.7	0.3
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

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

Count Name: Bridewell Drive with  
Commonwealth Avenue  
Site Code:  
Start Date: 08/17/2017  
Page No: 1

## Turning Movement Data

Start Time	Bridewell Drive Eastbound					Bridewell Drive Westbound					Commonwealth Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	7	0	0	7	0	0	26	0	26	0	0	1	0	1	34
7:15 AM	0	5	0	0	5	0	1	28	0	29	0	1	0	0	1	35
7:30 AM	0	15	0	0	15	0	0	36	0	36	0	0	1	0	1	52
7:45 AM	0	14	0	0	14	0	0	39	0	39	0	0	0	0	0	53
Hourly Total	0	41	0	0	41	0	1	129	0	130	0	1	2	0	3	174
8:00 AM	0	12	0	0	12	0	0	44	0	44	0	0	1	0	1	57
8:15 AM	0	12	0	0	12	0	0	44	0	44	0	0	2	0	2	58
8:30 AM	0	6	0	0	6	0	1	32	0	33	0	0	1	0	1	40
8:45 AM	0	12	1	0	13	0	0	45	0	45	0	2	2	0	4	62
Hourly Total	0	42	1	0	43	0	1	165	0	166	0	2	6	0	8	217
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	46	2	0	48	0	1	29	0	30	0	1	1	0	2	80
4:15 PM	0	35	0	0	35	0	2	32	0	34	0	0	0	0	0	69
4:30 PM	0	48	0	0	48	0	0	28	0	28	0	0	0	0	0	76
4:45 PM	0	31	1	0	32	0	2	28	0	30	0	1	0	1	1	63
Hourly Total	0	160	3	0	163	0	5	117	0	122	0	2	1	1	3	288
5:00 PM	0	56	0	0	56	0	0	32	0	32	0	1	0	1	1	89
5:15 PM	0	53	1	0	54	0	1	32	0	33	0	1	1	0	2	89
5:30 PM	1	49	1	0	51	0	0	25	0	25	0	0	0	0	0	76
5:45 PM	0	30	1	0	31	0	1	27	0	28	0	0	1	1	1	60
Hourly Total	1	188	3	0	192	0	2	116	0	118	0	2	2	2	4	314
Grand Total	1	431	7	0	439	0	9	527	0	536	0	7	11	3	18	993
Approach %	0.2	98.2	1.6	-	-	0.0	1.7	98.3	-	-	0.0	38.9	61.1	-	-	-
Total %	0.1	43.4	0.7	-	44.2	0.0	0.9	53.1	-	54.0	0.0	0.7	1.1	-	1.8	-
Lights	1	428	7	-	436	0	9	524	-	533	0	7	11	-	18	987
% Lights	100.0	99.3	100.0	-	99.3	-	100.0	99.4	-	99.4	-	100.0	100.0	-	100.0	99.4
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	2	0	-	2	0	0	1	-	1	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.5	0.0	-	0.5	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Bicycles on Road	0.0	0.2	0.0	-	0.2	-	0.0	0.2	-	0.2	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

### Turning Movement Peak Hour Data (7:30 AM)

Start Time	Bridewell Drive Eastbound					Bridewell Drive Westbound					Commonwealth Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:30 AM	0	15	0	0	15	0	0	36	0	36	0	0	1	0	1	52
7:45 AM	0	14	0	0	14	0	0	39	0	39	0	0	0	0	0	53
8:00 AM	0	12	0	0	12	0	0	44	0	44	0	0	1	0	1	57
8:15 AM	0	12	0	0	12	0	0	44	0	44	0	0	2	0	2	58
Total	0	53	0	0	53	0	0	163	0	163	0	0	4	0	4	220
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	24.1	0.0	-	24.1	0.0	0.0	74.1	-	74.1	0.0	0.0	1.8	-	1.8	-
PHF	0.000	0.883	0.000	-	0.883	0.000	0.000	0.926	-	0.926	0.000	0.000	0.500	-	0.500	0.948
Lights	0	53	0	-	53	0	0	162	-	162	0	0	4	-	4	219
% Lights	-	100.0	-	-	100.0	-	-	99.4	-	99.4	-	-	100.0	-	100.0	99.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	-	-	0.0	-	-	0.6	-	0.6	-	-	0.0	-	0.0	0.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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(847)518-9990

Count Name: Bridewell Drive with  
Commonwealth Avenue  
Site Code:  
Start Date: 08/17/2017  
Page No: 3

