



**REGULAR MEETING
PLAN COMMISSION/ZONING BOARD OF APPEALS
APRIL 15, 2024 - 7:00 PM
VILLAGE HALL - BOARD ROOM**

The Plan Commission/Zoning Board of Appeals hears requests for zoning text amendments, rezoning, special uses, and variations and forwards recommendations to the Board of Trustees. The Commission also reviews all proposals to subdivide property and is charged with Village planning, including the updating of the Comprehensive Plan for Land Use. All Plan Commission actions are advisory and are submitted to the Board of Trustees for final action.

I. ROLL CALL

II. APPROVAL OF APRIL 1, 2024 MEETING MINUTES

III. PUBLIC HEARINGS

A. Z-10-2023: 212 Burr Ridge Parkway (Jonny Cabs); Special Use Amendment and Findings of Fact [CONTINUED FROM NOVEMBER 20, DECEMBER 18, 2023 & FEBRUARY 5, 2024]

Requests an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-02-21 and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

B. Z-12-2023: 114 Burr Ridge Parkway (Capri Express); Special Use Amendment and Findings of Fact [CONTINUED FROM NOVEMBER 20, DECEMBER 18, 2023 & FEBRUARY 5, 2024]

Request for an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to special use Ordinance #A-834-17-21 and County Line Square PUD Ordinance #A-834-19-21, and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

IV. CORRESPONDENCE

A. Board Reports
April 8, 2024

B. Building Reports
None

V. OTHER CONSIDERATIONS

A. PC-06-2024: 6900 Veterans Blvd. and 451 Commerce St. (Midwest RE Acquisitions LLC/Bridge Industrial); Pre-Application Conference *[No formal recommendation or motion will be taken]*

Request for a pre-application conference for a Planned Unit Development (PUD) in accordance with Zoning Ordinance section XIII.L.2.b. The petitioner is requesting to rezone the property from R-A/Research Assembly and L-I/Light Industrial to R-5/Planned Residence District and L-I/Light Industrial, both with special uses for PUDs. The petitioner is proposing to construct 72 townhome

units, six industrial buildings, and a Public Works facility on the approximately 113-acre site.

VI. PUBLIC COMMENT

In accordance with the Plan Commission/Zoning Board of Appeals Rules of Procedure, up to thirty (30) minutes shall be allocated for public comment which may be extended by the presiding officer. Each person shall be granted no more than three (3) minutes per meeting to address the Commission, unless such time limit is extended by the presiding officer.

VII. FUTURE MEETINGS

April 22 Village Board

Commissioner Morton is the scheduled representative.

May 6 Plan Commission

A. V-02-2024: 15W627 89th Street (Eshghy); Variations and Findings of Fact [CONTINUED FROM MARCH 4, 2024]

Requests for three (3) variations from Zoning Ordinance Section IV.J, IV.I.34, and IV.H.4 to permit (1) a fence within the corner side yard setback, located 2' off the property line deviating from the 40' minimum regulation, (2) a patio within the corner side yard setback, and (3) a swimming pool within the corner side yard setback.

B. V-01-2023: 6301 S. County Line Rd. (Zaffar); Variations and Findings of Fact [REMANDED FROM OCTOBER 23, 2023 BOARD OF TRUSTEES & CONTINUED FROM NOVEMBER 6, 2023, JANUARY 15, & APRIL 1, 2024]

Requests for four (4) variations from Zoning Ordinance Section IV.I to permit a deck in the front yard, a driveway gate on a parcel less than two acres in lot area, a driveway gate exceeding 6 ft. in height, and a driveway gate within the minimum 30 ft. corner side yard setback; and one (1) variation from Zoning Ordinance Section IV.J to permit a fence in the corner side yard setback. The petitioner seeks to build a driveway gate and fence along County Line Rd. and build a deck on the south side of the property.

C. PC-01-2024: Annual Zoning Review

Staff requests clarification regarding direction on the potential text amendments.

May 13 Village Board

Commissioner Irwin is the scheduled representative.

May 20 Plan Commission

A. V-03-2024: 9S241 Madison Street (Davalos); Variations and Findings of Fact

Request for three (3) variations from Zoning Ordinance Section IV.J to permit (1) a fence in the interior side yard.; (2) a fence 6 feet in height.; and (3) a fence less than 50 percent open.

B. Z-05-2024: 340 Shore Drive (Factor 75); Special Use and Findings of Fact

Requests for special uses for (1) outside storage in accordance with Zoning Ordinance Section X.F.; and (2) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J.

C. Z-16-2023: Zoning Ordinance Amendment for Residential Fences (Village of Burr Ridge); Text Amendment and Findings of Fact [CONTINUED FROM DECEMBER 4, 2023, FEBRUARY 5, FEBRUARY 19, & APRIL 1, 2024]

Request to consider text amendments to Sections IV.J of the Burr Ridge Zoning Ordinance for the regulations pertaining to fences in residential districts.

May 27 Village Board – Not scheduled due to holiday

VIII. ADJOURNMENT

VILLAGE OF BURR RIDGE PLAN COMMISSION/ZONING BOARD OF APPEALS

MINUTES FOR REGULAR MEETING OF APRIL 1, 2024

I. ROLL CALL

The meeting of the Plan Commission/Zoning Board of Appeals was called to order at 7:00 p.m. at the Burr Ridge Village Hall Board Room, 7660 County Line Road, Burr Ridge, Illinois by Chairman Trzupek.

ROLL CALL was noted as follows:

PRESENT: 8 – Irwin, McCollian, Parrella, Petrich, Broline, Stratis, Morton, and Trzupek

ABSENT: 0 – None

Community Development Director Janine Farrell, Planner Ella Stern, and Trustee Guy Franzese were also present.

II. APPROVAL OF PRIOR MEETING MINUTES – MARCH 4, 2024

A **MOTION** was made by Commissioner Morton and **SECONDED** by Commissioner Broline to approve the minutes of the March 4, 2024 meeting.

ROLL CALL VOTE was as follows:

AYES: 5 – Morton, Broline, Parrella, Petrich, and Trzupek

NAYS: 0 – None

ABSTAIN: 3 – Irwin, McCollian, and Stratis

MOTION CARRIED by a vote of 5-0 with three abstentions

III. PUBLIC HEARINGS

Chairman Trzupek introduced the public hearings on the agenda. Chairman Trzupek requested to swear in all those wishing to speak on such matters on the meeting agenda and a swearing in of such individuals was conducted.

A. Z-15-2023: Zoning Ordinance Amendment for Architectural Entrance Structures and Driveway Gates (Village of Burr Ridge); Text Amendment and Findings of Fact [CONTINUED FROM DECEMBER 4, 2023, FEBRUARY 5, & FEBRUARY 19, 2024]

Chairman Trzupek introduced the case and asked for a summary. Stern provided an overview of the history of the case. Stern stated that staff spoke with the Village Attorney and relayed information about the requirement of a special use for a gate which may result in unnecessary zoning action. Stern presented information discussed at the previous meetings. Staff provided research on the properties within the area which may benefit from the reduction in lot size for the gate and potential setback requirements. Stern noted that some of the properties were less than 150 feet in frontage and sought the

Commission's direction regarding the reduction in lot frontage. Stern presented the draft language.

Chairman Trzupek summarized what was for discussion; driveway gates on properties less than 2 acres, the consideration of parcels with less than 150 feet of frontage, and the special use requirement.

Chairman Trzupek asked for public comment.

Rey Zaffar, 6301 County Line Rd., noted that the proposed language was similar to Oakbrook's requirements and provided the history of his variation zoning case. Zaffar noted the setback difference from the right-of-way line versus the property line. Zaffar noted surrounding municipality regulations. Zaffar discussed arterial streets and noted gates were commonplace in the area.

Chairman Trzupek asked for Commissioner discussion.

Commissioner Irwin stated his position had not changed and discussed the special use requirement. Commissioner Irwin stated that driveway gates create a look that should not be proliferated throughout the Village. Commissioner Irwin noted he had not heard of gate requests on smaller properties being an issue. Commissioner Irwin stated that it was not a safety issue.

Commissioner McCollian supported the amendment requiring a special use. Commissioner McCollian asked if one-acre was a requirement that would further restrict from the 22 properties that are on the list.

Commissioner Parrella supported the special use and agreed with Commissioner McCollian's comments.

Commissioner Petrich stated that a special use would not solve the issue. Commissioner Petrich noted the homes in the area were granted variations due to hardships. Commissioner Petrich stated there was no public outcry to have gates. Commissioner Petrich noted if security was a concern, families would not purchase homes on arterial streets. Commissioner Petrich stated that there were several changes over the years, and there was no need to amend the current regulations.

Commissioner Broline stated that there was one property with a gate that was non-conforming in the area and was unsure of his position.

Commissioner Stratis did not support reducing the requirement below two acres and did not want to see a proliferation of fences. Commissioner Stratis stated that fences do not foster a sense of welcomeness.

Commissioner Morton agreed with Commissioner Irwin that nothing had materially changed since the Board sent the direction to the Commission. Commissioner Morton did not support amending the regulation due to a single petitioner.

Chairman Trzupek supported reducing the acre size of properties on arterial roads but noted that the homes in the area would not meet the minimum lot frontage requirement. Chairman Trzupek stated to be effective, they would need to reduce the acreage requirement and look at the street frontage and noted it would only affect about 14 homes.

Commissioner Stratis stated that the draft language read as special interest language which was applicable to a single petitioner. Commissioner Stratis noted it may incite other petitioners to apply to amend the language further.

Chairman Trzupek supported gates on arterial streets.

Commissioner Irwin noted that one of the homes used as an example had a large shoulder that appeared to accommodate the problem posed by the gate along the road.

Chairman Trzupek asked if the Commissioners supported the draft language and how the Commissioners wished to proceed.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner Petrich to close the public hearing for Z-15-2023.

ROLL CALL VOTE was as follows:

AYES: 5 – Irwin, Petrich, Broline, Stratis, and Morton
NAYS: 2 – Parrella and Trzupek

MOTION CARRIED by a vote of 5-2

There was Commissioner discussion regarding a motion to deny the proposed text amendment language or to take a vote to recommend no changes.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner Petrich to deny zoning case Z-15-2023, a request for a text amendment to section IV.I of the Zoning Ordinance to permit driveway gates on properties less than two acres in area located on arterial roadways and to uphold the current driveway gate regulations.

ROLL CALL VOTE was as follows:

AYES: 5 – Irwin, Petrich, Broline, Stratis, and Morton
NAYS: 2 – Parrella, and Trzupek

MOTION CARRIED by a vote of 5-2

B. Z-16-2023: Zoning Ordinance Amendment for Residential Fences (Village of Burr Ridge); Text Amendment and Findings of Fact [CONTINUED FROM DECEMBER 4, 2023, FEBRUARY 5, & FEBRUARY 19, 2024]

Commissioner Broline recused himself from the discussion since he is adjacent to an individual who would benefit from the petition.

Chairman Trzupek introduced the case and asked for a summary. Stern provided a history of the petition. Stern stated that there was one public comment received. Stern noted the Village Attorney reviewed the potential text amendment as a special use but stated that it would not solve the issue of allowing a fence in the side yard of an adjacent home. Stern stated the current fence regulations and provided illustrations. Stern provided a diagram showing a corner lot and a neighboring interior lot that resulted in permitting a fence in the interior side yard of the adjacent home if the regulations were changed. Stern stated that staff is seeking direction from the Plan Commission on whether to continue pursuing

this text amendment or to allow the language to remain unchanged. If unchanged, the Plan Commission would continue to review any deviations from the regulations as variations.

Chairman Trzupek summarized the current process for seeking a variation for the requests that do not comply with the current regulations.

Chairman Trzupek asked for public comment.

Robert Haley, 8461 Carlisle Ct., stated that this issue is how the Village defines a front lot line. Haley stated that people could not build fences behind their homes where accessory uses typically were found. Haley discussed issues about adjacent homes from corner properties. Haley pointed to the aerial images and noted that allowing a fence in the rear yard of the corner lot property would not impose a hardship on the neighbor. Haley distributed an aerial photograph to the Commissioners, demonstrating an anomaly of where fences would be permitted on properties. Haley mentioned he proposed language.

William Ryan, attorney for 6301 County Line Rd., had proposed language for allowing fences on properties along arterial roads and the height limitations for the fences. Chairman Trzupek stated that County Line Road was a corner side yard for his client's property, and the arterial was often someone else's front yard.

Chairman Trzupek noted that there was no possibility to have one ordinance cover all corner lots in the Village. Chairman Trzupek stated the Commission could keep the regulations as a variation or pursue a special use. Chairman Trzupek asked for a summary of a special use. Farrell provided a brief summation of the Findings of Fact for a special use application as opposed to a variation.

Chairman Trzupek asked for Commissioner discussion.

Commissioner Morton agreed with Chairman Trzupek that there was not one solution for all properties.

Commissioner Stratis pointed at the aerial diagram and noted that the adjacent neighbor would have a fence in the front yard. Commissioner Stratis supported leaving the language as is and requiring a hardship for variation.

Commissioner Petrich supported no change.

Commissioner Parrella supported no change.

Commissioner McCollan supported a special use since it did not require finding a hardship.

Commissioner Irwin suggested that while the code's permitted actions are preferred, alternative options could also be considered. Commissioner Irwin stated a corner lot should have the option of choosing one of the options. Commissioner Irwin did not support leaving the language as is and supported a special use.

Chairman Trzupek did not believe there was language to support either option. Chairman Trzupek noted he would support something with more latitude, such as a special use.

Commissioner Morton stated he would like to explore the special use versus a hardship paradigm. Commissioner Morton noted a special use allows for more latitude to address these unique situations.

There was discussion about requesting language for allowing the fence as a special use.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner Parella to continue the public hearing for Z-16-2023 until the May 20, 2024 meeting.

ROLL CALL VOTE was as follows:

AYES: 7 – Irwin, Parrella, McCollan, Petrich, Stratis, Morton, and Trzupek

NAYS: 0 – None

MOTION CARRIED by a vote of 7-0 with Broline recused

C. V-01-2023: 6301 S. County Line Rd. (Zaffar); Variations and Findings of Fact [REMANDED FROM OCTOBER 23, 2023 BOARD OF TRUSTEES & CONTINUED FROM NOVEMBER 6, 2023 & JANUARY 15, 2024]

Chairman Trzupek introduced the case and asked for a summary. Farrell stated that the petitioner is requesting a continuation to May 6, 2024.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner Morton to continue the public hearing for V-01-2023 until the May 6, 2024 meeting.

ROLL CALL VOTE was as follows:

AYES: 7 – Irwin, Morton, Parrella, Petrich, Broline, Stratis, and Trzupek

NAYS: 0 – None

MOTION CARRIED by a vote of 7-0.

D. Z-03-2024: Zoning Ordinance Amendment for Outdoor Dining (Village of Burr Ridge); Text Amendment and Findings of Fact

Chairman Trzupek introduced the case and asked for a summary. Stern stated on February 12, 2024 the Board of Trustees directed the Plan Commission to hold a public hearing on potential Zoning Ordinance text amendments to permit outdoor dining year-round in the Business Districts. Stern noted the text amendment was in response to the recent special use requests for year-round outdoor dining enclosures at Jonny Cabs and Capri Express. Stern noted four public comments were received and included in the staff report packet. Stern read the existing language which required outdoor dining furniture to be removed during the winter season and the outdoor dining areas shall not be occupied from November 1st through March 1st. Stern mentioned all furniture must be stored out of public view or off-site of the subject property when not in use. Stern noted wall enclosures required special use approval. Stern read the proposed draft language. Stern stated if the Plan Commission chooses to recommend approval to permit year-round outdoor dining, the Plan Commission may wish to modify the regulation pertaining to wall enclosures.

Chairman Trzupek confirmed that wall enclosures would still require a special use. Chairman Trzupek expressed concern regarding wall enclosures, heaters, and public safety.

Chairman Trzupek asked for public comment.

Alice Krampits, 7515 Drew Ave., asked if the enclosures would be year-round. Krampits noted she was opposed to year-round outdoor dining and the wall enclosures. Krampits stated the enclosures did not enhance the front of the restaurant. Krampits questioned when temporary outdoor dining becomes permanent. Krampits mentioned the definition of outdoor dining was not behind a plastic covering. Krampits stated that the restaurants profit from the enclosure and expressed concern about fire safety, egress, and maximum occupancy. Krampits questioned whether bollards would be installed for safety.

Mark Thoma, 7515 Drew Ave., agreed with the previous public comment and stated that the enclosures were an extension of the restaurant, not outdoor dining. Thoma stated that outdoor dining was to enhance the dining experience. Thoma did not support the appearance of the enclosures from a safety and visibility perspective. Thoma stated that the enclosures expand the capacity of a restaurant which could be a parking issue.

Chairman Trzupek stated the parking calculations included outdoor seating areas.

Chairman Trzupek asked for Commissioner discussion.

Commissioner Irwin agreed with the public comments and did not support the wall enclosures year-round. Commissioner Irwin supported outdoor dining year-round.

Commissioner McCollian agreed with Commissioner Irwin. Commissioner McCollian supported businesses in town but did not want to approve outdoor dining year-round until the wall enclosures were dealt with.

Commissioner Parrella stated that there were businesses in the area that have had the enclosure for years and that other businesses have followed suit. Commissioner Parrella supported defining the outdoor dining season and a standard design for wall enclosures that complement each other. Commissioner Parrella noted if there was a standard for the wall enclosures, they may be acceptable.

Commissioner Petrich agreed that the enclosures should be permanent, not temporary canvas enclosures. Commissioner Petrich stated that outdoor dining furniture should be stored away when not in use rather than exposed outdoors. Commissioner Petrich agreed with Commissioner Parrella regarding maintaining a cohesive design for the development.

Commissioner Broline questioned if wall enclosures would meet the Building Code and asked how to obtain uniformity and design element requirements.

Commissioner Stratis stated he preferred some conformity with the enclosures in addition to having regulations for when they can be installed and removed, colors, manufacturer, windows, and ADA compliance. Commissioner Stratis stated that staff should review the design for the enclosure but also suggested Fire District approval due to the heaters installed.

Commissioner Morton supported the previous comment. Commissioner Morton supported eliminating #12 from the outdoor dining regulations and not permitting the wall enclosures year-round.

Chairman Trzupek stated that the Village Center proposed demountable walls that were uniform in design and recommended the same for County Line Square. Chairman Trzupek agreed that the enclosures should be utilized within a set time frame and expressed concern about egress and recommended a Building Code review. Chairman Trzupek stated that more concise regulations should be required rather than eliminating #12 from the outdoor dining regulations. Chairman Trzupek suggested the building owner propose a cohesive design.

Commissioner Parrella supported uniformity and was not opposed to year-round outdoor dining.

Chairman Trzupek asked if the Commission supported year-round outdoor dining, and the Commission generally agreed. Chairman Trzupek asked about how the Commission would determine the appearances and aesthetics of the enclosures. Chairman Trzupek reiterated his concern about building code issues. Farrell stated that the items would be addressed as part of the special use review and approval. Farrell noted it would be difficult for staff to compel the owner of County Line Square to come forward with an amendment to the PUD to have a certain design aesthetic. Farrell noted a special use allows for more flexibility when considering other dining establishments outside the downtown area. Chairman Trzupek confirmed the Commission could clarify #8 and #12 of the outdoor dining regulations. Farrell stated a special use for an enclosure would require a building permit and be reviewed in accordance with the Building Code.

The Commission provided direction to staff to clarify #8 and #12 in the outdoor dining regulations for the demountable partitions and Building Code compliance.

There was discussion regarding enclosure language and a criteria requirement for aesthetics, and a potential prohibition against canvas and plastic enclosures. There was a discussion about outdoor dining fences and the enclosures. Chairman Trzupek noted demountable walls or folding doors was a preferred term, and the term “outdoor dining” should be reviewed. There was discussion about adding onto the restaurant space and the seasonality of the space.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner McCollian to continue the public hearing for Z-03-2024 until the June 3, 2024 meeting.

ROLL CALL VOTE was as follows:

AYES: 8 – Irwin, McCollian, Parrella, Petrich, Broline, Stratis, Morton, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 8-0.

E. Z-04-2024: Zoning Ordinance Amendment for Walls and Masonry Piers (Tuschall); Text Amendment and Findings of Fact

Chairman Trzupek introduced the case and asked for a summary. Stern stated the petitioner requested a continuation since he would not be in attendance but did not confirm a date.

Chairman Trzupek asked to include clarification on that section of the Zoning Ordinance and noted it had changed over time. There was a discussion about the pictures provided by the petitioner and what the petitioner intended to do with the walls.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner McCollian to continue the public hearing for Z-03-2024 until the June 3, 2024 meeting.

ROLL CALL VOTE was as follows:

AYES: 7 – Irwin, McCollian, Parrella, Petrich, Broline, Stratis, Morton, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 7-0.

IV. CORRESPONDENCE

Commissioner Petrich asked if the Plan Commission recommendations were unchanged by the Board. Stern confirmed.

V. OTHER CONSIDERATIONS

- A. PC-04-2024: By-Laws/Rules of Procedure Amendment - Virtual PC Meeting Attendance**
- B. PC-07-2024: By-Laws/Rules of Procedure Amendment – Public Testimony & Public Participation**

Chairman Trzupek introduced the cases and asked for a summary. Stern stated the Rules of Procedure for the Plan Commission meetings require in-person attendance, and to permit virtual meeting attendance, the Plan Commission must amend the Plan Commission by-laws. Stern stated while reviewing the Plan Commission's Rules and

Procedures, staff discovered that additional sections of the Plan Commission Rules of Procedures needed to be updated. Stern stated the Village Attorney additionally reviewed and revised the Plan Commission's Rules and Procedures, including the Roman numerals, Public Hearing Procedures, Rules for Public Testimony at a Public Hearing, and a section on Public Participation. Stern provided a history of PC-04-2024 and stated staff confirmed with the Village Attorney that the public could not attend virtually with the proposed language. Stern noted the Village Attorney confirmed per the Open Meetings Act (OMA), a Commissioner could only attend virtually for one of the specific reasons listed, and the Commissioner must disclose the reason for attending virtually at the meeting. Stern stated that the Village Attorney drafted the language to clarify testimony provided at a public hearing as opposed to the general public comments made at the end of the meeting.

Chairman Trzupek confirmed the different language for the public hearing and public comment. Chairman Trzupek confirmed that there was no time limit for the public hearing and "herein" should be removed.

Farrell confirmed that this topic was brought up during the review of public participation procedures for virtual meetings and was partially in response to the upcoming pre-application meeting for CNH to ensure that all public comments are heard. Farrell clarified the difference between testimony given during a public hearing, which was not limited, and general public comments which would be limited.

Chairman Trzupek asked for Commissioner discussion.

Commissioner Morton confirmed that the virtual meeting would not allow the public to attend. Commissioner Morton stated that a person's remote attendance could confuse the public. There was a discussion about the technological restrictions for videoing and calling in.

Commissioner Stratis had no comments or questions.

Commissioner Petrich stated remote participation could make it challenging to fully engage in the process. Commissioner Petrich did not support remote participation unless there was a better system to engage the individual participating remotely. Commissioner Petrich did not support the reasons for allowing someone to participate remotely.

Commissioner Broline agreed with Commissioner Petrich.

Commissioner Parrella agreed with the previous comments and preferred a technology reboot for the virtual attendance to foster engaged participation. Commissioner Parrella agreed with remote participation and distractions if someone is sick or traveling for work.

Commissioner McCollan agreed that the technology is not conducive to voting but ultimately supported remote participation.

Commissioner Irwin supported the language and pointed out remote attendance was only allowed twice a year. Commissioner Irwin did not see an issue with following along virtually and noted court cases were held that way. Commissioner Irwin stated if remote attendance was not working, it could be adjusted.

Chairman Trzupek did not object but did not feel it was necessary since there were quorums and an alternate. Chairman Trzupek noted remote attendance was only permitted twice a year with reasons in advance. Chairman Trzupek understood the concerns with voting.

Commissioner Morton asked about a sunset provision for a year. Farrell stated that staff could confirm the option of a sunset provision with the Village Attorney.

There was a discussion about conveying the amendment notice to the public regarding the time limitation on public comment. Farrell confirmed that a notice would be on the agenda to notify the public going forward.

A **MOTION** was made by Commissioner Petrich and **SECONDED** by Commissioner Morton to approve PC-07-2024, the Public Participation and Public Testimony amendments to the Plan Commission Rules of Procedure.

ROLL CALL VOTE was as follows:

AYES: 6 – Irwin, Morton, Parrella, Broline, Stratis, and Trzupek

NAYS: 1 – Petrich

MOTION CARRIED by a vote of 6-1

A **MOTION** was made by Commissioner Petrich and **SECONDED** by Commissioner Morton to approve PC-08-2024, the Virtual Attendance amendments to the Plan Commission Rules of Procedure with a one-year sunset provision.

ROLL CALL VOTE was as follows:

AYES: 6 – Irwin, Parrella, Broline, Stratis, Morton and Trzupek

NAYS: 1 – Petrich

MOTION CARRIED by a vote of 6-1

C. Discussion of Zoning Ordinance Sections X and XIV – Warehouse Use and Definition

Chairman Trzupek stated that he attended the open house held by Bridge for the CNH redevelopment. Chairman Trzupek stated one of the proposed rezoning was to Light Industrial (L-I). Chairman Trzupek noted the L-I District permits manufacturing and warehousing as a permitted use and the General Industrial (G-I) District permits a warehouse. Chairman Trzupek asked for clarification regarding warehousing and its use and function between the L-I and G-I Districts in the Zoning Ordinance. Farrell clarified the differences as interpreted by staff for the uses. In L-I, there is typically a mix of office, manufacturing, and storage or warehousing as part of a single business' operations. In G-I, a warehouse would be a large space dedicated to dead storage without the manufacturing operations.

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner Parrella to request that the Board direct the Plan Commission to hold a public hearing regarding the definition and use of warehousing in the G-I and L-I districts.

ROLL CALL VOTE was as follows:

AYES: 7 – Irwin, Parrella, Petrich, Broline, Stratis, Morton, and Trzupek

NAYS: 0 – None

MOTION CARRIED by a vote of 7-0.

VI. PUBLIC COMMENT

Alice Krampits, 7515 Drew, asked about the outdoor dining discussion and the Jonny Cab's and Capri Express meeting. Chairman Trzupek asked if Stern could speak with the petitioners about the actions that occurred tonight. There was discussion about the proposal and that they were supposed to submit new documents with a proposed enclosure.

Commissioner Irwin noted that there were no ADA spaces available at County Line Square and asked staff to review if there were an adequate number of spaces.

Commissioner Broline asked if any comments were received from DuPage County on the recent cases that have happened over the past few months. Stern stated that she could ask DuPage County for an update.

VII. FUTURE MEETINGS

Commissioner Stratis stated he was not available for the April 8th Village Board meeting. Commissioner Morton stated he would attend in his place if needed.

The Commissioners discussed the location and process for the April 15, 2024 pre-application meeting for the CNH property and confirmed that it is not a public hearing and will be held at the Village Hall. Chairman Trzupek noted that there was a board at the open house that detailed the planning process. Farrell clarified the preliminary plan process and procedures.

VIII. ADJOURNMENT

A **MOTION** was made by Commissioner Irwin and **SECONDED** by Commissioner McCollian to adjourn the meeting at 9:09 p.m.

ROLL CALL VOTE was as follows:

AYES: 8 – Irwin, McCollian, Parrella, Petrich, Broline, Stratis, Morton, and Trzupek

NAYS: 0 – None

MOTION CARRIED by a vote of 8-0.

Respectfully Submitted:

Ella Stern
Planner



VILLAGE OF
BURR RIDGE
A VERY SPECIAL PLACE

Z-10-2023: 212 Burr Ridge Parkway (Magnesen/Jonny Cabs); Request to amend a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-02-21 and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

HEARING:

November 20, December 18,
2023, February 5, & April 15,
2024

TO:

Plan Commission
Greg Trzupek, Chairman

FROM:

Ella Stern, Planner

PETITIONER:

Patrick Magnesen of Jonny Cabs

PETITIONER STATUS:

Tenant

PROPERTY OWNER:

Bob Garber

EXISTING ZONING:

B-1 Business District

LAND USE PLAN:

Recommends Commercial Uses

EXISTING LAND USE:

Mixed-Use Shopping Center

SITE AREA:

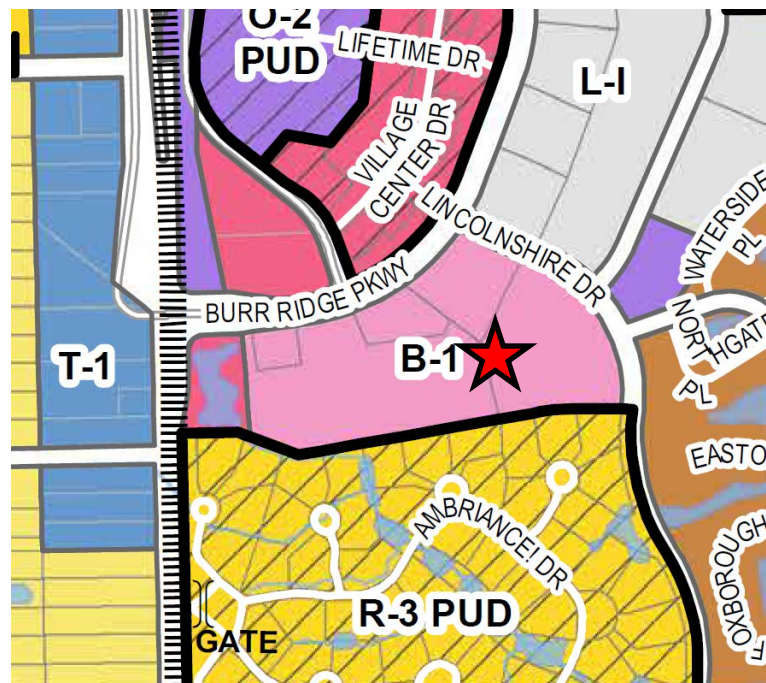
7.2 Acres

SUBDIVISION:

Burr Ridge Corporate Park

PARKING:

499 Public Spaces



Staff Report and Summary

Z-10-2023: Burr Ridge Parkway (Magnesen/Jonny Cabs); Special Use, PUD Amendment, and Findings of Fact

On November 20, 2023, the Plan Commission held a public hearing for case Z-10-2023, a request to amend an existing special use regarding an outdoor dining enclosure at an existing restaurant. At the November 20, 2023, Plan Commission meeting, the Plan Commission requested direction from the Board to hold a public hearing to amend the outdoor dining regulations. The outdoor dining regulations, including the prohibition of wall enclosures, were most recently amended and approved on May 8, 2023.

On February 5, 2024, the Plan Commission held a public hearing for case Z-10-2023 and discussed outdoor dining enclosures. The Plan Commission continued the case and requested the petitioners return with updated information regarding an outdoor dining enclosure. On April 1, 2024, the Plan Commission held a public hearing for case Z-03-2024, a request to amend the outdoor dining regulations to permit year-round outdoor dining. The consensus from the meeting included permitting year-round outdoor dining but establishing concise regulations regarding year-round outdoor dining and outdoor dining enclosures.

The petitioner did not provide any new documents at the time of this report. The Plan Commission may determine whether to look at the special use request individually or to continue the case and wait for more direction from the proposed outdoor dining text amendment. The following information was included in the previous staff report and remains unchanged.

The petitioner is Patrick Magnesen of Jonny Cabs. Jonny Cabs was approved originally for sales of alcoholic beverages, live entertainment, and outdoor dining in 2021 through Ordinance #A-834-02-21. The entire outdoor dining area contains twelve (12) tables with a total of fifty-one (51) seats, one (1) 1-seater sofa, three (3) 2-seater sofas, and one (1) 4-seater sofa. The table and seat count will not change under the new proposal. Jonny Cabs canopy awning was approved through permit #2023-016.



Aerial of the property with the property lines and yards.

Section VIII.A of the Zoning Ordinance stipulates several regulations related to outdoor dining at all places of eating in the Village within the Business Districts (B-1 and B-2). The petitioner's compliance with these regulations is noted in red. The petitioner has submitted a plan and information about the proposed outdoor dining area, included as Exhibit A. Since the tenant space

Staff Report and Summary

Z-10-2023: Burr Ridge Parkway (Magnesen/Jonny Cabs); Special Use, PUD Amendment, and Findings of Fact

is located within the County Line Square PUD, those outdoor dining regulations in the PUD also apply.

1. Dining areas must be located adjacent only to the principal business to which the outdoor area is intended to serve;
2. No outdoor dining area shall be located so as to impede pedestrian traffic, or to obstruct curb cuts and the surrounding ramp and transition area, or to impede accessible access to and from the restaurant building; *The proposed enclosure is close to the curb. It appears similar to the approval in 2021.*
3. No public sidewalks or public area may be used for a private restaurant's outdoor dining unless specifically approved by the Village;
4. The dining area shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant;
5. All fences surrounding the outdoor seating area shall have matching elevations and colors;
6. The door to the dining area shall be self-closing;
7. The area may be covered by an awning protruding from the exterior wall of the adjacent building, provided the awning is properly anchored. Awnings are subject to review and approval by the Community Development Director or their designee and should be consistent with other awnings within the development. Awnings which are not consistent with the neighboring tenants are subject to Plan Commission review and approval;
8. Wall enclosures, whether permanent or temporary, are prohibited unless specifically approved through a special use; *The petitioner requests a fully enclosed, outdoor dining area with black fabric walls. No other tenants have a similar design, but Capri Express will propose a similar black wall enclosure at the December 4, 2023, Plan Commission meeting.*
9. Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
10. Furniture and umbrellas shall be weighted to prevent their movement in the wind;
11. There shall be no advertising, signs, logos, or leaflets on the tables, chairs, fences, umbrellas, or railings;
12. All furniture shall be removed during the winter season and the outdoor dining areas shall not be occupied from November 1 through March 1. All furniture must be stored out of public view or off-site of the subject property when not in use; *The petitioner wants the outdoor dining enclosure for the winter season.*
13. Tables shall be cleaned promptly following use;
14. Outdoor food preparation, storage or display is prohibited;
15. The floor or ground surface of the outdoor seating area shall be treated and cleaned before and after each season to ensure the removal of all food stains and return it to a state consistent with other sidewalks in the area;
16. Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
17. Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee. Outdoor dining areas shall comply with Zoning Ordinance Section IV, Noise Regulations
18. Approval of outdoor dining areas shall be subject to the Village's adopted Building Codes;
19. Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;

20. Outdoor dining areas must be approved by the Community Development Director or their designee to determine final compliance with the regulations set forth herein.

County Line Square Outdoor Dining Area Regulations

Restaurant outdoor dining areas shall be subject to the following:

- Dining areas must be limited to the linear frontage of the principal business to which the outdoor area is intended to serve;
- Dining areas shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant if table service is provided or alcohol served in the outdoor dining area;
- Door to the dining area shall be self-closing;
- Tables shall be cleaned promptly following use;
- Furniture and umbrellas shall be weighted to prevent their movement in the wind;
- Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
- No outdoor dining area shall be located so as to impede pedestrian traffic or proper access to and from the restaurant, defined as being within 60" of a curbline or so as to impede the normal flow of pedestrian traffic into or from a doorway; *Proposed enclosure is close to the curb. It appears similar to the approval in 2021.*
- Outdoor food preparation, storage or display is prohibited;
- All furniture must be stored in the rear or off-site of the subject property when not in use;
- Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
- Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee;
- Approval of outdoor dining areas shall be subject to the Village's adopted building codes;
- Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;
- Outdoor dining areas must be cumulatively approved by the Village Administrator or their designee to determine final compliance with the regulations set forth herein; and
- Outdoor dining areas shall be included as part of the size calculation for restaurants.

Public Hearing History – Related to Jonny Cabs

Z-01-2023: Zoning Ordinance Amendments for Outdoor Dining (Ordinance #A-834-05-23)

Z-15-2020: Variation to permit a restaurant in County Line Square without the required number of parking spaces (Ordinance #A-835-03-21)

Z-15-2020: Special use for a restaurant with sales of alcoholic beverages, live entertainment, and outdoor dining. (Ordinance #A-834-02-21)

Public Comment

A total of five public comments were received, all against outdoor dining. Only one of those comments specifically mentioned Jonny Cabs.

Findings of Fact and Recommendation

Staff Report and Summary

Z-10-2023: Burr Ridge Parkway (Magnesen/Jonny Cabs); Special Use, PUD Amendment, and Findings of Fact

The petitioner has provided findings of fact, which the Plan Commission may adopt if in agreement with those findings. If the Plan Commission chooses to recommend approval of the special use amendment, PUD amendment, and special use for outdoor dining, staff recommends the following conditions. The conditions on this request include those from the 2021 approval.

1. The special use shall be limited to Jonny Cabs and shall not be transferable to any other party.
2. The special use shall substantially comply with the submitted site plan.
3. All umbrellas, furniture, and other appurtenances shall be sorted off-site during the winter season when the enclosure is not being used for outdoor dining. * If the Plan Commission allows outdoor dining year-round, this condition shall be removed.
4. The special use shall comply with the previously approved landscaping, alcohol, and live entertainment plan from the 2021 approval, Ordinance #A-834-02-21.

Appendix

Exhibit A - Petitioner's Materials and Public Notifications

- Application
- Findings of Fact
- Proposed site plan and illustrations
- Public Comments
- Public Notifications

Exhibit B – Plans from 2021 approval, Ordinance #A-834-02-21, #A-835-03-21, A-834-05-23 & County Line Square Planned Unit Development Regulations



VILLAGE OF BURR RIDGE

PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

PAID

OCT 18 2023

VILLAGE OF BURR RIDGE

GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): PATRICK MAGNESEN (OWNER)

STATUS OF PETITIONER: BUSINESS (BIG FELLA INVESTMENTS DBA JONNYCAB'S)

PETITIONER'S ADDRESS: 212 BURR RIDGE PARKWAY (PATRICK'S HOME ADDRESS: 1104 S ELDRIDGE LN, ELMHURST 60126)

ADDRESS OF SUBJECT PROPERTY: 212 BURR RIDGE PARKWAY

PHONE: 708-373-1527

EMAIL: PATRICK@JONNYCABS.COM

PROPERTY OWNER: BOB GARBER

PROPERTY OWNER'S ADDRESS: _____ PHONE: 630-842-2506

PUBLIC HEARING REQUESTED: ☒ Special Use ☐ Rezoning ☐ Text Amendment ☐ Variation(s)

DESCRIPTION OF REQUEST:

Jonny Cab's is requesting a Special Use Permit to keep its enclosed, weatherized front patio operational during the winter months. This enclosed patio is essential for the restaurant's financial viability, accommodating up to 30 patrons. It's noteworthy that we generate substantial revenue from this patio, with an average spend of \$85.67 per guest during our most recent quarter. The restaurant consistently fills the patio to capacity on weekends and partially on weekdays, contributing significantly to the local economy. The projected financial impact of losing the enclosure for 6 months is \$130K in revenue. The potential loss of this revenue stream would have a severe financial impact on us, potentially leading to layoffs and even closure. The enclosed patio enhances the customer experience by providing additional seating, space for lounging which is key since we often have lots of dancing with our live music. This benefits the local community. The enclosed patio improves the overall aesthetics of the restaurant and the strip mall, making it a more attractive and welcoming place for residents and visitors.

PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: 315,976 sq ft. EXISTING ZONING: B-1

EXISTING USE/IMPROVEMENTS: BUSINESS

SUBDIVISION: Burr Ridge Corporate Park

PIN(S) # 1830305003

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

10/18/2023
Date of Filing



Findings of Fact – Special Use Burr Ridge Zoning Ordinance

Address: _____

As per Section XII.K.7 of the Village of Burr Ridge Zoning Ordinance, for a special use to be approved, the petitioner must confirm all of the following findings by providing facts supporting each finding.

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

Jonny Cab's enclosed patio meets a public necessity & provides a unique benefit to the Village and its residents in several ways. Firstly, it creates a vibrant and inviting space for both locals and visitors to enjoy, contributing to the social & cultural life of the community. Secondly, it fosters economic growth by generating substantial revenue for the restaurant, which, in turn, supports local jobs and businesses. The patio's contribution to the local economy is significant, especially on weekends when it reaches full capacity. Thirdly, it adds to the aesthetic appeal of the strip mall and the Village, making it a more attractive destination for both residents and tourists. In summary, the enclosed patio is a unique asset that enhances the community's social, economic, and aesthetic aspects.

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

The patio is enclosed and weatherized, ensuring a comfortable and safe environment for patrons year-round. It also complies with all relevant regulations, including those related to building codes, fire safety, and noise control, thereby safeguarding public health and safety. The presence of live music and dancing is managed responsibly to avoid disturbances to the neighborhood. **We have not had a single noise complaint since we opened.** Moreover, the patio's role as a community gathering space enhances the general welfare and comfort of residents by providing a unique and enjoyable experience. Our proposal prioritizes the well-being and satisfaction of the Village and its residents while adhering to all necessary safety, morals, comfort, and general welfare standards.

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

Our proposal is designed to minimize any potential negative impact on neighboring properties and property values. The enclosed patio is situated in a way that reduces noise and disturbances to neighboring businesses and residences. Additionally, the patio's presence enhances the overall aesthetics of the strip mall, making it a more attractive destination that could potentially increase foot traffic and benefit neighboring establishments. Furthermore, we have a proven track record of responsible operation and compliance with regulations, which minimizes the likelihood of any adverse effects on nearby properties. In summary, our proposal is structured to ensure it does not injure the uses/enjoyment of other property & may even positively impact property values in the strip mall.

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

Our enclosed patio is carefully designed to complement the normal & orderly development of the surrounding property for uses permitted in the district. The patio is located in a way that does not obstruct access or create congestion on public streets or walkways, ensuring smooth traffic flow. It also adheres to all zoning regulations and special use requirements, demonstrating a commitment to responsible development within the district. Moreover, the patio's presence can contribute to the vibrancy of the area, potentially attracting more customers to nearby businesses and supporting their growth.

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

The proposal plan included provisions for adequate utilities, access roads, drainage, and necessary facilities. The restaurant has ensured that it has the necessary utility connections, like heating, electricity, and water, to support the patio's year-round operation. Access roads & parking accommodate any additional traffic generated by the patio, so are not effected. We already provide free valet to our guests. Furthermore, Jonny Cab's has committed to maintaining these facilities to ensure they continue to meet the needs of the patio and the surrounding area.

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

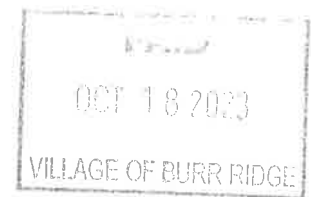
The enclosed patio proposal includes measures to provide efficient ingress and egress, minimizing traffic congestion on public walkways. **The existing patio remains compliant with existing permits. We are simply looking to keep the enclosure panels.** Additionally, Jonny Cab's has a track record of effectively managing traffic during peak hours, especially on weekends when the patio is at its busiest. In summary, the proposal demonstrates a commitment to minimizing traffic congestion through careful planning and proactive management.

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

Our proposal aligns with the objectives of the Official Comprehensive Plan as amended in several ways. Firstly, it contributes to the economic development and vitality of the Village, which is a key goal of the Comprehensive Plan. The patio generates revenue, supports local jobs, and attracts visitors, all of which enhance the economic well-being of the community. It promotes social interaction, fostering the Comprehensive Plan's aim of creating a vibrant and attractive living environment. The patio serves as a gathering place for residents and visitors alike, enriching the social fabric of the Village. Finally, it improves the aesthetics of the strip mall, making it a more appealing destination consistent with the Plan's objectives to enhance the visual appeal of the area.

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

Jonny Cab's proposal diligently adheres to all existing regulations within the district. **Any necessary modifications will be made in strict accordance with the recommendations of the Plan Commission or the Zoning Board of Appeals, ensuring full compliance and responsible operation within the district.**



Detailed Description of Special Use Request:

Jonny Cab's, a vibrant restaurant located at 212 Burr Ridge Parkway, Burr Ridge, IL 60527, seeks a Special Use Permit to maintain its enclosed, weatherized front patio during the winter months. The patio is of paramount importance to Jonny Cab's operational livelihood, with significant economic and community benefits.

Hours of Operation: Jonny Cab's operates from 4:00 PM until close, which varies based on the day of the week. Specifically, it closes at midnight on Tuesday, Wednesday, and Thursday, while extending operations until 1:00 AM on Fridays and Saturdays. The restaurant is closed on Sundays and Mondays.

Economic Significance: Jonny Cab's has a proven track record of contributing significantly to the local economy. Our Point of Sale (POS) system for the most recent quarter reports an impressive average spend of \$85.67 per guest. This highlights the economic value generated by our establishment. The enclosed patio is pivotal to this success, accommodating up to 30 patrons. On peak nights, notably Fridays and Saturdays, the patio consistently reaches full capacity. Even on weekdays, it fills to approximately a quarter of its capacity, enhancing our economic viability in the village. The projected revenue impact from this decision is \$130K in missed opportunity.

Financial Challenges: Running a restaurant with high-quality live music and top-notch entertainment, such as Jonny Cab's, comes with considerable expenses. Our monthly burn rate has ranged from \$20,000 to \$70,000, including expenses associated with our talented team members and the entertainment we provide. This represents a substantial financial commitment, which underscores the importance of maintaining revenue streams throughout the year.

Impact on Valued Personnel: The potential loss of revenue during the winter months, resulting from the removal of the enclosed patio, poses a significant challenge. It may necessitate difficult decisions, such as the need to let go of valued team members. We are proud to provide our team members with Blue Cross Blue Shield top-tier healthcare, a rare offering in the restaurant industry. This demonstrates our commitment to their well-being and highlights the potential human impact of this decision.

Community Benefits: Jonny Cab's enclosed patio is cherished by our patrons and enhances the overall experience for our customers. In addition to 24 table seats, the patio includes 2 loveseats and a long couch, providing a comfortable and relaxed atmosphere. Live music and dancing are integral to our entertainment offerings, creating a unique space for patrons to unwind and enjoy themselves. This not only increases their spending but also contributes to a vibrant and enjoyable atmosphere that benefits the community.

Aesthetic Enhancement: The enclosed patio also plays a crucial role in the aesthetic appeal of Jonny Cab's and the strip mall in which it is located. With the patio in place, the front of our restaurant exudes a cleaner, more professional, and welcoming ambiance. Removing the patio would leave a barren, fenced-in area that detracts from the visual appeal of the strip mall, becoming an eyesore rather than a welcoming establishment.

In conclusion, Jonny Cab's enclosed patio is not only a significant contributor to the local economy but also a vital component of the community's social and aesthetic fabric. We request the Special Use Permit to continue offering these benefits to our patrons and the Village of Burr Ridge.

Enclosed Patio

14ft
depth

39ft
length

① Setting Layout
 $1/8" = 1'-0"$

[illegible]

11x17 SHEET

**JOHNNY
Cabe's**

10-6-21

0.5

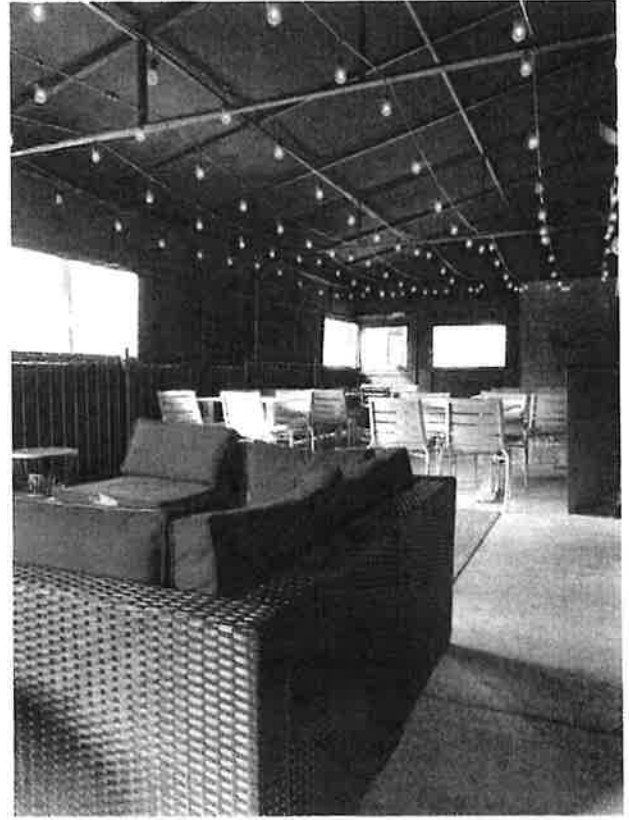
1x

2.5

225 Caywood Ave.
Hickory, N.C. 28626
Tel. 813-276-1100

This finding is similar to others that have shown that the relationship between the two variables is positive and significant (e.g., *Wang et al., 2005*).

SCI
CUSTOM SPACE

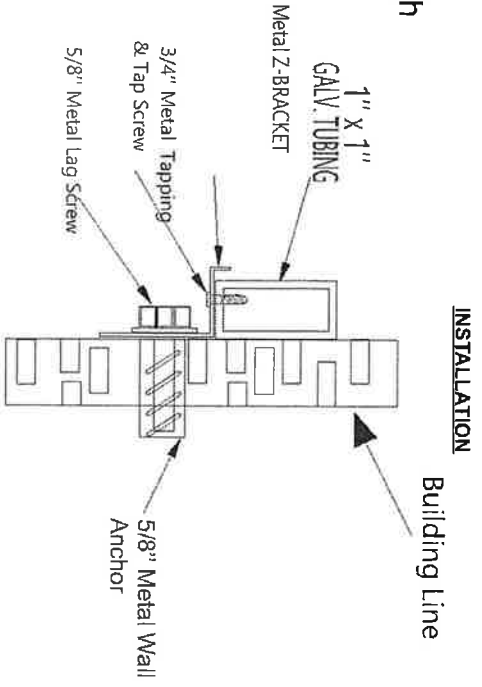
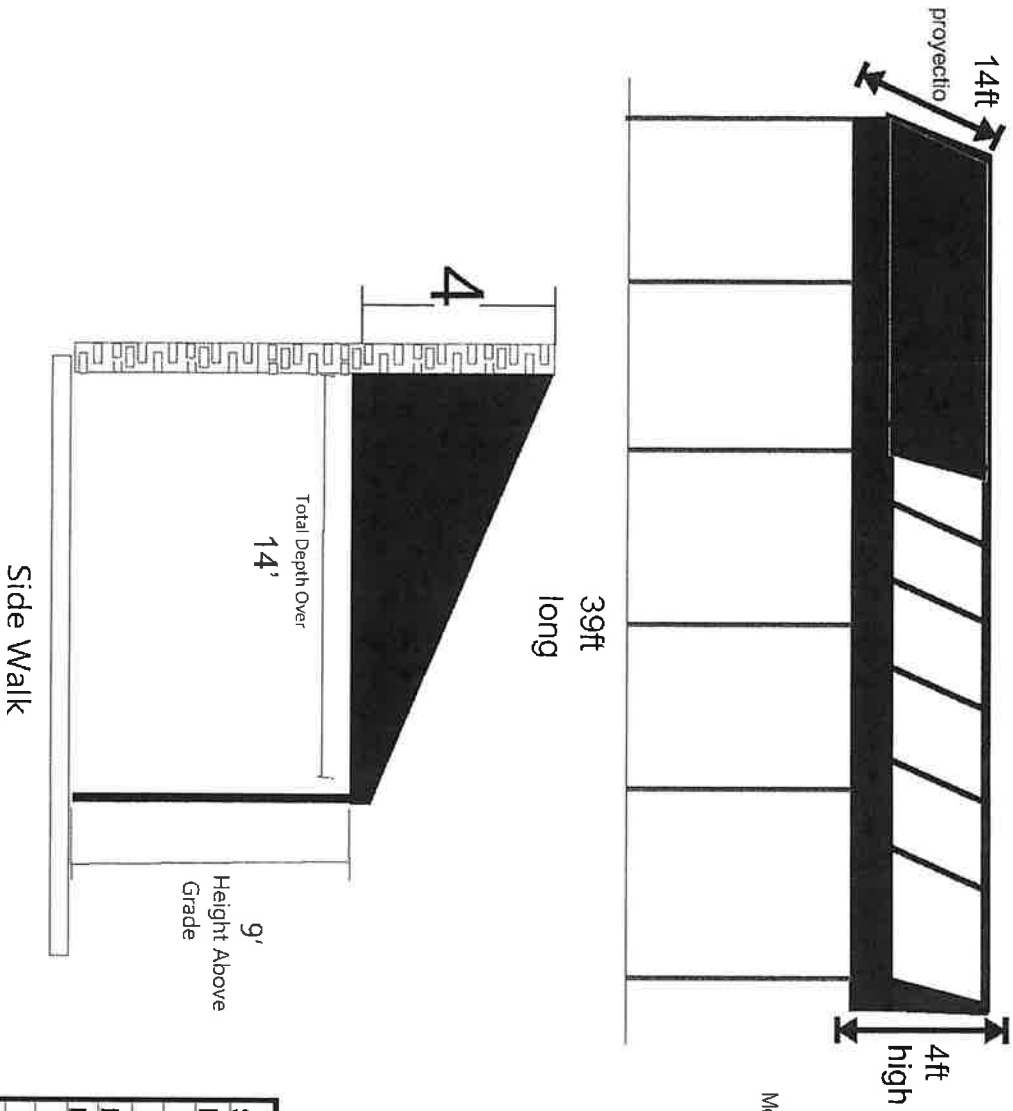


Enclosed Patio *Pictures*



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Complete Solutions for Your Sign Needs
Call us today for perfect ideas & professional service in a friendly way!
(773) 438-5774 Fax (773) 438-5770
edsigns, inc@gmail.com

Business Name: Jonny Cab's
Name: Gene
Address: 212 Burr Ridge Parkway, Burr Ridge Illinois
Ph: 708-341-4993
e-mail:



General Specifications

Sign Type:	Waterfall Awning
Material:	Galv. Square Tubing 1" x 1" & 1" x 2"
	All Joints are to be 100 % welded
Face Material:	Sumbrella canvas
Face Color:	Black

From: nickolaou1@att.net
To: [Ella Stern](#)
Subject: County Line Square
Date: Thursday, November 9, 2023 3:03:37 PM

Please do NOT consider the expansion of "outdoor spaces.
Glassed in dining space will take away from the " Town Square"
vibe.

Sincerely,
Marilyn Nickolaou
15w322 79th Street
Burr Ridge, IL 60527

From: [Karen Elizabeth Berg Phillipp](#)
To: [Ella Stern](#)
Subject: Nothing should be changed
Date: Thursday, November 9, 2023 3:36:47 PM

I have lived in Burr Rudge since 1987 and the quality of the mall is becoming solely for entertainment. Brick and mortar stores are struggling. Leave the architecture alone. Have more security enforcement.

This is only my opinion.

Karen Elizabeth Phillipp

From: [John Kuhlman](#)
To: [Ella Stern](#)
Subject: Outdoor Dining
Date: Thursday, November 9, 2023 3:52:39 PM

Against!!

Sent from my iPhone

From: [patricia Krueger](#)
To: [Ella Stern](#)
Subject: outdoor dining
Date: Saturday, November 11, 2023 9:22:23 AM

No permanent outdoor dining should be allowed

November 12, 2023

To Chairman Trzupsek and Burr Ridge Plan Commissioners:

As a Burr Ridge resident I write in opposition to petition Z-10-2023 (Jonny Cabs) to be discussed at your November 20 meeting. It's unfortunate that petitions Z-12-2023 (Capri Express) and Z-13-2023 (Great American Bagel) aren't all being discussed at the same meeting because they are virtually the same request: to make so-called "outdoor dining" a permanent use outside County Line Square (CLS) businesses. This is a bad idea for various reasons.

INCREASED ENFORCEMENT IS THE CATALYST -- At your November 6 meeting, Community Development Director Farrell noted that "staff began enforcement action at County Line Square which is why special uses are coming in for these temporary wall enclosures." Many businesses in that mall have been in existence for decades, and the CLS PUD was enacted November 8, 2021, yet "enforcement action" is just a *recent* event? Residents currently see a hodge-podge of awnings, decorations, fence design, lighting, colors, signage, and materials in CLS, and that's the fault of Village code enforcement. Kirsten's Bakery doesn't even have an approved special use for outdoor dining, yet it has tables and chairs out front seasonally (See attached from Z-01-2023). Perhaps these businesses should be made to comply with existing uses FIRST without granted them additional special uses?

"OUTDOOR DINING" SHOULD BE...OUTDOORS! -- "Outdoor dining" is, by definition, *outside in fresh air*, and should remain a seasonal event from March 1 to November 1. The proliferation of black canvas-covered structures in front of CLS businesses creates blight, destroys the openness of the mall, encroaches on public walkways, and is not in keeping with what other towns and villages do. Hinsdale and La Grange, for instance, do not permit year-round so-called "outdoor dining" structures. Arlington Heights also enjoys a vibrant, successful outdoor dining scene, but it is confined to the summer months. To enclose these areas directly in front of the businesses and call it "outdoor dining" is patently absurd. Jonny Cabs' and Capri Express' petitions both indicate they will be heated. That's not "outdoor dining."

The proliferation of outdoor dining in all towns was likely the result of COVID-19 when very few patrons wished to eat indoors. But the pandemic is over and there is no reason – other than simple greed – to have these unsightly enclosed structures operating on CLS's sidewalks year-round. True outdoor dining in front of CLS businesses in good weather? Sure, great idea – but with regulation and enforcement.

BAD AESTHETICS -- The "Findings of Fact" section of Jonny Cabs' petition claims several times that its blackened enclosure "adds to" or "enhances" the aesthetic appeal of the strip mall. *Nothing could be further from the truth.* The proliferation of these enclosures creates a foreboding, uninviting, funereal look in a shopping area that was once open and bright. If you approve this one – and Capri Express's later – many others will follow. It opens the floodgates for every other business in the mall to request, and expect, the same approval. Can "outdoor" physical therapy (ATI, 212 Burr Ridge Parkway) and music lessons (Bel Canto, 92 Burr Ridge Parkway) be far behind? It is the wrong look for Burr Ridge.

ENROACHMENT INTO PUBLIC SPACE -- Besides being unattractive, these enclosed structures encroach on the public right-of-way. The CLS PUD mandates that "outdoor dining areas" be located 60" from a curb line. Initially the PUD had 48" from the curb line; however, Trustee Guy Franzese brought up the fact that 60" was always the will of the Plan Commission historically as outdoor dining petitions were considered. In approving the CLS PUD on November 8, 2021, the Board did make that stipulation back to

60". But no matter, the Cabs petition doesn't show 60" distance to the curb in their plans. In fact, none of these "outdoor dining" petitions show this approved 60" distance from the curb line.

PARKING IN COUNTY LINE SQUARE IS AT A PREMIUM -- As you know, parking is at a premium in County Line Square. There are three nightclubs currently (Cab's, Are We Live/Gazi, and County Wine Merchant) and permanent, year-round enclosures for these -- and other businesses to come -- just mean more capacity. The CLS PUD states that "outdoor dining areas shall be included as part of the size calculation for restaurants." The PUD further requires the mall to "provide one parking space for each 200 gross square feet of commercial space available." I don't see any discussion of parking in Jonny Cab's petition, only its claim that the enclosed patio "consistency reaches full capacity."

In April 2021, Village staff prepared the attached list of required spaces in CLS. It's somewhat outdated since new businesses have moved in after its preparation, but it gives you some idea of the number of parking spaces required by code for businesses at the time. Jonny Cab's was assigned 14 parking spaces. Despite its provision of valet parking, Cab's petition states the proposed "outdoor dining" enclosure accommodates "up to 30 patrons" (it's actually more than that if you look at their photos) -- in the enclosed "outdoor" structure alone. Jonny Cab's has maxxed out its parking and yet seeks even more capacity by enclosing their "outdoor dining" space year-round.

WHAT'S DRIVING THESE REQUESTS? -- Ask yourselves: *what's really driving these requests?* Is it "monkey see-monkey do?" Is it because Capri Ristorante has been operating an enclosed "patio" for years and now others want the same? Of course it is. Remember: Capri erected its striped awning without Village approval in conflict with a 2012 special use that required the use of table umbrellas in its sidewalk dining area. The owner continued his blatant disregarded Village rules for signage when establishing his new businesses in CLS: first Are We Live? and thereafter Gazi By Gigi. County Line Square businesses want to have the same amenities as some restaurants in the Burr Ridge Village Center (e.g., Pella, Topaz), only they lack the space. If they require such increased capacity, maybe they should relocate?

In approving the CLS PUD in November 2021, Mayor Grasso stated the PUD "will allow the Village more say on what is happening over there and bring it into a state of compliance with the rest of the Village." That was a pipe dream, with many CLS businesses doing whatever they wanted. Village staff claims "enhanced enforcement" has given rise to these petitions for enclosed "outdoor dining." I would include "pure greed" as a reason, too. The Cab's petition suggests it may have to "let go of valued team members" if it doesn't get its permanent "outdoor dining." It's disingenuous and a smokescreen. Mismanagement and poor planning are not reasons to approve this petition and I respectfully request you vote this -- and all similar petitions to come -- down. Please keep "outdoor dining" what it's meant to be: **OUTDOORS** and **SEASONAL**. Thank you.

Respectfully submitted,

Patricia A. Davis
Burr Ridge resident

2 attachments/exhibits

Under current Zoning Ordinance regulations, outdoor dining accessory to restaurant uses in the B-1 and B-2 zoning districts requires a special use permit. In the County Line Square Planned Unit Development (PUD), adopted in 2021, outdoor dining areas are calculated as part of the total size of the restaurant and may be permitted by right. In the Village Center, the entertainment district (Buildings 4 and 5) is proposed to have outdoor dining (Ordinance A-834-15-20), but the specifics on the final streetscape design, materials, furniture, etc. have not been submitted to the Plan Commission for approval.

There are fourteen restaurants in the Village which have approved outdoor dining areas accessory to the restaurant use, although some outdoor dining areas may not yet have been constructed. An asterisk (*) indicates restaurants with liquor service. Only one of these restaurants, Capri Express, does not have a fenced enclosure for their outdoor dining area.

- Are We Live – Ordinance A834-06-22 (2022)*
- Capri – Ordinance A-834-15-18 (2018)*
- Capri Express – Ordinance A-834-17-21 (2021)
- Cooper's Hawk – Ordinance A-834-16-22 (2022)*
- Dao Sushi and Thai – Ordinance A-834-08-12 (2012)*
- Falco's – Ordinance A-834-08-20 (2020)*
- Jonny Cab's – Ordinance A-834-02-21 (2021)*
- La Cabanita – Ordinance A-834-27-11 (2011)*
- Pella – Ordinance A-834-14-21 (2021)*
- Starbuck's – Ordinance A-834-10-12 (2012)
- Stix & Stones – Ordinance A-834-07-15 (2015)*
- Topaz – Ordinance A-834-14-12 (2012)*
- Wok n Fire – Ordinance A-834-28-13 (2013)*
- Yolk – Ordinance A-834-12-22 (2022)

Findings of Fact

The findings of fact for a text amendment are limited to assessing whether the amendment is compatible with other standards of the Zoning Ordinance and if the amendments fulfill the purpose and intent of the Zoning Ordinance.

Attachments

- Exhibit A – Petitioner's Materials and Findings of Fact
- Exhibit B – Current Zoning Ordinance regulations for outdoor dining, hours of operation, and live entertainment
- Exhibit C – Draft Zoning Ordinance regulations for outdoor dining
- Exhibit D – Excerpt of outdoor dining regulations from County Line Square PUD

April 26, 2021 Parking at County Line Square
Prepared by Community Development Staff

Address	Occupant	Land Use	Section	Required By Code w/Variations	5-6AM	6-7AM	7-8AM	8-9AM	9-10AM	10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM	6-7PM	7-8PM	8-9PM	9-10PM	10-11PM	
50	Office Outlot (4)	office	West	10				10	10	10	10	10	10	10	10	10							
78	Patti's Sunrise Café	restaurant	West	37		37	37	37	37	37	37	37	37	37	37								
80	Patti's Sunrise Café	restaurant	West	5				5	5	5	5	5	5	5	5	5							
82	State Farm	office	West	4				4	4	4	4	4	4	4	4	4							
84	Kuman	tutoring	West	4								4	4	4	4	4	4	4					
88-90	Remax	realtor	West	13					13	13	13	13	13	13	13	13		4	4				
92	Bel Canto	music school	West	4					4	4	4	4	4	4	4	4	4	4	4	4			
94	Kirsten's Bakery	bakery	West	7		7	7	7	7	7	7	7	7	7	7	7	7						
96	China King	restaurant	West	8							8	8	8	8	8	8	8	8	8	8			
98	Imperial Jewelers	jewelry	West	2						2	2	2	2	2	2	2							
100	Brookhaven	grocery store	West	91						91	91	91	91	91	91	91	91	91	91	91			
102	Kerkstra's Cleaners	cleaners	East	7			7	7	7	7	7	7	7	7	7	7	7	7	7				
104	Great American Bagel	restaurant	East	20		20	20	20	20	20	20	20	20	20	20	20	20						
106	Magic Nails	salon	East	6					6	6	6	6	6	6	6	6	6	6	6				
108	Vince's Floral	flower shop	East	5					5	5	5	5	5	5	5	5							
110	Salon Hype	salon	East	5				5	5	5	5	5	5	5	5	5	5	5	5	5			
112	Vacant	restaurant	East	15			15	15	15	15	15	15	15	15	15	15	15	15	15	15	15		
114	Capri Express	restaurant	East	15						15	15	15	15	15	15	15	15	15	15	15	15		
116-118	LaCabinita	restaurant	East	21							21	21	21	21	21	21	21	21	21	21	21		
120	ATI Physical Therapy	medical	East	8			8	8	8	8	8	8	8	8	8	8	8	8	8				
124	Cyclebar*	health	East	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
150	Chase Bank	Bank	East	12					12	12	12	12	12	12	12	12							
200	Dao Sushi and Thai	restaurant	East	45							45	45	45	45		45	45	45	45	45	45		
208	County Wine Merchant	restaurant	East	13								13	13	13	13	13	13	13	13	13	13	13	
212	Johnny Cab's	Restaurant	East	14											14	14	14	14	14	14	14	14	
302	Vacant	retail	East	4						4	4	4	4	4	4	4	4	4					
304	Vacant	retail	East	4						4	4	4	4	4	4	4	4	4					
306	Vacant	retail	East	5						4	4	4	4	4	4	4	4	4					
308	Amore Yoga	health	East	4					4	4	4	4	4	4	4	4	4	4	4				
312	Proposed Restaurant	Restaurant	East	38												38	38	38	38	38	38	38	
314-316	Chiro One	medical	East	6			6	6	6						6	6	6	6					
318	Dental Fitness Center	dental	East	6			6	6	6	6	6	6	6	6	6	6							
320	Medandspa	medical	East	18						18	18	18	18	18	18	18	18						
324	Capri***	restaurant	East	56							56	56	56			56	56	56	56	56	56	55	
BUSINESSES OPEN					1	4	10	14	20	25	29	31	31	30	30	33	25	22	15	11	8	4	
SPACES REQUIRED					522	10	74	207	231	275	316	446	463	463	407	345	484	427	382	345	321	217	120
SPACES AVAILABLE						499	499	499	499	499	499	499	499	499	499	499	499	499	499	499	499	499	499
		Required:	WEST		0	44	135	154	171	173	181	185	185	185	148	148	114	107	103	99	0	0	
		Available:	WEST		201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	
		Required:	EAST		10	30	72	77	104	143	265	278	278	222	197	336	313	275	242	222	217	120	
		Available:	WEST		298	298	298	298	298	298	298	298	298	298	298	298	298	298	298	298	298	298	



LEGAL NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, November 20, 2023, at Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527.**

PURPOSE OF HEARING

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by Patrick Magnesen of Jonny Cab's for an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-02-21 and Section VIII.1.e of the Burr Ridge Zoning Ordinance. The petition number and address of this petition is **Z-10-2023: 212 Burr Ridge Parkway**, and the Permanent Real Estate Index Number is **18-30-305-003-0000**.

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Tuesday, November 14, 2023. All public comment may be emailed to Planner Ella Stern (estern@burr-ridge.gov) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.

Greg Trzupek, Chairman

MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.



The site is outlined in red



Proposed outdoor dining enclosure.

Additional information is posted on the Village's website in the link below:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php

Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions

The November 20, 2023 Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the website here:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php

Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals

KARL J VAN CURA
20 38TH STREET
SIOUX CITY, IA 51104

HETALKUMAR PATEL
202 AMBRIANCE DR
BURR RIDGE, IL 60527

FERN INC
15 AMBRIANCE
BURR RIDGE, IL 60527

RANJBAR, DONNA A
7734 S COUNTY LINE RD
BURR RIDGE, IL 60527

T & M KELLY
802 AMBRIANCE DR
BURR RIDGE, IL 60527

KUKUC, FRANK & MARGARET
7603 S DREW AVE
BURR RIDGE, IL 60521

SUNIL SURI
103 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

DANA SHINNEMAN
207 AMBRIANCE DR
BURR RIDGE, IL 60527

VILLAGE OF BURR RIDGE
7660 S COUNTY LINE RD
BURR RIDGE, IL 60521

GEETHA PUNDALEEKA
502 AMBRIANCE DR
BURR RIDGE, IL 60527

ANDREW J MOORMANN
50 BURR RIDGE PKWY
BURR RIDGE, IL 60527

BRVC OWNER LLC
PO BOX 1243
NORTHBROOK, IL 60065

KUKUC, STANLEY & IRENE
7615 S DREW AVE
BURR RIDGE, IL 60527

PARRIS SZOT
301 AMBRIANCE DR
BURR RIDGE, IL 60527

L PETERSON & J KENNEDY
117 NORTHGATE PL
BURR RIDGE, IL 60527

101 BRP LLC
20 DANADA SQ W #274
WHEATON, IL 60189

TERRELL PATTERSON
407 AMBRIANCE DR
BURR RIDGE, IL 60527

ASTA KAUPAITE
201 AMBRIANCE DR
BURR RIDGE, IL 60527

S SINGHAL
405 AMBRIANCE DR
BURR RIDGE, IL 60527

MAGDALENA KOLOSA
303 AMBRIANCE DR
BURR RIDGE, IL 60527

BREYMEYER, WILLIAM G
7711 DREW AVE
BURR RIDGE, IL 60527

OPUS NORTH MGMT CORP
701 VILLAGE CENTER DR
BURR RIDGE, IL 60527

TCF BANK
1405 XENIUM LN PCC00PD
PLYMOUTH, MN 55441

KRISHNA & ARUNA REDDY
406 AMBRIANCE DR
BURR RIDGE, IL 60527

HOSPITALITY PROP TRUST
255 WASHINGTON ST
NEWTON, MA 2458

GYTIS ARANAUSKAS
402 AMBRIANCE DR
BURR RIDGE, IL 60527

KENSINGTON PARK LLC
743 MCCLINTOCK DR
BURR RIDGE, IL 60527

NABEEL JABRI
204 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

INTER CONTL BURR RIDGE
108 BURR RIDGE RD
ESSEX, IL 60527

GARY R MURINO
18 AMBRIANCE
BURR RIDGE, IL 60527

JAMES M SNYDER
807 AMBRIANCE DR
BURR RIDGE, IL 60527

PAULIUS, ANDRIUS
1815 W IOWA ST
CHICAGO, IL 60622

EDWARD T PRODEHL
104 AMBRIANCE CT
BURR RIDGE, IL 60527

AN UNDIVIDED ONE HALF
801 AMBIANCE DRIVE
BURR RIDGE, IL 60527

TRP 745 MCCLINTOCK LLC
1700 W HIGGINS RD 280
DES PLAINES, IL 60018

CHRISTIAN BROTHER MIDWEST
7650 S COUNTY LINE RD
BURR RIDGE, IL 60527

LIFE TIME FITNESS 130
2902 CORPORATE PLACE
CHANHASSEN, MN 55317

YANAHAN, PARTICK 0013505
7754 S COUNTY LINE RD
BURR RIDGE, IL 60521

FIRST MIDWEST S19733
703 AMBRIANCE DR
BURR RIDGE, IL 60527

NILUFAR KABIR
304 AMBRAINCE DR
BURR RIDGE, IL 60527

KALEEM MALIK
101 AMBRIANCE CT
BURR RIDGE, IL 60527

PABIJANSKI, HENRYK
7626 DREW AVE
BURR RIDGE, IL 60521

FIRST MIDWEST BANK AS
704 AMBRIANCE DR
BURR RIDGE, IL 60527

SHARAD GANDHI
403 AMBRIANCE DR
BURR RIDGE, IL 60527

KORFIST, CHRISTIAN
7611 DREW AVE
BURR RIDGE, IL 60527

SPENCER LEE & MI Y WON
205 AMBRIANCE
BURR RIDGE, IL 60527

RIVERA, RUDOLPH & L TR
7607 DREW AVE
BURR RIDGE, IL 60527

REEGS PROPERTIES
PO BOX 639
HINSDALE, IL 60522

SALVATORE QUATRUCHI
404 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

MOINNUDDIN, ABID & S
7623 S DREW
BURR RIDGE, IL 60521

GEORGE S SPINDLER
7344 LAKESIDE CIRCLE
BURR RIDGE, IL 60527

MONA GHOBRIAL & SONIA
450 VILLAGE CENTER DR3
BURR RIDGE, IL 60527

R & N KAPOOR TR KNR TR
302 AMBRIANCE DR
BURR RIDGE, IL 60527

SPIRIT MASTER FUNDING
2727 N HARWOOD ST#300
DALLAS, TX 75201

ALAN JOHNSON
17 AMBRIANCE DR
BURR RIDGE, IL 60527

MPG RIC BURR RIDGE LLC
71 S WACKER DRIVE APT. 3725
CHICAGO, IL 60606

ATHIHALLI NAGARAJ
102 AMBRIANCE DR
BURR RIDGE, IL 60527

FAROUK B ASAAD
705 AMBERIANCE
BURR RIDGE, IL 60527

PATRICIA FORKAN
305 AMBRIANCE DR
BURR RIDGE, IL 60527

GIADLA HOLDINGS LLC
7702 CASS AVE APT. 220
DARIEN, IL 60561

BREYMEYER, WILLIAM
7701 DREW AVE
BURR RIDGE, IL 60527

RGT FAMILY LLC
501 AMBRIANCE DR
BURR RIDGE, IL 60527

D BEKTESHI
14 AMBRIANCE DR
BURR RIDGE, IL 60527

ANNE E MICALETTI TRUST
203 AMBRIANCE DR
BURR RIDGE, IL 60527

NANCY GATTUSO
401 AMBRIANCE DR
BURR RIDGE, IL 60527

KONDA REALTY LLC
10 ORCHARD APT. 200
LAKE FOREST, CA 92630

STRZELEC, WM E
7750 S COUNTY LINE RD
BURR RIDGE, IL 60527

MANSOUR AMIRAN
16 AMBRIANCE DR
BURR RIDGE, IL 60527

AMBRIANCE TRUST
1 AMBRIANCE DR
BURR RIDGE, IL 60527

SUZANNE DEYOUNG
12A AMBRIANCE
BURR RIDGE, IL 60527

ANTONIJE KELJEVIC
803 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

MOHRE LLC
1 CLUBSIDE CT
BURR RIDGE, IL 60527

MUDJER, STEPHEN &MARGARET
15W700 81ST ST
BURR RIDGE, IL 60527

DR GHASSAN ABBOUD
206 AMBRIANCE DR
BURR RIDGE, IL 60527

CERVANTES, LAURA
7619 DREW AVE
BURR RIDGE, IL 60527

SHAHID HUSSAIN
11 AMBRIANCE DR
BURR RIDGE, IL 60527



**VILLAGE OF BURR RIDGE
PLAN COMMISSION AND
ZONING BOARD OF APPEALS**

Consent to Install Public Notice Sign

The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.

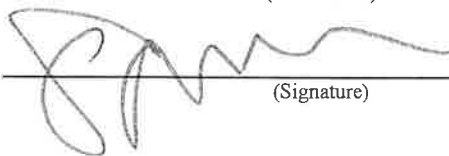
Street Address of Subject Property:

212 BURR RIDGE PARKWAY

Property Owner or Petitioner:

PATRICK MAGNESEN

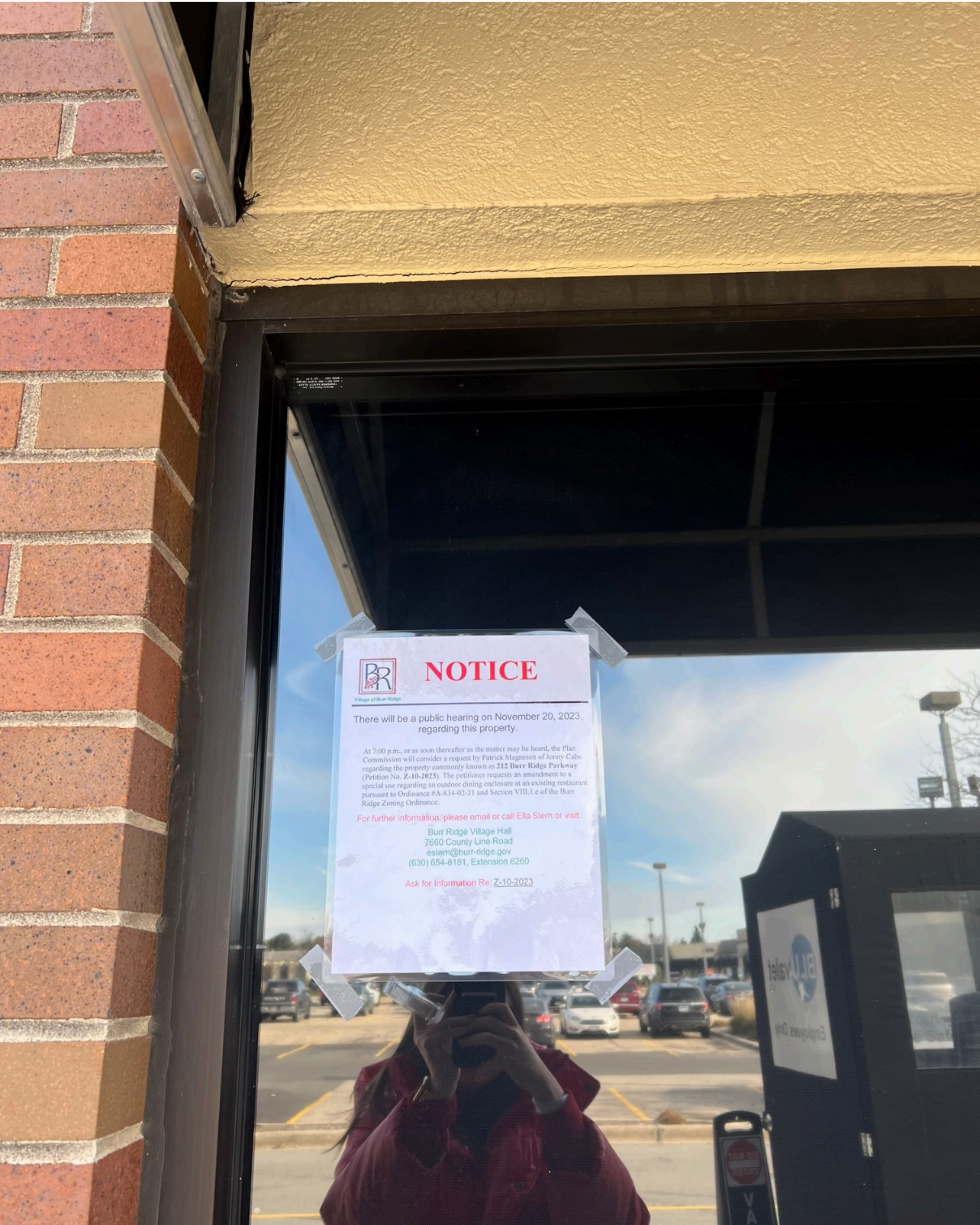
(Print Name)



(Signature)



LIVE ▾



NOTICE

There will be a public hearing on November 20, 2023,
regarding this property.

At 7:00 p.m., or as soon thereafter as the matter may be heard, the Plan Commission will consider a request by Patrick Magnusen of Jonny Cabs regarding the property commonly known as 212 Burr Ridge Parkway (Petition No. Z-10-2023). The petitioner requests an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-02-21 and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

For further information, please email or call Ella Stern or visit:

Burr Ridge Village Hall
7660 County Line Road
estern@burr-ridge.gov
(630) 654-8181, Extension 6260

Ask for Information Re: Z-10-2023



November 8

12:16 PM

[Edit](#)



LIVE ▾



NOTICE

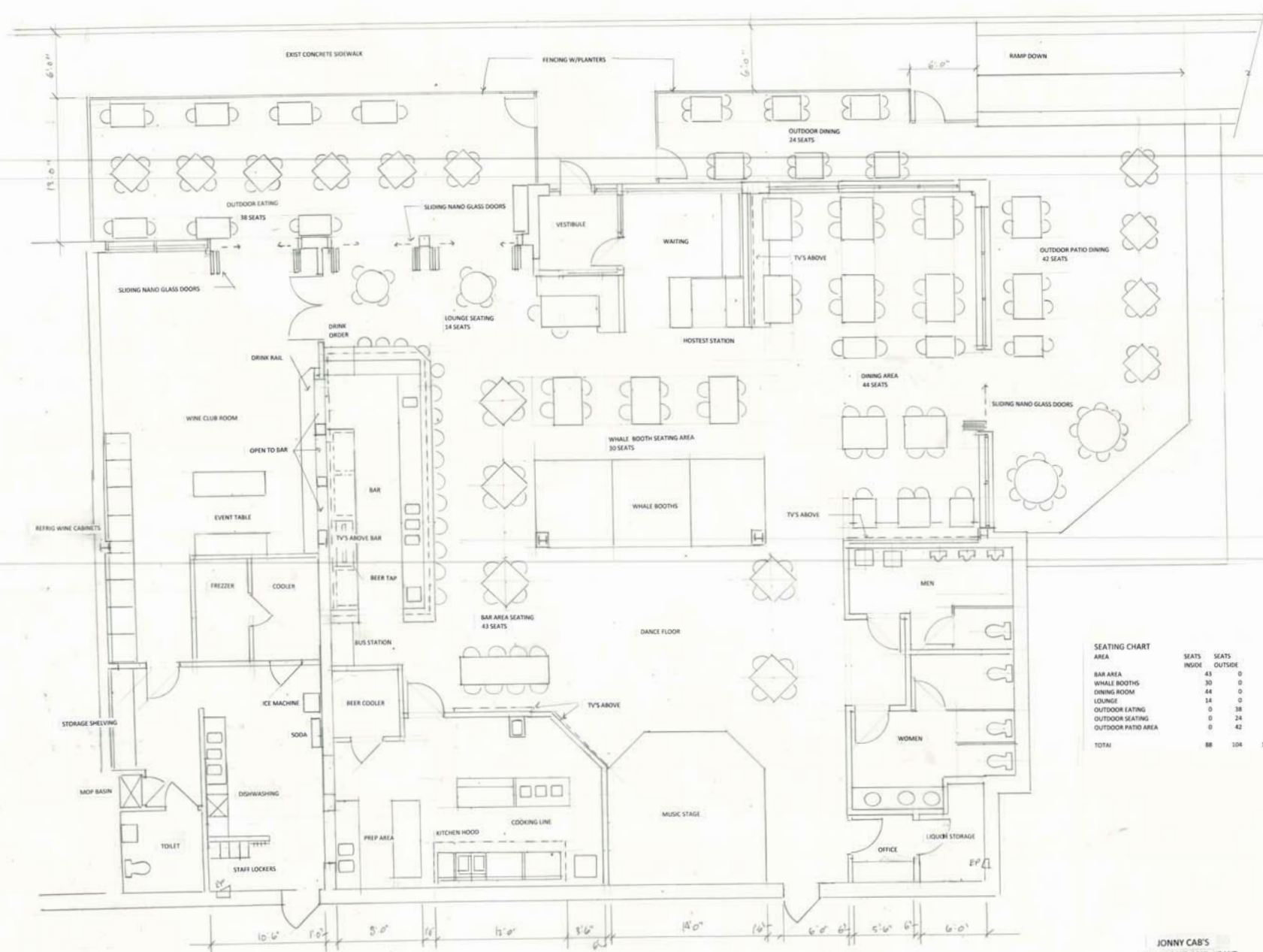
There will be a public hearing on November 20, 2023, regarding this property.

At 7:00 p.m., or as soon thereafter as the matter may be heard, the Plan Commission will consider a request by Patrick Magnusen of Joeny Cabs regarding the property commonly known as 212 Burr Ridge Parkway (Petition No. Z-10-2023). The petitioner requests an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to Ordinance #A-834-02-21 and Section VIII.1.c of the Burr Ridge Zoning Ordinance.

For further information, please email or call Ella Stern or visit:

Burr Ridge Village Hall
7660 County Line Road
estern@burr-ridge.gov
(630) 654-8181; Extension 6260

Ask for Information Re: Z-10-2023



SEATING CHART

AREA	SEATS INSIDE	SEATS OUTSIDE
BAR AREA	43	0
WHALE BOOTHS	30	0
DINING ROOM	44	0
LOUNGE	14	0
OUTDOOR EATING	0	38
OUTDOOR SEATING	0	24
OUTDOOR PATIO AREA	0	42
TOTAL	88	104

WILLIAM WARMAN ARCHITECT
27 EAST MADISON STREET 1100-4
CHICAGO ILLINOIS 60601 312-310-2826

FLOOR PLAN
SCALE 1/4"=1'-0"

JONNY CAB'S
PROPOSED RESTAURANT
212 BURRIDGE PARKWAY
BURRIDGE HILLS
10/20/2020

From: [Gene Halleran](#)
To: [William Warman](#)
Subject: Fresh Exterior Renderings updated 11-17-20
Date: Tuesday, December 1, 2020 10:30:22 AM

Sent from my iPhone

Begin forwarded message:

From: william warman <wwarchitects1@gmail.com>
Date: November 17, 2020 at 8:00:18 PM CST
To: Gene Halleran <cwmhalleran@gmail.com>, Tyler Metcalf <TMetcalf@randallmetals.com>
Subject: Fwd: Exterior Renderings updated 11-17-20

Here are the revised views

----- Forwarded message -----

From: Chuck <chuck@atl.com>
Date: Tuesday, November 17, 2020
Subject: Exterior Renderings updated 11-17-20
To: "wwarchitects1@gmail.com" <wwarchitects1@gmail.com>









ORDINANCE NO. A-834-02-21

AN ORDINANCE GRANTING SPECIAL USE APPROVALS PURSUANT TO THE
BURR RIDGE ZONING ORDINANCE FOR A RESTAURANT WITH SALES OF
ALCOHOLIC BEVERAGES, LIVE ENTERTAINMENT AND OUTDOOR DINING

(Z-15-2020: 212 Burr Ridge Parkway - Halleran)

WHEREAS, an application for special use approvals for certain real estate has been filed with the Assistant Village Administrator of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held a public hearing on the question of granting said special use approvals on November 16, 2020 and December 7, 2020 at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Doings, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for special use approvals, including its findings and recommendations, to this Mayor and Board of

Trustees, and this Mayor and Board of Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of special use approvals indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the Petitioner for the special use for the property located at 212 Burr Ridge Parkway, Burr Ridge, Illinois, is Gene Halleran (hereinafter "Petitioner"). The Petitioner requests special use approval as per Section VIII.B.2.ff to permit a restaurant with alcoholic beverage sales and live entertainment and a special use approval as per Section VIII.B.2.x to permit outdoor dining for said restaurant.
- B. That the proposed restaurant is in a shopping center with a variety of commercial tenants including other restaurants.

- C. That the subject property is appropriate for restaurants with sales of alcoholic beverages, live entertainment, and outdoor dining.

Section 3: That special use approvals for a restaurant with sales of alcoholic beverages, live entertainment, and outdoor dining ***are hereby granted*** for the property commonly known as 212 Burr Ridge Parkway and identified by the Permanent Real Estate Index Numbers of **18-30-301-001**; and **18-30-305-003**.

Section 4: That the special use is subject to the following terms and conditions:

1. The special use shall be limited to Gene Halleran and shall be null and void should Gene Halleran no longer have ownership interest in the restaurant consisting of approximately 4,200 square feet commonly known as 212 Burr Ridge Parkway.
2. Outdoor dining shall conform to the requirements of Section VII.A.5 of the Zoning Ordinance.
3. The enclosure of the outdoor dining area and design of outdoor furniture shall match the adjacent Dao Restaurant subject to staff review and approval.
4. Hours of operation for the restaurant and outdoor dining areas shall comply with Section VIII.A.11.c of the Zoning Ordinance.
5. The restaurant shall comply with the following parking management conditions:
 - a. All employees shall park behind the building or west of the shopping center main entryway.
 - b. Valet parking shall be provided each and every evening that the restaurant is open for business.
 - c. Four parking spaces shall be designated in the parking lot for staging of valet parking and under no circumstances shall the drive aisle/fire lane be used for valet parking or staging of valet parking.
 - d. At all times, valet customer vehicles shall be parked west of the shopping center main entryway. Before 8 pm each evening, valet customer vehicles shall be parked west of the first two double rows

(four single rows) of parking spaces that are west of the main entryway.

Section 5: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Acting Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 11th day of January 2021, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

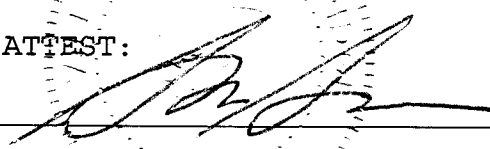
AYES: 5 - Trustees Mital, Snyder, Franzese, Schiappa, Paveza

NAYS: 1 - Trustee Mottl

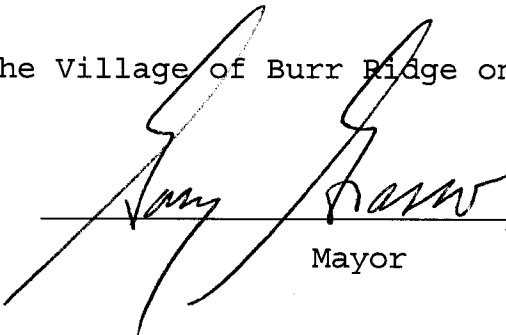
ABSENT: 0 - None

APPROVED by the Mayor of the Village of Burr Ridge on this 11th day of January 2021.

ATTEST:



Acting Village Clerk



Mayor

ORDINANCE NO. A-834-03-21

AN ORDINANCE GRANTING A VARIATION FROM THE
BURR RIDGE ZONING ORDINANCE TO PERMIT A RESTAURANT IN COUNTY
LINE SQUARE WITHOUT THE REQUIRED NUMBER OF PARKING SPACES

(Z-15-2020: 212 Burr Ridge Parkway - Halleran)

WHEREAS, an application for a variation from the Village of Burr Ridge Zoning Ordinance for certain real estate has been filed with the Assistant Village Administrator of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Zoning Board of Appeals of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Zoning Board of Appeals of this Village held a public hearing on the question of granting said zoning variation on November 16, 2020 and December 7, 2020, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Doings, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Zoning Board of Appeals has made its report on the request for zoning variation, including its findings and recommendations, to this Mayor and

Board of Trustees; and this Mayor and Board of Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of the zoning variation indicated herein are in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Zoning Board of Appeals and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the Petitioner for the variation for the property located at 212 Burr Ridge Parkway, Burr Ridge, Illinois, is Gene Halleran (hereinafter "Petitioner"). The Petitioner requests a variation from Section XI.C.13 to permit a restaurant in a shopping center without the required number of parking spaces.
- B. That the proposed restaurant results in the shopping center requiring approximately 35 more parking spaces than is currently available within the shopping center.

- C. That documentation was provided indicating that based on the varying hours of operation of businesses within the shopping center, sufficient parking is available during the peak hours of the proposed restaurant.
- D. That the petitioner has agreed to provide valet parking so that the customer vehicles may be parked at the far west end of the shopping center where parking is most available during the peak hours of the proposed restaurant.

Section 3: That a variation from Section XI.C.13 to permit a restaurant in a shopping center without the required number of parking spaces ***is hereby granted*** for the property commonly known as 212 Burr Ridge Parkway and identified with the Permanent Real Estate Index Numbers of 18-30-301-001; and 18-30-305-003.

Section 4: That the variation is subject to the following conditions:

- 1. All employees shall park behind the building or west of the shopping center main entryway.
- 2. Valet parking shall be provided each and every evening that the restaurant is open for business.
- 3. Four parking spaces shall be designated in the parking lot for staging of valet parking and under no circumstances shall the drive aisle/fire lane be used for valet parking or staging of valet parking.
- 4. At all times, valet customer vehicles shall be parked west of the shopping center main entryway. Before 8 pm each evening, valet customer vehicles shall be parked west of the first two double rows (four single rows) of parking spaces that are west of the main entryway.

Section 5: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication

as required by law. The Acting Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

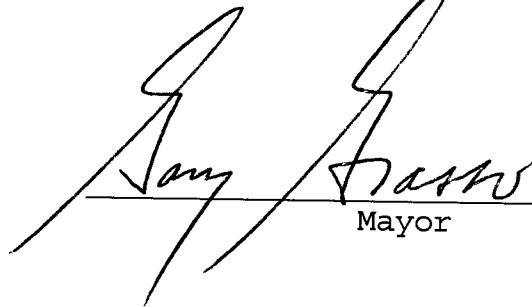
PASSED this 11th day of January 2021, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

AYES: 5 - Trustees Franzese, Snyder, Mital, Schiappa, Paveza

NAYS: 1 - Trustee Mottl

ABSENT: 0 - None

APPROVED by the Mayor of the Village of Burr Ridge on this 11th day of January 2021.



Mayor

ATTEST:



Acting Village Clerk

ORDINANCE NO. A-834-05-23

AN ORDINANCE AMENDING SECTION VIII OF THE ZONING ORDINANCE TO
AMEND THE REGULATIONS FOR OUTDOOR DINING.

(Z-03-2023: Text Amendment - Outdoor Dining)

WHEREAS, an application for a text amendment to the Village of Burr Ridge Zoning Ordinance has been filed with the Community Development Director of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held two public hearings on the question of granting said text amendment on February 6 and March 20, 2023, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Chicago Sun-Times, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for a text amendment to the Burr Ridge Zoning Ordinance, including its findings and recommendations, to this Mayor and Board of Trustees, and this Mayor and Board of

Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of the proposed text amendment indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the recommendation is to amend Section VIII, the regulations for Outdoor Dining, as attached hereto as Exhibit A.
- B. That the amendments described are consistent with the purpose and intent of the Zoning Ordinance.