### Turning Movement Peak Hour Data (5:00 PM)

Start Time	Bridewell Drive Eastbound					Bridewell Drive Westbound					Commonwealth Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
5:00 PM	0	56	0	0	56	0	0	32	0	32	0	1	0	1	1	89
5:15 PM	0	53	1	0	54	0	1	32	0	33	0	1	1	0	2	89
5:30 PM	1	49	1	0	51	0	0	25	0	25	0	0	0	0	0	76
5:45 PM	0	30	1	0	31	0	1	27	0	28	0	0	1	1	1	60
Total	1	188	3	0	192	0	2	116	0	118	0	2	2	2	4	314
Approach %	0.5	97.9	1.6	-	-	0.0	1.7	98.3	-	-	0.0	50.0	50.0	-	-	-
Total %	0.3	59.9	1.0	-	61.1	0.0	0.6	36.9	-	37.6	0.0	0.6	0.6	-	1.3	-
PHF	0.250	0.839	0.750	-	0.857	0.000	0.500	0.906	-	0.894	0.000	0.500	0.500	-	0.500	0.882
Lights	1	186	3	-	190	0	2	116	-	118	0	2	2	-	4	312
% Lights	100.0	98.9	100.0	-	99.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.5	0.0	-	0.5	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.5	0.0	-	0.5	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Wolf Road with 72nd Street  
Site Code:  
Start Date: 08/17/2017  
Page No: 1

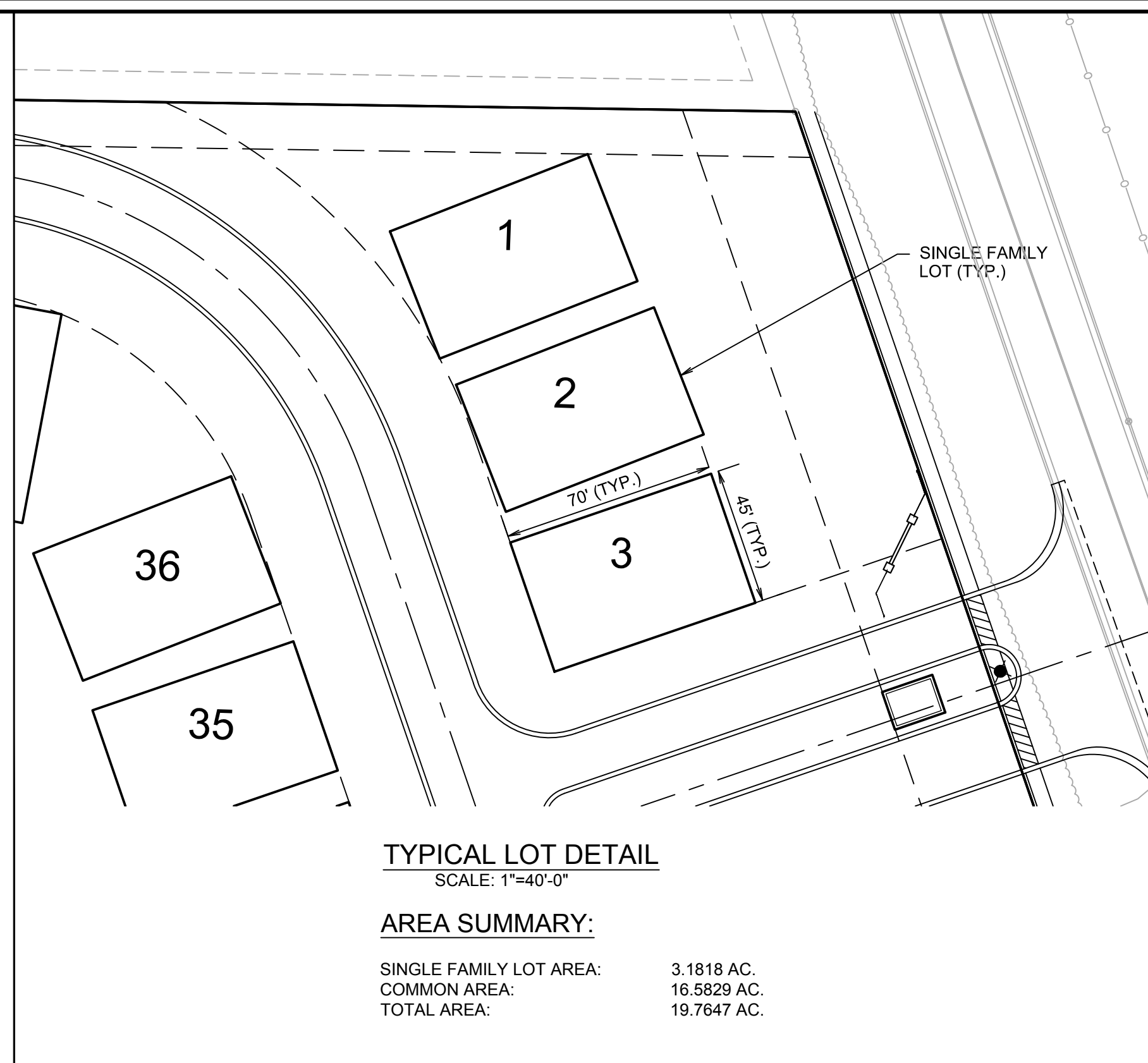
## Turning Movement Data

Start Time	72nd Street Eastbound						72nd Street Westbound						Wolf Road Northbound						Wolf Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	11	0	2	0	13	0	0	1	3	0	4	0	5	71	1	0	77	0	2	21	19	0	42	136
7:15 AM	0	10	0	0	0	10	0	1	0	2	0	3	0	3	71	0	0	74	0	1	25	25	0	51	138
7:30 AM	0	18	0	1	0	19	0	2	2	9	0	13	0	3	87	2	0	92	0	2	37	29	0	68	192
7:45 AM	0	19	0	0	0	19	0	0	0	5	0	5	0	5	84	0	0	89	0	1	27	34	0	62	175
Hourly Total	0	58	0	3	0	61	0	3	3	19	0	25	0	16	313	3	0	332	0	6	110	107	0	223	641
8:00 AM	0	17	0	2	0	19	0	0	1	3	0	4	0	4	75	0	0	79	0	1	20	40	0	61	163
8:15 AM	0	17	0	1	0	18	0	1	1	6	0	8	0	9	78	1	0	88	0	3	24	33	0	60	174
8:30 AM	0	8	0	2	0	10	0	1	0	4	0	5	0	5	62	0	0	67	0	2	36	34	0	72	154
8:45 AM	0	13	1	2	0	16	0	2	0	0	0	2	0	3	66	3	0	72	0	1	50	36	0	87	177
Hourly Total	0	55	1	7	0	63	0	4	2	13	0	19	0	21	281	4	0	306	0	7	130	143	0	280	668
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	41	2	6	0	49	0	2	1	2	0	5	0	4	72	1	0	77	0	5	101	28	0	134	265
4:15 PM	0	35	2	3	0	40	0	3	1	3	0	7	0	2	74	0	0	76	0	3	120	37	0	160	283
4:30 PM	0	36	0	8	0	44	0	0	0	2	0	2	0	3	72	1	0	76	0	7	106	23	0	136	258
4:45 PM	0	32	0	4	0	36	0	0	1	2	0	3	0	2	69	0	0	71	0	7	113	34	0	154	264
Hourly Total	0	144	4	21	0	169	0	5	3	9	0	17	0	11	287	2	0	300	0	22	440	122	0	584	1070
5:00 PM	0	46	1	9	0	56	0	1	1	2	0	4	0	2	76	3	0	81	0	7	108	36	0	151	292
5:15 PM	0	40	1	4	0	45	0	0	1	3	0	4	0	5	71	0	0	76	0	4	143	29	0	176	301
5:30 PM	0	42	1	8	0	51	0	2	0	4	0	6	0	2	90	2	0	94	0	4	140	24	0	168	319
5:45 PM	0	30	0	11	0	41	0	0	0	6	0	6	0	2	78	0	0	80	0	11	133	25	0	169	296
Hourly Total	0	158	3	32	0	193	0	3	2	15	0	20	0	11	315	5	0	331	0	26	524	114	0	664	1208
Grand Total	0	415	8	63	0	486	0	15	10	56	0	81	0	59	1196	14	0	1269	0	61	1204	486	0	1751	3587
Approach %	0.0	85.4	1.6	13.0	-	-	0.0	18.5	12.3	69.1	-	-	0.0	4.6	94.2	1.1	-	-	0.0	3.5	68.8	27.8	-	-	-
Total %	0.0	11.6	0.2	1.8	-	13.5	0.0	0.4	0.3	1.6	-	2.3	0.0	1.6	33.3	0.4	-	35.4	0.0	1.7	33.6	13.5	-	48.8	-
Lights	0	414	8	59	-	481	0	14	10	56	-	80	0	57	1176	13	-	1246	0	61	1186	482	-	1729	3536
% Lights	-	99.8	100.0	93.7	-	99.0	-	93.3	100.0	100.0	-	98.8	-	96.6	98.3	92.9	-	98.2	-	100.0	98.5	99.2	-	98.7	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	7	1	-	8	12
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.6	0.2	-	0.5	0.3
Single-Unit Trucks	0	1	0	3	-	4	0	1	0	0	-	1	0	2	15	1	-	18	0	0	8	2	-	10	33
% Single-Unit Trucks	-	0.2	0.0	4.8	-	0.8	-	6.7	0.0	0.0	-	1.2	-	3.4	1.3	7.1	-	1.4	-	0.0	0.7	0.4	-	0.6	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.1
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	1	-	2	4
% Bicycles on Road	-	0.0	0.0	1.6	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.2	-	0.1	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	0	-	-	-