Section 3: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 8th day of May, 2023, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

AYES: 5 - Trustees Schiappa, Franzese, Paveza, Mital, Smith

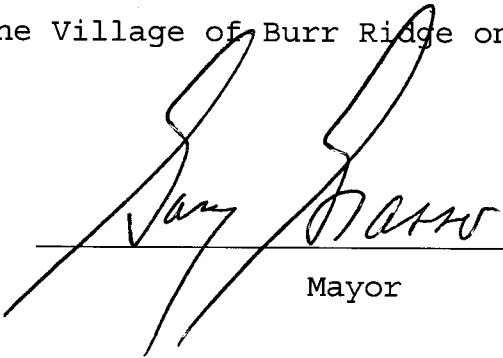
NAYS: 0 - None

ABSENT: 1 - Trustee Snyder

APPROVED by the Mayor of the Village of Burr Ridge on this 8TH day of May, 2023.

ATTEST:



Village Clerk

Mayor

EXHIBIT A

Zoning Ordinance Section VIII Language for Outdoor Dining

Outdoor Dining

Restaurant outdoor dining areas are areas set up adjacent to the exterior wall of a commercial building with tables, chairs, or other such furnishings, for the purpose of serving food and/or beverages by an adjoining restaurant in which the same food and beverages are offered for sale, sold, and served. Outdoor dining areas shall be subject, at a minimum, to the following:

1. Dining areas must be located adjacent only to the principal business to which the outdoor area is intended to serve;
2. No outdoor dining area shall be located so as to impede pedestrian traffic, or to obstruct curb cuts and the surrounding ramp and transition area, or to impede accessible access to and from the restaurant building;
3. No public sidewalks or public area may be used for a private restaurant's outdoor dining unless specifically approved by the Village;
4. The dining area shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant;
5. All fences surrounding the outdoor seating area shall have matching elevations and colors;
6. The door to the dining area shall be self-closing;
7. The area may be covered by an awning protruding from the exterior wall of the adjacent building, provided the awning is properly anchored. Awnings are subject to review and approval by the Community Development Director or their designee and should be consistent with other awnings within the development. Awnings which are not consistent with the neighboring tenants are subject to Plan Commission review and approval;
8. Wall enclosures, whether permanent or temporary, are prohibited unless specifically approved through a special use;
9. Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
10. Furniture and umbrellas shall be weighted to prevent their movement in the wind;
11. There shall be no advertising, signs, logos, or leaflets on the tables, chairs, fences, umbrellas or railings;
12. All furniture shall be removed during the winter season and the outdoor dining areas shall not be occupied from November 1 through March 1. All furniture must be stored out of public view or off-site of the subject property when not in use;
13. Tables shall be cleaned promptly following use;
14. Outdoor food preparation, storage or display is prohibited;
15. The floor or ground surface of the outdoor seating area shall be treated and cleaned before and after each season to ensure the removal of all food stains and return it to a state consistent with other sidewalks in the area;
16. Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
17. Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee. Outdoor dining areas shall comply with Zoning Ordinance Section IV, Noise Regulations;
18. Approval of outdoor dining areas shall be subject to the Village's adopted Building Codes;
19. Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;

EXHIBIT A

Zoning Ordinance Section VIII Language for Outdoor Dining

20. Outdoor dining areas must be approved by the Community Development Director or their designee to determine final compliance with the regulations set forth herein.

**PLANNED UNIT DEVELOPMENT REGULATIONS RELATED TO THE
SHOPPING CENTER AT 50-324 (EXCLUDING 150) BURR RIDGE PARKWAY**

The following regulations are intended to govern the current use, scope, as well as present and future conditions of the subject property at 50-324 (excluding 150) Burr Ridge Parkway, known at this time as “County Line Square Shopping Center”, as described in Exhibit A (Plat of Survey).

Operation within Enclosed Buildings

All business, service, storage, merchandise display, repair, and processing, where allowed, shall be conducted within a completely enclosed building, except as follows:

- a. Outdoor activities are permitted for uses which by definition require outdoor activities such as parking and loading areas, automobile service stations, or recreation areas for child care centers and nurseries.
- b. Outdoor activities listed as special uses may be approved by the Board of Trustees upon recommendation from the Plan Commission subject to the Zoning Ordinance.
- c. Temporary (less than or equal to 72 hours in total duration) outdoor activities may be permitted subject to written approval by the Village Administrator or their designee. Such activities shall not include any permanent improvements, buildings, or structures. Outdoor activities which may be permitted include festivals, tent sales, or seasonal sidewalk sales.

Signs

Building Signs located at the subject property are subject to the issuance of a sign permit by the Village. Building Signs are subject to the following regulations:

- a. Each tenant shall be permitted one Building Sign on the building façade.
- b. Each Building Sign shall not exceed one square foot for each lineal foot of the storefront or tenant space width with a minimum area allowed of 20 square feet and a maximum area allowed of 40 square feet.
- c. All tenants are permitted to affix Storefront/Window Signs, defined as any covering of the front window for advertisement purposes, without need for a sign permit and in adherence to the following regulations:
 1. The sum total of all Storefront Signs shall not exceed 30 percent of the total area of the windows in which they are located.
 2. Storefront Signs shall not have any moving parts.
 3. A series of windows that are separated by frames and supporting material of less than six inches in width shall be considered as a single window for the purpose of computation.
 4. Storefront Signs must be hung from some appurtenance of the tenant space and may not be taped or suction-cupped to the window, except if the advertisement is not related to the business' primary functions and is equal or less than 8 ½ x 11 inches in size and laminated.

Design guidelines for Building Signs shall be defined as follows:

- f. Dry cleaners with on-site equipment for dry cleaning
- g. Funeral parlors or crematoriums
- h. Gun and ammo sales, including shooting ranges
- i. Hours of operation exceeding 7 A.M. to 10 P.M. for any permitted or special use
- j. Liquor stores
- k. Live entertainment and dancing accessory to any permitted or special use
- l. Professional massage services
- m. Offices related to the Secretary of State's Vehicle Services Division
- n. Parking lots and structures where such uses are the principal use on a lot
- o. Pet shops and pet service stores, with or without overnight services
- p. Restaurants (including specialty restaurants such as donut shops and ice cream shops) over 4,000 square feet with or without sales of alcoholic beverages.
- q. Tobacco shops
- r. Wine boutique with ancillary service of wine and beer by the glass and with service of pre-packaged food for consumption on-site

Outdoor Dining Area Regulations

Restaurant outdoor dining areas shall be subject to the following:

- Dining areas must be limited to the linear frontage of the principal business to which the outdoor area is intended to serve;
- Dining areas shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant if table service is provided or alcohol served in the outdoor dining area;
- Door to the dining area shall be self-closing;
- Tables shall be cleaned promptly following use;
- Furniture and umbrellas shall be weighted to prevent their movement in the wind;
- Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
- No outdoor dining area shall be located so as to impede pedestrian traffic or proper access to and from the restaurant, defined as being within 60" of a curblane or so as to impede the normal flow of pedestrian traffic into or from a doorway;
- Outdoor food preparation, storage or display is prohibited;
- All furniture must be stored in the rear or off-site of the subject property when not in use;
- Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
- Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee;
- Approval of outdoor dining areas shall be subject to the Village's adopted building codes;
- Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;

- Outdoor dining areas must be cumulatively approved by the Village Administrator or their designee to determine final compliance with the regulations set forth herein; and
- Outdoor dining areas shall be included as part of the size calculation for restaurants.

Parking Design Regulations

The subject property shall provide one parking space for each 200 gross square feet of commercial space available.

Every parking lot in excess of fifteen spaces shall contain planting islands for shade trees in compliance with the following standards:

- a. There shall be one island for every 15 parking spaces and one shade tree for each island.
- b. Each parking lot landscape island shall be a minimum of 9 feet wide and 18 feet in length.
- c. Required shade trees shall have a minimum 3 inch diameter measured two feet above ground level.
- d. Parking lot landscape islands generally shall be located at the ends of each row of parking (one double island to be located at the end of a double row of parking) and every 15 parking spaces within a row.
- e. Maintenance of Landscape Areas and Screening: All such landscaped areas and screening shall, once installed, be maintained in such manner as to retain at least the intended standards of the initial landscaping and to conform to the landscaping requirements of the Village.

Minimum Standards for Parking Stalls and Aisles

Angle of Parking	45 Degrees	60 Degrees	90 Degrees
Width of Stall	9'	9'	9'
Stall Width (parallel to aisle)	12'9"	10'5"	9'
Stall Depth (perp. to aisle)	20'	21'	18'
Stall Length	19'	19'	18'
Aisle Width	13'*	17'*	24'

*One-way aisles only

Parallel parking shall be permitted with stalls at least 24' in length with an aisle of 14'

Accessible parking areas shall be designed in accordance with State requirements

All open off-street loading berths, access drives, aisles, and maneuvering spaces shall be improved with an all-weather hard surface pavement including, at a minimum, a two inch (2") bituminous concrete surface course, with a twelve inch (12") minimum thickness aggregate base course, and six inch (6") high perimeter concrete curbing (Type B or Type B6:12) installed in accordance with Illinois Department of Transportation specifications.

Parking and Loading Regulations

The area immediately adjacent to the curblin shall be permitted to be used as a standing and loading zone (as shown in Exhibit C in yellow), except no parking, standing, or loading areas shall



VILLAGE OF
BURR RIDGE
A VERY SPECIAL PLACE

Z-12-2023: 114 Burr Ridge Parkway (Salamone/Capri Express); Request for an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to special use Ordinance #A-834-17-21 and County Line Square PUD Ordinance #A-834-19-21, and Section VIII.1.e of the Burr Ridge Zoning Ordinance.

HEARING:

December 4, December 18, 2023,
February 5, & April 15, 2024

TO:

Plan Commission
Greg Trzupek, Chairman

FROM:

Ella Stern, Planner

PETITIONER:

Vito Salamone of Capri Express

PETITIONER STATUS:

Co-Owner of Capri Express

PROPERTY OWNER:

Bob Garber

EXISTING ZONING:

B-1 Business District

LAND USE PLAN:

Recommends Commercial Uses

EXISTING LAND USE:

Mixed-Use Shopping Center

SITE AREA:

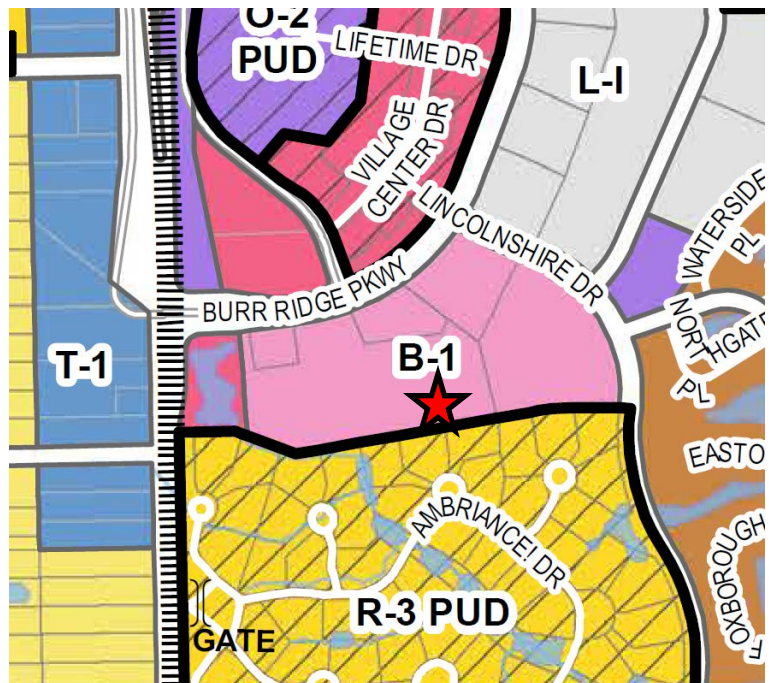
7.2 Acres

SUBDIVISION:

Burr Ridge Corporate Park

PARKING:

499 Public Spaces



Staff Report and Summary

Z-12-2023: Burr Ridge Parkway (Salamone/Capri Express); Special Use, PUD Amendment, and Findings of Fact

On December 4, 2023, the Plan Commission held a public hearing for case Z-12-2023, a request to amend an existing special use regarding an outdoor dining enclosure at an existing restaurant. At the November 20, 2023, Plan Commission meeting, the Plan Commission requested direction from the Board to hold a public hearing to amend the outdoor dining regulations. The outdoor dining regulations, including the prohibition of wall enclosures, were most recently amended and approved on May 8, 2023.

On February 5, 2024, the Plan Commission held a public hearing for case Z-12-2023 and discussed outdoor dining enclosures. The Plan Commission continued the case and requested the petitioners return with updated information regarding an outdoor dining enclosure. On April 1, 2024, the Plan Commission held a public hearing for case Z-03-2024, a request to amend the outdoor dining regulations to permit year-round outdoor dining. The consensus from the meeting included permitting year-round outdoor dining but establishing concise regulations regarding year-round outdoor dining and outdoor dining enclosures.

The petitioner did not provide any new documents at the time of this report. The Plan Commission may determine whether to look at the special use request individually or to continue the case and wait for more direction from the proposed outdoor dining text amendment. The following information was included in the previous staff report and remains unchanged.

The petitioner is Vito Salamone of Capri Express. Capri Express was approved originally for outdoor dining in 2021 through Ordinance #A-834-17-21. The outdoor dining area contains four (4) tables and sixteen (16) seats. The table and seat count will not change under the new proposal.



Aerial of the property with the property lines and yards.

Section VIII.A of the Zoning Ordinance stipulates several regulations related to outdoor dining at all places of eating in the Village within the Business Districts (B-1 and B-2). The petitioner's

Staff Report and Summary

Z-12-2023: Burr Ridge Parkway (Salamone/Capri Express); Special Use, PUD Amendment, and Findings of Fact

compliance with these regulations is noted in red. The petitioner has submitted a plan and information about the proposed outdoor dining area, included as Exhibit A.

1. Dining areas must be located adjacent only to the principal business to which the outdoor area is intended to serve;
2. No outdoor dining area shall be located so as to impede pedestrian traffic, or to obstruct curb cuts and the surrounding ramp and transition area, or to impede accessible access to and from the restaurant building;
3. No public sidewalks or public area may be used for a private restaurant's outdoor dining unless specifically approved by the Village;
4. The dining area shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant; *Outdoor dining was previously approved through Ordinance #A-834-03-11, without a fence or enclosure.*
5. All fences surrounding the outdoor seating area shall have matching elevations and colors;
6. The door to the dining area shall be self-closing;
7. The area may be covered by an awning protruding from the exterior wall of the adjacent building, provided the awning is properly anchored. Awnings are subject to review and approval by the Community Development Director or their designee and should be consistent with other awnings within the development. Awnings which are not consistent with the neighboring tenants are subject to Plan Commission review and approval;
8. Wall enclosures, whether permanent or temporary, are prohibited unless specifically approved through a special use; *The petitioner requests a fully enclosed, outdoor dining area with black fabric walls. Jonny Cabs proposed a similar black wall enclosure at the November 20, 2023, Plan Commission meeting and the case was continued until December 18, 2023. The Plan Commission will ask the Board to direct them to hold a public hearing for a text amendment regarding outdoor dining wall enclosures at the December 11, 2023 Board meeting.*
9. Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
10. Furniture and umbrellas shall be weighted to prevent their movement in the wind;
11. There shall be no advertising, signs, logos, or leaflets on the tables, chairs, fences, umbrellas, or railings;
12. All furniture shall be removed during the winter season and the outdoor dining areas shall not be occupied from November 1 through March 1. All furniture must be stored out of public view or off-site of the subject property when not in use; *The petitioner wants the outdoor dining enclosure for the winter season.*
13. Tables shall be cleaned promptly following use;
14. Outdoor food preparation, storage or display is prohibited;
15. The floor or ground surface of the outdoor seating area shall be treated and cleaned before and after each season to ensure the removal of all food stains and return it to a state consistent with other sidewalks in the area;
16. Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
17. Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee. Outdoor dining areas shall comply with Zoning Ordinance Section IV, Noise Regulations
18. Approval of outdoor dining areas shall be subject to the Village's adopted Building Codes;

19. Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;
20. Outdoor dining areas must be approved by the Community Development Director or their designee to determine final compliance with the regulations set forth herein.

County Line Square Outdoor Dining Area Regulations

Restaurant outdoor dining areas shall be subject to the following:

- Dining areas must be limited to the linear frontage of the principal business to which the outdoor area is intended to serve;
- Dining areas shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant if table service is provided or alcohol served in the outdoor dining area; *The petitioner requests an outdoor dining enclosure.*
- Door to the dining area shall be self-closing;
- Tables shall be cleaned promptly following use;
- Furniture and umbrellas shall be weighted to prevent their movement in the wind;
- Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
- No outdoor dining area shall be located so as to impede pedestrian traffic or proper access to and from the restaurant, defined as being within 60" of a curbline or so as to impede the normal flow of pedestrian traffic into or from a doorway;
- Outdoor food preparation, storage or display is prohibited;
- All furniture must be stored in the rear or off-site of the subject property when not in use;
- Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
- Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee;
- Approval of outdoor dining areas shall be subject to the Village's adopted building codes; *The petitioner requests an outdoor dining enclosure.*
- Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner; *The petitioner requests an outdoor dining enclosure.*
- Outdoor dining areas must be cumulatively approved by the Village Administrator or their designee to determine final compliance with the regulations set forth herein; and *The petitioner requests an outdoor dining enclosure.*
- Outdoor dining areas shall be included as part of the size calculation for restaurants.

Public Hearing History – Related to Capri Express

Z-01-2023: Zoning Ordinance Amendments for Outdoor Dining (Ordinance #A-834-05-23)

Z-06-2023: Zoning Ordinance granting special use approval for a restaurant with amended outdoor dining. (Ordinance #A-834-17-21)

Z-12-2010: Zoning Ordinance granting special use pursuant to the Village of Burr Ridge Zoning Ordinance for an outdoor sidewalk dining area. (Ordinance #A-834-03-11)

County Line Square Planned Unit Development Regulations

Public Comment

Staff Report and Summary

Z-12-2023: Burr Ridge Parkway (Salamone/Capri Express); Special Use, PUD Amendment, and Findings of Fact

Two public comments were received.

Findings of Fact and Recommendation

The petitioner has provided findings of fact, which the Plan Commission may adopt if in agreement with those findings. If the Plan Commission chooses to recommend approval of the special use amendment, PUD amendment, and special use for outdoor dining, staff recommends the following conditions. The conditions on this request include those from the 2021 approval.

1. The special use shall be limited to Capri Express and shall not be transferable to any other party.
2. The special use shall substantially comply with the submitted site plan.
3. All umbrellas, furniture, and other appurtenances shall be sorted off-site during the winter season when the enclosure is not being used for outdoor dining. * If the Plan Commission allows outdoor dining year-round, this condition should be removed.
4. The special use shall comply with the previously approved outdoor dining plan from the 2021 approval, Ordinance #A-834-17-21.

Appendix

Exhibit A - Petitioner's Materials and Public Notifications

- Application
- Findings of Fact
- Proposed site plan and illustrations
- Public Notifications

Exhibit B – Plans from 2021 approval, Ordinance #A-834-03-11, #A-834-17-21, #A-834-05-23 & County Line Square Planned Unit Development Regulations



VILLAGE OF BURR RIDGE

PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): Vito Salamone

STATUS OF PETITIONER: Co-owner Capri Express

PETITIONER'S ADDRESS: 801 Village Center Jr; Unit 406; Burr Ridge IL 60527

ADDRESS OF SUBJECT PROPERTY: 114 Burr Ridge Parkway

PHONE: 630-323-1200

EMAIL: Vito823@gmail.com

PROPERTY OWNER: Bob Garber

PROPERTY OWNER'S ADDRESS: P.O. Box 639 PHONE: 630-920-9612

Hinsdale IL 60522

PUBLIC HEARING REQUESTED: ☒ Special Use ☐ Rezoning ☐ Text Amendment ☐ Variation(s)

DESCRIPTION OF REQUEST:

Install an enclosure to provide outdoor seating
for the customers of Capri Express.

PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: 315,976 sq ft. EXISTING ZONING: B-1

EXISTING USE/IMPROVEMENTS: Business

SUBDIVISION: Burr Ridge corporate park

PIN(S) # 18-303-050-03

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 of Filing

Special Use Ordinance Plan for Capri Express Outdoor Seating Area

Applicant: Capri Express Restaurant

Date: 10/9/2023

Introduction

This Special Use Ordinance Plan outlines the proposal for installing an enclosed outdoor seating area at Capri Express Restaurant. The purpose of this proposal is to ensure that the outdoor seating area complies with local zoning regulations and adheres to specific guidelines for design, noise reduction, waste management, and lighting.

Description of Proposed Project

Project Name: Capri Express Enclosed Outdoor Seating Area

Location: 114 Burr Ridge Parkway; Burr Ridge IL 60527

Description:

The proposed project entails the construction of an enclosed outdoor seating area adjacent to Capri Express Restaurant. This seating area will consist of four tables and comfortably seat up to 16 customers. The enclosure will match the existing awning attached to the restaurant and will closely mirror the design of neighboring restaurants, including La Cabanita, DAO Sushi, and Capri Restaurante. The primary focus of this proposal is to create an outdoor space that enhances the dining experience while maintaining harmony with the surrounding establishments.

Compliance with Local Zoning Regulations

The project will adhere to all relevant local zoning regulations, including setback requirements, maximum seating capacity, and

use of public space. The proposed outdoor seating area will not encroach on public walkways or violate any established zoning codes.

Design and Aesthetics

The design of the outdoor seating area will be in keeping with the existing restaurant aesthetics, featuring matching awnings, colors, and materials. The design will closely mirror that of neighboring restaurants to maintain a cohesive look and feel in the area.

Noise Reduction Measures

To minimize disturbances to neighboring properties, the following noise reduction measures will be implemented:

- Use of noise-absorbing materials in the enclosure.
- Establishment of clear guidelines for acceptable noise levels.
- Training of restaurant staff in noise reduction techniques and customer communication.
- Regular monitoring of noise levels during peak hours.

Waste Management

A comprehensive waste management plan will be developed and implemented to ensure the cleanliness and hygiene of the outdoor seating area. This plan includes:

- Regular garbage collection and disposal.
- Staff training on waste management protocols.
- Scheduled cleaning and maintenance of the seating area.

Lighting

Appropriate lighting will be installed to enhance the safety and ambiance of the outdoor seating area. Lighting fixtures will be chosen to minimize light pollution and to avoid any glare or disturbance to surrounding properties.

Community Engagement

To address any concerns and maintain positive relations with the local community, the restaurant will engage in proactive

communication with neighboring businesses and residents.

Timeline

The project is expected to be completed within 60 days, including the necessary construction, lighting installation, and implementation of noise reduction and waste management measures.

Conclusion

This Special Use Ordinance Plan outlines Capri Express Restaurant's proposal to construct an enclosed outdoor seating area that enhances the dining experience while ensuring compliance with local regulations and harmonious coexistence with neighboring establishments. We are committed to implementing noise reduction, waste management, and lighting solutions that contribute positively to the community.

The cooperation of local authorities and community stakeholders is highly appreciated to move this project forward successfully.

This Special Use Ordinance Plan is subject to review, approval, and potential revisions by the relevant local authorities. All aspects of the plan will be implemented in accordance with local regulations and guidelines.

As per Section XII.K.7 of the Village of Burr Ridge Zoning Ordinance, for a special use to be approved, the petitioner must confirm all of the following findings by providing facts supporting each finding.

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

Allowing Capri Express to have outdoor seating benefits the Village by enhancing the dining experience, increasing foot traffic, creating a community gathering space, supporting local businesses, attracting tourists, and improving residents' quality of life.

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

Allowing Capri Express to have outdoor seating will not endanger public health, safety, morals, comfort, or general welfare because the restaurant will adhere to safety and zoning regulations, ensuring that the outdoor seating area is designed and managed responsibly to mitigate any potential negative impacts on the community.

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

Outdoor seating at Capri Express will not be injurious to nearby property uses or property values because it will be designed and managed to minimize noise, traffic disruptions, and other potential

nuisances, ensuring that the immediate vicinity retains its character and property values remain unaffected.

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

Outdoor seating at Capri Express will not impede the normal and orderly development of surrounding properties for permitted uses in the district, as it will conform to zoning regulations and not disrupt the existing development plans or hinder the potential for future property improvements in the area.

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

Outdoor seating at Capri Express will feature adequate utilities, including proper lighting to ensure safety, sound reduction measures to minimize noise disturbances, and a well-maintained waste management system. These provisions are in place or will be provided to create a comfortable and compliant outdoor seating area.

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

Outdoor seating at Capri Express will have two points of entry, which have been designed to minimize traffic congestion in public streets. Adequate measures have been taken to ensure smooth ingress and egress, reducing the impact on traffic flow in the surrounding area.

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

The proposed outdoor seating for Capri Express aligns with the objectives of the Official Comprehensive Plan of the Village of Burr Ridge as amended because it promotes economic development and community engagement while adhering to zoning and safety regulations. The Plan aims to create a vibrant and attractive community, and allowing outdoor seating contributes to this goal by enhancing the local dining experience and supporting local businesses, which is in line with the Plan's economic development and community enhancement objectives.

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

Outdoor enclosed seating at Capri Express will conform to the applicable regulations of the district in which it is located, unless specific modifications are recommended by the Plan Commission or the Zoning Board of Appeals, following due process and review. This ensures that the outdoor seating complies with local zoning and safety requirements while allowing for potential adjustments based on expert recommendations.

Business Plan for Capri Express - The Restaurant

Table of Contents

Executive Summary
Business Description
Market Analysis
Marketing and Sales Strategy
Products and Services
Operations Plan
Special Use Ordinance for Outdoor Seating
Management and Personnel

1. Executive Summary

Capri Express - The Restaurant is a charming Italian restaurant located in a vibrant urban area. We specialize in authentic Italian cuisine, prepared with the finest ingredients, and served in a warm and inviting atmosphere. Our mission is to be the top choice for Italian dining in the area, providing our customers with a delightful experience.

Business Details:

Hours of Operation:

Sunday: 10 am - 9 pm

Monday through Thursday: 10 am - 9:30 pm

Friday and Saturday: 10 am - 10 pm

Outdoor Seating:

Capri Express plans to introduce outdoor seating in an enclosed structure. The outdoor area will undergo regular maintenance, which includes proper lighting, noise reduction strategies, and efficient waste management.

Average Daily Customers:

Capri Express serves an average of 50-80 customers daily.

Employee Count:

Capri Express employs 25 dedicated and skilled individuals.

2. Business Description

Capri Express - offers a diverse range of Italian culinary delights, from traditional pasta dishes to delicious pizzas and mouthwatering desserts. We aim to bring the flavors of Italy to our community, with a commitment to quality, authenticity, and outstanding customer service.

3. Market Analysis

Target Market:

Local residents and families seeking a cozy dining experience.

Tourists and visitors in search of authentic Italian cuisine.

Working professionals looking for a quick and delicious lunch.

Competition:

Capri Express faces competition from local Italian restaurants. Our competitive advantage lies in our commitment to delivering the highest quality and a consistent dining experience.

4. Marketing and Sales Strategy

Our marketing strategies include:

Online Presence: Maintain a strong online presence through a user-friendly website and active social media profiles.

Local Partnerships: Collaborate with local businesses and organizations for cross-promotion.

Customer Loyalty Program: Implement a rewards system to encourage repeat visits.

5. Products and Services

Our menu includes:

Authentic Italian Dishes: A variety of pasta, pizza, and seafood dishes prepared with fresh, high-quality ingredients.

Desserts: Homemade Italian desserts to satisfy any sweet tooth.

6. Operations Plan

Outdoor Seating Structure:

Construction: Build an enclosed outdoor seating structure.

Maintenance: Regularly maintain the outdoor area, including lighting, noise reduction measures, and waste management.

7. Special Use Ordinance for Outdoor Seating

To implement outdoor seating, Capri Express will adhere to the local Special Use Ordinance, which outlines specific regulations and requirements for this addition:

Zoning Compliance: Ensure that the proposed outdoor seating structure complies with local zoning regulations.

Noise Reduction Measures: Implement noise reduction strategies to minimize disturbances to neighboring properties.

Proper Waste Management: Develop and adhere to a waste management plan to keep the outdoor area clean and eco-friendly.

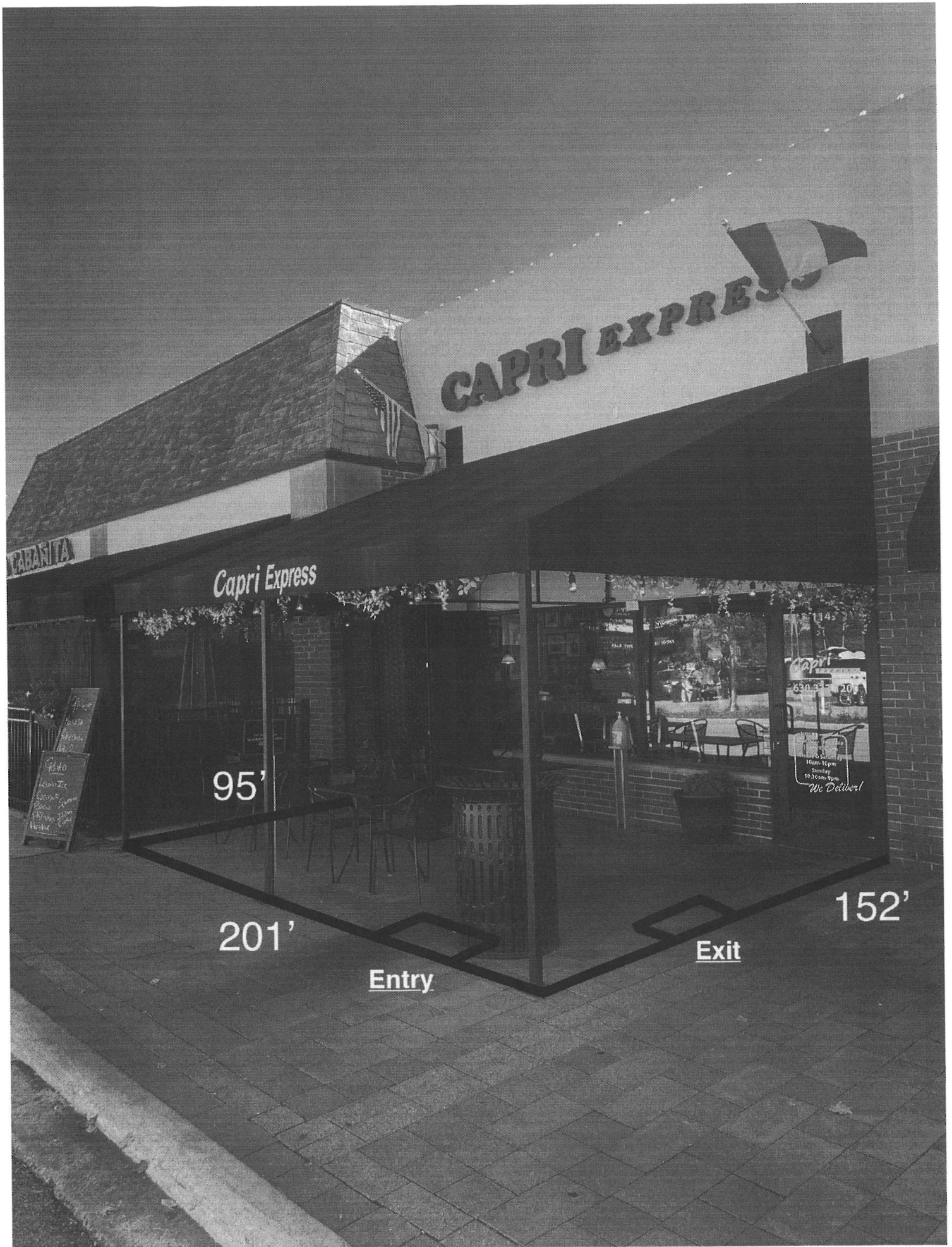
Proper Lighting: Install suitable lighting for the safety and comfort of customers.

Community Engagement: Collaborate with the local community to address any concerns and ensure a harmonious coexistence.

8. Management and Personnel

Capri Express is managed by a dedicated team with extensive experience in the restaurant industry. Our 25 employees include chefs, waitstaff, and administrative personnel, all committed to delivering exceptional service.

Capri Express - The Restaurant is ready to become a culinary hub in our community, offering Italian authenticity and an unforgettable dining experience. We are dedicated to providing quality food, exceptional service, and fostering a sense of community. Thank you for considering our business plan. We look forward to bringing the flavors of Italy to your neighborhood.



November 25, 2023

To Chairman Trzupek and Burr Ridge Plan Commissioners:

As a Burr Ridge resident I write in opposition to petitions Z-12-2023 (Capri Express) and Z-13-2023 (Great American Bagel) to be discussed at your December 4 meeting. I object to these petitions for year-round outdoor dining in County Line Square for many of the same reasons I proffered against Z-10-2023 (Jonny Cab's). I don't know the status of the Cab's petition, but I reiterate some of my same objections: this is the wrong look for County Line Square.

Generally, neither petition meets Section XII.K.7(a) of the Burr Ridge Zoning Ordinance: "The use meets a public necessity...". The petitions for "outdoor dining" merely seek to expand the capacity of each business and, as such, is not strictly a "public necessity."

Z-12-2023 (Capri Express)

IT'S NOT A SIT-DOWN DINING EXPERIENCE -- Capri Express's petition claims that it is "a charming Italian restaurant" and that "its mission is to be the top choice for Italian dining in the area, providing customers with a delightful experience." Let's face facts: ***Capri Express is a take-out and delivery operation (hence the name, "Express")***. It is disingenuous to call it "a cozy dining experience" in "an unforgettable hub in our community." It is a grab-n-go operation who was previously chastised by Village Board members in July 2021 for having delivery vehicles parked too long in the mall's fire lane. (<https://patch.com/illinois/burridge/inconsistent-burr-ridge-enforcement-fire-lanes>)

PETITIONER'S RENDERINGS ARE INADEQUATE – The rendering shows the proposed "outdoor dining" enclosure at 201' x 152'. No fence is shown, yet that is a requirement for so-called "outdoor dining" per the County Line Square PUD (CLS PUD). The rendering also shows the only ways of entry and exit would be through the canvas structure which is not ideal. Is the proposed enclosed space ADA compliant?

ENCROACHMENT INTO PUBLIC SPACE – The rendering does not show how far into the public right-of-way the proposed enclosure would extend. The CLS PUD mandates that "outdoor dining areas" be located 60" from a curb line.

"OUTDOOR DINING" SHOULD BE...OUTDOORS! – "Outdoor dining" is, by definition, *outside in fresh air*, and should remain a seasonal event from March 1 to November 1. Outdoor dining in decent weather, with necessary regulation, is a fine option, but no-one can call tables enclosed in black canvas "outdoor dining." It is also not in keeping with how other villages (e.g., Hinsdale, La Grange, Arlington Heights) handle outdoor seasonal dining; *none* of them allow enclosed "outdoor" structures year-round.

BAD AESTHETICS – These black enclosures destroy the openness of the mall, give a funereal and foreboding look, and create blight. The proliferation of year-round, enclosed "outdoor dining" structures outside restaurants serves only to make County Line Square less inviting, not more so.

MORE CAPACITY MEANS MORE PARKING PROBLEMS – Capri Express asks for 16 more seats in its "outdoor dining" petition. If both indoor and outdoor seating were at full capacity, that creates additional parking requirements for the restaurant and affects parking availability of surrounding businesses. No parking plans are provided in the petition.

Z-13-2023 (Great American Bagel)

KNOW THY PETITIONER! – The petitioner is Michael Garber, son of County Line Square owner, Bob Garber d/b/a/ Reegs Properties. He is the franchise owner of Great American Bagel-Burr Ridge.

PETITIONER'S RENDERINGS ARE INADEQUATE – Little information is given in the petition to show the type and style of fence or the awning proposed. It does not show how far into the public right-of-way the proposed fence will extend. Is it ADA compliant? There also is no entry into/exit from the main of the bagel shop into the outdoor dining space as all other "outdoor dining" petitions are mandated to have.

I would also caution the Plan Commission that if you approve the bagel store's petition for outdoor dining delineated by a fence, then it's just a matter of time until Mr. Garber comes back with a petition to enclose it for year-round "outdoor dining." This isn't the look we want in County Line Square.

Both petitions nod to increasing the ambience of the dining experience at their establishments, but that's a disingenuous claim. It's all about greed and capacity. The restaurants in County Line Square *wish* they had the same space and opportunities for "outdoor dining" as restaurants in the Village Center, only they lack the space. If they truly "need" such increased capacity, perhaps they should relocate?

Community Development Director Janine Farrell admitted recently that increased "enforcement action at County Line Square" explains "why special uses are coming in for these temporary wall enclosures." Only they are not "temporary;" two petitioners have now said they want to increase their business by offering meals in these outdoor enclosures. Don't be fooled: these are permanent, year-round structures. And why is "enforcement action" only a recent event? I would advise the Community Development Director, the new Village Planner, and our Village Code Enforcement Officer together uphold the mandates of the County Line Square PUD, enacted November 8, 2021, and hold these businesses to the terms set for them FIRST before granting them any additional special uses. Thank you.

Respectfully submitted,

Patricia A. Davis
Burr Ridge resident

From: [Gail DeMory](#)
To: [Ella Stern](#)
Subject: Plan Commision Meeting - December 4th 2023
Date: Friday, December 1, 2023 10:38:23 PM

As a resident of Burr Ridge for 35 years, I still remember when there was nothing on that land. Today we have our restaurants thriving and bringing people to Burr Ridge from other suburbs and the City. In my opinion, the black enclosures are very tastefully designed with large windows all around, holiday decorations, beautiful lights, and the cozy atmosphere they provide. I applaud Jonny Cabs and Capri for opening up their space to provide more residents and patrons to enjoy Burr Ridge.

I have NO OBJECTION to any or all of our restaurants putting up these temporary enclosures for the winter months. In the Springtime when the enclosures are taken down, the lovely patios and awnings will still be there for our outside dining pleasure. This is the best of both worlds. Please say yes to keeping them up.

Gail DeMory



LEGAL NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, December 4, 2023**, at **Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527**.

PURPOSE OF HEARING

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by Vito Salamone of Capri Express for an amendment to a special use regarding an outdoor dining enclosure at an existing restaurant pursuant to special use Ordinance #A-834-17-21 and County Line Square PUD Ordinance #A-834-19-21, and Section VIII.1.e of the Burr Ridge Zoning Ordinance. The petition number and address of this petition is **Z-12-2023: 114 Burr Ridge Parkway (Capri Express)**, and the Permanent Real Estate Index Number is **18-30-305-003-0000**.

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Tuesday, November 28, 2023. All public comment may be emailed to Planner Ella Stern (estern@burr-ridge.gov) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

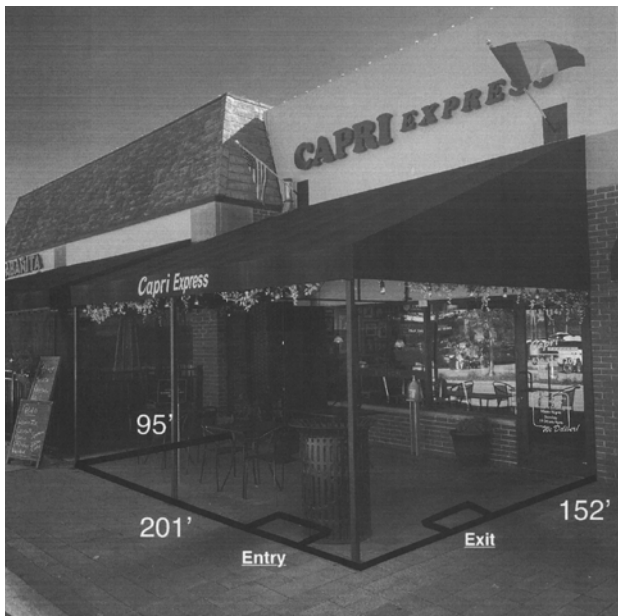
BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.

Greg Trzupek, Chairman

MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.



The site is outlined in red



Proposed outdoor dining enclosure. Walls will be attached to the awning

Additional information is posted on the Village's website in the link below:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php

Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions

The December 4, 2023 Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the website here:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php

Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals

KARL J VAN CURA
20 38TH STREET
SIOUX CITY, IA 51104

HETALKUMAR PATEL
202 AMBRIANCE DR
BURR RIDGE, IL 60527

FERN INC
15 AMBRIANCE
BURR RIDGE, IL 60527

RANJBAR, DONNA A
7734 S COUNTY LINE RD
BURR RIDGE, IL 60527

T & M KELLY
802 AMBRIANCE DR
BURR RIDGE, IL 60527

KUKUC, FRANK & MARGARET
7603 S DREW AVE
BURR RIDGE, IL 60521

SUNIL SURI
103 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

DANA SHINNEMAN
207 AMBRIANCE DR
BURR RIDGE, IL 60527

VILLAGE OF BURR RIDGE
7660 S COUNTY LINE RD
BURR RIDGE, IL 60521

GEETHA PUNDALEEKA
502 AMBRIANCE DR
BURR RIDGE, IL 60527

ANDREW J MOORMANN
50 BURR RIDGE PKWY
BURR RIDGE, IL 60527

BRVC OWNER LLC
PO BOX 1243
NORTHBROOK, IL 60065

KUKUC, STANLEY & IRENE
7615 S DREW AVE
BURR RIDGE, IL 60527

PARRIS SZOT
301 AMBRIANCE DR
BURR RIDGE, IL 60527

L PETERSON & J KENNEDY
117 NORTHGATE PL
BURR RIDGE, IL 60527

101 BRP LLC
20 DANADA SQ W #274
WHEATON, IL 60189

TERRELL PATTERSON
407 AMBRIANCE DR
BURR RIDGE, IL 60527

ASTA KAUPAITE
201 AMBRIANCE DR
BURR RIDGE, IL 60527

S SINGHAL
405 AMBRIANCE DR
BURR RIDGE, IL 60527

MAGDALENA KOLOSA
303 AMBRIANCE DR
BURR RIDGE, IL 60527

BREYMEYER, WILLIAM G
7711 DREW AVE
BURR RIDGE, IL 60527

OPUS NORTH MGMT CORP
701 VILLAGE CENTER DR
BURR RIDGE, IL 60527

TCF BANK
1405 XENIUM LN PCC00PD
PLYMOUTH, MN 55441

KRISHNA & ARUNA REDDY
406 AMBRIANCE DR
BURR RIDGE, IL 60527

HOSPITALITY PROP TRUST
255 WASHINGTON ST
NEWTON, MA 2458

GYTIS ARANAUSKAS
402 AMBRIANCE DR
BURR RIDGE, IL 60527

KENSINGTON PARK LLC
743 MCCLINTOCK DR
BURR RIDGE, IL 60527

NABEEL JABRI
204 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

INTER CONTL BURR RIDGE
108 BURR RIDGE RD
ESSEX, IL 60527

GARY R MURINO
18 AMBRIANCE
BURR RIDGE, IL 60527

JAMES M SNYDER
807 AMBRIANCE DR
BURR RIDGE, IL 60527

PAULIUS, ANDRIUS
1815 W IOWA ST
CHICAGO, IL 60622

EDWARD T PRODEHL
104 AMBRIANCE CT
BURR RIDGE, IL 60527

AN UNDIVIDED ONE HALF
801 AMBIANCE DRIVE
BURR RIDGE, IL 60527

TRP 745 MCCLINTOCK LLC
1700 W HIGGINS RD 280
DES PLAINES, IL 60018

CHRISTIAN BROTHER MIDWEST
7650 S COUNTY LINE RD
BURR RIDGE, IL 60527

LIFE TIME FITNESS 130
2902 CORPORATE PLACE
CHANHASSEN, MN 55317

YANAHAN, PARTICK 0013505
7754 S COUNTY LINE RD
BURR RIDGE, IL 60521

FIRST MIDWEST S19733
703 AMBRIANCE DR
BURR RIDGE, IL 60527

NILUFAR KABIR
304 AMBRAINCE DR
BURR RIDGE, IL 60527

KALEEM MALIK
101 AMBRIANCE CT
BURR RIDGE, IL 60527

PABIJANSKI, HENRYK
7626 DREW AVE
BURR RIDGE, IL 60521

FIRST MIDWEST BANK AS
704 AMBRIANCE DR
BURR RIDGE, IL 60527

SHARAD GANDHI
403 AMBRIANCE DR
BURR RIDGE, IL 60527

KORFIST, CHRISTIAN
7611 DREW AVE
BURR RIDGE, IL 60527

SPENCER LEE & MI Y WON
205 AMBRIANCE
BURR RIDGE, IL 60527

RIVERA, RUDOLPH & L TR
7607 DREW AVE
BURR RIDGE, IL 60527

REEGS PROPERTIES
PO BOX 639
HINSDALE, IL 60522

SALVATORE QUATRUCHI
404 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

MOINNUDDIN, ABID & S
7623 S DREW
BURR RIDGE, IL 60521

GEORGE S SPINDLER
7344 LAKESIDE CIRCLE
BURR RIDGE, IL 60527

MONA GHOBRIAL & SONIA
450 VILLAGE CENTER DR3
BURR RIDGE, IL 60527

R & N KAPOOR TR KNR TR
302 AMBRIANCE DR
BURR RIDGE, IL 60527

SPIRIT MASTER FUNDING
2727 N HARWOOD ST#300
DALLAS, TX 75201

ALAN JOHNSON
17 AMBRIANCE DR
BURR RIDGE, IL 60527

MPG RIC BURR RIDGE LLC
71 S WACKER DRIVE APT. 3725
CHICAGO, IL 60606

ATHIHALLI NAGARAJ
102 AMBRIANCE DR
BURR RIDGE, IL 60527

FAROUK B ASAAD
705 AMBERIANCE
BURR RIDGE, IL 60527

PATRICIA FORKAN
305 AMBRIANCE DR
BURR RIDGE, IL 60527

GIADLA HOLDINGS LLC
7702 CASS AVE APT. 220
DARIEN, IL 60561

BREYMEYER, WILLIAM
7701 DREW AVE
BURR RIDGE, IL 60527

RGT FAMILY LLC
501 AMBRIANCE DR
BURR RIDGE, IL 60527

D BEKTESHI
14 AMBRIANCE DR
BURR RIDGE, IL 60527

ANNE E MICALETTI TRUST
203 AMBRIANCE DR
BURR RIDGE, IL 60527

NANCY GATTUSO
401 AMBRIANCE DR
BURR RIDGE, IL 60527

KONDA REALTY LLC
10 ORCHARD APT. 200
LAKE FOREST, CA 92630

STRZELEC, WM E
7750 S COUNTY LINE RD
BURR RIDGE, IL 60527

MANSOUR AMIRAN
16 AMBRIANCE DR
BURR RIDGE, IL 60527

AMBRIANCE TRUST
1 AMBRIANCE DR
BURR RIDGE, IL 60527

SUZANNE DEYOUNG
12A AMBRIANCE
BURR RIDGE, IL 60527

ANTONIJE KELJEVIC
803 AMBRIANCE DRIVE
BURR RIDGE, IL 60527

MOHRE LLC
1 CLUBSIDE CT
BURR RIDGE, IL 60527

MUDJER, STEPHEN & MARGARET
15W700 81ST ST
BURR RIDGE, IL 60527

DR GHASSAN ABOUD
206 AMBRIANCE DR
BURR RIDGE, IL 60527

CERVANTES, LAURA
7619 DREW AVE
BURR RIDGE, IL 60527

SHAHID HUSSAIN
11 AMBRIANCE DR
BURR RIDGE, IL 60527



**VILLAGE OF BURR RIDGE
PLAN COMMISSION AND
ZONING BOARD OF APPEALS**

Consent to Install Public Notice Sign

The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.

Street Address of Subject Property:

114 Burr Ridge Parkway, Burr Ridge IL 60527

Property Owner or Petitioner:

Vito Salomone

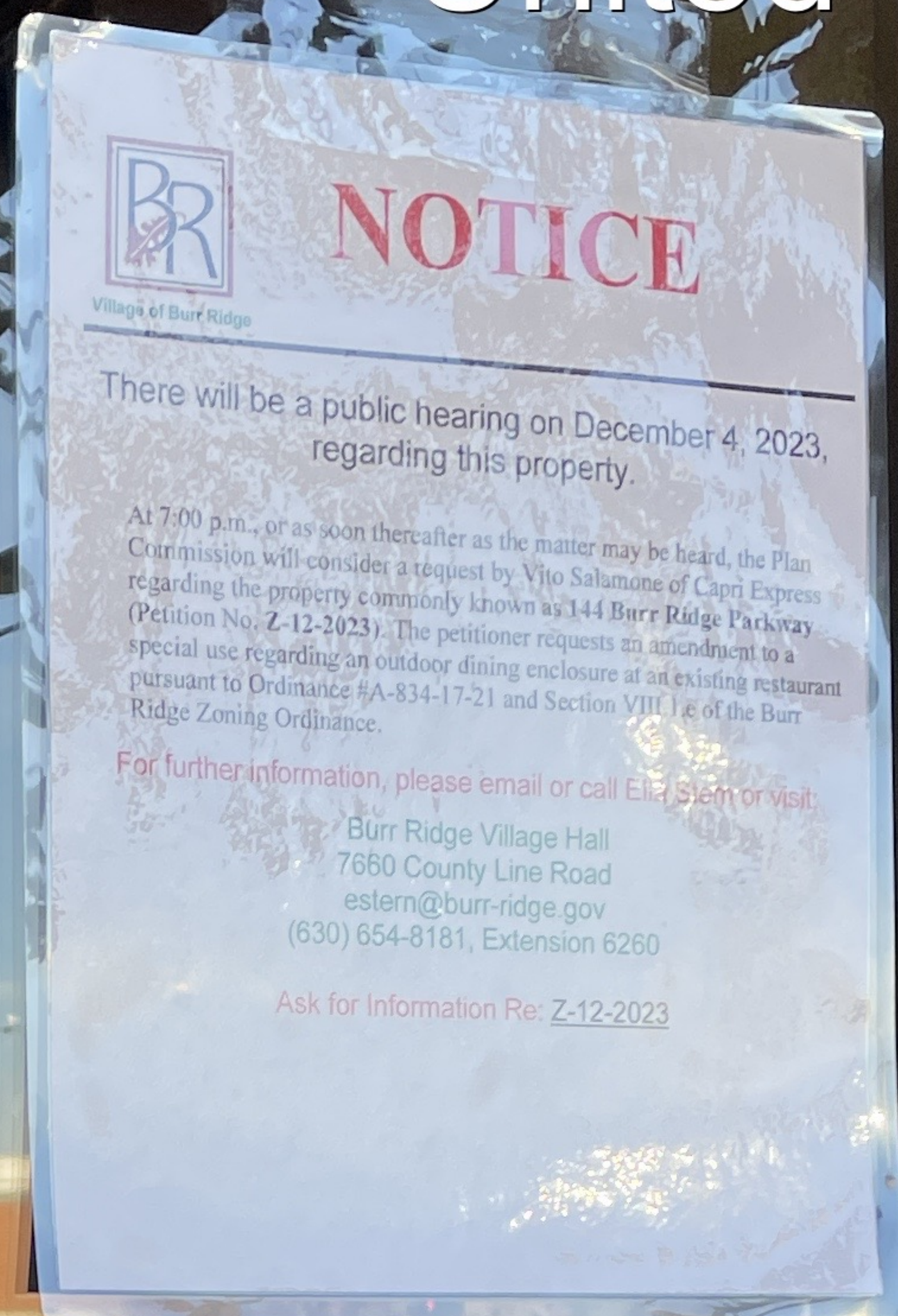
(Print Name)

[Signature]

(Signature)

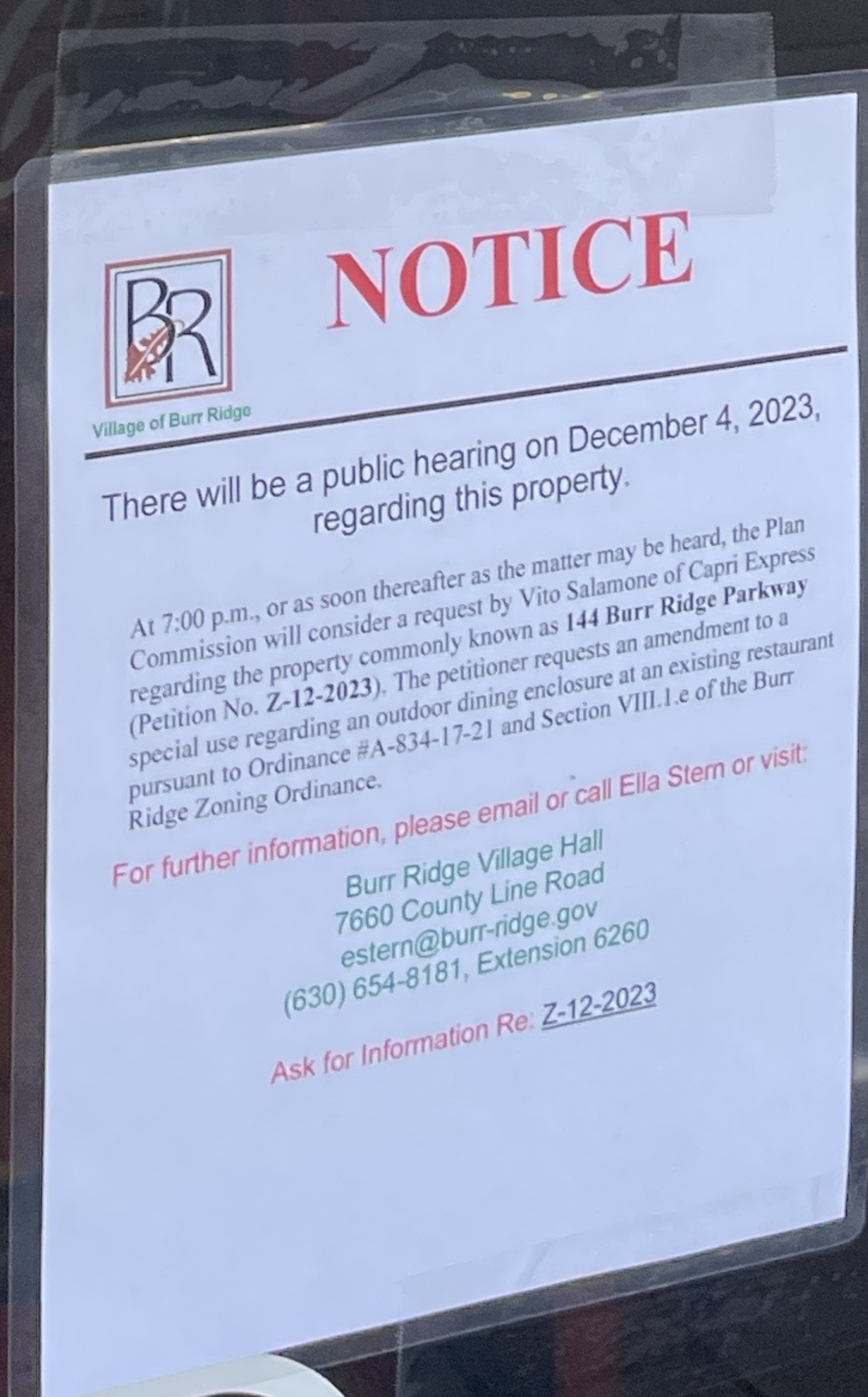
114

Nov 16, 2023 at 9:01:41 AM
114 Burr Ridge Pkwy
Burr Ridge IL 60527
United States



Capri
EXPRESS

630.323.1200



ORDINANCE NO. A-834-03-11

AN ORDINANCE GRANTING SPECIAL USE
PURSUANT TO THE VILLAGE OF BURR RIDGE ZONING ORDINANCE
FOR AN OUTDOOR SIDEWALK DINING AREA
(Z-12-2010: 114 Burr Ridge Parkway - Capri Express)

WHEREAS, an application for a special use for certain real estate has been filed with the Village Clerk of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held a public hearing on the question of granting said special use on December 6, 2010, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in the Suburban Life, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for a special use, including its findings and recommendations, to this President and Board of Trustees, and this President and Board of Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties,

Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This President and Board of Trustees find that the granting of special use indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this President and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the Petitioner for the special use for the property located at 114 Burr Ridge Parkway, Burr Ridge, Illinois, is Robert Spadoni on behalf of Capri Express (hereinafter "Petitioner"). The Petitioner requests special use approval as per Section VIII.B.2.x of the Zoning Ordinance to permit outdoor seating on the common sidewalk in front of an existing restaurant.
- B. That the special use will not be detrimental to surrounding properties because the outdoor seating area will be limited in size and will not include outdoor table service and the restaurant does not serve alcoholic beverages.
- C. That the special use is consistent with the Burr Ridge Comprehensive Plan which calls for the continued use of the property and retail shopping center as commercial which is consistent with the other uses in the retail shopping center.

Section 3: That special use approval as per Section VIII.B.2.x of the Zoning Ordinance to permit outdoor seating on the common sidewalk in front of an existing restaurant *is hereby granted* for the tenant space within the existing County Line Square commonly

known as 114 Burr Ridge Parkway and legally described as follows:

Parcel 1 - Lot 1 in Burr Ridge Market Resubdivision of Lots, 4, 5 and Vacated Emro Drive in Burr Ridge Park Unit 2 in the West ½ of the Southwest ¼ of Section 30, Township 38 North, Range 12, East of the Third Principal Meridian, According to the Plat Thereof Recorded April 18, 1989 as Document Number 89171549, Cook County, Illinois.

Parcel 2 - Lot 1 in Burr Ridge Unit 1 Being a Subdivision in the West ½ of the Southwest ¼ of Section 30, Township 38 North, Range 12, East of the Third Principal Meridian, According to the Plat Thereof Recorded January 3, 1984 as Document Number 26915064, in Cook County, Illinois.

Section 4: That the special use approval as per Section VIII.B.2.x of the Burr Ridge Zoning Ordinance to allow modifications to the outdoor dining area is subject to the following terms and conditions:

- A. The location and configuration of the outdoor seating area shall be as specified on the submitted plans attached hereto as **Exhibit A** including but not limited to a maximum of four tables and 16 chairs.
- B. At all times, the tables and chairs shall be kept at least 5 feet from the back of the curb to ensure an adequate pedestrian sidewalk.
- C. The tables shall not exceed 36 inches in diameter.
- D. There shall be no table service or service of alcoholic beverages for the sidewalk seating.
- E. The umbrellas shall be black or heather beige but shall be a uniform color for all umbrellas that are used and shall not include any lettering, logos or other advertising.
- F. The operation of the outdoor seating areas shall not include any advertising, signs, or leaflets.
- G. The tables and chairs shall match the tables and chairs approved for other sidewalk seating for County Line Square as approved in Ordinance # A-834-5-03.
- H. A trash container shall be provided adjacent to the

building and said container shall include a self-closing lid.

- I. Outdoor seating shall be limited to May 1 to October 31 each year, and all furniture and facilities for outdoor seating shall be removed from November 1 to April 30.
- J. Failure at any time to comply with these regulations shall deem this special use approval null and void.

Section 5: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

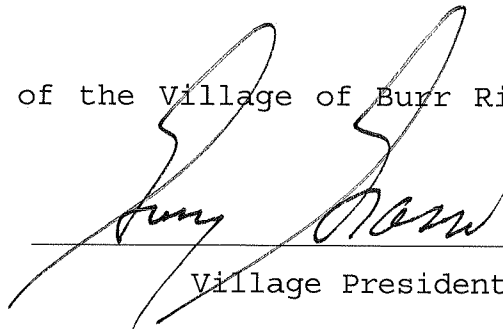
PASSED this 10th day of January, 2011, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

AYES: 5 - Trustees Grela, DeClouette, Sodikoff,
Paveza, Allen

NAYS: 0 - None

ABSENT: 1 - Trustee Wott

APPROVED by the President of the Village of Burr Ridge on this 10th day of January, 2011.



Village President

ATTEST:



Village Clerk

**NICK SCARLATS
& ASSOCIATES, LTD.**
5405 West 127th Street
Crestwood, Illinois 60445
tel 708 653-5200
fax 708 653-5202

VOTES:

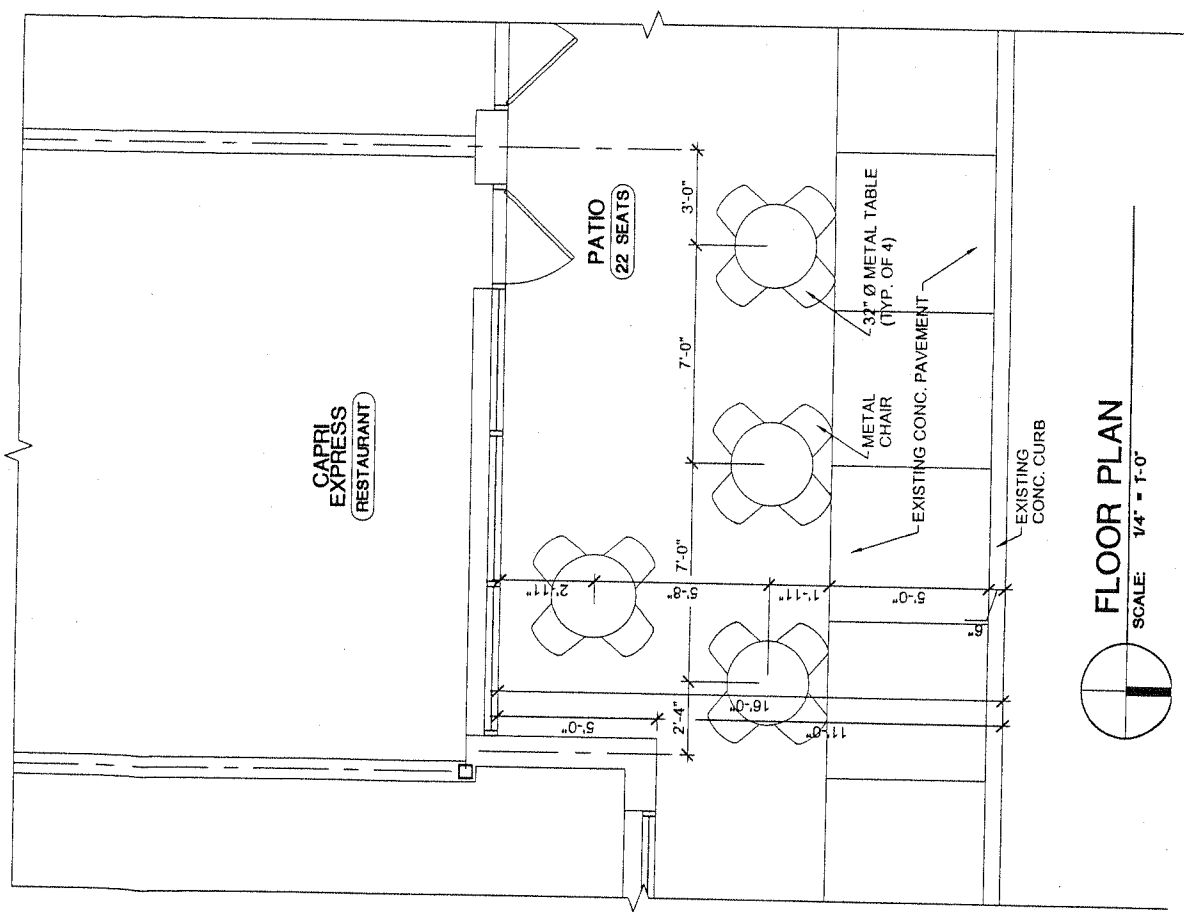
NO.	DATE	DESCRIPTION
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OUTDOOR
PATIO FOR:
"CAPRI
EXPRESS"
RESTAURANT

14 BURR RIDGE PKWY
BURR RIDGE, IL 60527

FLOOR PLAN

Scale: AS SHOWN	Drawn: DC	Project No. 201053	Sheet Number: A-1
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FLOOR PLAN
SCALE: 1/4" = 1'-0"

ORDINANCE NO. A-834-17-21
AN ORDINANCE GRANTING SPECIAL USE APPROVAL FOR A RESTAURANT
WITH AMENDED OUTDOOR DINING

(Z-06-2021: 114 Burr Ridge Parkway - Salamone)

WHEREAS, an application for special use approval for certain real estate has been filed with the Village Administrator of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held a public hearing on the question of granting said special use approvals on July 19, 2021, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Doings, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for special use approvals, including its findings and recommendations, to this Mayor and Board of

Trustees, and this Mayor and Board of Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of special use approvals indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the Petitioner for the special use for the property located at 114 Burr Ridge Parkway, Burr Ridge, Illinois, is Phil Salamone (hereinafter "Petitioner"). The Petitioner requests special use approval as per Section VIII.B.2.ff to permit a restaurant with amended outdoor dining.
- B. That the restaurant is in a shopping center with a variety of commercial tenants including other restaurants.
- C. That the subject property is appropriate for a restaurant with outdoor dining, as the use has provided outdoor dining for many years without incident.

Section 3: That special use approval for a restaurant with amended outdoor dining *is hereby granted* for the property commonly known as 114 Burr Ridge Parkway and identified by the Permanent Real Estate Index Number of 18-30-305-003.

Section 4: That the special use is subject to the following terms and conditions:

1. The general location of the outdoor seating area and of the proposed awning shall be as specified on the submitted plans attached hereto as **Exhibit A** including and limited to a maximum of four tables and 16 chairs.
2. At all times, the tables and chairs shall be kept at least 5 feet from the back of the curb to ensure an adequate pedestrian sidewalk.
3. The tables shall not exceed 36 inches in diameter.
4. There shall be no table service or service of alcoholic beverages for the sidewalk seating.
5. The operation of the outdoor seating areas shall not include any advertising, signs, or leaflets.
6. A trash container shall be provided adjacent to the building, and said container shall include a self-closing lid.
7. Failure at any time to comply with these regulations shall deem this special use approval null and void.
8. The middle pole on the awning shall be marked by a clearly-visible identification, such as paint or planter.
9. The slope of the adjacent canopy at La Cabanita shall match that of the proposed awning.

Section 5: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 11th day of October, 2021, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as

follows:

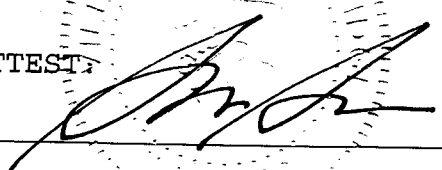
AYES: 6 - Trustees Snyder, Schiappa, Paveza, Mital,
 Smith, Franzese

NAYS: 0 - None


ABSENT: 0 - None

APPROVED by the Mayor of the Village of Burr Ridge on this
11th day of October, 2021.

ATTEST:



Village Clerk



Mayor

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edsigns@sbcglobal.net

Business Name: Capri Express

Name: Phil

Address: 114 Burr Ridge Parkway, Burr Ridge, IL 60527

Ph: 630-232-3430

Cell: 708-692-1200

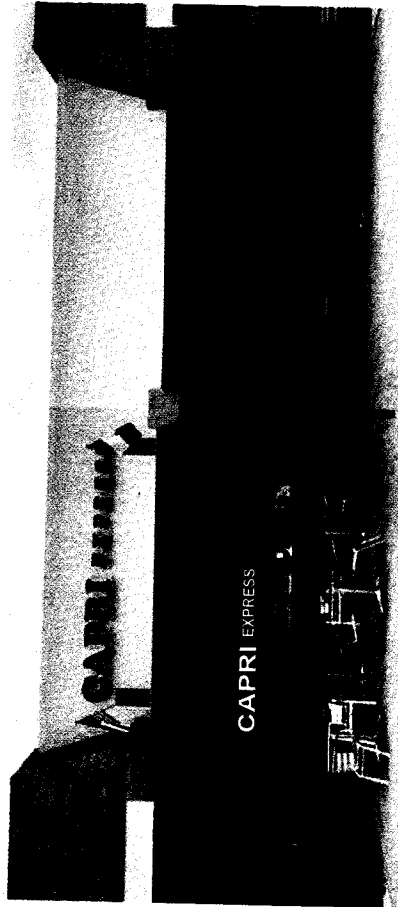
E-mail: phil@capriexpress.com

Proposal



Patio black canvas
Fabrications & Intallation

Half Awning



Estimate:

58" x 19' x 13' proyection

\$ 11,225.00

48" x 19' x 13' proyection

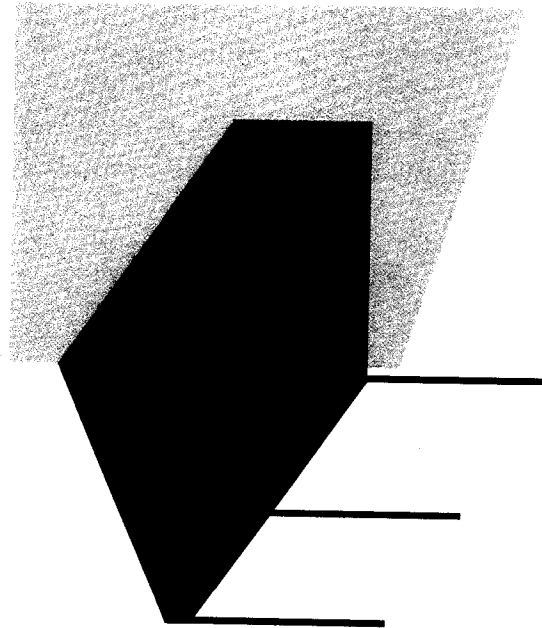
\$ 10,400.00

36" x 19' x 13' proyection

\$ 9,700.00

EXHIBIT

A



ORDINANCE NO. A-834-05-23

AN ORDINANCE AMENDING SECTION VIII OF THE ZONING ORDINANCE TO
AMEND THE REGULATIONS FOR OUTDOOR DINING.

(Z-03-2023: Text Amendment - Outdoor Dining)

WHEREAS, an application for a text amendment to the Village of Burr Ridge Zoning Ordinance has been filed with the Community Development Director of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held two public hearings on the question of granting said text amendment on February 6 and March 20, 2023, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Chicago Sun-Times, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for a text amendment to the Burr Ridge Zoning Ordinance, including its findings and recommendations, to this Mayor and Board of Trustees, and this Mayor and Board of

Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of the proposed text amendment indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the recommendation is to amend Section VIII, the regulations for Outdoor Dining, as attached hereto as Exhibit A.
- B. That the amendments described are consistent with the purpose and intent of the Zoning Ordinance.

Section 3: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 8th day of May, 2023, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

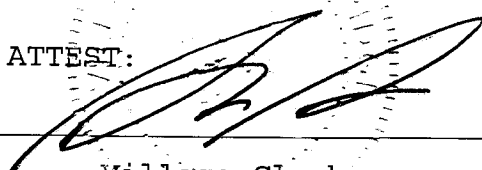
AYES: 5 - Trustees Schiappa, Franzese, Paveza, Mital, Smith

NAYS: 0 - None

ABSENT: 1 - Trustee Snyder

APPROVED by the Mayor of the Village of Burr Ridge on this 8TH day of May, 2023.

ATTEST:


Village Clerk

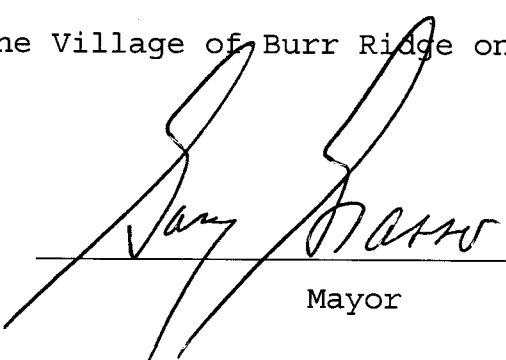

Mayor

EXHIBIT A

Zoning Ordinance Section VIII Language for Outdoor Dining

Outdoor Dining

Restaurant outdoor dining areas are areas set up adjacent to the exterior wall of a commercial building with tables, chairs, or other such furnishings, for the purpose of serving food and/or beverages by an adjoining restaurant in which the same food and beverages are offered for sale, sold, and served. Outdoor dining areas shall be subject, at a minimum, to the following:

1. Dining areas must be located adjacent only to the principal business to which the outdoor area is intended to serve;
2. No outdoor dining area shall be located so as to impede pedestrian traffic, or to obstruct curb cuts and the surrounding ramp and transition area, or to impede accessible access to and from the restaurant building;
3. No public sidewalks or public area may be used for a private restaurant's outdoor dining unless specifically approved by the Village;
4. The dining area shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant;
5. All fences surrounding the outdoor seating area shall have matching elevations and colors;
6. The door to the dining area shall be self-closing;
7. The area may be covered by an awning protruding from the exterior wall of the adjacent building, provided the awning is properly anchored. Awnings are subject to review and approval by the Community Development Director or their designee and should be consistent with other awnings within the development. Awnings which are not consistent with the neighboring tenants are subject to Plan Commission review and approval;
8. Wall enclosures, whether permanent or temporary, are prohibited unless specifically approved through a special use;
9. Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
10. Furniture and umbrellas shall be weighted to prevent their movement in the wind;
11. There shall be no advertising, signs, logos, or leaflets on the tables, chairs, fences, umbrellas or railings;
12. All furniture shall be removed during the winter season and the outdoor dining areas shall not be occupied from November 1 through March 1. All furniture must be stored out of public view or off-site of the subject property when not in use;
13. Tables shall be cleaned promptly following use;
14. Outdoor food preparation, storage or display is prohibited;
15. The floor or ground surface of the outdoor seating area shall be treated and cleaned before and after each season to ensure the removal of all food stains and return it to a state consistent with other sidewalks in the area;
16. Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
17. Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee. Outdoor dining areas shall comply with Zoning Ordinance Section IV, Noise Regulations;
18. Approval of outdoor dining areas shall be subject to the Village's adopted Building Codes;
19. Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;

EXHIBIT A

Zoning Ordinance Section VIII Language for Outdoor Dining

20. Outdoor dining areas must be approved by the Community Development Director or their designee to determine final compliance with the regulations set forth herein.

- f. Dry cleaners with on-site equipment for dry cleaning
- g. Funeral parlors or crematoriums
- h. Gun and ammo sales, including shooting ranges
- i. Hours of operation exceeding 7 A.M. to 10 P.M. for any permitted or special use
- j. Liquor stores
- k. Live entertainment and dancing accessory to any permitted or special use
- l. Professional massage services
- m. Offices related to the Secretary of State's Vehicle Services Division
- n. Parking lots and structures where such uses are the principal use on a lot
- o. Pet shops and pet service stores, with or without overnight services
- p. Restaurants (including specialty restaurants such as donut shops and ice cream shops) over 4,000 square feet with or without sales of alcoholic beverages.
- q. Tobacco shops
- r. Wine boutique with ancillary service of wine and beer by the glass and with service of pre-packaged food for consumption on-site

Outdoor Dining Area Regulations

Restaurant outdoor dining areas shall be subject to the following:

- Dining areas must be limited to the linear frontage of the principal business to which the outdoor area is intended to serve;
- Dining areas shall be enclosed by an open fence of approved design preventing access to the outdoor dining area except by a doorway from the interior of the restaurant if table service is provided or alcohol served in the outdoor dining area;
- Door to the dining area shall be self-closing;
- Tables shall be cleaned promptly following use;
- Furniture and umbrellas shall be weighted to prevent their movement in the wind;
- Seating shall not exceed one chair for every 10 square feet devoted to outdoor dining and shall be counted in determining restroom and parking requirements;
- No outdoor dining area shall be located so as to impede pedestrian traffic or proper access to and from the restaurant, defined as being within 60" of a curblin or so as to impede the normal flow of pedestrian traffic into or from a doorway;
- Outdoor food preparation, storage or display is prohibited;
- All furniture must be stored in the rear or off-site of the subject property when not in use;
- Any and all outdoor dining areas must cease to be occupied not less than one-half hour prior to the closure of the principal business;
- Outdoor music, performances, and other such entertainment is prohibited within outdoor dining areas, except when specifically exempted by one-time permit by the Village Administrator or their designee;
- Approval of outdoor dining areas shall be subject to the Village's adopted building codes;
- Approval of outdoor dining areas may only be approved by the Village if they are also approved by the property owner;

- Outdoor dining areas must be cumulatively approved by the Village Administrator or their designee to determine final compliance with the regulations set forth herein; and
- Outdoor dining areas shall be included as part of the size calculation for restaurants.

Parking Design Regulations

The subject property shall provide one parking space for each 200 gross square feet of commercial space available.

Every parking lot in excess of fifteen spaces shall contain planting islands for shade trees in compliance with the following standards:

- a. There shall be one island for every 15 parking spaces and one shade tree for each island.
- b. Each parking lot landscape island shall be a minimum of 9 feet wide and 18 feet in length.
- c. Required shade trees shall have a minimum 3 inch diameter measured two feet above ground level.
- d. Parking lot landscape islands generally shall be located at the ends of each row of parking (one double island to be located at the end of a double row of parking) and every 15 parking spaces within a row.
- e. Maintenance of Landscape Areas and Screening: All such landscaped areas and screening shall, once installed, be maintained in such manner as to retain at least the intended standards of the initial landscaping and to conform to the landscaping requirements of the Village.

Minimum Standards for Parking Stalls and Aisles

Angle of Parking	45 Degrees	60 Degrees	90 Degrees
Width of Stall	9'	9'	9'
Stall Width (parallel to aisle)	12'9"	10'5"	9'
Stall Depth (perp. to aisle)	20'	21'	18'
Stall Length	19'	19'	18'
Aisle Width	13'*	17'*	24'

*One-way aisles only

Parallel parking shall be permitted with stalls at least 24' in length with an aisle of 14'

Accessible parking areas shall be designed in accordance with State requirements

All open off-street loading berths, access drives, aisles, and maneuvering spaces shall be improved with an all-weather hard surface pavement including, at a minimum, a two inch (2") bituminous concrete surface course, with a twelve inch (12") minimum thickness aggregate base course, and six inch (6") high perimeter concrete curbing (Type B or Type B6:12) installed in accordance with Illinois Department of Transportation specifications.

Parking and Loading Regulations

The area immediately adjacent to the curbline shall be permitted to be used as a standing and loading zone (as shown in Exhibit C in yellow), except no parking, standing, or loading areas shall



VILLAGE OF BURR RIDGE

MEMORANDUM

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

FROM: Ella Stern, Planner

DATE: April 15, 2024

RE: Board Report

The Board of Trustees took the following actions relative to matters forwarded from the Plan Commission on April 8, 2024.

- **Z-02-2024: 78 Burr Ridge Parkway (Pattis Sunrise Café)**
 - An Ordinance approving a special use request for outdoor dining at restaurant over 4,000 sq. ft. with the sale of alcoholic beverages pursuant to County Line Square PUD Ordinance #A-834-19-21 and to amend an existing special use Ordinance #A-834-06-21, was continued to the May 13, 2024 Village Board meeting.
- **V-01-2024: 15W765 80th Street (LaConte)**
 - The Board directed staff to prepare an Ordinance approving a request for a variation to permit a fence within a corner side yard setback. The recommendation was unchanged from the Plan Commission.
 - The Board directed staff to prepare an Ordinance denying a request for a variation to permit a fence less than 50% open. The recommendation was unchanged from the Plan Commission.
 - The Board directed staff to prepare an Ordinance denying a request for a variation to permit a fence in the front yard. The recommendation was changed from the Plan Commission. The Plan Commission had voted 3 to 2 to permit a fence in the front yard and denying the portion of the fence extending further than the east wall of the house on the northern side.



VILLAGE OF BURR RIDGE

MEMORANDUM

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

FROM: Janine Farrell, AICP, Community Development Director

DATE: April 15, 2024

RE: **PC-06-2024: 6900 Veterans Blvd. and 451 Commerce St. (Midwest RE Acquisitions LLC/Bridge Industrial); Pre-Application Conference**

The petitioner, Midwest RE Acquisitions, LLC/Bridge Industrial, has requested a pre-application conference with the Plan Commission to discuss their proposal for a 113-acre site located at 6900 Veterans Blvd. and 451 Commerce St. The property located at 6900 Veterans Blvd. is commonly known as CNH or Case New Holland (PINs 09-24-400-011, 09-24-301-014, 09-24-301-018, and 09-25-200-011). The property located at 451 Commerce St. (PINs 09-24-301-013 and 09-24-301-022; one parcel with two PINs due to Nanophase tenant) is commonly known as the Burr Ridge Public Works Facility. The owner of the CNH property is CNH Industrial America, LLC and the owner of the Public Works Facility is the Village of Burr Ridge. Owner consent was only provided from CNH Industrial America, LLC and will be required from the Village Burr Ridge should the proposal become a zoning petition scheduled for public hearing.

Currently, the petitioner is requesting a pre-application conference. A pre-application conference is an informal discussion of the proposal; it is not a public hearing where the Plan Commission makes a formal recommendation to the Board of Trustees. Zoning Ordinance section XIII.L.2.b states the following regarding a pre-application conference:

Prior to filing the preliminary plan referred to below, the applicant shall request a pre-application conference with the Plan Commission. The request shall be accompanied by the documents previously submitted to the Community Development Director with such changes as the applicant has made subsequent to the applicant's meeting with the Community Development Director, and shall include the documentation required in Section XIII.L.3 hereof. At the pre-application conference, the Plan Commission shall advise the applicant of planning objectives which may affect the property and any other issues of concern to the Plan Commission. The application shall likewise be referred to the Village Engineer and other appropriate staff for review. The Plan Commission shall obtain the report of its staff on the proposed development, recommending such changes in building location, pattern of roadways, landscaping, and other matters as may be required to achieve a site plan consistent with the purposes and standards set forth in this Ordinance and the goals of the Comprehensive Plan. If, in the opinion of the Plan Commission, the proposed plan could be improved in respect to the criteria listed herein by modification of the location of open space, buildings, structures, or any other detail, the proposed plan shall be so modified or the developer shall provide in writing the objections to the modifications.

The petitioner submitted documents beyond the minimum requirements for the pre-application stage as set forth in Zoning Ordinance section XIII.L.3 (general site information, sketch plan, and legal description), including some documents which will be required at the preliminary plan stage. Due to the volume of documents received, these are included as Exhibit D, at the end of this report. All these documents were posted on the Village website on March 12, 2024.

The following report details staff's review of the documents received to date for the proposal and comments about additional information which will be required should the proposal proceed to a public hearing. This report also includes the reviews by the Village Engineer and Kimley-Horn, a third-party consultant which was retained to assist Village staff in the review of the traffic, stormwater, and utility aspects of the proposal. These comments been incorporated into this report, but their full comments are included as Exhibit A.

Although the pre-application conference is not a public hearing, a notice of the meeting was sent to residents and business owners within the vicinity, signs were posted on the property along Harvester Dr., Veterans Blvd., and Commerce St., and a notice was published in the newspaper (Exhibit C). Public comments which were received have been included as Exhibit B.

After this pre-application conference, the petitioner may wish to submit a preliminary plan of the PUD which would include all the documents as detailed in Zoning Ordinance section XIII.L.3.b. As stated previously, many of those documents have been submitted, but additional documents and changes to the submitted documents will be required. The petitioner may also submit the requests for the additional zoning action which will be required, as will be discussed later. The petitioner has stated that they wish to subdivide the parcel and may also submit a Preliminary Plat of Subdivision. The requirements for the preliminary plat are detailed in Subdivision Ordinance section IV.C. Preliminary engineering, landscape plans, photometric plans, architectural elevations, and other plans as determined necessary by staff will also be required at that time.

OVERVIEW:



Aerial image of the CNH site.

The petitioner is requesting to rezone the site from R-A/Research Assembly and L-I/Light Industrial (Public Works Facility) to R-5/Planned Residence District and L-I/Light Industrial. There are proposed Planned Unit Developments (PUD) for each zoning district. The petitioner will also subdivide the property into 13 parcels to accommodate the new buildings and the outlots for the proposed detention. The petitioner proposes to construct 72 townhome units, six industrial buildings, and a new Public Works facility on the approximately 113-acre site. The petitioner indicated that construction would last 18 months and be completed by 2026.

The property is currently improved with the CNH and Burr Ridge Public Works facilities. The existing main building for CNH is roughly 432,928 sq. ft. total with a roughly 355,000 sq. ft. footprint on the ground, and has a building height of 35 ft. There are additional ancillary, smaller structures throughout the site, plus 12 acres of outdoor storage yards and a 53 acre outdoor test track. The Public Works Facility is roughly 4 acres, has a roughly 40,000 sq. ft. building, and outdoor storage yard. This building was once part of the CNH campus, later sold to the Village of Burr Ridge. All the structures are slated for demolition which is proposed to occur in 2024 and last through Spring of 2025. The Public Work Facility is served by Village water; however, none of the CNH buildings is served by Village water. The entirety of the CNH site is served by an internal, isolated water distribution system consisting of shallow wells, reverse-osmosis filtration systems, and water softening systems.

The petitioner indicates that Veterans Blvd. will be extended east/west through the site, connecting to International Street (at Commerce St.). There will be additional off-site traffic and roadway improvements, including two signaled intersections at Veterans Blvd./Frontage Rd. and High Grove Blvd./Plainfield Rd., the addition of turn lanes on County Line Rd., and the closure of sections of Commerce St. It is important to note that the roads in this vicinity are under different jurisdictions. County Line Rd. is Cook County Department of Transportation and Highways (CCDOH). Madison St. and Plainfield Rd. are DuPage County Division of Transportation (DuDOT). High Grove Blvd., International St., Commerce St., Harvester Dr., and Veterans Blvd. are Village of Burr Ridge. N. Frontage Rd. west of County Line Rd. near this site is maintained by the Village, while N. Frontage Rd. east of County Line Rd. is the responsibility of CCDOH.

With this redevelopment, new stormwater detention must be provided. The petitioner is showing several new detention ponds and two areas set aside to accommodate the rehabilitation of existing wetlands on the site for a total of approximately 22 acres. The petitioner is proposing wetland style stormwater ponds that will improve water quality and reduce the peak flows during a storm event. The compensatory storage ratio is 1 to 1.5. The petitioner is proposing a 1.1-mile multi-purpose trail system through the site, connecting to Harvester Park to the south. There will be a total of roughly 41 acres of open space or about 35% of the property.

ZONING – OVERVIEW:

As stated previously, the petitioner is proposing the following zoning action. Additional zoning requests will be required if the proposal proceeds to a public hearing.

- Map amendment (re-zoning) from R-A/Research Assembly and L-I/Light Industrial to R-5/Planned Residence District and L-I/Light Industrial
- Special Use for a Planned Unit Development (R-5)
- Special Use for a Planned Unit Development (L-I)
- Preliminary Plan for a Planned Unit Development
- Preliminary Plat of Subdivision

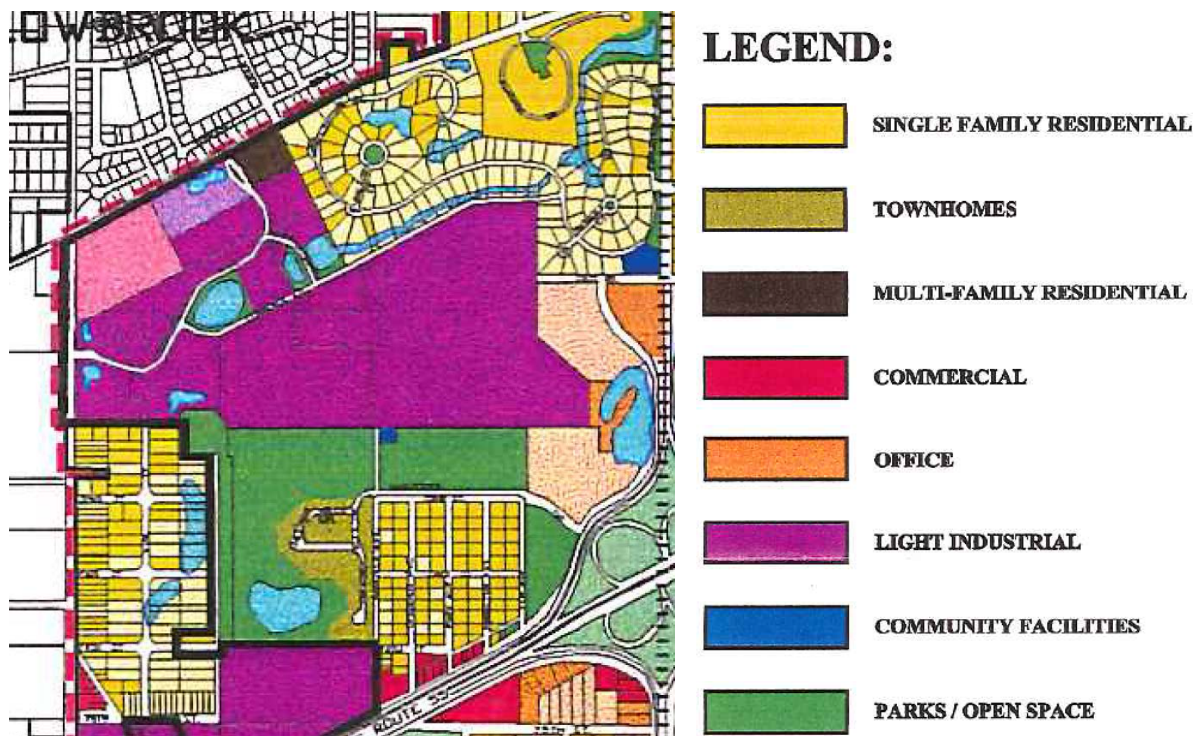
The document that guides development in the Village is the Comprehensive Plan, adopted in 1999 and last amended in 2007. The Comprehensive Plan sets forth the community's goals and objectives, including recommendations for how development should be regulated to achieve the overarching vision. The vision for Burr Ridge is as follows:

Burr Ridge is a high quality suburban community with low density neighborhoods characterized by distinctive homes in natural wooded settings. Our Village accommodates residents who seek a sense of privacy in a tranquil environment. We desire to enhance the Village's physical beauty, keeping Burr Ridge a very special place.

Additionally, Chapter 4 - Land Use Plan, lists the following as Burr Ridge's vision for future development.

- *Maintain the existing spacious residential environment characterized by high quality housing and low density neighborhoods in a wooded setting.*
- *Facilitate commercial and industrial development within the framework of the existing business and industrial parks so as to strengthen and maintain property values and provide a strong tax base for the Village.*
- *Preserve and enhance the natural wooded character of the community.*
- *Develop new growth areas with high quality, low density residential uses, consistent with the character of the Village.*

The Future Land Use map in the Comprehensive Plan illustrates the planned future uses for properties within the Village limits. For the CNH property, the majority of the property is anticipated for "light industrial" while the southern portion adjacent to the water tower is "parks/open space."



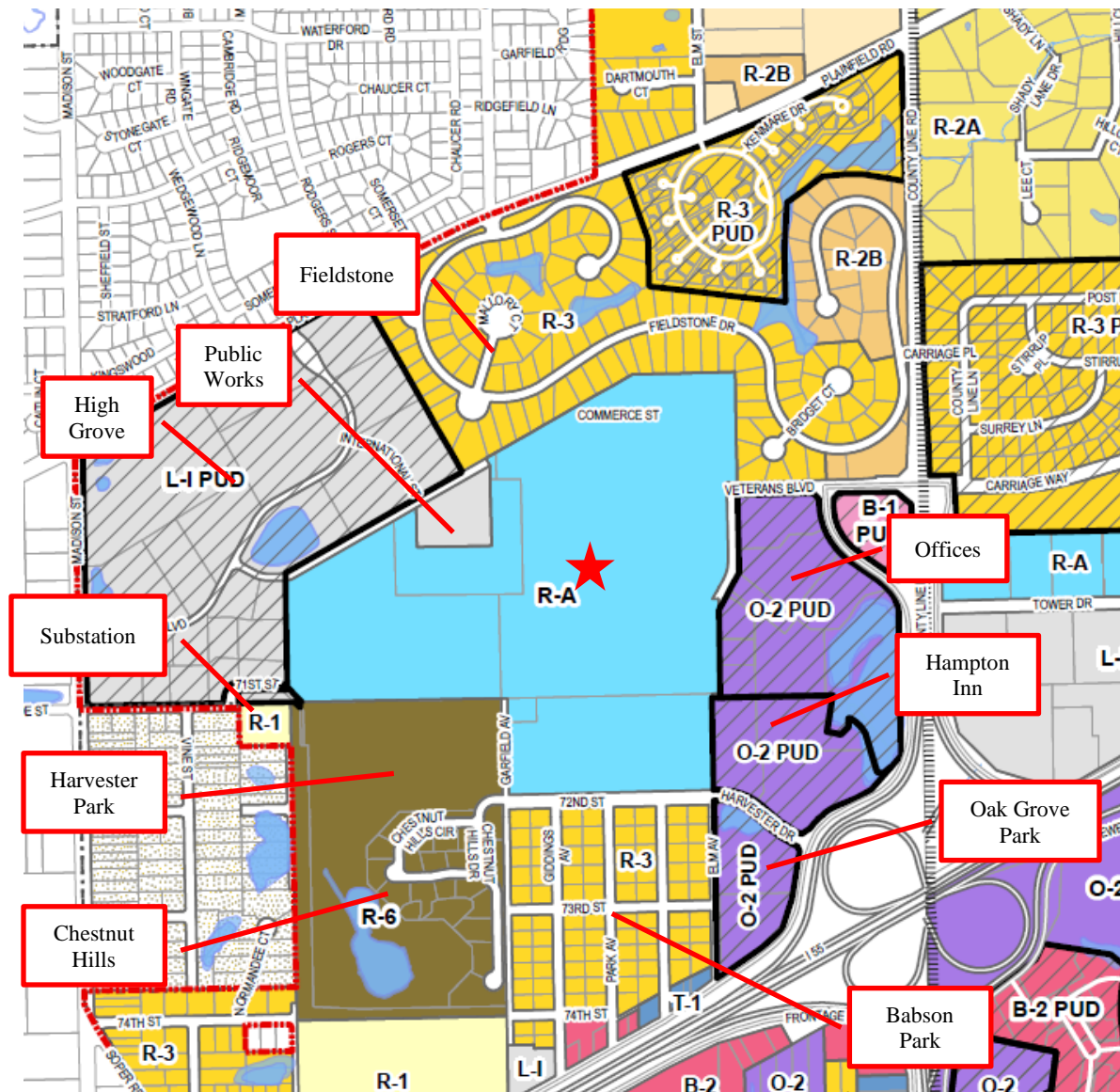
Comprehensive Plan Future Land Use Map.