Start Time	72nd Street Eastbound						72nd Street Westbound						Wolf Road Northbound						Wolf Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	18	0	1	0	19	0	2	2	9	0	13	0	3	87	2	0	92	0	2	37	29	0	68	192
7:45 AM	0	19	0	0	0	19	0	0	0	5	0	5	0	5	84	0	0	89	0	1	27	34	0	62	175
8:00 AM	0	17	0	2	0	19	0	0	1	3	0	4	0	4	75	0	0	79	0	1	20	40	0	61	163
8:15 AM	0	17	0	1	0	18	0	1	1	6	0	8	0	9	78	1	0	88	0	3	24	33	0	60	174
Total	0	71	0	4	0	75	0	3	4	23	0	30	0	21	324	3	0	348	0	7	108	136	0	251	704
Approach %	0.0	94.7	0.0	5.3	-	-	0.0	10.0	13.3	76.7	-	-	0.0	6.0	93.1	0.9	-	-	0.0	2.8	43.0	54.2	-	-	-
Total %	0.0	10.1	0.0	0.6	-	10.7	0.0	0.4	0.6	3.3	-	4.3	0.0	3.0	46.0	0.4	-	49.4	0.0	1.0	15.3	19.3	-	35.7	-
PHF	0.000	0.934	0.000	0.500	-	0.987	0.000	0.375	0.500	0.639	-	0.577	0.000	0.583	0.931	0.375	-	0.946	0.000	0.583	0.730	0.850	-	0.923	0.917
Lights	0	71	0	3	-	74	0	2	4	23	-	29	0	21	319	2	-	342	0	7	103	135	-	245	690
% Lights	-	100.0	-	75.0	-	98.7	-	66.7	100.0	100.0	-	96.7	-	100.0	98.5	66.7	-	98.3	-	100.0	95.4	99.3	-	97.6	98.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	1	0	-	1	4
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.9	-	0.0	0.9	0.0	-	0.4	0.6
Single-Unit Trucks	0	0	0	1	-	1	0	1	0	0	-	1	0	0	2	1	-	3	0	0	3	0	-	3	8
% Single-Unit Trucks	-	0.0	-	25.0	-	1.3	-	33.3	0.0	0.0	-	3.3	-	0.0	0.6	33.3	-	0.9	-	0.0	2.8	0.0	-	1.2	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.4	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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# Site Plan

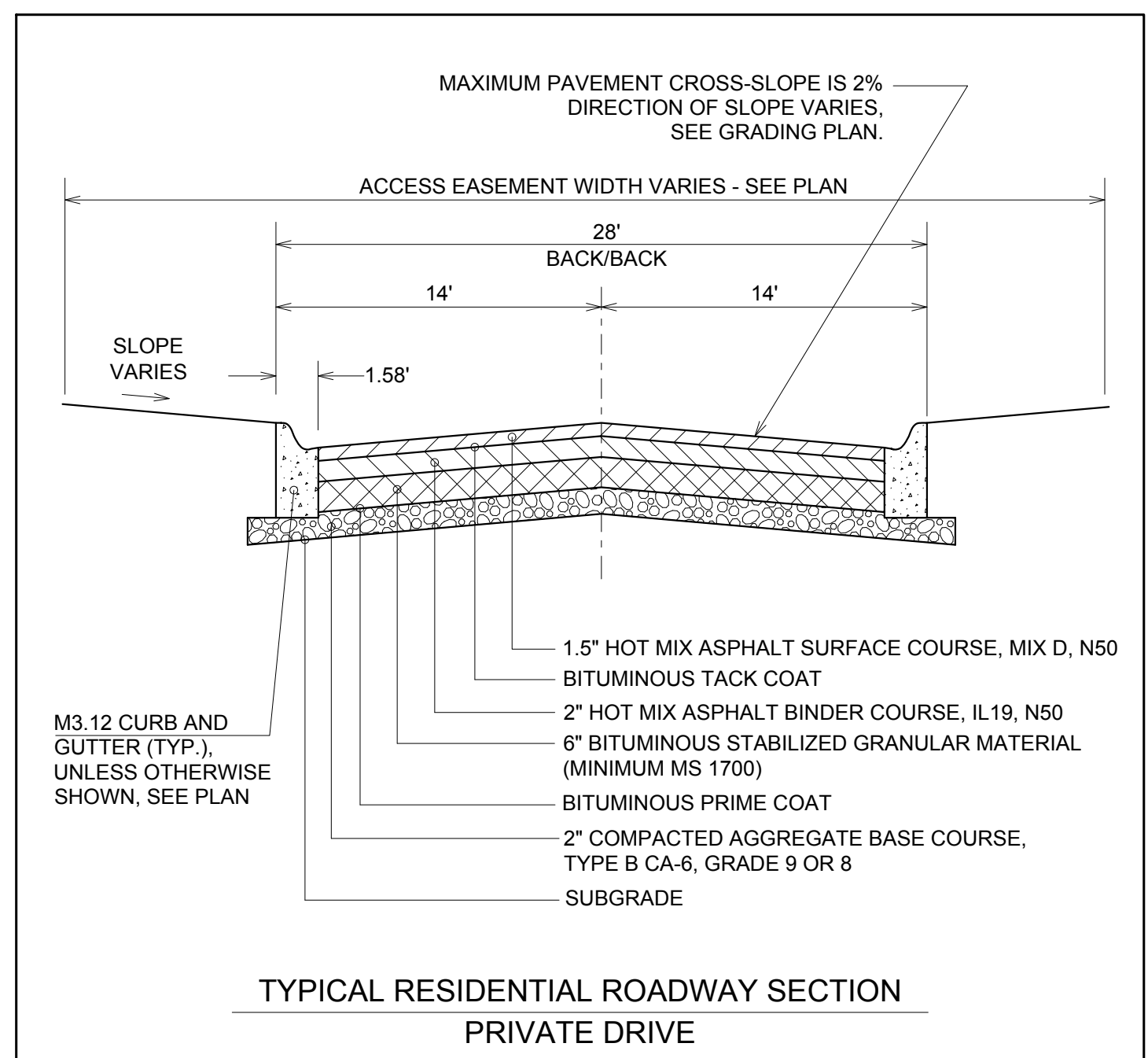


TAX PARCEL NUMBER (P.I.N.)  
18-30-300-025

PART OF THE WEST 1/2 OF SECTION 30,  
TOWNSHIP 38 NORTH, RANGE 12, EAST  
OF THE THIRD PRINCIPAL MERIDIAN, IN  
COOK COUNTY, ILLINOIS

### BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE  
COORDINATE SYSTEM (SPCS) NAD 83 (2007) ZONE  
1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT  
LATITUDE 41-45-26.66992 N  
LONGITUDE 87-54-28.42124 W  
GROUND SCALE FACTOR 1.0000376122  
ALL MEASUREMENTS ARE ON THE GROUND.



NOTES:

1. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
2. ALL DIMENSIONS ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.
3. SEE PRELIMINARY ENGINEERING PLANS BY V3 COMPANIES FOR PROPOSED GRADING AND UTILITY INFORMATION.
4. BLANKET UTILITY AND DRAINAGE EASEMENTS TO BE PROVIDED OVER ALL ACCESS EASEMENT AREAS. ADDITIONAL EASEMENTS MAY BE NECESSARY DEPENDING ON FINAL ENGINEERING.
5. ACCESS EASEMENTS FOR INGRESS AND EGRESS SHALL BE PROVIDED FOR ALL ROADWAYS, DRIVEWAYS AND COMMON SIDEWALK AREAS.
6. EXISTING ZONING O-2 OFFICE AND HOTEL DISTRICT.
7. PROPOSED ZONING R-5 PLANNED RESIDENCE DISTRICT OF THE BURR RIDGE ZONING ORDINANCE.

OWNER/DEVELOPER

McNaughton Development  
11S220 Jackson Street, Suite 101  
Burr Ridge, Illinois 60527  
630 325 3400  
Contact : John Barry