Chapter 9 of the Comprehensive Plan discusses implementation, including anticipating future development trends. The following statement in section 9.4 is applicable to the proposal, *“Rather than deciding appearance and site issues for new development, the Village will increasingly be faced with the challenge of ensuring that redevelopment enhances the image of Burr Ridge as a prestigious community.”* Although there are portions of the property which are vacant, the proposal is largely redevelopment of a facility which was built in the 1950s.

In addition to the Comprehensive Plan, when the Board of Trustees and Plan Commission evaluate specific zoning requests such as a special use, PUD, or rezoning, the Zoning Ordinance has a unique list of “Findings of Fact” or “Standards” that they must use. The petitioner is required to respond to these as part of the zoning application. The Plan Commission and Board of Trustees must find that each Standard is met to approve the zoning action. The petitioner did not include their responses to the Findings of Fact for this pre-application conference; it was not a requirement. The responses will be required should the proposal proceed to a public hearing.

For context, staff is providing the adjacent zoning, land uses, and a zoning map of the area. This information is beneficial to the reviews for the residential and industrial sections which follow.

- North:
 - High Grove, an industrial park, is zoned L-I/Light Industrial and is within a Planned Unit Development (PUD).
 - The Village of Burr Ridge Public Works facility is zoned L-I/Light Industrial.
 - Fieldstone, a detached single-family residential subdivision, is zoned R-3/Single-Family Residence and is within a Planned Unit Development (PUD).
- South:
 - The Village of Burr Ridge water tower is zoned R-A/Research Assembly.
 - Chestnut Hills, a townhome development, is zoned R-6/Residential & Congregate Care.
 - Harvester Park, a Burr Ridge Park District community center and park, is zoned R-6/Residential & Congregate Care.
 - Babson Park, a detached single-family residential subdivision, is zoned R-3/Single-Family Residence.
 - Oak Grove Park, a Burr Ridge Park District park, is zoned O-2/Office & Hotel and is within a Planned Unit Development (PUD).
- East:
 - The Hampton Inn, a hotel, is zoned O-2/Office & Hotel and is within a Planned Unit Development (PUD).
 - There are multiple single-tenant and multi-tenant office buildings within the Fair Oaks at County Line and Oak Grove Subdivisions, zoned O-2/Office & Hotel and within a Planned Unit Development (PUD).
- West:
 - High Grove, an industrial park, is zoned L-I/Light Industrial and is within a Planned Unit Development (PUD).
 - The ComEd substation is zoned R-1/Single-Family Residence.



Zoning map of the site, marked with a red star, and the surrounding area.

ZONING – PLANNED UNIT DEVELOPMENT (PUD):

The petitioner is requesting a Planned Unit Development (PUD), a zoning tool which allows for flexibility in development. For example, the Burr Ridge Village Center is zoned B-2/Business District PUD, which allows for a mixed-use environment of residential condos within a commercial area. Zoning Ordinance section XIII.L.1 further clarifies a PUD.

In general, the planned unit development provisions of this Ordinance are intended to provide the following:

- *A choice in the type of environment available to the public by allowing development that would not be possible under the strict application of other sections of this Ordinance.*
- *Development and/or permanent reservation of open space, recreational areas and facilities.*
- *A land use plan which permits preservation of green space, natural vegetation, topographic and geological features and historic resources.*

- *A creative approach to the use of land and related physical facilities which results in better urban design, higher quality construction and the provision of aesthetic amenities.*
- *The efficient use of land, so as to promote economies in the provision of utilities, streets, schools, public grounds and buildings, and other facilities.*
- *Innovations in development so that the growing needs and demands of the population may be met by a greater variety in type, design, and layout of buildings and structures, and by conservation and more efficient use of open space ancillary to said buildings and structures, all in a manner so as to be consistent with the character of the zoning district in which the planned unit development is located.*
- *A land use which promotes the public health, safety, comfort, morals and welfare.*

Should the proposal proceed to public hearing, the petitioner will be required to list the deviations or variations from the bulk regulations found in both the Subdivision and Zoning Ordinances. As stated previously, if the proposal proceeds to public hearing, the petitioner will be required to submit a preliminary plan of the PUD which would include all the documents as detailed in Zoning Ordinance section XIII.L.3.b.

ZONING – R-5/PLANNED RESIDENCE DISTRICT:

The petitioner is proposing a townhome complex consisting of 72 units and a clubhouse with a pool on the northern 20 acres. There will be single access to the site which is directly across from the entrance to the industrial building area. A detention pond will circle the buildings to the south, east, and north. The proposed clubhouse, located on the west side of the road, will have detention to the south and west. In the document provided for the proposed subdivision, the lot for the townhomes is listed at 8% building coverage and 50% total lot coverage with the paved areas. A proposed multi-use trail is at the eastern end of the development, bringing residents south on the periphery of the site to Harvester Dr.

While the Comprehensive Plan indicates this area as “light industrial” in the Future Land Use map, the townhomes would provide a transition or buffer between the Fieldstone Subdivision to the north and the industrial park to the south. Buffering between uses is encouraged in the Comprehensive Plan, but typically in the context of providing landscaping between residential and non-residential uses.

When evaluating the proposal using selected Findings of Fact for map amendments, there are residential uses in the vicinity. Directly adjacent is the Fieldstone Subdivision, comprised of detached, single-family homes. The Fieldstone Club, located less than 0.25 miles to the north, is a cluster home development characterized by detached homes situated closer together and on smaller parcels than neighboring Fieldstone. Chestnut Hills is the nearest townhome or attached home development, located less than 0.5 miles to the south. Chestnut Hills is zoned R-6/Residential & Congregate Care District; since 1997, no new properties are permitted to be rezoned to R-6. The nearest R-5 zoning district is Lakeside Pointe, located about a mile to the southeast.

Additional Considerations:

1. A variation for R-5 on a parcel less than 80 contiguous acres will be required. With this preliminary plan, the property meets the minimum requirement for 20 acres and 800 feet of lot width for a Special Use for a Planned Unit Development. Any deviations from the R-5 standards will need to be listed through the PUD.

2. The petitioner stated that the townhomes will be constructed by a different developer, so specific details have not been provided and may be subject to change. As such, staff performed a cursory review with the preliminary information provided. The bulk regulations such as minimum lot area per unit, density, Floor Area Ratio (FAR), minimum ground floor area per dwelling unit, height, and setbacks, cannot be determined at this time. Additionally, off-street parking, visitor parking, and architectural materials, are also unknown. With submission of the preliminary plan for the PUD, the number of bedrooms per unit to calculate the impact to the schools, HOA Covenants and Restrictions, and other information will be required. The petitioner may opt to have the developer of the townhome parcel provide this information separately as a different, separate petition.
3. It is recommended to have two points of access for safety, better access control, and to allow for possible entryway improvements on the east limit of the site. The main entrance to townhomes should be located near the east property limit with a right turn which would allow residents to more quickly enter the complex and avoid conflict with industrial park traffic. An AUTOTurn analysis will be required to verify emergency vehicle access and circulation.
4. More clarity on the clubhouse is requested since the amenities at Harvester Park are less than 0.5 miles away and Woods Pool is less than 1.5 miles away.
5. Crosswalks for the multi-use trail should be re-evaluated, including those across north/south across Veterans Blvd. and east/west heading towards County Line Rd.

ZONING – L-I/LIGHT INDUSTRIAL:

The petitioner is proposing six industrial buildings located in the central portion of the parcel. These buildings will range in size from 100,800 sq. ft. to 275,000 sq. ft. These measurements are noted as the gross square footage, but with the dimensions provided on the plan, they are for the footprint on the ground. For context, the Linde or Praxair building in the adjacent High Grove Business Park, 7000 High Grove Blvd., is one of the largest structures in the development and measures about 112,000 sq. ft. total with a roughly 72,000 sq. ft. footprint on the ground.

The buildings are labeled A-F on the plans provided. Building A, to the far west, is separated from the remaining buildings by a detention and wetland area. This wetland is existing on the site. There are two points of access to Commerce St. which loop around the structure. Commerce St. will be vacated in this area to eliminate the through access to International St. Buildings B, C, D, E, and F have three main shared access points to Veterans Blvd. These drives provide circulation around the buildings. There is an additional point of access to the east of Building F from the length of Veterans Blvd. which heads south (this road provides access to adjacent office buildings). The existing Veterans Blvd. stub should be aligned at a four-legged intersection with the townhome entrance (see previous mention about townhome access on the eastern side of the parcel). This four-legged intersection may need to be an all-way stop-controlled intersection.

In the document provided for the proposed subdivision, the industrial parcels show building coverage ranging from 40% to 50%. With the paved areas, this increases to 90% to 95%. By contrast, the Public Works Facility parcel is at 22% coverage for the building and 70% total with the paved areas. If the buildings exceed the maximum 0.4 Floor Area Ratio (FAR) permitted, this deviation will need to be requested through the PUD. On the site plan, there is minimal green or open space surrounding the industrial buildings. The detention for the industrial area has largely been pushed to the north on the townhome parcel and to the south on the Public Works Facility parcel. The multi-purpose trails flank the development to the west and east, connecting the

Veterans Blvd. extension to Harvester Dr. and 71st St. There is a small detention pond and greenspace to the north of Building A and to the east of Building F. These are in addition to the aforementioned wetland and detention area between Buildings A and B, D, and E.

The petitioner did not provide architectural elevations but included conceptual renderings of the proposed buildings. The petitioner stated that wood, glass, and metal would be used at the entrances. There was no indication of the materials for the rest of the structure. Zoning Ordinance section X.B.10 states that “all exterior building facades in the Manufacturing Districts shall be of high quality materials that may include but are not limited to brick, natural stone, precast stone, architectural pre-cast panels or glass. The use of plastic siding, vinyl siding, or aluminum siding and the use of engineered stucco systems, including but not limited to those commonly known as ‘Dryvit’ or exterior insulation and finish systems (EIFS) are discouraged as exterior building façade materials for all buildings in the Manufacturing Districts. Traditional cement based stucco may be used as an exterior building material subject to the following restrictions: The majority of a building’s façade should be brick, natural stone, pre-cast stone, architectural pre-cast panels, or glass. The first 8 feet from the top of the building’s foundation should be brick, natural stone, pre-cast stone, or architectural pre-cast panels with the intent of creating the appearance of a strong building foundation. Stucco shall be installed as per the manufacturer’s specifications.” Additional information on the building materials will be required should the proposal proceed to public hearing.

While floor plans were not provided, the plans show a large open space with two office spaces per building. The offices measure from roughly 2,000 sq. ft. to 4,000 sq. ft. each or 2% to 5.5% of the total square footage of the structure combined. For reference, in the existing R-A zoning district, offices as part of a manufacturing use must constitute at least 70% of the total floor area of the building. In the L-I zoning district, there are no provisions on the permitted size of manufacturing operations in relation to office uses.

The petitioner did not provide examples of prospective tenants or businesses which will occupy the buildings. The petitioner stated that this development will be a light industrial business park. The traffic count information provided indicates Light Industrial uses as opposed to Warehousing uses (ITE Trip Generation Manual data for LUC 110 as opposed to LUC 150). More information on the proposed uses or businesses will be required should the proposal proceed to public hearing to ensure that the uses are permitted in the L-I zoning district. “Warehousing” is a permitted use in the G-I zoning district, not the L-I district.

For reference, permitted uses in the L-I zoning district are the following:

- Offices; business, professional, governmental or institutional
- Film production and recording studios
- Radio and television broadcasting studios
- Research and Testing laboratories
- Schools; commercial or trade schools which are conducted entirely within enclosed buildings
- Manufacturing, fabricating, processing, assembly, testing, storing, repairing, warehousing, shipping and servicing uses, provided that no such use listed as a permitted or special use in the GI District will be permitted (except for permitted use F,1,a where it would be permitted hereunder).

- Accessory uses customarily incidental to principal uses including but not limited to off-street parking and off-street loading spaces, business signs, and dwelling units or lodging rooms for watchmen or other personnel engaged in occupational activities requiring residences on the premises.

Special uses in the L-I zoning district are the following:

- Automobile Sales and Service
- Heliports
- Import and export establishment; wholesale sales only
- Indoor Private Athletic Training and Practice Facility (Amended by A-834-29-13)
- Planned unit developments
- Public utility, transportation and governmental service uses
- Training centers, engineering and sales
- Wholesaling establishments
- Sales and servicing of road paving equipment, provided all servicing or repair of equipment shall be done within completely enclosed buildings
- Retail banking facility located in an operations center of a bank
- Medical or dental clinics (but not including facilities devoted primarily to emergency medical services) (Amended by A-834-16-07)
- Retail uses accessory to either a permitted use or a special use in this district (Amended by A-834-16-07)
- Child care center

The petitioner is proposing to build a new Public Works Facility on the southern portion of the site. The proposed Public Works Facility measures about 35,000 sq. ft. (Traffic Study indicates about 68,000 sq. ft.) and has salt storage and a detached garage measuring about 7,000 sq. ft. There are two points of access to Harvester Dr. One access point is existing Garfield Ave. and one is a new, proposed drive. These drives connect to loop around the building to the north. There is also emergency access to the north to the industrial buildings. It is important to note that the actual building size, driveways, ingress/egress locations, salt storage locations, etc. must first be coordinated by Village staff, with an understanding that independent consultants have estimated a future Public Works facility should be nearly 71,000 sq. ft. The existing staffing, fleet, services provided, and ability to accommodate growth must be considered. There is a possibility of having shared use parking lots with neighboring Harvester Park for overflow. A small gasoline and diesel fuel depot has been considered for this site for use by Village vehicles and could, with agreement, be used by Park District vehicles, too.

The southern portion of the site is divided between the Public Works Facility and a wetland area with detention pond. Wrapping around the Public Works Facility to the south and west is a large detention pond, providing a buffer to Babson Park further south and to Harvester Park. This detention pond serves the entire industrial complex and precludes the Village from expanding its Public Works Facility for future growth of the Village and its services associated with this Department.

The Future Land Use map in the Comprehensive Plan indicates this area as “light industrial” with the southern portion of the site (proposed Public Works Facility, detention, wetland) as parks/open space. This designation was likely based on the existing land uses at the time, the CNH facility, and the vacant/open space to the south where an existing wetland is located adjacent to a public

park. The Comprehensive Plan's Goals and Objectives 1.2 states the following regarding industrial uses, *"facilitate development of only those commercial/industrial uses that generate traffic patterns that do not significantly impact the existing residential environment."* According to the information provided by the petitioner, the CNH facility had 1,200 employees at the peak of its operations. The proposed light industrial business park has a total of 1,300 employee parking spaces. These are employees only, not additional truck traffic generated by the businesses. The townhome development will also generate additional traffic. While a detailed analysis is provided in the "Traffic" section later in this report, there will be a significant increase in the traffic from the existing conditions.

When evaluating the proposal using selected Findings of Fact for map amendments, the property is already zoned two different Manufacturing District classifications, R-A/Research Assembly and L-I/Light-Industrial. The property is also being used for Manufacturing District uses. Within the vicinity, there are non-residential zoning districts and uses directly adjacent. To the north and west is the High Grove Business Park. This was originally called the Walsh, Higgins & Company/Harvester Business Park and was rezoned from R-A and R-3 to L-I with a PUD in 1990 (Ordinance A-454-09-90). To the east are hotel and office uses zoned O-2/Office and Hotel District. This area was rezoned and developed over time, starting in the early 1990s.

Additional Considerations:

1. A special use for the Public Works Facility will be required.
2. The Village owned water tower is not included in the zoning petition. It is recommended that it be included in order to rezone the tower to L-I and have it be consolidated with the Public Works Facility parcel. This would create a more unified development.
3. Within the Zoning Ordinance, minimum parking requirements are based upon the use. For "Manufacturing, Fabricating, Processing, Storing, Cleaning, Testing, Assembling, Repairing, or Servicing establishments," two parking spaces for each three employees based upon maximum number of employees that can be accommodated in accordance with Building Code regulations is required. For "Warehouse, Storage, Wholesale and Mail Order Establishments," four parking spaces plus one parking space for each 1,500 square feet of floor space over 4,500 square feet or when the number of employees is specifically indicated, two parking spaces for each three employees employed on the premises is required. If there is 1,199,875 square feet of industrial warehouse use, a total of 1,199 parking spaces would be required. The site plan currently reflects 1,338 parking spaces for the industrial warehouse buildings, which exceeds minimum requirements. It is also important to note that there is conflicting information on the total amount of square footage provided for the industrial buildings in the submittal. At this time, an evaluation on whether sufficient parking has been provided cannot be completed until the uses are clearly identified.
4. The petitioner shows loading docks on Buildings B, C, D, E, and F which face the inside of the parcel. The loading dock for Building A faces out to the adjacent High Grove Business Park. Zoning Ordinance section X.B.7 stipulates that "loading docks and berths fronting on any public or private street or opening onto a yard which is adjacent to a residential district shall be within completely enclosed buildings." While it appears that the internal circulation drives will be private, this will need to be evaluated should the proposal proceed to public hearing.
5. There will be truck traffic within this development. Zoning Ordinance section X.B.7 limits the overnight parking of trucks outside of an enclosed building. Only a maximum of two delivery trucks, not exceeding 24,000 pounds, may be parked overnight on a lot or parcel.

- The delivery trucks must be parked behind the principal building unless the existing configuration of the property precludes parking of trucks in the rear yard in which case delivery trucks shall be parked in a side yard behind the front wall of the principal building.
6. The landscape strip between Buildings C, D, E, and F may likely be damaged by the trucks entering/exiting the loading docks in Building F.
 7. Zoning Ordinance regulations require that utilities be placed underground and rooftop or ground-mounted equipment be screened. Details on the equipment have not been provided. The petitioner stated that there is an option for rooftop mounted solar panels.
 8. Parking lots for Buildings A and E could potentially be shared with Harvester Park to accommodate overflow for large events and connected with the proposed pathways.
 9. In the document provided for the proposed subdivision, the parcels meet the minimum lot size requirement, but not the frontage requirement. They will likely be accessed through easements or private roads which have not been identified. Shared parking agreements would also need to be furnished, if applicable. Any deviations from the Subdivision Ordinance standards will need to be requested through the PUD.
 10. In the document provided for the proposed subdivision, property lines run through the parking areas and the building setbacks range from 5 ft. to 140 ft. Setbacks in PUDs are measured at the exterior boundaries of the PUD. For a public hearing, more detailed information about the setbacks will be required since they are listed but not shown from these boundaries on the plans provided. Any deviations from the minimum setback requirements must be requested through the PUD. For reference, the minimum setbacks are as follows: front yard 60 ft., interior side yard 40 ft., corner side yard 60 ft., rear yard 40 ft., yards adjacent to residential districts 50 ft. or 150 ft.
 11. The petitioner stated that the building height will be 50 ft. Zoning Ordinance regulations stipulate that the maximum height is not more than 35 feet, except in a PUD, the height is dictated by the FAR. A building over 35 feet in height shall be not nearer to an exterior boundary of the PUD than two times the building height. Should the proposal proceed to public hearing, the height will need to be evaluated. Any deviation will need to be requested through the PUD.

LANDSCAPING AND SITE DESIGN ELEMENTS:

While general information about landscaping was provided, a formal landscape plan was not received. A landscape plan will be required for the submittal for public hearing. The petitioner indicates that buffering and screening will be provided along the shared property lines with Fieldstone, Babson Park, and Harvester Park. The detention and wetland areas will have natural plantings, and parkway trees will be installed on the extended Veterans Blvd.

Additional Considerations:

1. In the Comprehensive Plan, the County Line Rd. and the North Frontage Rd. intersection is called a principal gateway. As such, *“the proposed gateway should serve the dual function of defining the entrance to the Village as well as the entrances of Frontage Road.”* The gateway proposed at this intersection would define the north entrance into the Village. The grass strips located on the east and west of the intersection, similar to the Burr Ridge Parkway intersection, would be appropriate locations for the gateway elements. The gateway design for this intersection should also clearly identify the entrance to North Frontage Road.
2. The entrance to the development itself should include distinctive signage of a high quality. While Subdivision Ordinance section IX.H pertains to residential subdivisions, the

regulations for residential entryway monuments could provide a basis in evaluating the design for the non-residential area.

3. The PUD should include standard design requirements for building signage on the industrial buildings to ensure a cohesive development.
4. Other decorative design elements, like sculptures, could be provided on the outlots.
5. Benches, pathway marker signage, and similar items should be provided.
6. Ensure pathways are connected and appropriately striped for crosswalks.
7. Decorative street lights should be provided. While Subdivision Ordinance section VIII.J includes details on a specific style for residential developments, the regulations could provide a basis in evaluating the design for the non-residential area. Proposed streetlights should closely resemble those throughout the existing High Grove development, while the townhomes may incorporate a more unique style.
8. A Photometric Plan for all lighting within the development will be required for the submittal for public hearing.

TRAFFIC:

The petitioner provided a Traffic Impact Study (TIS) prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) dated February 15, 2024. Tables 6-8 of the TIS illustrate the existing traffic and the proposed traffic counts. Please note that there are conflicts in that information (see Additional Considerations below) which will need to be addressed, but using the information provided by the petitioner, the peak weekday morning and evening will see the most trips generated to/from the site at one time. Currently on a weekday morning, the CNH facility generates 203 total trips in/out, and the Public Works Facility generates 13 total trips in/out. For the proposed development during the same morning period, the light industrial will generate 820 total trips, the townhomes 32 total, and the Public Works Facility 32 total. This is an increase from 216 trips to 884. For the weekday evening, the CNH facility generates 180 total and the Public Works Facility generates 7 total. For the proposed development during the same evening period, the light industrial will generate 780 trips, the townhomes 39 total, and the Public Works Facility 32 total. This is an increase from 187 trips to 851.

With the proposed industrial uses, there will also be an increase in the truck traffic to the site. Table 6 provides an estimated 24-hour truck trip generation. There will be a total of 160 truck trips generated during the weekday morning hours and 139 weekday evening hours.

In response to the anticipated traffic increase that will occur because of this development, the petitioner is proposing the following improvements:

- Dual Northbound left turn lanes on County Line Rd. to Veterans Blvd.
- Southbound right turn lane on County Line Rd. to Veterans Blvd.
- Add a traffic signal at Veterans Blvd. and Frontage Rd.
- Add a traffic signal at High Grove Blvd. and Plainfield Rd.
- Restripe High Grove Blvd. at the Madison St. intersection for turn lanes.

Additional Considerations/Review Comments from Kimley-Horn and Village Engineer:

1. The application and Traffic Impact Study (TIS) indicates the development would include 1,199,875 square feet of industrial warehouse use. The site plan currently indicates 999,875 square feet for Lot 1 and Lots 4 through Lot 8. The proposed building area must be confirmed.

2. The land use and density assumptions included in the TIS align with the site plan dated 2/12/2024.
3. Provide additional information on the traffic circle shown at the residential access.
4. Provide additional information on the proposed four-lane cross-section for the Veterans Boulevard extension. Is the four-lane cross-section necessary to support projected traffic volumes?
5. Review the geometric assumptions for the analysis of Veterans Boulevard-High Grove Boulevard/Access C. The capacity analysis assumed one through lane and one shared through/right-turn lane on the west leg (eastbound) and one dedicated left-turn lane and two through lanes on the east leg (westbound); however, the site plan reflects a single lane in each direction with a dedicated westbound left-turn lane.
6. Review the geometric assumptions for Veterans Boulevard at Access D. The capacity analysis reflects one through lane and one shared through/right-turn lane on the west leg (eastbound); however, the site plan reflects a single shared lane.
7. Provide additional information on the proposed signage and striping for the crosswalk shown on Veterans Boulevard-High Grove Boulevard at Access C. Veterans Boulevard-High Grove Boulevard will operate under a free-flow condition at this crossing.
8. The TIS evaluates future Year 2029 conditions. The TIS acknowledges IDOT standard of build-plus-five on page 25. However, evaluation of future Year 2029 conditions suggests Year 2024 build which is not realistic. Although additional background traffic growth is not expected to materially change the conclusions of the TIS, the analysis should be updated to reflect a more realistic build year.
9. Traffic counts were conducted on Thursday, July 20, 2023, during the weekday morning (7:00-9:00AM) and weekday evening (4:00-6:00PM) peak periods. Traffic counts were also conducted on Saturday, July 22, 2023 during the midday and evening peak periods (10:00AM-6:00PM). Although the count data was collected in summer when schools were not in session, school-related traffic is not expected to materially impact area traffic conditions based on the area roadway network and development pattern. Therefore, we concur that the traffic counts represent typical conditions.
10. Based on projected traffic volumes and the results of the capacity analysis, we concur with a single inbound lane and single outbound lane at all driveways with the exception of Access Drive E which would provide one inbound lane and two outbound lanes.
11. Based on projected traffic volumes, we concur with the recommended westbound left-turn lanes on Veterans Boulevard at Access Drive C, Access D, and Access E. To mirror the westbound left-turn lane and facilitate access to the residential component, an eastbound left turn lane is also recommended on Veterans Boulevard at Access E. Please provide the turn lane dimensions.
12. Based on a review of the permitted uses in the LI Light Industrial District, we concur with use of ITE Trip Generation Manual, 11th Edition data for LUC 110, Light Industrial.
 - a. Use of ITE data for LUC 110 provides a more conservative approach as compared to LUC 150, Warehousing.
 - b. Use of ITE data for LUC 110 is generally consistent with LUC 140, Manufacturing in the morning peak hour. In the evening peak hour data for LUC 140 is greater than LUC 110. However, it is unlikely the site would be 100% manufacturing; and therefore, use of LUC 110 accounts for a mix of industrial uses.
13. The TIS will establish a trip threshold for the industrial development. As part of the Village tenant permitting process, information regarding the operational characteristics

(e.g., hours of operation, shift hours, employee headcount, truck trips per day and peak hours) will need to be submitted. The Village may require additional traffic review for tenants with unique operational characteristics and/or where the trip threshold established by the TIS is exceeded.

14. Please review the industrial trips in Table 5. The sum of the industrial truck trips and employee trips does not equal the total industrial trips.
 - a. For example, in the weekday evening peak hour, 11 industrial truck trips + 741 industrial employee trips \neq 780 total trips. Update the analysis accordingly.
15. We concur with the trip distribution assumptions presented in Figure 6A of the TIS.
16. Table 7, please clarify the source of the existing CNH Industrial site traffic that was removed from the roadway network. The trips presented in the table do not align with the existing traffic count data depicted in Exhibits 4B and 5B.
 - a. For example, according to the exhibits a total of 148 (86 inbound, 62 outbound) CNH trips were counted in the morning peak hour. In contrast, Table 7 suggests 203 morning peak hour trips were removed from the roadway network.
17. Page 54 notes that a weave analysis was completed for County Line Road between the I-55 off-ramps and Veterans Boulevard. We generally concur with the summary of the weave analysis; however, the analysis could not be verified as details are not provided in the appendix.
 - a. According to the weave analysis, this segment of County Line Road would operate within acceptable limits. The TIS indicates the proposed dual left-turn lanes and taper will be shorter than the existing turn lane and taper; and therefore, additional distance is provided for vehicles exiting I-55 to merge.
18. We generally concur with the capacity analysis and recommended offsite improvements with the exception noted below.
 - a. County Line Road is under the jurisdiction of Cook County Department of Transportation and Highways (CCDOTH). Based on the improvements identified for the intersection of County Line Road/Veterans Boulevard-Carriage Way, the TIS will be subject to CCDOTH review and approval. Please provide copies of all correspondence with CCDOTH.
 - i. Restripe the eastbound approach to provide an exclusive left-turn lane, shared through/right-turn lane, and a dedicated right-turn lane. Remove the existing eastbound right-turn overlap phase.
 1. The shared through/right-turn lane is expected to result in weave activity on southbound County Line Road between Veterans Boulevard-Carriage Way and the I-55 on-ramps. Please provide a weave analysis. Alternate mitigation options should be considered.
 - ii. Widen County Line Road to provide a dedicated southbound right-turn lane. Provide a southbound right-turn overlap phase.
 - iii. Widen County Line Road to provide dual northbound left-turn lanes. Modify the traffic signal to provide protected-only northbound and southbound left turn movements.
 - iv. Modify/upgrade the traffic signal. Signal timings and cycle length to be optimized.
 - b. Plainfield Road west of County Line Road is under the jurisdiction of DuPage County Division of Transportation (DuDOT). Based on the following improvements identified for the intersection of Plainfield Road/High Grove Boulevard, the TIS will be subject to DuDOT review and approval. Please provide copies of all correspondence with DuDOT.

- i. Install a traffic signal. The traffic signal will be interconnected with the existing signal system on Plainfield Road. A westbound protected left-turn phase with a northbound right-turn overlap phase should be provided.
 - ii. Restripe the northbound approach to provide separate left- and right-turn lanes. Based on aerial imagery, the existing pavement width (approximately 24 feet) appears to be sufficient to accommodate two lanes.
 - c. The following improvement was identified for the intersection of Veterans Boulevard/North I-55 Frontage Road. Please clarify if crosswalks and pedestrian countdown signals will be provided.
 - i. Install a traffic signal. The traffic signal to be interconnected with the signal at County Line Road/Veterans Boulevard-Carriage Way. East-west split phasing recommended to accommodate the shared through/left-turn movements in the same lane (existing geometry to be maintained). Projected 95th percentile queues for the westbound lanes is less than 2 vehicles (50 feet); and therefore, queue spillback to County Line Road is not anticipated.
 - d. At the intersection of Madison Street/High Grove Boulevard, the following improvement was recommended. For reference, Madison Street is under the jurisdiction of DuDOT. The recommended improvements would be within Village right-of-way only.
 - i. Stripe the westbound approach to provide separate left- and right-turn lanes. Based on aerial imagery, the existing pavement width (approximately 24 feet) appears to be sufficient to accommodate two lanes.
 - e. The TIS indicates an eastbound right-turn lane should be incorporated into the CCDOTH improvements planned for the intersection of Plainfield Road/County Line Road.
 - i. The proposed redevelopment is not expected to materially impact the eastbound right-turn movement; and therefore, installation of the turn lane is not included in the analysis of future conditions.
 - ii. The TIS suggests the proposed extension of Veterans Boulevard may provide an alternate route to/from County Line Road, which could decrease the volume of eastbound right-turn traffic at Plainfield Road/County Line Road.
19. Some site plans incorrectly label International Street as “Highgrove Road” (sic). Consider if the International Street name needs to remain or should be hereby dedicated as Veterans Boulevard, since no business use International Street in mailing addresses.
 20. Consider providing on-street bicycle path connections that could be striped along Commerce Street and High Grove Road to safely connect this development and adjacent residential neighborhoods to the existing regional bicycle trail running along the west side of Madison Street.
 21. Right-of-way dedication would be sufficient by existing subdivision ordinance regulations but should consider the full widths required to accommodate a proposed 5-lane roadway, pedestrian pathway(s), parkway trees and utilities that will be confined to the ROW.
 22. Herein repeating the question raised by KHA - if a 5-lane roadway for Veterans Boulevard is necessary or if a 3-lane roadway can equally accommodate proposed residential and commercial traffic and include landscaped medians.

23. At the west limit of High Grove Road and International/Veterans Boulevard, provide at a minimum, pavement marking channelization on High Grove Road for left-turn lanes, but also consider if an all-way stop control and decorative landscaped entryway medians are warranted or desired.
24. The termination of Commerce Street by Lot 1 is beneficial but should provide a cul-de-sac of width and radius appropriate for semi-trucks (WB-50 or larger).
25. Improvements to Harvester Drive should be considered that may include a pathway connection for the Babson Park neighborhood to the proposed pathways in this new development, as well as roadway widths and curb radii that accommodate the deliveries of materials and equipment to the Public Works facility.
26. The intersection of local roads must be included in the analyses and include Veterans Boulevard at High Grove Road, as well as Harvester Drive at N. Frontage Road for consideration of channelization and all-way stop controls.
27. When signalizing the Veterans Boulevard and North Frontage Road intersection, the existing left-through lane must be reconfigured to better accommodate progression of flow from the County Line Road intersection.
28. The County Line Road analyses shall incorporate existing studies and a partnership with the Cook County Department of Transportation and Highways (CCDOTH) and its future reconstruction of the Veterans Boulevard/Carriage Way Drive intersections. The conceptual designs currently in Phase I by CCDOTH have not considered the traffic patterns and truck percentages of the west leg from this proposed development. This intersection re-design is sensitive to the adjacent residents (property owners, condo owners, and townhome owners) as well as the medical building and large businesses along the frontage road.
29. The traffic impact analyses shall also include degradation of the stop-controlled approaches to County Line Road at Fieldstone Drive and Carriage Place, which would include vehicle speeds, volume and changes to lane usage, gap analyses, and sight distance concerns.
30. The Village reserves further comments regarding County Line Road intersection improvements pending the submittals and subsequent meetings with CCDOTH staff to review the aforementioned studies, comments, and concerns.

UTILITIES:

Utilities (water, sanitary sewer, electric, gas, etc.) will need to be extended throughout the site for the new structures. While the water supply will be from the Village, the property is within the Flagg Creek Water Reclamation District. With receipt of preliminary engineering, Flagg Creek Water Reclamation District will be engaged to provide additional comments and approval.

Additional Considerations/Review Comments from Kimley-Horn and Village Engineer:

1. Please show the existing watermain, storm and sanitary sewer on-site and surrounding the site. Show the existing pipe sizes and invert elevations for the sewers.
2. Sanitary Sewer
 - a. Show proposed invert elevations at key locations for the proposed sanitary to confirm that depths are adequate, and a sanitary sewer lift station is not required for the eastern portion of the site.
 - b. Show the existing and proposed invert elevations for Building A to the west to confirm a lift station is required. A gravity system is preferred if feasible.
3. Watermain Distribution System

- a. Show the existing watermain distribution system and the size of the system at the proposed connection points. Work with the Village to determine existing pressures and flows and if capacity for domestic and fire flow is a concern, run a WaterCADD analysis to determine pressures and flows at key locations. We want to confirm that the existing system has adequate flow and pressures for all the proposed building structures.
 - b. The townhouse development has an internal looped system but does not have redundancy to the public water supply at Veterans Boulevard. Please review options to provide redundancy.
 - c. A connection to the existing water tower distribution system is proposed. The Village should confirm if this is acceptable or if a different connection to the existing system is required.
4. Show off-site lift station and coordinate sanitary sewer design with the Flagg Creek Water Reclamation District.
5. Show off-site existing water main (Harvester Park, Fieldstone/Fieldstone Club, Veterans Boulevard, Babson Park, etc.), and the distribution mains around the elevated tank (aka North Water Tower). Also show existing cellular equipment and facilities around the North Water Tower that exist on this site under leasing contracts with the Village.
6. Consider if the existing CNH elevated storage tank will remain for connection to the Village's distribution system or if it will be abandoned and removed. The existing cellular equipment should be relocated with new lease agreements onto the Village's North Water Tower or South Water Tower as needed.
7. The Village reserves further comments regarding water main alignment and sizing pending the pre-final building location, fire protection district review comments, and analysis of the Village's water distribution system hydraulic model with these proposed conditions. Provide CAD and SHP files, as well as estimated per-building water consumption, for the Village consultant to analyze the expansion of its water distribution system into this proposed development.
8. The DuPage County Health Department and IEPA must be informed by permit applications of private wells to be abandoned, as well as the dissolution of this separate "community water system".

STORMWATER:

As was mentioned previously, the petitioner is proposing several new detention ponds throughout the site. The Village is a partial waiver community; therefore, all floodplain, floodway, wetlands and buffer sections of the DuPage County Countywide Stormwater and Floodplain Ordinance for the proposed development will be reviewed by DuPage County. Upon receipt of authorization from DuPage County, the Village will issue the Stormwater Certification for the development.

The stormwater documents provided are conceptual. As part of the preliminary and final engineering, the stormwater management calculations will be reviewed for general conformance with respect to the DuPage County Countywide Stormwater and Floodplain Ordinance. This includes but is not limited to the following submittals: Stormwater, Post Construction Best Management Practices, and Soil Erosion and Sediment Control Requirements.

Additional Considerations/Review Comments from Kimley-Horn and Village Engineer:

1. Show proposed invert elevations at key locations for the proposed storm system to confirm that depths are adequate and outlet elevations can be confirmed.

2. Indicate the NWL and HWL for all the basins and label the basins for future correspondence. It appears that several detention basins are interconnected and provide equalizer pipes since outlet structures are not proposed between the basins. Confirm that the site can accommodate same NWL and HWL elevations at these locations.
3. Provide a Proposed Drainage Map for the overall development. It appears that most of the surface runoff from Buildings B, C, D, E and F are tributary to the proposed stormwater basin at the southeast corner of the site, just north of 72nd Street. If this is proposed, several items need additional investigation:
 - a. Confirm that this system has adequate cover near Building B or the basin at the southeast corner isn't too deep to accommodate this stretch of pipe.
 - b. When reviewing the Existing Drainage Exhibit, it appears that most of this area is tributary to the northeast corner of the site under existing conditions. Drainage patterns should be consistent between existing and proposed conditions. Even though peak release rates are met, the low flow conditions should be analyzed if watershed patterns are not consistent.
4. The proposed detention basins on the north provide a nice buffer between the existing residential areas and the proposed industrial buildings. In concert with Comment #3, it appears that proposed Veterans Boulevard and the townhomes are the only areas tributary to these basins. Also, the proposed detention pond for the Public Works building appears to be larger than required. If the detention ponds are oversized or undersized for each lot, easement language would need to be drafted for a "Regional Detention Basin" system.
5. The storm sewer system network along with the proposed outlets south of Building F are confusing. Provide more detail on outlet conditions to confirm this system is feasible.
6. Show 100-year overflow routes through the site in conformance with the existing drainage areas.
7. Explain 85% reduction in flow for each drainage area.
8. As mentioned in the Stormwater Memo dated February 16, 2024, the naturalized basins will provide the BMP requirements. Provide a preliminary detail on how the naturalized detention basin will meet the County BMP requirements. Sample elevations of the NWL and outlet pipes should be provided.
9. A presentation for review and comment by the Stormwater Committee, at its next meeting on April 23, 2024, or its possible regular meeting of May 14, 2024, is recommended.
10. Stormwater runoff and water quality through the retention facilities in Fieldstone and Fieldstone Club is sensitive to nutrient excesses and stagnation; therefore, consider additional water quality improvements that decrease nutrient load and biological oxygen demand and/or increase oxygenation.
11. A pre-application meeting with DuPage County Stormwater Division was held on August 10, 2023, at which time guidance from County staff included:
 - a. Utilize Rainfall Bulletin 75 and the existing County models for floodway conveyance and floodplain limits.
 - b. Verify existing wetland limits, the last boundary verification being in 2022.
 - c. A site-specific Flood Plain study will be required using FEMA-accepted models and methodology, which shall be submitted to IDNR-OWR for approval.
 - d. A CLOMR will be required for any revisions to the Regulatory Floodway boundary or encroachment upon the Flood Plain.
12. Detail the existing off-site stormwater storage facilities, HWLs, control structures, and outfalls in Fieldstone and Fieldstone Club, Oak Grove Park, and Schustek Pond (aka "Cooling Pond").

13. An existing detention facility for this site is not mentioned in the memo nor shown on the plans, but exists at the terminus of Commerce Street, adjacent to the existing 451 Commerce St. site.
14. Village staff reserves additional comments until the pre-final building locations and subsequent stormwater submittals are made as required for wetland delineation, jurisdictional determination, and DuPage County Stormwater Certification.

Attachments

Exhibit A – Village Engineer and Kimley-Horn Review Comments

Exhibit B – Public Comments

Exhibit C – Public Notices

Exhibit D – Petitioner's Materials

- Petition with letter, legal description, and owner consent
- Narrative
- Presentation
- Survey
- Site Plans
- Intersection Plans
- Utility Plans
- Drainage Exhibit
- Topographic Survey
- Architectural Plans
- Stormwater Memo
- Traffic Impact Study

M E M O

To: Janine Farrell, AICP, Director of Community Development
From: David Preissig, P.E., Director of Public Works & Village Engineer
Date: April 7, 2024
Subject: 6900 Veterans Boulevard (CNH Industrial): Conceptual Plan Review

The following review comments involve those documents submitted by Midwest RE Acquisitions LLC as an affiliated entity for Bridge Industrial, and prepared for a pre-application hearing to the Village of Burr Ridge Plan Commission on April 15, 2024:

- A. 6900 Veterans Boulevard project narrative, prepared by Midwest RE Acquisitions, LLC
- B. Site engineering plans, prepared by Jacob & Hefner Associates
- C. Traffic Impact Study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.)
- D. Proposed Stormwater Improvements memo, prepared by Jacob & Hefner Associates

These comments supplement those prepared by engineers and transportation planners at Kimley-Horn and Associates, Inc, which firm has been retained by the Village for in-depth analyses of data, presentations, reports, and plans submitted by any petitioner for the subject development.

CONCEPTUAL SITE PLANS

- 1. Right-of-way dedication would be sufficient by existing subdivision ordinance regulations but should consider the full widths required to accommodate a proposed 5-lane roadway, pedestrian pathway(s), parkway trees and utilities that will be confined to the ROW.
- 2. Herein repeating the question raised by KHA - if a 5-lane roadway for Veterans Boulevard is necessary or if a 3-lane roadway can equally accommodate proposed residential and commercial traffic and include landscaped medians.
- 3. Consider for better access control and possible entryway improvements on the east limit:
 - a. Align the main entrance to townhomes (Lot 13) near the east property limit
 - b. Move the existing Veterans Blvd stub to the Spine Center to the west side of Lot 12, and align this roadway at a 4-legged intersection with the townhome entrance. Also consider if this should be an all-way stop-controlled intersection.
- 4. At the west limit of High Grove Road and International/Veterans Boulevard, provide at a minimum, pavement marking channelization on High Grove Road for left-turn lanes, but

also consider if an all-way stop control and decorative landscaped entryway medians are warranted or desired.

5. The termination of Commerce Street by Lot 1 is beneficial but should provide a cul-de-sac of width and radius appropriate for semi-trucks (WB-50 or larger).
6. Improvements to Harvester Drive should be considered that may include a pathway connection for the Babson Park neighborhood to the proposed pathways in this new development, as well as roadway widths and curb radii that accommodate the deliveries of materials and equipment to the Public Works facility.
7. The Public Works buildings and parking lots on Lots 9-10 should consider the following:
 - a. Parking lots should be provide near those existing at Harvester Park for shared use as overflow Park District parking.
 - b. Locating the detention area on this site precludes the Village from expanding its PW facility for future growth of the Village and its services associated with this Department.
 - c. Actual building size, driveways, ingress/egress locations, salt storage locations, etc. must be firstly coordinated by Village staff. The existing staffing, fleet, and services provided, an ability to accommodate marginal growth, and a need to consolidate the Village's PW facilities that will eliminate "Rustic Acres" property usage, shall all be factors for consideration.
 - d. A small gasoline and diesel fuel depot has been considered for this site for use by Village vehicles and could, with agreement, be used by Park District vehicles, too.
8. Could parking for Buildings A and E be permitted, by agreement with the Park District, to connect with the proposed pathways and provide additional overflow parking for Harvester Park events?
9. Some site plans incorrectly label International Street as "Highgrove Road" (sic). Consider if the International Street name needs to remain or should be hereby dedicated as Veterans Boulevard, since no business use International Street in mailing addresses.
10. Consider providing on-street bicycle path connections that could be striped along Commerce Street and High Grove Road to safely connect this development and adjacent residential neighborhoods to the existing regional bicycle trail running along the west side of Madison Street.

CONCEPTUAL UTILITY PLANS

1. Show off-site lift station and coordinate sanitary sewer design with the Flagg Creek Water Reclamation District.
2. Show off-site existing water main (Harvester Park, Fieldstone/Fieldstone Club, Veterans Boulevard, Babson Park, etc.), and the distribution mains around the elevated tank (aka



North Water Tower). Also show existing cellular equipment and facilities around the North Water Tower that exist on this site under leasing contracts with the Village.

3. Consider if the existing CNH elevated storage tank will remain for connection to the Village's distribution system or if it will be abandoned and removed. The existing cellular equipment should be relocated with new lease agreements onto the Village's North Water Tower or South Water Tower as needed.
4. The Village reserves further comments regarding water main alignment and sizing pending the pre-final building location, fire protection district review comments, and analysis of the Village's water distribution system hydraulic model with these proposed conditions. Provide CAD and SHP files, as well as estimated per-building water consumption, for the Village consultant to analyze the expansion of its water distribution system into this proposed development.
5. The Village reserves further comments regarding streetlights until photometrics are provided. Proposed streetlights should closely resemble those throughout the existing High Grove development, while the townhomes may incorporate a more unique style.
6. The DuPage County Health Department and IEPA must be informed by permit applications of private wells to be abandoned, as well as the dissolution of this separate "community water system".

CONCEPTUAL STORMWATER REVIEW

7. A presentation for review and comment by the Stormwater Committee, at its next meeting on April 23, 2024, or its possible regular meeting of May 14, 2024, is recommended.
8. Stormwater runoff and water quality through the retention facilities in Fieldstone and Fieldstone Club is sensitive to nutrient excesses and stagnation; therefore, consider additional water quality improvements that decrease nutrient load and biological oxygen demand and/or increase oxygenation.
9. A pre-application meeting with DuPage County Stormwater Division was held on August 10, 2023, at which time guidance from County staff included:
 - a. Utilize Rainfall Bulletin 75 and the existing County models for floodway conveyance and floodplain limits.
 - b. Verify existing wetland limits, the last boundary verification being in 2022.
 - c. A site-specific Flood Plain study will be required using FEMA-accepted models and methodology, which shall be submitted to IDNR-OWR for approval.
 - d. A CLOMR will be required for any revisions to the Regulatory Floodway boundary or encroachment upon the Flood Plain.
10. Detail the existing off-site stormwater storage facilities, HWLs, control structures, and outfalls in Fieldstone and Fieldstone Club, Oak Grove Park, and Schustek Pond (aka "Cooling Pond").



11. An existing detention facility for this site is not mentioned in the memo nor shown on the plans, but exists at the terminus of Commerce Street, adjacent to the existing 451 Commerce St. site.
12. Village staff reserves additional comments until the pre-final building locations and subsequent stormwater submittals are made as required for wetland delineation, jurisdictional determination, and DuPage County Stormwater Certification.

CONCEPTUAL TRAFFIC IMPACTS AND INTERSECTION IMPROVEMENT

1. The intersection of local roads must be included in the analyses and include Veterans Boulevard at High Grove Road, as well as Harvester Drive at N. Frontage Road for consideration of channelization and all-way stop controls.
2. When signalizing the Veterans Boulevard and North Frontage Road intersection, the existing left-through lane must be reconfigured to better accommodate progression of flow from the County Line Road intersection.
3. The County Line Road analyses shall incorporate existing studies and a partnership with the Cook County Department of Transportation and Highways (CCDOTH) and its future reconstruction of the Veterans Boulevard/Carriage Way Drive intersections. The conceptual designs currently in Phase I by CCDOTH have not considered the traffic patterns and truck percentages of the west leg from this proposed development. This intersection re-design is sensitive to the adjacent residents (property owners, condo owners, and townhome owners) as well as the medical building and large businesses along the frontage road.
4. The traffic impact analyses shall also include degradation of the stop-controlled approaches to County Line Road at Fieldstone Drive and Carriage Place, which would include vehicle speeds, volume and changes to lane usage, gap analyses, and sight distance concerns.
5. The Village reserves further comments regarding County Line Road intersection improvements pending the submittals and subsequent meetings with CCDOTH staff to review the aforementioned studies, comments, and concerns.





MEMORANDUM

To: Janine Farrell, AICP – Village of Burr Ridge

From: Kimley-Horn

Date: April 8, 2024

Subject: CNH Industrial site – Pre-Application review

Kimley-Horn and Associates, Inc. (Kimley-Horn) has completed a review of the pre-application for redevelopment of the CNH Industrial site with a common street address of 6900 Veterans Boulevard and 451 Commerce Street in Burr Ridge, Illinois. The proposed redevelopment would include a total six industrial buildings totaling 1,199,875 square feet, 72 townhome units, and a new and relocated 68,294 square-foot Village Public Works Facility. To accommodate the redevelopment, the existing 500,000 square-foot CNH Industrial building would be demolished. Based on information provided by the Applicant, the existing building includes approximately 200,000 square feet of office use and 300,000 square feet of manufacturing and industrial use.

To facilitate access to the industrial and residential uses, Veterans Boulevard would be extended west to International Street. The roadway extension would be an 80-foot dedicated right-of-way. Access to the development would be provided as follows:

- Industrial Building A: two full-access driveways to Commerce Street; the southwest driveway (Access A) would facilitate truck access to the site, and the northeast driveway (Access B) would provide access for passenger cars.
- Industrial Building B through Building F: four full-access driveways (Access C through Access F) to Veterans Boulevard
- Townhomes: single full-access driveway to Veterans Boulevard (Access E)
- Public Works Facility: full-access driveway to Harvester Drive (Access F)

Approximately 1,000 linear feet of Commerce Street, located northeast of Building A, would be vacated. Cross-access between the industrial use and Public Works Facility would be for emergency vehicles only.

This memorandum encompasses a review of the following application documents:

- CNH Pre-App Narrative, prepared by Midwest RE Acquisitions, LLC (not dated)
- Site Plan, prepared by Jacob & Hefner Associates (dated 2/12/2024)
- Traffic Impact Study Redevelopment of the CNH Industrial Campus, prepared by KLOA (dated February 15, 2024)

A summary of comments is outlined below based on a review of the aforementioned documents.

Site Plan

1. The application and TIS indicates the development would include 1,199,875 square feet of industrial warehouse use. The site plan currently indicates 999,875 square feet for Lot 1 and Lots 4 through Lot 8. Please confirm the proposed building area.
2. Two points of emergency vehicle access should be provided for the residential. Consider additional access aligned opposite driveway at Lot 12.
 - a. An AUTOTurn analysis will be required to verify emergency vehicle access and circulation.
3. Per Section XI (Off-Street Parking and Off-Street Loading) of the Burr Ridge Municipal Code, the following minimum number of parking spaces shall be required for the development:
 - a. Multiple-Family Dwellings: 2.0 spaces per dwelling unit or 144 spaces for the 72-unit residential development. According to the site plan, parking for the residential use is "TBD". Please confirm the minimum required parking will be provided.
 - b. Warehouse, Storage, Wholesale and Mail Order Establishments: 4.0 parking spaces plus 1.0 parking space for each 1,500 square feet of floor space over 4,500 square feet or when the number of employees is specifically indicated, 2.0 parking spaces for each 3 employees employed on the premises.
 - i. For 1,199,875 square feet of industrial warehouse use, a total of 1,199 parking spaces would be required. The site plan currently reflects 1,338 parking spaces for the industrial warehouse buildings, which exceeds minimum requirements.
 - c. Village Hall: 2.0 parking spaces for each 3 employees. Please verify the proposed 40-space parking supply satisfies anticipated Village parking demand, including spaces for any fleet vehicles (as applicable).
 - d. Note that manufacturing uses shall be required to provide 2.0 parking spaces for each 3 employees based upon maximum number of employees that can be accommodated in accordance with Building Code regulations. Should manufacturing uses be planned for the development, the minimum required parking shall be provided.

Traffic Impact Study

1. The land use and density assumptions included in the TIS align with the site plan dated 2/12/2024.
2. Provide additional information on the traffic circle shown at the residential access.
3. Provide additional information on the proposed four-lane cross-section for the Veterans Boulevard extension. Is the four-lane cross-section necessary to support projected traffic volumes?
4. Review the geometric assumptions for the analysis of Veterans Boulevard-High Grove Boulevard/Access C. The capacity analysis assumed one through lane and one shared through/right-turn lane on the west leg (eastbound) and one dedicated left-turn lane and two through lanes on the east leg (westbound); however, the site plan reflects a single lane in each direction with a dedicated westbound left-turn lane.

5. Review the geometric assumptions for Veterans Boulevard at Access D. The capacity analysis reflects one through lane and one shared through/right-turn lane on the west leg (eastbound); however, the site plan reflects a single shared lane.
6. Provide additional information on the proposed signage and striping for the crosswalk shown on Veterans Boulevard-High Grove Boulevard at Access C. Veterans Boulevard-High Grove Boulevard will operate under a free-flow condition at this crossing.
7. The TIS evaluates future Year 2029 conditions. The TIS acknowledges IDOT standard of build-plus-five on page 25. However, evaluation of future Year 2029 conditions suggests Year 2024 build which is not realistic. Although additional background traffic growth is not expected to materially change the conclusions of the TIS, the analysis should be updated to reflect a more realistic build year.
8. Traffic counts were conducted on Thursday, July 20, 2023, during the weekday morning (7:00-9:00AM) and weekday evening (4:00-6:00PM) peak periods. Traffic counts were also conducted on Saturday, July 22, 2023 during the midday and evening peak periods (10:00AM-6:00PM). Although the count data was collected in summer when schools were not in session, school-related traffic is not expected to materially impact area traffic conditions based on the area roadway network and development pattern. Therefore, we concur that the traffic counts represent typical conditions.
9. Based on projected traffic volumes and the results of the capacity analysis, we concur with a single inbound lane and single outbound lane at all driveways with the exception of Access Drive E which would provide one inbound lane and two outbound lanes.
10. Based on projected traffic volumes, we concur with the recommended westbound left-turn lanes on Veterans Boulevard at Access Drive C, Access D, and Access E. To mirror the westbound left-turn lane and facilitate access to the residential component, an eastbound left-turn lane is also recommended on Veterans Boulevard at Access E. Please provide the turn lane dimensions.
11. Based on a review of the permitted uses in the LI Light Industrial District, we concur with use of ITE Trip Generation Manual, 11th Edition data for LUC 110, Light Industrial.
 - a. Use of ITE data for LUC 110 provides a more conservative approach as compared to LUC 150, Warehousing.
 - b. Use of ITE data for LUC 110 is generally consistent with LUC 140, Manufacturing in the morning peak hour. In the evening peak hour data for LUC 140 is greater than LUC 110. However, it is unlikely the site would be 100% manufacturing; and therefore, use of LUC 110 accounts for a mix of industrial uses.
12. The TIS will establish a trip threshold for the industrial development. As part of the Village tenant permitting process, information regarding the operational characteristics (e.g., hours of operation, shift hours, employee headcount, truck trips per day and peak hours) will need to be submitted. The Village may require additional traffic review for tenants with unique operational characteristics and/or where the trip threshold established by the TIS is exceeded.
13. Please review the industrial trips in Table 5. The sum of the industrial truck trips and employee trips does not equal the total industrial trips.
 - a. For example, in the weekday evening peak hour, 11 industrial truck trips + 741 industrial employee trips \neq 780 total trips. Update the analysis accordingly.
14. We concur with the trip distribution assumptions presented in Figure 6A of the TIS.
15. Table 7, please clarify the source of the existing CNH Industrial site traffic that was removed from the roadway network. The trips presented in the table do not align with the existing traffic count data depicted in Exhibits 4B and 5B.

- a. For example, according to the exhibits a total of 148 (86 inbound, 62 outbound) CNH trips were counted in the morning peak hour. In contrast, Table 7 suggests 203 morning peak hour trips were removed from the roadway network.
- 16. Page 54 notes that a weave analysis was completed for County Line Road between the I-55 off-ramps and Veterans Boulevard. We generally concur with the summary of the weave analysis; however, the analysis could not be verified as details are not provided in the appendix.
 - a. According to the weave analysis, this segment of County Line Road would operate within acceptable limits. The TIS indicates the proposed dual left-turn lanes and taper will be shorter than the existing turn lane and taper; and therefore, additional distance is provided for vehicles exiting I-55 to merge.
- 17. We generally concur with the capacity analysis and recommended offsite improvements with the exception noted below.
 - a. County Line Road is under the jurisdiction of Cook County Department of Transportation and Highways (CCDOTH). Based on the improvements identified for the intersection of County Line Road/Veterans Boulevard-Carriage Way, the TIS will be subject to CCDOTH review and approval. Please provide copies of all correspondence with CCDOTH.
 - i. Restripe the eastbound approach to provide an exclusive left-turn lane, shared through/right-turn lane, and a dedicated right-turn lane. Remove the existing eastbound right-turn overlap phase.
 - 1. *The shared through/right-turn lane is expected to result in weave activity on southbound County Line Road between Veterans Boulevard-Carriage Way and the I-55 on-ramps. Please provide a weave analysis. Alternate mitigation options should be considered.*
 - ii. Widen County Line Road to provide a dedicated southbound right-turn lane. Provide a southbound right-turn overlap phase.
 - iii. Widen County Line Road to provide dual northbound left-turn lanes. Modify the traffic signal to provide protected-only northbound and southbound left-turn movements.
 - iv. Modify/upgrade the traffic signal. Signal timings and cycle length to be optimized.
 - b. Plainfield Road west of County Line Road is under the jurisdiction of DuPage County Division of Transportation (DuDOT). Based on the following improvements identified for the intersection of Plainfield Road/High Grove Boulevard, the TIS will be subject to DuDOT review and approval. Please provide copies of all correspondence with DuDOT.
 - i. Install a traffic signal. The traffic signal will be interconnected with the existing signal system on Plainfield Road. A westbound protected left-turn phase with a northbound right-turn overlap phase should be provided.
 - ii. Restripe the northbound approach to provide separate left- and right-turn lanes. Based on aerial imagery, the existing pavement width (approximately 24 feet) appears to be sufficient to accommodate two lanes.
 - c. The following improvement was identified for the intersection of Veterans Boulevard/North I-55 Frontage Road. Please clarify if crosswalks and pedestrian countdown signals will be provided.
 - i. Install a traffic signal. The traffic signal to be interconnected with the signal at County Line Road/Veterans Boulevard-Carriage Way. East-west split phasing recommended to accommodate the shared through/left-turn

- movements in the same lane (existing geometry to be maintained). Projected 95th percentile queues for the westbound lanes is less than 2 vehicles (50 feet); and therefore, queue spillback to County Line Road is not anticipated.
- d. At the intersection of Madison Street/High Grove Boulevard, the following improvement was recommended. For reference, Madison Street is under the jurisdiction of DuDOT. The recommended improvements would be within Village right-of-way only.
 - i. Stripe the westbound approach to provide separate left- and right-turn lanes. Based on aerial imagery, the existing pavement width (approximately 24 feet) appears to be sufficient to accommodate two lanes.
 - e. The TIS indicates an eastbound right-turn lane should be incorporated into the CCDOTH improvements planned for the intersection of Plainfield Road/County Line Road.
 - i. The proposed redevelopment is not expected to materially impact the eastbound right-turn movement; and therefore, installation of the turn lane is not included in the analysis of future conditions.
 - ii. The TIS suggests the proposed extension of Veterans Boulevard may provide an alternate route to/from County Line Road, which could decrease the volume of eastbound right-turn traffic at Plainfield Road/County Line Road.

Concept Utility Plans

The Village of Burr Ridge is a partial waiver community; therefore, all floodplain, floodway, wetlands and buffer sections of the DuPage County Countywide Stormwater and Floodplain Ordinance for the proposed development will be reviewed by DuPage County. Upon receipt of authorization from DuPage County, the Village will issue the Stormwater Certification for the development.

The stormwater documents provided are conceptual. As part of the preliminary and final engineering, the stormwater management calculations will be reviewed for general conformance with respect to the DuPage County Countywide Stormwater and Floodplain Ordinance. This includes but is not limited to the following submittals: Stormwater, Post Construction Best Management Practices, and Soil Erosion and Sediment Control Requirements.

Overall:

1. Please show the existing watermain, storm and sanitary sewer on-site and surrounding the site. Show the existing pipe sizes and invert elevations for the sewers.

Sanitary Sewer

1. Show proposed invert elevations at key locations for the proposed sanitary to confirm that depths are adequate, and a sanitary sewer lift station is not required for the eastern portion of the site.
2. Show the existing and proposed invert elevations for Building A to the west to confirm a lift station is required. A gravity system is preferred if feasible.

Watermain Distribution System

1. Show the existing watermain distribution system and the size of the system at the proposed connection points. Work with the Village to determine existing pressures and flows and if

- capacity for domestic and fire flow is a concern, run a WaterCADD analysis to determine pressures and flows at key locations. We want to confirm that the existing system has adequate flow and pressures for all the proposed building structures.
2. The townhouse development has an internal looped system but does not have redundancy to the public water supply at Veterans Boulevard. Please review options to provide redundancy.
 3. A connection to the existing water tower distribution system is proposed. The Village should confirm if this is acceptable or if a different connection to the existing system is required.

Storm Sewer/ Stormwater Management System

1. Show proposed invert elevations at key locations for the proposed storm system to confirm that depths are adequate and outlet elevations can be confirmed.
2. Indicate the NWL and HWL for all the basins and label the basins for future correspondence. It appears that several detention basins are interconnected and provide equalizer pipes since outlet structures are not proposed between the basins. Confirm that the site can accommodate same NWL and HWL elevations at these locations.
3. Provide a Proposed Drainage Map for the overall development. It appears that most of the surface runoff from Buildings B, C, D, E and F are tributary to the proposed stormwater basin at the southeast corner of the site, just north of 72nd Street. If this is proposed, several items need additional investigation:
 - a. Confirm that this system has adequate cover near Building B or the basin at the southeast corner isn't too deep to accommodate this stretch of pipe.
 - b. When reviewing the Existing Drainage Exhibit, it appears that most of this area is tributary to the northeast corner of the site under existing conditions. Drainage patterns should be consistent between existing and proposed conditions. Even though peak release rates are met, the low flow conditions should be analyzed if watershed patterns are not consistent.
4. The proposed detention basins on the north provide a nice buffer between the existing residential areas and the proposed industrial buildings. In concert with Comment #3, it appears that proposed Veterans Boulevard and the townhomes are the only areas tributary to these basins. Also, the proposed detention pond for the Public Works building appears to be larger than required. If the detention ponds are oversized or undersized for each lot, easement language would need to be drafted for a "Regional Detention Basin" system.
5. The storm sewer system network along with the proposed outlets south of Building F are confusing. Provide more detail on outlet conditions to confirm this system is feasible.
6. Show 100-year overflow routes through the site in conformance with the existing drainage areas.
7. Explain 85% reduction in flow for each drainage area.
8. As mentioned in the Stormwater Memo dated February 16, 2024, the naturalized basins will provide the BMP requirements. Provide a preliminary detail on how the naturalized detention basin will meet the County BMP requirements. Sample elevations of the NWL and outlet pipes should be provided.

Please contact us should you have any questions regarding this review.



NOTICE OF PRE-APPLICATION CONFERENCE

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following pre-application conference beginning at 7:00 p.m. on **Monday, April 15, 2024, at Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527.**

PURPOSE OF MEETING

The Plan Commission/Zoning Board of Appeals will hold a pre-application conference for a Planned Unit Development (PUD) in accordance with Section XIII.L.2.b of the Burr Ridge Zoning Ordinance. The petitioner (Midwest RE Acquisitions LLC/Bridge Industrial) is requesting to rezone the property commonly known as Case New Holland and/or CNH from R-A/Research Assembly and L-I/Light Industrial to R-5/Planned Residence District and L-I/Light Industrial, both with special uses for PUDs. The petitioner is proposing to construct 72 townhome units, six industrial buildings, and a Public Works facility on the approximately 113-acre site. A pre-application conference allows the applicant to present a general concept of the proposed development prior to the preparation of detailed plans and prior to holding a public hearing. The April 15, 2024 meeting will not be a public hearing and the Plan Commission will not be making a recommendation or taking a formal vote on the petition.

The petition number and addresses of this petition are **PC-06-2024: 6900 Veterans Blvd. and 451 Commerce St.**, and the Permanent Real Estate Index Numbers are **09-24-400-011-0000; 09-24-301-014-0000; 09-24-301-022-0000; 09-24-301-018; 09-25-200-011-0000.**

Additional details including all documents received from the petitioner are available on the Village's website at https://www.burr-ridge.gov/cnh_redevelopment/index.php. Alternatively, from the Village's website homepage, you may click "CNH Project" to be taken directly to the page. The Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the Village website here: https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php (*Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals*)

While the April 15, 2024 meeting is not a public hearing, all Plan Commission meetings are open to the public and public comments shall be accepted at the meeting. Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Monday, April 8, 2024. All public comment may be emailed to Community Development Director (jfarrell@burr-ridge.gov) or mailed to Ms. Farrell's attention at the address above, provided they are received by Monday, April 8, 2024.

BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.

Greg Trzupek, Chairman

MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.



Existing CNH property



Conceptual Site Plan

150 BURLINGTON LLC
7045 VETERANS BLVD APT. B
BURR RIDGE IL 60527

7201 GARFIELD LAND TRUST
7201 S GARFIELD AVE
BURR RIDGE IL 60521

ABBASSIAN, MEHRDAD
6968 FIELDSTONE DR
BURR RIDGE IL 60527

ADAMS, JAMES H
134 CHESNUT HILLS CR
BURR RIDGE IL 60521

ADKINS, HOLLY M
7219 HAMILTON AVE
BURR RIDGE IL 60521

ADVANTAGE PARTNER PROP
1110 JORIE BLVD APT. 202
OAK BROOK IL 60523

AGRAWAL, PANKAJ
4 ROANOKE CT
BURR RIDGE IL 60527

AHMAD HAMDAN
6810 COUNTY LINE LANE
BURR RIDGE IL 60527

AHMED, ASHRAF J
6702 FIELDSTONE DR
BURR RIDGE IL 60521

AKHRAS, RAMI
6601 S GARFIELD ST
WILLOWBROOK IL 60527

ALAN & MARY KURASH
10 E OLD MILL LANE
BURR RIDGE IL 60527

ALBERT, STEVEN S & JULIE
6768 FIELDSTONE DR
BURR RIDGE IL 60521

ALBURJ LLC
3011 WHITE OAK LN
OAK BROOK IL 60523

ALCO SALES & SERVICE CO
6851 HIGH GROVE BLVD
BURR RIDGE IL 60521

ALEKSONIENE, KRISTINA
15W676 75TH ST
BURR RIDGE IL 60527

ALEX, GEORGE
204 KENMARE DR
BURR RIDGE IL 60521

ALEX, NANCY D
142 CHESTNUT HILL CR
BURR RIDGE IL 60527

ALI, AHMAD
6751 FIELDSTONE DR
BURR RIDGE IL 60527

ALI, AMJAD & FARHAT R
6775 FIELDSTONE DR
BURR RIDGE IL 60521

ALI, LAIQ U
211 SOMERSET RD
WILLOWBROOK IL 60521

ALKHUDARI, A & R ARAFA
8S180 S VINE ST
BURR RIDGE IL 60527

ALTARSHAN, ABDALLAH & E
6881 FIELDSTONE DR
BURR RIDGE IL 60521

AMIN, PRAKASH & J TR
6875 FIELDSTONE DR
BURR RIDGE IL 60521

AMPH LLC
7020 HIGH GROVE BLVD
BURR RIDGE IL 60521

ANDERSON, CAROLINE
6862 FIELDSTONE DR
BURR RIDGE IL 60527

ANDERSON, ROBERT & J R
2 BRIDGET CT
BURR RIDGE IL 60521

ANDRANGO, LUIS A & INA
5401 HICKORY MANOR LN
CLINTON IL 60527

ANDRESE, CRAIG A
7326 CHESTNUT HILLS
BURR RIDGE IL 60527

ANDREWS, DANIEL J
15W776 74TH ST
BURR RIDGE IL 60527

ANDRULIS, PAUL & GNEE
301 SOMERSET RD
WILLOWBROOK IL 60527

ANNE K STEWART
3 N OLD MILL LANE RD
BURR RIDGE IL 60527

ANNETTE MARTINEZ
134 SURREY LN
BURR RIDGE IL 60527

ANTHONY SEIDEL
100 STIRRUP LN
BURR RIDGE IL 60527

ANTON TAN
6850 COUNTY LINE LN
BURR RIDGE IL 60527

ANTON, MARK & JELENA
7340 GIDDINGS AVE
BURR RIDGE IL 60527

ARSHAD, MOHAMMAD & R GUL
1412 SUMMIT WAY
MECHANICSBURG PA 17050

ATANASOV, STANOJCE
4 MALLORY CT
BURR RIDGE IL 60527

ATANASSOV, ATANAS
15W754 72ND ST
BURR RIDGE IL 60527

ATASSI, AMER & LAILA HAKMI
6964 FIELDSTONE DR
BURR RIDGE IL 60527

ATASSI, HANI & DANA
6976 FIELDSTONE DR
BURR RIDGE IL 60527

AUSTIN, MARGARET A
505 KENMARE DR
BURR RIDGE IL 60527

AVA L JOKICH
117 SURREY LN
BURR RIDGE IL 60527

AVRIL, VICKI L
604 KENMARE DR
BURR RIDGE IL 60527

BABU, LEKHA
6988 FIELDSTONE DR
BURR RIDGE IL 60527

BAIRD, JAMES
1104 KENMARE DR
BURR RIDGE IL 60527

BAKER, MICHAEL & JANE
448 KINGSWOOD CT.
WILLOWBROOK IL 60527

BANIAN, H & M HASSAN
8S240 VINE ST
BURR RIDGE IL 60527

BANK FINANCIAL 011018
7220 HAMILTON AVE
BURR RIDGE IL 60527

BARAKAT, DEMA E
6505 S ELM ST
BURR RIDGE IL 60527

BARBARA GRAND SHERIDAN
6500 SHADY LANE
WILLOWBROOK IL 60527

BARBARA J BERTANI AS T
9 E OLD MILL LN
BURR RIDGE IL 60527

BARNISH, BANDON & KATHLEEN
18040 S MCCABE LN
LOCKPORT IL 60441

BARRETT, RICHARD DANIEL
705 KENMARE DR
BURR RIDGE IL 60521

BASSALI, SAMI & HILLARY
6882 FIELDSTONE DR
BURR RIDGE IL 60527

BASTL, LYNETTE T
201 SOMERSET RD
WILLOWBROOK IL 60521

BAYWILL LLC
19W213 GINNY LN W
OAK BROOK IL 60523

BECHIR, G & I SAID
6739 FIELDSTONE DR
BURR RIDGE IL 60527

BEDOE, LINDA A
321 73RD ST
BURR RIDGE IL 60521

BEGUM, FAHMEEDA
154 SOMERSET RD
WILLOWBROOK IL 60527

BENNING, CHRISTOPHER & L
8S015 MADISON ST
BURR RIDGE IL 60527

BETTY A BECKER
6545 S COUNTY LINE RD
BURR RIDGE IL 60527

BETZ, WM & MIGENA
6919 FIELDSTONE DR
BURR RIDGE IL 60521

BHAVIN PATEL
2912 W 102ND ST
EVERGREEN PARK IL 60805

BHORANIA, BABULAL & PUSHPA
6771 FIELDSTONE DR
BURR RIDGE IL 60521

BHURGRI, ABDUL H
7237 GARFIELD AVE
BURR RIDGE IL 60521

BIBEAU PROPERTY SERIES
1518 W PLAINFIELD RD
LA GRANGE HIGHLANDS IL 60525

BIBEAU, MARC
1518 W PLAINFIELD RD
LA GRANGE HIGHLANDS IL 60525

BISWAS, TAPAN & BANI
6464 RICHMOND AVE
WILLOWBROOK IL 60527

BJF ESTANCIA LLC
150 HARVESTOR DR APT. 100
BURR RIDGE IL 60527

BLITHSTEIN, NEIL & C
15W344 PLAINFIELD RD
WILLOWBROOK IL 60521

BOSE, MANISHA
6865 FIELDSTONE DR
BURR RIDGE IL 60527

BOYE, JACQUELINE & ROGER
6806 FIELDSTONE DR
BURR RIDGE IL 60521

BR PROPERTIES LP
300 SE 5TH ST APT. 6090
BOCA RATON FL 33432

BRADOF, CAROL A
212 CYPRESS CREEK DR
SPARTANBURG SC 29307

BROSSARD, P & V MUELLNER
7329 S HAMILTON AVE
BURR RIDGE IL 60521

BRUMMELL JR, CHARLES
6 BRIDGET CT
BURR RIDGE IL 60521

BRUSHHILL BUSINESS CENTER
106 STEPHEN ST APT. 8
LEMONT IL 60439

BUDZAK, JAROSLAV
120 W 74TH ST
BURR RIDGE IL 60527

BUESER, RUDSEN & JOHANNE
256 SOMERSET RD
WILLOWBROOK IL 60527

BUONAVOLANTO, CARLO
6707 FIELDSTONE DR
BURR RIDGE IL 60527

BURKIEWICZ, FRANK & SUSAN
7310 CHESTNUT HILLS
BURR RIDGE IL 60527

BURNETT, JEAN & KENNETH
7340 S HAMILTON AVE
BURR RIDGE IL 60527

BURNETT, JEAN M
7339 S PARK AVE
BURR RIDGE IL 60521

BURR RIDGE BANK & TRUST
PO BOX 489
URBANA IL 61803

BURR RIDGE PARK DISTRICT
10S474 MADISON ST
BURR RIDGE IL 60521

BURR RIDGE UNITED CHURCH
15W100 PLAINFIELD RD
HINSDALE IL 60521

BUSTAMANTE, HECTOR & IRMA
456 KINGSWOOD CT
WILLOWBROOK IL 60521

BUTTERFIELD RIDGE NO 2
106 STEPHEN ST APT. 202
LEMONT IL 60439

C R PANICO & ASSOCIATES
60 N FRONTAGE RD APT. 301
BURR RIDGE IL 60527

CABERNET COURT SUB HOA
77 CABERNET CT
BURR RIDGE IL 60527

CABRAL, ARMANDO & MARIA
15W626 75TH ST
BURR RIDGE IL 60527

CAHI, L & H CHANG
6852 FIELDSTONE DR
BURR RIDGE IL 60521

CAMARENA, ROMALDO & MARIA
6782 FIELDSTONE DR
BURR RIDGE IL 60521

CANDEL, ANTIMO & PILAR
6705 FIELDSTONE DR
BURR RIDGE IL 60521

CANO, ENRIQUE
503 KENMARE DR
BURR RIDGE IL 60527

CARMELA S PECKAT
109 CARRIAGE WAY DR
BURR RIDGE IL 60527

CAROL A GARDNER
33 OLD MILL CT
BURR RIDGE IL 60527

CARREON, ANSELMA M
6794 FIELDSTONE DR
BURR RIDGE IL 60527

CARTRELL COLLINS
133 CARRIAGE WAY DR
BURR RIDGE IL 60527

CASE CORP
2211 YORK RD APT. 222
OAK BROOK IL 60523

CASE/AM NATL 106938-02
2211 YORK RD APT. 222
OAK BROOK IL 60523

CASSATA, ANTHONY & LINDA
247 SOMERSET RD
WILLOWBROOK IL 60521

CASTANEDA, GERARDO
7225 GARFIELD AVE
BURR RIDGE IL 60521

CASTELLAN, PETER
7213 GARFIELD AVE
BURR RIDGE IL 60521

CASTELLAN, PIETRO
7220 GIDDINGS AVE
HINSDALE IL 60521

CASTLEBERRY, LINDA L
425 KINGSWOOD CT
WILLOWBROOK IL 60527

CAVENEY, MAUREEN T
501 KENMARE DR
BURR RIDGE IL 60527

CENTRAL DECAL COMPANY INC
6901 HIGH GROVE BLVD
BURR RIDGE IL 60521

CHADHA, RICK & VISHALI
6866 FIELDSTONE DR
BURR RIDGE IL 60527

CHANDRA, LOKESH & VANDNA
6980 FIELDSTONE DR
BURR RIDGE IL 60521

CHANG, Z & W LI
6709 WEDGEWOOD LN
WILLOWBROOK IL 60527

CHARLES OLSEN
24 W OLD MILL LN
BURR RIDGE IL 60527

CHASSIN, ERIC P & PETRA C
6886 FIELDSTONE DR
BURR RIDGE IL 60527

CHIARAMONTE R & M GARINO
55 RIDGEFIELD LN
WILLOWBROOK IL 60527

CHICAGO TITLE #8002365585
404 KENMARE DR
BURR RIDGE IL 60527

CHIRA, EDWARD M
8S211 VINE ST
BURR RIDGE IL 60527

CHOUDHARY, SONAL
6718 FIELDSTONE DR
BURR RIDGE IL 60527

CHRISTOPHER JACOBS
117 CARRIAGE WAY DR
BURR RIDGE IL 60527

CICCONE, NICHOLAS J
8S041 VINE ST
BURR RIDGE IL 60527

CICI, EMIL
401 KENMARE DR
BURR RIDGE IL 60527

CIELUCH, DAWID
8S224 S VINE ST
BURR RIDGE IL 60527

CMK BURR RIDGE LLC
181 W MADISON ST APT. 4700
CHICAGO IL 60602

CMK BURR RIDGE LLC
800 W MADISON ST APT. 400
CHICAGO IL 60607

COHEN, SHARON H
906 KENMARE DR
BURR RIDGE IL 60527

COLLINS, DENNIS
8S081 VINE
BURR RIDGE IL 60527

COLLINS, DENNIS & INGA
7208 S VINE ST
BURR RIDGE IL 60527

COMMONWEALTH EDISON CO
3 LINCOLN CENTRE APT. 4TH FL
OAKBROOK TERRACE IL 60181

CONDON, DELPHINE T
502 KENMARE DR
BURR RIDGE IL 60521

COOK, SUSAN H
830 S MONROE ST
HINSDALE IL 60521

CORNELIUS BUSSEMA TRST
111 W MONROE #16WTRE
CHICAGO IL 60603

CRARC LLC
2101 W CERMAK RD
CHICAGO IL 60608

CTLTC MBOB 3202
10 S LASALLE ST APT. 2750
CHICAGO IL 60603

CTLTC 10224910
10 S LASALLE ST APT. 2750
CHICAGO IL 60603

CTLTC 8002380220
6451 S ELM ST
BURR RIDGE IL 60527

CTLTC HTNA3306
6965 FIELDSTONE DR
BURR RIDGE IL 60527

CYRIAC, ROSE A
6711 FIELDSTONE DR
BURR RIDGE IL 60527

CZECH, PETER & DEBRA
8S331 SOPER AVE
BURR RIDGE IL 60527

CZERWIEN, EWARD G
7249 HAMILTON
BURR RIDGE IL 60521

CZESLAW GABRYS
101 STIRRUP LANE
BURR RIDGE IL 60527

D & C SMITH
159 POST RD
BURR RIDGE IL 60527

DAHLEH, SURAYA
6923 FIELDSTONE DR
BURR RIDGE IL 60527

DAHODWALA, RASHIDA
6722 FIELDSTONE DR
BURR RIDGE IL 60521

DALLAL, O & S AL KEILANI
6877 FIELDSTONE DR
BURR RIDGE IL 60527

DAMEN & E WOS
142 SURREY LANE
BURR RIDGE IL 60527

DAMORE, JOHN D
7920 GARFIELD
BURR RIDGE IL 60521

DANIEL F COCHRAN
28 OLD MILL CT
BURR RIDGE IL 60527

DANIEL P CAWLEY
124 CARRIAGEWAY DR 110
BURR RIDGE IL 60527

DANIEL&SUSAN GIERCZYK
161 CARRIAGE WAY DR
BURR RIDGE IL 60527

DARROCH, DAVID L & DARLENE
8S361 SOPER RD
BURR RIDGE IL 60527

DAS GUPTA, TAPAS
6747 FIELDSTONE DR
BURR RIDGE IL 60527

DAVE, BHARAT & ANKUR
15W220 PLAINFIELD RD
BURR RIDGE IL 60527

DAVID L PRINTZ 57185-1
122 SURREY LN
BURR RIDGE IL 60527

DAVID T JONES
26 W OLD MILL LN
BURR RIDGE IL 60527

DAVID W KOCHER
131 STIRRUP LN
BURR RIDGE IL 60527

DC COMMERCIAL LLC
7045 VETERANS BLVD APT. A-3
BURR RIDGE IL 60527

DE JESUS, NORAIDA
6731 KINGSWOOD RD
WILLOWBROOK IL 60527

DEBORAH ROEPKE
17 S OLD MILL LN
BURR RIDGE IL 60527

DEBRA K PILCHER
1240 DOLPHIN BAY WAY50
SARASOTA FL 34242

DEHERRERA, JORDAN
7239 GIDDINGS AVE
BURR RIDGE IL 60521

DEMOGERONTAS, THOMAS
10908 CRYSTAL SPRINGS
ORLAND PARK IL 60467

DENNIS J BURKE SR REVO
7 N OLD MILL LN
BURR RIDGE IL 60527

DIMIT, GREGORY & C
7250 HAMILTON AVE
BURR RIDGE IL 60527

DIMITROVSKA, HARIKLIJA
10S351 ARGONNE RIDGE
HINSDALE IL 60527

DJK REAL ESTATE GROUP LLC
1900 S HIGHLAND AV APT. 104
LOMBARD IL 60148

DONALD R LESSIG JR
140 POST ROAD
BURR RIDGE IL 60527

DONALD R VIRZI
167 CARRIAGE WAY DR
BURR RIDGE IL 60527

DONTHAMSETTI & BATHALA
15W280 PLAINFIELD RD
BURR RIDGE IL 60521

DOSHI DIMPLE TR
265 DARTMOUTH CT
BURR RIDGE IL 60527

DOSHI, DEVANG
62 RIDGEFIELD LN
WILLOWBROOK IL 60527

DU PAGE FOREST PRESERVE
PO BOX 5000
WHEATON IL 60189

DUPIT, VIRGILIO D & ALDIN
145 SOMERSET RD
WILLOWBROOK IL 60521

DUVALL, SAMUEL
8S070 VINE ST
BURR RIDGE IL 60527

DYKSTRA, THOMAS & WENDY
6837 FIELDSTONE DR
BURR RIDGE IL 60527

EAC 7050 HIGH GROVE BLVD
7050 HIGH GROVE BLVD
BURR RIDGE IL 60527

EARL N PILGRIM
6 N OLD MILL LN
BURR RIDGE IL 60527

EDWARD BREEN
138 SURREY LAND
BURR RIDGE IL 60527

EDWARD F & JOAN WALSH
21 OLD MILL LANE
BURR RIDGE IL 60527

EGENTOWICH, KEITH
8S139 MADISON ST
HINSDALE IL 60521

EL HORI, YVETTE
7419 GARFIELD AVE
BURR RIDGE IL 60527

ELIA, MARK W & ELIZA J
15W731 74TH ST
BURR RIDGE IL 60527

ELIA, SAMUEL S
15W678 74TH ST
BURR RIDGE IL 60521

ELIAS MANOLANOS
120 STIRRUP PL
HINSDALE IL 60527

EMINGER, JAY
702 KENMARE DR
BURR RIDGE IL 60527

ENTRUST ADM& J WILSON
555 12TH ST
OAKLAND CA 94607

ENZOR, GREGORY S & PHYLLIS
7240 S ELM ST
BURR RIDGE IL 60521

EUGENE J SMERZ
6825 COUNTY LINE LN
BURR RIDGE IL 60527

F J & S N SAZAMA
12 E OLD MILL LN
BURR RIDGE IL 60527

FAIR OAKS POND LLC
1801 N MILL ST APT. J
NAPERVILLE IL 60563

FANNIN II, JAMES E
1003 KENMARE DR
BURR RIDGE IL 60521

FANTOZZI, REMO & BARBARA
7301 HAMILTON AVE
BURR RIDGE IL 60527

FATIGATO, FRANK
7107 MADISON ST
BURR RIDGE IL 60527

FEAGLER, CAROLE J
406 KENMARE DR
BURR RIDGE IL 60527

FEROZ SHEIKH
118 SURREY LN
BURR RIDGE IL 60527

FIELDSTONE CLUB ASSN
211 W CHICAGO AVE
HINSDALE IL 60521

FILIPPI, BRENDA
7375 S MADISON ST
BURR RIDGE IL 60527

FILIPPI, FRANK & MARIA
7375 S MADISON
BURR RIDGE IL 60527

FILIPPI, FRANK & MARIA
7375 S MADISON ST
HINSDALE IL 60521

FINK, ROBERT G
140 SOMERSET RD
WILLOWBROOK IL 60527

FITZGERALD LAW GROUP
7035 HIGH GROVE BLVD
BURR RIDGE IL 60527

FIVE SEASONS SPORTS
100 E RIVERCENTER BLVD APT. 1100
COVINGTON KY 41011

FLEX CAPITAL LLC
106 STEPHEN ST APT. 202
LEMONT IL 60439

FOLKERTS, JACK W
7210 S PARK AVE
BURR RIDGE IL 60527

FOLKERTS, JOSEPH & SUSAN
15W715 74TH ST
HINSDALE IL 60521

FOURNIER, RICHARD & J A
7219 S PARK AVE
BURR RIDGE IL 60527

FOX JR, JAMES E & SHARON
7211 GIDDINGS AVE
BURR RIDGE IL 60521

FOX, SIDSEL SYRAN TR
104 KENMARE DR
BURR RIDGE IL 60527

FRONTAGE LLC
15W580 N FRONTAGE RD
BURR RIDGE IL 60527

FUGMAN, JAKE & KAREN
15W636 75TH ST
BURR RIDGE IL 60527

G GUARNACCIA DECKWORTH
136 POST RD
BURR RIDGE IL 60527

GABRIEL, MANAL
253 SOMERSET RD
WILLOWBROOK IL 60527

GALICA, BARTLOMIEJ
120 CARRIAGE WAY DR APT. 102B
BURR RIDGE IL 60527

GALLEGOS, TRINIDAD
7305 S MADISON ST
BURR RIDGE IL 60521

GAMAGAMI, REZA A
16117 W CONEFLOWER DR
LOCKPORT IL 60441

GANAKOS, DEAN
115 SOMERSET RD
WILLOWBROOK IL 60521

GANAL, JOSHUA & STEPHANIE
7240 CHESTNUT HILLS
BURR RIDGE IL 60527

GARBIN, GARY & CAROLYN
406 KINGSWOOD CT
WILLOWBROOK IL 60527

GARY R SVIHLA
146 SURREY LANE
BURR RIDGE IL 60527

GASH, JOSEPH R
15W715 72ND ST
BURR RIDGE IL 60527

GAYLE K NICHOLAS TRUST
23 W OLD MILL LN
BURR RIDGE IL 60527

GBBR LLC
346 S CATHERINE AVE
LA GRANGE IL 60525

GCLZ LLC
8724 JOHNSTON RD
BURR RIDGE IL 60527

GEORGE FIGUEROA
6805 COUNTY LINE LN
BURR RIDGE IL 60527

GEORGES, MARIA
11 BRIDGET CT
BURR RIDGE IL 60521

GEORGOPOULOS, PETER & J
426 KINGSWOOD CT
WILLOWBROOK IL 60521

GERUT, JAMES
7420 GIDDINGS AVE
BURR RIDGE IL 60521

GHANI, USMAN & SAINA
6847 FIELDSTONE DR
BURR RIDGE IL 60527

GHORBY, ESMAT & GHADA
151 74TH ST
BURR RIDGE IL 60521

GIL, CARLIE & ROBERT
15W668 75TH ST
BURR RIDGE IL 60527

GILBERTO GARZA JR
6835 COUNTY LINE LANE
BURR RIDGE IL 60527

GINA GERARDI & HARRIS
331 SURREY LN
BURR RIDGE IL 60527

GLENN, RENEE
8S030 S VINE ST
BURR RIDGE IL 60527

GLOWACKI, STAN & TERESA
8S071 VINE
BURR RIDGE IL 60527

GODINEZ, JULIO
PO BOX 405
HINSDALE IL 60522

GOEL, SUDERSHAN & RITA
5 MALLORY CT
BURR RIDGE IL 60527

GOFIS, ANDREW & EFY
7383 S MADISON ST
BURR RIDGE IL 60527

GOLD, JANIE K
902 KENMARE DR
BURR RIDGE IL 60527

GOLDHAGEN, WM & KIMBERLY
10 MALLORY CT
BURR RIDGE IL 60521

GOLDMAN, BENITA
3914 W FITCH AVE
LINCOLNWOOD IL 60712

GOMULA, SZYMON & JUSTYNA
15W761 74TH ST
BURR RIDGE IL 60527

GONZALEZ MELER, MIGUEL A
131 SOMERSET RD
WILLOWBROOK IL 60527

GOPANI, TUSHAR
5931 STEWART DR APT. 1012
WILLOWBROOK IL 60527

GOTTUMUKKALA, G&L CHEKURI
6813 FIELDSTONE DR
BURR RIDGE IL 60527

GOYAL, RAJESH
6883 FIELDSTONE DR
BURR RIDGE IL 60521

GRANCARICH, ANNA
7208 CHESTNUT HILL DR
BURR RIDGE IL 60527

GREENMAN, LAWRENCE
804 KENMARE DR
BURR RIDGE IL 60527

GREENSTADT, MARVIN & C A
8S239 MADISON ST
BURR RIDGE IL 60527

GREG & TAMMI SENGPIEL
16 OLD MILL LN S
BURR RIDGE IL 60527

GREGORY & LYNN JONES
130 SURREY LANE
BURR RIDGE IL 60527

GREGORY, SHARON K
7336 CHESTNUT HILLS
BURR RIDGE IL 60527

GRENBENCEA, VALERIU
15W671 74TH ST
BURR RIDGE IL 60527

GRIFFITHS, JACLYN
6615 GARFIELD AVE
WILLOWBROOK IL 60527

GUARDIOLA, MATTHEW J
207 SOMERSET RD
WILLOWBROOK IL 60521

GUINTA, JEANNINE E
701 KENMARE DR
BURR RIDGE IL 60527

GUTIERREZ, RAYMOND & MARY
417 N SPRING AVE
LA GRANGE PARK IL 60526

GUY R FRANZESE
132 POST RD
BURR RIDGE IL 60527

GUZMAN, MAURICE & A
6770 FIELDSTONE DR APT. 14
BURR RIDGE IL 60521

HAARLOW, JOHN & ELEANOR
904 KENMARE DR
BURR RIDGE IL 60527

HADDAD, KAMAL & LISA
308 SOMERSET RD
WILLOWBROOK IL 60527

HAILE, ZEWDU & SOPHIA
6779 FIELDSTONE DR
BURR RIDGE IL 60527

HARRY A BRADLEY & MARY
121 SURREY LN
BURR RIDGE IL 60527

HASSELL, GREGORY & JAMMIE
402 KENMARE DR
BURR RIDGE IL 60527

HASTINGS, THOMAS D
506A HARMONY RD
EATONTON GA 31024

HELMUT HOLZER
20 S OLD MILL LN
BURR RIDGE IL 60527

HENNIG, DEAN J
15W622 74TH ST
BURR RIDGE IL 60527

HERMAN, CHARLES & ASHLEY
221 72ND ST
BURR RIDGE IL 60527

HERRADA, B & E RODRIGUEZ
6 MALLORY CT
BURR RIDGE IL 60521

HGB HOLDINGS LLC
7033 HIGH GROVE BLVD
BURR RIDGE IL 60527

HOEKSTRA, SHARON R
1002 KENMARE DR
BURR RIDGE IL 60527

HOLLAND, JOHN
802 KENMARE DR
BURR RIDGE IL 60521

HOWARD & JENNIFER BRUN
6815 COUNTY LINE LANE
BURR RIDGE IL 60527

HRONES, GREGORY
121 CHESTNUT HILL CR
BURR RIDGE IL 60527

HUANG, DENNIS W
6971 FIELDSTONE DR
BURR RIDGE IL 60521

HULICK, ROBERT & SUSAN
504 KENMARE DR
BURR RIDGE IL 60527

HUMAYUN, SABAH & KASHIF
15W710 74TH ST
BURR RIDGE IL 60527

HUSHYN, GLEN D
7310 S ELM ST
BURR RIDGE IL 60527

HUSSAIN, MOHAMMAD & REBA
6758 FIELDSTONE DR
BURR RIDGE IL 60527

IBRAHIM, JOHN & MARTHA
6935 FIELDSTONE DR
BURR RIDGE IL 60527

ILPT
255 WASHINGTON ST APT. 300
NEWTON MA 2458

IMAM, YASMIN
321 SOMERSET RD
WILLOWBROOK IL 60527

INTER CONTL BURR RIDGE
2221 CAMDEN CT #200
OAK BROOK IL 60523

INTIME RESERVES LTD
8S350 PALOMINO DR
NAPERVILLE IL 60561

IVANOV, GEORGE
11 NORMANDEE CT
WILLOWBROOK IL 60527

IWANIEC, KATARZYNA & T
6951 FIELDSTONE DR
BURR RIDGE IL 60527

J THOMAS CONCKLIN
5 N OLD MILL LN
BURR RIDGE IL 60527

JACHNA, WILLIAM & CHERYL
8S345 SOPER RD
BURR RIDGE IL 60527

JACOB DEVELOPMENT LLC
5629 W CERMAK RD
CICERO IL 60804

JACOB S WASHLOW
151 POST RD
BURR RIDGE IL 60527

JAEWON RYU
147 GLENCOE ROAD
LEWISBURG PA 17837

JAIN, ANUJ
6802 FIELDSTONE DR
BURR RIDGE IL 60527

JAMEEL, A & I HASAN
8S160 S VINE ST
BURR RIDGE IL 60527

JAMES BEBWY
120 CARRIAGEWAY B104
BURR RIDGE IL 60527

JAMES M DAVIS TR
11 E OLD MILL LN
BURR RIDGE IL 60527

JAMES&MARYANN KOTOWICZ
29 OLD MILL CT
BURR RIDGE IL 60527

JANICKI, MATTHEW & KATHY
8S122 S VINE ST
BURR RIDGE IL 60527

JANKOWSKI, MICHAEL T
202 KENMARE DR
BURR RIDGE IL 60527

JAROSZ, KRYSTIAN
6836 FIELDSTONE DR
BURR RIDGE IL 60521

JASINSKI, MARK & TRINA
15W730 72ND ST
HINSDALE IL 60521

JASINSKI, ROBERT
129 W CHESTNUT HILLS
BURR RIDGE IL 60527

JASON, DEREK B & LEAH
7340 PARK AVE
BURR RIDGE IL 60527

JASON, MARK & CONSTIDINA
7339 GIDDINGS AVE
BURR RIDGE IL 60527

JAZAYERLI, R & L SALAH
6911 FIELDSTONE DR
BURR RIDGE IL 60521

JEAN ARCHAMBAULT
113 CARRIAGE WAY DR
BURR RIDGE IL 60527

JENNIFER COOPER
124 POST ROAD
BURR RIDGE IL 60527

JO IRMEN
127 STIRRUP LN
BURR RIDGE IL 60527

JOHN & LINDA DAUKSAS
34 S OLD MILL LANE
BURR RIDGE IL 60527

JOHN F MORAN
106 S STIRRUP PL
BURR RIDGE IL 60527

JOHN J HARDY
8315 KELLY CT
WOODRIDGE IL 60517

JOHN R BALLARINI
145 CARRIAGE WAY DRIVE
BURR RIDGE IL 60527

JOHNSON, RICHARD & PATRICIA
703 KENMARE DR
BURR RIDGE IL 60527

JONATHAN C PARKER
144 POST RD
BURR RIDGE IL 60527

JONES, SCOTT & SUSANNE
1205 KENMARE DR
BURR RIDGE IL 60527

JOSEPH D MAHONEY OR MA
37 S OLD MILL LN
BURR RIDGE IL 60527

JOSEPH, THOMAS & DEEPA
6719 FIELDSTONE DR
BURR RIDGE IL 60527

JUAREZ, CHRISTOPHER & S
15W260 PLAINFIELD RD
BURR RIDGE IL 60527

K&K DESIGNS LLC
7381 S MADISON ST
BURR RIDGE IL 60527

KAGALWALLA, AMIR & Y
1202 KENMARE DR
BURR RIDGE IL 60527

KALATHIVEETIL, JEEJY & M
12 MALLORY CT
BURR RIDGE IL 60521

KALL, JOHN G
6759 FIELDSTONE DR
BURR RIDGE IL 60521

KAPE6 LLC
15W030 N FRONTAGE RD
BURR RIDGE IL 60527

KAPLAREVIC, ZORAN
7329 GARFIELD AVE
BURR RIDGE IL 60521

KARIM, SHAILA
10 NORMANDEE CT
BURR RIDGE IL 60527

KASPERAVICIUS, MALVINA
7329 GIDDINGS AVE
BURR RIDGE IL 60527

KASSAR, AMER
41 S CABERNET CT
BURR RIDGE IL 60527

KATHLEEN RYAN
35 S OLD MILL LANE
BURR RIDGE IL 60527

KATY DETTMAN
153 CARRIAGE WAY DR
BURR RIDGE IL 60527

KAUL, SAMRAT & KOMAL
3 BRIDGET CT
BURR RIDGE IL 60527

KAZNIYENKO, IVAN
1201 KENMARE DR
BURR RIDGE IL 60527

KENNETH B ALLEN
148 POST ROAD
BURR RIDGE IL 60527

KENNETH GLOMB
101 CARRIAGE WAY DRIVE
BURR RIDGE IL 60527

KENNETH W GOFF
129 SURREY LN
BURR RIDGE IL 60527

KENNY, JANET M
6718 WEDGEWOOD LN
WILLOWBROOK IL 60521

KEVIN F DONLEVY
4 N OLD MILL LN
BURR RIDGE IL 60527

KHALIL, HASAN
6735 FIELDSTONE DR
BURR RIDGE IL 60527

KHAN, SAMINA CHAUDHRY
6861 FIELDSTONE DR
BURR RIDGE IL 60527

KHAYAT, ZAKWAN & MAYADA
411 KINGSWOOD CT
WILLOWBROOK IL 60527

KHORYEV, MAKSYM
115 W CHESTNUT ST
HINSDALE IL 60521

KING, GRAHAM & LEOLA
706 KENMARE DR
BURR RIDGE IL 60527

KISHKA, KATHERINE
2444 W BLOOMINGDALE AVE
CHICAGO IL 60647

KLOSOWSKI, EDWARD & G
8S031 VINE ST
BURR RIDGE IL 60527

KOCMOUD, CRAIG R
7303 S MADISON ST
HINSDALE IL 60521

KOCOVSKI, DIMCE & VIOLET
7320 S HAMILTON AVE
BURR RIDGE IL 60527

KOLAR, LORI A
8S047 VINE ST
BURR RIDGE IL 60529

KOLOGY, FRANKLIN C
7330 S PARK AVE
BURR RIDGE IL 60527

KORY KLIEBERT
119 STIRRUP LN
BURR RIDGE IL 60527

KOSE, B & M TASDEMIR
126 CHESTNUT HILLS
BURR RIDGE IL 60527

KOVALICNE, INA
148 CHESTNUT HILLS
BURR RIDGE IL 60527

KOZAK, JOSEPH M 66239-12
7230 HAMILTON AVE
BURR RIDGE IL 60527

KOZARITS, RICHARD A & K P
8S336 VINE ST
BURR RIDGE IL 60527

KRAUSE, STEVEN & M ABOUD
6767 FIELDSTONE DR
BURR RIDGE IL 60527

KRUG JR, GEORGE
1001 KENMARE DR
BURR RIDGE IL 60527

KRZYSIK, A & M LUKOWSKA
405 KINGSWOOD CT
WILLOWBROOK IL 60527

KUDARAVELLI, MURALI & J
6885 FIELDSTONE DR
BURR RIDGE IL 60527

KUEHN, KENNETH
10766 FORESTVIEW RD
COUNTRYSIDE IL 60525

KUMAR, A & V PRASAD
6870 FIELDSTONE DR
BURR RIDGE IL 60527

KUMAR, ARVIND
6731 FIELDSTONE DR
BURR RIDGE IL 60521

KUMSKIS, SCOTT
7055 VETERANS BLVD APT. D
BURR RIDGE IL 60527

KYLE M MCMILLIN
128 POST RD
BURR RIDGE IL 60527

LA SALLE A7710693802
135 S LA SALLE ST APT. 2500
CHICAGO IL 60603

LANGONE, JAMES L
PO BOX 305
HINSDALE IL 60522

LAZZARA, MARY J
6762 FIELDSTONE DR
BURR RIDGE IL 60521

LEE, HONG
6817 FIELDSTONE DR
BURR RIDGE IL 60521

LEE, SHELDON H & ING LIH
130 SOMERSET RD
WILLOWBROOK IL 60521

LEEKHA, RAJENDRA & SAROJ
1204 FOX TRAIL CT
NAPERVILLE IL 60540

LEKAS, MARK G & MICHELE G
302 SOMERSET RD
WILLOWBROOK IL 60521

LEMLER, LINDA J
3710 W 64 ST
CHICAGO IL 60629

LESLIE HENNINGER
1 CARRIAGE PL
BURR RIDGE IL 60527

LESS, STEVEN C
7330 CHESTNUT HILLS
BURR RIDGE IL 60527

LETSOS, DIMITRIOS & OLGA
6822 FIELDSTONE DR
BURR RIDGE IL 60527

LIN, CHUN CHIH & YI FANG
431 KINGSWOOD CT
WILLOWBROOK IL 60527

LINKOWSKI, ROBERT W & A A
7340 S ELM ST
BURR RIDGE IL 60521

LISS, THOMAS & PATRICIA
7309 GIDDINGS AVE
BURR RIDGE IL 60521

LITTLETON, ANNA
156 CHESTNUT HILL DR
BURR RIDGE IL 60521

LONDON PROPERTY LLC
33 N BRAINARD AVE APT. 2B
LA GRANGE IL 60525

LOPEZ, PAUL & SUZANNE
201 KENMARE DR
BURR RIDGE IL 60527

LOPEZ, VIGILIO D & FE E S
125 SOMERSET RD
WILLOWBROOK IL 60521

LOWNEY, MARILYN
7244 CHESTNUT HILLS
BURR RIDGE IL 60527

LUCKETT, AMY
7213 GIDDINGS AVE
BURR RIDGE IL 60527

LUDWIG, STEVEN & KELLY
7220 PARK AVE
BURR RIDGE IL 60527

LUPANCU, CONSTANCE & B
8S255 NORMANDEE CT
BURR RIDGE IL 60527

MACDONNELL, A & M PARKER
7401 GIDDINGS AVE
BURR RIDGE IL 60521

MACKOWIAK, JAMES
121 74TH ST
BURR RIDGE IL 60527

MADSEN, SCOTT T & DIANE M
7309 S HAMILTON AVE
BURR RIDGE IL 60521

MAGGARD, NICOLE
137 SOMERSET RD
WILLOWBROOK IL 60527

MAGUIRE, KATHRYNE W
301 KENMARE DR
BURR RIDGE IL 60527

MALIAKKAL, MERLIN
8S165 S VINE ST
BURR RIDGE IL 60527

MALIK, O & K HUMAYUN
7250 S PARK AVE
BURR RIDGE IL 60527

MALIK, S & M JANAKIRAM
6714 FIELDSTONE DR
BURR RIDGE IL 60527

MALO, T & RAHDAB
6826 FIELDSTONE DR
BURR RIDGE IL 60527

MANDERSCHIED, JOHN & PAT
303 KENMARE DR
BURR RIDGE IL 60527

MANDZUKIC, SVETOLIK
7215 CHESTNUT HILLS
BURR RIDGE IL 60527

MANOLIS, MARTA
6710 WEDGEWOOD LN
WILLOWBROOK IL 60521

MARGOSIAK, DOMINIK
8S175 VINE ST
BURR RIDGE IL 60527

MARK C VAN WORMER
127 POST RD
BURR RIDGE IL 60527

MARK F DUFFY
116 STIRRUP PL
BURR RIDGE IL 60527

MARKHAM PETROLEUM CO
201 BURR RIDGE CLUB
BURR RIDGE IL 60527

MARRI, BHARATHI REDDY
6972 FIELDSTONE DR
BURR RIDGE IL 60527

MARTH, DANIEL
7210 GIDDINGS AVE
BURR RIDGE IL 60527

MARTIN G PEMBROKE
13 E OLD MILL LN
BURR RIDGE IL 60527

MARY MARTHA FAMILY TR
1103 KENMARE DR
BURR RIDGE IL 60527

MARY ROSE SANTIAGO
6765 COUNTY LINE LN
BURR RIDGE IL 60527

MATO CORP
201 RESOURCE DR
BECKLEY WV 25801

MATRAY, TERRENCE & CHERYL
304 KENMARE DR
BURR RIDGE IL 60521

MATTHEW MILLER
32 OLD MILL CT
BURR RIDGE IL 60527

MAUREEN M KURCZ
108 STIRRUP LN
BURR RIDGE IL 60527

MC CARTY, KATHRYN T
43 RIDGEFIELD LN
WILLOWBROOK IL 60527

MC COLLUM, JEFFERY & MARY
7301 MADISON ST
BURR RIDGE IL 60527

MC CORMICK, KAROL M
6520 S ELM ST
WILLOWBROOK IL 60527

MC NALLY, THOMAS & P
7249 S PARK AVE
HINSDALE IL 60521

MCGONAGLE, TIMOTHY & M
603 KENMARE DR
BURR RIDGE IL 60527

MCINTYRE, JAMES & KATIE
206 SOMERSET RD
WILLOWBROOK IL 60527

MECHANICAL CONTRACTORS
7065 VETERANS BLVD
BURR RIDGE IL 60527

MEDLIN, JASON B & DEBBIE
6843 FIELDSTONE DR
BURR RIDGE IL 60521

MEGAN E MCNAMEE
6840 COUNTY LINE LN
BURR RIDGE IL 60527

MEGREMIS, B & I CHIOTIS
441 STRATFORD LN
WILLOWBROOK IL 60527

MEHTA, KAYOMARSH P
6943 FIELDSTONE DR
BURR RIDGE IL 60527

MEILUTE O KUSAK
115 STIRRUP LANE
BURR RIDGE IL 60527

MENDEZ, REYNALDO & PAULA
7217 S MADISON ST
BURR RIDGE IL 60527

MENDOZA JR, JOSE & C
6846 FIELDSTONE DR
BURR RIDGE IL 60527

MENSIK, FRANK
7339 HAMILTON AVE
BURR RIDGE IL 60527

MERENKOV, JUNE
240 SOMERSET RD
WILLOWBROOK IL 60527

METZGER, TIMOTHY & LYNN
6833 FIELDSTONE DR
BURR RIDGE IL 60521

MEYER, ANNE H
118 CHESTNUTHILL CIR
BURR RIDGE IL 60527

MICHAEL SPENCER
6830 COUNTY LINE LN
HINSDALE IL 60527

MICHAEL YUKNIS
119 POST RD
BURR RIDGE IL 60527

MICHALSKI, EDWARD & DEBRA
7259 S PARK AVE
BURR RIDGE IL 60527

MICHALSKI, JOSEPH & M
7220 S ELM ST
BURR RIDGE IL 60521

MILETIC, MIROLJUB
9053 O NEILL DR
BURR RIDGE IL 60527

MILEWSKI, DAVID
731 ROYAL CREST CT
BOLINGBROOK IL 60440

MILOVANOVIC, DANIEL
7359 PARK AVE
BURR RIDGE IL 60527

MILOVANOVIC, MICHAEL & G
7350 HAMILTON AVE
BURR RIDGE IL 60527

MIRIAM J MAGER
100 POST RD
BURR RIDGE IL 60527

MOCERINO, FRANK J
6720 KINGSWOOD RD
WILLOWBROOK IL 60527

MOHAMMAD, AHMAD
7349 S PARK AVE
BURR RIDGE IL 60527

MOHAMMADIAN, ABOLFAZL
2728 FOREST CREEK LN
NAPERVILLE IL 60565

MONROE, FRANK & CAROLINA
6842 FIELDSTONE DR
BURR RIDGE IL 60527

MORRISON, JOHN & KIM
1206 KENMARE DR
BURR RIDGE IL 60527

MOY, MACY & MONTGOMERY
6426 BENTWOOD LN
WILLOWBROOK IL 60527

MULKI, GHAITH
6959 FIELDSTONE DR
BURR RIDGE IL 60527

MULVIHILL, AGNES & THOMAS
5746 N MERRIMAC AVE
CHICAGO IL 60646

MUNOZ, OSCAR & CLARA A
6962 FIELDSTONE
BURR RIDGE IL 60521

MURPHY, JEFFREY & MAUREEN
105 KENMARE DR
BURR RIDGE IL 60527

MURPHY, PATRICK
340 CARDINAL LN
CATAWBA VA 24070

MURRAY, ROBERT J
7300 ELM ST
BURR RIDGE IL 60527

MUSILLAMI, SARVERIO & D
7319 GARFIELD AVE
BURR RIDGE IL 60521

NALLUSWAMI, MARAN & P
285 DARTMOUTH CT
BURR RIDGE IL 60527

NASSAR, ALADDIN & DALIA
6977 FIELDSTONE DR
BURR RIDGE IL 60527

NELSON, WILLARD & M
6545 S GARFIELD AVE
WILLOWBROOK IL 60521

NIEMIEC, JOSEPH & ESTHER
109 CHESTNUT HILLS
BURR RIDGE IL 60527

NIGRE, MICHAEL R
2610 N FORREST LN
ARLINGTON HTS IL 60004

NING, X & F WANG
146 SOMERSET RD
WILLOWBROOK IL 60527

NORMA MAGLIO
18 S OLD MILL LN
BURR RIDGE IL 60527

NORTH AMERICAN SPINE
7075 VETERANS BLVD
BURR RIDGE IL 60527

OFORI KURAGU, CHARLES
405 N ASHBURY AVE
BOLINGBROOK IL 60440

OJIAKO, KIZITO & IFENLOTA
235 DARTMOUTH CT
BURR RIDGE IL 60527

OLIVEIRA. LUIZ F
6825 FIELDSTONE DR
BURR RIDGE IL 60521

OPALACZ, CASMIRJ
6803 FIELDSTONE DR
BURR RIDGE IL 60521

ORELUK, ELIZABETH K
601 KENMARE DR
BURR RIDGE IL 60521

OROZCO, DAVID
436 KINGSWOOD CT
WILLOWBROOK IL 60527

OSAMA & MARINA RAMSEY
143 POST RD
BURR RIDGE IL 60527

OZER, FRED & EVE
102 KENMARE DR
BURR RIDGE IL 60521

PACHECO, MARILYN
359 KINGSWOOD CT
WILLOWBROOK IL 60527

PACIFIC SAKATA INC
1300 HIGGINS RD
PARK RIDGE IL 60068

PAL, AROON
7 BRIDGET CT
BURR RIDGE IL 60521

PALANIAPPAN & KANDASWAMY
445 KINGSWOOD CT
WILLOWBROOK IL 60527

PASQUALE, D & S CONTRERAS
6603 CHAUCER RD
WILLOWBROOK IL 60527

PASQUINELLI INC
905 W 175TH ST
HOMEWOOD IL 60430

PATADIA, DIPUL & MONICA
205 DARTMOUTH CT
BURR RIDGE IL 60527

PATEL, ATUL & SIMA
49 RIDGEFIELD LN
WILLOWBROOK IL 60527

PATEL, CHANDULAL M
6998 FIELDSTONE DR
BURR RIDGE IL 60521

PATEL, SAMIR A & PRIYA S
6723 FIELDSTONE DR
BURR RIDGE IL 60521

PATEL, SANJAY & SONIA
6756 FIELDSTONE DR
BURR RIDGE IL 60527

PATEL, SURYAKANT
6816 FIELDSTONE DR
BURR RIDGE IL 60527

PATOS, DEMETRIOS & NORA
416 KINGSWOOD CT
WILLOWBROOK IL 60527

PATRICK MILLIGAN
6455 S WESTERN
CHICAGO IL 60636

PAULY, TERRY & SANDRA
7230 S PARK AVE
BURR RIDGE IL 60521

PAVLINI, THOMAS & SANDRA
6774 FIELDSTONE DR
BURR RIDGE IL 60521

PEAAK6 LLC
15W030 N FRONTAGE RD APT. 100
BURR RIDGE IL 60527

PEDERSEN, OSCAR & SUSANN
7250 ELM ST
BURR RIDGE IL 60527

PEDOTA, JOSEPH & MARY ANN
307 SOMERSET RD
WILLOWBROOK IL 60527

PELINI, MARIO & ANDREA
6412 LANE CT
WILLOWBROOK IL 60527

PELLING, SALLY P
704 KENMARE DR
BURR RIDGE IL 60527

PEOPLES, MICHAEL & LYNNE
7320 GIDDINGS AVE
BURR RIDGE IL 60521

PERCONTI, ANTOINETTE M
6995 FIELDSTONE DR
BURR RIDGE IL 60521

PEREZ, F
233 SOMERSET RD
WILLOWBROOK IL 60527

PEREZ, FLORENCIO
6743 FIELDSTONE DR
BURR RIDGE IL 60527

PETER LINDA DIAZ
149 CARRIAGE WAY
BURR RIDGE IL 60527

PETERS JR, DONALD F
405 KENMARE DR
BURR RIDGE IL 60527

PETROVIC, YVONNE
7329 S PARK AVE
BURR RIDGE IL 60527

PETRUSEVSKI, ALEKSANDAR
6894 FIELDSTONE DR
BURR RIDGE IL 60527

PFISTERER, SCOTT & E
103 KENMARE DR
BURR RIDGE IL 60521

PHYLLIS A BAVONE 25C
144 CARRIAGE WAY DR
BURR RIDGE IL 60527

PIATEK, MARY ELLEN
339 SOMERSET RD
WILLOWBROOK IL 60527

PIECH, RYAN & LINA
8 BRIDGET CT
BURR RIDGE IL 60527

PONGCHED, SUPACHAI & BENJ
6992 FIELDSTONE DR
BURR RIDGE IL 60527

PONTILLO, ANTHONY & MARIA
225 SOMERSET RD
WILLOWBROOK IL 60527

PONTILLO, ANTHONY R
329 SOMERSET RD
WILLOWBROOK IL 60527

PORONSKY, ALBERT & C
1102 KENMARE DR
BURR RIDGE IL 60527

PRAXAIR INC
10 RIVERVIEW DR
DANBURY CT 6810

PREWITT, BERNICE
1 BRIDGET CT
BURR RIDGE IL 60521

PUCHALSKI, E & E SPOKAS
7229 HAMILTON AVE
BURR RIDGE IL 60527

PUTHUMANA, NEAL & K TR
6807 FIELDSTONE DR
BURR RIDGE IL 60527

QUINLAN PROPERTIES LLC
16W241 S FRONTAGE RD
BURR RIDGE IL 60521

QURESHI, SEEMA
153 SOMERSET RD
WILLOWBROOK IL 60527

QURESHI, SHAMIN & VASEEM
6715 KINGSWOOD DR
WILLOWBROOK IL 60521

R & A HUGHES
111 STIRRUP LANE
BURR RIDGE IL 60527

R M WERR & M E SLAGA
2 CARRIAGE PLACE
BURR RIDGE IL 60527

RAFIQUI, ALI & RIDA ASLAM
8S060 VINE ST
HINSDALE IL 60521

RAINA, S & M KAUL
6575 ELM ST
BURR RIDGE IL 60527

RAISINGHANI, RAJAN & C
8S130 S VINE ST
BURR RIDGE IL 60527

RAJANAHALLY, RATNAKAR & S
7 MALLORY CT
BURR RIDGE IL 60527

RAKOCI, ROBERT J
150 W 74TH ST
BURR RIDGE IL 60521

RAO, DEV & KUSUM
6989 FIELDSTONE DR
BURR RIDGE IL 60527

RASHID, ASHAN & SHAHIDA
6832 FIELDSTONE DR
BURR RIDGE IL 60527

RAVANAM, SURESH & ARUNA
806 KENMARE DR
BURR RIDGE IL 60521

REDDY TR, VENOODHAR & M V
6726 FIELDSTONE DR
BURR RIDGE IL 60521

REDIEHS PROBST, GAIL R
605 KENMARE DR
BURR RIDGE IL 60521

REDIEHS, C & J D SALAZAR
1005 KENMARE DR
BURR RIDGE IL 60527

REDIEHS, GEORGE & G
1203 KENMARE DR
BURR RIDGE IL 60527

REED, SHAUN & TARINA
6755 FIELDSTONE DR
BURR RIDGE IL 60527

REFAAT AND Wafa ABDEL MAL
302 KENMARE DR
BURR RIDGE IL 60527

RENACIDO, GENELITO & M M
6778 FIELDSTONE DR
BURR RIDGE IL 60521

REX C DENKMANN
150 SURREY LANE
HINSDALE IL 60527

RHOADS, KATHERYN V
908 KENMARE DR
BURR RIDGE IL 60527

RIAZ, KAMRAN M
6906 FIELDSTONE DR
BURR RIDGE IL 60527

RIBA, HICHAM
6812 FIELDSTONE DR
BURR RIDGE IL 60521

RICHARD J MORRISSEY
137 CARRIAGE WAY
BURR RIDGE IL 60527

RICHARD J VANDE MERKT
19 S OLD MILL LN
BURR RIDGE IL 60527

RINATI ABBODD
111 POST RD
BURR RIDGE IL 60527

RIZVI, MOHAMMAD & SHAZAN
431 STRATFORD LN
WILLOWBROOK IL 60527

ROBERT & BETTY BECKER
6545 S COUNTY LINE RD
BURR RIDGE IL 60527

ROBERT & JOAN MUSIL
22 W OLD MILL LANE
BURR RIDGE IL 60527

ROBERT J RODI
107 STIRRUP LANE
BURR RIDGE IL 60527

ROBERT R SCHMIEDER
2 N OLD MILL LN
BURR RIDGE IL 60527

ROBERT RECCHIA
6820 COUNTY LINE LANE
BURR RIDGE IL 60527

ROBLES, TRINIDAD & R E
7210 HAMILTON AVE
BURR RIDGE IL 60521

ROCK, THEODORE & BARBARA
6615 CHAUCER RD
WILLOWBROOK IL 60527

ROE, ARTHUR
7135 S MADISON ST
WILLOWBROOK IL 60527

ROGERS, DAN & DEBRA
15W650 74TH ST
BURR RIDGE IL 60527

RONALD MILLER
114 SURREY LANE
BURR RIDGE IL 60527

ROSEMARY BLYTH
30 OLD MILL CT
BURR RIDGE IL 60527

ROSSETTI, GRACE
318 SOMERSET RD
WILLOWBROOK IL 60527

ROY, CHANDANA
9 MALLORY CT
BURR RIDGE IL 60527

RUTHERFORD, TRICIA & GARY
7330 S HAMILTON AVE APT. 105
BURR RIDGE IL 60527

RUVOLO, CHRISTINA
602 KENMARE DR
BURR RIDGE IL 60527

RYAN J DEATON
136 CARRIAGEDR#213C
BURR RIDGE IL 60527

S & SUSAN CONTARINO
126 SURREY LANE
BURR RIDGE IL 60527

S H FOURTY NINE PROPERTIE
PO BOX 847
CARLSBAD CA 92018

SALAMONE, PHILIP & VITO
114 BURR RIDGE PKWY
BURR RIDGE IL 60527

SALGADO, BETUEL
321 72ND ST
BURR RIDGE IL 60527

SAM RAMSEY
135 POST RD
BURR RIDGE IL 60527

SARACCO, LINDA L
7240 HAMILTON AVE
BURR RIDGE IL 60521

SATTLER, TOM & SUSAN
15W667 74TH ST
BURR RIDGE IL 60527

SAVANI, SAM Z & HANSA
6890 FIELDSTONE DR
BURR RIDGE IL 60527

SAYED, F & Z ARAIN
6869 FIELDSTONE DR
BURR RIDGE IL 60527

SCHERI, MICHAEL & GRACE
248 SOMERSET RD
WILLOWBROOK IL 60527

SCHULTE HOSPITALITY GROUP
2120 HIGH WICKHAM PL APT. 200
LOUISVILLE KY 40245

SCHULTZ, SHIRLEY A
7230 S ELM ST
BURR RIDGE IL 60527

SEAN CONNOLLY
152 POST RD
BURR RIDGE IL 60527

SEIDEL, ALFRED
15W656 75TH ST
BURR RIDGE IL 60527

SELVARAJ, PRAKASH & R P
6786 FIELDSTONE DR
BURR RIDGE IL 60527

SETIA, MANISH
6706 FIELDSTONE DR
BURR RIDGE IL 60527

SHAH, ANAND & SHIVANI
250 DARTMOUTH CT
BURR RIDGE IL 60527

SHAH, CHIRAG
6590 S ELM ST
BURR RIDGE IL 60527

SHAH, KALPESH M
11 MALLORY CT
BURR RIDGE IL 60527

SHAH, KAMLESH & S
6851 FIELDSTONE DR
BURR RIDGE IL 60521

SHAH, SAMEER & ANNU
6763 FIELDSTONE DR
BURR RIDGE IL 60527

SHAKIR, TAAHA & NASEEM
37 RIDGEFIELD LN
WILLOWBROOK IL 60527

SHARMA, DHIRAJ
3 MALLORY CT
BURR RIDGE IL 60521

SHEPPLER, CLINTON P
7241 S PARK AVE
BURR RIDGE IL 60521

SHYAM, P & L PRASAD
6887 FIELDSTONE DR
BURR RIDGE IL 60527

SIECZKA, JAN & MARIA
7319 GIDDINGS AVE
BURR RIDGE IL 60527

SIECZKA, KRZYSZTOF & M
7249 GARFIELD AVE
BURR RIDGE IL 60527

SITAFALWALLA, J & A
6703 WEDGEWOOD LN
WILLOWBROOK IL 60521

SIWEK, MICHAEL L
8S153 MADISON ST
BURR RIDGE IL 60527

SLADOJEVIC, PETAR & N
7339 GARFIELD AVE
BURR RIDGE IL 60527

SLITER, DONALD & MARILYNN
305 KENMARE DR
BURR RIDGE IL 60527

SNOW SPORT, LLC
7329 S GARFIELD AVE
BURR RIDGE IL 60527

SOKOLOWSKI, JOANNE F
15W735 72ND ST
BURR RIDGE IL 60527

SONG, SAML & MONA
220 SOMERSET RD
WILLOWBROOK IL 60521

SOUTHWESTERN BELL MOBILE
909 CHESTNUT ST
ST LOUIS MO 63101

SPYCO INDUSTRIES INC
7029 HIGH GROVE BLVD
BURR RIDGE IL 60527

SQUEO, FRANK P
8S144 VINE ST
BURR RIDGE IL 60527

ST PETER & PAUL ORTHODOX
6980 COUNTY LINE RD
BURR RIDGE IL 60527

STAFSETH, PIRJO A & GARY
5 BRIDGET CT
BURR RIDGE IL 60527

STALWORTH HOLDINGS LLC
7545 S MADISON ST
BURR RIDGE IL 60527

STANLEY, JAMES & DEANNA
6558 CHAUCER RD
WILLOWBROOK IL 60527

STARMARK PROPERTIES INC
7035 VETERANS BLVD APT. A
BURR RIDGE IL 60527

STAVROPOULOS, NORMA
499 S POPLAR AVE
ELMHURST IL 60126

STECKEL, WM & DONNA
15W730 73RD ST
BURR RIDGE IL 60527

STEDNITZ, MARK & SHERYL
4 NORMANDEE CT
WILLOWBROOK IL 60527

STENHOLM, GILBERT R
407 KENMARE DR
BURR RIDGE IL 60527

STEVEN BEZANIS
125 SURREY LN
BURR RIDGE IL 60527

STRAM, CAROL A
1101 KENMARE DR
BURR RIDGE IL 60527

STRAUBLAND LLC
15W256 N FRONTAGE RD
BURR RIDGE IL 60527

SUN, NING
6878 FIELDSTONE DR
BURR RIDGE IL 60527

SURMA, FRANK & JANINA
8S109 MADISON ST
BURR RIDGE IL 60527

SUSAN FRANZ ANDRESE
128 STIRRUP LN
BURR RIDGE IL 60527

SUSAN J CLAUSEN
141 CARRIAGE WAY DR
BURR RIDGE IL 60527

SUSAN L KRAL FAMILY TR
4325 ASHFORD CT
PLAINFIELD IL 60586

SWAN, V & M KAWECKI
203 KENMARE DR
BURR RIDGE IL 60527

SYR MANAGEMENT GROUP LLC
6824 BANTRY CT
DARIEN IL 60561

SZYMCZAK, JOHN & KATHY
7240 GIDDINGS AVE
BURR RIDGE IL 60527

T & E LAYDEN
121 CARRIAGE WAY DR
BURR RIDGE IL 60527

TAMELING, EDWIN L
15W616 75TH ST
BURR RIDGE IL 60527

TAMELING, GARY
7425 SOPER AVE
BURR RIDGE IL 60527

TAMELING, JUNE TRUST
15W700 75TH ST
BURR RIDGE IL 60527

TAMELING, PETER
7475 MADISON ST
WILLOWBROOK IL 60527

TANG, LAWRENCE & MOLLY
7210 S ELM ST
BURR RIDGE IL 60527

TAXPAYER OF
6750 COUNTY LINE LN
BURR RIDGE IL 60527

TAXPAYER OF
6501 S COUNTY LINE RD
BURR RIDGE IL 60527

TAYYAB ARSHAD
167 POST RD
BURR RIDGE IL 60527

TEE, KIM K & KATHY J
6983 FIELDSTONE DR
BURR RIDGE IL 60527

TEODORESCU, MARIUS & ANA
6776 FIELDSTONE DR
BURR RIDGE IL 60521

TERPSTRA, BRUCE & DIANA
7300 S MADISON ST
BURR RIDGE IL 60527

THOMAS & SUSAN CASPER
1 N OLD MILL LN
BURR RIDGE IL 60527

THOMAS A WHITE
124 STIRRUP LANE
BURR RIDGE IL 60527

THOMAS DANIELSON
110 SURREY LN
BURR RIDGE IL 60527

THOMAS E MORAN
125 CARRIAGEWAY
BURR RIDGE IL 60527

THOMAS H CHRISTIANSON
25 W OLD MILL LN
BURR RIDGE IL 60527

THOMAS K MEEHAN
6401 S COUNTY LINE RD
BURR RIDGE IL 60527

THOMAS, ANTHONY & REBECCA
7230 GIDDINGS AVE
BURR RIDGE IL 60527

THOMAS, MICHAEL S
8S344 VINE ST
HINSDALE IL 60527

THOMPSON, MICHAEL L
4 BRIDGET CT
BURR RIDGE IL 60521

THORNE, CAROL L
403 KENMARE DR
BURR RIDGE IL 60527

TIM & CARMEL MARSHALL
104 STIRRUP LN
BURR RIDGE IL 60527

TLP 7521 BRUSH HILL LLC
2215 YORK RD APT. 405
OAK BROOK IL 60523

TOKARZ, NICHOLAS & AMANDA
9 NORMANDEE CT
BURR RIDGE IL 60527

TOMANY, CAROL LYNN
15W755 71ST ST
BURR RIDGE IL 60527

TOMEI, ARTHUR E & MARY
8S041 MADISON ST
HINSDALE IL 60521

TOTH, JUDITH A
6760 FIELDSTONE DR
BURR RIDGE IL 60527

TREVINK CAPITAL LLC
7045 VETERANS BLVD APT. A-2
BURR RIDGE IL 60527

TRPENOVSKI JR, NIKOLA S
16W750 57TH ST
CLARENDON HILLS IL 60514

TRUMBULL, GEORGE & KAREN
1204 KENMARE DR
BURR RIDGE IL 60527

TRUST 8002363187
109 SYMONDS DR #297
HINSDALE IL 60522

TRZUPEK, G & E BASSLER
6855 FIELDSTONE DR
BURR RIDGE IL 60521

TSANTILIS, GEORGE
6898 FIELDSTONE DR
BURR RIDGE IL 60527

TURANO, LISA M
6916 FIELDSTONE DR
BURR RIDGE IL 60527

TWOHIG, DENNIS & LORETTA
112 CHESTNUT HILL CR
BURR RIDGE IL 60527

TYLKA, STAN
8S135 VINE ST
BURR RIDGE IL 60527

TYRALA, ZOFIA
12640 BRIARCLIFF DR
LEMONT IL 60439

UNLOCK REAL EST BURR RIDG
9 E 13TH ST APT. 2J
NEW YORK NY 10003

VADAKARA, TOM P
7309 GARFIELD AVE
BURR RIDGE IL 60527

VALENTOR, STEVEN R & M M
444 KINGSWOOD CT
WILLOWBROOK IL 60521

VARGAS, SALVADOR
7209 HAMILTON AVE
BURR RIDGE IL 60527

VAZE, PRASHANT & NINA
1004 KENMARE DR
BURR RIDGE IL 60521

VESSOL, NICKI L & JANIS
8 MALLORY CT
BURR RIDGE IL 60527

VETERANS PARKWAY LLC
7055 VETERANS BLVD APT. B
BURR RIDGE IL 60527

VICICH, ROBERT J
8S046 VINE ST
HINSDALE IL 60521

VIDEBECK, LINDA S TR
101 CHESTNUT HILLS
BURR RIDGE IL 60527

VINCENT HEADINGTON
6760 COUNTY LINE RDGE
BURR RIDGE IL 60527

VITKAUSKAS, DONATAS & ETAL
15W734 74TH ST
BURR RIDGE IL 60527

VOVERIS, ANDRIUS & IEVA
7319 S PARK AVE
BURR RIDGE IL 60527

VTV TECHNOLOGIES INC
7055 VETERANS BLVD APT. A
BURR RIDGE IL 60527

VUCICEVIC, DUSAN
6856 FIELDSTONE DR
BURR RIDGE IL 60521

WALK PAUL
36 S OLD MILL LN
BURR RIDGE IL 60527

Walker, Terry
8S017 Vine St
BURR RIDGE IL 605270000

WALSH HIGGINS & CO
101 E ERIE ST APT. 800
CHICAGO IL 60611

WAN, GUO FENG
421 STRATFORD LN
WILLOWBROOK IL 60527

WANG, DIAN & HONG WU
6912 FIELDSTONE DR
BURR RIDGE IL 60521

WANG, DONGLEI
364 PLAINFIELD RD
WILLOWBROOK IL 60527

WARD, COURTNEY & NICHOLAS
7350 GIDDINGS AVE
BURR RIDGE IL 60527

WARD, MICHAEL
7350 GIDDINGS AVENUE
BURR RIDGE IL 60527

WARTON, JAMES D & PAULINE
6902 FIELDSTONE DR
BURR RIDGE IL 60521

WEIAND, ROBERT DEE
8S145 MADISON ST
BURR RIDGE IL 60527

WENDTE, AARON & LORI
232 SOMERSET RD
WILLOWBROOK IL 60527

WIEDER, GARY E & ALICIA
241 SOMERSET RD
WILLOWBROOK IL 60521

WILLIAM & MARIANNE FOX
27 OLD MILL CT
BURR RIDGE IL 60527

WILLIAM A BOWER JR
31 OLD MILL CT
BURR RIDGE IL 60527

WILLIAMS, GENEACE
15W646 75TH ST
BURR RIDGE IL 60522

WM DARNSTADT
123 STIRRUP LN
BURR RIDGE IL 60527

WOJTYCZKA, AGATA
7240 S PARK AVE
BURR RIDGE IL 60527

WOJTYCZKA, STANISLAW & M
7350 S PARK AVE
BURR RIDGE IL 60527

WOODS, KEVIN
101 KENMARE DR
BURR RIDGE IL 60527

WUJCIK, THOMAS P
8224 PARK AVE
BURR RIDGE IL 60527

ZAFFAR, MOHAMMAD & RUBINA
6703 FIELDSTONE DR
BURR RIDGE IL 60527

ZANAYED, AKRAM
6927 FIELDSTONE DR
BURR RIDGE IL 60527

ZAVALA, SANDRA
7248 GIDDINGS AVE
BURR RIDGE IL 60527

ZHANG, WEI & LIYUN HUANG
306 PLAINFIELD RD
BURR RIDGE IL 60527

ZHOU & SHA
15 S OLD MILL LN
BURR RIDGE IL 60527

ZHOU, Z & Y XIONG
6764 FIELDSTONE DR
BURR RIDGE IL 60527

ZHU, Q & L ZHOU
6555 CHAUCER RD
WILLOWBROOK IL 60521

ZOLA LLC
6951 HIGH GROVE BLVD
BURR RIDGE IL 60521

From: [Janine Farrell](#)
Bcc: [Donna Ryan: "djb150@aol.com"](#); ["janet.radke@pnc.com"](#); [Mary Bradley: "jjp@levinperconti.com"](#); ["mary.woods@pb.com"](#)
Subject: Notice of Pre-application Conference: 6900 Veterans Blvd./CNH
Date: Thursday, March 21, 2024 1:23:00 PM
Attachments: [PC-06-2024 Mailer.pdf](#)

Dear HOA Presidents,

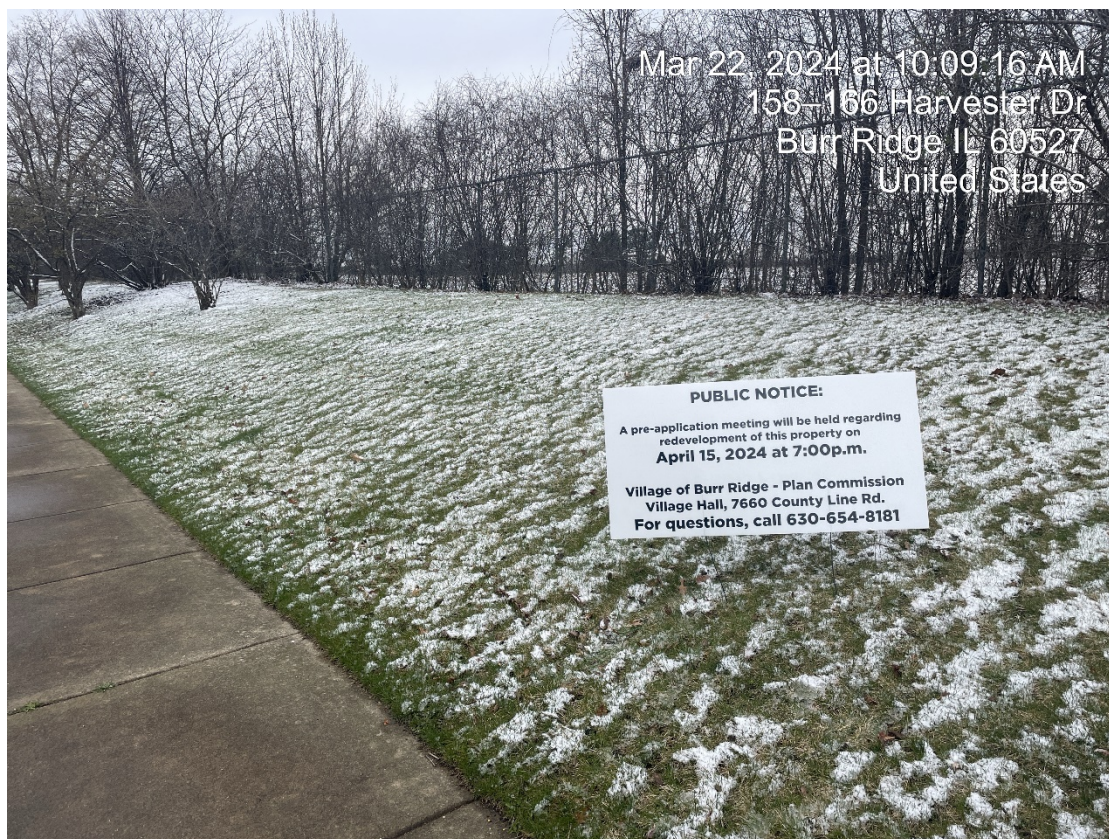
The Village received a request for a pre-application conference from Bridge Industrial for the CNH property (6900 Veterans Blvd.). This week, the attached mailer will be sent out to residents within the Carriage Way, Chestnut Hills, Fieldstone, and Fieldstone Club subdivisions. We ask that you please also distribute the attachment to your residents in case they do not receive the mailing, particularly since the Village does not have individual contact information for the Carriage Way condo residents. There is additional information about the proposal here: https://www.burr-ridge.gov/cnh_redevelopment/index.php

Should you have any questions, please let me know.

Thank you,



Janine Farrell, AICP
Community Development Director | Village of Burr Ridge
(630) 654-8181 ext. 6100 | jfarrell@burr-ridge.gov



Mar 22, 2024 at 10:05:35 AM
15W 030 N Frontage Rd
Burr Ridge IL 60527
United States

PUBLIC NOTICE:

A pre-application meeting will be held regarding
redevelopment of this property on
April 15, 2024 at 7:00p.m.

**Village of Burr Ridge - Plan Commission
Village Hall, 7660 County Line Rd.
For questions, call 630-654-8181**

Sold To:

Village of Burr Ridge - CU00410376
7660 County Line Rd, Ste 2
Burr Ridge, IL 60527-4721

Bill To:

Village of Burr Ridge - CU00410376
7660 County Line Rd, Ste 2
Burr Ridge, IL 60527-4721

Certificate of Publication:

Order Number: 7607076

Purchase Order:

State of Illinois - DuPage

Chicago Tribune Media Group does hereby certify that it is the publisher of the The Doings Weekly. The The Doings Weekly is a secular newspaper, has been continuously published Weekly for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Clarendon Hills, Township of Downers Grove, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 1 time(s) in the The Doings Weekly, namely one time per week or on 1 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 3/28/2024, and the last publication of the notice was made in the newspaper dated and published on 3/28/2024.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

PUBLICATION DATES: Mar 28, 2024.

The Doings Weekly

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

29th Day of March, 2024, by

Chicago Tribune Media Group



Jeremy Gates

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following pre-application conference beginning at 7:00 p.m. on **Monday, April 15, 2024, at Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527.**

PURPOSE OF MEETING

The Plan Commission/Zoning Board of Appeals will hold a pre-application conference for a Planned Unit Development (PUD) in accordance with Section XII.L.2.b of the Burr Ridge Zoning Ordinance. The petitioner (Midwest RE Acquisitions LLC/Bridge Industrial) is requesting to rezone the property commonly known as Case New Holland and/or CNH from R-A/Research Assembly and L-I/Light Industrial to R-5/Planned Residence District and L-I/Light Industrial, both with special uses for PUDs. The petitioner is proposing to construct 72 townhome units, six industrial buildings, and a Public Works facility on the approximately 113-acre site. A pre-application conference allows the applicant to present a general concept of the proposed development prior to the preparation of detailed plans and prior to holding a public hearing. The April 15, 2024 meeting will not be a public hearing and the Plan Commission will not be making a recommendation or taking a formal vote on the petition.

The petition number and addresses of this petition are **PC-06-2024: 6900 Veterans Blvd. and 451 Commerce St.,** and the Permanent Real Estate Index Numbers are **09-24-400-011-0000; 09-24-301-014-0000; 09-24-301-022-0000; 09-24-301-018; 09-25-200-011-0000.**

While the April 15, 2024 meeting is not a public hearing, all Plan Commission meetings are open to the public and public comments shall be accepted at the meeting. Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Monday, April 8, 2024. All public comment may be emailed to Community Development Director (jfarrell@burr-ridge.gov) or mailed to Ms. Farrell's attention at the address above, provided they are received by Monday, April 8, 2024.

BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF

CHICAGO TRIBUNE

media group

BURR RIDGE, COOK AND DU-
PAGE COUNTIES, ILLINOIS.

Greg Trzupek, Chairman

MEMBERS: GREG TRZUPEK,
MIKE STRATIS, JIM BROLINE,
BARRY IRWIN, JOSEPH PET-
RICH, ENZA PARRELLA, RICH-
ARD MORTON, AND DEANNA
MCCOLLIAN.
3/28/24 7607076

EXHIBIT C

From: [Li Chai](#)
To: [Janine Farrell](#)
Subject: Fwd: CNH Project
Date: Thursday, March 28, 2024 2:41:18 PM

Hi Janine,

Forwarded is my thought for Ingrid as she is collecting input from our neighborhood. Here, I'd like to take the opportunity to thank you and your colleagues for all your effort to come to the new proposal.

More on the townhomes proposal, as mentioned in the forwarded email, the clubhouse and the little pool are really not necessary but only bring up the purchase and maintenance costs, specially, it's so close to the park and all facilities over there. The townhomes should be compatible with surrounding subdivisions in terms of luxury, in other words, not too luxurious. In this case, I'd seriously consider purchasing one for downsizing.

Thanks for your kind attention.

Li Chai
6852 Fieldstone Dr, Burr Ridge, IL 60527

----- Forwarded message -----
From: **Li Chai** <lchai18@gmail.com>
Date: Wed, Mar 27, 2024 at 8:54 AM
Subject: CNH Project
To: <ingrid.tepler@gmail.com>

Hi Ingrid,

Thank you for your and others' effort that the recent proposal of townhomes and light industrial buildings is a major improvement compared to the Costco one. However there still is a significant impact to our neighbors along Veterans Blvd due to the increased traffic. Furthermore, who will be occupying the light industrial buildings is still a puzzle. When I asked if there will be a distribution center during the open house, the answer was a hesitant "no". I don't feel confident with that answer. This needs to be clarified along with the traffic impact.

Additional thought on the townhomes. Some of us like the idea of townhomes nearby so we could downsize in our own community. However, it should be compatible with our city in consideration of how luxury they should be. In other words, it shouldn't be too luxurious. Also the clubhouse is purely a cost factor and entirely not necessary as the park and facilities are so closeby.

Just a thought.

Thanks again for your effort.

Li Chai
6852 Fieldstone

From: [Heidi Conidi](#)
To: [Janine Farrell](#)
Subject: CNH Development
Date: Monday, April 8, 2024 10:33:54 AM

Please forward to the Burr Ridge Plan Commission:

We are writing to express our concern about the potential development proposed by CNH Industrial in and around 6900 Industrial Blvd. in Burr Ridge. We recognize that CNH has played an important role in the history of Burr Ridge. Our concerns lie in the specifics of how they propose to develop their parcel, and what independent studies will be carried out in order to fully understand the impacts of their development on the environment and traffic.

High Density Housing/Zoning Changes:

The land proposed for development appears to currently be zoned as “RA/Research Assembly” per the Burr Ridge Zoning Map, and we have concerns relating to potential zoning changes required to move forward with the proposed new development. According to the email sent out from the Village of Burr Ridge on March 25, 2024, the development by CNH will include a 71-unit townhouse development. Would this, in fact, require a change to the current “RA” (Research Assembly) zoning for the parcel of land in question? Where exactly will the townhomes be located on the parcel and what will their ingress and egress be? Where will the parking for the residents be located? Housing density brings population density. What measures will be implemented to ensure there will not be a strain on infrastructure and services? How will area schools be affected by an increase in neighborhood population? Exactly what type of green spaces will be included in the planned development? How will Harvester Park be affected? Will public transportation be available to the new housing area and, if so, how will that affect area traffic/bus traffic?

Regarding the public works building to be located along Harvester Drive, what type of privacy screening will be implemented to protect the visual quality of the area? How will traffic of public works trucks affect the current traffic flow? Will potential noise pollution be studied and evaluated?

Traffic:

Traffic is an important part of the consideration for this development and the Village should seriously consider getting an independent opinion about its overall effect on the community. Every day, bikers, runners, children, and commuters traverse along Harvester Drive, with many using the facilities or green space of Harvester Park and Oak Grove Park. Without careful consideration to the current neighborhood, new development could congest the small streets and represent a significant danger to families that walk, bike and enjoy the area parks. The addition of high-density housing (72 townhouse units) could also add significantly to the congestion in an area not zoned for a high-density residential development.

Storm Water Management and Flooding:

The proposed development would result in a reduction of the “green footprint” in the area. Storm run-off and snow melt which cannot be absorbed as groundwater will make its way into the Villages

storm and waste water sewer system. How will this impact the Village's waste water treatment facility? Does this area have the required infrastructure for a development of this size? How will current waterways on and near the parcel be affected? Will an independent environmental study be conducted to evaluate the impact on water management and flooding?

Thank you for your time and consideration.

Tom & Heidi Conidi

Owners: 7242 Chestnut Hill Drive, Burr Ridge

From: [Diane Hholzer](#)
To: [Janine Farrell](#)
Subject: CNH property development
Date: Wednesday, April 3, 2024 5:04:11 PM

Dear Ms. Farrell,

We have lived at 20 S. Old Mill Lane for the past 25 years. We love Burr Ridge but have become increasingly concerned about the plans to develop the CNH property. From what we have read and heard, up to 300 trucks every day will be stopping at the stoplight at Carriage Way Drive. This will undoubtedly bring more air pollution and increased traffic into our quiet residential neighborhood. We chose this area for that reason. Can't these warehouse buildings find a less residential area? Please consider the people who already live here. Thank you.

Diane & Helmut Holzer
Address above

Sent from my iPad

From: [Sunmi Kim](#)
To: [Janine Farrell](#)
Subject: Cnh redevelopment
Date: Tuesday, March 26, 2024 9:26:53 AM

I don't believe in brining 6 warehouse buildings and/or using it for trucks.. this is a community where we have kids playing. The whole area should consist of residential areas or something for the community To use like a pool or rec center.

Thank you.

From: [Sharon Mehalek](#)
To: [Janine Farrell](#)
Subject: CNH Industrial Redevelopment
Date: Sunday, March 24, 2024 11:21:47 AM

Hi

Please consider the following when approving the redevelopment of the property.

- how does it benefit the town and the citizens of Burr Ridge. Does it just benefit the village in tax dollars and no positive results for local Burr Ridge residents.
- our preference is townhome and senior living projects with green space, biking and walking trails and a public works building
- our preference IF widening is a safe crossing on a then widened county line for bikers or walkers
- our preference IF widening county line a biking lane in median to cross I 55 north and south because of increase in traffics exiting and entering I 55
- our preference is NO construction of a Costco warehouse anywhere in the development

We are residents of the Carriage Way TH Assoc and already see the congestion of traffic off of Frontage RD on the east side from industrial employees and Loyola exiting the buildings onto carriage way lane.

Thank you for you time.

Sharon & Daniel Mehalek

Agent #222772
Charles Rutenberg Realty
Corporate Office Naperville, IL

Marsha & David Printz

122 Surrey Ln
Burr Ridge, IL 60527
dprintz@dprintz.com

03/29/2024

jfarrell@burr-ridge.gov

Janine Farrell
Burr Ridge Community Development Dir.
7660 County Line Rd.
Burr Ridge, IL 60527

Hello Janine and all:

As 44-year residents of Carriage Way with great interest in our community and Village we have these requests and concerns regarding the CNH property development:

- Land use:
 - Build upscale homes, townhomes and multi-story residences such as is found at Burr Ridge Residential.
 - Build a new Public Works facility.
 - Build no industrial buildings
- Traffic management
 - Improve the County Line Rd - Veterans Blvd/Carriage Way Dr. intersection. This intersection needs major change on the east side at N. Frontage Rd. Higher traffic volume from the CNH property also demands west side improvements.
 - We want no additional truck traffic.
- Infrastructure improvements
 - Resurfacing of County Line Rd. from Plainfield Rd. to Burr Ridge Parkway is essential and long overdue.
 - Additional turn lanes at the County Line Rd - Veterans Blvd/Carriage Way Dr. intersection are needed.
 - Landscaping improvements for the entire property are required.

The property developer should fund the above improvements and have the residential purchasers reimburse the developer.

Thank you for your consideration.

Sincerely,

Cc:

Mary Bradley bradley.mary121@gmail.com
Steve Patterson steve@srpattersonlaw.com
Gary Grasso ggrasso@burr-ridge.gov
Evan Walter ewalter@burr-ridge.gov

From: dhryan07@comcast.net
To: [Janine Farrell](#)
Subject: CNH REDEVELOPMENT
Date: Wednesday, March 27, 2024 1:35:55 PM
Importance: High

Hello, Janine Farrell and the Plan Commission,

After reviewing all the documents from the Village website, it appears that the Light Industrial portion dominates the acreage and that 150 trucks a day (300 trips/day), I assume mostly semi- trucks, will be traveling through our neighborhood to get to the site. The

Burr Ridge Municipal Code under Manufacturing Districts does not specify a Location for Warehouses or Distribution Centers pertaining to residential areas. It states, " well located." However, reading Preventing Warehouse & Distribution Center Impact to Neighbors, <https://ceds.org/warehouses/>

"Truck facilities(with product going in and going out) should be 1,000ft from residential areas and on main roads(major arterial) where trucks would not pass through a neighborhood. All to prevent disturbing levels of noise (truck engine stop, start and idling), property value decline, adverse effects due to diesel exhaust, and excessive truck traffic on neighboring streets." "Trucks traveling past homes to reach warehouses can significantly lower property values."----Fieldstone homes located on Veterans Blvd.

Looking at the Traffic Study, and considering the current traffic volume and the future traffic generated by the Project, it would be of benefit to have a Noise Impact Study for the proposed warehouses. We all would know and feel satisfied that all the set-backs and buffers for the new townhomes, and the surrounding residences are adequate, and that Fieldstone's properties along Veterans Blvd would not be gravely Impacted.

One other concern, is the Park District. When they have Community events or tournaments, the overflow of cars come into Chestnut Hills and use guest parking areas, etc. The Park District is in need of additional parking, but I do not see it on the Plan nor is it mentioned in the Proposal. Will the Park District be able to use Lot 10?

It is hoped the Plan Commission considers the above and how this Light Industrial Project in the midst of our neighborhood will impact the residences/surroundings, and if the warehouses are appropriate with new high end townhomes and sharing the same toads. And lastly, will this Project Proposal enhance Burr Ridge!

Thank You for your attention to this!

Respectfully,

Donna Ryan--President Chestnut Hills Association
113 Chestnut Hills Circle

Burr Ridge, IL 60527
773-896-7493

Donna Ryan

Lisa M. Turano
Gioia Solano
Rocco Solano
6916 Fieldstone Drive
Burr Ridge, IL 60527
630.640.1124
lisaturano@comcast.net

April 4, 2024

Ms. Janine Farrell
Community Development Director
Village of Burr Ridge
7660 County Line Road
Burr Ridge, IL 60527

Re: CNH PROPOSAL/BRIDGE SUBMISSION

Dear Ms. Farrell:

Please accept this correspondence as opposition to the proposal submitted by Bridge Industrial for the development referred to as the "CNH Property". We are homeowners in the Fieldstone Subdivision and object for all of the following reasons:

A. "FINDINGS OF FACT – PLANNED UNIT DEVELOPMENT (PUD)"
During late summer of 2023, Evan Walter appeared at a Fieldstone HOA meeting and addressed the then "leaked" rendering of development for the CNH property. He advised Fieldstone Homeowners that for a proposal to move forward, the proposal would have to answer YES to all (not just some) of the nine (9) concerns listed below of Section XII.L.7 of the Village of Burr Ridge Zoning Ordinance. **It is our opinion that the Bridge proposal FAILS to meet said concerns.**

1. In what respects the proposed plan is or is not consistent with the stated purpose of the planned unit development regulations. *Per the proposal, "Implementation of the Comprehensive Plan is intended to protect the Village's residential character and ensure the continuance of a strong tax base which will enable the Village to maintain and improve existing levels of services and public facilities for its residents." Adding an industrial park with an anticipated truck load of at least 300 passes per day does NOT "protect the Village's residential character" and in fact, does exactly the*

contrary. The Village Comprehensive Plan provides that Industrial Developments should “strengthen and maintain property values” and further suggests that the Village “should facilitate development of only those industrial uses that generate traffic patterns that do not significantly impact the existing residential environment.” We believe that the development as proposed would impair adjacent residential property values and worsen an already recognized traffic problem at the intersection of County Line Road and Veterans Boulevard. Additionally, the addition of stop light(s) would only further encourage both locals and visitors to “cut through” what may be the newly designed Veterans Boulevard or the Fieldstone Subdivision.

2. The extent to which the proposed plan meets the requirements and standard of the planned unit development regulations. *“Implementation of the Comprehensive Plan is intended to protect the Village’s residential character and ensure the continuance of a strong tax base which will enable the Village to maintain and improve existing levels of services and public facilities for its residents.”* No requirements or regulations have yet been imposed so this is difficult to gauge.
3. 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 improvements, construction and design standards and the reasons why such departures are or are not deemed to be in public interest. The 1999 Village Comprehensive Plan acknowledges ***“The future of the Burr Ridge Corporate Park is probably the most serious economic issue facing Burr Ridge... The I-55 corridor is not perceived as an office corridor but is a prime location for distribution uses. However, office is the preferred land use for most of the remaining land in the Corporate Park, at least in part, because office uses tend to attract a controlled transient population that is not in Burr Ridge in the evenings or on weekends.”*** (emphasis added) The land is not currently appropriately zoned for the submitted proposal nor is it intended for the proposed use according to the Comprehensive Plan. CNH or Harvester as its predecessor has occupied the land for over 100 years for use in “Research Assembly or Light Industrial”. During said time, parking accommodations at maximum were for approximately 1,200 vehicles (max employee count at peak) and traffic was experienced at a consistent flow during ordinary business hours and primarily on weekdays. The proposal would significantly increase density on the parcel (addition of 72 townhomes alone adds the likelihood of an additional 144 cars in the neighborhood) and additionally plans for at least 1,300 parking spaces in addition to the truck bays. Traffic along the proposed “new and improved” Veterans Blvd is likely to increase at all hours of the day and night which runs directly along backyards of Fieldstone residents. In addition to the noise nuisance, said traffic is certain to add pollution, dirt, lights, safety concerns and similar increased traffic consequences.

4. The extent of public benefit produced, or not produced, by the PUD in terms of meeting the planning objectives and standards of the Village. Any specific beneficial actions, plans or programs agreed to in the PUD 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 Ad Hoc Committee very specifically identified that needs of “public benefit” to the Village included: increased frequency to the Village Center to keep retail and hospitality vibrant; increased residential options, particularly with first floor primary suites to accommodate empty nesters and aging locals; increased residential options that might attract families and result in greater enrollment of our local schools, particularly Hinsdale South resulting in greater funds, teacher recruitment and retention and higher local home values; mixed use development providing some tax sale base to the Village however respecting the success of Burr Ridge as being DEBT FREE and not being greedy; safety and security for continued use and access to Harvester Park; and open green space maintaining the “very special feel” of Burr Ridge. The primary benefit of the proposal as submitted would be the inflated tax base, however residents resent the appearance of the money grab when being reminded of our debt free status.
5. 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. We would focus here on the fact that the proposal drastically reduces the percentage of open space from its current status which includes no less than 50 acres of open outdoor space versus a reduction to just ~35% green and open space. Furthermore, we again point out that Veterans Boulevard is an entry way to access for Harvester Park where our children play and host sporting events, many who arrive by bicycle or on foot. The increased traffic, particularly truck traffic, poses an increased risk to these already young and vulnerable persons. Harvester Park is the jewel of Burr Ridge and it will be tarnished by being hidden or adjacent to an industrial park with high volume truck traffic.
6. The relationship and compatibility, beneficial or adverse, of the proposed plan to the adjacent properties and neighborhood. The proposed development is incompatible with the adjacent properties and neighborhood. The majority of surrounding area is luxury, residential single family homes and/or Harvester Park. A proposed industrial park nestled between homes and our prime green space would potentially negatively impact home values and increase pollution, noise, dirt, light nuisance and traffic congestion. Although the proposal purports to improve the resident experience of some Fieldstone homeowners, we point out that the residents along the Southeast border of the subdivision (including our own home), particularly between County Line Rd and the CNH parcel boundary will experience nothing but disadvantage including

- traffic congestion literally in our backyard, increased truck noise (SAIA truck brakes already provide a noise nuisance), pollution, dirt, visual disturbances and lack of quiet enjoyment of our homes. Furthermore, any Fieldstone resident but particularly those who live on the east side and primarily use the County Line Road entrance will encounter more traffic danger with increase truck vehicles making the already dangerous lane change from the off ramp at I-55 to the West turn lane at Veterans boulevard (twice as bad, if in fact the lane is made a double turn lane).
7. The desirability of the proposed plan to the Village's physical development, tax base and economic well-being. We again point out the Village has prided itself on its debt free status and there is no imminent need for an increased tax base. Not only is Burr Ridge debt free, but it has seen a dramatic increase in sales tax income in recent times. In fact, as recent as September 2023 Evan Walter was quoted as saying *"We've had some downtown development. We've had some good industrial users come into our existing industrial parks, which are providing quite a bit of sales taxes to our community, both retail as well as online."* Furthermore, the Patch printed in March 2024 *"According to the U.S. Census, **the amount of retail sales per person in Burr Ridge is \$34,450.** That compares to \$6,274 in Western Springs, \$8,116 in La Grange, \$15,073 in Hinsdale, \$24,801 in Darien, \$26,061 in Elmhurst and \$33,081 in Willowbrook.(emphasis added) Last year, sales taxes made up 27 percent of Burr Ridge's income, according to Illinois comptroller reports. That compares with 11 percent in Western Springs and 14 percent in La Grange."*
 8. 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 Ad Hoc Committee made several, repeated suggestions to retain a land use professional to consider an update and redraft of the Village Comprehensive Plan. Not only has no third party professional been retained as suggested and requested, but the Ad Hoc Committee itself has been decimated by the forced resignation of its Chairperson (who only made ONE of the TWO held meetings) and two other Village representatives. The Ad Hoc Committee no longer has a current Chairperson to even call a meeting. Furthermore, the Committee apparently has no ongoing relevance with no meeting on the schedule! Notwithstanding, the current development proposal is inconsistent with the 1999 Comprehensive Plan. One has to read no further than the "community vision" which states ***"Burr Ridge is a high quality suburban community with low density neighborhoods characterized by distinctive homes in natural wooded settings. Our Village accommodates residents who seek a sense of privacy in a tranquil environment. We desire to enhance the Village's physical beauty, keeping Burr Ridge a very special place."*** The Comprehensive plan provides ***"The development of vacant parcels within the Burr Ridge Corporate Park should be facilitated. However, commercial uses***

that have minimal traffic impact on surrounding residential areas should be emphasized.” The Plan recognizes that the Burr Ridge Corporate Park presents many visitors with their first image of Burr Ridge. ***“Office is the preferred use for most of the remaining vacant land. This use represents a departure from the underlying L-1 Light Industrial zoning that is currently in place for a major portion of the Corporate Park. While office uses are allowed under the present zoning, industrial uses are also permitted which are not consistent with the development pattern that has been encouraged in the Corporate Park since its annexation into the Village of Burr Ridge. Consequently, the Village should rezone land to appropriate office classifications to reflect existing uses and accommodate desirable future developments.”*** (emphasis added)

9. Conformity with the standards set forth in Section XIII.L.7 of this Ordinance. ***See all of the above***

- B. In addition to the above, we remind the Village that it registered objection to BOTH the proposal for industrial development in Willow Springs and the allowance of a singular truck stop on Route 83 in unincorporated Burr Ridge, jurisdiction of DuPage County. The subject proposal is NOT a neighboring community but rather OUR community, OUR homes, OUR backyards. We implore you to care as much about your own as you did your neighbors and recall the objections of traffic, safety, nuisance, pollution, etc. Furthermore, we also remind the Village that Saia LTL Freight is now a burden and nuisance we live with daily notwithstanding the objections lodged by the Village prior to its residency in unincorporated Burr Ridge. A heavily trafficked industrial park within the CNH property would only exaggerate the already troublesome consequences of the SAIA legacy.

Thank you for considering the above mentioned concerns. We hope that in the absence of a current land use study that you will reflect upon the existing 1999 Village Comprehensive Plan which clearly establishes that the subject proposal should be denied.

Very truly yours,

Lisa M. Turano, individually and as Founder/Board Member B.R.A.I.D

Lisa M. Turano

Gioia Solano

Gioia Solano

Rocco Solano

Rocco Solano

From: [Mary C Bradley](#)
To: [Janine Farrell](#)
Cc: [Harry Bradley](#)
Subject: [Banned Word] Statement for the record. Pre-Application Conference
Date: Monday, April 8, 2024 11:02:15 AM
Attachments: [Chi Tribune 3.31.24 Truck Traffic I.55 corridor.pdf](#)

Attached is an article **“Concern growing by the load” – Sunday, March 31, 2024 Chicago Tribune.**

It describes the growing concern residents, city leaders, and business owners have about the **increasing truck traffic along the I-55 corridor.** While it focuses on two communities - Chicago Heights & Joliet, it **highlights how the trucking industry with its heavy diesel vehicles are affecting people’s driving habits, are beating up our roads, are congesting our main city arteries, are increasing our commuting times, and are polluting the air we breathe.**

Nationwide medium and **heavy-duty trucks account for** less than 10% of vehicles on the road but more than **60% of the on-road vehicle emission of nitrogen oxide (NO_x)** according to the Environmental Defense Fund. And a recent IDOT study noted that **total annual freight tonnage could nearly double in Illinois by 2050.** It goes on to state that relative growth could be even greater in Cook County.

The Bridge proposal estimates there will be 300 additional truck trips a day to the CHN site alone – with half of them between the hours of 7 am and 11 am. **Between 9 and 10 am alone – they estimate 46 – that’s 1 additional truck driving in or out every 78 seconds!** What would it mean 20 years from now?? And how could it even be controlled? **Furthermore, these numbers don’t include the trucks from some of the BR trucking businesses like SAIA, EMKO, Two Brothers, GTS Transportation, Acell, GMG Express, to name a few, already using our frontage roads and streets.**

One quote from a senior transportation policy analyst of the Little Village Environmental Justice Organization (LVEJO) caught my eye as it parallels size of Bridge’s proposed buildings – **“the city keeps saying it’s more important for our community to have 1.2-million-square-foot warehouse than to have air quality. It’s like we’re being sacrificed, and somebody has to be held accountable.”**

Please, Burr Ridge Commissioners and Trustees, don’t sacrifice your Burr Ridge residents for promises of commercial dollars – we like our less congested roads – our peace and tranquility – our easy access to the freeways – our neighborhoods -- that’s what has made Burr Ridge our “Special Place.” Protect your homeowners and businesses.

Before any more consideration to rezoning is made:

- 1) We would like to see an **accurate count of trucking businesses already in Burr Ridge and with it how many trucks already use the main Frontage Roads** – both on the north side and the south side of I-55. Any traffic **study should be done during a non-vacation time** (The Bridge study was done in July when there was no school and people are often on vacation.)
- 2) An **environmental study** should be undertaken **addressing air quality on both sides of I-55**, and particularly the area surrounding the CNH site and County Line/I-55 intersection, including the Park District and Chestnut Hills.
- 3) We definitely are **opposed to giving Bridge any variances to build buildings 50 ft high** – that’s not light industrial. Burr Ridge business classes -- **RA, L1, G1 – all limit buildings to 35 ft.**
- 4) We **are definitely opposed to extending Veterans Drive** to connect to International Drive and other streets in the High Grove area as we believe it will lead to cut-through traffic for people wanting to avoid lights at and on Plainfield or Madison.

5) We recognize the final petition has not yet been submitted, but **accept this statement to be in opposition to the proposal** in its current form.

Mary and Harry Bradley

121 Surrey Lane, Burr Ridge 60527

NEWS > ENVIRONMENT

Neighborhoods near congested I-55 freight corridors count truck traffic, push for changes



A truck waits in a turn lane in heavy traffic near 41st Street and Pulaski Road in the Archer Heights neighborhood, March 28, 2024. (E. Jason Wambsgans/Chicago Tribune)



By **JOHN LIPPERT** | Chicago Tribune

PUBLISHED: March 31, 2024 at 5:00 a.m. | UPDATED: April 1, 2024 at 7:43 a.m.

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Outside Mario Aguirre’s office in Chicago’s Archer Heights neighborhood, traffic is so bad that people hit a tree, mailbox, light pole, brick wall, vehicle or pedestrian about once a week.

Aguirre, president of the [United Credit Union](#), said the main problem is the torrent of 18-wheel diesel freight trucks. They pour in and out of a [BNSF intermodal rail yard](#) at Pulaski Road and 41st Street, just south of I-55.

The trucks slow Pulaski’s four lanes of traffic so much, he said, that people often try to beat the red lights by racing through parking zones, bus stops and right-turn lanes, where other drivers can’t see them.

“I’m not talking 20 or 30 miles an hour. It’s more like 50 or 60,” said Aguirre. “And what do you think happens when Pulaski is clogged up? Now they’re zooming through the neighborhood.”

Top Videos - WSJ marks one year of reporter's Russian imprisonment ☰



Thirty miles to the southwest, Joliet Mayor Terry D’Arcy also complains about 18-wheelers that smash up the balustrades or decorative barriers outside City Hall. He said he’s tapping the brakes on new permits in neighborhoods where warehouses have mushroomed far beyond the city’s initial plans.

“This thing is so far out of balance, we really have to look at a long-term comprehensive plan,” D’Arcy said in a recent interview.

“We need to look out 20 years when we’ll have double the amount of truck traffic we have now and make sure we’re doing what’s right,” he said.

Joliet and Archer Heights are only two examples of the congestion-on-steroids spreading through Chicago’s freight hubs. But they’re like canaries in a coal mine.

Their experiences warn about how today’s rapid shipping methods can take over neighborhoods and damage public health. They’ve pushed Joliet and Archer Heights into an intensifying search for policy alternatives, including electric and hydrogen-powered trucks, which so far have faced an uphill battle in Springfield.



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Truck traffic on Ottawa Street in downtown Joliet on March 29, 2024. (E. Jason Wambsgans/Chicago Tribune)

As a first step, they're simply trying to count the trucks.

According to a [new study](#) from the [Little Village Environmental Justice Organization](#) and the [Center for Neighborhood Technology](#), during a 24-hour period on May 16 of last year, 5,159 18-wheelers, delivery trucks and buses passed through the intersection of 41st and Pulaski.

During the peak hour of 11 a.m., that meant a truck or bus every 8.3 seconds.

Even at 5 a.m., a truck roared by every 17 seconds.

Trucks and buses comprised 11% of the 48,569 vehicles that passed through the intersection that day. The traffic included 129 pedestrians and 17 brave souls on bicycles.

Of the 35 sites in Chicago where LVEJO and CNT did their counting, 41st and Pulaski had the most trucks.

The groups chose these locations partly to document the outsized impact of trucks in Black and brown communities.

The Archer Heights neighborhood is 80% Latino, according to LVEJO and CNT.

Eight miles to the northeast, at Ashland and Fullerton avenues in a Lincoln Park neighborhood that's 80% white, trucks and buses made up 4% of traffic, LVEJO and CNT said.

LVEJO and CNT spent \$60,000 on [professional traffic counters](#) and other costs and allocated some of their own staff time. They did so in part because BNSF Railway and other railroads won't say how many trucks use their intermodal facilities, according to Jose Acosta, LVEJO's transportation justice program manager.

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City and state regulators display [average daily traffic counts](#) for significant streets and sometimes break out trucks on their websites.

But even after years of prodding from community groups, they don't provide anything like the detailed analysis that LVEJO and CNT compiled, especially for a string of adjoining neighborhoods.

For example, the groups profiled six locations in Little Village, three in McKinley Park and two in Brighton Park, all neighborhoods that sit beside I-55 and wrestle with its freight every day.

Cyatharine Alias of CNT also produced a cumulative impact map showing health risks not just in the city but also in big suburban freight hubs such as Bensenville, Harvey and Joliet.

LVEJO and CNT will use the data, Acosta said, to pick locations for the 50 air quality monitors they plan to install in the coming year.

This will help them press their case, Acosta said, for electric truck mandates and land-use policies that disperse warehouses and truck traffic instead of concentrating them in Black and brown neighborhoods.

They also want more enforcement to reduce excessive idling and speeding and to keep trucks away from parks and schools.

LVEJO and CNT found, for example, that 37 tractor-trailers drove on Kostner Avenue north of 31st Street on May 16, even though the city has declared this Little Village area a truck-free zone to protect students at Zapata Elementary Academy.

If they'd had the truck counts and associated video earlier, Acosta said, they could have done a better job refuting complaints from some in City Hall that they were exaggerating or even falsifying their claims.

"The city keeps saying it's more important for our community to have a 1.2 million square foot warehouse than to have air quality," he said. "It's like we're being sacrificed, and somebody has to be held accountable."

'Intermodals as beehives'

Of all the suburbs around Chicago, Joliet has embraced warehouses most enthusiastically.

Robert O'Dekirk, the city's mayor for eight years ending in 2023, used to brag about warehouses.

"We've had \$5 billion in economic development," he told the Tribune last year. "We're doing extremely well."

In part, O'Dekirk was trying to make a virtue out of necessity.

He always argued that Joliet should try to capitalize on warehouses and funnel their trucks into closed-loop highways away from residential streets because the city can't stop BNSF and the Union Pacific Railroad from expanding their intermodal yards anyway.

According to Terry D'Arcy, who unseated O'Dekirk, the railroads are in the process of nearly doubling their Joliet-area intermodal capacity to 2.2 million annual "lifts," or container movements on or off a rolling chassis or trailer.



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BNSF spokesman Zak Andersen didn't respond to questions about intensifying local congestion in Chicago other than to say the railroad is bringing some warehouses closer to its intermodal yards. But he said in an email that combined train and truck or intermodal shipments generate less traffic, burn less fuel and release fewer emissions than long-haul trucks alone.

Joliet never achieved the control it wanted over truck traffic partly because of a quirk in geography, said Hugh O'Hara, executive director of the Will County Governmental League.



NorthPoint Development, a Kansas City firm, built three warehouses that remain unused, southeast of downtown Joliet, March 14, 2024. NorthPoint has proposed to build 33 warehouses in total, with the existing three tied up in lawsuits. (E. Jason Wambsgans/Chicago Tribune)

As trucks come south toward the intermodals from warehouse-rich suburbs such as Bolingbrook, many use Illinois Route 53. This forces them onto the east side of the Des Plaines River, through Joliet's downtown and right past City Hall.

O'Hara said that if traffic is snarled, many start looking for alternate routes through residential streets and often rely on smartphone navigation systems that don't point them to designated truck routes.

When Joliet's real estate market tanked during the 2008 economic crisis, the city started authorizing warehouses all across Joliet, not just close to the intermodals. That made daily commutes longer, more unpredictable, and more dangerous for the [city's 150,000 residents](#), 44% of whom are white and 33% Latino.

Nearby towns also got hit.

The village of Elwood, for example, was one of the [most polluted](#) U.S. cities for PM2.5 particulates last year.



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Elwood has been busing its high school students 10 miles north to Joliet for decades. The town may now send them to Wilmington or New Lenox instead. It's a controversial step Elwood is considering only because its school buses always get stuck in truck traffic on their way to Joliet, and its students are late for class routinely.

In nearby Manhattan, the village of 10,000 does a significant amount of truck enforcement with only a few patrol officers on duty, said Mayor Mike Adrieansen. But traffic is rapidly increasing, making it impossible to address all the truck violations.

All the freight-heavy towns around Manhattan, Adrieansen said, should stop permitting warehouses until they figure out better solutions. "A moratorium would be great," he said.

No simple solutions

As they battle air pollution, it's easy to see why environmental justice groups such as LVEJO and CNT are worried about trucks.

According to the American Transportation Research Institute, the whole stretch of I-55 from Harlem Avenue to Western Avenue ranks as the [third-worst truck bottleneck](#) in the country.

The Chicago region ranks [second only to London](#) in global rankings for the amount of time people lose every year to congestion, according to INRIX, a traffic analysis firm based near Seattle.

In an official [planning report](#) released in December, the Illinois Department of Transportation said freight and freight-related industries comprise nearly 40% of the state's economy.

On page 11 of the 113-page report, IDOT also noted without comment that total annual freight tonnage could nearly double in Illinois by 2050.

The relative growth would be even greater in Cook County, which would handle 41% of the state's freight in 2050 compared to 33% currently, according to IDOT.

The department also made no comment about [new rules](#) that will make it much harder for Cook County and other urban parts of the state to comply with federal limits on PM2.5 particulate matter, including diesel soot, even without massive increases in truck traffic.

According to state regulators, transportation, mainly from cars and trucks, is the [biggest source of greenhouse gas emissions](#) in Illinois. These emissions worldwide helped make 2023 the [hottest year on record](#).

Nationwide, medium- and heavy-duty trucks account for less than 10% of vehicles on the road but more than [60% of on-road vehicle](#) emissions of nitrogen oxide or NOx, according to the Environmental Defense Fund. This invisible gas contributes to childhood asthma and other diseases.

These emissions are undeniably bad. But they don't lend themselves to simple or easily accepted solutions.

That became clear last month when Little Village Democratic Rep. Edgar Gonzalez and two other representatives tried to schedule a hearing [on a bill for Illinois](#) to join 10 states in adopting an Advanced



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The state's limits on NOx emissions from future diesel vehicles would also [get tighter over time](#). But truckers could keep using vehicles they have now.

The Gonzalez bill, if passed, would mark the first time Illinois has set tailpipe pollution limits tougher than the federal government's. California has been doing so for half a century.

On Friday, the U.S. Environmental Protection Agency finalized rules that could force Illinois and other states not following California to derive 25% of big tractor-trailer sales from zero emission trucks starting in 2032.

The Gonzalez bill prompted an immediate pushback from truckers who, according to the [American Transportation Research Institute](#), provide 1 in 15 jobs in the state.

The [Illinois Trucking Association](#) asked opponents of the bill to register their complaints with legislators. More than 5,500 people did, compared to just over 600 supporters. The truckers also rallied farmers, manufacturers and auto dealers to their cause.

Gonzalez, who quickly pulled the bill, didn't return calls seeking comment.



George Beutel's family has grown corn and soybeans in the Shorewood area for 100 years. (E. Jason Wambsgans/Chicago Tribune)

Among the opponents was George Beutel. His family has raised corn and soybeans in the Shorewood area just west of Joliet for 100 years.

As spring approaches, Beutel and his brother Dan have yet to start planting on the 1,200 acres they own or rent. But they're preparing their equipment — including the four 18-wheelers they'll need at harvest time.

The oldest of the trucks was built in 1991, and Beutel knows all four like the back of his hand. His first-hand knowledge of electric trucks doesn't come close.

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According to the trucking association, a battery-powered heavy-duty truck currently costs \$480,000, or more than twice as much as its diesel counterpart.

Beutel doesn't haul anything into Little Village. He'd like to help the neighborhood with its pollution but needs to know how.

"We all want to breathe the air," he said. "We all want to keep it clean."



George Beutel, whose family has been farming in the Shorewood area, near Joliet, for decades, on March 14, 2024. (E. Jason Wambsgans/Chicago Tribune)

According to BloombergNEF, a research branch of Bloomberg LP, even if electric trucks cost more to own and operate today, cheaper batteries mean [they won't for long](#).

By 2030, according to BloombergNEF, a battery-powered short-haul tractor-trailer truck will not only cost less to buy than its diesel counterpart, but also enjoy lower maintenance and fuel costs over the course of its lifetime.

The batteries will also be getting lighter, the Bloomberg research said. The trucking association warned that heavy batteries on today's electric trucks mean less cargo than with diesels, and so would clog Chicago with even more traffic.

'Carrots rather than sticks'

In Springfield, the Pritzker administration is also thinking about freight.

J.C. Kibbey, who advises the governor on environmental policy, recently [published a report](#) on how Illinois

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However, Kibbey specified that his report “does not constitute an endorsement of a specific policy.”

When asked recently about the proposed California-style truck mandate, Pritzker said that’s [his ultimate goal](#), but “now is not the right time.”

Last month, Pritzker dedicated a manufacturing training center in Normal and told reporters he’s relying on “carrots rather than sticks” to replace vehicles that burn fossil fuel.

So far, that’s mostly meant subsidies for factories that build electric vehicles. In the last nine years, Illinois has attracted [\\$8.1 billion in investments](#) for electric vehicle manufacturing, creating 10,700 jobs, the Environmental Defense Fund said.

As these Springfield debates grind on, Archer Heights wants immediate relief. That’s why 75 people attended a safety meeting organized Thursday by Ald. Jeylu Gutierrez.

“I’m afraid to cross the street,” Noe Villagomez, who lives near Pulaski and 45th, told attendees. “I’m ready to sell my house.”

Residents also called for more police, more red light cameras, and a crackdown on so-called drifters who spin their cars in tight circles to please onlookers.

City engineers promised more cement barriers on Pulaski to slow down the flood of cars and trucks.

Trucks and trains are nothing new to Archer Heights. Trains helped attract Polish and Lithuanian immigrants starting in the 1890s and the neighborhood’s truck-focused economy helped draw Latinos a century later, even as many of the neighborhood’s factories gave way to warehouses and food service providers.

“I smell tortilla chips when I arrive in the morning and chocolate chip cookies when I leave,” said Mario Aguirre, who’s worked at United Credit Union for eight years.



x

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When he leaves work at 4 p.m., Aguirre said, traffic on Pulaski is often at a standstill, partly because of the 11 traffic lights in the three-quarters of a mile between I-55 and his building at 45th Street.

During the 11 a.m. peak at Pulaski and 41st Street, when a truck passes by every 8.3 seconds, there's hardly a moment when additional trucks aren't lined up waiting to get through.

The same thing happens on the north side of the freeway, at Pulaski and 36th Street, just outside a Target warehouse. During the day's peak, a truck passes every 10.7 seconds, according to LVEJO and CNT data.



Heavy traffic at 41st Street and Pulaski Road in the Archer Heights neighborhood, March 27, 2024. (E. Jason Wambsgans/Chicago Tribune)

The same thing happens on the east side of the BNSF intermodal, at 40th Street and Kedzie, where a truck passes every 15.5 seconds during the peak hour.

All this traffic makes it harder for Aguirre to retain employees. The workers he's hired from Archer Heights, he said, are too scared of Pulaski traffic to walk even a few blocks to retailers such as Target or Aldi. So they drive instead.

"That's why all those suburban communities right off some highway, including Aurora where I live, are very much against distribution centers, for fear of experiencing these same issues," Aguirre said.

Presenting a united front

Even in Joliet, D'Arcy said he's slowing his review of new warehouse permits. But he can't stop developments already underway, including the 30 additional warehouses that [NorthPoint Development](#), a Kansas City firm, wants to build southeast of town.



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NorthPoint could remain a vacant dystopian landscape if CenterPoint Properties — a rival developer — can convince a judge to bar NorthPoint's trucks from a road CenterPoint built into the Joliet intermodals years ago.

The [next hearing](#) is Friday. If the project goes forward, D'Arcy still needs to ensure that his long-term plan can handle the NorthPoint crush, according to [one early estimate](#), of 16,000 truck trips and 37,000 passenger-vehicle trips per day.



A partially built highway overpass at IL-53 sits next to three warehouses that NorthPoint Development has built southeast of downtown Joliet, March 14, 2024. NorthPoint wants to build 33 warehouses in total. (E. Jason Wambsgans/Chicago Tribune)

He also wants to keep trucks out of downtown Joliet, a change that could require an additional bridge over the Des Plaines.

Since he's thinking big, D'Arcy also dreams about quality jobs and affordable housing for Joliet's warehouse workers and hydrogen refueling stations for the region's trucks. A part-time mayor, he also owns North America's [largest Hyundai dealership](#).

Unlike O'Dekirk, who annexed unincorporated land despite fierce resistance from his neighbors, D'Arcy said he'll try to cooperate with leaders in Elwood, Manhattan, Jackson Township and elsewhere.

Joliet and the towns around it need to present a united front, he said, when Springfield starts writing its next big road-building bill.

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“Some bridges and roads will be needed, so the big question is what it will take,” D’Arcy said. “Is it going to be a \$3 billion plan over 10 or 12 years?

“If it is, then let’s lay it out there and start moving forward.”

Whatever the outcome, Archer Heights and Joliet already illustrate one of the stark lessons of Chicago’s warehouse boom — that Americans can’t expect to enjoy the benefits of rapid, ever-growing freight shipments without paying for the necessary infrastructure and without encountering increasingly sophisticated demands from the towns being smothered by trucks.

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VILLAGE OF BURR RIDGE

PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): Midwest RE Acquisitions, LLC (Bridge Industrial)

STATUS OF PETITIONER: _____

PETITIONER'S ADDRESS: 9525 W Bryn Mawr Avenue Suite 700 Rosemont IL 60018

ADDRESS OF SUBJECT PROPERTY: 6900 Veterans Blvd & 451 Commerce St,

PHONE: 312.683.7230

EMAIL: cpascoe@bridgeindustrial.com

PROPERTY OWNER: CNH Industrial America, LLC

PROPERTY OWNER'S ADDRESS: 711 Jorie Blvd. Oak Brook, Illinois PHONE: 630 887 2233

PUBLIC HEARING REQUESTED: ☒ Special Use ☒ Rezoning ☐ Text Amendment ☐ Variation(s)

DESCRIPTION OF REQUEST:

1. Rezone the portion of the property north of Veterans Boulevard (as proposed to be extended) to R-5 Planned Residence District; and
2. Rezone the portion of the Property south of Veterans Boulevard (as proposed to be extended) to L-1 Light Industrial with a special use for a preliminary planned unit development (together with such deviations as the Applicant and/or staff may identify);
3. Preliminary plat of subdivision.

PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: ± 113 acres EXISTING ZONING: RA & L-1 (Research Assembly Light Industrial)

EXISTING USE/IMPROVEMENTS: Research & development facility; Public Works facility

SUBDIVISION: Commerce St. Subdivision Unit 1

PIN(S) # 09-24-400-011; 09-24-301-014; 09-24-301-022; 09-24-301-018; 09-25-200-011; 09-24-301-013

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.

Curt Pascoe; Executive Vice President

3/5/2024

Petitioner's Signature

Date of Filing

RECEIVED

MAR 06 2024

VILLAGE OF BURR RIDGE

March 5, 2024

Ms. Janine Farrell, AICP
Community Development Director
Village of Burr Ridge
7660 County Line Road
Burr Ridge, Illinois 60527

Re: Request for Community Development Department Review; 6900 Veterans Boulevard

Dear Janine:

As you know, my company is the contract purchaser of the above-referenced property. I am writing to request a pre application conference with the Plan Commission at the April 1, 2024 meeting for a proposed project on the property. For your reference, I have included general site information, a site data summary, a scaled, draft site plan and a legal description of the subject property. In order to provide the Plan Commission and staff with a greater understanding of the proposal, I am supplementing the submittal package with renderings and other concept documents for review. All of these materials are subject to revision upon receipt of Plan Commission and staff feedback. We will, of course, refine these documents once we receive comments.

Thank you for your consideration. Please let me know if you need anything further or if there are any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Pascoe", with a stylized flourish.

Curt Pascoe
Executive Vice President of Development

PARCEL 1:

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 24;
THENCE NORTH 00 DEGREES 13 MINUTES 03 SECONDS WEST ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER, 1536.96 FEET; THENCE NORTH 61 DEGREES 13 MINUTES 55 SECONDS EAST, 983.09 FEET; THENCE NORTH 89 DEGREES 37 MINUTES 10 SECONDS EAST, 643.70 FEET; THENCE SOUTH 00 DEGREES 07 MINUTES 21 SECONDS EAST, 1255.99 FEET; THENCE SOUTH 50 DEGREES 36 MINUTES 51 SECONDS EAST, 570.90 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 44 SECONDS EAST, 83.36 FEET; THENCE SOUTH 00 DEGREES 09 MINUTES 31 SECONDS EAST, 385.58 FEET TO THE SOUTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89 DEGREES 41 MINUTES 50 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 2028.49 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

EXCEPT: THAT PART FALLING WITHIN THE FINAL PLAT OF SUBDIVISION OF FAIR OAKS AT COUNTY LINE RECORDED NOVEMBER 12, 2004 AS DOCUMENT R2004-288801.

PARCEL 2:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, (EXCEPTING THEREFROM THAT PART CONVEYED TO CHICAGO TITLE AND TRUST, AS TRUSTEE, UNDER TRUST NUMBER 45553 BY DEED RECORDED MAY 17, 1968 AS DOCUMENT NUMBER R68-20009), DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 24; THENCE SOUTH 89 DEGREES 59 MINUTES 22 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER, 1258.60 FEET; THENCE NORTH 45 DEGREES 02 MINUTES 52 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF AFORESAID DEED DOCUMENT R68-20009, 113.21 FEET; THENCE NORTH 00 DEGREES 15 MINUTES 18

SECONDS EAST, 727.19 FEET; THENCE NORTH 61 DEGREES 13 MINUTES 55 SECONDS EAST,
1516.87 FEET TO THE EAST LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00 DEGREES
13 MINUTES 03 SECONDS EAST ALONG SAID EAST LINE, 1536.96 FEET TO THE POINT OF
BEGINNING (EXCEPTING THEREFROM LOT 1 IN COMMERCE STREET SUBDIVISION UNIT NUMBER 1,
BEING A SUBDIVISION IN THE SOUTH HALF OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 11
EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY
16, 1993 AS DOCUMENT NUMBER R93-153993), IN DUPAGE COUNTY, ILLINOIS.

ALSO EXCEPT: THAT PART DEDICATED FOR COMMERCE STREET BY PLAT OF DEDICATION FOR
PUBLIC STREETS RECORDED JULY 16, 1993 AS DOCUMENT R93-153992.

ALSO EXCEPT: THAT PART DEDICATED FOR 71ST STREET BY PLAT OF DEDICATION RECORDED
OCTOBER 6, 1994 AS DOCUMENT R94-201515.

PARCEL 3:

THAT PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25,
TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY,
ILLINOIS, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE
NORTHEAST QUARTER OF SAID SECTION 25; THENCE SOUTH 89 DEGREES 41 MINUTES 50
SECONDS WEST ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER, 1317.62 FEET TO THE
WEST LINE OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 25,
BEING THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 03 MINUTES 36 SECONDS EAST
ALONG AFORESAID WEST LINE, 27.17 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 44
SECONDS EAST, 710.91 FEET; THENCE NORTH 00 DEGREES 09 MINUTES 31 SECONDS WEST, 29.42
FEET TO THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 89 DEGREES 41
MINUTES 50 SECONDS WEST ALONG SAID NORTH LINE, 710.87 FEET TO THE POINT OF
BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

EXCEPT: THAT PART FALLING WITHIN THE FINAL PLAT OF SUBDIVISION OF FAIR OAKS AT
COUNTY LINE RECORDED NOVEMBER 12, 2004 AS DOCUMENT R2004-288801.

PARCEL 4:

THAT PART OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE NORTH LINE OF 72ND STREET, IN DUPAGE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE NORTH 150 FEET OF THE EAST 180 FEET OF THE WEST 220 FEET THEREOF, AND EXCEPT THEREFROM GARFIELD AVENUE, ALL IN DUPAGE COUNTY, ILLINOIS.

EXCEPT: THAT PART DEDICATED FOR HARVESTER DRIVE BY PLAT OF DEDICATION RECORDED DECEMBER 2, 1996 AS DOCUMENT R96-193526.

PARCEL 5:

NON-EXCLUSIVE EASEMENTS CONTAINED IN THAT CERTAIN SOUTHEAST STORM WATER SYSTEM MAINTENANCE AND EASEMENT AGREEMENT MADE BY AND BETWEEN J.I. CASE COMPANY AND AMERICAN NATIONAL BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 2, 1988 AND KNOWN AS TRUST NO. 106938-02, RECORDED DECEMBER 29, 1988 AS DOCUMENT R88-148450. AMENDMENT TO SOUTHEAST STORM WATER SYSTEM MAINTENANCE AND EASEMENT AGREEMENT RECORDED JANUARY 19, 1990 AS DOCUMENT R90-008706.

AS AFFECTED BY THAT CERTAIN COOLING POND MAINTENANCE AGREEMENT MADE BY AND AMONG CNH AMERICA, L.L.C., FORMERLY KNOWN AS CASE CORPORATION OR J.I. CASE COMPANY; FAIR OAKS AT COUNTY LINE, LLC; FAIR OAKS POND, LLC; AND COOLING POND MAINTENANCE ASSOCIATION, INC., RECORDED JANUARY 5, 2005 AS DOCUMENT R2005-003268, AND THE TERMS AND PROVISIONS THEREOF.

AS AFFECTED BY CERTAIN ALLOCATION OF RIGHTS AGREEMENT MADE BY AND BETWEEN CNH AMERICA, L.L.C. (FORMERLY KNOWN AS CASE CORPORATION OR J.I. CASE COMPANY) AND FAIR OAKS AT COUNTY LINE, LLC, RECORDED JANUARY 5, 2005 AS DOCUMENT R2005-003270, AND THE TERMS AND PROVISIONS THEREOF.

PARCEL 6:

NON-EXCLUSIVE EASEMENTS CONTAINED IN THAT CERTAIN NORTHWEST STORM WATER SYSTEM MAINTENANCE AND EASEMENT AGREEMENT MADE BY AND BETWEEN J.I. CASE COMPANY AND AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 2, 1988 AND KNOWN AS TRUST NO. 106938-02, RECORDED DECEMBER 29, 1988 AS DOCUMENT R88-148451. AMENDMENT TO NORTHWEST STORM WATER SYSTEM MAINTENANCE AND EASEMENT AGREEMENT RECORDED OCTOBER 16, 1989 AS DOCUMENT R89-129426. AMENDMENT NO. 2 TO NORTHWEST STORM WATER SYSTEM MAINTENANCE AND EASEMENT AGREEMENT RECORDED NOVEMBER 5, 1990 AS DOCUMENT R90-150525.