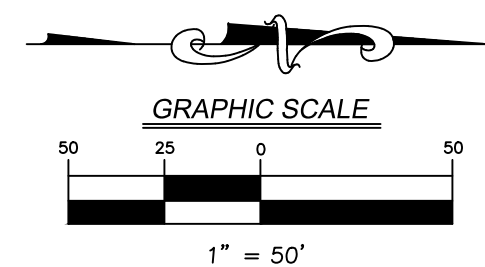
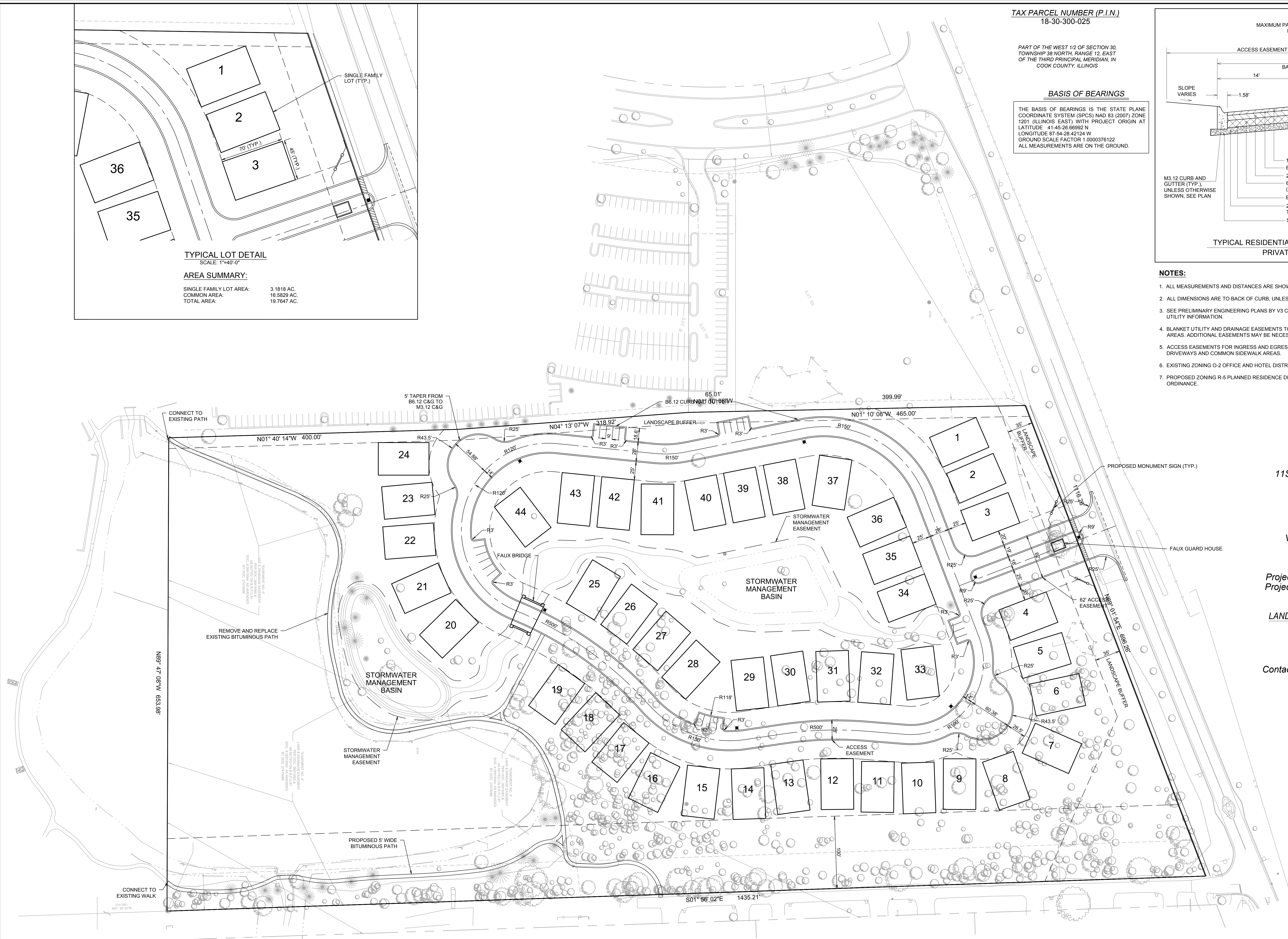
ENGINEER

V3 Companies of Illinois, Ltd.  
7325 Janes Avenue  
Woodridge, Illinois 60517  
630 724 9200

Project Manager : Dwayne Gillian, P.E.  
Project Engineer : Joseph Hallak, E.I.T.

LANDSCAPE ARCHITECT / PLANNER

*Metz & Company  
824 East Maple Street  
Lombard, Illinois 60148  
630 561 3903  
Contact : Randy F. Metz, PLA, CLARB*



## REVISIONS

REVISIONS					
	NO.	DATE	DESCRIPTION		
				NO.	DATE DESCRIPTION
*					

PROJECT NO.: 00039.MCN - S03	DESIGNED BY: JAH
FILE NAME: 1.0 PLAT00039.MCN	DRAWN BY: VRS
ORIGINAL ISSUE DATE: 08-25-2017	CHECKED BY: DLG
SCALE: 1" = 50'	PROJECT MANAGER: DLG

LAKESIDE POINTE OF BURR RIDGE

ILLINOIS

PRELIMINARY PLAT OF P.U.D.

DRAWING NO.

1.0

# Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

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












Source: *Highway Capacity Manual*, 2010.

# Capacity Analysis Summary Sheets

# HCM Unsignalized Intersection Capacity Analysis

## 1: Burr Ridge Parkway & Bridewell Drive










8/29/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	17	0	116	47	3	37
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	0	125	51	3	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			18		318	18
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			18		318	18
tC, single (s)			4.1		6.7	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.8	3.3
p0 queue free %			92		99	96
cM capacity (veh/h)			1612		568	1066
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total	18	0	175	3	40	
Volume Left	0	0	125	3	0	
Volume Right	0	0	0	0	40	
cSH	1700	1700	1612	568	1066	
Volume to Capacity	0.01	0.00	0.08	0.01	0.04	
Queue Length 95th (ft)	0	0	6	0	3	
Control Delay (s)	0.0	0.0	5.5	11.4	8.5	
Lane LOS			A	B	A	
Approach Delay (s)	0.0		5.5	8.7		
Approach LOS				A		
Intersection Summary						
Average Delay			5.6			
Intersection Capacity Utilization			25.6%	ICU Level of Service	A	
Analysis Period (min)			15			