PARCEL 7:

NON-EXCLUSIVE EASEMENTS CONTAINED IN THAT CERTAIN SIGN EASEMENT AGREEMENT MADE BY AND BETWEEN J.I. CASE COMPANY AND AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 2, 1988 AND KNOWN AS TRUST NO. 10938-02, RECORDED DECEMBER 29, 1988 AS DOCUMENT R88-148452; AS AFFECTED BY THAT CERTAIN PARTIAL RELEASE OF SIGN AGREEMENT RECORDED JULY 20, 1993 AS DOCUMENT R93-157505.

PARCEL 8:

NON-EXCLUSIVE EASEMENTS CONTAINED IN THAT CERTAIN RECIPROCAL ACCESS AND UTILITY EASEMENT AGREEMENT MADE BY AND BETWEEN J.I. CASE COMPANY AND AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 2, 1988 AND KNOWN AS TRUST NO. 106938-02, RECORDED DECEMBER 29, 1988 AS DOCUMENT R88-148453. AMENDMENT TO RECIPROCAL ACCESS AND UTILITY EASEMENT AGREEMENT RECORDED OCTOBER 16, 1989 AS DOCUMENT R89-129425. AMENDMENT NO. 2 TO RECIPROCAL ACCESS AND UTILITY EASEMENT AGREEMENT RECORDED NOVEMBER 5, 1990 AS DOCUMENT R90-150526; AS AFFECTED BY THAT CERTAIN RELEASE OF EASEMENTS RECORDED OCTOBER 2, 1991 AS DOCUMENT R91-129789; AS AFFECTED BY THAT CERTAIN ASSIGNMENT OF EASEMENT MADE BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 2, 1988 AND KNOWN AS TRUST NO. 106938-02 AND THE VILLAGE OF BURR RIDGE, RECORDED FEBRUARY 23, 1992 AS DOCUMENT R92-033894; AS AFFECTED BY THAT CERTAIN PARTIAL RELEASE OF UTILITY EASEMENT RECORDED OCTOBER 6, 1994 AS DOCUMENT R94-201514.

PARCEL 9:

LOT 1 IN COMMERCE STREET SUBDIVISION UNIT NO. 1, BEING A SUBDIVISION IN THE SOUTH HALF OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 16, 1993, AS DOCUMENT NUMBER R93-153993, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 10:

THAT PART OF COMMERCE STREET HERETOFORE DEDICATED FOR PLAT OF DEDICATION FOR PUBLIC STREETS IN THE SOUTHWEST QUARTER OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 16, 1993, AS DOCUMENT NUMBER R93-153992, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 IN COMMERCE STREET SUBDIVISION UNIT NO. 1, BEING A SUBDIVISION IN THE SOUTH HALF OF SECTION 24, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 16, 1993, AS DOCUMENT NUMBER R93-153993, IN DUPAGE COUNTY, ILLINOIS; THENCE SOUTH 59 DEGREES 31 MINUTES 17 SECONDS WEST ALONG THE SOUTHEASTERLY RIGHT OF WAY LINE OF SAID COMMERCE STREET, A DISTANCE OF 985.32 FEET; THENCE NORTH 30 DEGREES

28 MINUTES 43 SECONDS WEST, A DISTANCE OF 53.00 FEET TO THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID COMMERCE STREET; THENCE NORTH 59 DEGREES 31 MINUTES 17 SECONDS EAST ALONG THE NORTHWESTERLY RIGHT OF WAY LINE OF SAID COMMERCE STREET, A DISTANCE OF 985.32 FEET TO THE NORTH MOST NORTHEASTERLY CORNER OF SAID COMMERCE STREET DEDICATION; THENCE SOUTH 30 DEGREES 28 MINUTES 43 SECONDS EAST ALONG THE NORTHESTERLY RIGHT OF WAY LINE OF SAID COMMERCE STREET DEDICATION, A DISTANCE OF 53.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

H:\G\G389\G389b\S\Docs\Legal\G389b Legal Description for Pre-application Stage.docx



CNH Industrial
711 Jorie Boulevard
Oak Brook, IL 60523
630.740.8079

Ms. Janine Farrell
Community Development Director
Village of Burr Ridge
7660 County Line Road
Burr Ridge, Illinois 60527

February 8, 2024

**Re: Authorization to file Applications for a Map Amendment and Special Use for a
Planned Development; 6900 Veterans Boulevard, Burr Ridge, Illinois**

Dear Ms. Farrell:

The undersigned (the "Owner") holds title to that certain property commonly known as 6900 Veterans Boulevard, Burr Ridge, Illinois (the "Property"). Midwest RE Acquisitions, LLC (the "Contract Purchaser") has executed a purchase and sale agreement for the Property. The Contract Purchaser intends to file applications for (a) a rezoning of the Property to I-1 Light Industrial; (b) approval of a special use for a planned development; and (c) such other zoning relief as may be necessary in furtherance of the Contract Purchaser's intended development. In connection with these applications, the Owner hereby consents to the Contract Purchaser, and any affiliated or authorized entity or entities (including, without limitation, legal counsel) that subject to the terms and conditions contained in the purchase agreement for the Property as executed by Owner and Contract Purchaser, Owner will cooperate with Contract Purchaser to: (yy) file such applications; (zz) pursue approval of said applications; and (iii) take other related actions which may be reasonably necessary or appropriate in connection with processing such applications.

Thank you for your consideration. If you have any questions regarding the foregoing consent, please contact the undersigned.

OWNER: CNH INDUSTRIAL AMERICA LLC

By: E. Jason Omerza

Name: E. Jason Omerza

Its: Vice President



**VILLAGE OF BURR RIDGE
PLAN COMMISSION AND
ZONING BOARD OF APPEALS**

Consent to Install Public Notice Sign

The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.

Street Address of Subject Property:

6900 Veterans Boulevard, Burr Ridge, Illinois

Property Owner or Petitioner:

CNH Industrial America LLC

(Print Name)

E. Jason Amerje

(Signature)

6900 VETERANS BOULEVARD DESCRIPTION OF CASE

THE APPLICANT

Midwest RE Acquisitions, LLC, an Illinois limited liability company ("Applicant"), is the contract purchaser of the property commonly known as 6900 Veterans Boulevard, Burr Ridge, Illinois ("CNH Industrial"). Applicant makes this application for zoning approvals for the Project, as defined below and as described in greater detail below.

Midwest RE Acquisitions, LLC is an affiliated entity for Bridge Industrial.

Applicant makes this application with the consent of the owner of CNH Industrial, CNH Industrial America, LLC (the "CNH Owner").

THE PROPERTY

The property consists of three distinct areas: CNH Industrial, the Village Public Works Facility, and Commerce Street right of way. Detailed descriptions of each are below. Combined, the property totals approximately 113 acres. The entirety of the property is currently zoned as Manufacturing Districts by the Village. The Village's Comprehensive Plan identifies the future land use of the entire property as Light Industrial, except for lands along Harvester Drive. These areas are identified as future Open Space.

CNH Industrial. CNH Industrial is an approximately 108 acre parcel that is located at the western terminus of Veterans Boulevard. It is zoned Research Assembly (R-A). It is currently occupied with an office, manufacturing & industrial facility constructed in the 1950s. This facility incorporates approximately 200,000 square feet of office as well as 300,000 square feet of manufacturing and industrial space predominately used for testing farming equipment and engines. The building has a height of 35 feet (excluding tanks, towers, and mechanical equipment) and exterior loading doors & docks facing the residential neighborhood to the north. The site has various outbuildings for storage of materials and fuel. Surface parking is provided for the nearly 1,200 employees who utilized the facility at its peak of operations. It also includes a private water tower approximately 155' in height, including obsolete and non-functioning cell phone antennae.

The CNH Industrial property also includes 12 acres of outdoor storage yards, which contain a variety of mechanical and equipment body parts, tires, and tanks. Lastly, approximately 53 acres of the property is used for the testing and development of farming equipment and other heavy machinery.

Today, the offices within the property are vacant and currently undergoing interior demolition, as business activities have mostly ceased as CNH has relocated their operations to other locations. Any remaining warehousing and manufacturing activity is expected to end in 2024, leaving the CNH Industrial

property fully vacant and unmaintained going forward. The facility, nearing 75 years of age, is functionally obsolete.

Public Works Facility. This property is owned by the Village of Burr Ridge which houses and operates various public works functions ("Public Works"), which totals about 4 acres. It is zoned Light Industrial (L-I). The proposed project contemplates a land swap with the Village to construct a new Public Works facility on what is currently CNH Industrial property, in order to facilitate the extension of Veterans Boulevard.

Commerce Street. The plan contemplates vacating approximately 1 acre, or 1,000 linear feet, of Commerce Street adjacent to the western boundary of CNH Industrial and Public Works, with the intent to convert the vacated land to open space.

ADJACENT LAND USES

To the south, the property is bounded by Harvester Park and single family residential zoned Residential & Congregate Care District (R-6) and Single Family Residence (R-3), respectively.

To the east (south of Veterans Boulevard), properties are zoned Office & Hotel PUD (O-2 PUD). Existing uses include both offices and hotels, with buildings ranging from one to six stories in height. North of Veterans Boulevard are single family homes zoned Single Family Residence (R-3).

Adjacent to the north are single family homes zoned Single Family Residence (R-3) and light industrial buildings zoned Light Industrial PUD (L-I PUD).

Land west of the property is also zoned Light Industrial PUD (L-I PUD) and occupied by light industrial manufacturing and distribution buildings.

THE PROJECT

The Applicant proposes to demolish all of the existing buildings and water tower and redevelop the land with a mix of residential, open space, and light industrial uses. The proposal has four key components.

Residential. The proposed concept is naturally bisected by extending Veterans Boulevard westward to International Street. The lands north of Veterans Boulevard, and adjacent to the Fieldstone subdivision, are proposed to be a mix of open space and residential high-end townhomes. This provides nearly 20 acres of transitional land use for the existing residents. The CNH Ad Hoc Committee mentions the need for additional housing options within the Village for residents to downsize and stay in the community, such as seniors and empty nesters. This product type provides residents the opportunity to remain in Burr Ridge, close to existing residential stock, as well as amenities including the Burr Ridge Village Center.

Open Space. Along the southern boundary of the property, the concept proposes to restore approx. 10 acres of wetlands to native habitat and to retain additional open space as a buffer to residents along Harvester Drive. Combined with the proposed native stormwater retention basins, these area total approximately 22 acres of open space.

Public Works. The concept considers a land swap with the Village to facilitate extending Veterans Boulevard. The plan proposes to construct a new Public Works facility for the Village of Burr Ridge and its residents, at Applicant's cost as a community contribution to the redevelopment. The investment is estimated to be upwards of \$7,000,000. The new facility has been proposed next to the Village's water tower for convenience and access. The Public Works facility would have access to Harvester Drive.

Light Industrial. Situated between these open space and residential uses is a proposed corporate light industrial business park. The proposed light industrial land use abuts existing properties zoned L-1 Light Industrial to the west, and properties zoned O-2 Office & Hotel to the east. The concept consists of 6 modern, Class A buildings ranging from 100,000 square feet to no larger than 275,000 square feet, with heights not to exceed 50'. The site plan is designed to face all loading areas away from public rights of way and residential land uses. Compared to the existing CNH facility, the proposed buildings are moved at minimum 200' further from existing homes.

The plan does not include any outdoor storage areas. Notably, the corporate business park is designed to strictly prohibit and prevent vehicular access to Harvester Drive or 71st Street, as these streets serve residential traffic. The business park is designed to include approximately 1,300 employee parking spaces, which reflects a peak employee count similar to the 1,200 employees which worked at CNH Industrial during peak operations. The proposed buildings have high-accentuated entrance features with significant amounts of glass, metal panel, and wood accents. The buildings will be designed to be sustainable, including TPO roofing, interior LED motion sensor lighting, support for photovoltaic arrays on the roof, and more. Buildings will seek LEED certification upon completion.

Overall, the proposal includes approximately 41 acres of greenspace, totaling over 35% of the Property.

ZONING REQUEST

The Applicant intends to file the following land use applications in connection with the Project:

1. Rezone the portion of the property north of Veterans Boulevard (as proposed to be extended) to R-5 Planned Residence District; and

2. Rezone the portion of the Property south of Veterans Boulevard (as proposed to be extended) to L-1 Light Industrial with a special use for a preliminary planned unit development (together with such deviations as the Applicant and/or staff may identify);
3. Preliminary plat of subdivision.

COMMUNITY ENGAGEMENT

The proposal reflects planning and engagement efforts previously completed by the Village. The Village's Comprehensive Plan calls for approximately 95 acres of the 113 acre property to be developed as Light Industrial. The introduction of residential uses north of Veterans Boulevard is a departure from this plan, however, provides a buffer and transitional zone to existing residents to the north.

In addition, the Village created the CNH Ad-Hoc Committee in December 2023. The Committee was comprised of eleven Burr Ridge residents appointed by Mayor Grasso, including two Village Trustees. The goal of the Committee was to discuss development ideas for the CNH site in Burr Ridge. The Committee sent the Owner, CNH Industrial, a summary of ideas generated by these members. These ideas included "homes which cater to an aging population or empty nesters" as well as townhomes.

The Ad-Hoc Committee also noted that "a few Committee members expressed support for industrial uses since the property is currently zoned and used for industrial purposes" and "the industrial use should be consistent with the current CNH operations, which is low impact to the neighbors and light industrial."

The proposal is substantially in line with both the Village's Comprehensive Plan and the findings of the Ad-Hoc Committee.

In the interest of gathering additional public comment and establishing a productive and open relationship, the Applicant would like to host an open house for community members before the Pre-Application Conference with the Plan Commission. This will allow for neighbors and residents to provide guidance and feedback to the proposal.

COMMUNITY BENEFITS

Redevelopment of the property consistent with the proposed concept would significantly benefit the neighboring residents as well as residents throughout the Village.

Improve Fieldstone Views. With minimal existing setbacks and limited landscaping, residents in the Fieldstone subdivision currently view a mix of parking lots, vehicle storage, and outdoor material storage from their properties. The proposed plan will significantly increase both green space and landscaping along this boundary, combined with the introduction of high-end townhomes as a transitional land use. The removal of the 155' tall water tower, CNH Industrial facility and outdoor

storage will also improve views of residents, as current parking/storage setbacks are a little as 11' from the Fieldstone border.

Improve Harvester Park Views. The plan includes significant tree plantings along the southern boundary of the property, as well as rehabilitating degraded wetland areas visible from Harvester Park. A proposed 1.1 mile multi-purpose trail through the rehabilitated wetlands will provide additional public benefit to residents of Babson Park and Chestnut Hills, as well as visitors to the Burr Ridge Community Center and Harvester Park complex.

Rehabilitate Open Space. The plan proposes to restore approximately 20 acres of wetlands and stormwater detention along Harvester Drive and Harvester Park. These lands are currently tilled, mowed, or otherwise disturbed regularly as part of equipment testing. Rehabilitation of these lands will improve water quality and increase diversity of plant and animal habitat, in addition to permanently protecting these areas. This is also a benefit to residents in the Babson Park to the south, who will see their views maintained.

Water Quality and Flooding Prevention. Currently, approximately 95 acres of the existing CNH Industrial property flow unrestricted and untreated into the Fieldstone subdivision. The remainder flows south towards Harvester Drive. In the 100-year storm event, the results in a peak flow of 38,800 gallons per minute of untreated runoff. The concept includes "wetland style" stormwater ponds that will improve water quality, while also reducing peak flows by 85%. Additionally, the proposed site plan intentionally minimizes floodplain impacts while increasing total floodplain storage on the property. These improvements will not only benefit neighboring residents, but other downstream residents as water quality and runoff is improved.

Public Works Facility. In order to facilitate the connection of Veterans Boulevard to International Street, and to improve traffic circulation for the Village, the existing public works building at 451 Commerce Street is proposed to be relocated next to the existing Village water tower. The Applicant proposes to construct this facility on a turn key basis at Applicant's cost of approximately \$7,000,000. This will benefit all residents of the Village, as the existing Public Works facility is nearing 50 years of age, and requires investments and upgrades to maintain functionality.

Roadway Improvements. The concept includes a variety of on- and off-site improvements to address existing conditions as well as accommodate traffic generated by the proposed concept. The improvements are designed to prohibit access to residential roads, and guide traffic to Veterans Boulevard onto arterial roadways. Combined, Applicant intends to invest over \$10,000,000 into these public enhancements.

Veterans Boulevard Extension. The extension of Veterans Boulevard to International Street will provide an alternative route to the High Grove Business

Park and Five Seasons Family Sports Club without travelling through the intersection at Plainfield Road and County Line Road. It increases connectivity for residents, visitors, and emergency responders.

County Line Road & Veterans Boulevard. The intersection is proposed to be widened by adding northbound dual-left turn lanes and a southbound right turn lane onto Veterans Boulevard. The project would greatly increase capacity in the intersection while minimizing delays for through traffic on County Line Road. Improvements would also include a crosswalk across Veterans Boulevard to connect the existing sidewalks.

Veterans Boulevard & Frontage Road. A traffic signal is proposed to support existing westbound traffic from County Line Road turning left to head south on the frontage road. No additional lanes or widening is proposed. Crosswalks are included to improve pedestrian connectivity and safety.

Plainfield Road & High Grove Boulevard. A traffic signal is proposed to support existing & proposed northbound traffic turning left onto Plainfield Road. No additional pavement widening is proposed. Crosswalks are included to improve pedestrian connectivity and safety.

Madison Street & High Grove Boulevard. Intersection capacity is proposed to be increased by striping left- and right-turn lanes from High Grove Boulevard onto Madison Street. No additional pavement widening is proposed.

Sustainability. Replacement of an obsolete facility with a best-in-class business park results in sustainable benefits for the community. In addition to the native habitat mentioned above, the project will incorporate many sustainable features. All business park buildings will achieve LEED certification. LEED (Leadership in Energy and Environmental Design) is the world's most widely used green building rating system. LEED certification provides a framework for healthy, highly efficient, and cost-saving green buildings, which offer environmental, social and governance benefits. LEED certification is a globally recognized symbol of sustainability achievement, and it is backed by an entire industry of committed organizations and individuals paving the way for market transformation. Examples include the use of LED lighting, low-flow water fixtures, white roofs, and low-emitting materials. Furthermore, the Applicant will be investing approximately \$1,000,000 to structurally enhance the building to be "solar ready" to support installation of photovoltaic panels and generate renewable, green energy for the community as well as future tenants.

Job Creation and Local Business Support. The development will create an employee base to utilize nearby retail and restaurants, including the Village Center. The CNH Industrial facility previously offered an on-site cafeteria to employees, which limited opportunities for local Village restaurants. The project has the potential to create significant permanent jobs with salaries well

above minimum wage that will help inject significant spending in local small mom and pop business.

Tax Base & Incomes. The Comprehensive Plan identifies a key goal to “ensure the continuance of a strong tax base which will enable the Village to maintain and improve existing levels of services and public facilities for its residents.” The proposed development will “maintain the existing industrial parks in the Village to appropriate standards and enhance them as a continued tax base for the Village” as defined by the Comprehensive Plan.

The existing CNH Industrial Facility paid less than \$450,000 in property taxes in 2023 and tax incomes are expected to reduce further as CNH vacates and assessments drop due to obsolescence. Although final details are not yet available, it is expected that the proposed development as currently designed would far exceed that amount while generating minimal additional student load for local schools.

Lastly, the redevelopment of the site offers the opportunity for sales tax generated by future tenants of the business park. CNH Industrial did not complete any significant retail sales on property, and did not generate any significant sales tax for the Village or its residents.

Currently, there are an estimated 75 manufacturing/warehousing (light industrial) buildings in Burr Ridge, similar in age and quality. The proposed facilities, to today's Class A standards, will help anchor the Village financially and provide best-in-class buildings for existing businesses to remain and grow within Burr Ridge. Overall, Bridge will invest hundreds of millions of dollars into Burr Ridge, for the benefit of neighbors and the Village as a whole. The proposal will increase tax incomes for the Village, school districts, park district, and other public entities which serve the Village and its residents.

SCHEDULE

The proposed redevelopment would require preliminary and final approval from the Village of Burr Ridge, with public engagement and staff review excepted to take several months. Assuming final approval by the Village Board in summer 2024, remediation and demolition would begin on the existing structure in fall 2024. This process is expected to continue through the winter, and into spring 2025.

To minimize construction impacts to neighbors, Applicant proposes to construct all buildings concurrently. This process is estimated to take 18 months to complete after demolition, with site improvements including landscaping, wetland restoration, traffic improvements, multi-purpose trail, and all buildings complete in fall 2026.

STATEMENT OF OWNERSHIP

CNH Industrial America LLC is the owner of the subject property (“CNH Industrial”). The Village of Burr Ridge is the owner of the Public Works Facility.

Midwest RE Acquisitions, LLC is the contract purchaser (the "Purchaser") of the subject property. Provided the parties undertake the purchase and sale, Purchaser will assign the purchase contract to a to-be-formed limited liability company ultimately controlled by an affiliate or subsidiary of Bridge Industrial. Light industrial land uses would be owned by this to-be-formed entity.

The new Public Works Facility would be owned by the Village of Burr Ridge, and Veterans Boulevard is proposed to be a public street within the Village of Burr Ridge.

The residential townhomes would be developed and/or owned by a to-be-named residential development firm, with more details provided as the project receives public and Village feedback.

**CNH Industrial
6900 Veterans Boulevard
Pre-Application Conference**



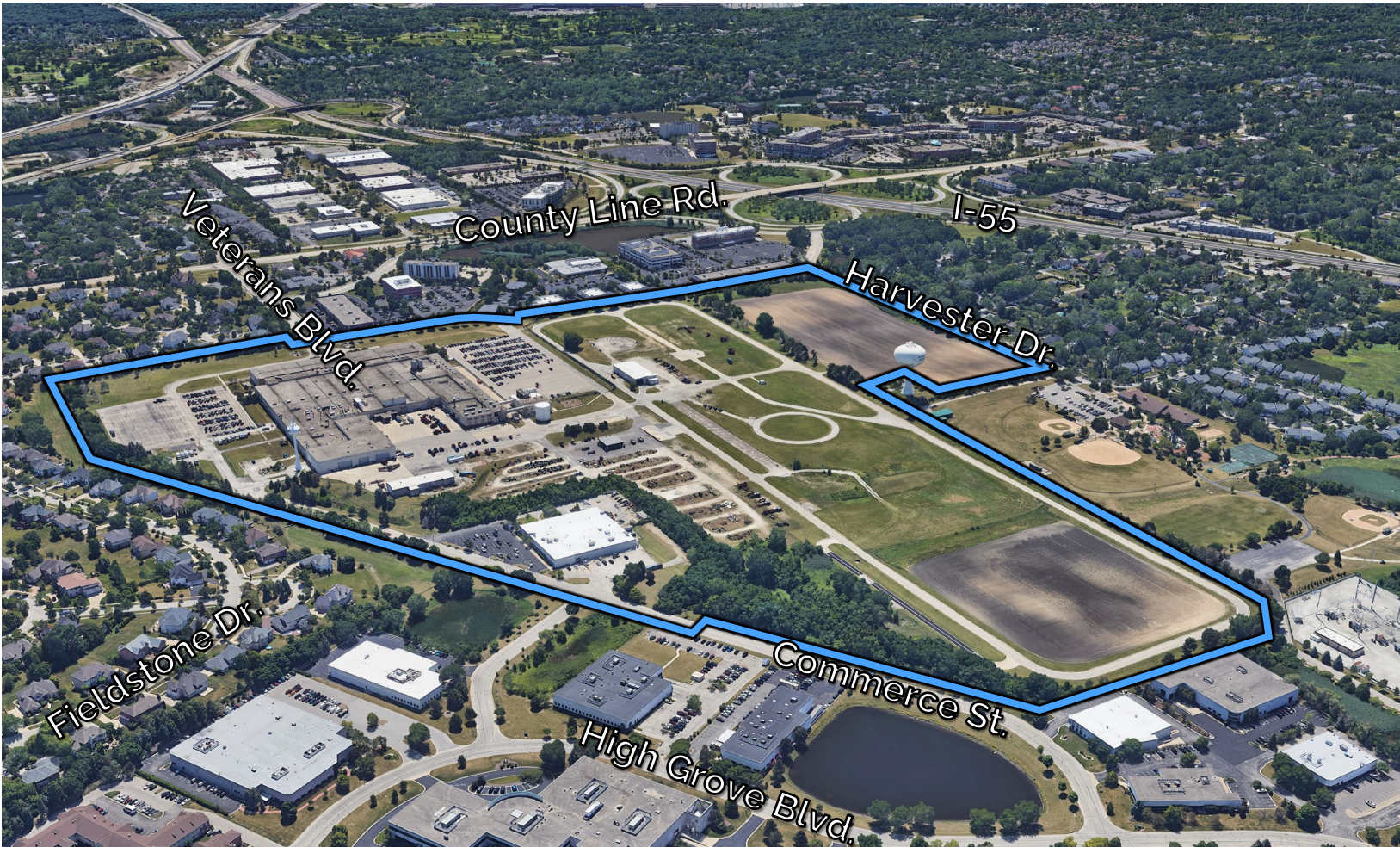
DEVELOPMENT AREA | Existing Aerial



Existing Site Facts

- 113 Total Acres
- Existing Manufacturing Zoning
 - Research/Assembly
 - Light Industrial
- ~330,000 SF of Industrial/Manufacturing
- ~190,000 SF of Office
- 12 Acres of Outdoor Equipment Storage
- 50 Acres of Outdoor Equipment Testing
- 1,200 Peak Employees

DEVELOPMENT AREA | Existing Aerial



View Looking Southeast

Existing Conditions

- Former site CNH Industrial offices, warehouse, manufacturing, testing & research.
- Facility was constructed in 1950s; is out of date and no longer viable.
- Property is predominately vacant and unused.
- Village Public Works facility constructed in late 1970s.
- Floodplain & wetlands on site are currently tilled/farmed as part of testing operations.

DEVELOPMENT AREA | Comprehensive Plan



Excerpt from *Future Land Use Plan*, Village of Burr Ridge Comprehensive Plan.

PUD Limits Outlined in Blue

"Implementation of the Comprehensive Plan is intended to protect the Village's residential character and ensure the continuance of a strong tax base which will enable the Village to maintain and improve existing levels of services and public facilities for its residents."

Village of Burr Ridge Comprehensive Plan

Key Facts:

- The Comprehensive Plan identifies the future land use as Light Industrial.
- Open space along Harvester Drive is detailed.



Residential



Open Space



Office

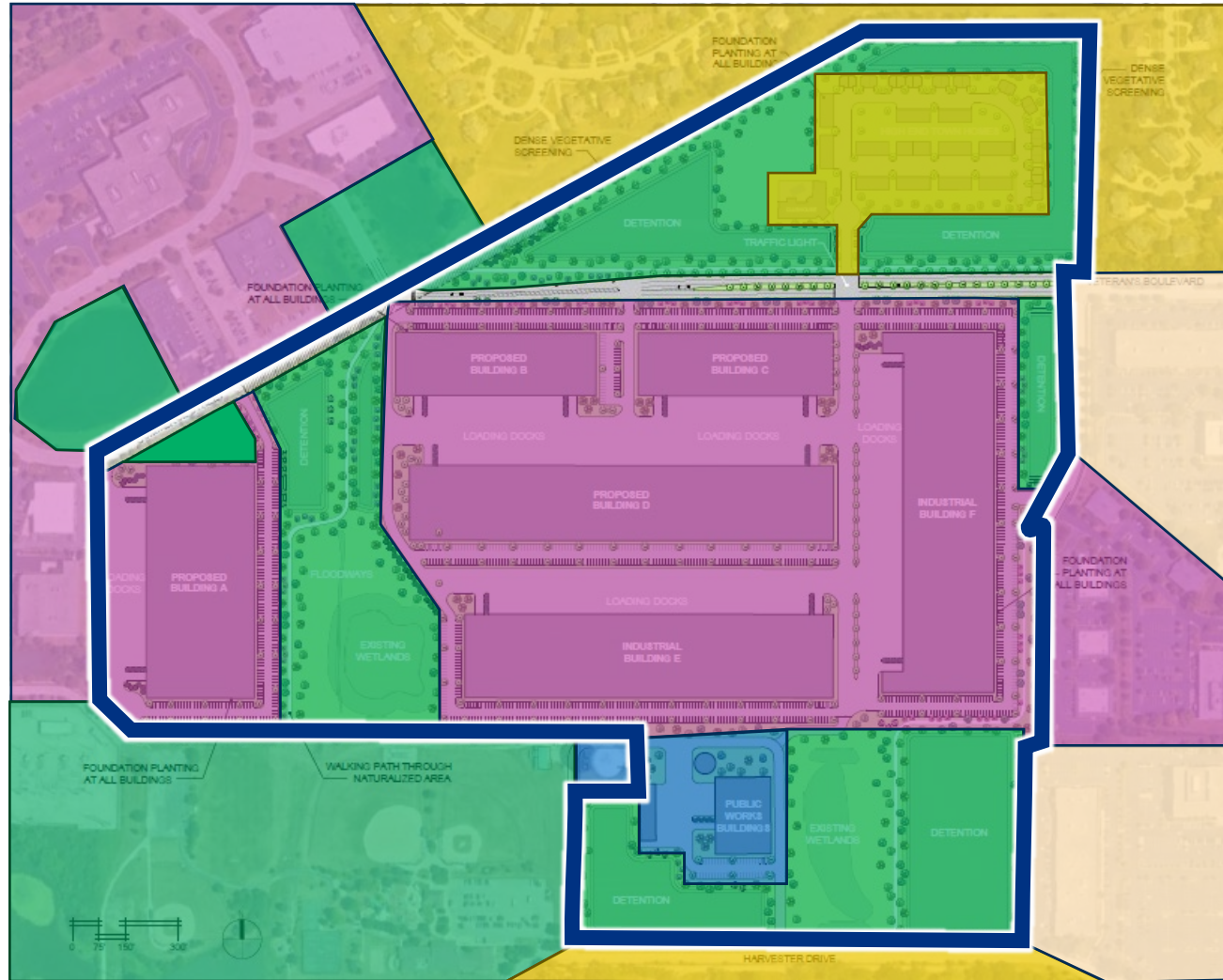


Community Facilities



Light Industrial

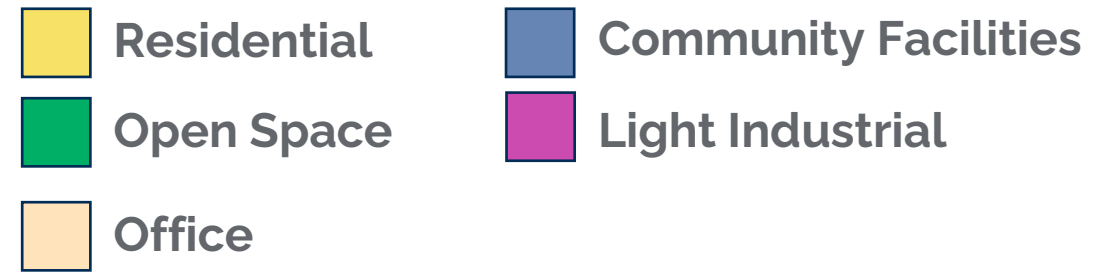
DEVELOPMENT AREA | Comprehensive Plan



Proposed Land Use Plan

Considerations

- Perimeter of the planned unit development is heavily landscaped with significant setbacks against residential areas.
- Open space is predominately placed as a buffer to residential zones to the north and south.
- Approx. 10 acres of tilled wetlands to be rehabilitated and restored, improving water quality and providing habitat.
- Floodplain and floodway is respected and left in place.
- Proposal is ~35% green and open space.



RESIDENT EXPERIENCE | Patios & Views



Existing Patios & Porches in Fieldstone

RESIDENT EXPERIENCE | Patios & Views



Existing Views from Fieldstone

RESIDENT EXPERIENCE | Patios & Views



Existing Views from Fieldstone

RESIDENT EXPERIENCE | Patios & Views



Existing Views from Fieldstone

RESIDENT EXPERIENCE | Patios & Views



Existing Patios & Porches in Babson Park

RESIDENT EXPERIENCE | Patios & Views



Existing Views from Babson Park



RESIDENT EXPERIENCE | Patios & Views



Existing Views from Babson Park

RESIDENT EXPERIENCE | Existing Exterior Photos



RESIDENT EXPERIENCE | Existing Exterior Photos



RESIDENT EXPERIENCE | Existing Interior Photos



RESIDENT EXPERIENCE | Existing Interior Photos



RESIDENT EXPERIENCE | Concept Site Plan



Key Goals

- Maintain or expand green spaces adjacent to existing residential properties to protect views.
- Reduce peak stormwater runoff to adjacent resident properties by 85% and improve water quality.
- Balance Light Industrial, Residential, and Open Space land uses in alignment with Comprehensive Plan recommendations of the Ad Hoc Committee.
- Improve traffic circulation and invest in roadway enhancements.
- Minimize traffic on Harvester Drive.
- Utilize smaller buildings with enhanced design.
- Eliminate dedicated trailer parking lots & outdoor storage.
- Improve the landscape with over 1,000 new trees and rehabilitate 10 acres of wetlands.

Concept Site Plan

RESIDENT EXPERIENCE | Before & After



Driving Westbound on Veterans Boulevard

Current Conditions

- Veterans Boulevard dead ends into CNH facility.
- CNH facility to be fully vacant in 2024.
- Arrival point for 1,200+ employees when CNH was fully operational.

RESIDENT EXPERIENCE | Before & After



Driving Westbound on Veterans Boulevard

Proposed Conditions

- Veterans Boulevard extends west.
- Multi-purpose trail connects to Harvester Park.
- Landscaped median continues.
- Loading areas face away from Veterans Boulevard.

RESIDENT EXPERIENCE | Before & After



Driving East on Veterans Boulevard

Current Conditions

- View of rear of Public Works Facility
- Commerce Street dead-ends along Fieldstone residents' back yards.

RESIDENT EXPERIENCE | Before & After



Driving East on Veterans Boulevard

Proposed Conditions

- International Street connects to Veterans Boulevard extension.
- Multi-purpose trail continues to Harvester Park.
- Significant street and boulevard plantings.
- Docks face away from street and residential areas.

RESIDENT EXPERIENCE | Before & After



Looking Southwest Along Fieldstone

Current Conditions

- 155' tall CNH water tower is highly visible from Fieldstone.
- Parking setback along Fieldstone border is ~11' today.
- Existing paved areas are used for vehicle & material storage.

RESIDENT EXPERIENCE | Before & After



Looking Southwest Along Fieldstone

Proposed Conditions

- 20 acres of residential and open space provided as a buffer to Fieldstone residents.
- Existing buffer trees to remain.
- CNH water tower to be removed.
- 500' from existing homes to proposed light industrial building.
- Distance from Fieldstone boundary to roadway increased from 11' to 325' on average.

RESIDENT EXPERIENCE | Before & After



Looking Northeast Along Fieldstone

Current Conditions

- View of rear of Public Works building.
- Commerce Street runs 11' off Fieldstone boundary.
- Public Works facility traffic utilizes Commerce Street.

RESIDENT EXPERIENCE | Before & After



Looking Northeast Along Fieldstone

Proposed Conditions

- Commerce Street along Fieldstone to be removed and replaced with open space.
- 1.1 mile multi-purpose trail included along Veterans Blvd.
- Existing buffer trees to remain.
- Buildings moved further south away from homes.

RESIDENT EXPERIENCE | Before & After



Looking North Towards Fieldstone

Current Conditions

- ~350 stall parking lot abuts Fieldstone.
- Parking lot light poles are only 90' from property line.
- Paved areas have no detention or water quality management in place and flow directly into Fieldstone.

RESIDENT EXPERIENCE | Before & After



Looking North Towards Fieldstone

Proposed Conditions

- Removes parking lot and replaces with open space and residential.
- 120' setback mirrors the Fieldstone residents' deep back yards.
- Buffer trees to remain with more planted.
- Improved views from Fieldstone residents' patios and porches.

RESIDENT EXPERIENCE | Before & After



Looking East Towards Fieldstone

Current Conditions

- ~140' of open space along Fieldstone boundary.
- Faces rear of single-family homes with patios and porches.
- Homes look at surface parking lots and CNH facility.

RESIDENT EXPERIENCE | Before & After



Looking East Towards Fieldstone

Proposed Conditions

- Maintain 120' of open space buffer.
- Retains existing buffer trees.
- Includes additional evergreen and overstory trees for screening and views.
- Homes look toward new residential.

RESIDENT EXPERIENCE | Before & After



Looking North Through Site

Current Conditions

- Floodplain, floodway, and wetlands are currently used for testing of farm machinery.
- Land kept in a farmed/tilled condition.
- 155' tall CNH water tower visible.
- Outdoor storage of tractors, farm equipment, mechanical parts and tires.

RESIDENT EXPERIENCE | Before & After



Looking North Through Site

Proposed Conditions

- Wetland areas rehabilitated from their farmed condition.
- Floodway protected and retained.
- Floodplain storage expanded and planted with native species.
- Multi-purpose trail extends along the greenway.

RESIDENT EXPERIENCE | Before & After



Looking West Down Harvester Drive

Considerations

- Berm and existing street landscaping.
- Pedestrian sidewalk on north side of Harvester Drive.

RESIDENT EXPERIENCE | Before & After



Looking West Down Harvester Drive

Considerations

- Berm and existing street landscaping to remain.
- Additional trees proposed along Harvester Drive.
- Connection to new multi-purpose trail.

LIGHT INDUSTRIAL CONCEPT | Architectural Renderings



Design Considerations

- Upgraded entry features with wood, glass & metal panel features.
- All light industrial buildings to be LEED-Certified.
- Investing over \$1,000,000 to create "solar ready" roofs for future PV installation.
- White roofs reduce heat island effect.
- LED lighting inside and out.
- Low-flow water fixtures to reduce consumption.

Typical Entry Concept

LIGHT INDUSTRIAL CONCEPT | Architectural Renderings

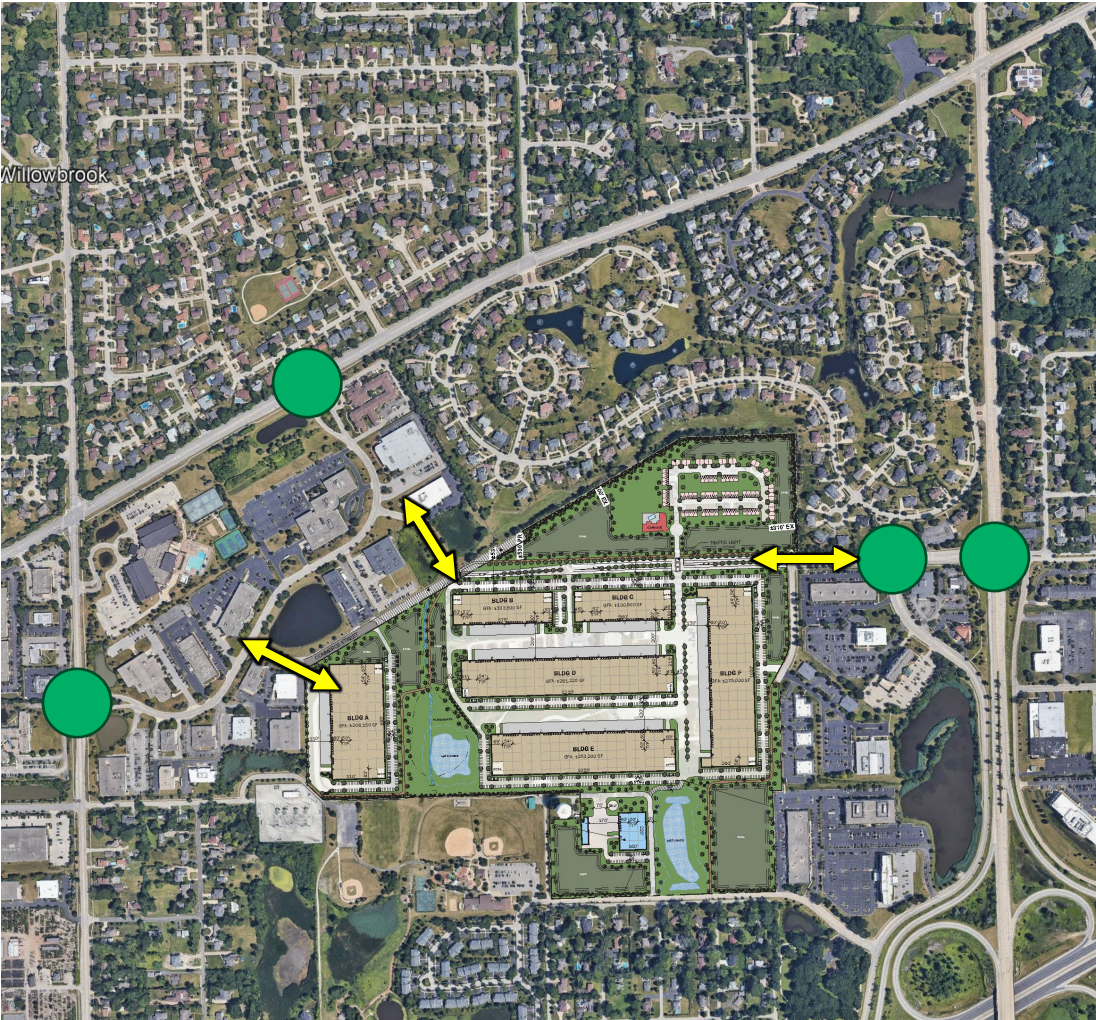


Typical Entry Concept

Design Considerations

- Upgraded entry features with wood, glass & metal panel features.
- All light industrial buildings to be LEED-Certified.
- Investing over \$1,000,000 to create "solar ready" roofs for future PV installation.
- White roofs reduce heat island effect.
- LED lighting inside and out.
- Low-flow water fixtures to reduce consumption.

COMMUNITY BENEFITS | Traffic Improvements



Map of Proposed Traffic Improvements

Considerations

- Veteran's Boulevard extension provides broader connectivity to High Grove Business Park, offering alternative routes to Plainfield Road and Madison Street.
- Off-site improvements address current traffic patterns while increasing capacity to accommodate projected traffic.
- Traffic is distributed in multiple directions to minimize congestion.
- No connection from Light Industrial to Harvester Drive.
- Over \$5,000,000 investment in traffic improvements.

COMMUNITY BENEFITS | Traffic Improvements

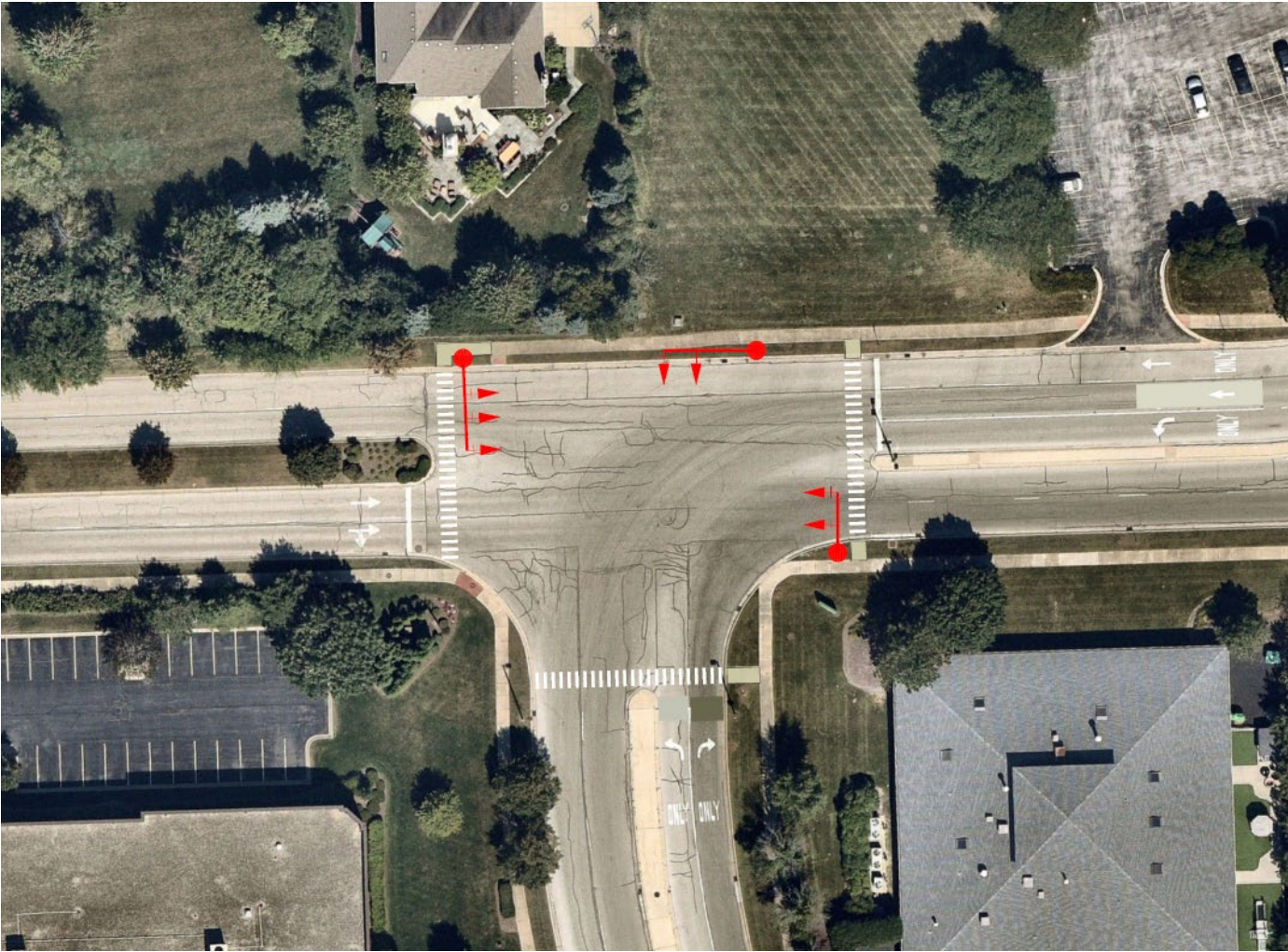


County Line Road and Veterans Boulevard

Considerations

- Northbound dual-left turn lane added on County Line Road.
- Southbound right-turn lane added on County Line Road.
- Crosswalk added across Veterans Boulevard.
- Minimizes delays for through traffic on County Line Road.
- All Levels of Service (LOS) pass.

COMMUNITY BENEFITS | Traffic Improvements

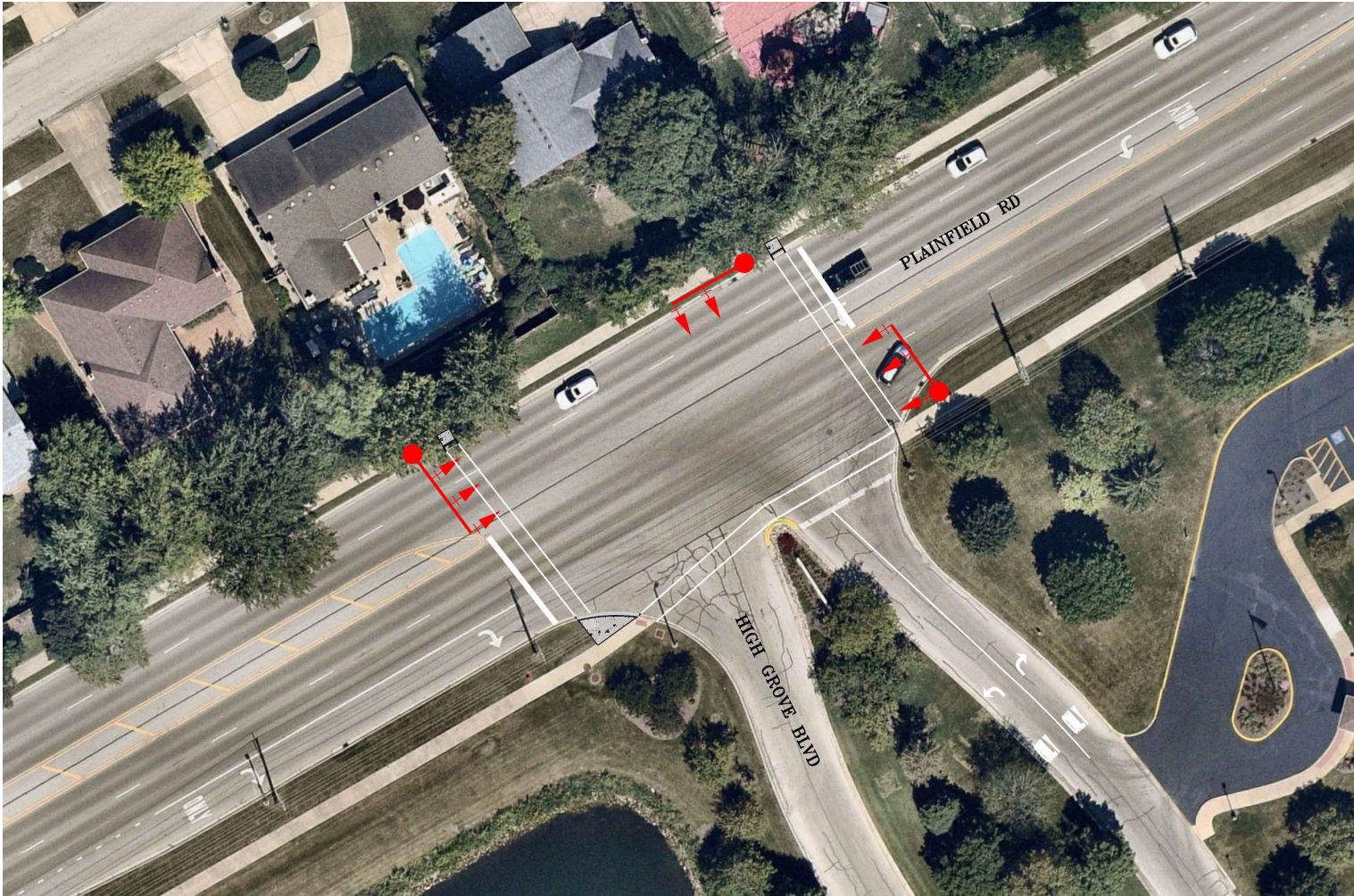


Veterans Boulevard and Frontage Road

Considerations

- New signal and crosswalks added to intersection.
- Restriping to increase capacity and support existing traffic headed south on the Frontage Road.
- Signal timing aligned with County Line Road.
- No new lanes or widening proposed.
- All Levels of Service (LOS) pass.

COMMUNITY BENEFITS | Traffic Improvements

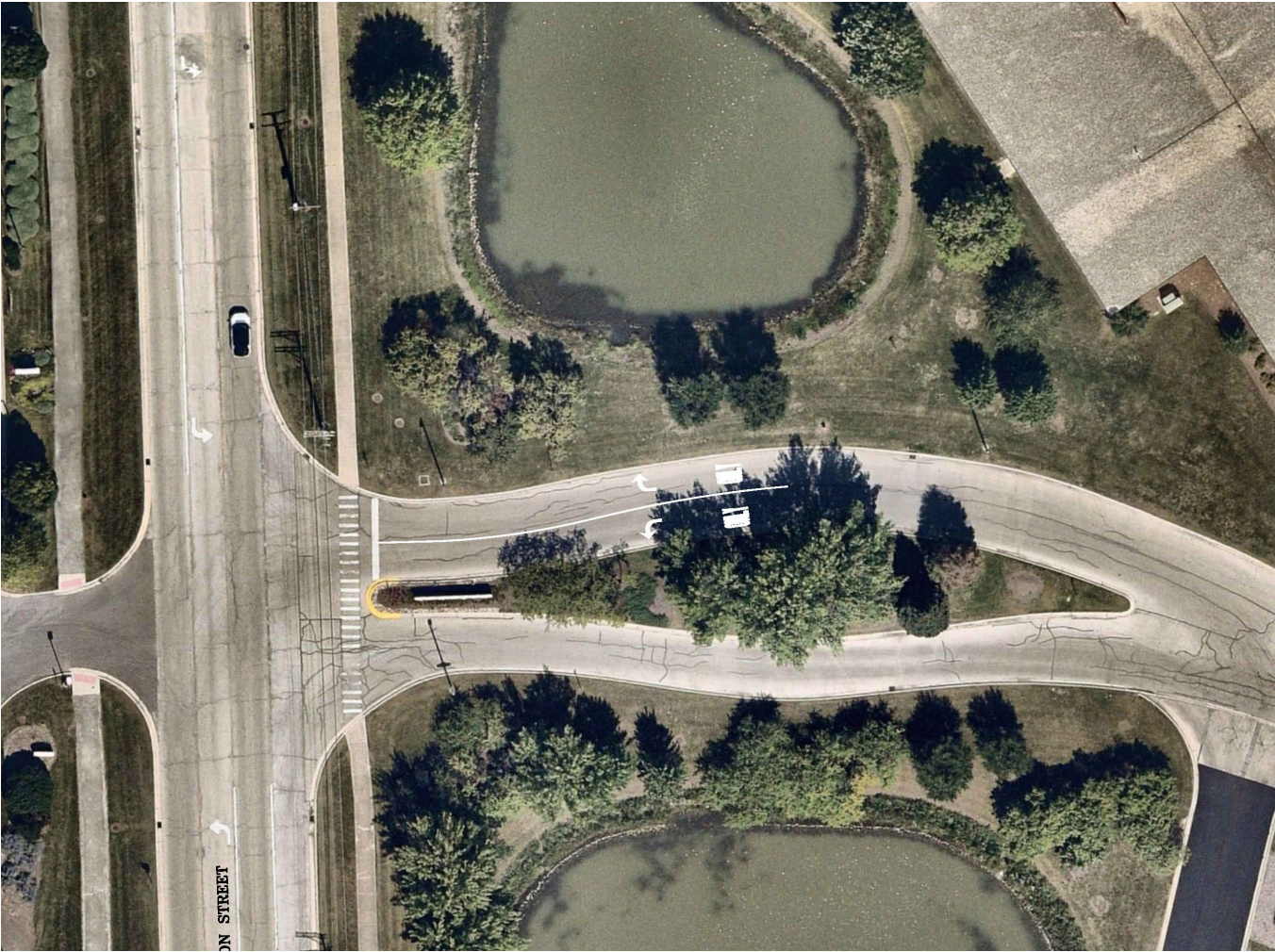


Plainfield Road and High Grove Boulevard

Considerations

- New signal and crosswalks added to intersection.
- High Grove Blvd. striped to include right- and left-turn lanes.
- Designed to support through traffic on Plainfield Road.
- No new lanes or widening proposed.
- All Levels of Service (LOS) pass.

COMMUNITY BENEFITS | Traffic Improvements

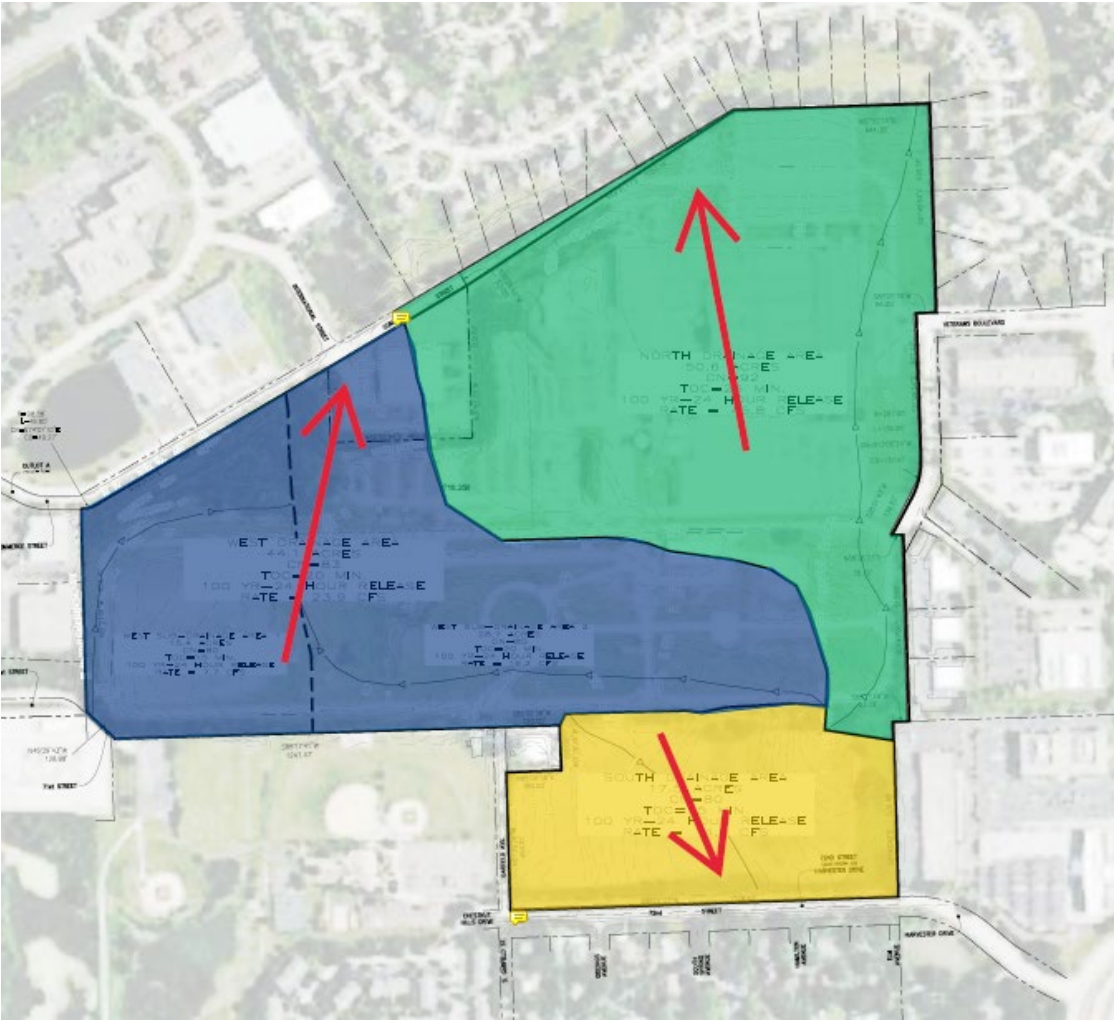


Madison Street and High Grove Boulevard

Considerations

- High Grove Blvd. striped to include right- and left-turn lanes.
- No new lanes or widening proposed.
- All Levels of Service (LOS) pass.

COMMUNITY BENEFITS | Stormwater Management

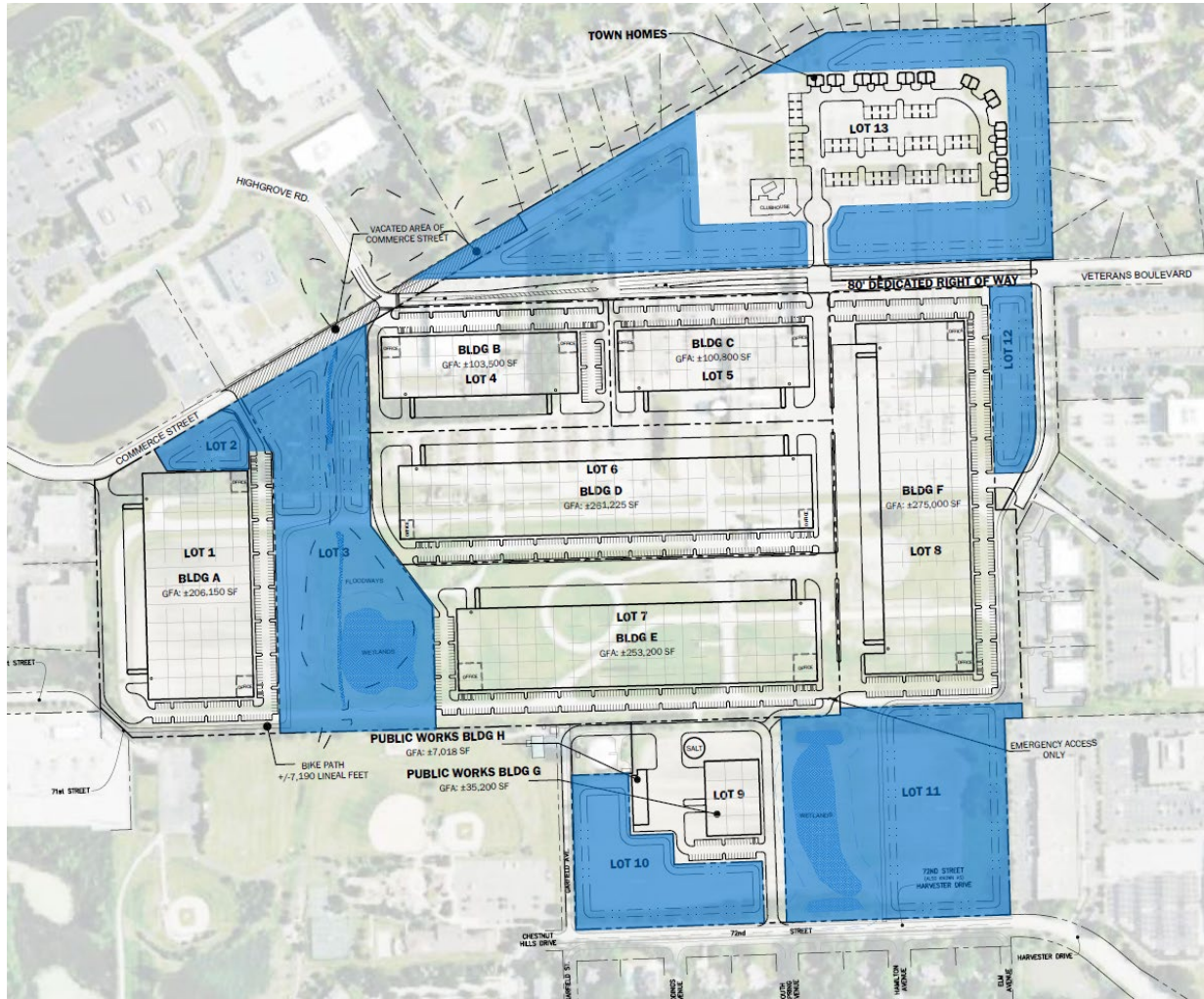


Existing Drainage Patterns

Considerations

- Currently, approx. 95 acres drain untreated and unrestricted to the north into Fieldstone.
- 38,000 gallons per minute flow off the site in the 100-year storm under today's conditions.
- This is equivalent to an Olympic-sized pool every 18 minutes!
- In the proposal, 35 acres are dedicated to wetlands and stormwater management; ~30% of the planned unit development area.
- Peak flows will be detained and **reduced by 85%** to improve water quality and reduce flooding.
- Project will **increase floodplain capacity** on site.

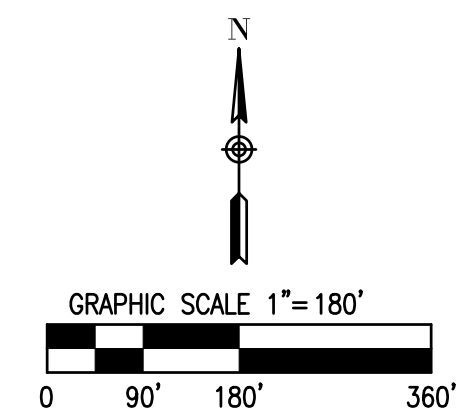
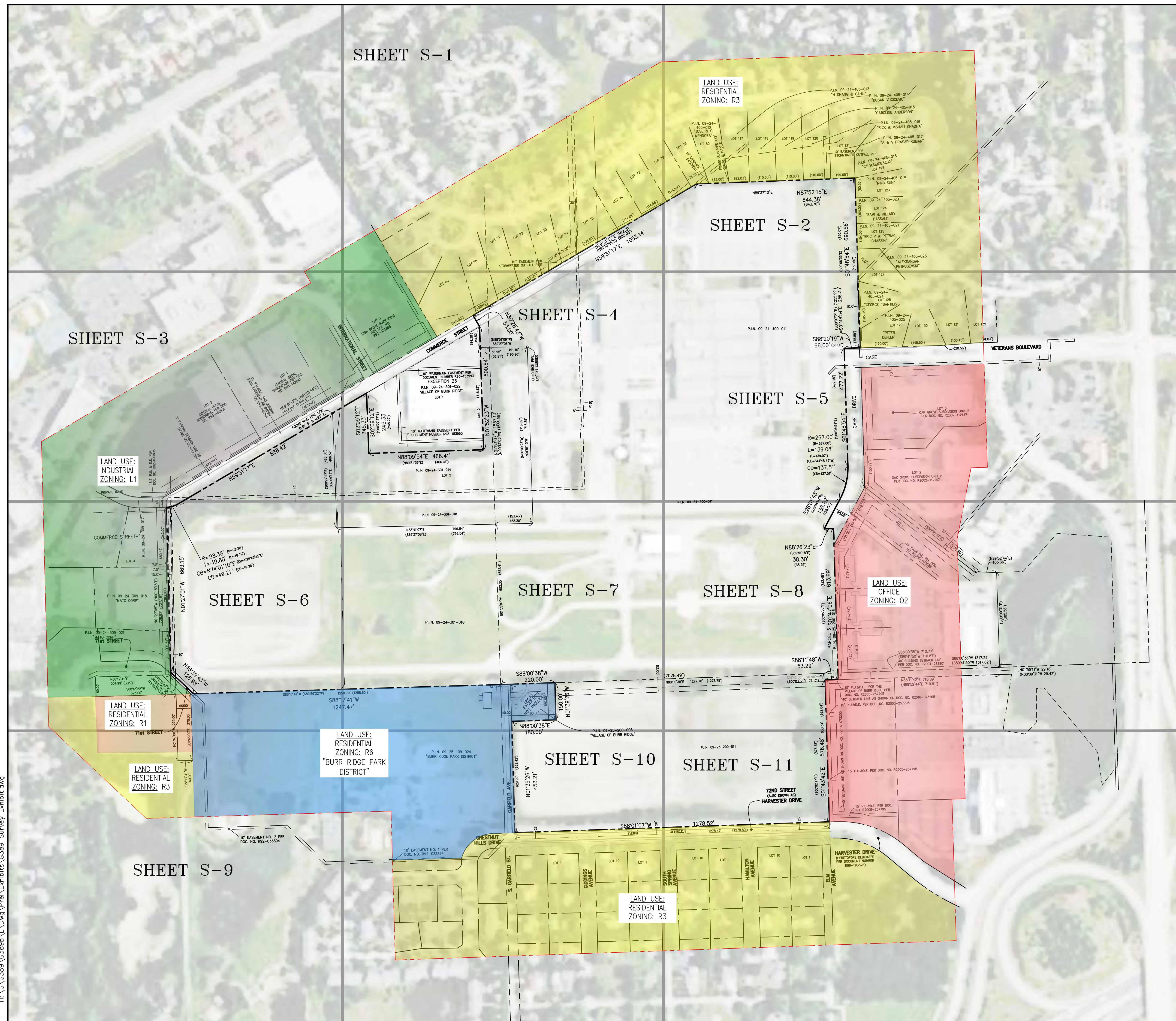
COMMUNITY BENEFITS | Stormwater Management




Open Space/Stormwater Management Map

Considerations

- Currently, approx. 95 acres drain untreated and unretained to the north into Fieldstone.
- 37,700 gallons per minute flow off the site in the 100-year storm under today's conditions.
- This is equivalent to an Olympic-sized pool every 18 minutes!
- In the proposal, 35 acres are dedicated to stormwater management; ~30% of the planned unit development area.
- Peak flows will be detained and **reduced by 85%** to improve water quality and reduce flooding.
- Project will **increase floodplain capacity** on site.



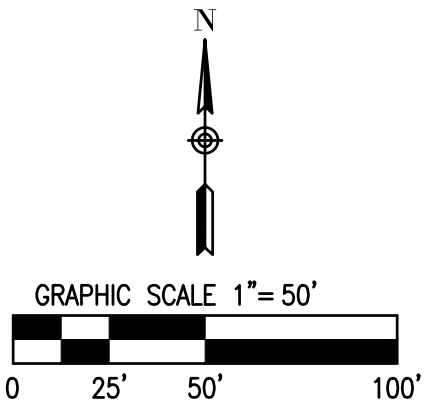
1" = 180'		JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SURVEY EXHIBIT											
G389			CNH BURR RIDGE											
OVERALL			BRIDGE INDUSTRIAL											
			BURR RIDGE, ILLINOIS											
			1	ORIGINAL EXHIBIT DATE	1/29/24									
			No.	Description	Date									

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MATCHLINE SEE SHEET S-4

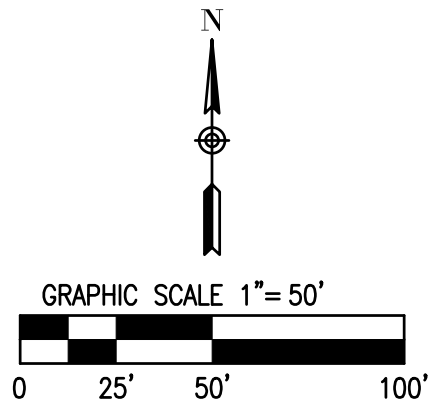
MATCHLINE SEE SHEET S-2




SITE LEGEND:

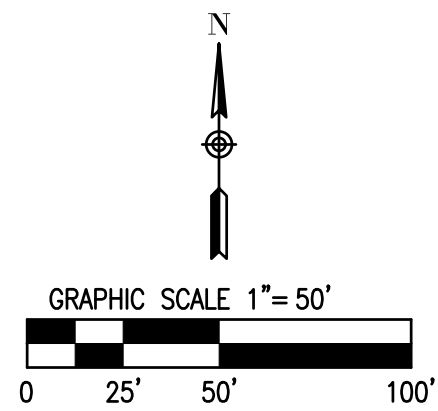
- 500 FT LAND USE OFFSET
- OFFICE AND HOTEL COMMERCIAL ZONING
- LIGHT INDUSTRIAL ZONING
- RESIDENTIAL AND CONGREGATE ZONING
- SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
- SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)


1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SURVEY EXHIBIT					
G389				CNH BURR RIDGE					
S-1				BRIDGE INDUSTRIAL					
				BURR RIDGE, ILLINOIS			1	ORIGINAL EXHIBIT DATE	1/29/24
							No.	Description	Date








1" = 50'	 <p>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</p>	SURVEY EXHIBIT						
G389		CNH BURR RIDGE						
S-2		BRIDGE INDUSTRIAL						
		BURR RIDGE, ILLINOIS						
		1	ORIGINAL EXHIBIT DATE		1/29/24	Date		
	No.	Description						

MATCHLINE SEE SHEET S-4



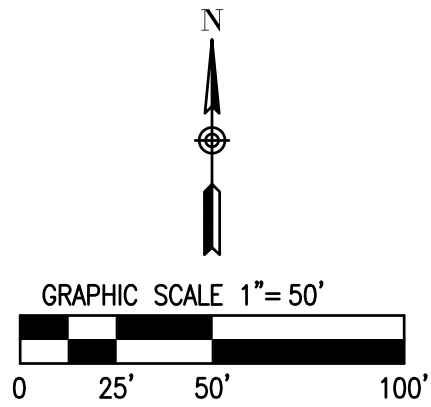
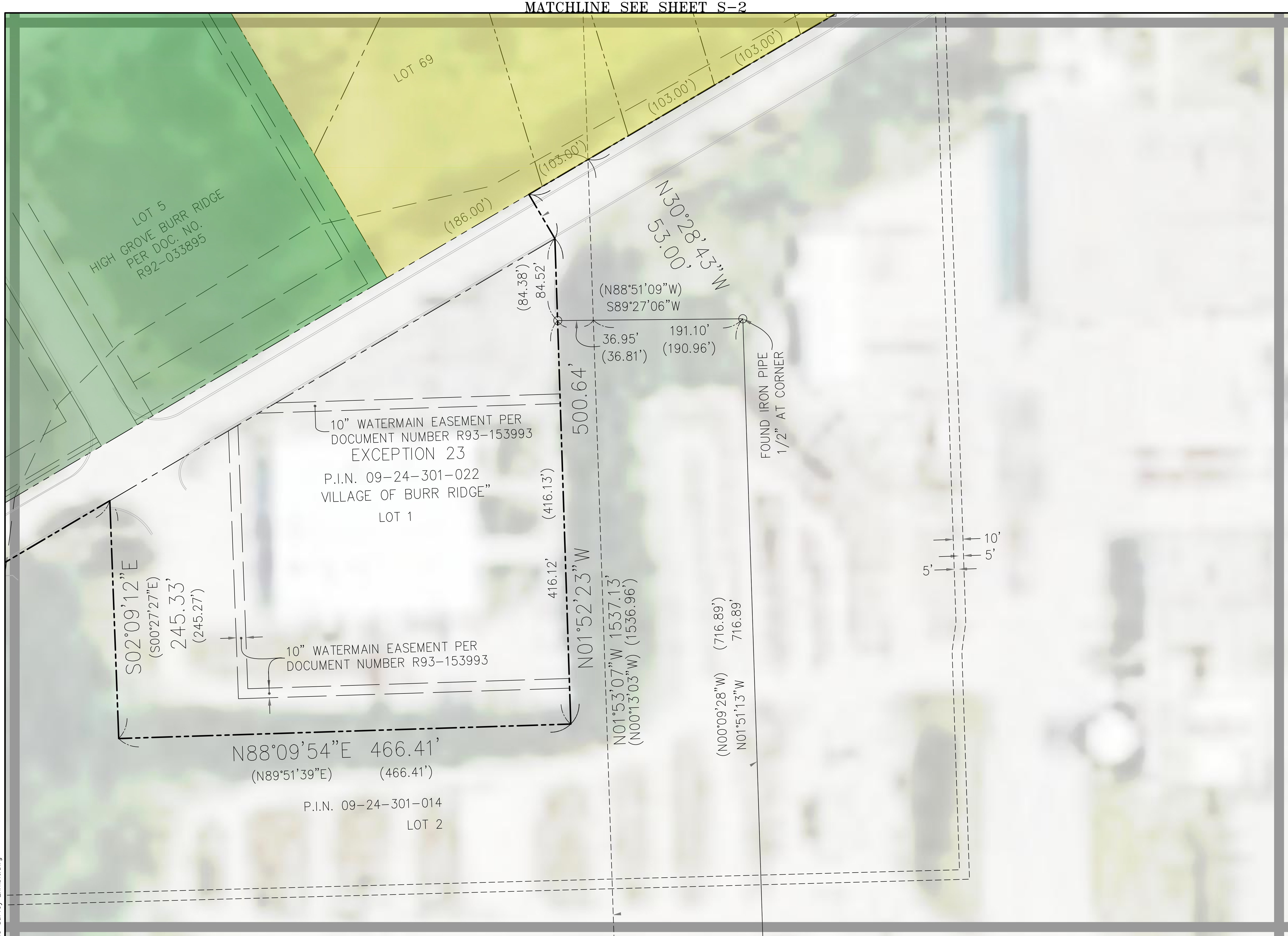
1" = 50'		 JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SURVEY EXHIBIT						
G389			CNH BURR RIDGE						
S-3			BRIDGE INDUSTRIAL						
			BURR RIDGE, ILLINOIS						
			1	ORIGINAL EXHIBIT DATE	1/29/24	Date			
		No.	Description						

500 FT LAND USE OFFSET

-  OFFICE AND HOTEL COMMERCIAL ZONING
-  LIGHT INDUSTRIAL ZONING
-  RESIDENTIAL AND CONGREGATE ZONING
-  SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
-  SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)


MATCHLINE SEE SHEET S-3

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SITE LEGEND:

- 500 FT LAND USE OFFSET
- OFFICE AND HOTEL COMMERCIAL ZONING
- LIGHT INDUSTRIAL ZONING
- RESIDENTIAL AND CONGREGATE ZONING
- SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
- SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)

1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SURVEY EXHIBIT					
G389				CNH BURR RIDGE					
S-4				BRIDGE INDUSTRIAL					
				BURR RIDGE, ILLINOIS			1	ORIGINAL EXHIBIT DATE	1/29/24
							No.	Description	Date



MATCHLINE SEE SHEET S-3

P.I.N. 09-24-400-011

P.I.N. 09-24-400-011

01' 43" W

$$\begin{aligned} R &= 267.00' \\ (R &= 267.00') \\ L &= 139.08' \\ (L &= 139.07') \\ (CB &= S14^{\circ}48'43''W) \\ CD &= 137.51' \\ (CD &= 137.51') \end{aligned}$$

(477.15')
477.22'

(500°06'54"E)
001°10'51"E

CASE DRIVE

CASE

LOT 127

P.I.N. 09-24-
405-024

E TSANTILIS

P.I.N. 09-24-
405-025

LOT 12

LOT 130

LOT 131

LOT 13

"PETER
DEFLER"

(170.00')

 $(148.90')$ $(100.45')$

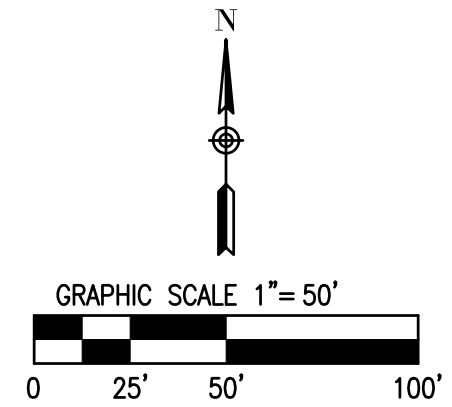
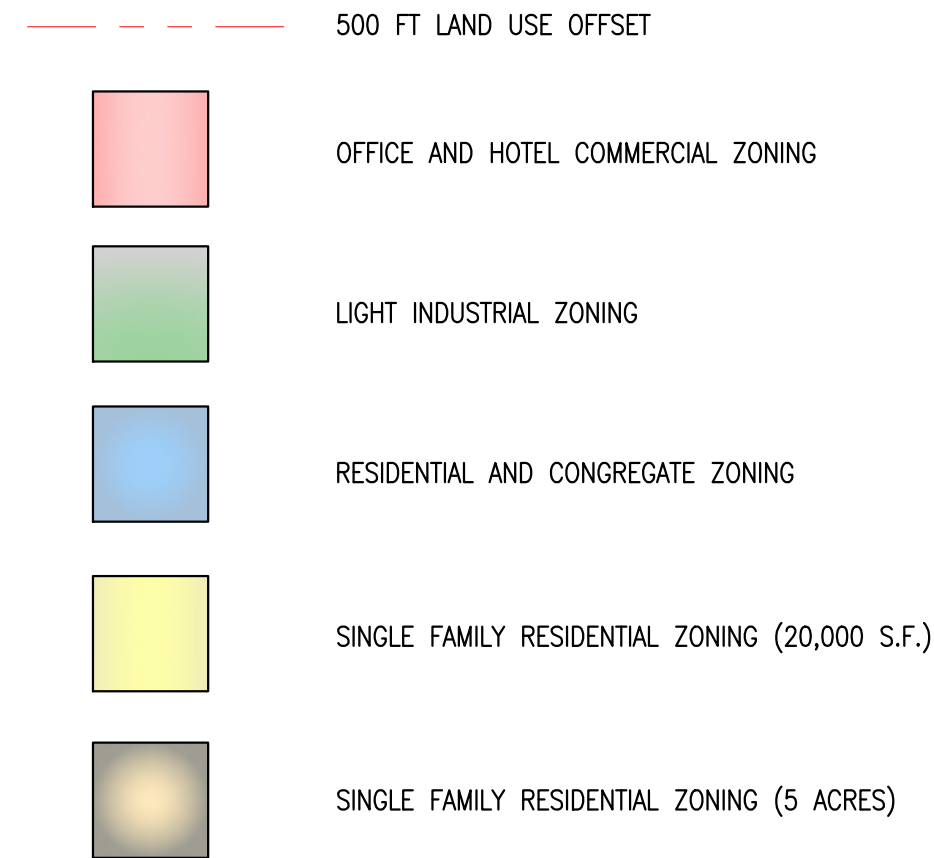
(9)


—(28.56')

LOT 3
OAK GROVE SUBDIVISION UNIT 2
PER DOC. NO. R2002-112147

LOT 2
OAK GROVE SUBDIVISION UNIT 2
PER DOC. NO. R2002-112147

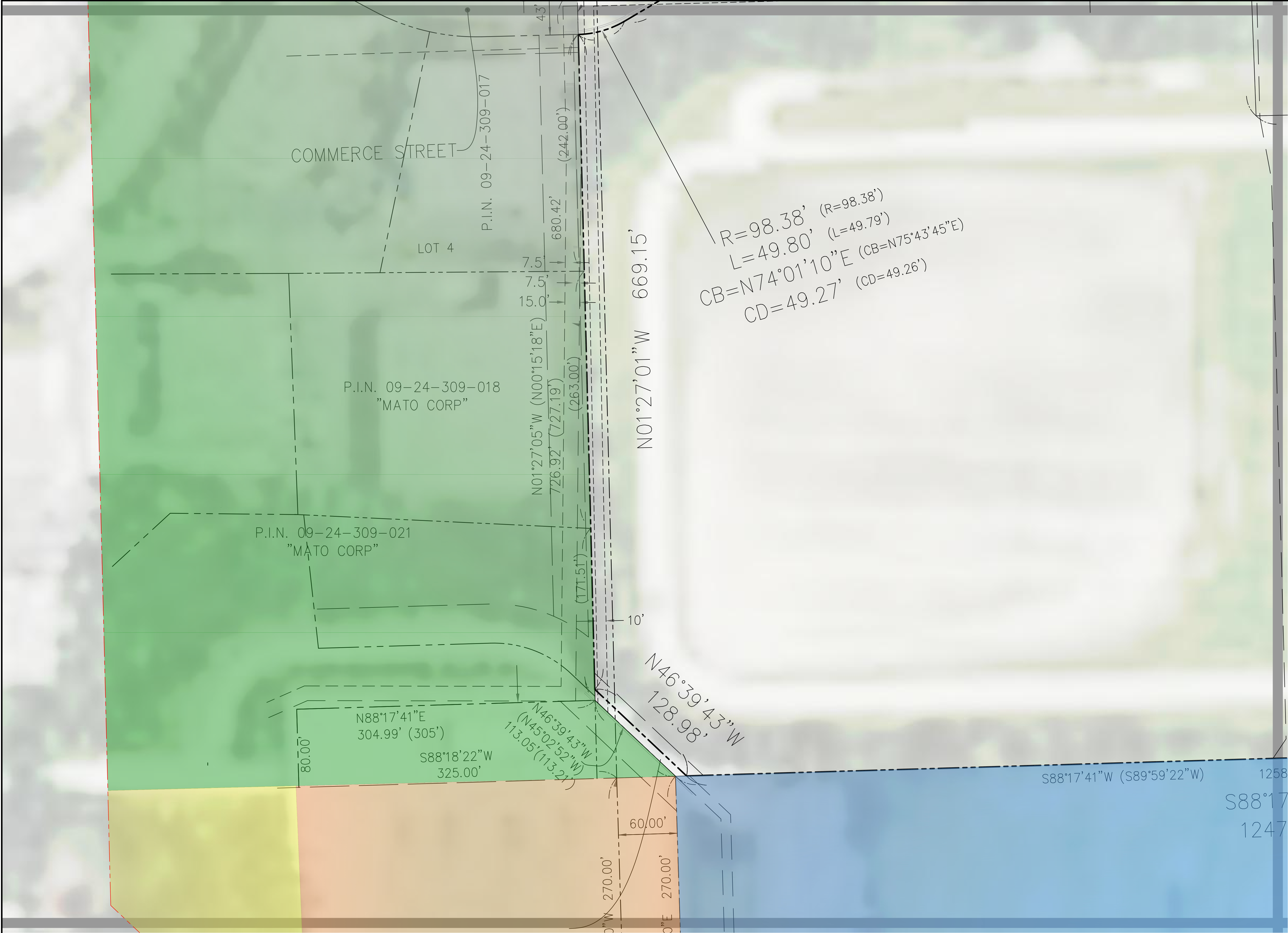
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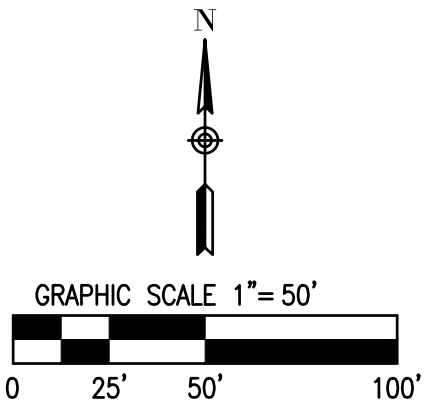
1" = 50'	 <p>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</p>	SURVEY EXHIBIT						
G389		CNH BURR RIDGE BRIDGE INDUSTRIAL						
S-5		BURR RIDGE, ILLINOIS						
		1	ORIGINAL EXHIBIT DATE	1/29/24				
	No.	Description	Date					

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MATCHLINE SEE SHEET S-3




MATCHLINE SEE SHEET S-9



MATCHLINE SEE SHEET S-7

SITE LEGEND:

- 500 FT LAND USE OFFSET
- OFFICE AND HOTEL COMMERCIAL ZONING
- LIGHT INDUSTRIAL ZONING
- RESIDENTIAL AND CONGREGATE ZONING
- SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
- SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)

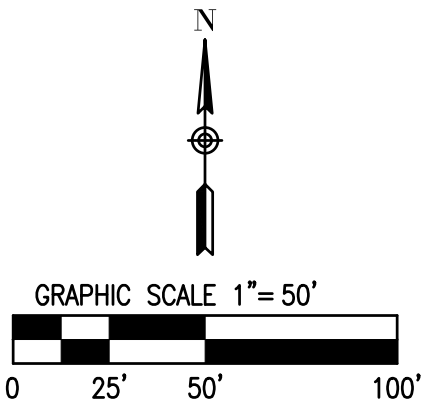
1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SURVEY EXHIBIT						
G389				CNH BURR RIDGE						
S-6				BRIDGE INDUSTRIAL						
				BURR RIDGE, ILLINOIS						
								1	ORIGINAL EXHIBIT DATE	1/29/24
						No.	Description	Date		

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MATCHLINE SEE SHEET S-10

MATCHLINE SEE SHEET S-4



MATCHLINE SEE SHEET S-8

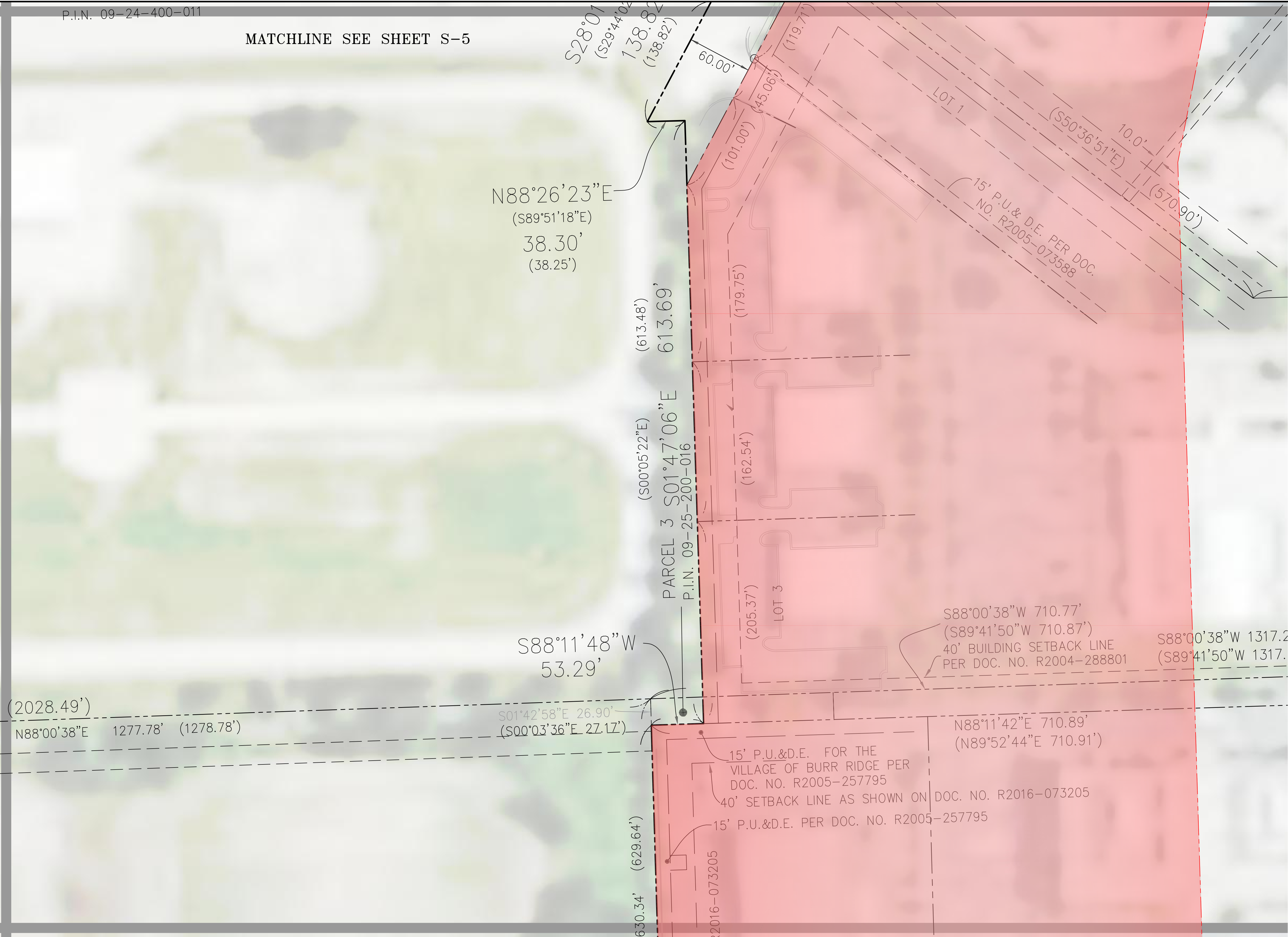
1" = 50'	 <p>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</p>	SURVEY EXHIBIT				
G389		CNH BURR RIDGE				
S-7		BRIDGE INDUSTRIAL				
		BURR RIDGE, ILLINOIS				
		No.	1	ORIGINAL EXHIBIT DATE	1/29/24	Date

MATCHLINE SEE SHEET S-7

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P.I.N. 09-24-400-011

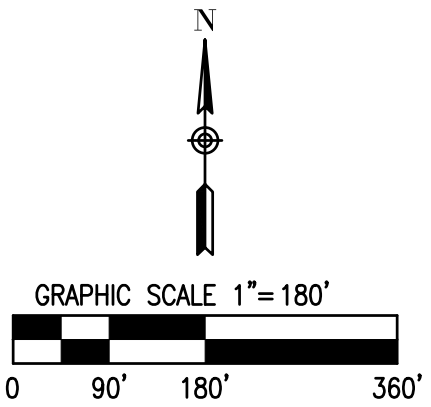
MATCHLINE SEE SHEET S-5




MATCHLINE SEE SHEET S-11

SITE LEGEND:

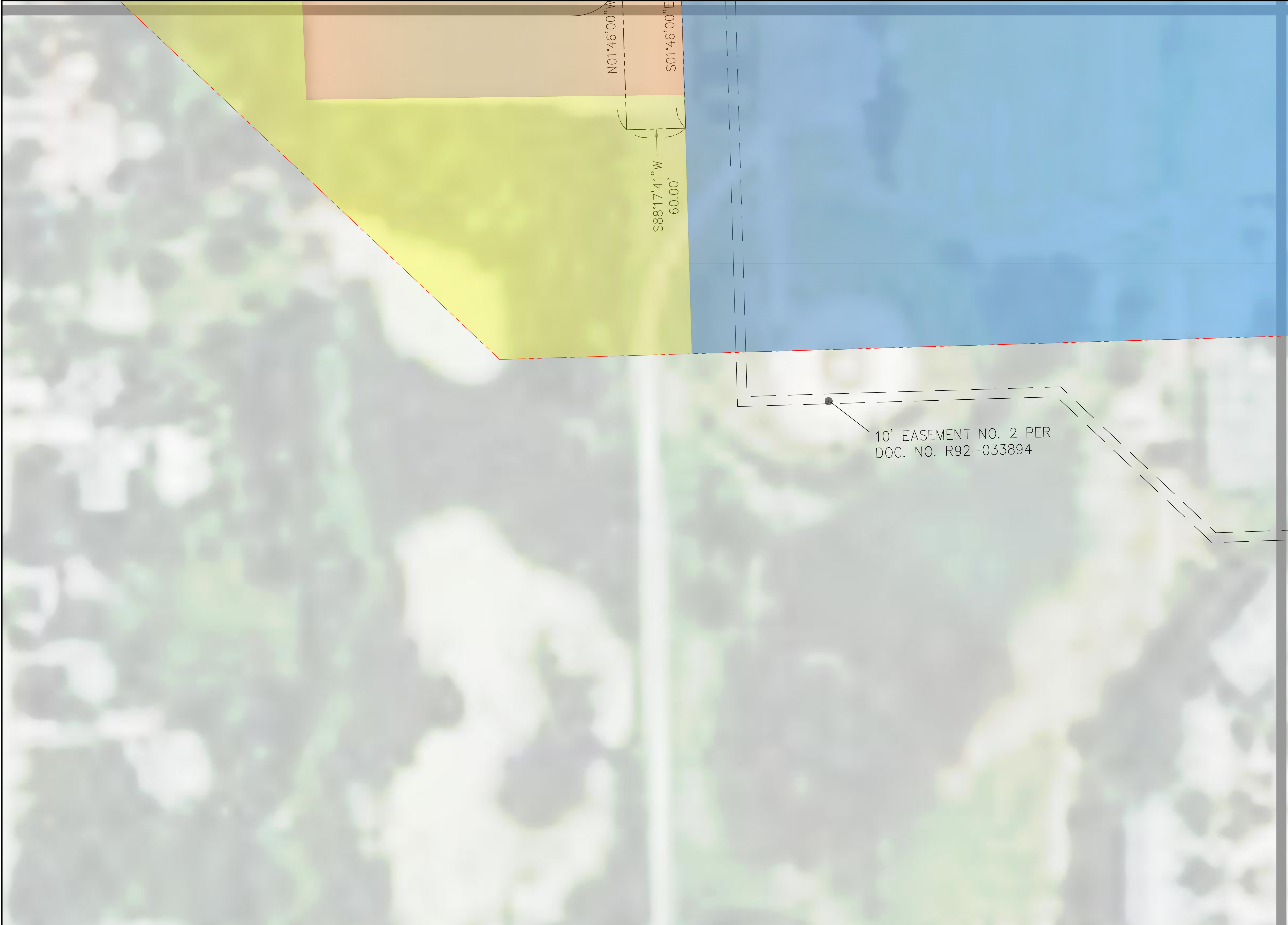
- 500 FT LAND USE OFFSET
- OFFICE AND HOTEL COMMERCIAL ZONING
- LIGHT INDUSTRIAL ZONING
- RESIDENTIAL AND CONGREGATE ZONING
- SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
- SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)