## HCM Unsignalized Intersection Capacity Analysis

### 2: Commonwealth Avenue & Bridewell Drive

















8/29/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	54	0	0	163	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	57	0	0	172	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			57		228	57
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			57		228	57
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1561		764	1015
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	57	172	4			
Volume Left	0	0	0			
Volume Right	0	0	4			
cSH	1700	1561	1015			
Volume to Capacity	0.03	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		18.6%	ICU Level of Service	A		
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wolf Road & 72nd Street












8/29/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	0	4	3	4	23	21	324	3	7	108	136
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	77	0	4	3	4	25	23	352	3	8	117	148
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	633	608	191	610	680	354	265			355		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	633	608	191	610	680	354	265			355		
tC, single (s)	7.1	6.5	6.5	7.4	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	79	100	99	99	99	96	98			99		
cM capacity (veh/h)	371	403	795	356	367	695	1310			1214		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	82	33	378	273								
Volume Left	77	3	23	8								
Volume Right	4	25	3	148								
cSH	382	572	1310	1214								
Volume to Capacity	0.21	0.06	0.02	0.01								
Queue Length 95th (ft)	20	5	1	0								
Control Delay (s)	17.0	11.7	0.6	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	17.0	11.7	0.6	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			44.4%	ICU Level of Service					A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 1: Burr Ridge Parkway & Bridewell Drive











8/29/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	46	1	79	41	1	147
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	59	1	101	53	1	188
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			60		314	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			60		314	59
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		100	81
cM capacity (veh/h)			1556		638	1010
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total	59	1	154	1	188	
Volume Left	0	0	101	1	0	
Volume Right	0	1	0	0	188	
cSH	1700	1700	1556	638	1010	
Volume to Capacity	0.03	0.00	0.07	0.00	0.19	
Queue Length 95th (ft)	0	0	5	0	17	
Control Delay (s)	0.0	0.0	5.1	10.7	9.4	
Lane LOS			A	B	A	
Approach Delay (s)	0.0		5.1	9.4		
Approach LOS				A		
Intersection Summary						
Average Delay			6.4			
Intersection Capacity Utilization			23.2%	ICU Level of Service	A	
Analysis Period (min)			15			

## HCM Unsignalized Intersection Capacity Analysis

### 2: Commonwealth Avenue & Bridewell Drive

















8/29/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	190	3	0	118	2	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	216	3	0	134	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			219		352	218
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			219		352	218
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1362		650	827
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	219	134	5			
Volume Left	0	0	2			
Volume Right	3	0	2			
cSH	1700	1362	728			
Volume to Capacity	0.13	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	10.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	10.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			20.2%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wolf Road & 72nd Street

8/29/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	158	3	32	3	2	15	11	315	5	26	524	114
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	166	3	34	3	2	16	12	332	5	27	552	120
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1041	1026	612	1059	1084	334	672			337		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1041	1026	612	1059	1084	334	672			337		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	16	99	93	98	99	98	99			98		
cM capacity (veh/h)	198	228	484	183	211	712	929			1234		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	203	21	348	699								
Volume Left	166	3	12	27								
Volume Right	34	16	5	120								
cSH	221	426	929	1234								
Volume to Capacity	0.92	0.05	0.01	0.02								
Queue Length 95th (ft)	193	4	1	2								
Control Delay (s)	87.8	13.9	0.4	0.6								
Lane LOS	F	B	A	A								
Approach Delay (s)	87.8	13.9	0.4	0.6								
Approach LOS	F	B										
Intersection Summary												
Average Delay			14.7									
Intersection Capacity Utilization			69.7%	ICU Level of Service					C			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 1: Burr Ridge Parkway & Bridewell Drive










8/30/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	↑
Volume (veh/h)	20	0	136	54	3	42
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	22	0	146	58	3	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			22		372	22
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			22		372	22
tC, single (s)			4.1		6.7	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.8	3.3
p0 queue free %			91		99	96
cM capacity (veh/h)			1607		520	1062
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total	22	0	204	3	45	
Volume Left	0	0	146	3	0	
Volume Right	0	0	0	0	45	
cSH	1700	1700	1607	520	1062	
Volume to Capacity	0.01	0.00	0.09	0.01	0.04	
Queue Length 95th (ft)	0	0	7	0	3	
Control Delay (s)	0.0	0.0	5.5	12.0	8.5	
Lane LOS			A	B	A	
Approach Delay (s)	0.0		5.5	8.8		
Approach LOS				A		
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			27.0%	ICU Level of Service		A
Analysis Period (min)			15			

## HCM Unsignalized Intersection Capacity Analysis

### 2: Commonwealth Avenue & Bridewell Drive

















8/30/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	63	0	0	172	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	66	0	0	181	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			66		247	66
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			66		247	66
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1548		745	1003
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	66	181	4			
Volume Left	0	0	0			
Volume Right	0	0	4			
cSH	1700	1548	1003			
Volume to Capacity	0.04	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	8.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		19.1%	ICU Level of Service	A		
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wolf Road & 72nd Street