1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SURVEY EXHIBIT						
G389				CNH BURR RIDGE						
S-8				BRIDGE INDUSTRIAL						
				BURR RIDGE, ILLINOIS				1	ORIGINAL EXHIBIT DATE	1/29/24
								No.	Description	Date

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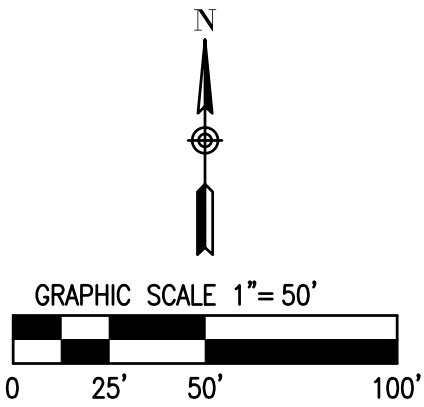
MATCHLINE SEE SHEET S-6



MATCHLINE SEE SHEET S-10

SITE LEGEND:

- 500 FT LAND USE OFFSET
- OFFICE AND HOTEL COMMERCIAL ZONING
- LIGHT INDUSTRIAL ZONING
- RESIDENTIAL AND CONGREGATE ZONING
- SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
- SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)



SURVEY EXHIBIT		JACOB & HEFNER ASSOCIATES	
CNH BURR RIDGE		1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515	
BRIDGE INDUSTRIAL		PHONE: (630) 652-4600, FAX: (630) 652-4601	
BURR RIDGE, ILLINOIS		www.jacobandhefner.com	
1	ORIGINAL EXHIBIT DATE	1/29/24	
No.	Description	Date	

1" = 50'

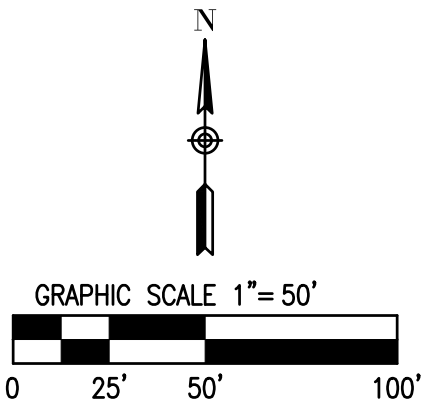
G389

S-9






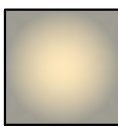
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MATCHLINE SEE SHEET S-9

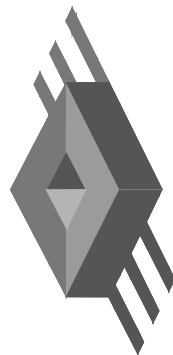
MATCHLINE SEE SHEET S-7



SITE LEGEND:

-  500 FT LAND USE OFFSET
-  OFFICE AND HOTEL COMMERCIAL ZONING
-  LIGHT INDUSTRIAL ZONING
-  RESIDENTIAL AND CONGREGATE ZONING
-  SINGLE FAMILY RESIDENTIAL ZONING (20,000 S.F.)
-  SINGLE FAMILY RESIDENTIAL ZONING (5 ACRES)

SURVEY EXHIBIT					
CNH BURR RIDGE					
BRIDGE INDUSTRIAL					
BURR RIDGE, ILLINOIS					
1	ORIGINAL EXHIBIT DATE	1/29/24	No.	Description	Date



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ASSOCIATES
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PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

1" = 50'

G389

S-10

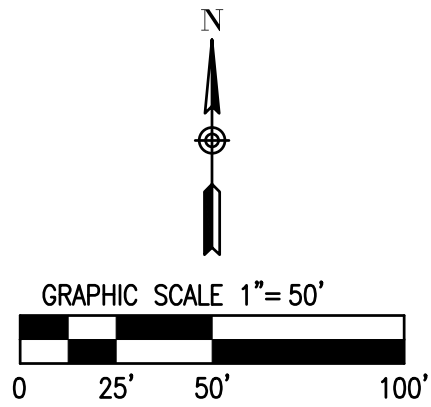

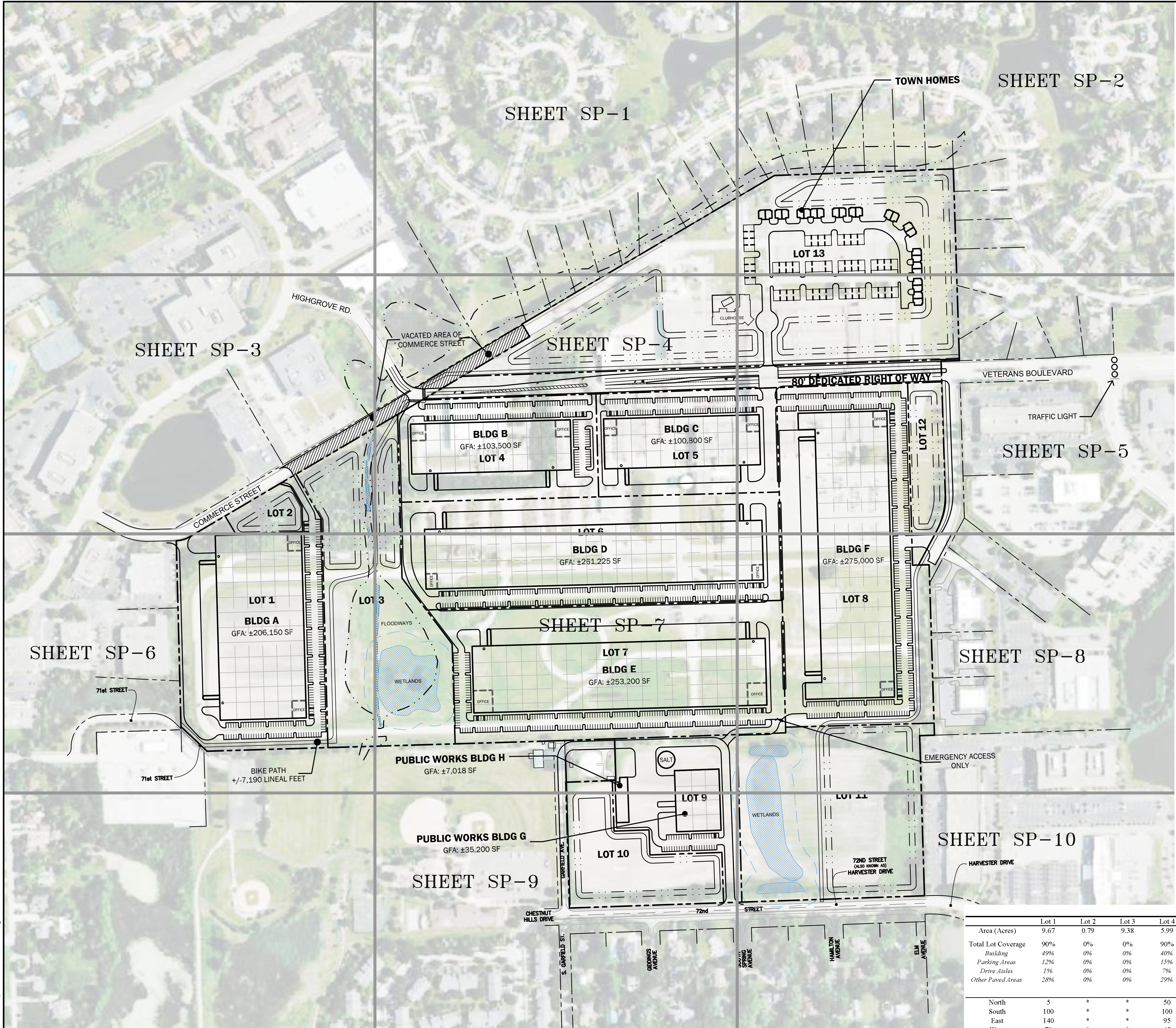


Diagram illustrating the color coding for land use types:

- Office and Hotel Commercial Zoning (Red)
- Light Industrial Zoning (Green)
- Residential and Congregate Zoning (Blue)
- Single Family Residential Zoning (20,000 S.F.) (Yellow)
- Single Family Residential Zoning (5 Acres) (Grey)

1" = 50'	 <p>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</p>	<p>SURVEY EXHIBIT</p> <p>CNH BURR RIDGE</p> <p>BRIDGE INDUSTRIAL</p> <p>BURR RIDGE, ILLINOIS</p>			
G389					
S-11					
			1	ORIGINAL EXHIBIT DATE	1/29/24
			No.	Description	Date



SHEET SP-2

SHEET SP-1

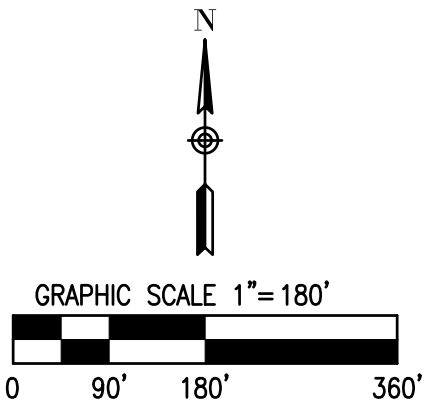
SHEET SP-5

SHEET SP-10

SUBDIVISION SUMMARY TABLE														
	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7	Lot 8	Lot 9	Lot 10	Lot 11	Lot 12	Lot 13	Veterans Blvd. R.O.W.
Area (Acres)	9.67	0.79	9.38	5.99	5.57	12.11	13.27	14.08	4.37	3.62	9.35	1.65	19.57	3.31
Total Lot Coverage	90%	0%	0%	90%	90%	95%	90%	90%	70%	0%	0%	0%	50%	N/A
<i>Building</i>	49%	0%	0%	40%	42%	50%	44%	43%	22%	0%	0%	0%	8%	N/A
<i>Parking Areas</i>	12%	0%	0%	13%	10%	13%	14%	13%	7%	0%	0%	0%	2%	N/A
<i>Drive Aisles</i>	1%	0%	0%	7%	11%	6%	3%	0%	18%	0%	0%	0%	5%	N/A
<i>Other Paved Areas</i>	28%	0%	0%	29%	27%	26%	27%	30%	23%	0%	0%	0%	1%	N/A
Minimum Property Line Building Setbacks (Feet)														
North	5	*	*	50	90	100	135	95	6	*	*	*	120	**
South	100	*	*	100	100	75	100	95	30	*	*	*	150	**
East	140	*	*	95	65	65	65	75	65	*	*	*	125	**
West	70	*	*	45	25	45	70	75	10	*	*	*	95	**
Minimum Property Line Parking Setbacks (Feet)														
North	5	*	*	15	20	0	5	25	5	*	*	*	120	**
South	25	*	*	0	0	5	30	25	10	*	*	*	150	**
East	5	*	*	0	0	5	0	5	25	*	*	*	125	**
West	10	*	*	5	0	5	1	5	10	*	*	*	95	**
Parking Counts (Stalls)														
	213	0	0	153	108	232	265	367	40	0	0	0	TBD	0
Proposed Building Area (S.F.)														
	206,150	0	0	103,500	100,800	261,225	253,200	275,000	42,218	0	0	0	71,175	0

**Denotes N/A since parcel is designated for right of way purposes.

**Denotes N/A since parcel is designated for right of way purposes



SITE PLAN LEGEND:

OVERALL PROPERTY LINE:

PROPOSED SUBDIVISION LOT LINES:

SITE PLAN

**CNH BURR RIDGE
BRIDGE INDUSTRIAL
BURR RIDGE, ILLINOIS**

JACOB & HEFNER
ASSOCIATES

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www.jacobandhefner.com

$$1'' = 180'$$

G389

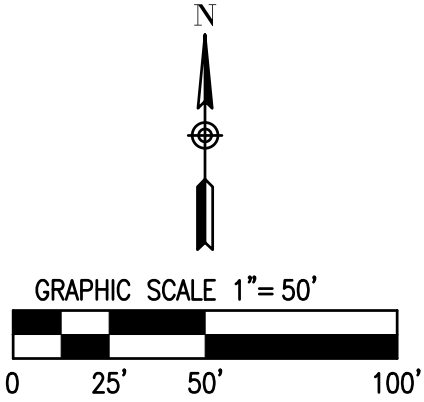
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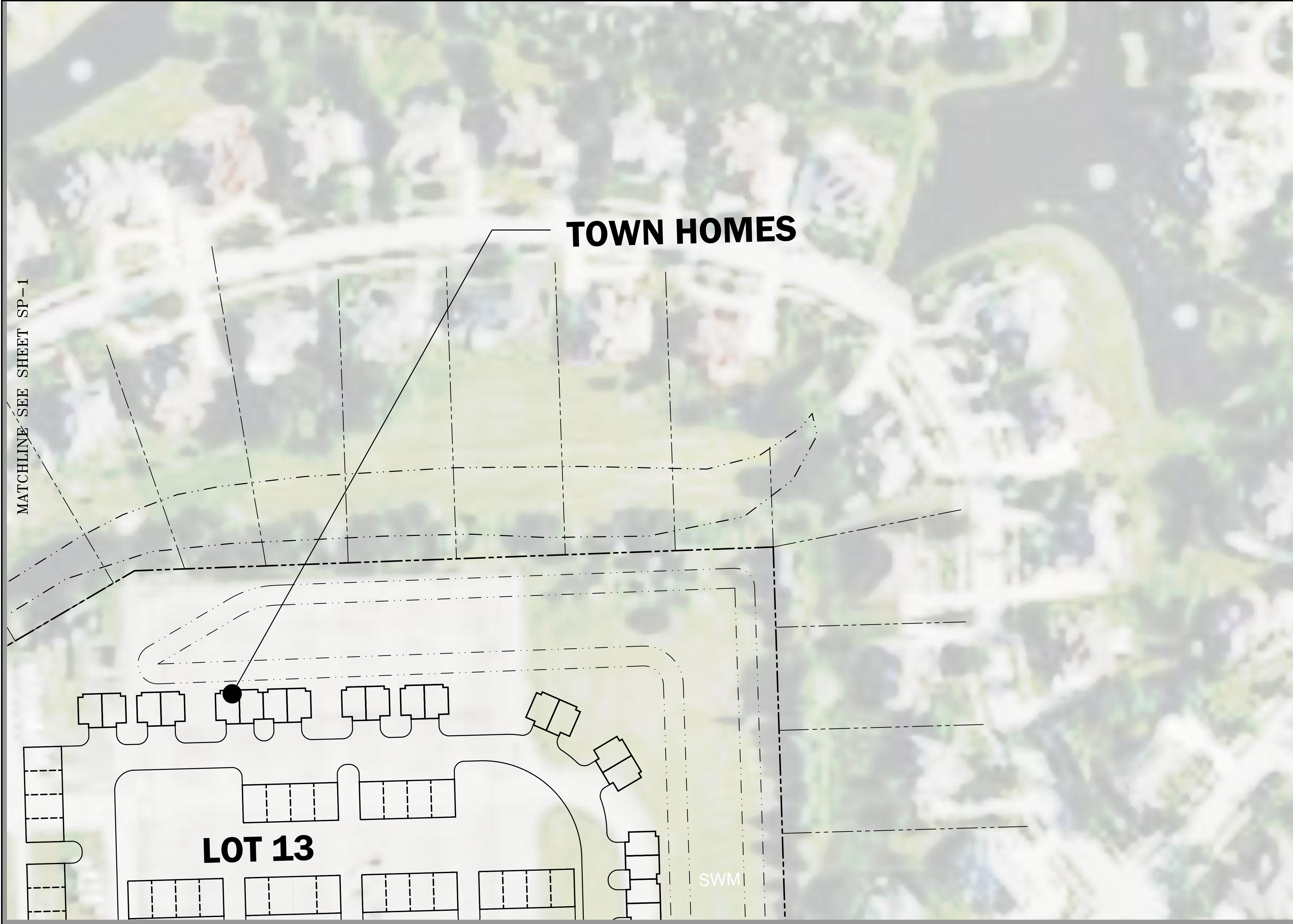
MATCHLINE SEE SHEET SP-4

MATCHLINE SEE SHEET SP-2

SITE PLAN LEGEND:
OVERALL PROPERTY LINE:
PROPOSED SUBDIVISION LOT LINES:



1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SITE PLAN				
G389				CNH BURR RIDGE				
SP-1				BRIDGE INDUSTRIAL				
				BURR RIDGE, ILLINOIS				
				No.	1	ORIGINAL EXHIBIT DATE	2/2/24	Date
			2	REVISED PER CLIENT	2/5/24			
			3	REVISED PER CLIENT	2/12/24			



MATCHLINE SEE SHEET SP-5

TOWN HOMES

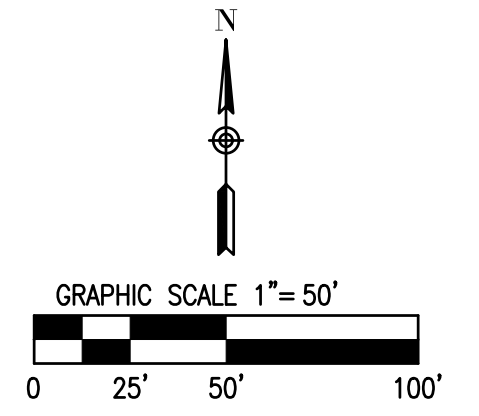
~~MATCHLINE - SEE SHEET SP-1~~

LOT 13

SITE PLAN LEGEND:

OVERALL PROPERTY LINE:

PROPOSED SUBDIVISION LOT LINES:


$$1'' = 50'$$

G389

SP-2

SITE PLAN

CNH BURR RIDGE

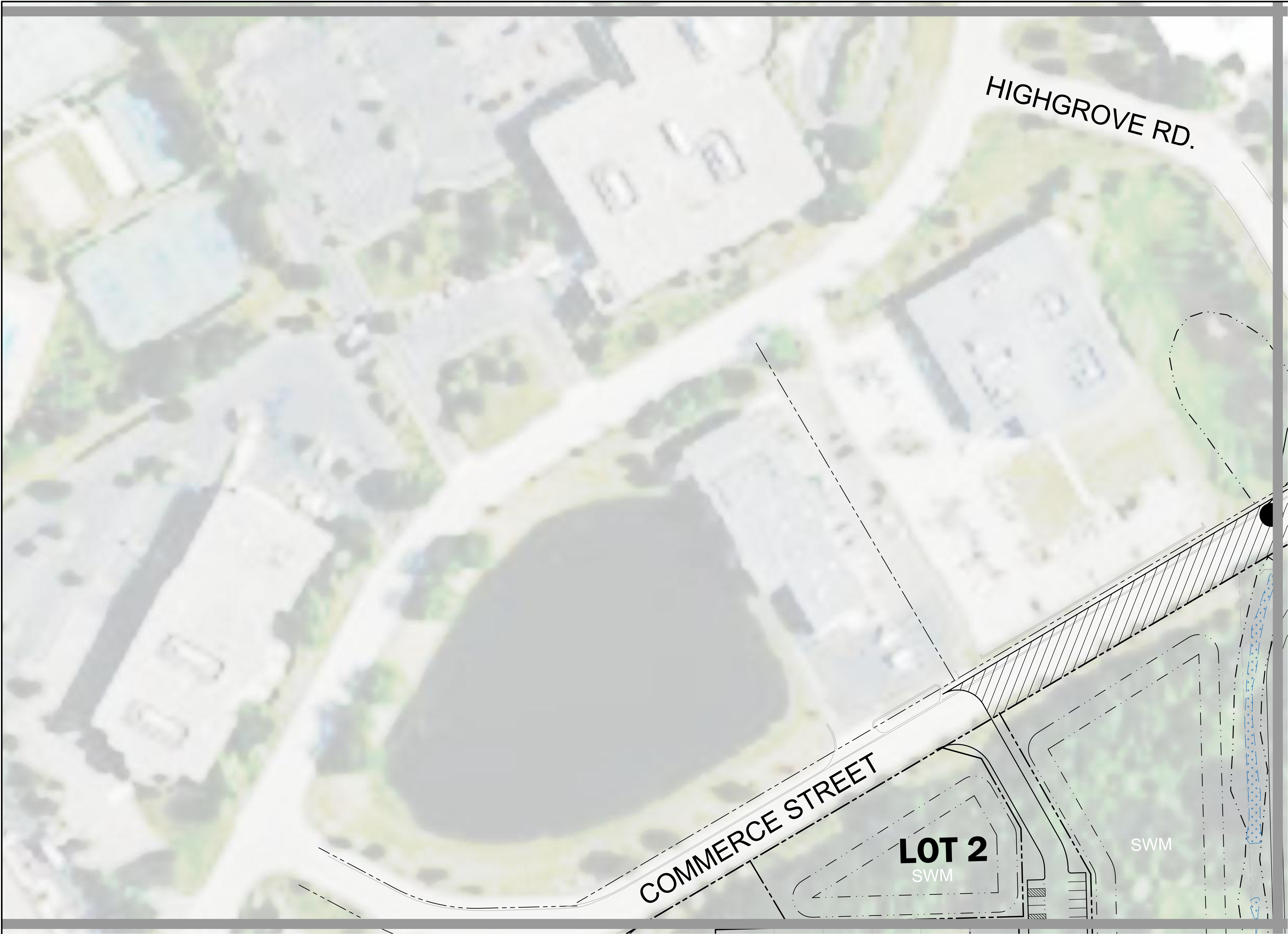
BRIDGE INDUSTRIAL
BURR RIDGE, ILLINOIS

JACOB & HEFNER
ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515

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

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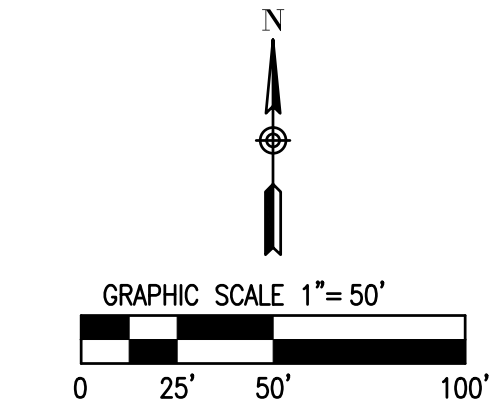


MATCHLINE SEE SHEET SP-6

MATCHLINE SEE SHEET SP-4

SITE PLAN LEGEND:

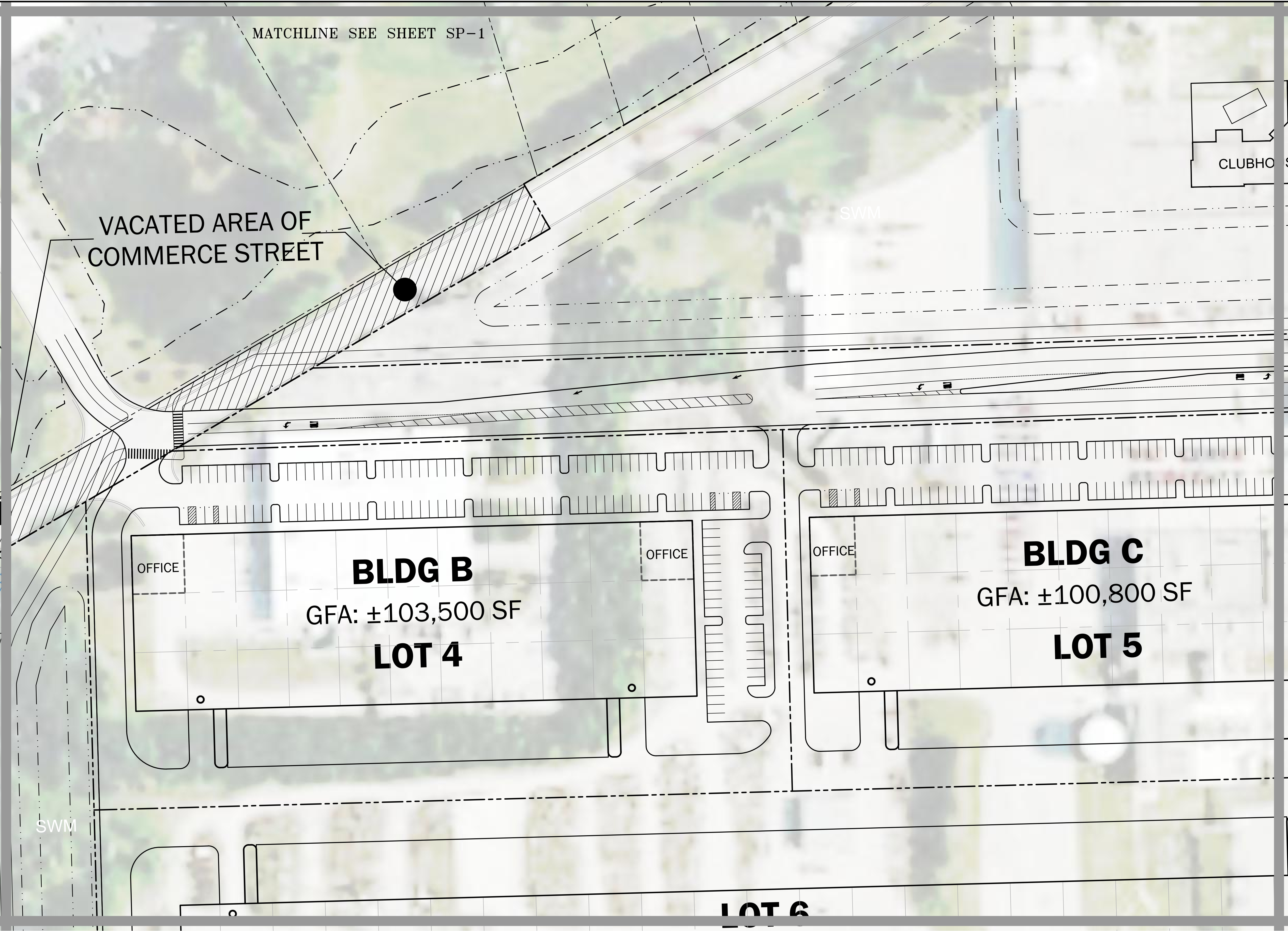
OVERALL PROPERTY LINE:
PROPOSED SUBDIVISION LOT LINES:



1" = 50'		JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com		SITE PLAN					
G389				CNH BURR RIDGE					
SP-3				BRIDGE INDUSTRIAL					
				BURR RIDGE, ILLINOIS					
				No.	Description	Date			
				3	REVISED PER CLIENT	2/12/24			
				2	REVISED PER CLIENT	2/5/24			
				1	ORIGINAL EXHIBIT DATE	2/2/24			

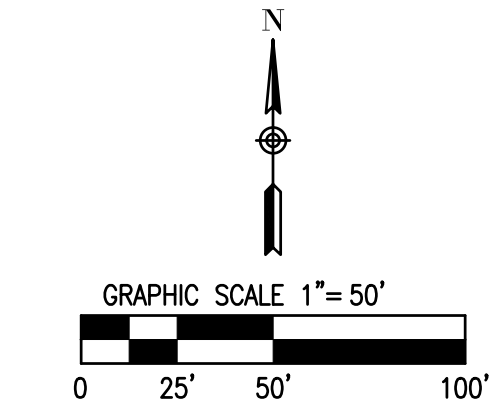
MATCHLINE SEE SHEET SP-3

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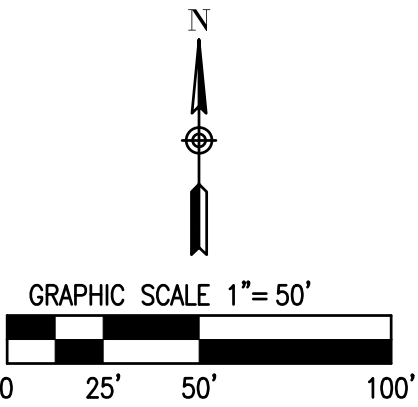


MATCHLINE SEE SHEET SP-5

SITE PLAN LEGEND:
OVERALL PROPERTY LINE:
PROPOSED SUBDIVISION LOT LINES:



1" = 50'		JACOB & HEFNER ASSOCIATES		SITE PLAN	
G389		1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515		CNH BURR RIDGE	
SP-4		PHONE: (630) 652-4600, FAX: (630) 652-4601		BRIDGE INDUSTRIAL	
		www.jacobandhefner.com		BURR RIDGE, ILLINOIS	
				No.	Date
				3	REVISED PER CLIENT 2/12/24
				2	REVISED PER CLIENT 2/5/24
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				Description	



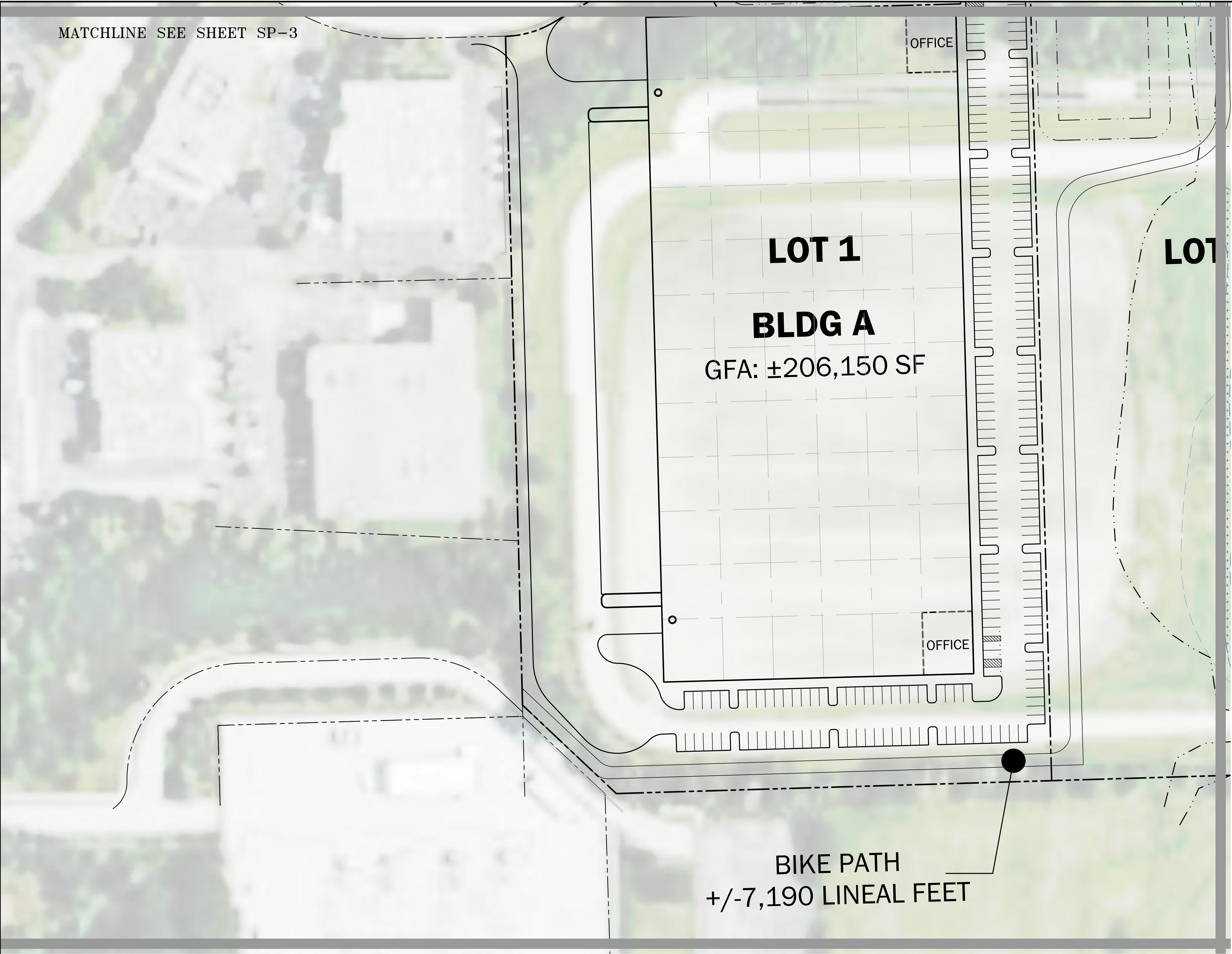
SITE PLAN LEGEND:

OVERALL PROPERTY LINE: _____

PROPOSED SUBDIVISION LOT LINES: _____

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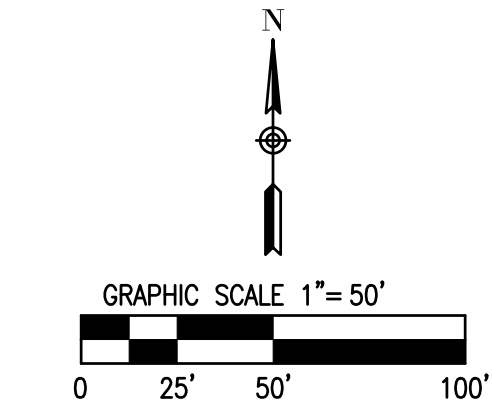


MATCHLINE SEE SHEET SP-7

SITE PLAN LEGEND:

OVERALL PROPERTY LINE:

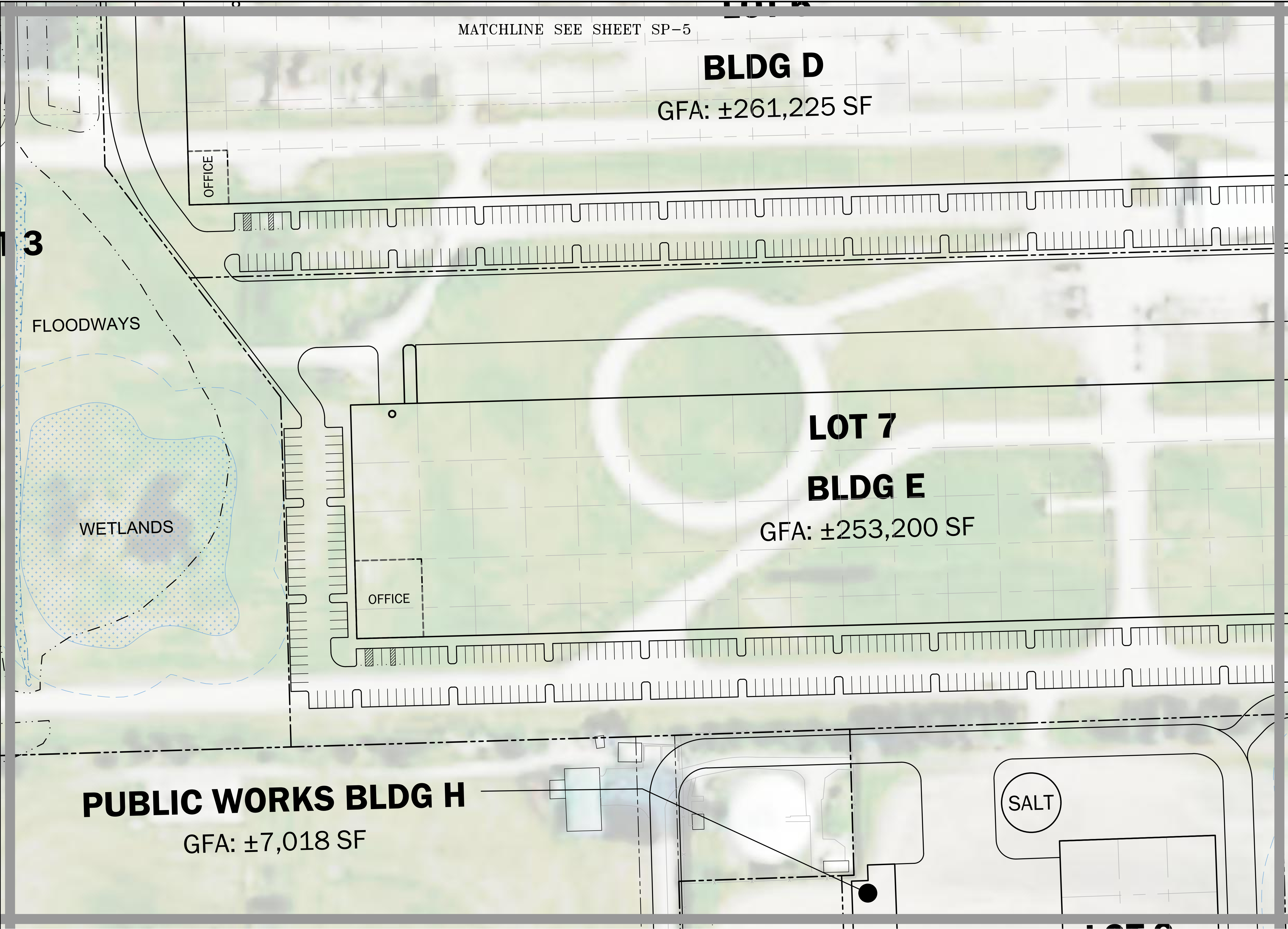
PROPOSED SUBDIVISION LOT LINES:



1" = 50'		JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SITE PLAN					
G389				CNH BURR RIDGE				
SP-6				BRIDGE INDUSTRIAL				
				BURR RIDGE, ILLINOIS				
				No.	Description	No.	Date	
				3	REVISED PER CLIENT	2/12/24		
				2	REVISED PER CLIENT	2/5/24		
				1	ORIGINAL EXHIBIT DATE	2/2/24		

MATCHLINE SEE SHEET SP-6

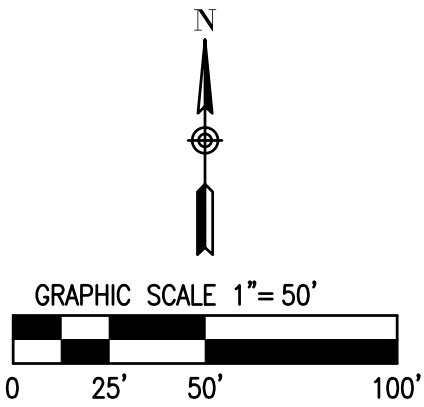
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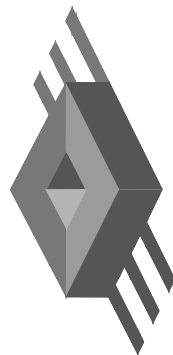


MATCHLINE SEE SHEET SP-8

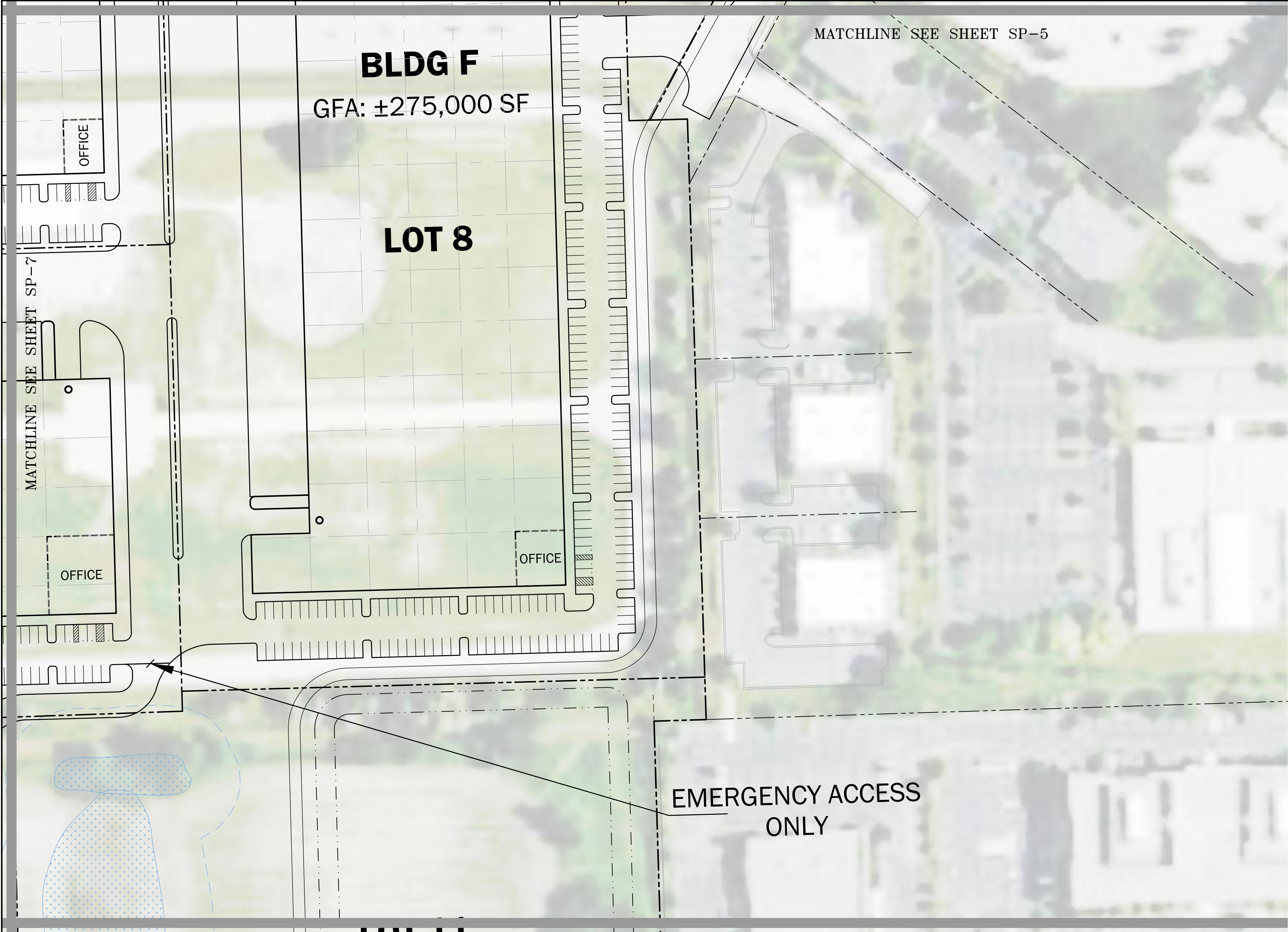
SITE PLAN LEGEND:

OVERALL PROPERTY LINE:
PROPOSED SUBDIVISION LOT LINES:



 JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SITE PLAN					
	CNH BURR RIDGE		3	REVISED PER CLIENT	2/12/24	
	BRIDGE INDUSTRIAL		2	REVISED PER CLIENT	2/5/24	
	BURR RIDGE, ILLINOIS		1	ORIGINAL EXHIBIT DATE	2/2/24	
			No.	Description		Date
	1" = 50'					
	G389					
	SP-7					

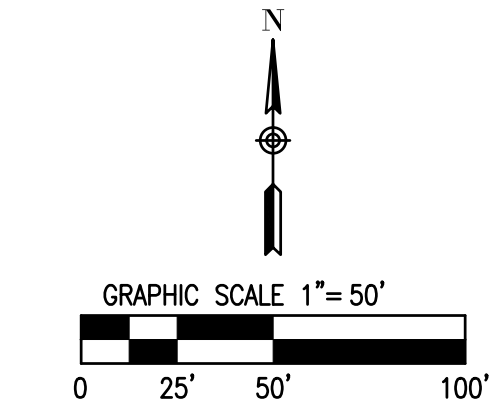
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SITE PLAN LEGEND:

OVERALL PROPERTY LINE:

PROPOSED SUBDIVISION LOT LINES:



MATCHLINE SEE SHEET SP-2

1" = 50'		JACOB & HEFNER ASSOCIATES		SITE PLAN	
G389		133 Butterfield Rd, Suite 300, Downers Grove, IL 60515		CNH BURR RIDGE	
SP-8		PHONE: (630) 652-4600, FAX: (630) 652-4601		BRIDGE INDUSTRIAL	
		www.jacobandhefner.com		BURR RIDGE, ILLINOIS	
				No.	Date
				3	REVISED PER CLIENT 2/12/24
				2	REVISED PER CLIENT 2/5/24
				1	ORIGINAL EXHIBIT DATE 2/2/24
				Description	

MATCHLINE SEE SHEET SP-7

PUBLIC WORKS BLDG G

GFA: $\pm 35,200$ SF

LOT 9

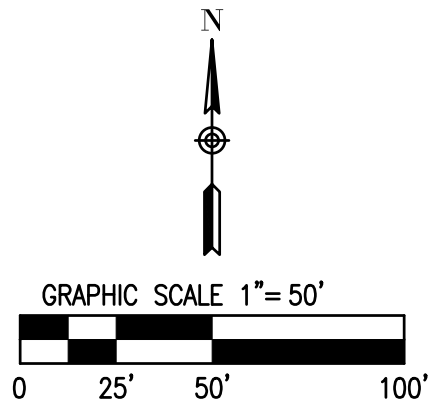
LOT 10

MATCHLINE SEE SHEET SP-10

SITE PLAN LEGEND:

OVERALL PROPERTY LINE:

PROPOSED SUBDIVISION LOT LINES:



JACOB & HEFNER
ASSOCIATES

333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601

www.jacobandhefner.com

SITE PLAN

CNH BURR RIDGE

BRIDGE INDUSTRIAL

BURR RIDGE, ILLINOIS

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	3
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3	5
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2/12/24	2/15/24
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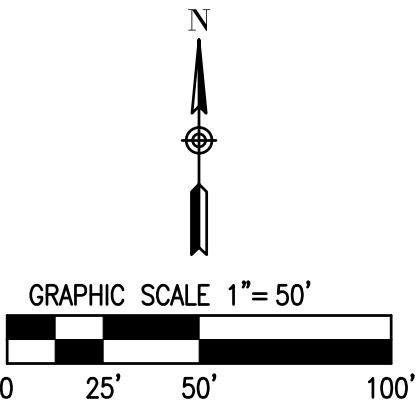
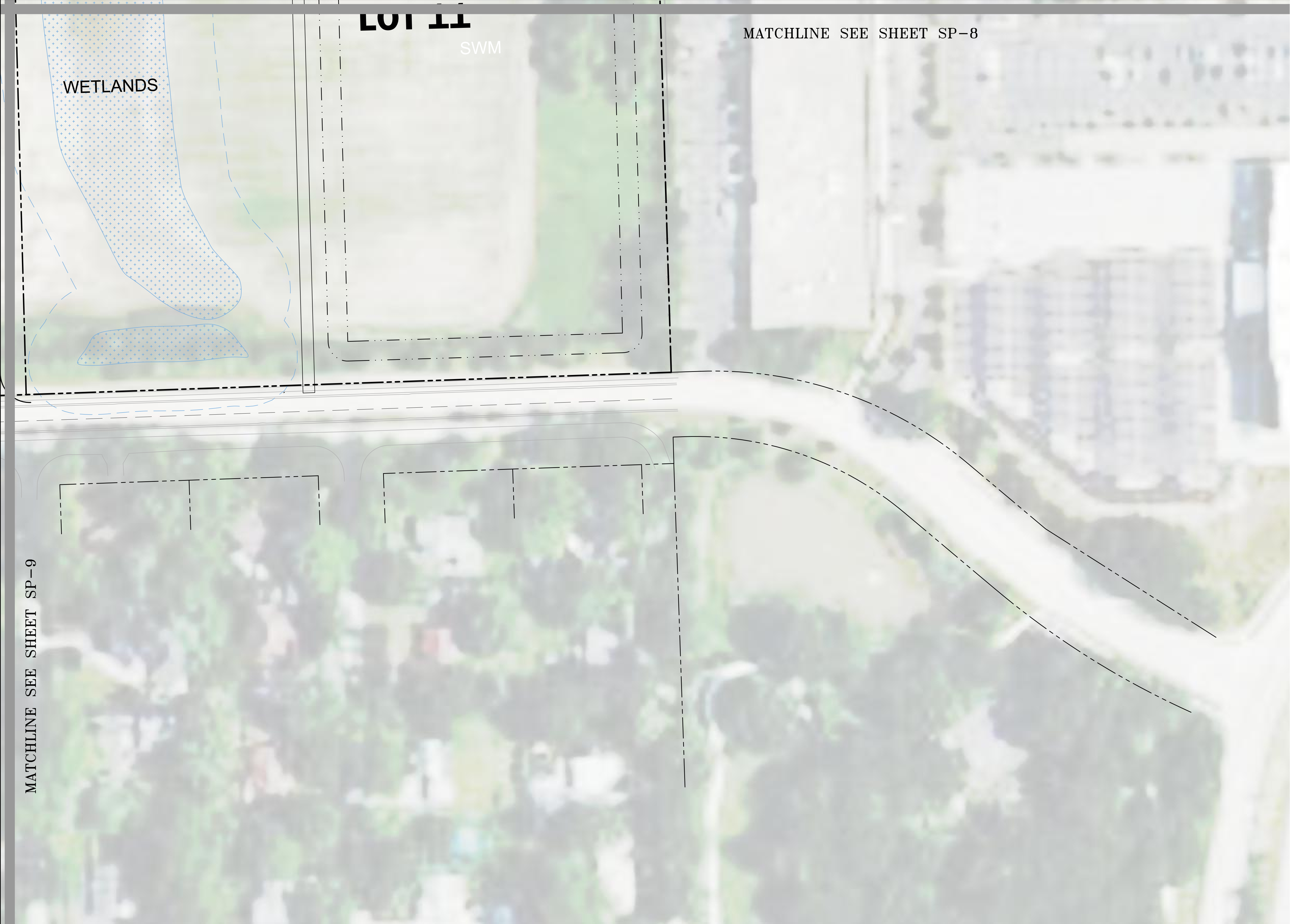
2/12/24	2/15/24
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$$1'' = 50'$$


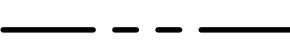
G389

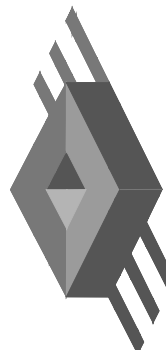
SP-9

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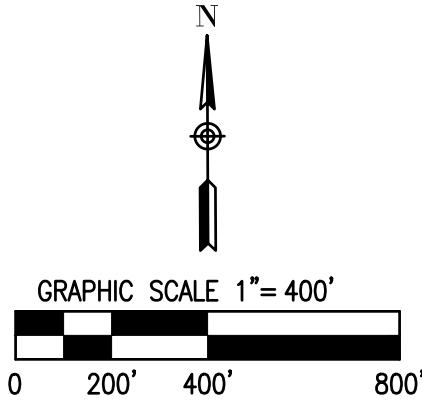
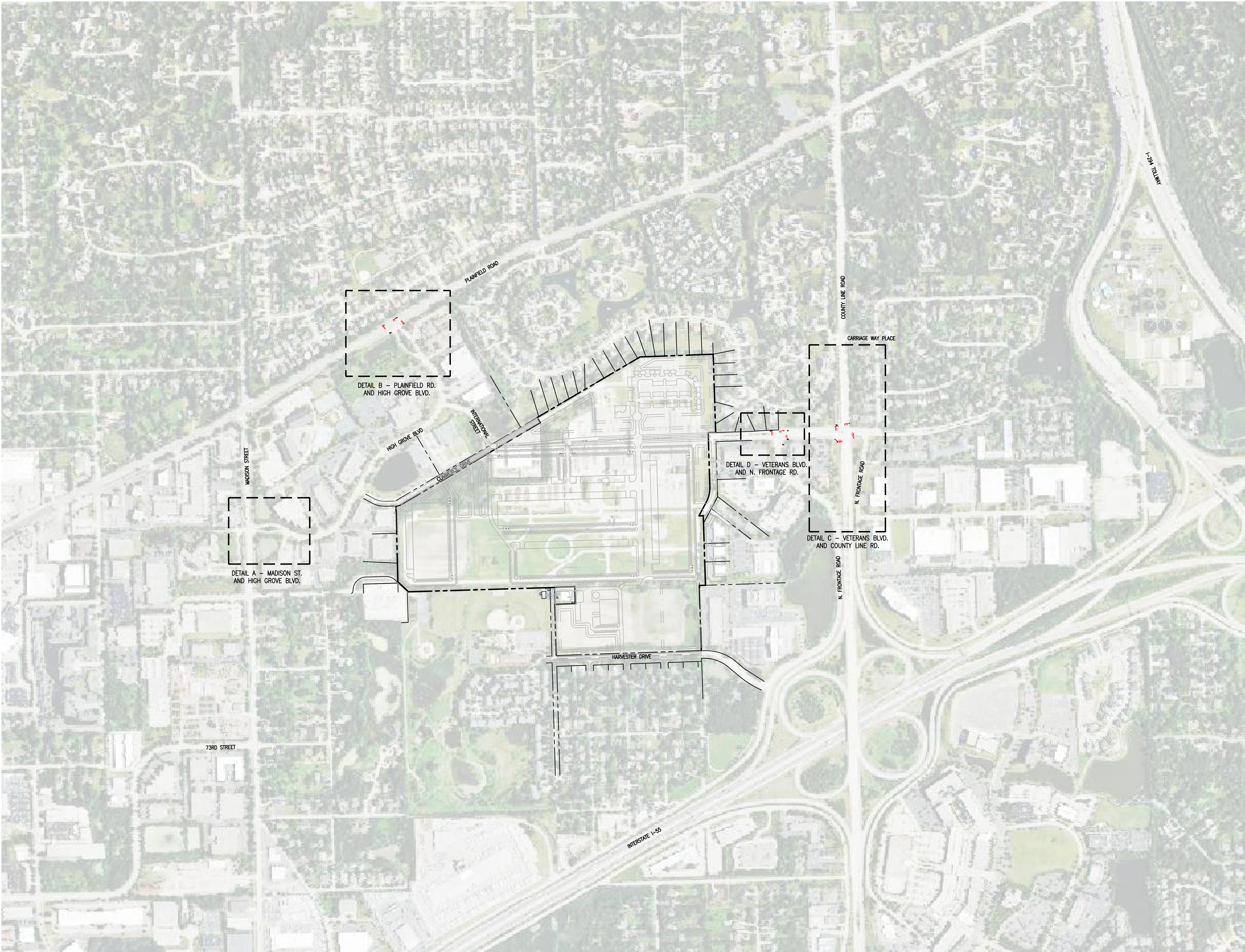


SITE PLAN LEGEND:

OVERALL PROPERTY LINE: 
PROPOSED SUBDIVISION LOT LINES: 

1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	SITE PLAN				
G389				CNH BURR RIDGE				
SP-10				BRIDGE INDUSTRIAL				
				BURR RIDGE, ILLINOIS				
				No.	Description	No.	Date	
				3	REVISED PER CLIENT	2/12/24		
				2	REVISED PER CLIENT	2/5/24		
				1	ORIGINAL EXHIBIT DATE	2/2/24		

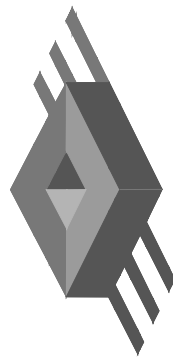
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1" = 400'

G389b

EX-1



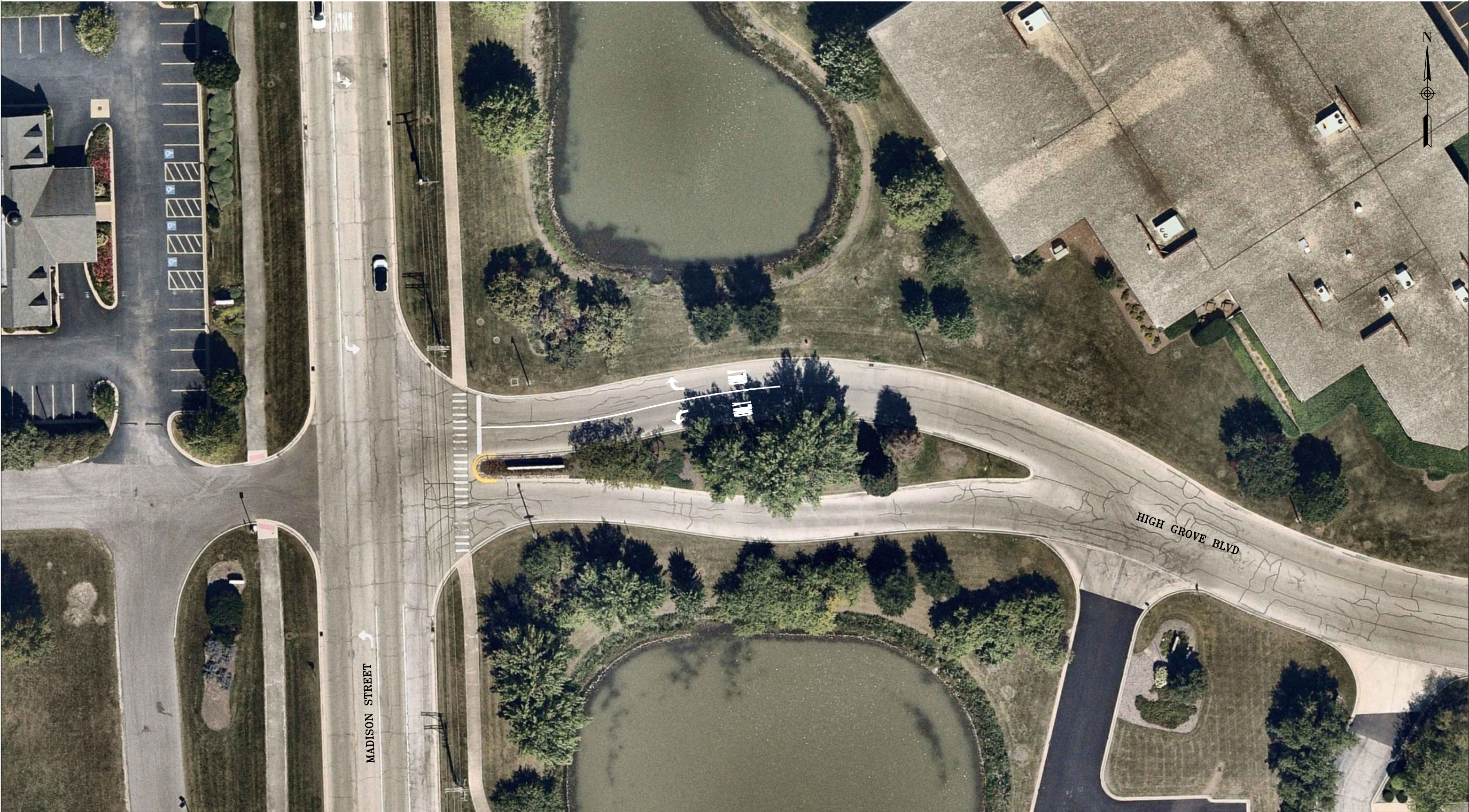
JACOB & HEFNER
ASSOCIATES

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

INTERSECTION IMPROVEMENTS EXHIBIT – OVERALL	
CNH BURR RIDGE	
BRIDGE INDUSTRIAL	
BURR RIDGE, ILLINOIS	

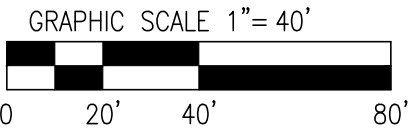
1	ORIGINAL EXHIBIT DATE
No.	Description
	2/9/24
	Date

DETAIL A – HIGH GROVE BLVD. AND MADISON ST.



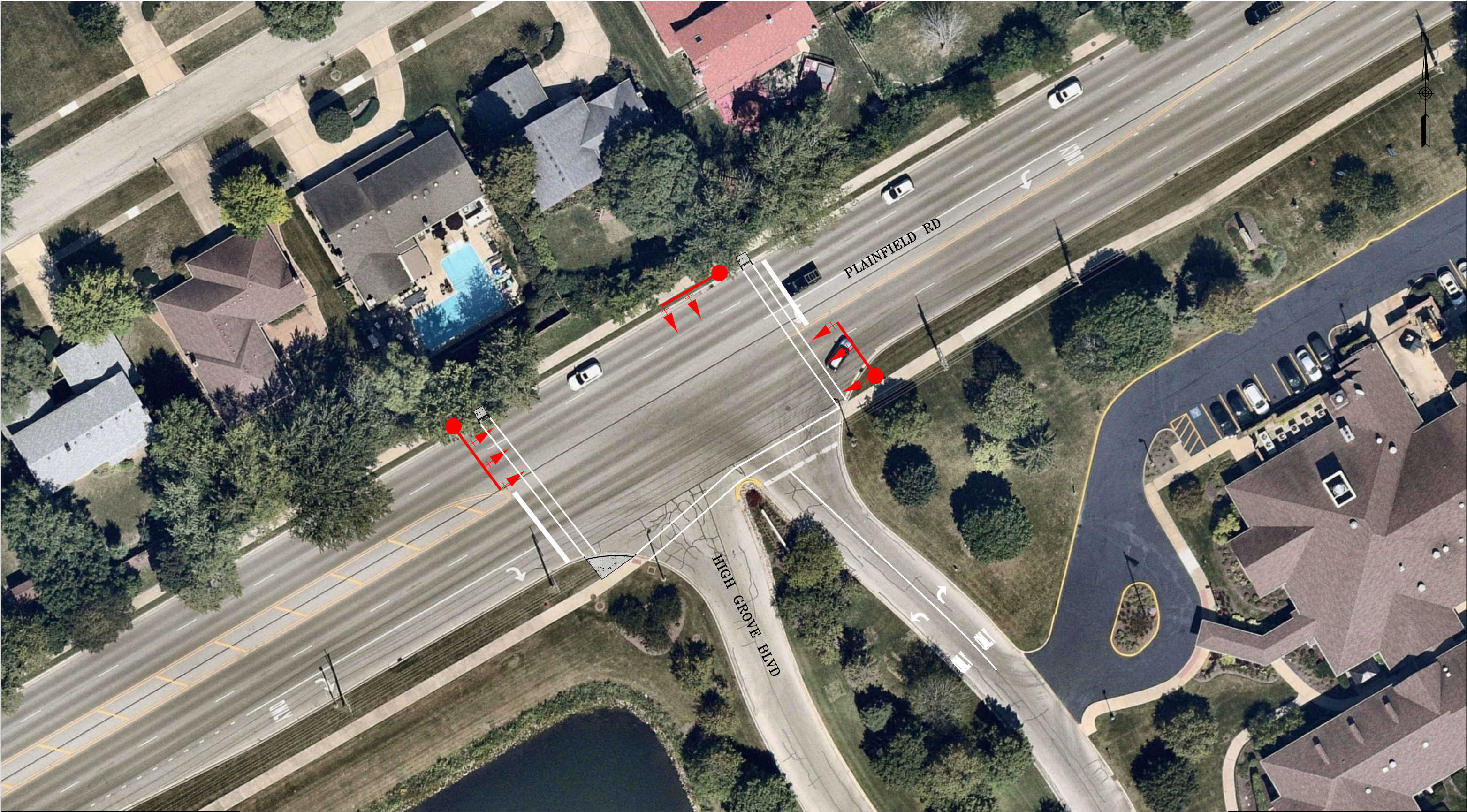


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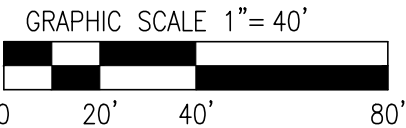
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CLIENT NAME:	BRIDGE INDUSTRIAL		
LOCATION:	BURR RIDGE, IL		
DATE PREPARED:	2/8/24		
SHEET:	EX-2	JOB NO.:	G389

DETAIL B – HIGH GROVE BLVD. AND PLAINFIELD RD





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



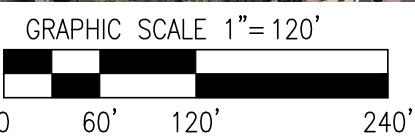
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CLIENT NAME:	BRIDGE INDUSTRIAL		
LOCATION:	BURR RIDGE, IL		
DATE PREPARED:	2/8/24		
SHEET:	EX-3	JOB NO.:	G389

DETAIL C – COUNTY LINE RD. AND VETERANS BLVD.



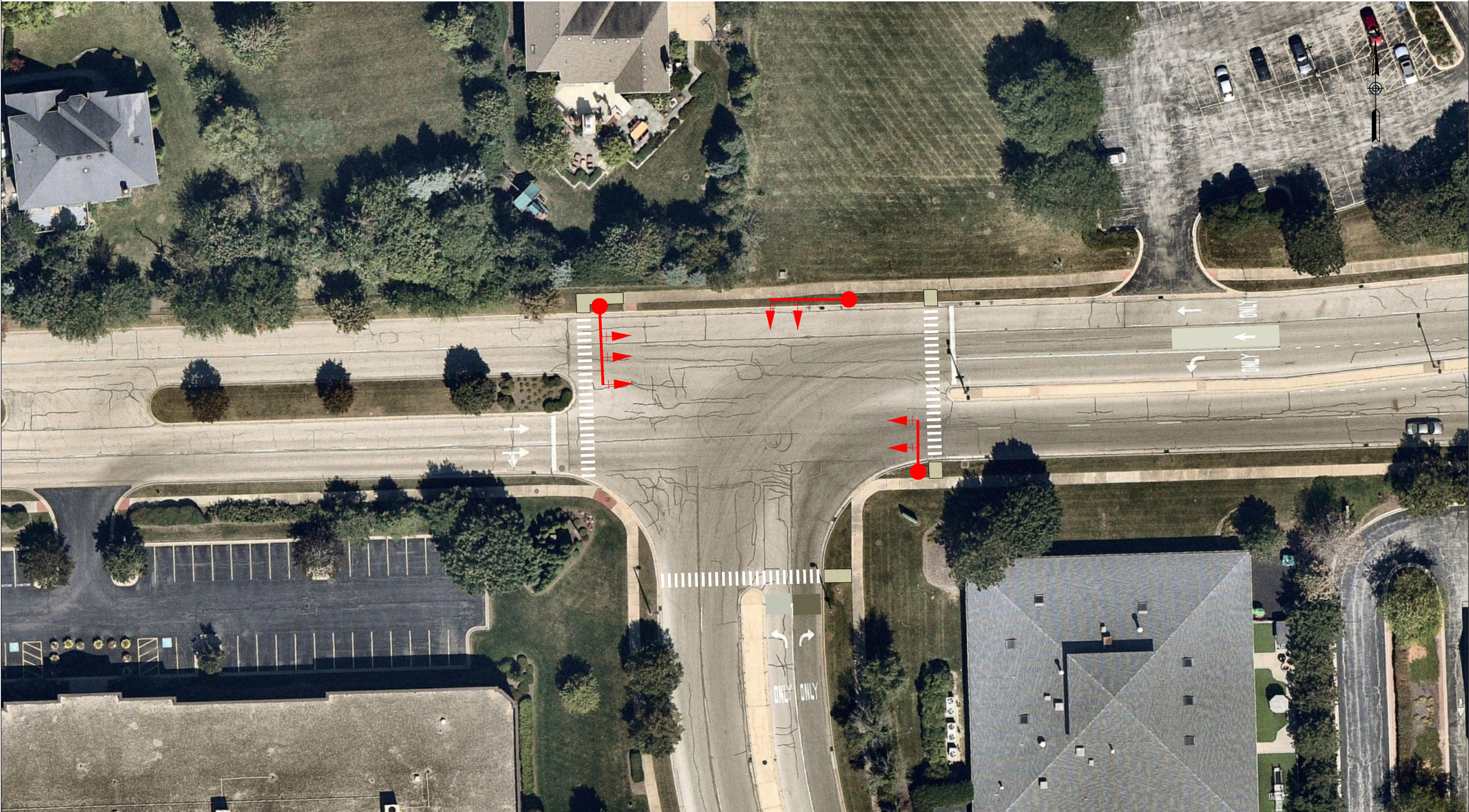


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ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
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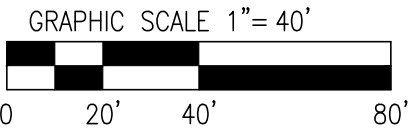
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CLIENT NAME:	BRIDGE INDUSTRIAL		
LOCATION:	BURR RIDGE, IL		
DATE PREPARED:	2/8/24		
SHEET:	EX-4	JOB NO.:	G389

DETAIL D – N. FRONTAGE RD. AND VETERANS BLVD.



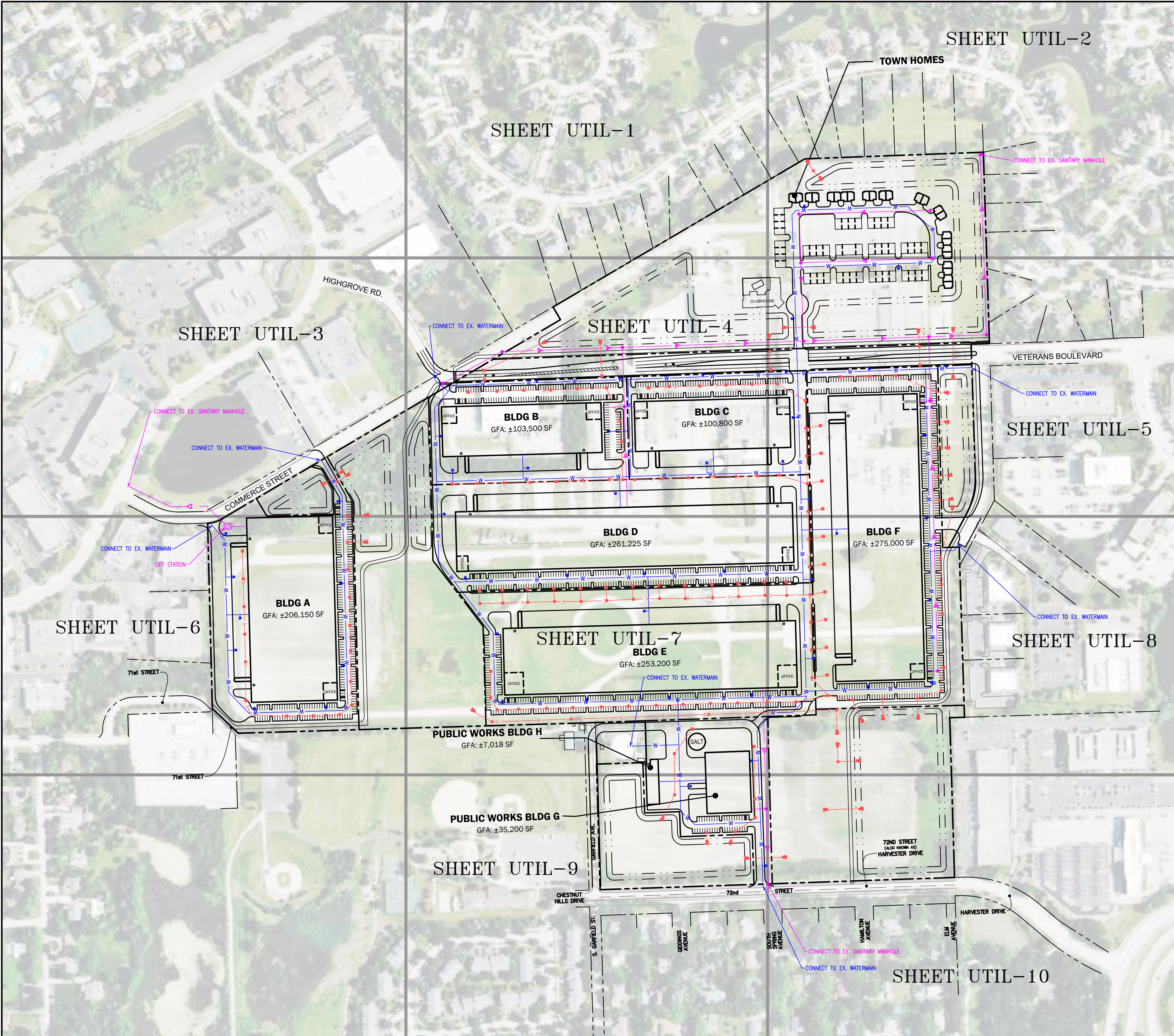


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ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
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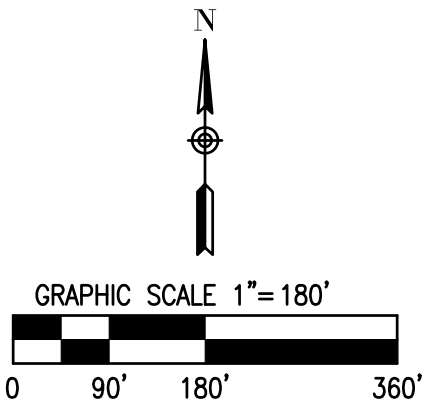
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CLIENT NAME:	BRIDGE INDUSTRIAL		
LOCATION:	BURR RIDGE, IL		
DATE PREPARED:	2/8/24		
SHEET:	EX-5	JOB NO.:	G389

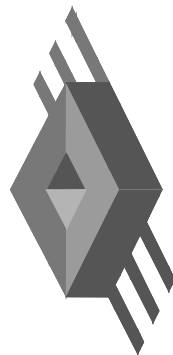
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SITE PLAN LEGEND:

- STORM SEWER: 
SANITARY SEWER: 
WATER MAIN: 



OVERALL CONCEPT UTILITY PLAN		1	ORIGINAL EXHIBIT DATE	2/6/24
CNH BURR RIDGE		No.	Description	Date
BRIDGE INDUSTRIAL		1		
BURR RIDGE, ILLINOIS				
 JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com		1" = 180'		
		G389		
		OVERALL		



MATCHLINE SEE SHEET UTIL-4

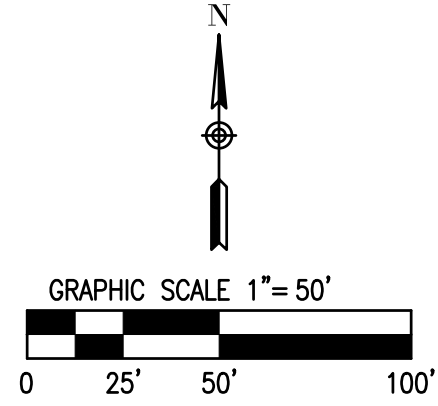
MATCHLINE SEE SHEET UTIL-2


SITE PLAN LEGEND:

STORM SEWER: _____) _____

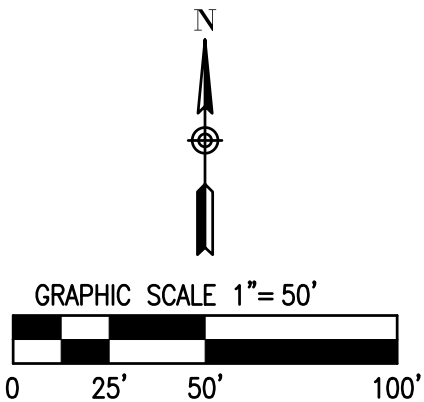
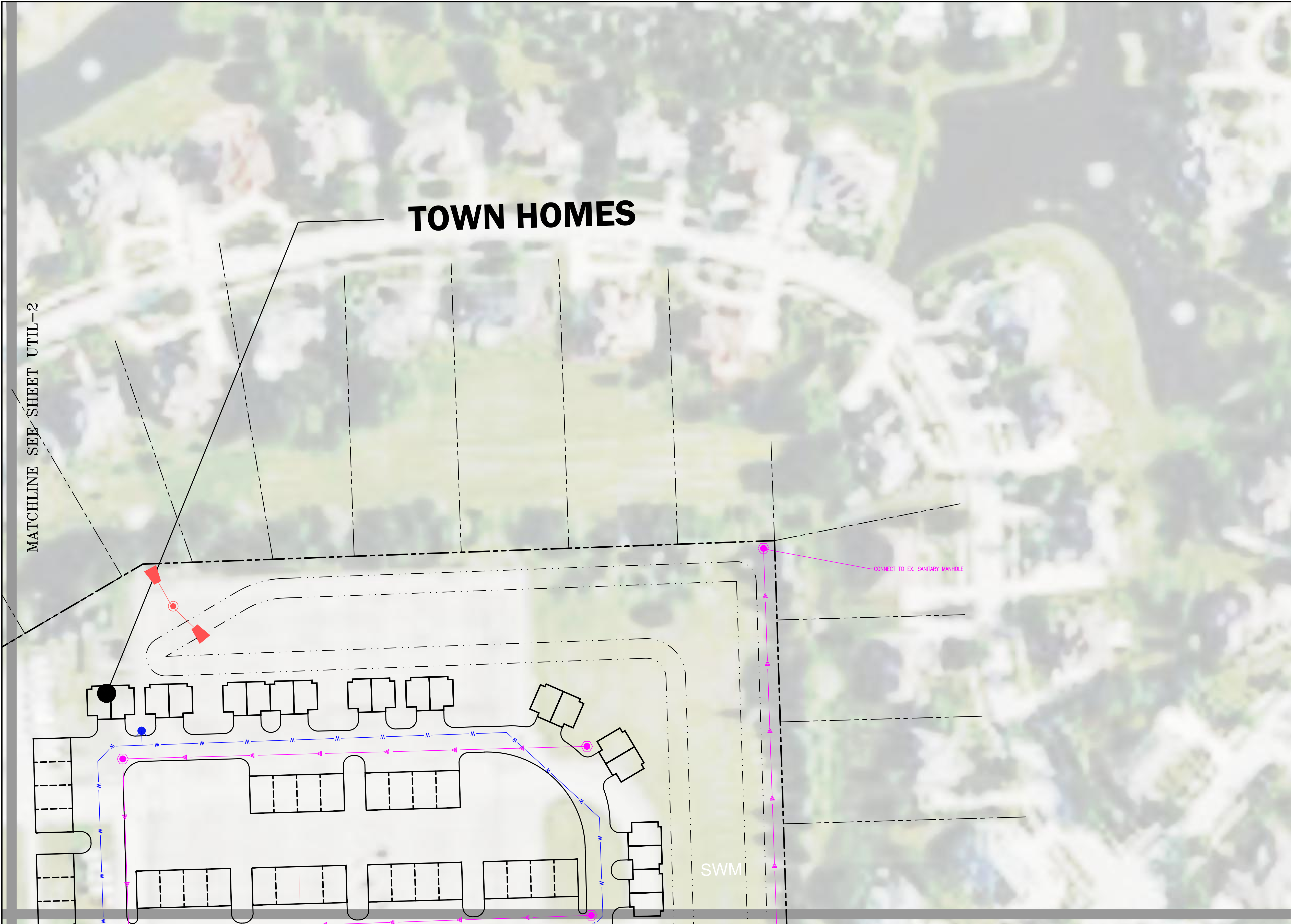
SANITARY SEWER: 

WATER MAIN: _____ W _____



1" = 50'	<div></div> <div>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</div>	CONCEPT UTILITY PLAN						
G389		CNH BURR RIDGE						
UTIL-1		BRIDGE INDUSTRIAL						
		BURR RIDGE, ILLINOIS						
						1	ORIGINAL EXHIBIT DATE	2/6/24
					No.	Description	Date	

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SITE PLAN LEGEND:

- STORM SEWER: — S —
- SANITARY SEWER: — M —
- WATER MAIN: — W —

CONCEPT UTILITY PLAN		JACOB & HEFNER ASSOCIATES	
CNH BURR RIDGE		1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515	
BRIDGE INDUSTRIAL		PHONE: (630) 652-4600, FAX: (630) 652-4601	
BURR RIDGE, ILLINOIS		www.jacobandhefner.com	
1	ORIGINAL EXHIBIT DATE	2/6/24	
No.	Description	Date	

1" = 50'

G389

UTIL-2



MATCHLINE SEE SHEET UTIL-6

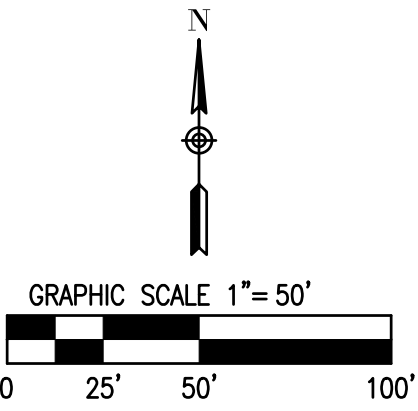
MATCHLINE SEE SHEET UTIL-4


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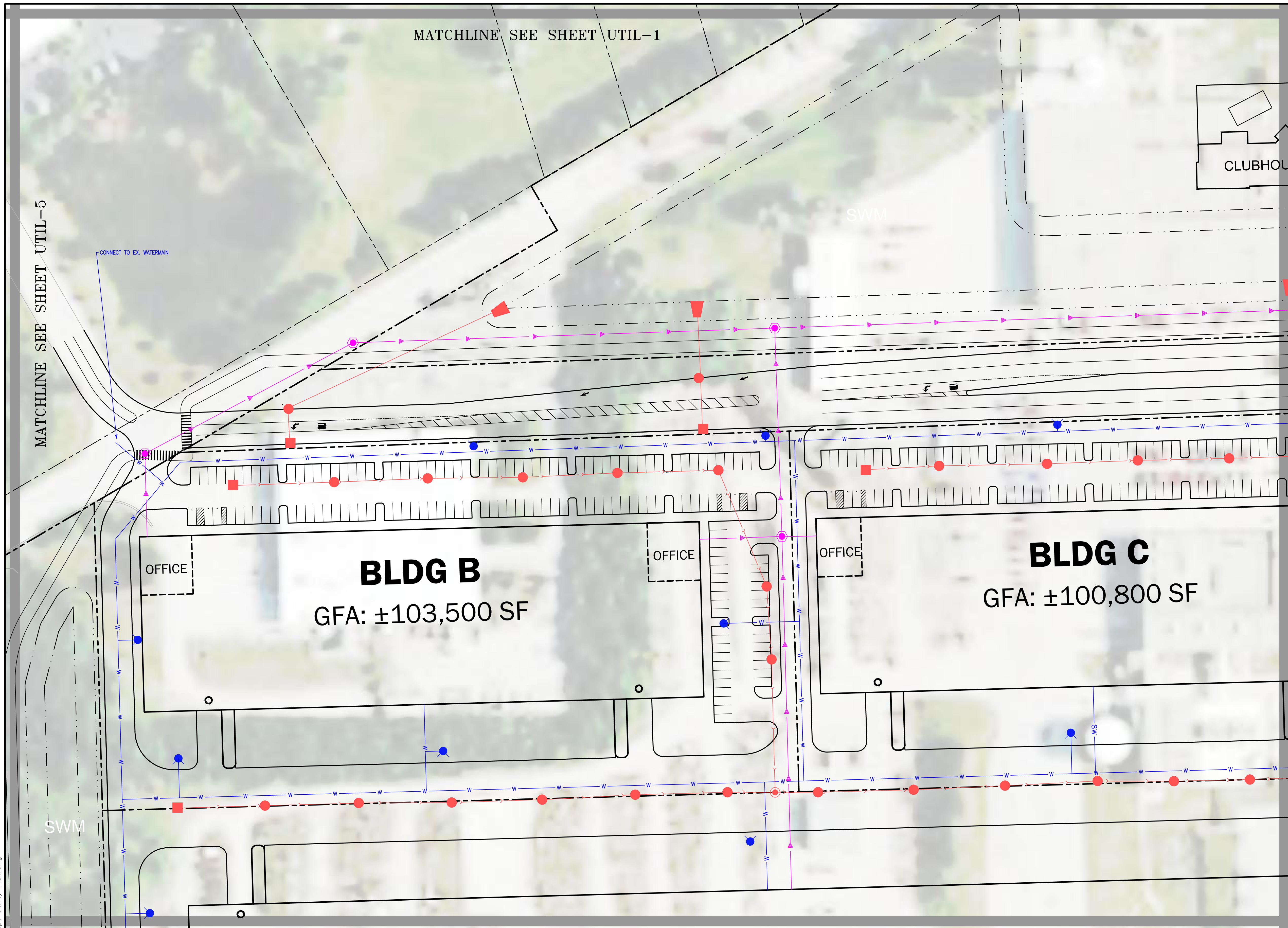
STORM SEWER: _____) _____

SANITARY SEWER:

WATER MAIN: _____ W _____



1" = 50'	<div></div> <div>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</div>	CONCEPT UTILITY PLAN						
G389		CNH BURR RIDGE						
UTIL-3		BRIDGE INDUSTRIAL						
		BURR RIDGE, ILLINOIS						
						1	ORIGINAL EXHIBIT DATE	2/6/24
		No.	Description	Date				



MATCHLINE SEE SHEET UTIL-1

MATCHLINE SEE SHEET UTIL-5

MATCHLINE SEE SHEET UTIL-5

MATCHLINE SEE SHEET UTIL-7

CLUBHOUSE

SWM

BLDG B
GFA: ±103,500 SF

BLDG C
GFA: ±100,800 SF

OFFICE

OFFICE


OFFICE!