8/30/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	0	5	3	4	24	23	337	3	7	112	142
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	0	5	3	4	26	25	366	3	8	122	154
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	660	634	199	638	709	368	276			370		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	660	634	199	638	709	368	276			370		
tC, single (s)	7.1	6.5	6.5	7.4	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	75	100	99	99	99	96	98			99		
cM capacity (veh/h)	354	389	787	340	352	682	1299			1200		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	92	34	395	284								
Volume Left	87	3	25	8								
Volume Right	5	26	3	154								
cSH	366	560	1299	1200								
Volume to Capacity	0.25	0.06	0.02	0.01								
Queue Length 95th (ft)	25	5	1	0								
Control Delay (s)	18.1	11.8	0.7	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	18.1	11.8	0.7	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			46.8%	ICU Level of Service					A			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 4: Access Drive & Bridewell Drive












8/30/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	56	6	2	170	18	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	59	6	2	179	19	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			65		245	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			65		245	62
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	99
cM capacity (veh/h)			1550		747	1008
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	65	181	19	7		
Volume Left	0	2	19	0		
Volume Right	6	0	0	7		
cSH	1700	1550	747	1008		
Volume to Capacity	0.04	0.00	0.03	0.01		
Queue Length 95th (ft)	0	0	2	1		
Control Delay (s)	0.0	0.1	9.9	8.6		
Lane LOS		A	A	A		
Approach Delay (s)	0.0	0.1	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			20.5%	ICU Level of Service		A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 1: Burr Ridge Parkway & Bridewell Drive










8/30/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	54	1	90	46	1	167
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	69	1	115	59	1	214
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			71		359	69
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			71		359	69
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		100	79
cM capacity (veh/h)			1543		596	997
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	
Volume Total	69	1	174	1	214	
Volume Left	0	0	115	1	0	
Volume Right	0	1	0	0	214	
cSH	1700	1700	1543	596	997	
Volume to Capacity	0.04	0.00	0.07	0.00	0.21	
Queue Length 95th (ft)	0	0	6	0	20	
Control Delay (s)	0.0	0.0	5.2	11.1	9.6	
Lane LOS			A	B	A	
Approach Delay (s)	0.0		5.2	9.6		
Approach LOS				A		
Intersection Summary						
Average Delay			6.5			
Intersection Capacity Utilization			24.1%	ICU Level of Service	A	
Analysis Period (min)			15			

## HCM Unsignalized Intersection Capacity Analysis

### 2: Commonwealth Avenue & Bridewell Drive

















8/30/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	203	3	2	131	2	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	231	3	2	149	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			234		386	232
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			234		386	232
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1345		620	812
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	234	151	5			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	1345	703			
Volume to Capacity	0.14	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	10.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	10.2			
Approach LOS			B			
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		20.9%		ICU Level of Service		A
Analysis Period (min)		15				

# HCM Unsignalized Intersection Capacity Analysis

## 3: Wolf Road & 72nd Street











8/30/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	3	34	3	2	16	12	328	5	27	545	126
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	177	3	36	3	2	17	13	345	5	28	574	133
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1088	1073	640	1107	1136	348	706			351		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1088	1073	640	1107	1136	348	706			351		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	4	99	92	98	99	98	99			98		
cM capacity (veh/h)	183	214	467	168	196	700	901			1220		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	216	22	363	735								
Volume Left	177	3	13	28								
Volume Right	36	17	5	133								
cSH	204	412	901	1220								
Volume to Capacity	1.06	0.05	0.01	0.02								
Queue Length 95th (ft)	243	4	1	2								
Control Delay (s)	127.4	14.2	0.5	0.6								
Lane LOS	F	B	A	A								
Approach Delay (s)	127.4	14.2	0.5	0.6								
Approach LOS	F	B										
Intersection Summary												
Average Delay			21.3									
Intersection Capacity Utilization			72.4%	ICU Level of Service					C			
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 4: Access Drive & Bridewell Drive

8/30/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	201	20	8	125	11	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	212	21	8	132	12	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			233		371	222
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			233		371	222
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	99
cM capacity (veh/h)			1347		630	822
Direction, Lane #	EB 1	WB 1	NB 1	NB 2		
Volume Total	233	140	12	5		
Volume Left	0	8	12	0		
Volume Right	21	0	0	5		
cSH	1700	1347	630	822		
Volume to Capacity	0.14	0.01	0.02	0.01		
Queue Length 95th (ft)	0	0	1	0		
Control Delay (s)	0.0	0.5	10.8	9.4		
Lane LOS		A	B	A		
Approach Delay (s)	0.0	0.5	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			23.1%	ICU Level of Service	A	
Analysis Period (min)			15			