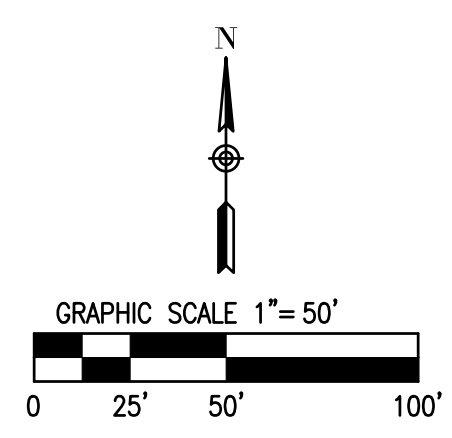
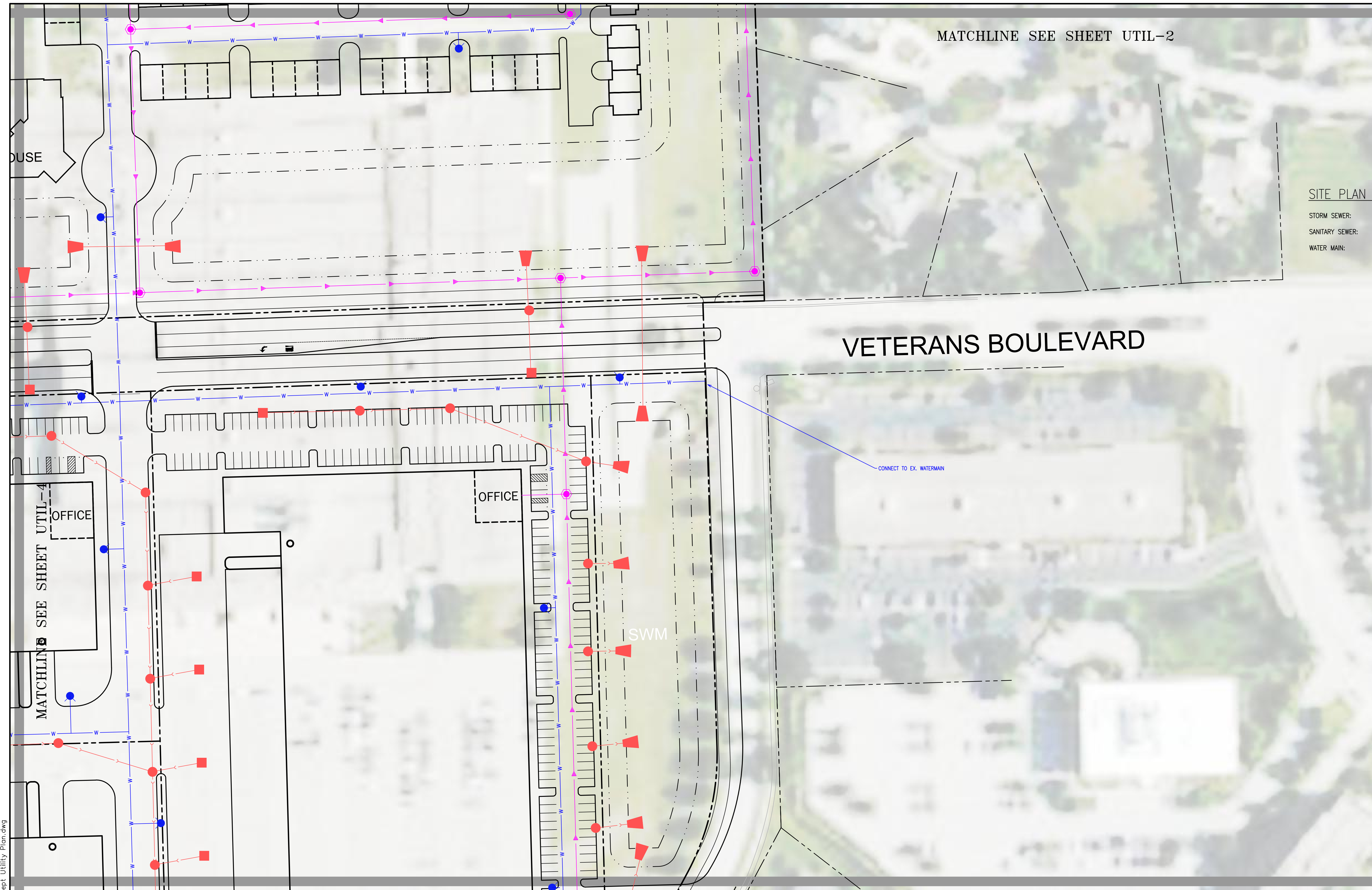
SITE PLAN LEGEND:

STORM SEWER: _____) _____

SANITARY SEWER:

WATER MAIN: _____ W _____

UTIL-4	G389	1" = 50'	<div></div> <div>JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</div>	CONCEPT UTILITY PLAN					
				CNH BURR RIDGE					
				BRIDGE INDUSTRIAL					
				BURR RIDGE, ILLINOIS					
					1	ORIGINAL EXHIBIT DATE	2/6/24		
					No.	Description	Date		




SITE PLAN LEGEND:

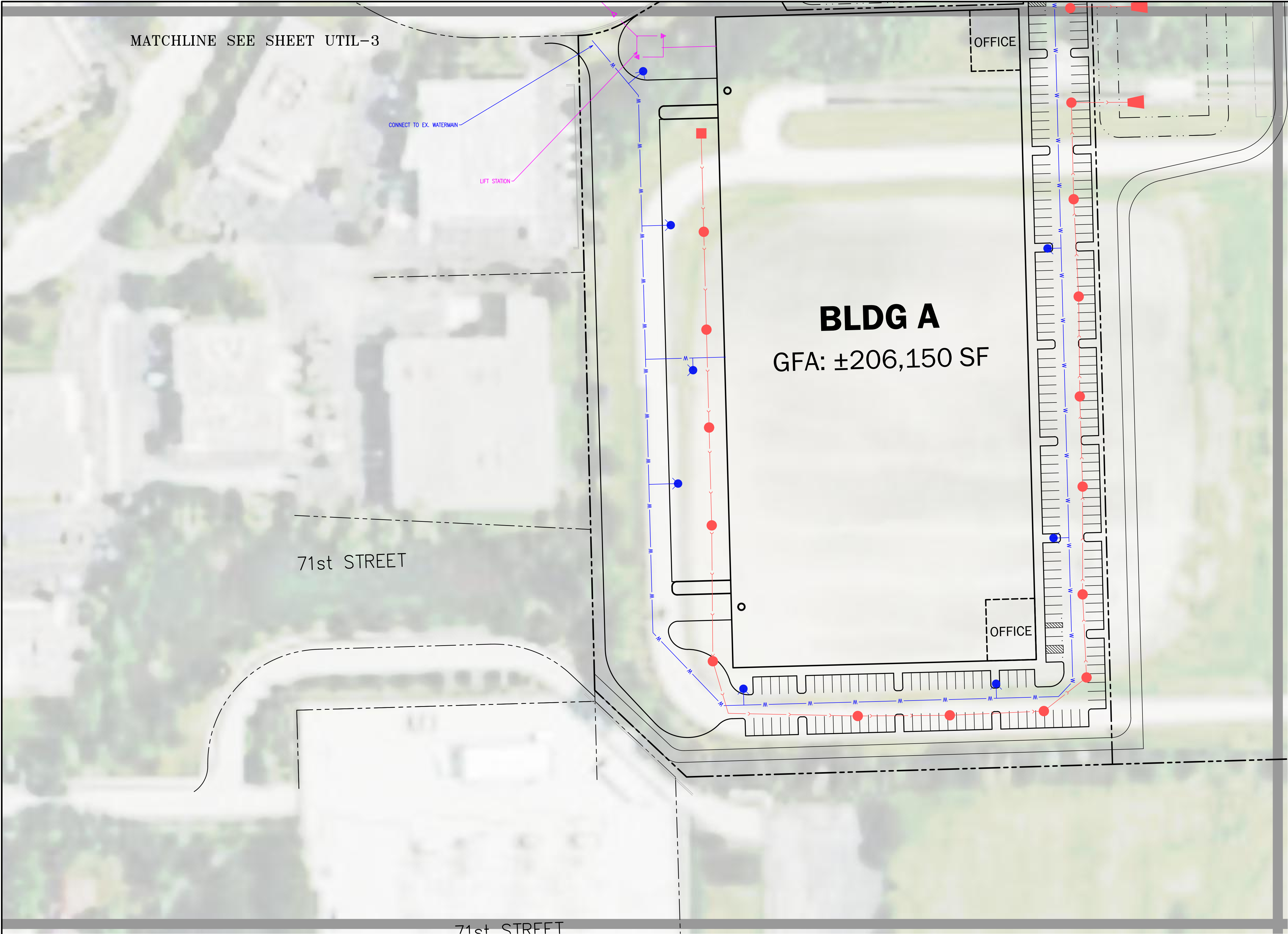
STORM SEWER:

SANITARY SEWER:

WATER MAIN:

 <p>JACOB & HEFNER ASSOCIATES</p> <p>1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</p>	CONCEPT UTILITY PLAN			
	CNH BURR RIDGE			
	BRIDGE INDUSTRIAL			
	BURR RIDGE, ILLINOIS			
<p>1" = 50'</p> <p>G389</p> <p>UTIL-5</p>	1	ORIGINAL EXHIBIT DATE	2/6/24	Date
	No.	Description		

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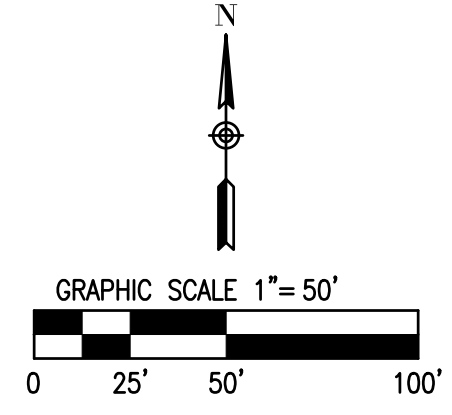



SITE PLAN LEGEND:

STORM SEWER: ———>

SANITARY SEWER: ———>

WATER MAIN: ———W———



1" = 50'		JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	CONCEPT UTILITY PLAN					
			CNH BURR RIDGE					
			BRIDGE INDUSTRIAL					
			BURR RIDGE, ILLINOIS			1	ORIGINAL EXHIBIT DATE	2/6/24
G389			No.	Description	Date			
UTIL-6								

H: \G\C389\E\Dwg\Prel\Exhibits\G389 Concept Utility Plan.dwg

GFA: $\pm 261,225$ SF

GFA: ±253,200 SF

GFA: $\pm 7,018$ SF

MATCHLINE SEE SHEET UTIL-9

MATCHLINE SEE SHEET UTIL-8

(SALT

OFFICE

CONNECT TO EX. WATERMAIN

WATER MAIN:

JACOB & HEFNER
ASSOCIATES

3333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

CONCEPT UTILITY PLAN

CNH BURR RIDGE

BRIDGE INDUSTRIAL

BRIDGE INDUSTRIAL
BUBB BIDGE ILLINOIS

ORIGINAL EXHIBIT DATE	2/6/24
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ORIGINAL EXHIBIT DATE	2/6/24
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$$1'' = 50'$$


G389

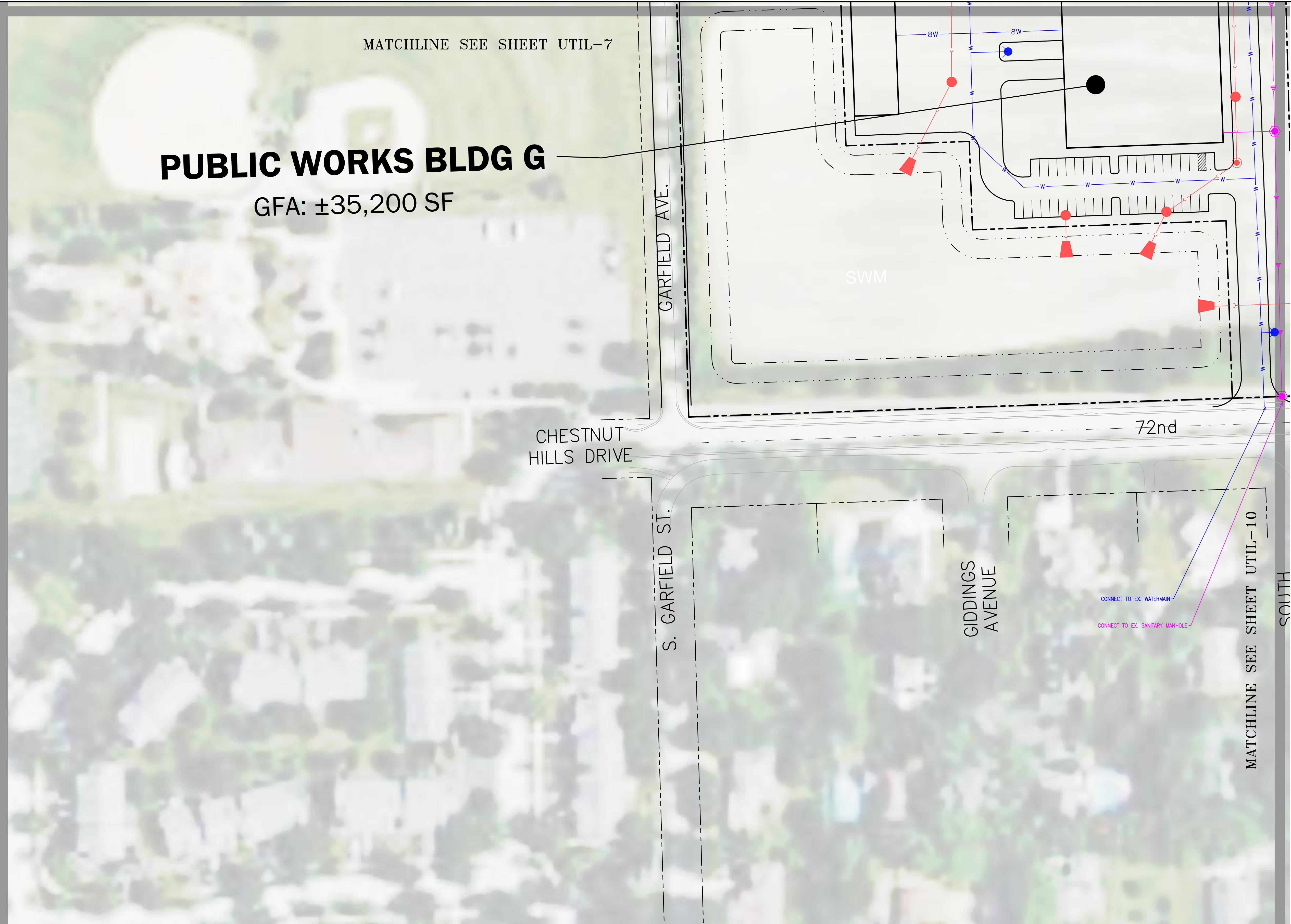
UTIL-7

STORM SEWER: _____) _____

SANITARY SEWER: _____ ▷ _____

WATER MAIN: _____ W _____

1" = 50'			JACOB & HEFNER ASSOCIATES 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com	CONCEPT UTILITY PLAN						
G389				CNH BURR RIDGE						
UTIL-8				BRIDGE INDUSTRIAL						
				BURR RIDGE, ILLINOIS						
				1	ORIGINAL EXHIBIT DATE	2/6/24				
				No.	Description	Date				

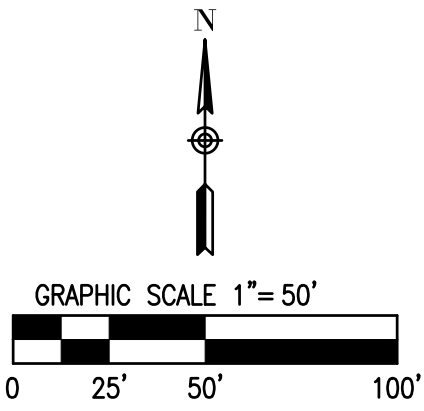


SITE PLAN LEGEND:

STORM SEWER:

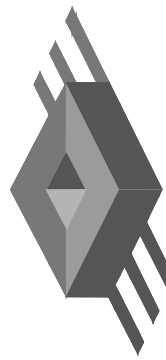
SANITARY SEWER:

WATER MAIN:


$$1'' = 50'$$

G389

UTIL-9



JACOB & HEFNER
ASSOCIATES

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PHONE: (630) 652-4600, FAX: (630) 652-4601
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CONCEPT UTILITY PLAN

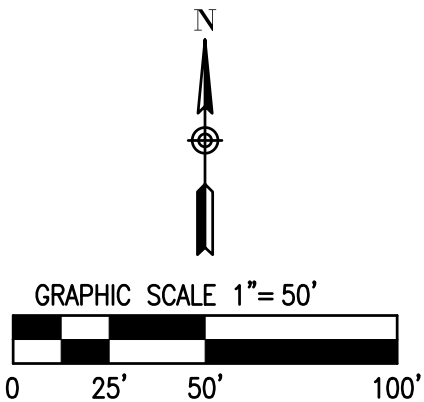
CNH BURR RIDGE

BRIDGE INDUSTRIAL




Burr Ridge, Illinois

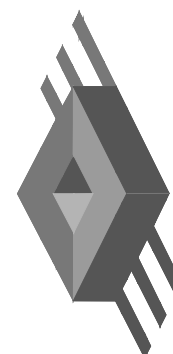
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No.	Description	Date

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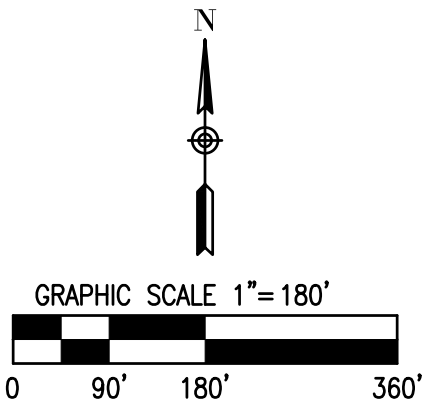
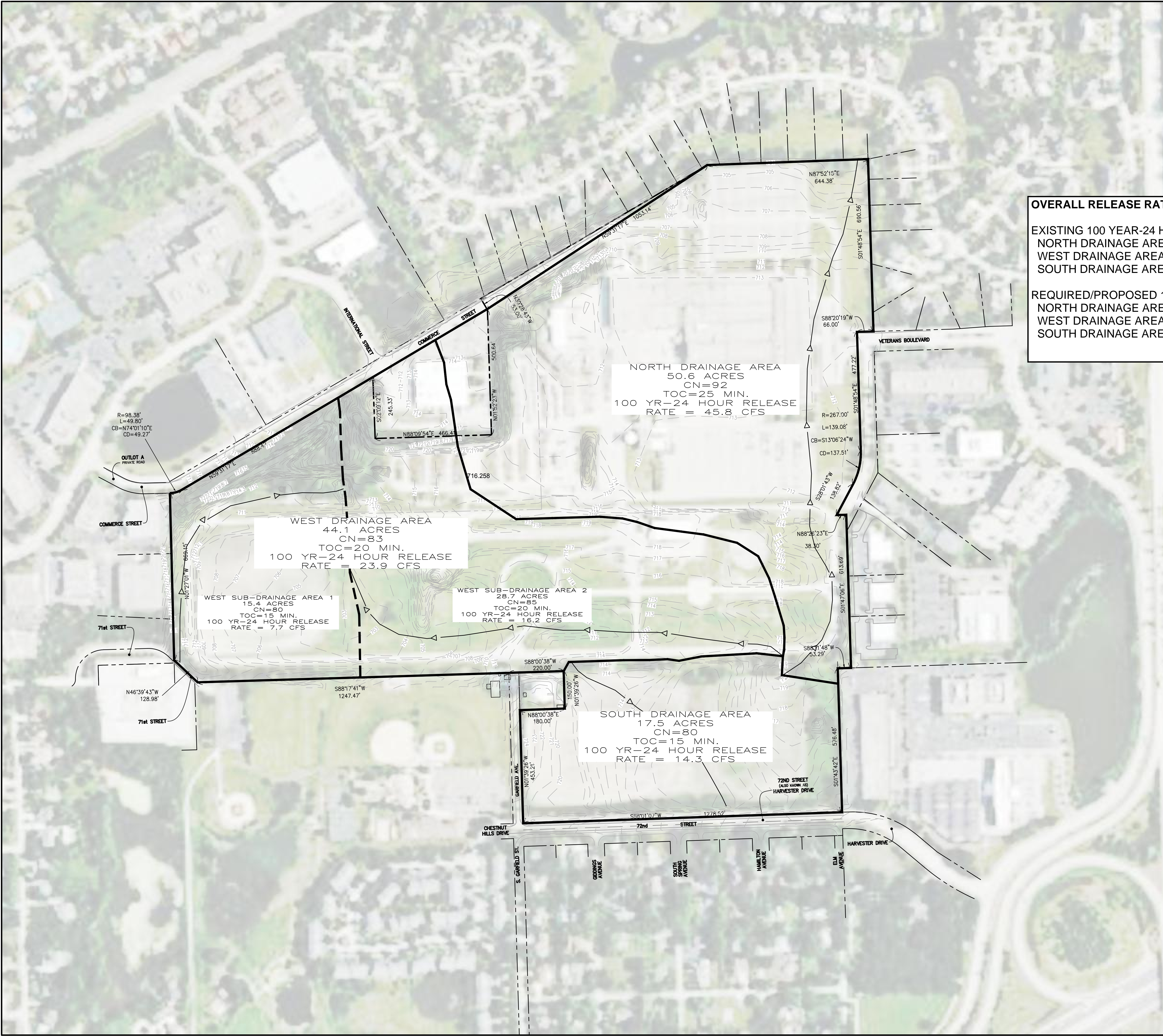


SITE PLAN LEGEND:

- STORM SEWER: 
- SANITARY SEWER: 
- WATER MAIN: 

UTIL-10		G389		1" = 50'			<div>JACOB & HEFNER ASSOCIATES</div> <div>1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515 PHONE: (630) 652-4600, FAX: (630) 652-4601 www.jacobandhefner.com</div>				CONCEPT UTILITY PLAN							
											CNH BURR RIDGE							
											BRIDGE INDUSTRIAL							
											BURR RIDGE, ILLINOIS							
											1				ORIGINAL EXHIBIT DATE		2/6/24	
											No.				Description		Date	

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OVERALL RELEASE RATE SUMMARY

EXISTING 100 YEAR-24 HOUR RELEASE RATE = 84.0 CFS
NORTH DRAINAGE AREA = 45.8 CFS
WEST DRAINAGE AREA = 23.9 CFS
SOUTH DRAINAGE AREA = 14.3 CFS

REQUIRED/PROPOSED 100 YEAR-24 HOUR RELEASE RATE = 11.3 CFS
NORTH DRAINAGE AREA = 7.9 CFS
WEST DRAINAGE AREA = 1.6 CFS
SOUTH DRAINAGE AREA = 1.8 CFS

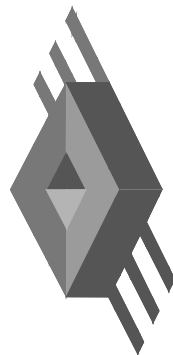
NORTH DRAINAGE AREA
50.6 ACRES
CN=92
TOC=25 MIN.
100 YR-24 HOUR RELEASE
RATE = 45.8 CFS

WEST DRAINAGE AREA
44.1 ACRES
CN=83
TOC=20 MIN.
100 YR-24 HOUR RELEASE
RATE = 23.9 CFS

WEST SUB-DRAINAGE AREA 1
15.4 ACRES
CN=80
TOC=15 MIN.
100 YR-24 HOUR RELEASE
RATE = 7.7 CFS

WEST SUB-DRAINAGE AREA 2
28.7 ACRES
CN=85
TOC=20 MIN.
100 YR-24 HOUR RELEASE
RATE = 16.2 CFS

SOUTH DRAINAGE AREA
17.5 ACRES
CN=80
TOC=15 MIN.
100 YR-24 HOUR RELEASE
RATE = 14.3 CFS

EXISTING DRAINAGE EXHIBIT		1	ORIGINAL EXHIBIT DATE	1/29/24
CNH BURR RIDGE		No.	Description	Date
BRIDGE INDUSTRIAL				
BURR RIDGE, ILLINOIS				
<div><div></div><div><div>JACOB & HEFNER</div><div>ASSOCIATES</div><div>1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515</div><div>PHONE: (630) 652-4600, FAX: (630) 652-4601</div><div>www.jacobandhefner.com</div></div></div>				
1" = 180'				
G389				
EX-2				



6900 VETERANS BOULEVARD

BURR RIDGE, ILLINOIS

WARE MALCOMB



CHI23-0088-00
FEBRUARY 28, 2024



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

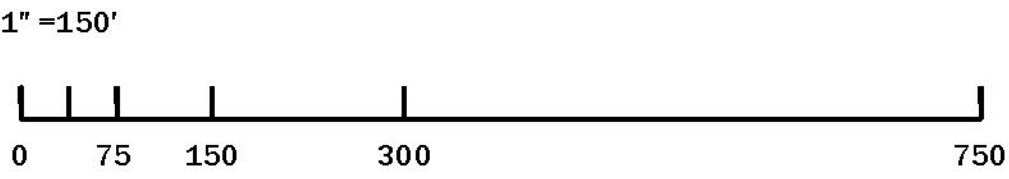
Boundary Source:
PROVIDED BY CLIENT

Stormwater Management Design:
CIVIL ENGINEERED

SCHEME: 15f

Conceptual Site Study
6900 Veterans - Bridge

6900 Veterans Blvd, Burr Ridge, IL 60527 - CHI23-0088-00



WARE MALCOMB

2024-02-27

PAGE
1





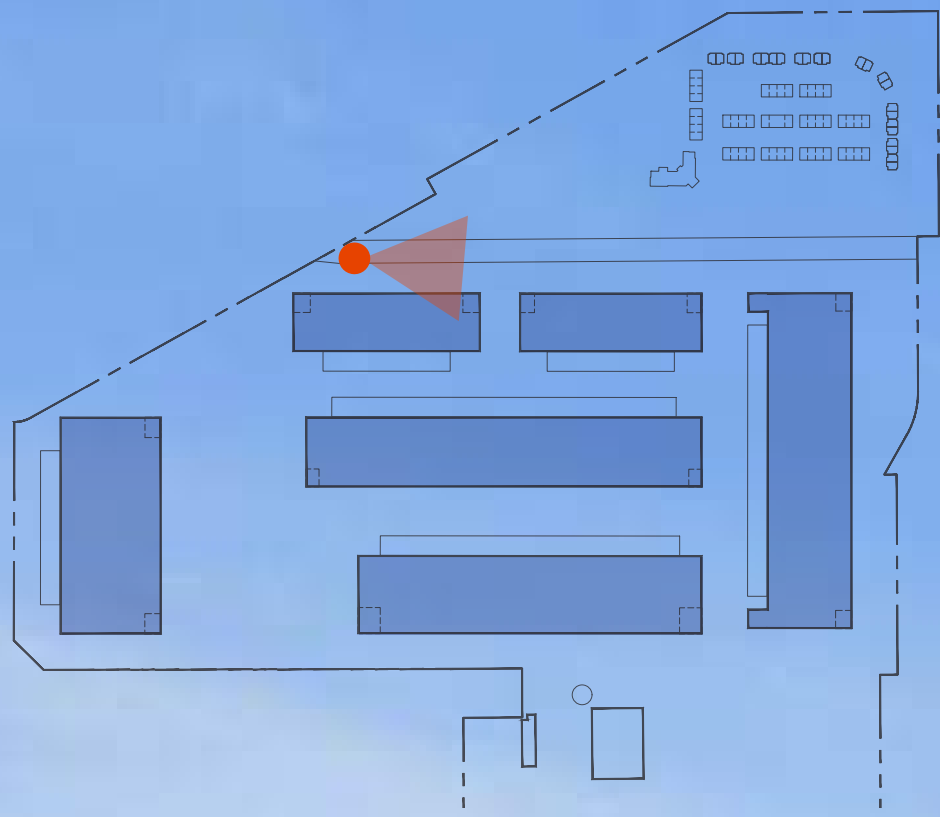








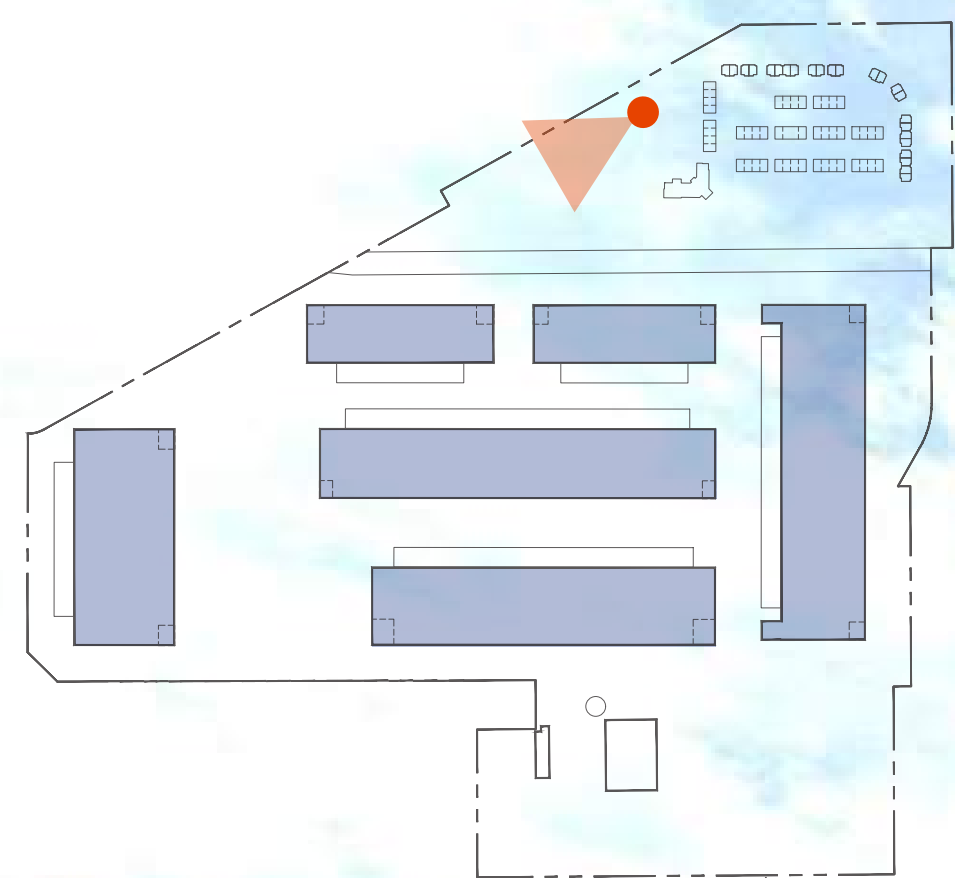


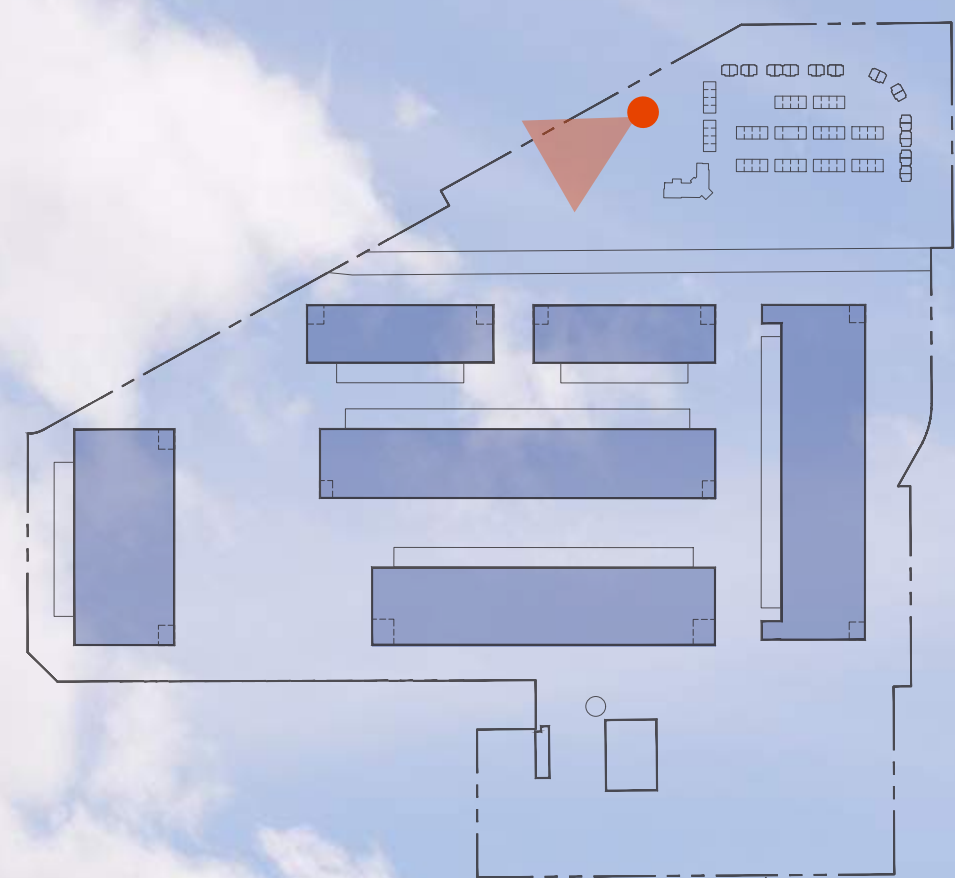
























February 16, 2024

Evan Walter
Village of Burr Ridge

Re: *CNH Redevelopment*
Proposed Stormwater Improvements

Dear Mr. Walter,

This memo is regarding the stormwater management improvements related to the proposed improvements to the previous CNH Harvester property located at 6900 Veterans Blvd in Burr Ridge, Illinois. The stormwater improvements can be categorized into Stormwater Detention, Stormwater Quality/BMP, and Compensatory Storage.

Stormwater Detention

As the site currently sits today, approximately 110 acres, the drainage patterns are divided into three separate areas, North, South, and West. The Southern Drainage area is approximately 18 acres and drains towards Harvester Drive. The West Drainage area is approximately 44 acres and drains towards the existing floodway onsite. The Northern Drainage area drains towards the northeast corner of the site where it flows into the adjacent floodway. Ultimately the northern and western drainage area combine as they flow through the residential neighborhood to the north. In existing conditions the north/west drainage area releases approximately 70 cfs, and the southern drainage area releases 14 cfs, both during the 100 year – 24 hour storm event. In proposed conditions several pond systems will be installed throughout the site and the site will release the 100 year – 24 hour storm event at the required rate set forth by DuPage County, 0.1 cfs per acre. This will result in the north/west drainage area releasing at approximately 10 cfs, and the southern drainage area releasing at 2 cfs, both during the 100 year – 24 hour storm event. This results in about an 85% reduction in flow for each drainage area.

Stormwater Quality/BMPs

As required by DuPage County, stormwater quality/best management practices (BMPs) will be incorporated into the pond design. The proposed plan is to create “wetland style” ponds that will be planted with native vegetation to provide the county required BMP.

Compensatory Storage

The proposed plan involves impacting the floodplain area. As part of the process of placing fill material within the floodplain, the proposed plan is to create compensatory storage ponds that will compensate for the proposed floodplain fill at a ratio of 1.5 to 1. These compensatory storage ponds will be dry bottom basins with no native landscaping.

Sincerely,
JACOB & HEFNER ASSOCIATES, INC.

Jason Cebulski, P.E. – Project Manager

Traffic Impact Study

Redevelopment of the CNH Industrial Campus

Burr Ridge, Illinois



Prepared For:

 **BRIDGE**

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

February 15, 2024

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 the proposed redevelopment of the CNH Industrial campus in Burr Ridge, Illinois. The site, which currently contains CNH Industrial and the Burr Ridge Public Works department, is generally located between Madison Street, Plainfield Road, County Line Road, and Harvester Drive. As part of the redevelopment, the following roadway modification will be provided:

- The east-west segment of Veterans Boulevard will be extended from its current terminus east of the site to International Street. The extension will provide two lanes in each direction generally divided by a landscape median.
- Commerce Street will be vacated from approximately 480 feet west of International Street to its eastern terminus.

As proposed, the site is to be redeveloped with the following:

- Approximately 1,199,875 square feet of light industrial space in six buildings. Access to the industrial buildings will be provided via three proposed access drives on the Veterans Boulevard extension, a proposed access drive on the north-south segment of Veterans Boulevard, and two proposed access drives on Commerce Street.
- A residential development with 72 townhome units. Access to the residential development will be provided via a proposed access drive on the Veterans Boulevard extension.
- A new and relocated 68,294 square-foot Burr Ridge public works building. Access to the public works building will be provided via two proposed access drives on Harvester Drive.

In order to accommodate site-generated traffic, the following additional roadway improvements will be provided.

- The signalized intersection of County Line Road with Veterans Boulevard with Carriage Way will be modified as follows:
 - The eastbound approach will be restriped for an exclusive left-turn lane, a shared through/right-turn lane, and an exclusive right-turn lane.
 - County Line Road will be widened to provide dual northbound left-turn lanes.
 - County Line Road will be widened to provide a southbound right-turn lane.
 - The traffic signal will be modified/upgraded.
 - Traffic signal timings and cycle length will be optimized.
- A traffic signal will be warranted and will be provided at the intersection of Veterans Boulevard with the North I-55 Frontage Road. This intersection will be interconnected with

the signalized intersection of County Line Road with Veterans Boulevard and Carriage Way.

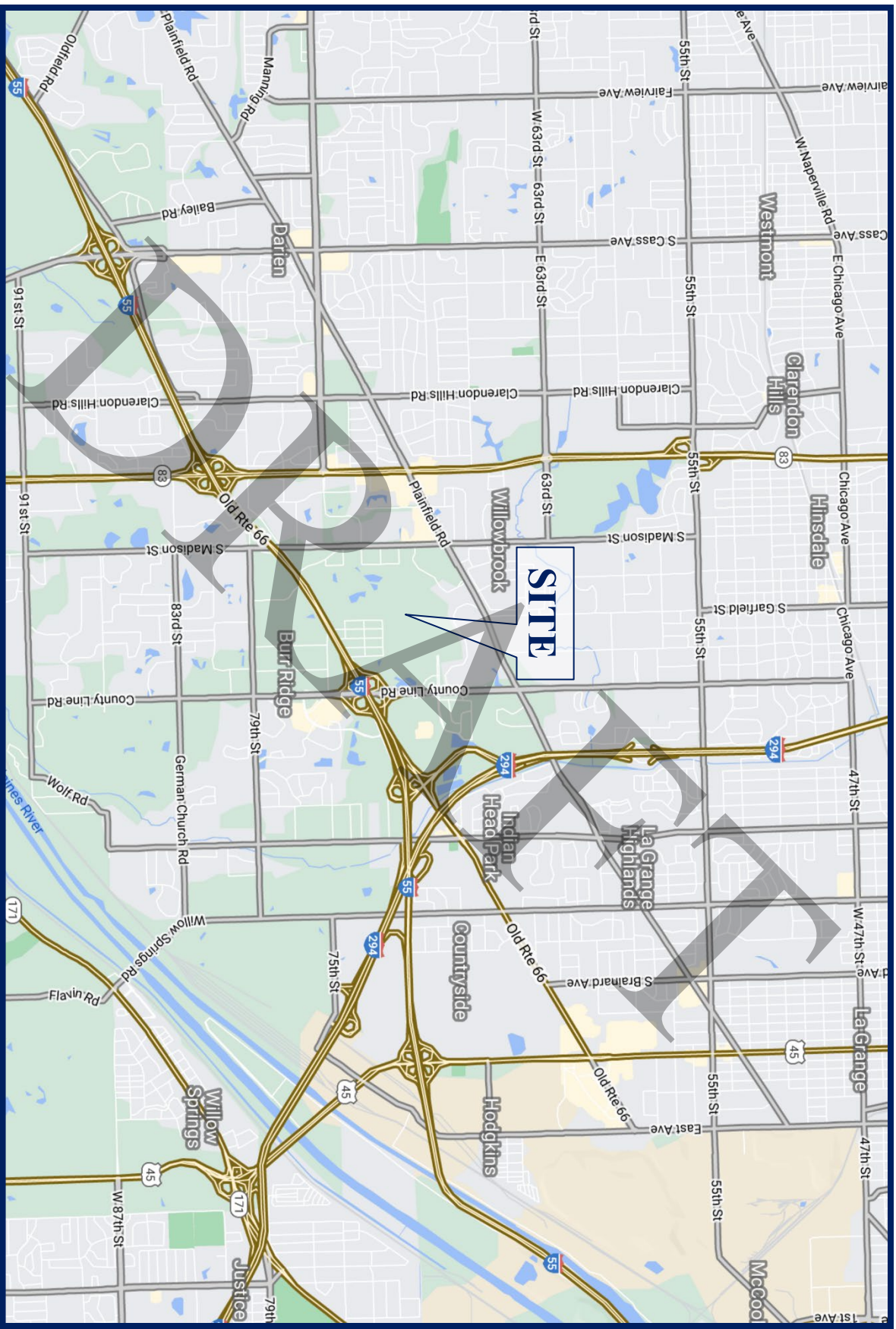
- A traffic signal will be warranted and will be provided at the intersection of Plainfield Road with High Grove Boulevard. This intersection will be interconnected with the existing signal system on Plainfield Road. In addition, the northbound approach will be striped for an exclusive left-turn lane and an exclusive right-turn lane.
- The westbound approach of the intersection of Madison Street with High Grove Boulevard will be striped for an exclusive left-turn lane and an exclusive right-turn lane.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. 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 weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

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

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes as determined from peak period traffic counts.
2. Year 2029 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing traffic volumes increased by an ambient area growth factor.
3. Year 2029 Total Projected Conditions – Analyzes the capacity of the existing roadway system using the Year 2029 no-build traffic volumes increased by the traffic estimated to be generated by the full buildout of proposed development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

The, which currently contains CNH Industrial and the Burr Ridge Public Works department, is generally located between Madison Street, Plainfield Road, County Line Road, and Harvester Drive. Land uses in the vicinity of the site are a mixture of residential, office, and industrial.

Existing Roadway System Characteristics

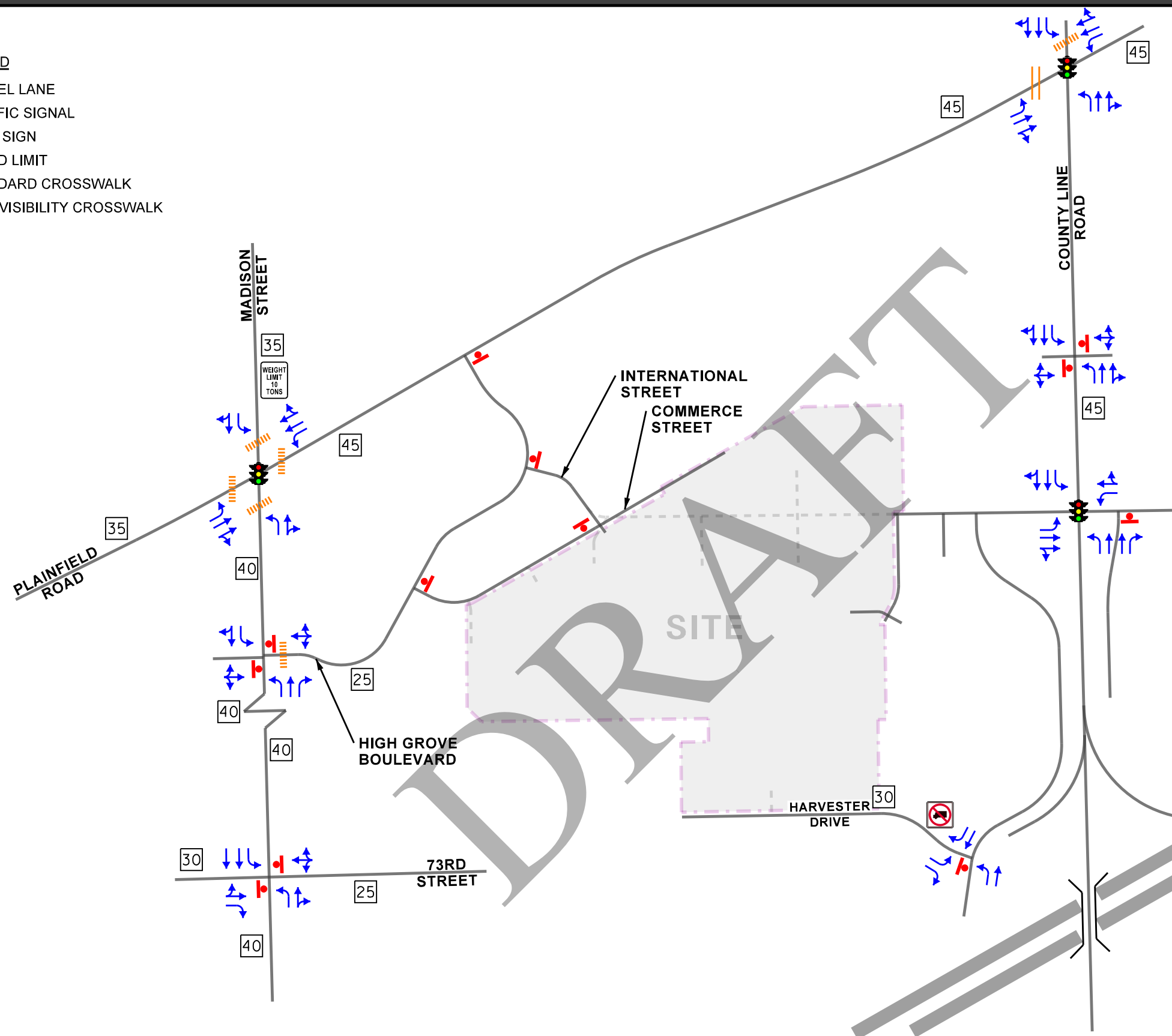
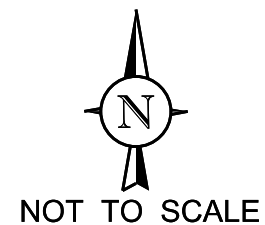
The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

Interstate 55 (I-57) is a freeway that runs northeast-southwest in the vicinity of the site. Approximately one-half mile south of Veterans Boulevard, County Line Road has a free flow cloverleaf interchange with I-55. I-55 is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an Annual Average Daily Traffic (AADT) volume of 149,900 (IDOT 2022) vehicles.

County Line Road (Cook County Highway W19) is a north-south, minor arterial roadway that provides two lanes in each direction narrowing to one lane in each direction north of Plainfield Road. At its signalized intersection with Plainfield Road, County Line Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its signalized intersection with Veterans Boulevard and Carriage Way, County Line Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the northbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. At its unsignalized intersection with Carriage Place, County Line Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. County Line Road is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOH), carries an AADT volume of 18,200 vehicles south of Plainfield Road and 10,700 vehicles north of Plainfield Road (IDOT 2022), is not designated as a Strategic Regional Arterial (SRA) route, and has a posted speed limit of 45 miles per hour.

Plainfield Road (DuPage County Highway 31, Cook County Highway B37) is an east-west roadway. West of County Line Road, Plainfield Road provides two lanes in each direction, is designated as a minor arterial roadway, and is under the jurisdiction of DuPage County Division of Transportation (DuDOT). East of County Line Road, Plainfield Road narrows to one lane in each direction, is designated as major collector roadway, and is under the jurisdiction of CCDOH. At its signalized intersections with County Line Road and Madison Street, Plainfield Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches.

- LEGEND**
- TRAVEL LANE
 - TRAFFIC SIGNAL
 - STOP SIGN
 - SPEED LIMIT
 - STANDARD CROSSWALK
 - HIGH VISIBILITY CROSSWALK



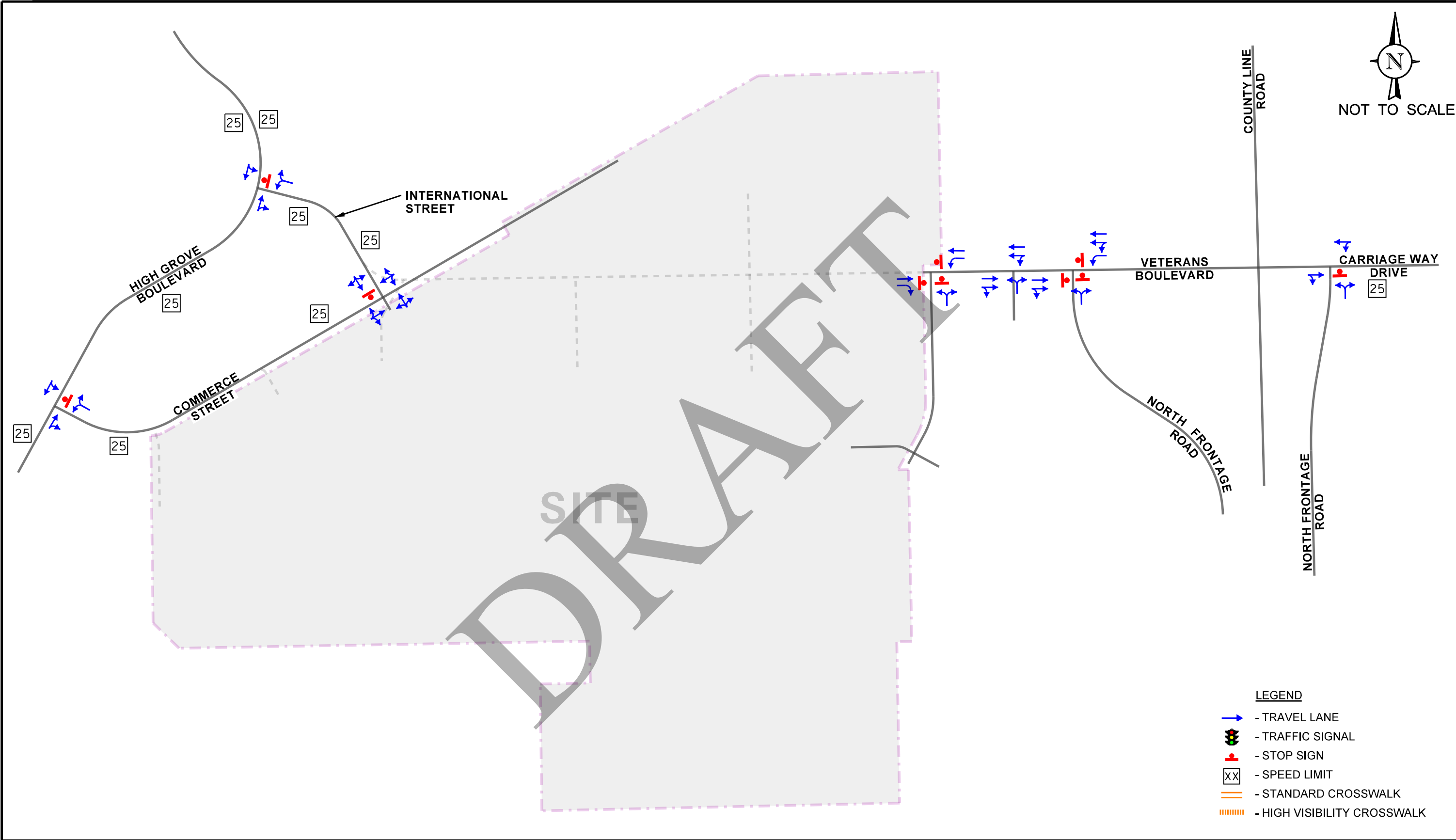


Figure 3A – Existing Roadway Characteristics

DRAFT

Figure 3B – Existing Roadway Characteristics

DRAFT

At its unsignalized intersection with High Grove Boulevard, Plainfield Road provides two through lanes and an exclusive right-turn lane on the eastbound approach and two through lanes and an exclusive left-turn lane on the westbound approach. Plainfield Road carries an AADT volume of 16,400 vehicles west of County Line Road and 9,650 vehicles east of County Line Road (IDOT 2022), is not designated as a Strategic Regional Arterial (SRA) route and has a posted speed limit of 45 miles per hour.

Madison Street (DuPage County Highway 8) is a north-south, major collector roadway that provides one lane in each direction. At its signalized intersection with Plainfield Road, Madison Street provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. At its unsignalized intersection with High Grove Boulevard, Madison Street provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach and exclusive left-turn lane and a shared through/right-turn lane on the southbound approach. Madison Street is under the jurisdiction of DuDOT, carries an AADT volume of 8,00 vehicles (IDOT 2020), and has a posted speed limit of 35 miles per hour north of Plainfield Road and 40 miles per hour south of Plainfield Road.

Veterans Boulevard is a local roadway that extends west from County Line Road to the east side of the development site before turning south where it extends for approximately 700 feet. The east west segment of the roadway provides two lanes in each direction divided by a landscape median. The north-south segment provides one lane in each direction. At its signalized intersection with County Line Road, Veterans Boulevard is aligned opposite Carriage Way and provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach. At its all-way stop controlled intersection with the North I-55 Frontage Road, Veterans Boulevard provides a through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, a shared through/left-turn lane, and a through lane on the westbound approach. At the east boundary of the site, Veterans Boulevard has an all-way stop controlled “T” intersection where the west leg is a CNH Industrial access drive and the south and east legs are Veterans Boulevard. The westbound approach provides an exclusive left-turn lane and a through lane, the eastbound (access drive) approach provides a through lane and an exclusive right-turn lane, and the northbound approach provides a shared left-turn/right-turn lane. The east-west segment of Veterans Boulevard is under the jurisdiction of the Village of Burr Ridge and the north-south section is under the jurisdiction of Downers Grove North Township.

The *North I-55 Frontage Road* is a local frontage road that borders I-55 and provides one lane in each direction. The frontage road is divided by County Line with connection provided via Veterans Boulevard and Carriage Way. At its all-way stop controlled intersection with Veterans Boulevard, the frontage road provides an exclusive left-turn lane and an exclusive right-turn lane. At its unsignalized intersection with Harvester Drive, the frontage road provides an exclusive left-turn lane and a through lane on the northbound approach and a through lane and exclusive right-turn lane on the southbound approach. At its unsignalized intersection with Carriage Way, the frontage road provides a shared left-turn/right-turn lane on the northbound approach and is under stop sign control. The frontage road is under the jurisdiction of the Village of Burr Ridge west of County Line Road and IDOT east of County Line Road and has a posted speed limit of 35 miles per hour.

Carriage Way is an east-west local roadway that extends east from County Line Road and provides one lane in each direction. At its signalized intersection with County Line Road, Carriage Way is aligned opposite Veterans Boulevard and provides an exclusive left-turn lane, and a shared through/right-turn lane on the westbound approach. At its unsignalized intersection with the North I-55 Frontage Road, Carriage Way provides one lane in each direction. Carriage Way is under the jurisdiction of the Village of Burr Ridge and has a posted speed limit of 25 miles per hour.

Carriage Place is an east-west local roadway that extends from Fieldstone Drive to County Line Lane and provides one lane in each direction. At its unsignalized intersection with County Line Road, Carriage Place provides one lane on both approaches and is under stop sign control. Carriage Way is under the jurisdiction of the Village of Burr Ridge.

Harvester Drive is an east-west local roadway that extends west from the I-55 North Frontage Road and provides one lane in each direction. At its unsignalized intersection with the North I-55 Frontage Road, Harvester Drive provides an exclusive left-turn lane and an exclusive right-turn lane on the eastbound approach and is under stop sign control. Harvester Drive is under the jurisdiction of the Village of Burr Ridge.

High Grove Boulevard is a local roadway that extends south from Plainfield Road before turning west towards its terminus at Madison Street. High Grove Boulevard provides one lane in each direction. At its unsignalized intersection with Plainfield Road, High Grove Boulevard is wide enough to provide two outbound lanes on the northbound approach and is under stop sign control. At its unsignalized intersection with Madison Street, High Grove Boulevard is wide enough to provide two outbound lanes on the northbound approach and is under stop sign control. At its unsignalized intersections with Commerce Street and International Street, High Grove Boulevard provides one lane in each direction. High Grove Boulevard is under the jurisdiction of the Village of Burr Ridge and has a posted speed limit of 25 miles per hour.

Commerce Street is an east-west local roadway that extends east from High Grove Boulevard to its terminus at the site's western boundary. At its unsignalized intersection with High Grove Boulevard, Commerce Street provides a shared left-turn/right-turn lane on the northbound approach and is under stop sign control. At its unsignalized intersections with International Street, Commerce Street provides one lane in each direction.

International Street is a north-south local roadway that extends between High Grove Boulevard and Commerce Street. At its unsignalized intersections with High Grove Boulevard and Commerce Street, International Street provides a shared left-turn/right-turn lane and is under stop sign control.

Planned Area Roadway Improvements

Cook County Department of Transportation and Highways (CCDOTH) is proposing to modify the east leg of the intersection of County Line Road with Veterans Boulevard and Carriage Way to address existing issues resulting from the proximity of this intersection to the intersection of Carriage Way with the North I-55 Frontage Road. The proposed development is not projected to increase the volume of traffic at this traveling to or from the east leg of this intersection by a significant amount. These improvements will potentially include additional lanes, channelization, and a median on Carriage Way and the frontage road in order to better accommodate truck turning movements and facilitate traffic flow between the frontage road and County Line Road. Exhibits showing the evaluated alternatives from CCDOTH's 2020 feasibility study are included in the Appendix.

CCDOTH is also proposing to improve the intersection of County Line Road with Plainfield Road. This intersection is the western boundary of a corridor study along Plainfield Road from County Line Road to East Avenue. The corridor study is currently in Phase I (Preliminary Engineering and Environmental Study). The improvements are expected to include widening Plainfield Road to provide a three-lane cross-section as well as improvements at multiple signalized intersections.

Existing Traffic Volumes

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

- County Line Road with Plainfield Road
- County Line Road with Carriage Place
- County Line Road with Veterans Boulevard and Carriage Way
- County Line Road with the I-55 Westbound Off-Ramp and Eastbound On-Ramp
- Plainfield Road with Madison Street
- Plainfield Road with High Grove Boulevard
- Madison Street with High Grove Boulevard
- Madison Street with 73rd Street
- High Grove Boulevard with Commerce Street
- High Grove Boulevard with International Street
- Commerce Street with International Street
- Veterans Boulevard (east-west) with Veterans Boulevard (north-south)
- Veterans Boulevard (east-west) with the 15W030 Access Drive
- Veterans Boulevard (east-west) with the North I-55 Frontage Road
- Veterans Boulevard (north-south) with the office complex access drive
- Carriage Way with the North I-55 Frontage Road
- The North I-55 Frontage Road with Harvester Drive

The traffic counts were conducted on Thursday July 20, 2023, 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 and on Saturday July 22, 2023 from 10:00 A.M. to 6:00 P.M. The results of the traffic counts show that the peak hours of traffic generally occur from 7:45 to 8:45 A.M. during the weekday morning peak period, from 4:30 to 5:30 P.M. during the weekday evening peak period, and from 11:30 A.M. to 12:30 P.M. on Saturday.

The existing traffic volumes, inclusive of heavy vehicles, are illustrated in **Figure 4**. The existing heavy vehicle traffic volumes are illustrated in **Figure 5**.

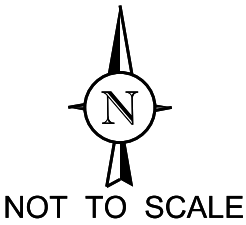
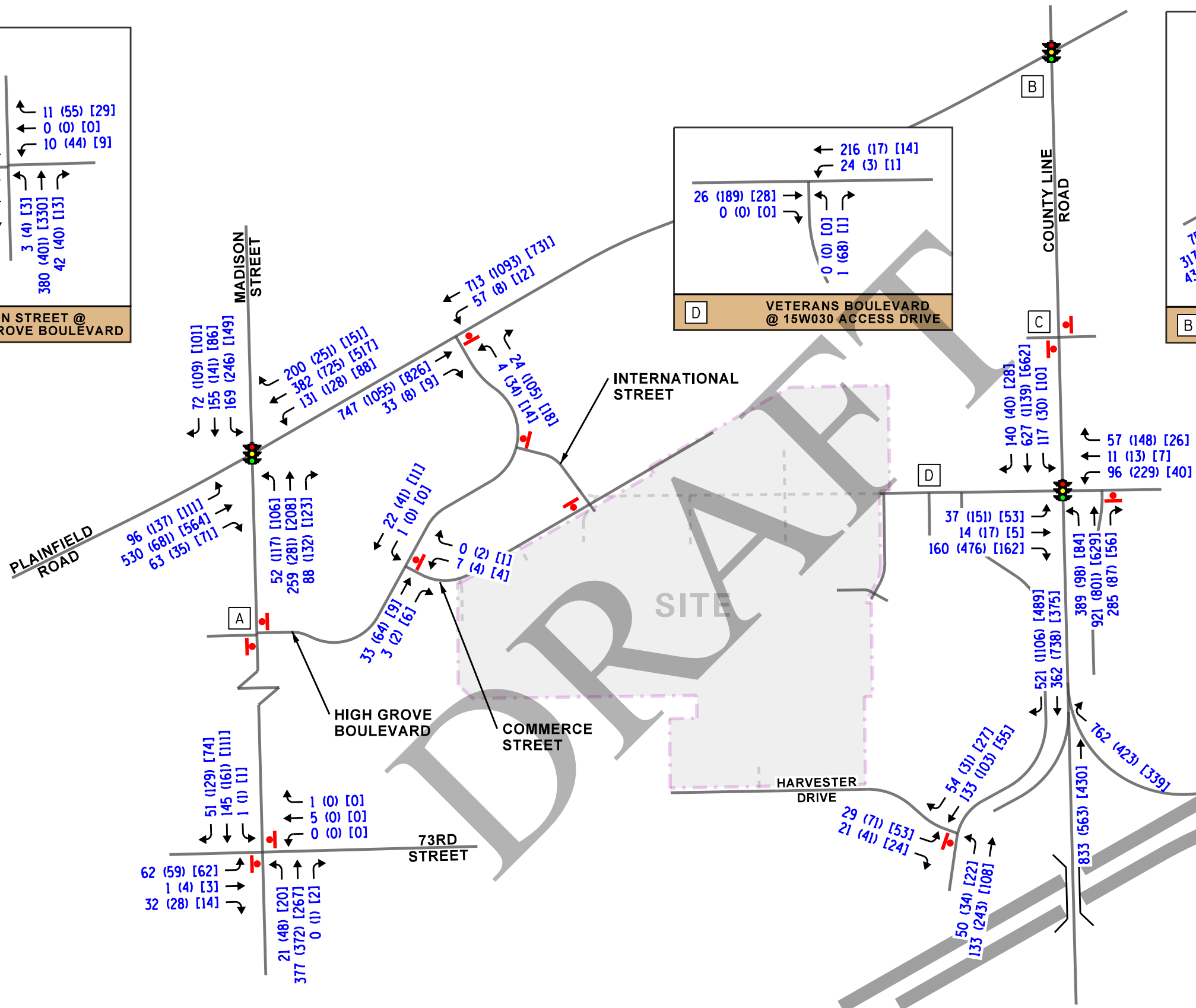
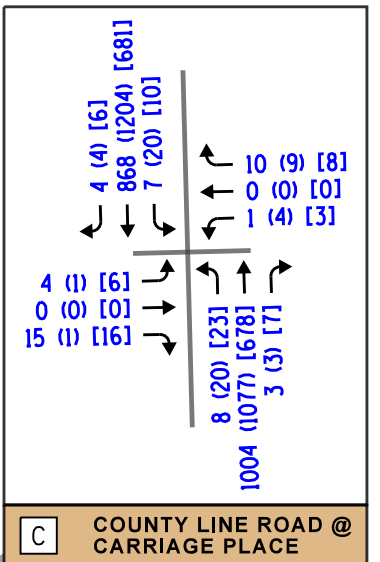
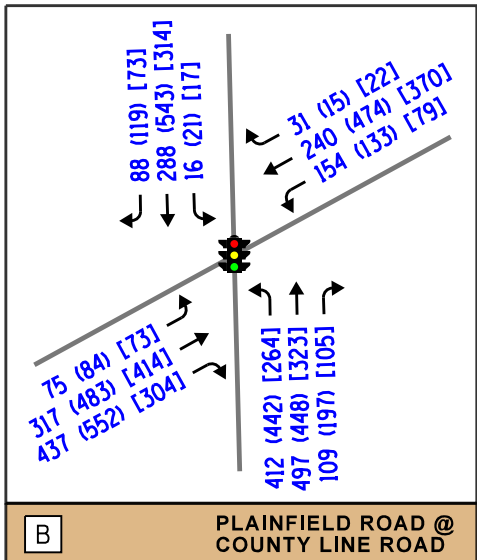
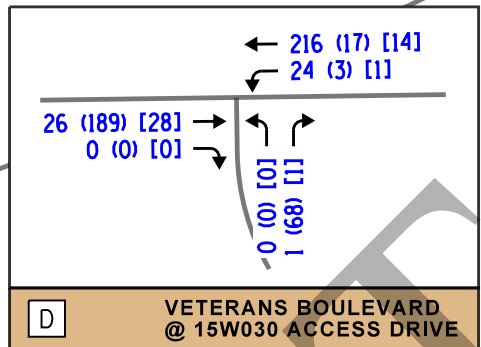
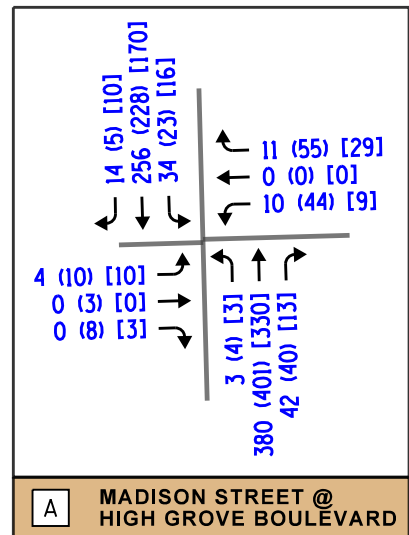
Crash Data Analysis

KLOA, Inc. obtained crash data¹ for the past five years (2018 to 2022) for the study area intersections. A review of the crash data indicated the following:

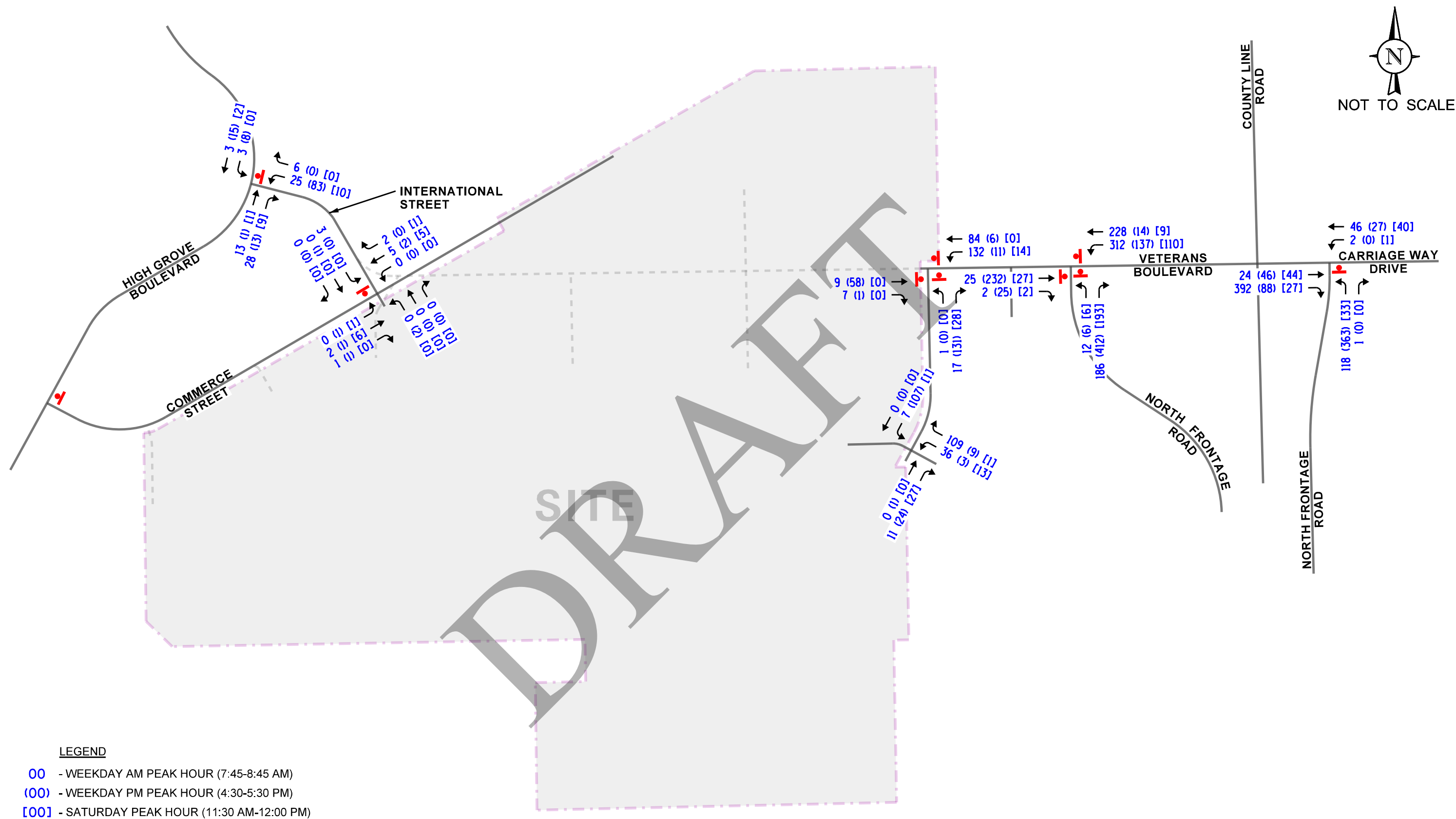
- No crashes were reported at the following intersections:
 - Madison Street with High Grove Boulevard
 - High Grove Boulevard with Commerce Street
 - High Grove Boulevard with International Street
 - Commerce Street with International Street
 - The North I-55 Frontage Road with Harvester Drive
- Less than five total crashes were reported at the following intersections:
 - County Line Road with Carriage Place
 - Plainfield Road with High Grove Boulevard
 - Veterans Boulevard with the North I-55 Frontage Road
- No fatalities were reported at any intersection during the review period.

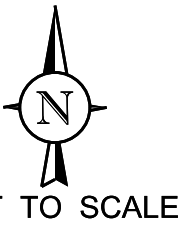
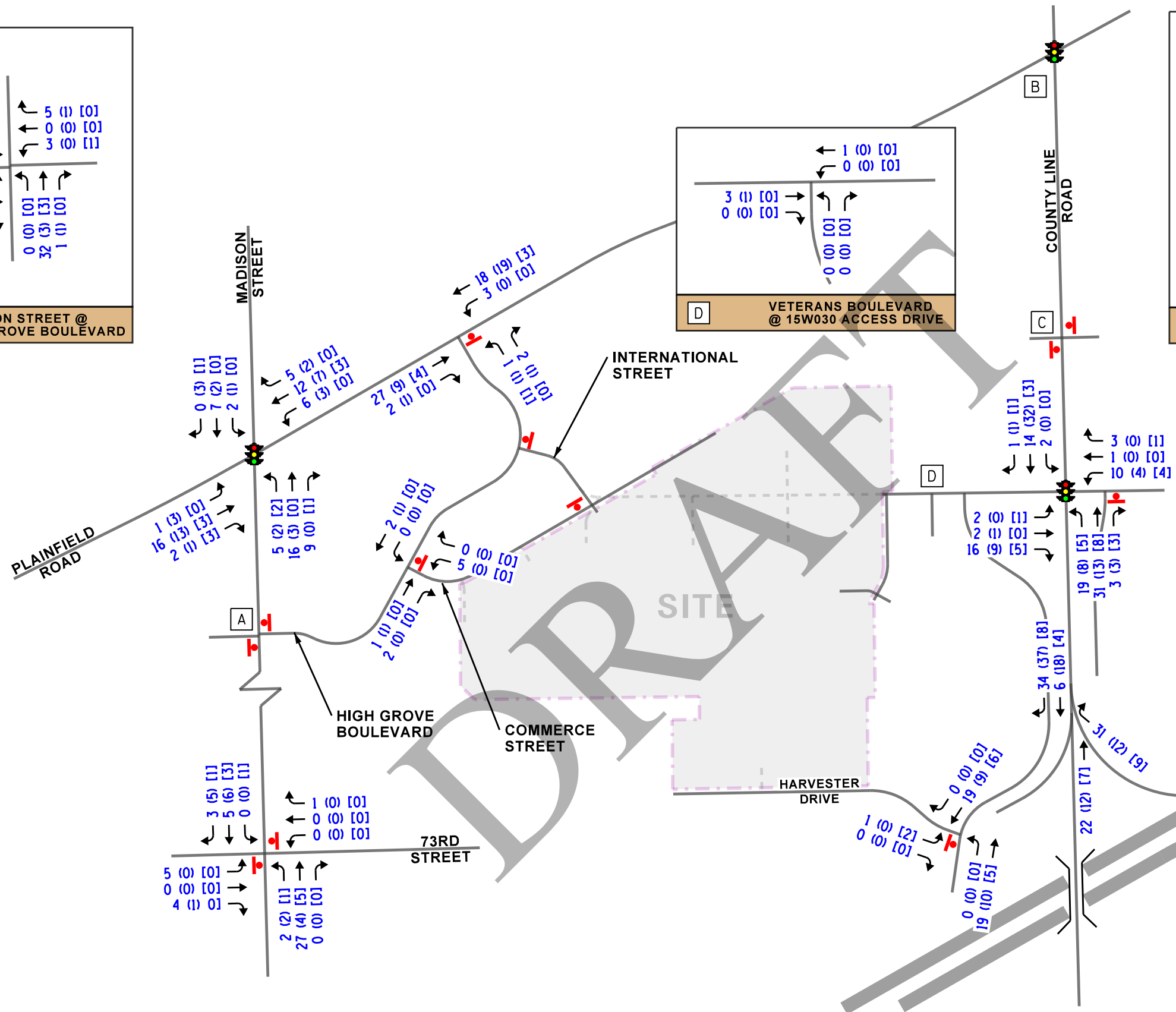
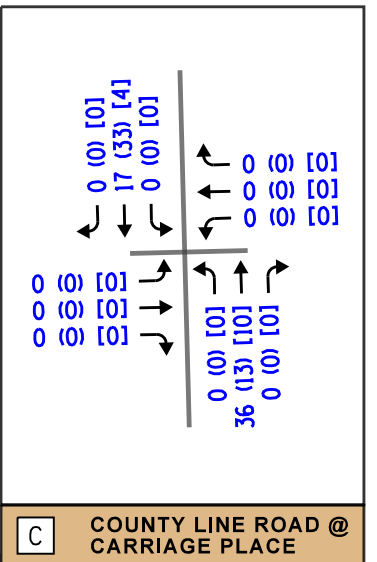
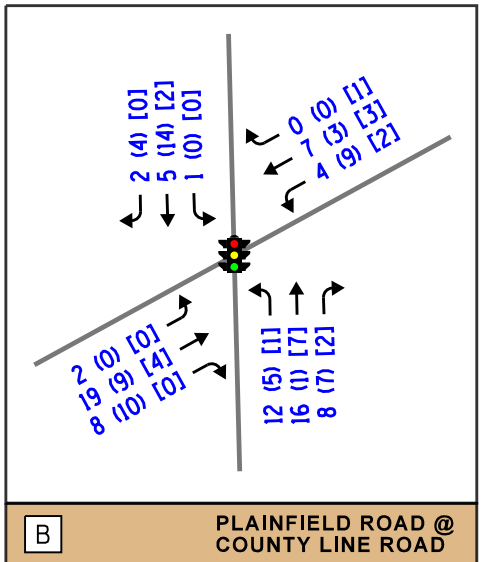
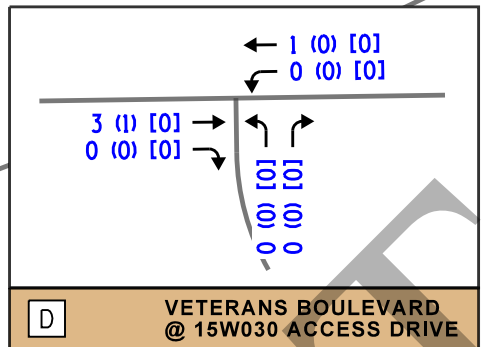
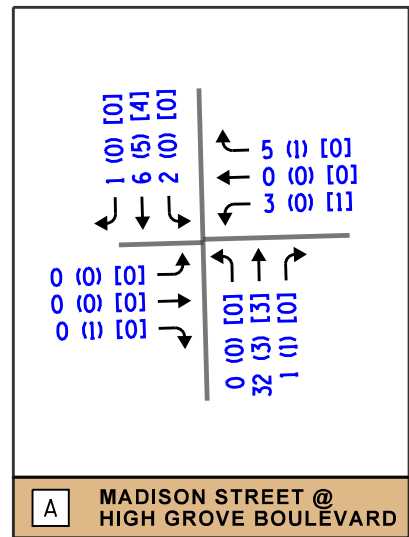
Tables 1 through **4** summarize the crash data.

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



- LEGEND**
- 00 - WEEKDAY AM PEAK HOUR (7:45-8:45 AM)
 - 000 - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
 - 0000 - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)





- LEGEND**
- 00 - WEEKDAY AM PEAK HOUR (7:45-8:45 AM)
 - (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
 - [00] - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)

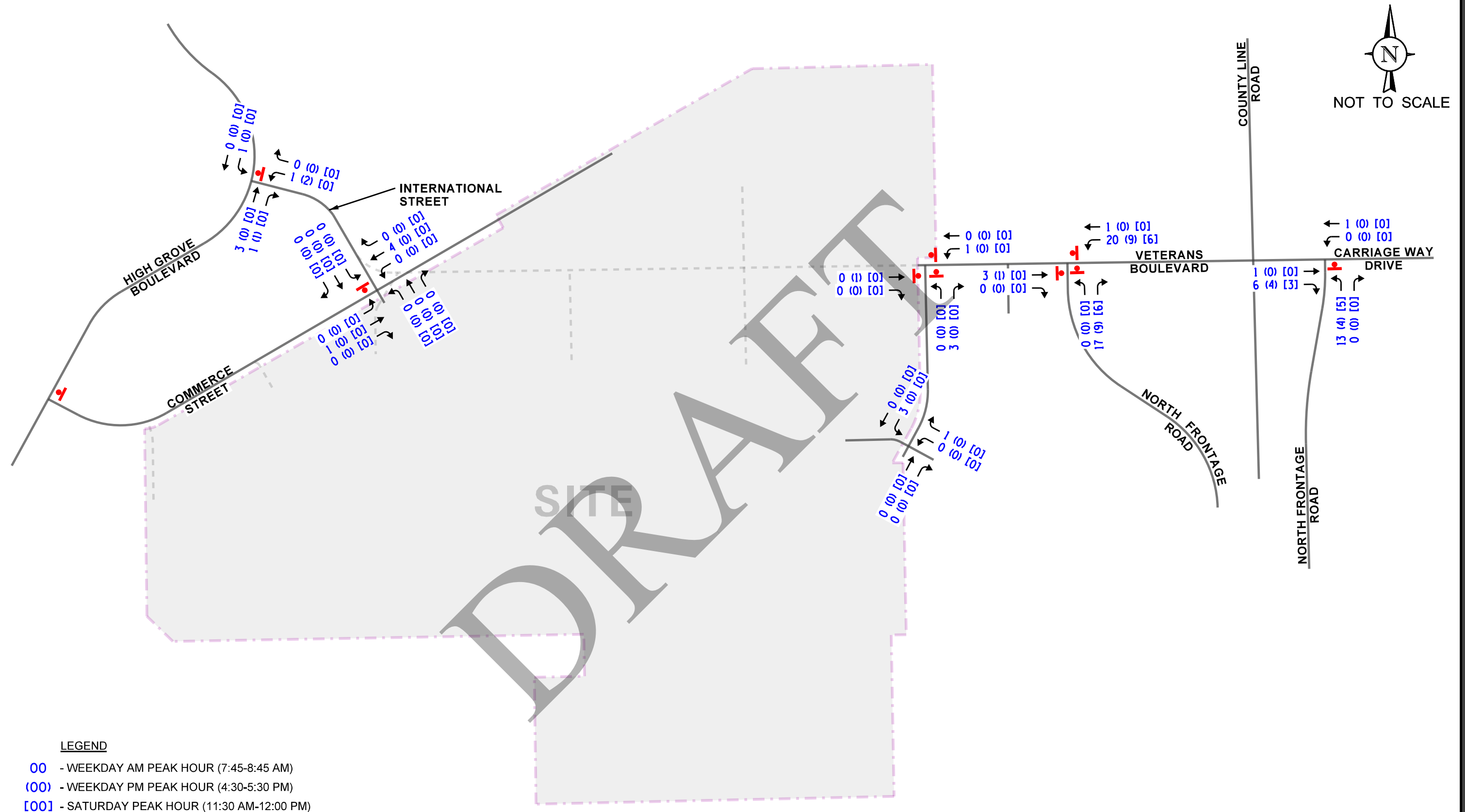


Table 1

COUNTY LINE ROAD WITH PLAINFIELD ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0	0
2019	1	0	0	1	1	2	0	5
2020	0	0	0	1	0	3	0	4
2021	0	0	0	1	1	0	0	2
2022	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	1	0	0	4	2	5	0	12
Average	<1.0	--	--	<1.0	<1.0	1.0	--	2.4

Table 2

COUNTY LINE ROAD WITH VETERANS' BOULEVARD/CARRIAGE WAY – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	2	0	0	0	2
2019	0	0	0	1	0	0	0	1
2020	0	0	0	1	0	2	0	3
2021	0	0	0	0	0	2	0	2
2022	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Total	0	0	0	4	0	6	0	10
Average	--	--	--	<1.0	--	1.2	--	2.0

Table 3

PLAINFIELD ROAD WITH MADISON STREET - CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	1	0	7	1	4	0	13
2019	0	0	0	5	0	0	0	6
2020	1	0	1	4	0	1	0	7
2021	1	0	0	4	0	4	0	9
2022	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>10</u>
Total	3	1	1	25	1	13	0	45
Average	<1.0	<1.0	<1.0	5.0	<1.0	2.6	--	9.0

Table 4

MADISON STREET WITH 73RD STREET - CRASH SUMMARY

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

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 site will be redeveloped with the following:

- Approximately 1,199,875 square feet of light industrial space in six buildings
- A residential development with 72 townhome units
- A new and relocated 68,294 square-foot Burr Ridge public works building

A copy of the preliminary site plan is included in the Appendix.

Proposed Roadway Modification Plans

The following roadway modifications are proposed as part of the proposed development.

- The east-west segment of Veterans Boulevard will be extended from its current terminus east of the site to International Street.
 - The extension will provide two lanes in each direction generally divided by a landscape median.
 - The extension will form the third (east) leg of the intersection of the east-west segment of Veterans Boulevard with the north-south segment of Veterans Boulevard which was previously a CNH Industrial access drive. The intersection will be converted to one-way stop control with east-west movements no longer required to stop. The eastbound approach will provide a through lane and a shared through/right-turn lane, the westbound approach will provide a shared through/left-turn lane and a through lane, and the northbound approach will continue to provide a shared left-turn/right-turn lane.
 - West of the site, Veterans Boulevard will narrow to one lane in each direction and merge into International Parkway.
- Commerce Street will be vacated from approximately 480 feet west of International Street to its eastern terminus. The existing access drives on the north side of Commerce Street serving Fusion OEM will be maintained.

The proposed roadway modifications are illustrated on the preliminary site plan.

Proposed Site Access

Access to the proposed development will be provided via the following:

- *Access Drive A* will be located on Commerce Street approximately 380 feet east of High Grove Boulevard and will serve truck traffic for light industrial building A. This access drive should provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- *Access Drive B* will be located on Commerce Street approximately 800 feet east of High Grove Boulevard and will serve passenger vehicle traffic for light industrial building A. This access drive should provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- *Access Drive C* will be located on the Veterans Boulevard extension approximately 2,450 feet west of the I-55 North Frontage Road and will serve passenger vehicle traffic for light industrial buildings B to F. This access drive should provide one inbound lane and one outbound lane with outbound movements under stop sign control. A westbound left-turn lane serving this access drive should be provided on Veterans Boulevard within the proposed median.
- *Access Drive D* will be located on the Veterans Boulevard extension approximately 1,850 feet west of the I-55 North Frontage Road and will serve passenger vehicle traffic for light industrial buildings B to F. This access drive should provide one inbound lane and one outbound lane with outbound movements under stop sign control. A westbound left-turn lane serving this access drive should be provided on Veterans Boulevard within the proposed median.
- *Access Drive E* will be located on the Veterans Boulevard extension approximately 1,230 feet west of the I-55 North Frontage Road. The access drive will serve passenger vehicle and truck traffic for light industrial buildings B to F on the south side and residential traffic on the north side. Both approaches should provide one inbound lane and two outbound lanes with outbound movements under stop sign control. Eastbound and westbound left-turn lanes serving the access drives should be provided on Veterans Boulevard within the proposed median.
- *Access Drive F* will be located on the north-south segment of Veterans Boulevard 640 feet south of the east-west segment that will serve passenger vehicle truck traffic for light industrial buildings B to F. This access drive will replace an existing CNH Industrial access drive at this location. The access drive should provide one inbound lane and one outbound lane with outbound movements under stop sign control.

- *Access Drive G* will be located on Harvester Drive approximately 1,350 feet west of the North I-55 Frontage Road that will serve the new public works building. The access drive should provide one inbound lane and one outbound lane with outbound movements under stop sign control.

Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system. The directions from which residents, employees and trucks will approach and depart the site are illustrated in **Figure 6**.


Peak Hour Traffic Volumes

The total number of peak hour vehicle trips estimated to be generated by the proposed residential development and light industrial buildings was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE).

The total number of peak hour vehicle trips estimated to be generated by the public works building was based on information provided by the Village of Burr Ridge. The estimated trip generation was compared to the traffic that is currently generated by the existing public works building during the peak hours and was found to be higher. As such, to provide a conservative analysis, the provided estimates were used. It should be noted that as the building will replace the existing public works building, not all trips generated by the building will be new to the area.

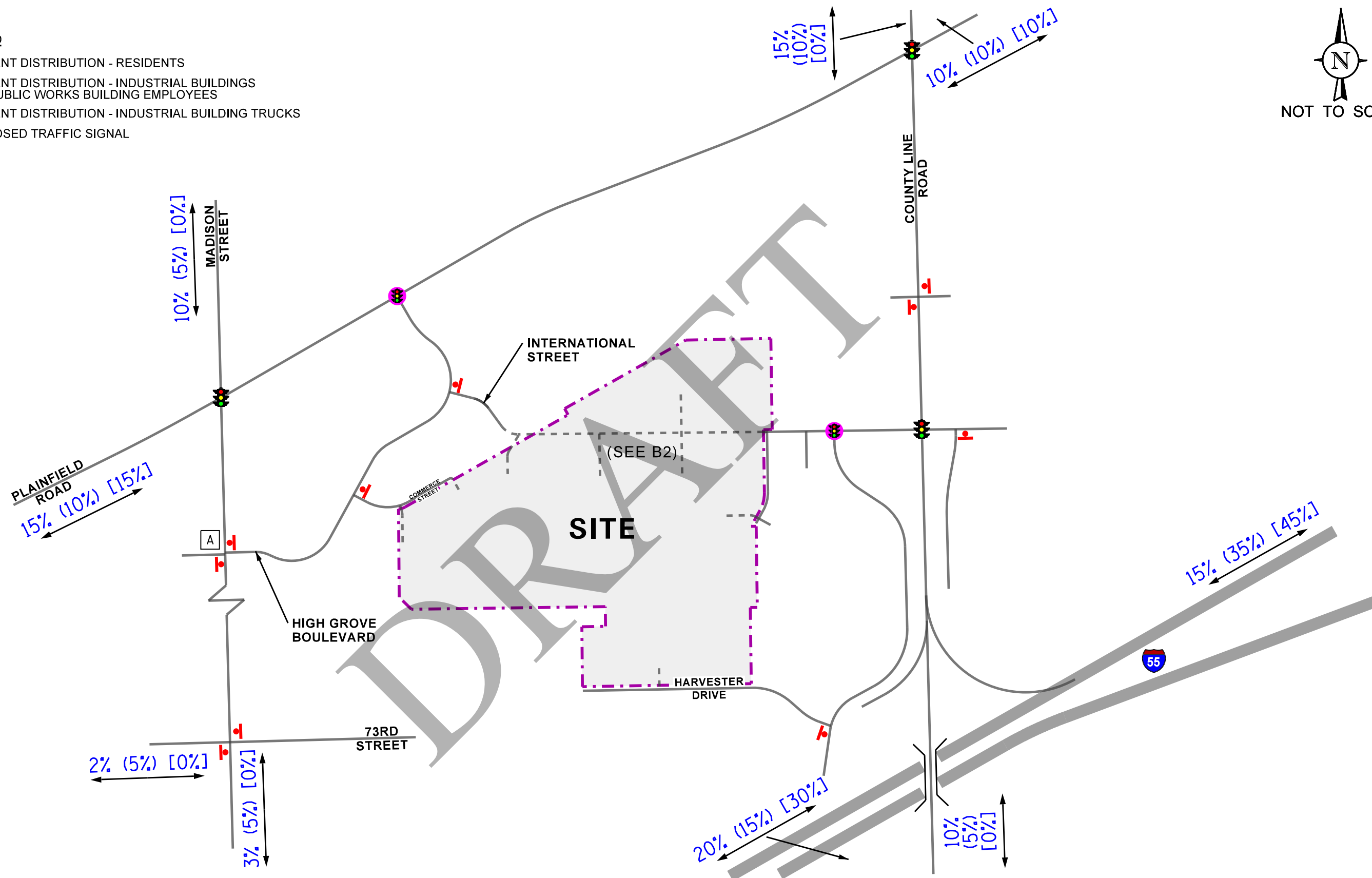
Table 5 summarizes the trips projected to be generated by the development during the peak hours and on a daily basis. **Table 6** summarizes the truck trips projected to be generated by the light industrial buildings by the hour. Copies of the ITE trip generation sheets are included in the Appendix.

LEGEND

- 00% - PERCENT DISTRIBUTION - RESIDENTS
- (00%) - PERCENT DISTRIBUTION - INDUSTRIAL BUILDINGS AND PUBLIC WORKS BUILDING EMPLOYEES
- [00%] - PERCENT DISTRIBUTION - INDUSTRIAL BUILDING TRUCKS
-  - PROPOSED TRAFFIC SIGNAL



NOT TO SCALE



CNH INDUSTRIAL CAMPUS
BURR RIDGE, ILLINOIS

DIRECTIONAL DISTRIBUTION

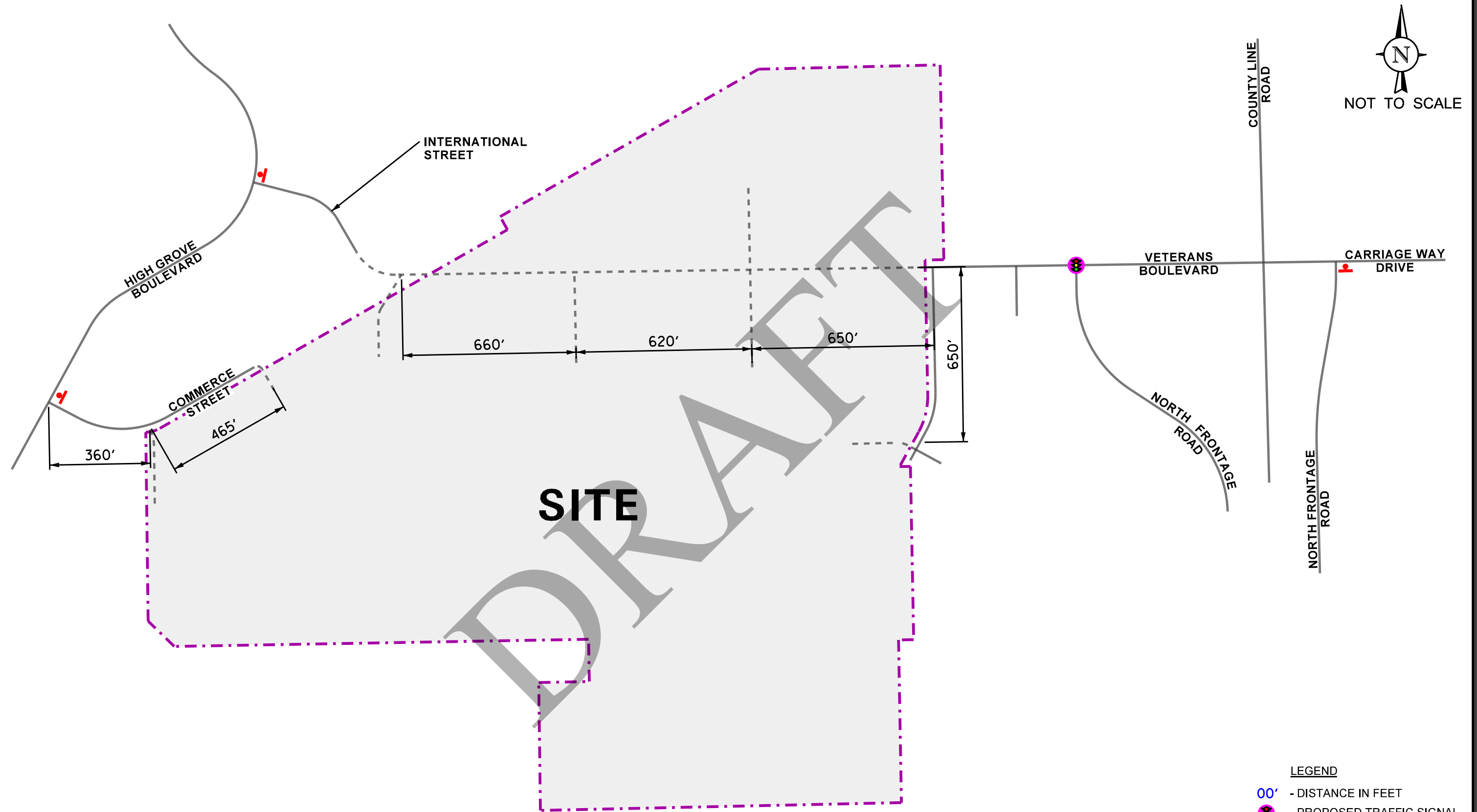


Table 5

ESTIMATED DAILY AND PEAK HOUR TRIP GENERATION

ITE Land - Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
110	General Light Industrial ^{1, 2} (1,199,875 s.f.)	721	99	820	109	671	780	75	75	150	2,281	2,281	4,562
	<i>Industrial Truck Trips</i>	<i>14</i>	<i>15</i>	<i>29</i>	<i>5</i>	<i>6</i>	<i>11</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>150</i>	<i>150</i>	<i>300</i>
	<i>Industrial Employee Trips</i>	<i>713</i>	<i>75</i>	<i>788</i>	<i>86</i>	<i>655</i>	<i>741</i>	<i>50</i>	<i>49</i>	<i>99</i>	<i>2,032</i>	<i>2,032</i>	<i>4,064</i>
215	Single Family Housing, Attached ¹ (72 Units)	8	24	32	23	16	39	25	26	51	249	249	498
	Public Works Facility (68,294 s.f.) ³	22	10	32	10	22	32	5	5	10	40	40	80
	Development Total	751	133	884	142	709	851	105	106	211	2,570	2,570	5,140
1 – Based on ITE's <i>Trip Generation Manual</i> , 11 th Edition 2 – ITE does not provide peak hour rates for light industrial buildings on Saturday. Volumes estimated based on Saturday daily rates and weekday peak hour proportions. 3 – Based on information provided by the Village of Burr Ridge.													

Table 6
ESTIMATED 24-HOUR TRUCK TRIP GENERATION

Hour	General Ligh Industrial (ITE Land-Use Code 110) - 1,199,875 s.f.					
	Weekday Morning			Weekday Evening		
	In	Out	Total	In	Out	Total
12:00	0	0	0	14	13	27
1:00	0	0	0	19	19	38
2:00	0	1	1	16	16	32
3:00	0	0	0	15	12	27
4:00	0	0	0	5	6	11
5:00	0	0	0	1	3	4
6:00	0	0	0	0	0	0
7:00	15	8	23	0	0	0
8:00	14	15	29	0	0	0
9:00	22	24	46	0	0	0
10:00	18	26	44	0	0	0
11:00	11	7	18	0	0	0
Based on daily truck trips (Table 3) and ITE's Hourly Distribution of Entering and Exiting Truck Trips tables.						

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the base 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, weekday evening, and Saturday traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the directional distribution.

- **Figure 7** illustrates the traffic assignment of the residential development trips.
- **Figure 8** illustrates the traffic assignment of the industrial building employee trips.
- **Figure 9** illustrates the traffic assignment of the industrial building truck trips.
- **Figure 10** illustrates the traffic assignment of the new Public Works trips.
- **Figure 11** summarizes the trip generation for the total development.

Background (No-Build) Traffic Volumes

Under no-build and total projected conditions, the existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the area roadways are projected to experience a compounded growth rate of approximately 0.3 percent per year. As such, a total background growth of two percent was added to project Year 2029 conditions (construction year plus five years). The Year 2029 no-build traffic volumes, which include the existing traffic volumes increased by the ambient growth factor, are illustrated in **Figure 12**.

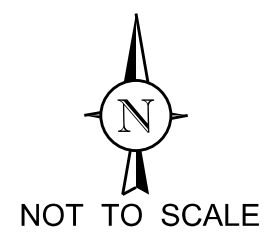
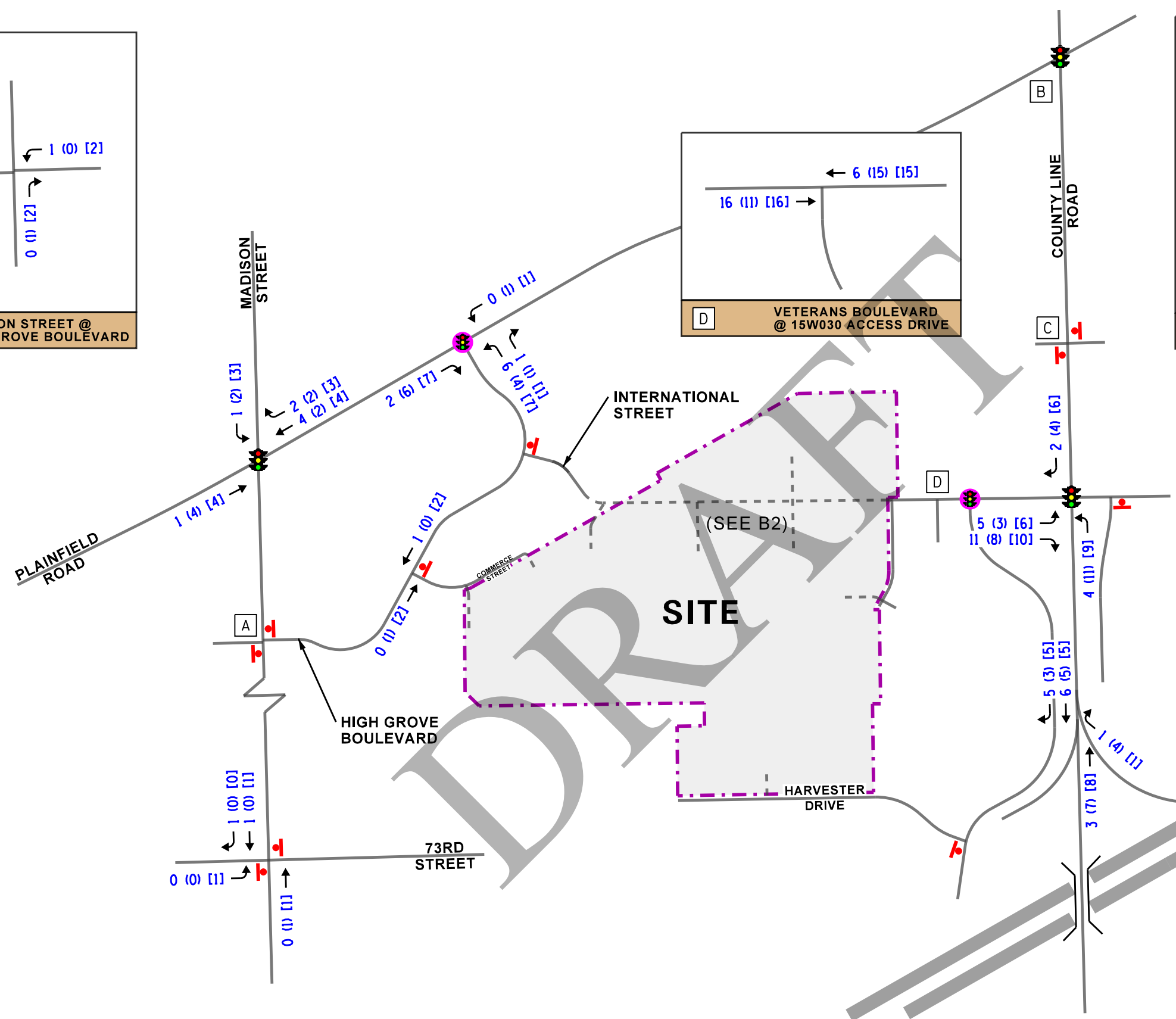
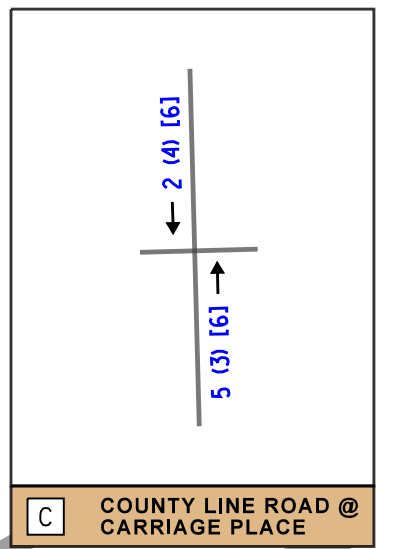
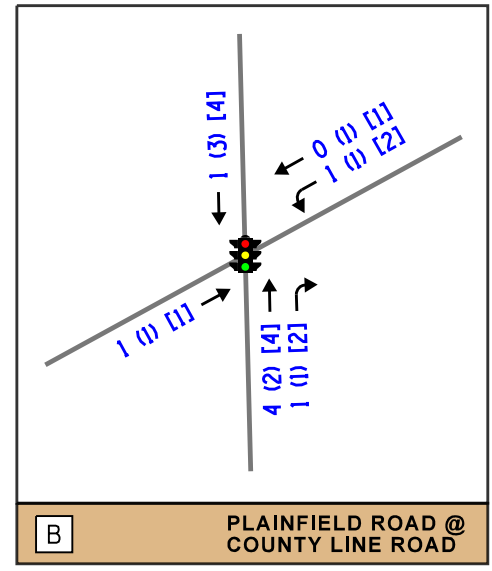
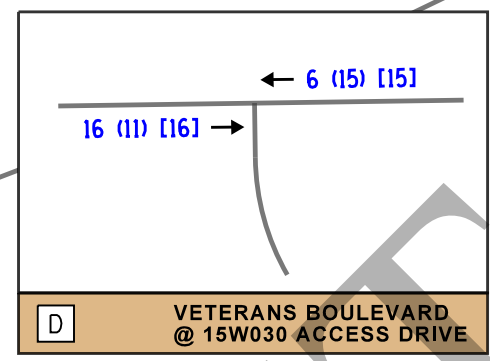
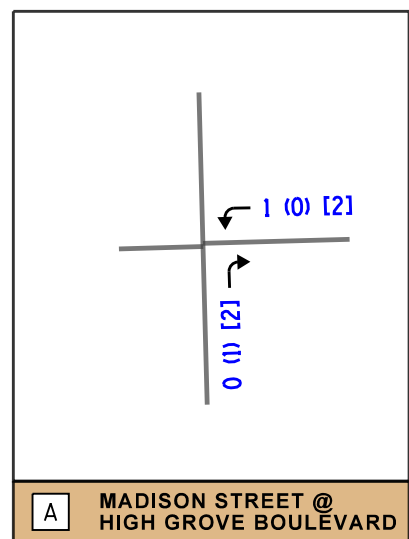
Total Projected Traffic Volumes

The Year 2029 total projected traffic volumes include the Year 2029 no-build traffic volumes (Figure 12) and the volume of traffic expected to be generated by the development (Figures 7 through 11). The Year 2029 total projected traffic volumes are illustrated in **Figure 13**. Figure 13 also includes the removal of the existing traffic generated by CNH Industrial, the removal of the existing traffic generated by the Public Works building (Figure A in the Appendix), and the reassignment of local traffic that may utilize the extension of Veterans Boulevard (Figure B in the Appendix). **Table 7** summarizes the traffic currently being generated by CNH Industrial and the Public Works Department that was removed from the area roadways.

Table 7

EXISTING SITE TRAFFIC TO BE REMOVED

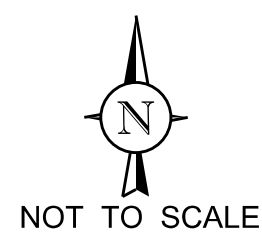
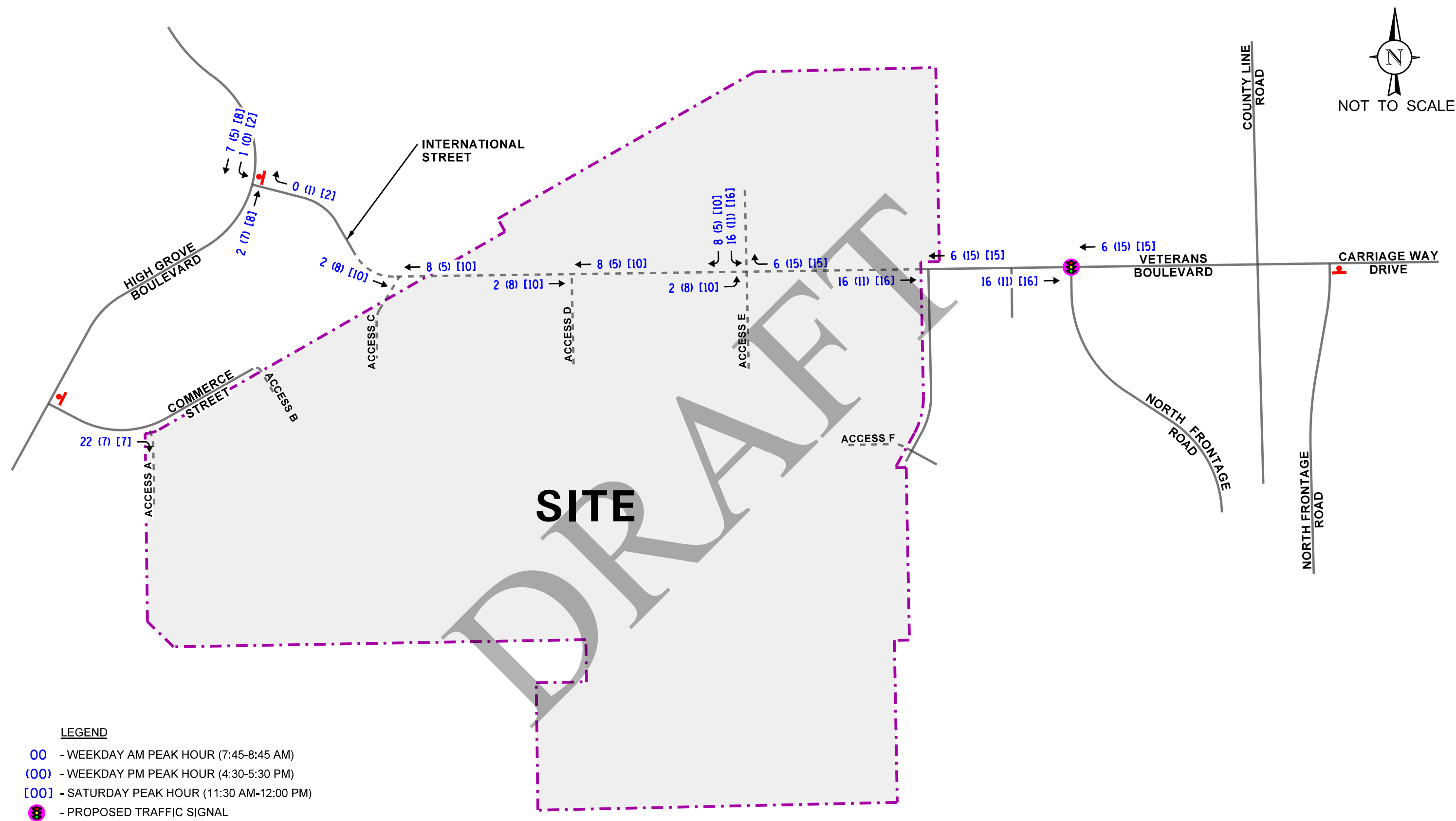
Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
CNH Industrial	187	16	203	15	165	180	1	1	2
Truck Trips	3	3	6	0	1	1	0	0	0
Passenger Vehicle Trips	184	13	197	15	164	179	1	1	2
Public Works Department	6	7	13	3	4	7	6	6	12
Truck Trips	1	4	5	0	0	0	0	0	0
Passenger Vehicle Trips	5	3	8	3	4	7	6	6	12

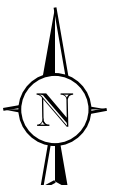
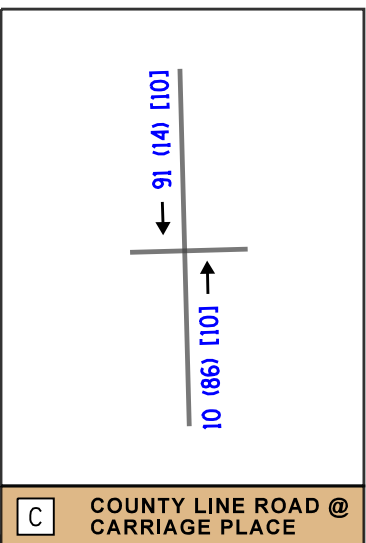
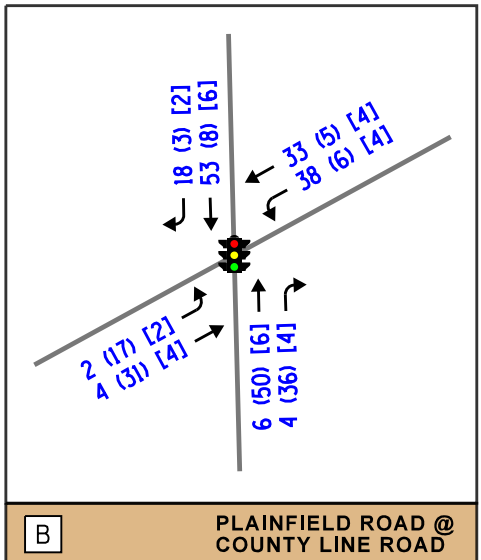
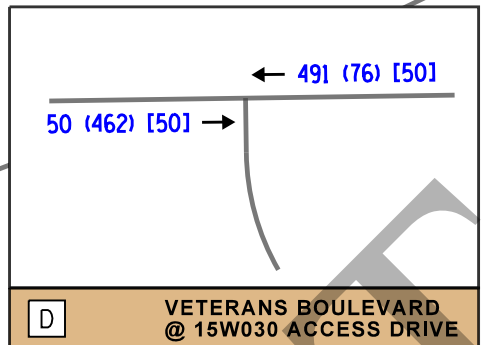
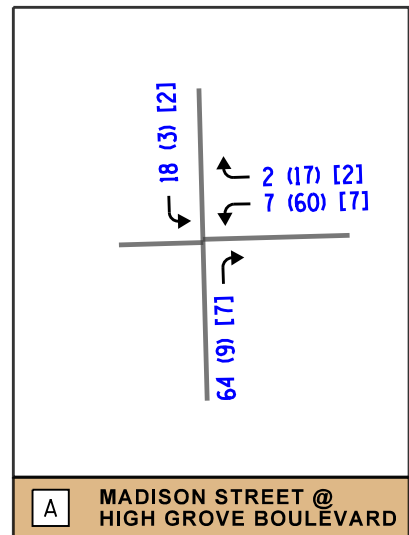


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 - (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
 - [00] - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)
 - PROPOSED TRAFFIC SIGNAL

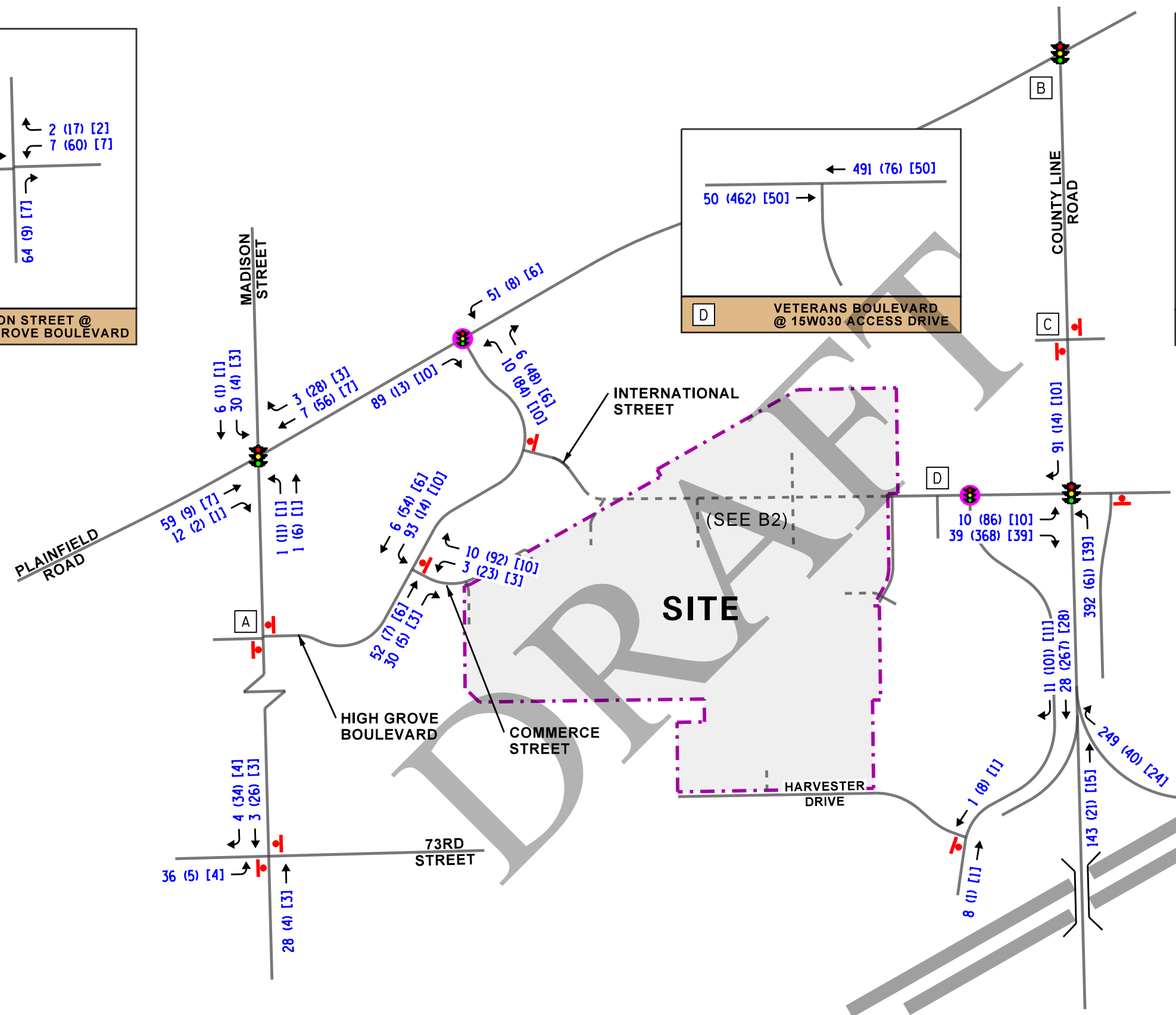
CNH INDUSTRIAL CAMPUS
BURR RIDGE, ILLINOIS

RESIDENTIAL TRAFFIC VOLUMES





NOT TO SCALE

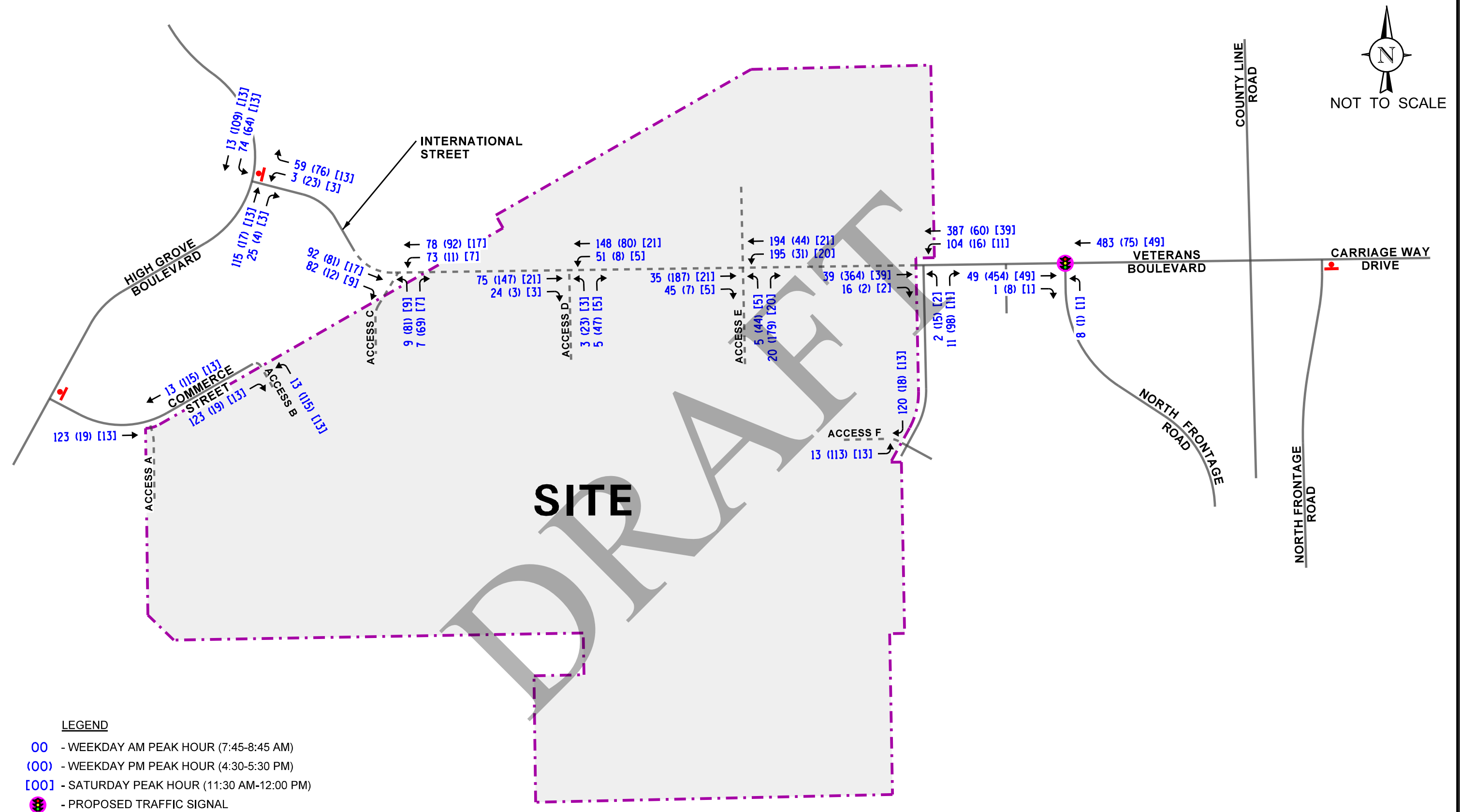


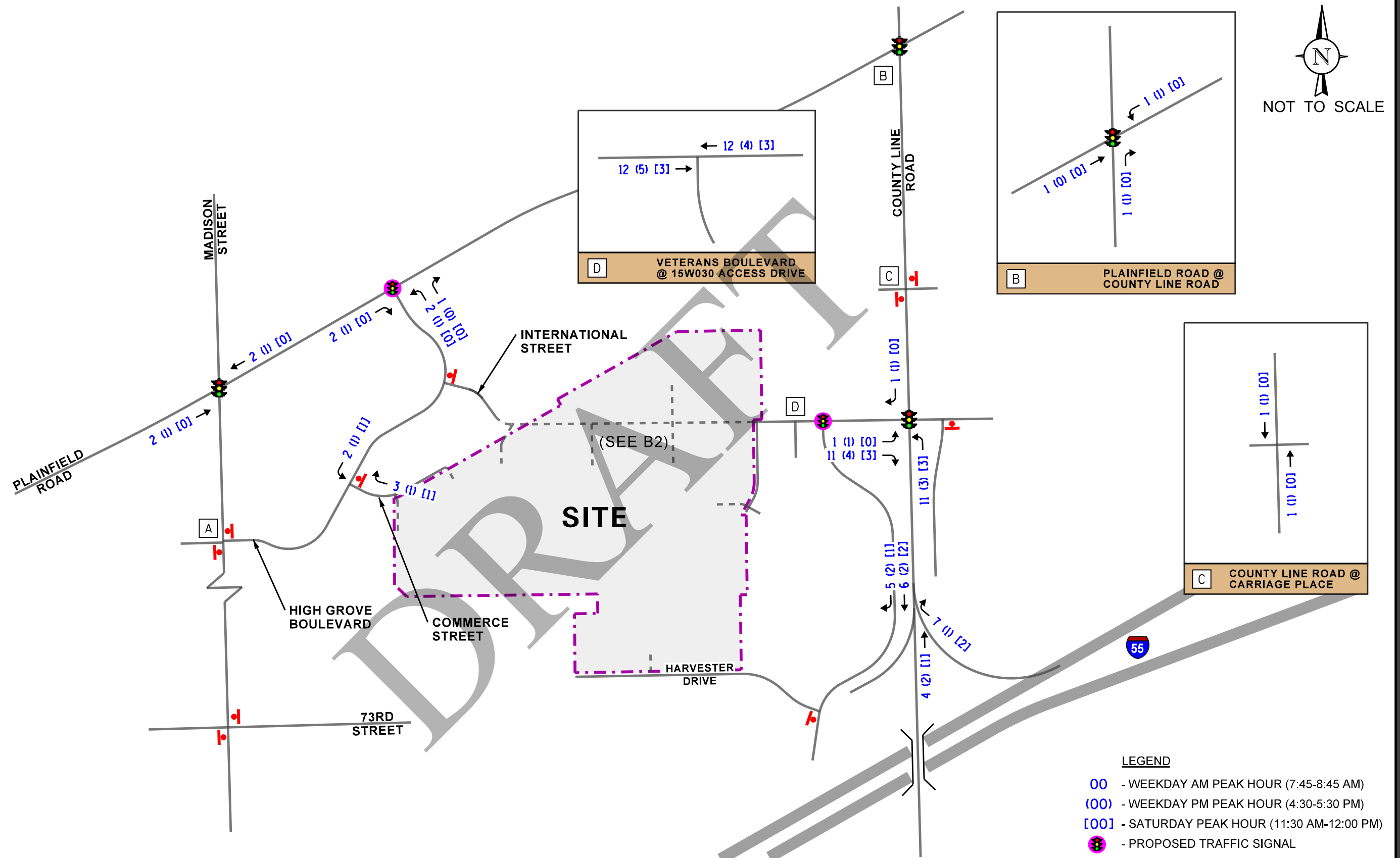
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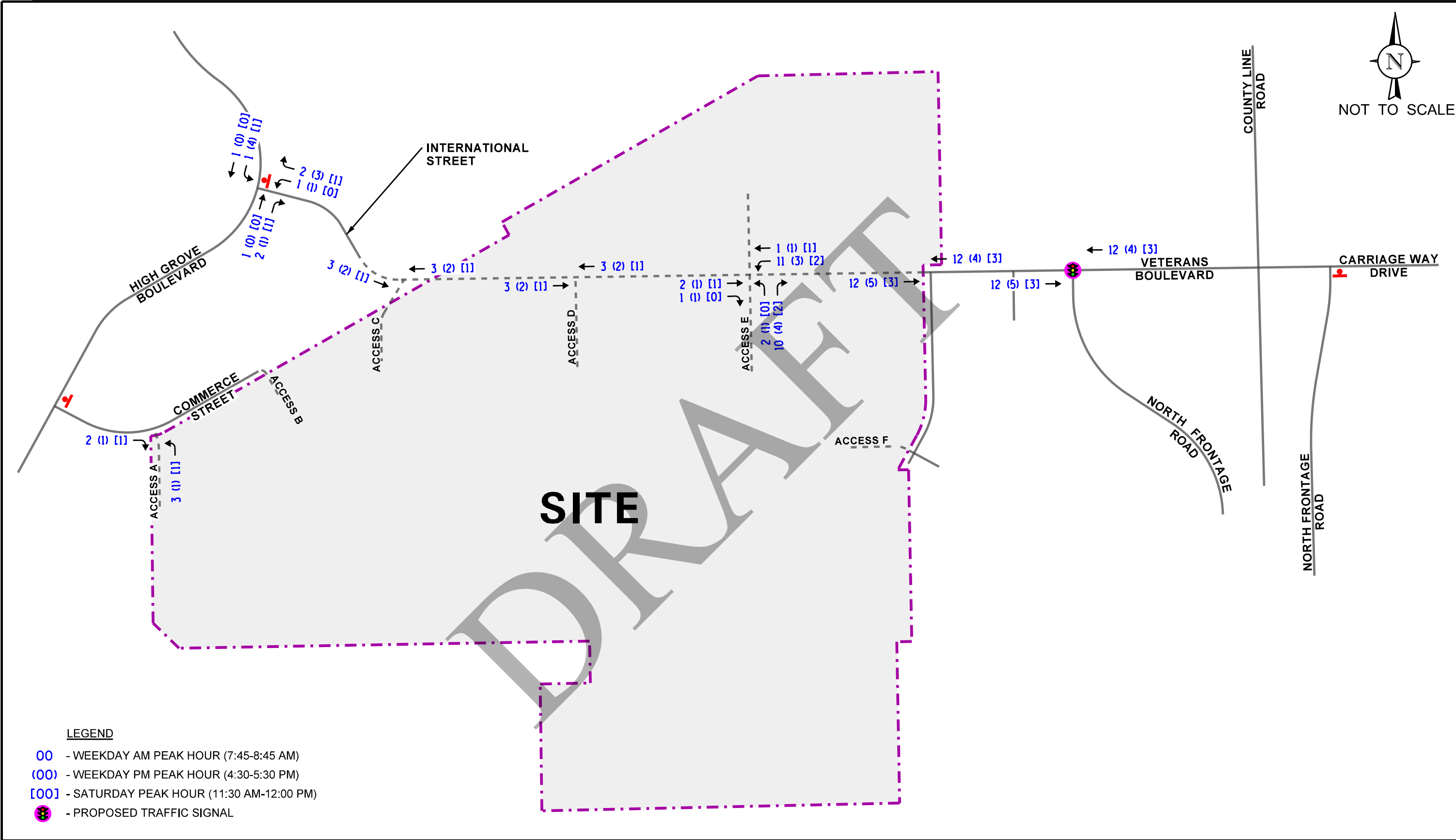
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- PROPOSED TRAFFIC SIGNAL

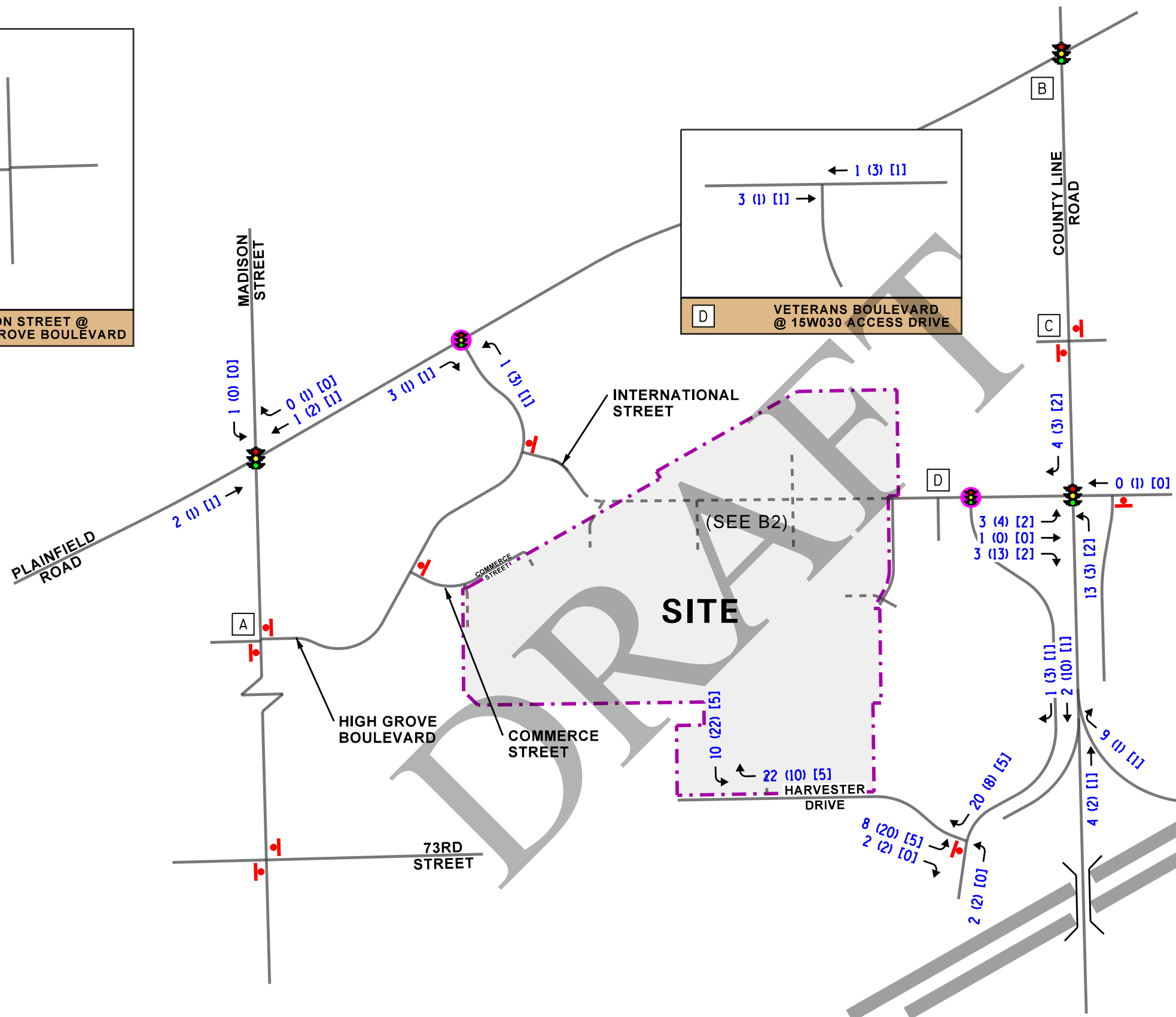
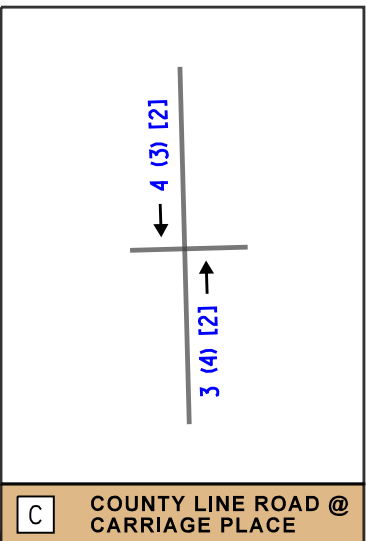
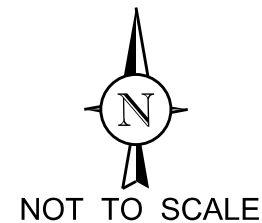
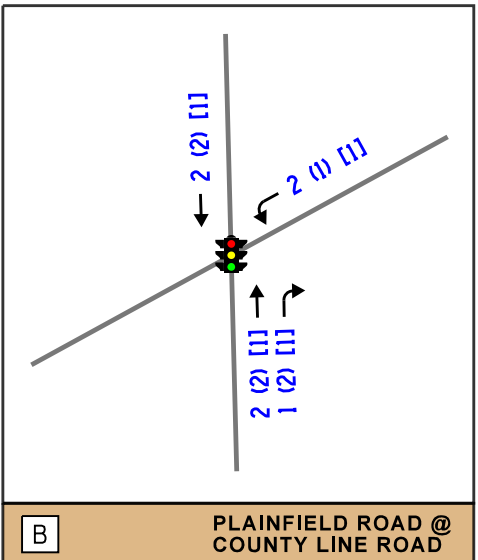
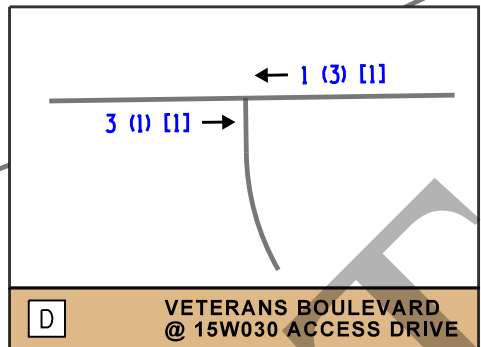
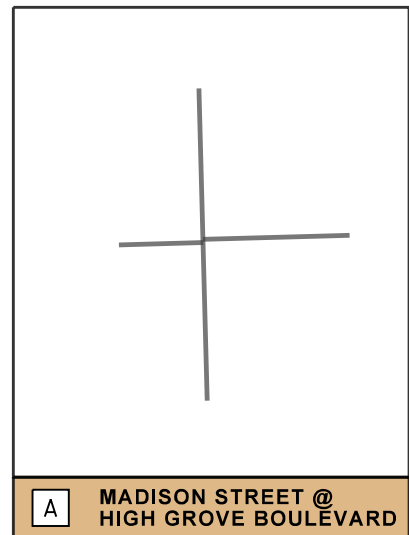
CNH INDUSTRIAL CAMPUS
BURR RIDGE, ILLINOIS

INDUSTRIAL TRAFFIC VOLUMES
EMPLOYEES





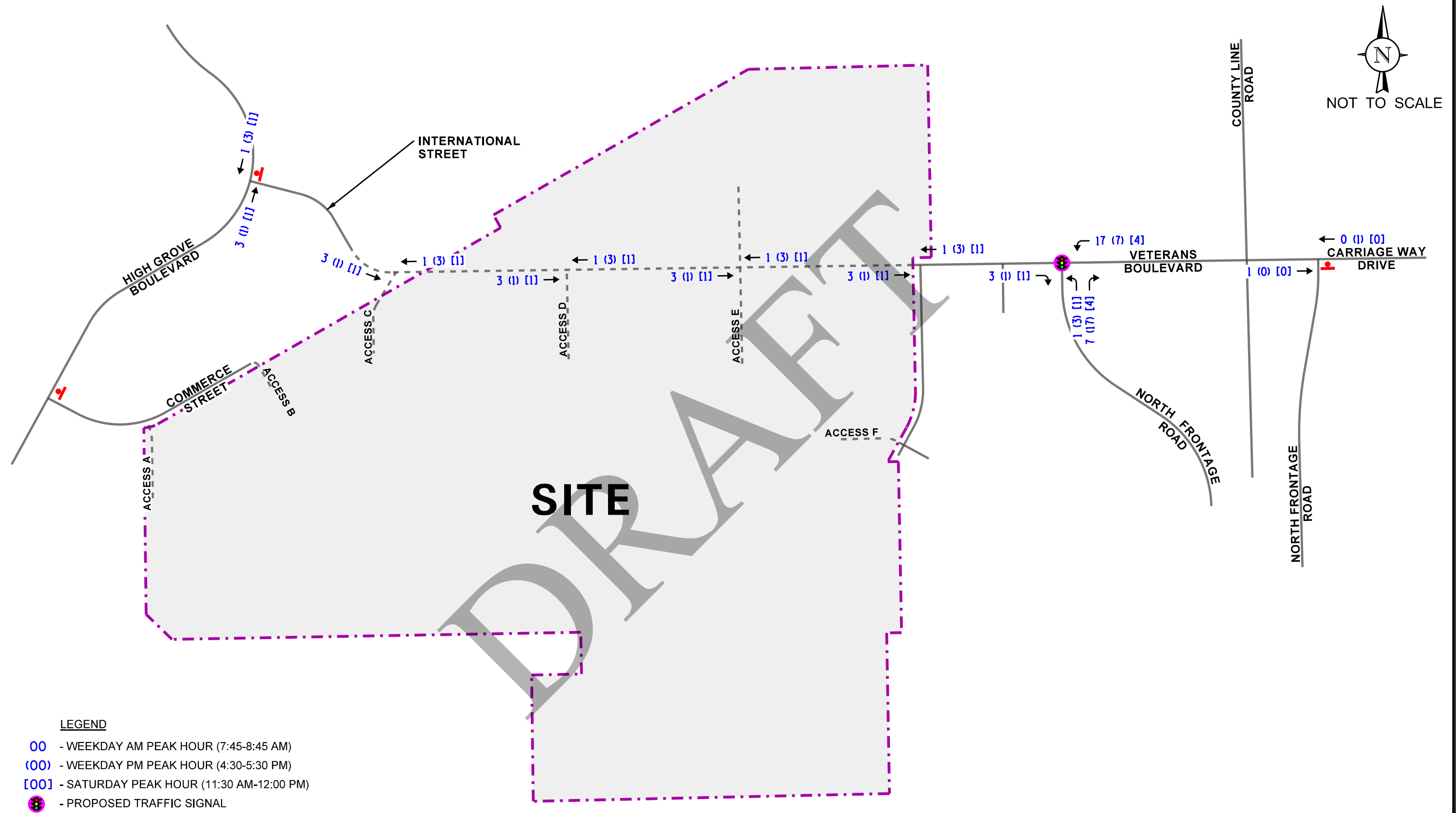


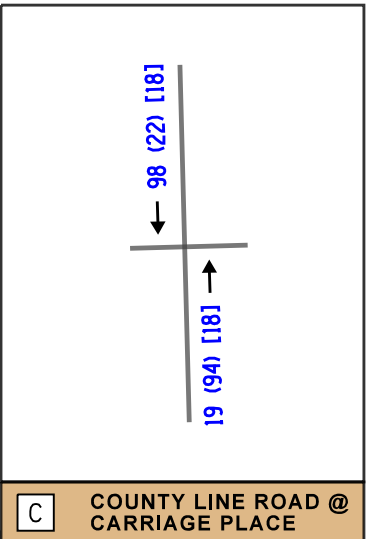
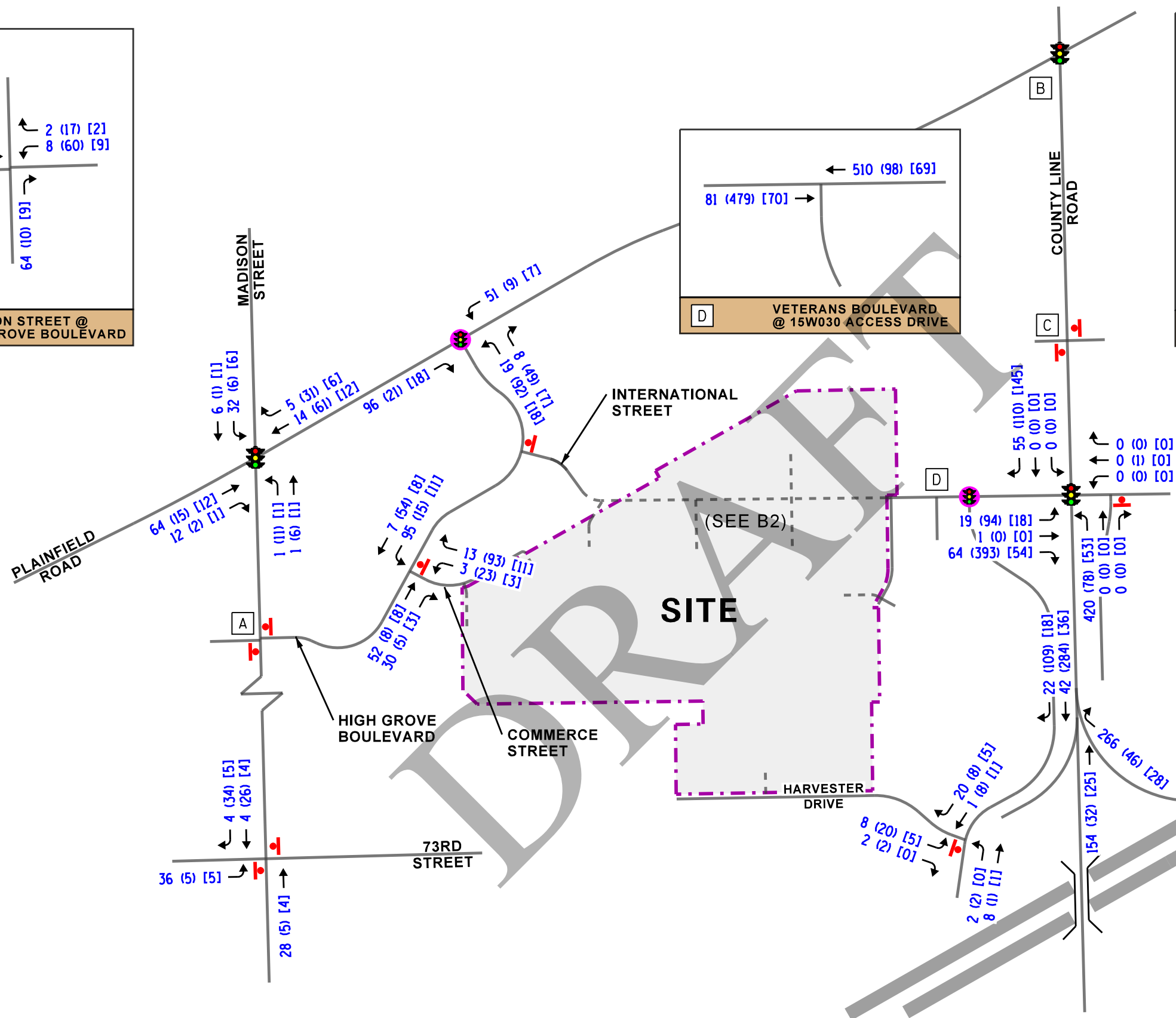
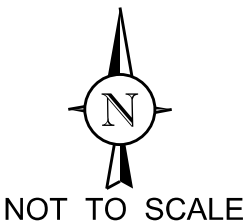
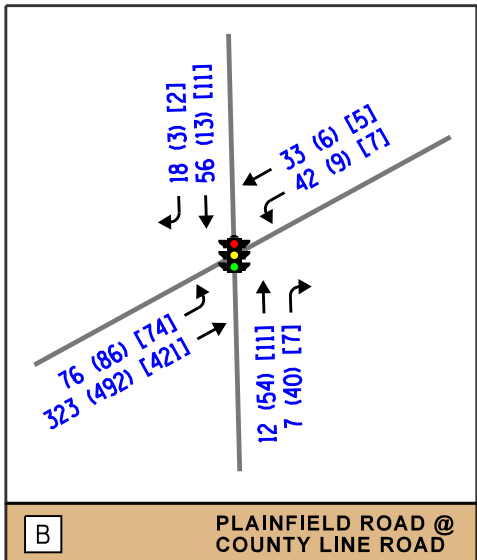
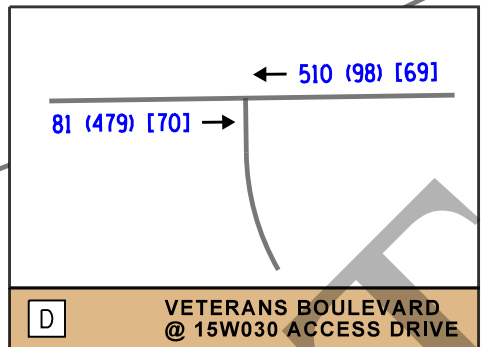
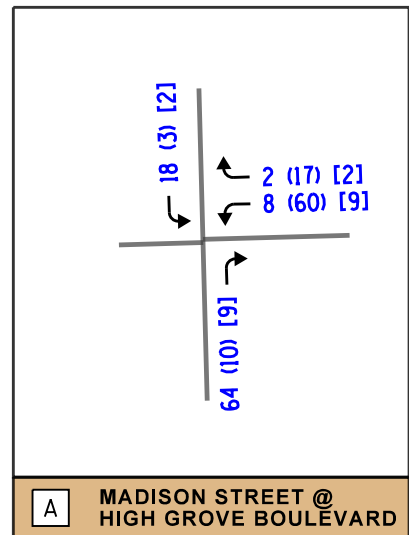


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 - (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
 - [00] - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)
 - PROPOSED TRAFFIC SIGNAL

CNH INDUSTRIAL CAMPUS
BURR RIDGE, ILLINOIS

NEW PUBLIC WORKS BUILDING TRAFFIC VOLUMES

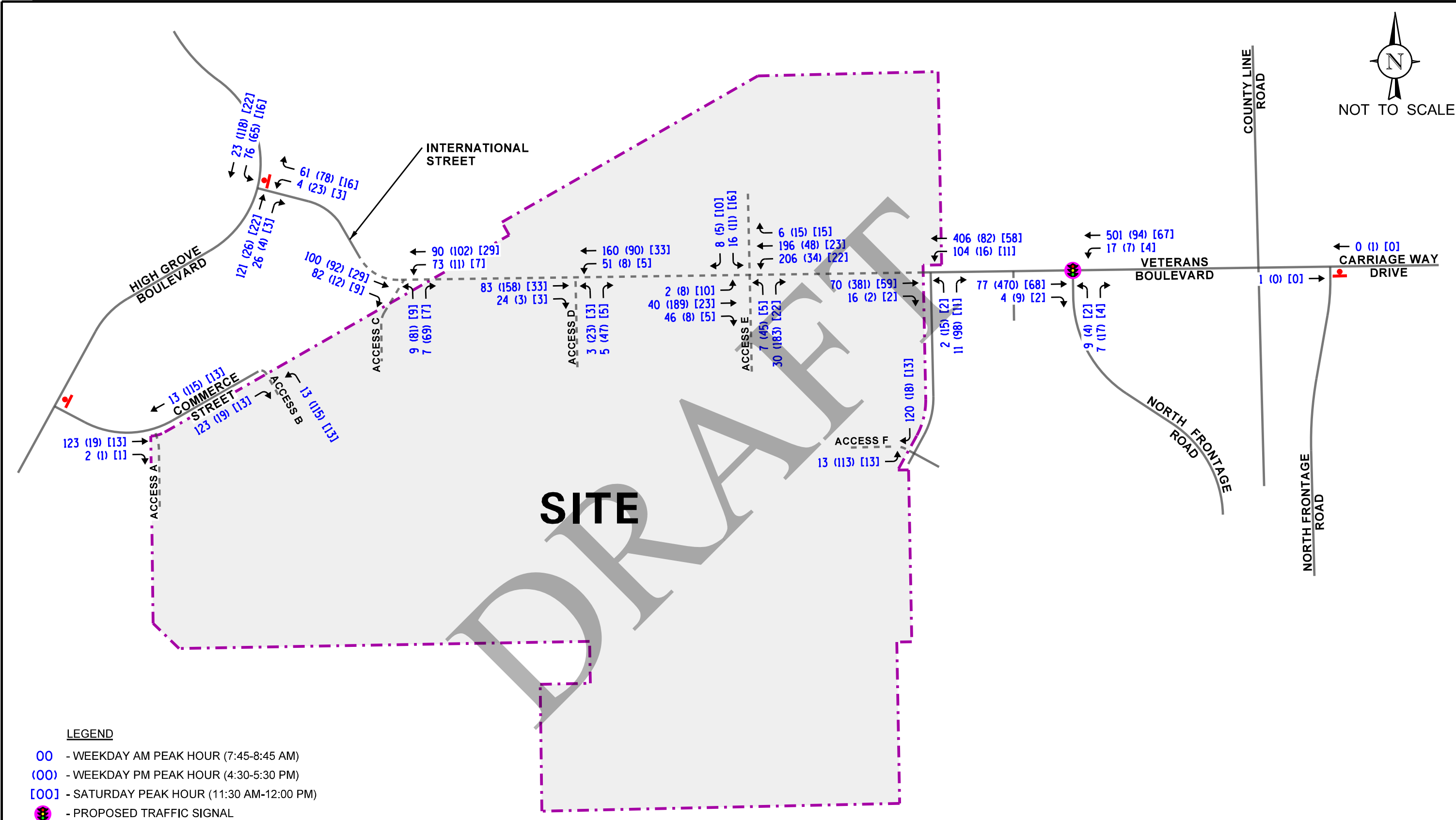


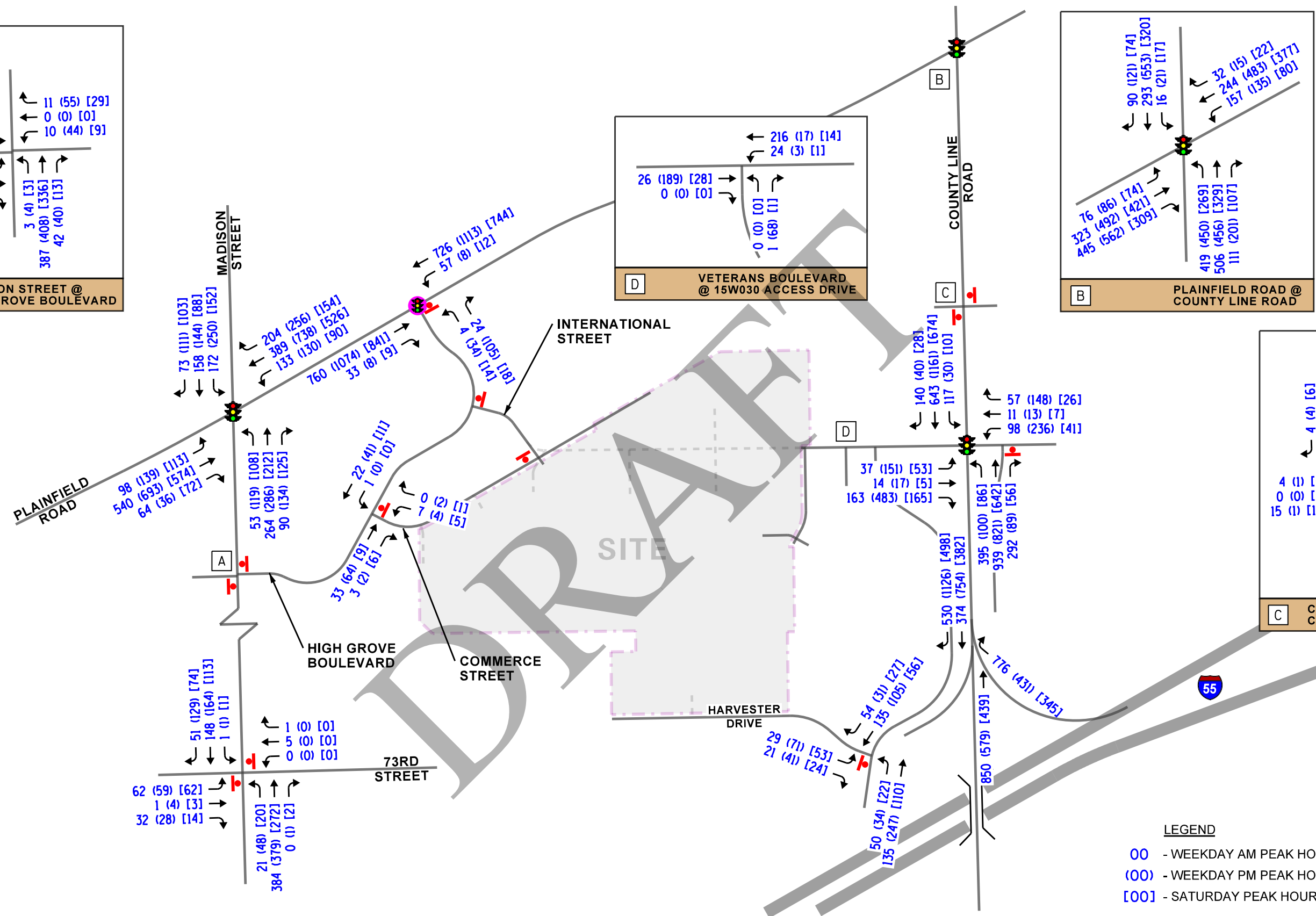
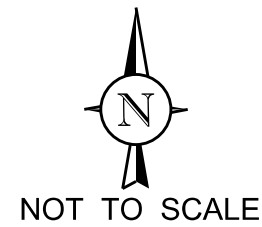
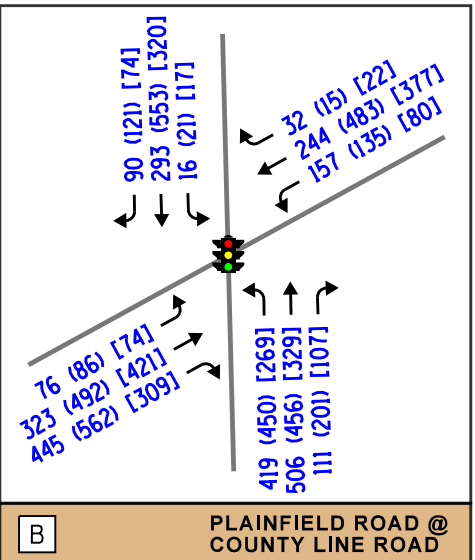
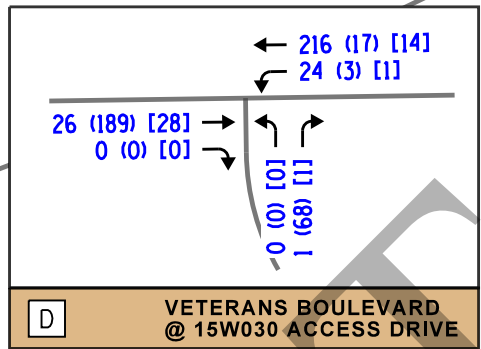
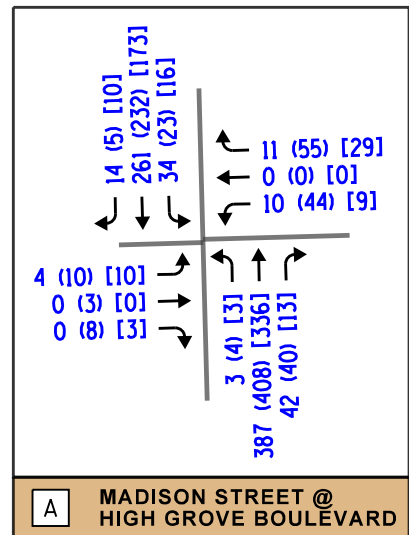


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 - 🚦 - PROPOSED TRAFFIC SIGNAL

CNH INDUSTRIAL CAMPUS
BURR RIDGE, ILLINOIS

TOTAL DEVELOPMENT TRAFFIC VOLUMES



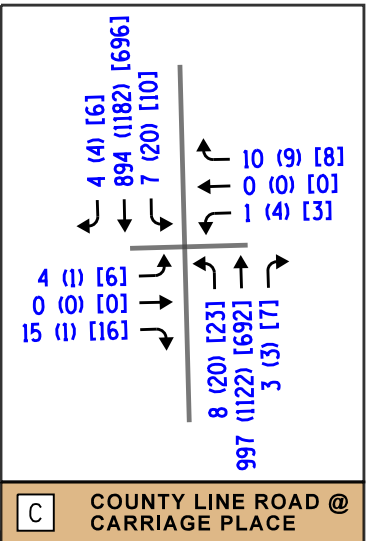
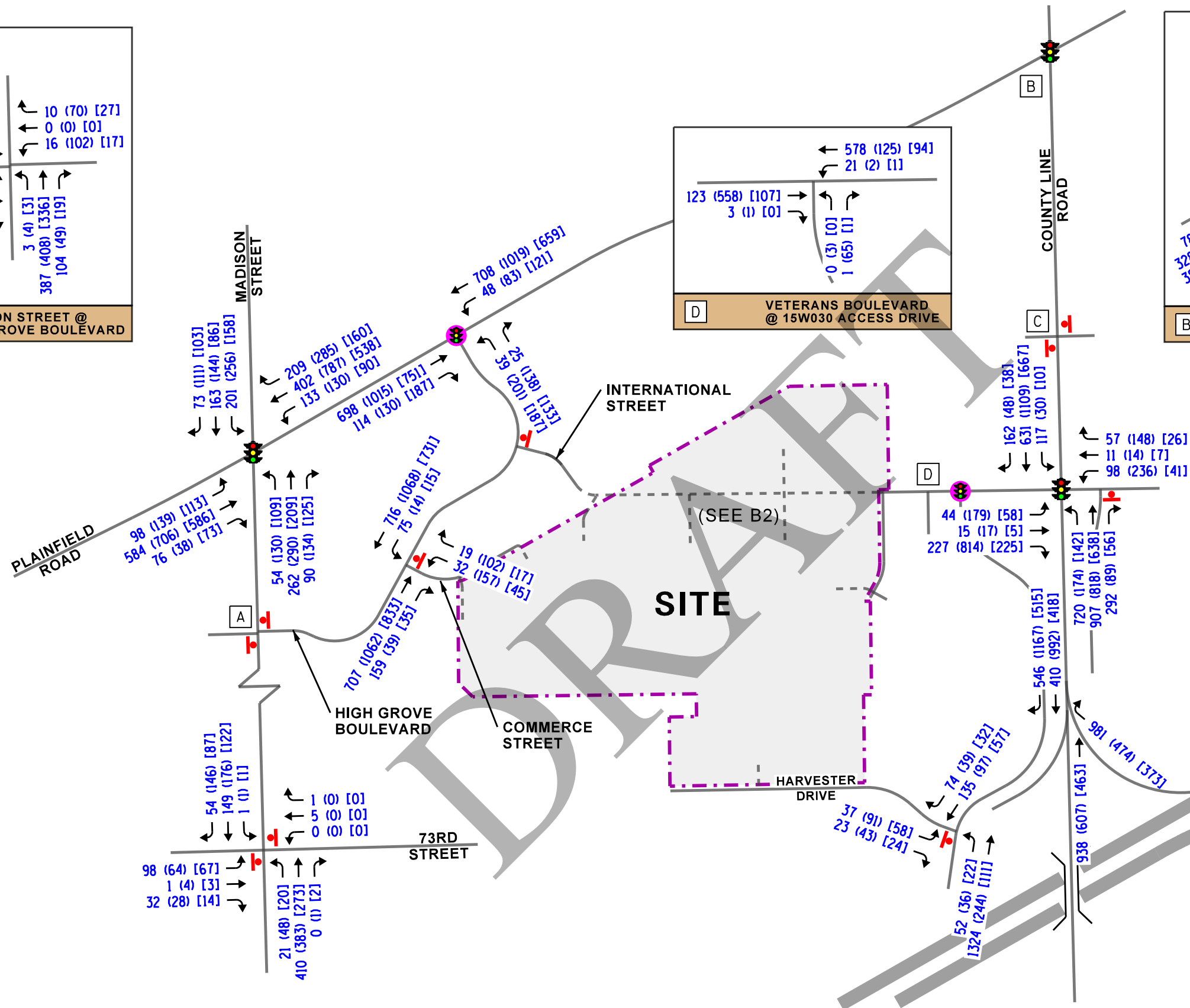
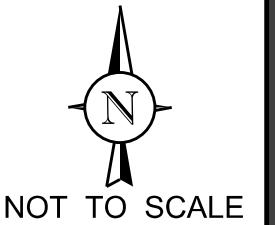
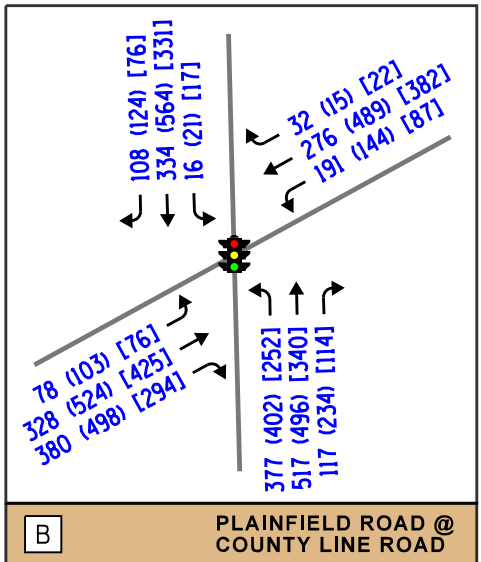
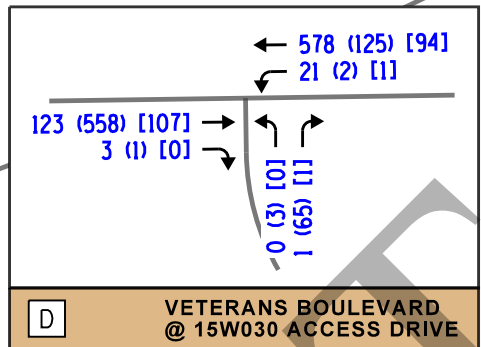
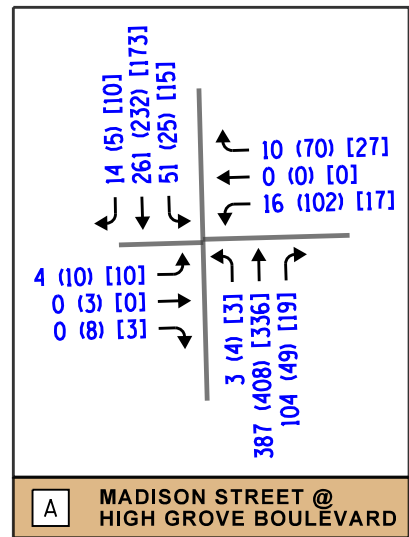


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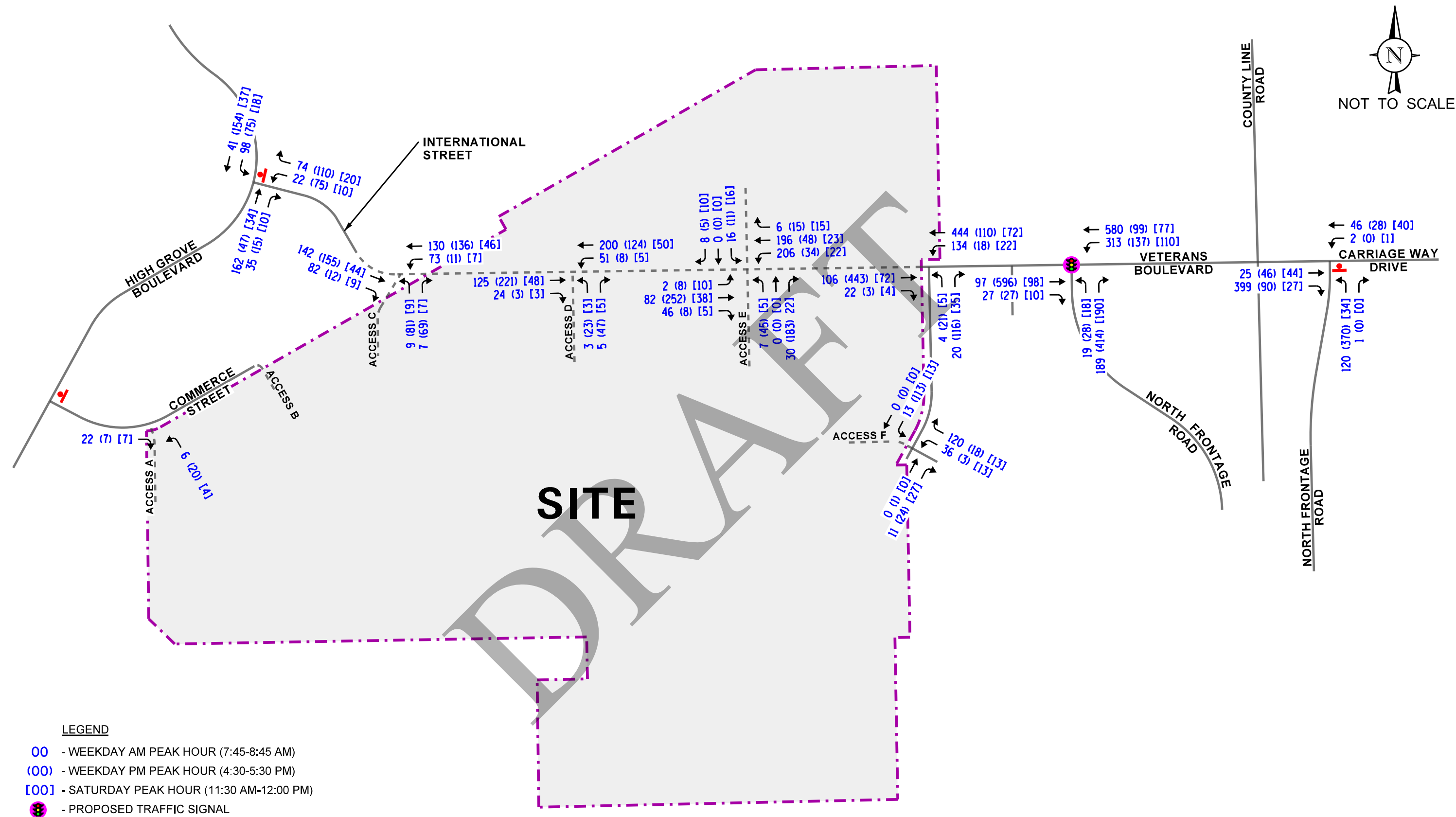
YEAR 2029 NO-BUILD TRAFFIC VOLUMES





LEGEND

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- (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)
- PROPOSED TRAFFIC SIGNAL



5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing, Year 2029 no-build, and Year 2029 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual and field-measured lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2029 no-build, and Year 2029 total projected conditions are presented in **Tables 8** through **15**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 8

CAPACITY ANALYSIS RESULTS – PLAINFIELD ROAD WITH COUNTY LINE ROAD

Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Morning	C	C		C	C		C	C		B	D		C 30.0
	20.4	30.5		28.0	27.9		31.2	24.9		19.7	43.1		
		C-29.6			C-27.9			C-27.4			D-41.9		
Weekday Evening	C	F		D	D		D	C		B	D		D 54.0
	26.8	88.9		39.8	40.5		49.7	22.2		18.6	50.8		
		F-84.2			D-40.4			C-33.4			D-49.8		
Saturday Midday	B	C		C	C		C	C		B	C		C 26.3
	18.5	28.3		20.5	28.0		22.0	20.6		16.4	33.4		
		C-27.4			C-26.8			C-21.1			C-32.7		
Weekday Morning	C	C		C	C		C	C		B	D		C 32.3
	22.6	34.1		33.8	30.3		33.8	23.9		19.2	41.4		
		C-33.1			C-31.6			C-28.3			D-40.5		
Weekday Evening	C	F		D	D		D	C		B	D		E 57.8
	27.1	99.1		40.6	41.2		52.4	22.4		18.8	51.9		
		F-93.7			D-41.1			C-34.6			D-50.9		
Saturday Midday	B	C		C	C		C	C		B	C		C 26.7
	18.8	29.0		21.0	28.5		22.2	20.6		16.4	33.6		
		C-28.1			C-27.2			C-21.2			C-32.9		
Weekday Morning	C	D		C	C		C	C		B	D		C 32.8
	22.8	35.6		34.7	30.8		33.1	25.2		19.6	41.6		
		C-34.3			C-32.3			C-28.2			D-40.8		
Weekday Evening	C	F		D	D		D	C		B	D		D 52.8
	27.1	88.2		40.5	40.2		46.9	23.7		19.0	51.1		
		F-82.7			D-40.3			C-32.0			D-50.2		
Saturday Midday	B	C		C	C		C	C		B	C		C 27.2
	18.4	29.9		20.9	28.1		22.7	21.4		16.5	34.1		
		C-28.8			C-26.8			C-21.8			C-33.4		

CAPACITY ANALYSIS RESULTS - COUNTY LINE ROAD WITH VETERANS BOULEVARD AND CARRIAGE WAY

1 – Includes recommended intersection improvements

Table 10
CAPACITY ANALYSIS RESULTS – PLAINFIELD ROAD WITH MADISON STREET

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	B	C	C	C	C	E	C	C	C 32.7
		16.8	28.0	21.6	26.8	21.3	62.7	29.2	32.8	
		C - 26.5		C - 25.9		E - 57.3		C - 31.3		
	Weekday Evening	C	C	B	C	C	E	E	C	C 33.7
		22.9	28.7	14.6	26.1	20.9	59.1	59.0	32.1	
		C - 27.8		C - 24.8		D - 50.7		D - 45.4		
	Saturday Midday	B	C	B	C	B	D	C	C	C 26.7
		15.0	24.0	10.9	23.2	19.9	50.8	24.1	25.3	
		C - 22.7		C - 21.8		D - 43.3		C - 24.7		
	Weekday Morning	B	C	C	C	C	E	C	C	C 33.2
		17.1	28.5	22.0	27.4	21.2	63.4	29.3	32.8	
No-build Conditions		C - 26.9		C - 26.4		E - 57.9		C - 31.3		
	Weekday Evening	C	C	B	C	C	E	E	C	C 34.7
		24.6	29.1	14.9	26.8	21.0	60.6	64.2	32.4	
		C - 28.1		C - 25.4		D - 51.9		D - 48.2		
	Saturday Midday	B	C	B	C	B	D	C	C	C 26.9
		15.3	24.4	10.8	23.4	19.8	51.2	24.2	25.5	
		C - 23.1		C - 21.9		D - 43.6		C - 24.9		
	Weekday Morning	B	C	C	C	C	E	C	C	C 33.6
		17.3	29.7	22.2	26.1	21.4	66.3	31.6	33.0	
		C - 28.1		C - 25.4		E - 60.3		C - 32.3		
Projected Conditions	Weekday Evening	C	C	B	C	C	E	E	C	D 36.4
		27.7	29.3	16.2	29.3	21.4	61.6	71.7	32.6	
		C - 29.1		C - 27.9		D - 52.2		D - 52.2		
	Saturday Midday	B	C	B	C	B	D	C	C	C 27.3
		15.4	23.3	12.0	24.8	19.8	51.0	24.5	25.2	
		C - 23.3		C - 23.3		D - 43.4		C - 24.9		

Table 11

CAPACITY ANALYSIS RESULTS – VETERANS BOULEVARD WITH THE NORTH FRONTAGE ROAD

Projected Conditions							
Peak Hour	Eastbound		Westbound		Northbound		Overall
	T/R		L	T	L	R	
Weekday Morning	C 30.6		A 1.8	A 1.5	D 45.3	A 1.0	A 5.1
			A – 1.6		A – 5.0		
			A 5.1	A 4.4	C 34.3	B 14.5	
Weekday Evening	B 18.1		A – 4.6		B – 15.1		B 14.7
Saturday Midday	A 6.8		B 16.8	B 17.2	D 44.9	A 6.4	
			B – 17.1		A – 9.7		

Table 12

CAPACITY ANALYSIS RESULTS – PLAINFIELD ROAD WITH HIGH GROVE BOULEVARD

Projected Conditions												
Peak Hour	Eastbound			Westbound			Northbound			Overall		
	T		R		L		T		L			R
Weekday Morning	A		A		A		A		E		B	A 3.3
	2.7		0.1		1.8		2.1		56.5		16.5	
	A – 2.2			A – 2.1			D – 41.1					
Weekday Evening	A		A		A		A		D		A	A 9.2
	7.4		0.1		2.1		5.6		50.0		8.0	
	A – 7.2			A – 5.5			C – 33.4					
Saturday Midday	A		A		A		A		D		B	A 4.8
	4.7		1.2		1.4		2.3		45.5		18.6	
	A – 4.6			A – 2.2			D – 38.1					

Table 13

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
County Line Road with Carriage Place¹						
• Eastbound Approach	B	14.0	C	24.8	B	13.5
• Westbound Approach	B	13.4	C	19.1	B	13.4
• Northbound Left Turn	A	9.8	B	11.9	A	9.4
• Southbound Left Turn	B	10.4	B	11.1	A	9.3
Plainfield Road with High Grove Boulevard¹						
• Northbound Left Turn	E	35.5	F	75.2	D	32.0
• Northbound Right Turn	B	11.3	B	14.6	B	11.6
• Westbound Left Turn	A	9.9	B	10.7	A	9.8
Madison Street with High Grove Boulevard¹						
• Eastbound Approach	C	17.4	C	17.5	B	13.4
• Westbound Left Turn	C	18.3	C	21.8	B	14.2
• Westbound Right Turn	B	11.5	B	12.1	B	10.4
• Northbound Left Turn	A	7.8	A	7.8	A	7.6
• Southbound Left Turn	A	8.4	A	8.6	A	8.0
Madison Street with 73rd Street¹						
• Eastbound Left Turn	C	16.6	C	20.2	B	13.1
• Eastbound Right Turn	A	9.4	A	8.2	A	8.9
• Westbound Approach	B	14.5	--	--	B	14.3
• Northbound Left Turn	A	7.8	A	8.2	A	7.7
• Southbound Left Turn	A	8.1	A	8.2	A	9.1
High Grove Boulevard with Commerce Street¹						
• Westbound Approach	A	9.6	A	9.0	A	8.6
• Southbound Left Turn	A	7.3	--	--	--	--
High Grove Boulevard with International Street¹						
• Westbound Approach	A	9.3	A	9.2	A	8.4
• Southbound Left Turn	A	7.6	A	7.5	A	7.2
Commerce Street with International Street¹						
• Eastbound Left Turn	--	--	A	7.5	A	7.2
• Northbound Approach	--	--	A	8.6	A	--
• Southbound Approach	A	8.6	A	9.0	A	--
LOS = Level of Service			1 – Two-way stop control			
Delay is measured in seconds.			2 – All-way stop control			

Table 13 - Continued

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Veterans Boulevard with Veterans Boulevard²						
• Overall	A	8.8	A	7.4	A	7.1
• Eastbound Approach	A	7.2	A	8.0	--	--
• Westbound Approach	A	9.1	A	8.0	A	8.0
• Northbound Approach	A	7.1	A	7.1	A	6.6
Veterans Boulevard with the North I-55 Frontage Road²						
• Overall	B	10.5	C	22.7	A	8.7
• Eastbound Approach	A	9.4	B	13.2	A	8.2
• Westbound Approach	B	10.4	B	12.2	A	8.9
• Northbound Approach	B	10.9	D	32.2	A	8.7
Veterans Boulevard with 15W030 Office Access¹						
• Westbound Left Turn	A	7.3	A	7.7	A	8.4
• Northbound Approach	A	8.4	A	9.3	A	7.3
The North I-55 Frontage Road with Harvester Drive						
• Eastbound Left Turn	B	12.0	B	14.1	B	10.5
• Eastbound Right Turn	A	9.1	A	9.2	A	8.7
• Northbound Left Turn	A	7.8	A	7.6	A	7.4
Carriage Way with the North I-55 Frontage Road²						
• Westbound Left Turn	A	8.3	--	--	A	7.3
• Northbound Approach	A	9.8	B	12.7	A	9.3
LOS = Level of Service			1 – All-way stop control			
Delay is measured in seconds.			2 – Two-way stop control			

Table 14

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
County Line Road with Carriage Place¹						
• Eastbound Approach	B	14.1	C	24.8	B	13.5
• Westbound Approach	B	13.6	C	19.1	B	13.4
• Northbound Left Turn	A	9.8	B	11.9	A	9.4
• Southbound Left Turn	B	10.5	B	11.1	A	9.3
Plainfield Road with High Grove Boulevard¹						
• Northbound Left Turn	E	36.6	F	75.2	D	32.0
• Northbound Right Turn	B	11.4	B	14.6	B	11.6
• Westbound Left Turn	A	10.0	B	10.7	A	9.8
Madison Street with High Grove Boulevard¹						
• Eastbound Approach	C	17.4	C	17.5	B	13.4
• Westbound Left Turn	C	18.6	C	21.8	B	14.2
• Westbound Right Turn	B	11.6	B	12.1	B	10.4
• Northbound Left Turn	A	7.8	A	7.8	A	7.6
• Southbound Left Turn	A	8.4	A	8.6	A	8.0
Madison Street with 73rd Street¹						
• Eastbound Left Turn	C	16.9	C	20.2	B	13.1
• Eastbound Right Turn	A	9.4	A	9.5	A	8.9
• Westbound Approach	B	14.7	--	--	B	14.3
• Northbound Left Turn	A	7.8	A	8.2	A	7.7
• Southbound Left Turn	A	8.1	A	8.2	A	9.1
High Grove Boulevard with Commerce Street¹						
• Westbound Approach	A	9.6	A	9.0	A	8.6
• Southbound Left Turn	A	7.3	--	--	--	--
High Grove Boulevard with International Street¹						
• Westbound Approach	A	9.3	A	9.2	A	8.4
• Southbound Left Turn	A	7.6	A	7.5	A	7.2
Commerce Street with International Street¹						
• Eastbound Left Turn	--	--	A	7.5	A	7.2
• Northbound Approach	--	--	A	8.6	A	--
• Southbound Approach	A	8.6	A	9.0	A	--
LOS = Level of Service			1 – Two-way stop control			
Delay is measured in seconds.			2 – All-way stop control			

Table 14 - Continued

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Veterans Boulevard with Veterans Boulevard²						
• Overall	A	8.8	A	7.4	A	7.1
• Eastbound Approach	A	7.2	A	8.0	--	--
• Westbound Approach	A	9.1	A	8.0	A	8.0
• Northbound Approach	A	7.1	A	7.1	A	6.6
Veterans Boulevard with the North I-55 Frontage Road²						
• Overall	B	10.5	C	22.7	A	8.8
• Eastbound Approach	A	9.4	B	13.2	A	8.2
• Westbound Approach	B	10.4	B	12.2	A	9.0
• Northbound Approach	B	10.9	D	32.2	A	8.7
Veterans Boulevard with 15W030 Office Access¹						
• Westbound Left Turn	A	7.3	A	7.7	A	8.4
• Northbound Approach	A	8.4	A	9.3	A	7.3
The North I-55 Frontage Road with Harvester Drive						
• Eastbound Left Turn	B	12.0	B	14.1	B	10.5
• Eastbound Right Turn	A	9.2	A	9.2	A	8.7
• Northbound Left Turn	A	7.8	A	7.6	A	7.4
Carriage Way with the North I-55 Frontage Road²						
• Westbound Left Turn	A	8.3	--	--	A	7.3
• Northbound Approach	A	9.8	B	12.7	A	9.3
LOS = Level of Service			1 – All-way stop control			
Delay is measured in seconds.			2 – Two-way stop control			

Table 15

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
County Line Road with Carriage Place¹						
• Eastbound Approach	B	14.2	C	24.1	B	13.5
• Westbound Approach	B	13.4	C	19.4	B	13.5
• Northbound Left Turn	A	9.9	B	11.6	A	9.4
• Southbound Left Turn	B	10.3	B	11.2	A	9.3
Madison Street with High Grove Boulevard¹						
• Eastbound Approach	C	19.2	C	18.2	B	13.4
• Westbound Left Turn	C	18.6	D	30.1	B	14.2
• Westbound Right Turn	B	11.3	B	12.4	B	10.4
• Northbound Left Turn	A	7.8	A	7.8	A	7.6
• Southbound Left Turn	A	8.6	A	8.6	A	8.1
Madison Street with 73rd Street¹						
• Eastbound Left Turn	C	19.6	C	21.7	B	13.2
• Eastbound Right Turn	A	9.4	A	9.6	A	8.9
• Westbound Approach	B	15.2	--	--	B	14.4
• Northbound Left Turn	A	7.8	A	8.4	A	7.7
• Southbound Left Turn	A	8.2	A	8.2	A	9.1
High Grove Boulevard with Commerce Street¹						
• Westbound Approach	B	10.0	A	9.8	A	8.6
• Southbound Left Turn	A	7.7	A	7.5	A	7.3
High Grove Boulevard with International Street¹						
• Westbound Approach	B	13.1	B	11.0	A	8.9
• Southbound Left Turn	A	7.7	A	7.7	A	7.3
Commerce Street with Access Drive A¹						
• Northbound Approach	B	10.4	B	10.4	A	9.6
Commerce Street with Access Drive B¹						
• Northbound Approach	A	8.9	A	9.0	A	8.6
Veterans Boulevard with Access Drive C						
• Westbound Left Turn	A	7.8	A	7.6	A	7.3
• Northbound Approach	B	10.6	B	10.6	A	8.8
LOS = Level of Service			1 – Two-way stop control			
Delay is measured in seconds.			2 – All-way stop control			

Table 15 - Continued

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Veterans Boulevard with Access Drive D¹						
• Westbound Left Turn	A	7.6	A	7.7	A	7.3
• Northbound Approach	A	9.6	A	9.9	A	8.7
Veterans Boulevard with Access Drive E¹						
• Eastbound Left Turn	A	7.7	A	7.4	A	9.5
• Westbound Left Turn	A	8.0	A	8.0	A	8.6
• Northbound Left Turn	C	19.5	B	12.6	A	7.6
• Northbound Right Turn	A	9.2	A	10.2	A	7.4
• Southbound Left Turn	C	19.4	B	12.8	A	9.6
• Southbound Right Turn	A	9.0	A	8.6	A	8.5
Veterans Boulevard with Veterans Boulevard¹						
• Westbound Left Turn	A	7.8	A	8.3	A	8.6
• Northbound Approach	B	10.2	B	11.5	B	10.8
Veterans Boulevard with 15W030 Office Access¹						
• Westbound Left Turn	A	7.5	B	10.8	A	8.4
• Northbound Approach	A	8.6	A	8.6	A	7.3
The North I-55 Frontage Road with Harvester Drive						
• Eastbound Left Turn	B	12.4	B	14.6	B	14.6
• Eastbound Right Turn	A	9.3	A	9.1	A	9.1
• Northbound Left Turn	A	7.8	A	7.7	A	7.7
Carriage Way with the North I-55 Frontage Road²						
• Westbound Left Turn	A	8.4	--	--	--	--
• Northbound Approach	A	9.8	B	12.7	B	12.7
LOS = Level of Service Delay is measured in seconds.						
1 – All-way stop control 2 – Two-way stop control						

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.

Plainfield Road with County Line Road

The results of the capacity analysis indicate that overall, this intersection currently operates at level of service (LOS) C during the weekday morning and Saturday midday peak hours and at LOS D during the weekday evening peak hour. Under no-build conditions, this intersection is projected to continue operating at LOS C during both the weekday morning and Saturday midday peak hours and is projected to operate at LOS E during the weekday evening peak hour. Under total projected conditions, this intersection is projected to operate at LOS C during the weekday morning and Saturday midday peak hours and at LOS D during the weekday evening peak hour.

The delay experienced during the weekday evening peak hour is primarily the result of the eastbound approach which currently operates at LOS F as the result of the high volume of right-turn vehicles and lack of an eastbound right-turn lane. It should be noted that the proposed development will likely *decrease* the volume of eastbound right-turn traffic at this intersection as the proposed Veterans Boulevard extension will provide an alternate route for vehicles traveling to and from County Line Road. As previously mentioned, Cook County is planning to improve this intersection as part of overall improvements to Plainfield Road. It is recommended that these improvements include the provision of an eastbound right-turn lane.

County Line Road with Veterans Boulevard and Carriage Way

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS B during the weekday morning and Saturday midday peak hours and at LOS C during the weekday evening peak hour. Under no-build conditions, this intersection is projected to continue operating at LOS B during both the weekday morning and Saturday midday peak hours and is projected to operate at LOS D during the weekday evening peak hour.

As proposed, this intersection will be improved to better accommodate projected traffic volumes as follows:

- The eastbound approach will be restriped to provide an exclusive left-turn lane, a shared through/right-turn lane, and an exclusive right-turn lane. The eastbound right-turn overlap phase will be removed. However, the additional right-turn lane will increase capacity, particularly during the weekday evening peak hour.
- County Line Road will be widened to provide a southbound right-turn lane and the traffic signal will be modified to provide a southbound right-turn overlap phase.
- County Line Road will be widened to provide dual northbound left-turn lanes and the traffic signal will be modified for protected only northbound and southbound left turn movements.

- The traffic signal timings and cycle length will be optimized to accommodate projected traffic volumes.
- As discussed later in the report, a traffic signal will be provided at the intersection of Veterans Boulevard with the North I-55 Frontage Road. These intersections should be coordinated and signal timings and cycle lengths for both these intersections should be jointly optimized to reduce queueing between the intersections.

A conceptual geometric exhibit illustrating the recommended intersection improvements is included in the appendix.

As previously mentioned, CCDOTH is planning to improve the east leg of this intersection. The designs for these improvements have not been finalized. Further, the proposed development is not projected to increase the volume of traffic at this traveling to or from the east leg of this intersection by a significant amount. As such, these improvements were not accounted for but will improve intersection operations in the future.

Under total projected conditions, this intersection is projected to operate at LOS C during the weekday morning peak hour, LOS D during the weekday evening peak hour, and LOS B during the Saturday midday peak hour. The following should be noted.

- All movements are projected to operate at LOS D or better during all three peak hours except the northbound and southbound left-turn movements.
- The northbound and southbound left turn movements are projected to operate at LOS D or E. This is the result of the protected only operations required for dual left turn lanes. However, 95th percentile queues for these movements can be accommodated within the proposed left-turn lanes.
- The through movements on County Line Road are projected to operate at LOS C or better with the exception of the southbound through movement during the weekday evening peak hour which is projected to operate at LOS D. This movement currently operates at LOS D is projected to operate with a *decrease* in delay over no-build conditions.
- All movements are projected to operate at with a volume to capacity (v/c) ratio of less than one during all three peak hours.
- Eastbound 95th percentile queues on Veterans Boulevard are not projected to extend to the North I-55 Frontage Roads. This is due in part to the coordinated operations of these signals.

As such, with the proposed improvements and modifications, this intersection will adequately accommodate site-generated traffic.

Given that some of the site generated traffic approaching this intersection from the south on County Line Road will be exiting I-55, a weave analysis of this segment of roadway was completed using HCM methodology. It should be noted that the proposed improvements will increase the distance vehicles existing I-55 have to merge as the length of the dual left-turn lanes and taper will be shorter than the existing turn lane and taper. The results of the analysis indicated that this segment of County Line Road is projected to operate at an acceptable LOS and with a volume to capacity (v/c) ratio of less than one during all three peak hours. It should be noted that this analysis only considers the “short length” between the end of the I-55 off-ramp and the beginning of the northbound left-turn lane taper. As northbound queues on County Line Road for all movements are not projected to exceed the length of the northbound dual left-turn lanes, queues on County Line Road will not negatively impact the ability of vehicles to weave to get into the left turn lane.

Veterans Boulevard with the North I-55 Frontage Road

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS B during the weekday morning peak hour, LOS C during the weekday evening peak hour, LOS A during the Saturday midday peak hour. Under no-build conditions, this intersection is projected to continue operating at the same LOS.

A traffic signal warrant analysis was performed for this intersection based on the Federal Highway Administration’s *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. For the purposes of this study, Signal Warrant 3 (Peak Hour) was used. **Table 16** contains the peak hour traffic volumes at this intersection and summary of the evaluation.

The results of the analysis indicate that a traffic signal will be warranted at this intersection during the weekday evening peak hour under total projected conditions. As such, a traffic signal is warranted at this intersection and will be provided as part of this development. The traffic signal should be interconnected with the existing traffic signal at the intersection of Veterans Boulevard with County Line Road. These intersections should be coordinated and signal timings and cycle lengths for both these intersections should be jointly optimized to reduce queueing between the intersections.

Currently, the intersection provides an exclusive left-turn lane, a shared through/left-turn lane, and a through lane on the westbound approach. Maintaining this geometry is desirable so that vehicles turning onto Veterans Boulevard from either of the northbound dual left turn lanes on County Line Road are able to turn onto the frontage road. However, in order to accommodate westbound through and left-turn movements in the same lane, this intersection will be required to operate under split phase operation with eastbound and westbound movements operating independently. It should be noted that this configuration will allow for a northbound right-turn overlap phase.

Under total projected conditions, assuming the provision of the traffic signal, this intersection is projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening and Saturday evening peak hours. Further, all movements are projected to operate at LOS D or better during all three peak hours. 95th percentile westbound queues are not projected to extend to County Line Road. This is due in part to the coordinated operations of these signals. As such, with the completion of the proposed improvements, this intersection will adequately accommodate site-generated traffic.

Table 16

WARRANT VOLUME SUMMARY – VETERANS BOULEVARD WITH THE I-55 NORTH FRONTAGE ROAD

	Peak Hour	Figure 14 Reference	Minor Approach	Major Approach (Two-Way)	Signal Warrant Met? ⁵
Existing Conditions	Weekday Morning	A	198	567	No
	Weekday Evening	B	418	408	No
	Saturday Midday	C	199	148	No
No-build Conditions	Weekday Morning	D	201	573	No
	Weekday Evening	E	425	410	No
	Saturday Midday	F	202	150	No
Total Projected Conditions	Weekday Morning	G	208	1017	No
	Weekday Evening	H	442	859	Yes
	Saturday Midday	I	208	295	No
1 - MUTCD Signal Warrant 3 (Peak Hour), two or more lanes on major approach, two lanes on minor approach.					

Plainfield Road with Madison Street

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS C during the weekday morning, weekday evening, and Saturday midday peak hours. Further, all movements operate at LOS E or better during all three peak hours and Plainfield Road movements operate at LOS C or better. Under no-build conditions, this intersection is projected to continue operating at LOS C during all three peak hours.

Under total projected conditions, this intersection is projected to operate at LOS C during the weekday morning and Saturday midday peak hours and LOS D during the weekday evening peak hour with increases in delay of less than two seconds. Further, all movements are projected to operate at the same LOS as no-build conditions. It should be noted that the vacation of Commerce Street as part of the development will reduce the volume of site-generated traffic traveling on Madison Street at this intersection as Plainfield Road will provide more direct access to the development. As such, this intersection can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Plainfield Road with High Grove Boulevard

The results of the capacity analysis indicate that outbound left-turn movements from this access drive currently operate at LOS D to F during the weekday morning, weekday evening, and Saturday midday peak hours and all other critical movements operate at LOS C or better. Under no-build conditions, all critical movements are projected to continue to operate at the same LOS during all three peak hours.

A traffic signal warrant analysis was performed for this intersection based on the Federal Highway Administration's *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), 2009. For the purposes of this study, Signal Warrant 3 (Peak Hour) was used. **Table 17** contains the peak hour traffic volumes at this intersection and summary of the evaluation.

Table 17

WARRANT VOLUME SUMMARY – PLAINFIELD ROAD WITH HIGH GROVE BOULEVARD

	Peak Hour	Figure 14 Reference	Minor Approach	Major Approach (Two-Way)	Signal Warrant Met? ¹
Existing Conditions	Weekday Morning	A	28	1,550	No
	Weekday Evening	B	139	2,164	No
	Saturday Midday	C	32	1,578	No
No-build Conditions	Weekday Morning	D	28	1,576	No
	Weekday Evening	E	139	2,203	No
	Saturday Midday	F	32	1,606	No
Total Projected Conditions	Weekday Morning	G	51	1,657	No
	Weekday Evening	H	259	2,183	Yes
	Saturday Midday	I	62	1,614	No

1 - MUTCD Signal Warrant 3 (Peak Hour), two or more lanes on major approach, two lanes on minor approach.

The results of the analysis indicate that a traffic signal will be warranted at this intersection during the weekday evening peak hour under total projected conditions. As such, a traffic signal is warranted at this intersection and will be provided as part of this development. The traffic signal will be interconnected with the existing traffic signal system on Plainfield Road and will use the existing cycle length of the system which varies throughout the day. The signal should provide a westbound protected left-turn/northbound right-turn overlap phase. As part of the provision of the traffic signal, the northbound approach, which is wide enough for two lanes, will be restriped for an exclusive left-turn lane and an exclusive right-turn lane. This will allow for the provision of a northbound right-turn overlap phase.

Under total projected conditions, assuming the provision of the traffic signal, this intersection is projected to operate at LOS A during the weekday morning and Saturday midday peak hours and at LOS B during the weekday evening peak hour. Further, all movements are projected to operate at LOS D or better during all three peak hours and through movements on Veterans Boulevard are projected to operate at LOS A. 95th percentile westbound queues are not projected to extend to County Line Road. As such, with the completion of the proposed improvements, this intersection will adequately accommodate site-generated traffic.

County Line Road with Carriage Place

The results of the capacity analysis indicate that eastbound and westbound approaches operate at LOS B or C during the weekday morning, weekday evening, and Saturday midday peak hours and the northbound and southbound left turn movements operate at LOS A. Under no-build and total projected conditions, all movements are projected to continue to operate at the same LOS during all three peak hours. The proposed development is not projected to increase the volume of turning movements at this intersection. As such, this intersection can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Madison Street with High Grove Boulevard

The results of the capacity analysis indicate that eastbound and westbound movements currently operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours and the northbound and southbound left turn movements operate at LOS A. Under no-build conditions, all movements are projected to continue to operate at the same LOS during all three peak hours.

The westbound approach of this intersection is wide enough for two lanes and will be restriped for an exclusive left-turn lane and an exclusive right-turn lane.

Under total projected conditions, eastbound and westbound movements are projected to operate at LOS D or better during all three peak hours and the northbound and southbound left turn movements are projected to operate at LOS A. As such, this intersection can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

County Line Road with Carriage Place

The results of the capacity analysis indicate that eastbound and westbound movements operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours and the northbound and southbound left turn movements operate at LOS A. Under no-build and total projected conditions, all movements are projected to continue to operate at the same LOS during all three peak hours. As such, this intersection can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

High Grove Boulevard with Commerce Street, High Grove Boulevard with International Street, and Commerce Street with International Street

The results of the capacity analysis indicate that all critical movements at these intersections operate at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours. Under no-build conditions, all movements are projected to continue to operate at the same LOS during all three peak hours.

As proposed, the intersection of Commerce Street with International Street will be vacated. However, this will not impact the access of the existing developments along these roadways as all driveways are to remain except those serving CNH Industrial and the public works building.

Under total projected conditions, the critical movements at the intersections of High Grove Boulevard with Commerce Street and International Street are projected to operate at LOS B or better during all three peak hours. As such, these intersections can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Commerce Street Access System (Access A and B)

As proposed, two access drives will be provided on Commerce Street serving light industrial building A. These access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Under total projected conditions, turning movements to and from the proposed access drives are projected to operate at LOS A during the weekday morning, weekday evening, and Saturday midday peak hours. As such, these access drives will adequately accommodate site-generated traffic.

Veterans Boulevard Access System (Access C, D, E, F)

As proposed, three access drives will be provided along the extension of Veterans Boulevard and one access drive will be provided on the north-south segment of Veterans Boulevard. Access drives C, D, and F will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Access drive E will provide one inbound lane and two outbound lanes on both sides of Veterans Boulevard with outbound movements under stop sign control. Separate left-turn lanes will be provided within the median on Veterans Boulevard serving access drives C, D, and E.

Under total projected conditions, turning movements to and from the proposed access drives are projected to operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours. As such, these access drives will adequately accommodate site-generated traffic.

The North I-55 Frontage Road with Harvester Drive

The results of the capacity analysis indicate that all critical movements currently operate at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours.

Under no-build and total projected traffic volumes, all critical movements are projected to continue to operate at LOS B or better during all three peak hours. As such, this intersection can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Carriage Way with the North I-55 Frontage Road

The results of the capacity analysis indicate that all critical movements at this intersection currently operate at LOS B or better during the weekday morning, weekday evening, and Saturday midday peak hours. Under no-build and total projected traffic volumes, all critical movements are projected to continue to operate at LOS B or better during all three peak hours.

It should be noted that this analysis does not take into consideration queues from the signalized intersection of County Line Road with Carriage Way which regularly block this intersection. As previously mentioned, Cook County is planning to improve this intersection to address queuing and delays resulting from its close proximity to the County Line/Carriage Way traffic signal. Further, the proposed development is not projected to increase the volume of traffic at this traveling to or from the east leg of this intersection by a significant amount. As such, this intersection can adequately accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

7. Conclusion

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

- The proposed development will consist of approximately 1,199,875 square feet of light industrial space in six buildings, a residential development with 72 townhome units, and a new and relocated 68,294 square-foot Burr Ridge public works building.
- As part of the development, the following roadway modifications will be provided:
 - The east-west segment of Veterans Boulevard will be extended from its current terminus east of the site to International Street. The extension will provide two lanes in each direction generally divided by a landscape median.
 - Commerce Street will be vacated from approximately 480 feet west of International Street to its eastern terminus.
- In order to accommodate site-generated traffic, the following additional roadway improvements will be provided.
 - The signalized intersection of County Line Road with Veterans Boulevard with Carriage Way will be modified as follows:
 - The eastbound approach will be restriped for an exclusive left-turn lane, a shared through/right-turn lane, and an exclusive right-turn lane.
 - County Line Road will be widened to provide dual northbound left-turn lanes.
 - County Line Road will be widened to provide a southbound right-turn lane.
 - Traffic signal will be modified/upgraded.
 - Traffic signal timings and cycle length will be optimized.
 - A traffic signal will be warranted and will be provided at the intersection of Veterans Boulevard with the North I-55 Frontage Road. This intersection will be interconnected with the signalized intersection of County Line Road with Veterans Boulevard and Carriage Way.
 - A traffic signal will be warranted and will be provided at the intersection of Plainfield Road with High Grove Boulevard. This intersection will be interconnected with the existing signal system on Plainfield Road. In addition, the northbound approach will be striped for an exclusive left-turn lane and an exclusive right-turn lane.

- The westbound approach of the intersection of Madison Street with High Grove Boulevard will be striped for an exclusive left-turn lane and an exclusive right-turn lane.
- With the completion of the proposed improvements, area intersections will have sufficient reserve capacity to accommodate site-generated traffic volumes.
- Cook County is planning improvements to the signalized intersection of Plainfield Road with County Line Road, the east leg of the signalized intersection County Line Road with Veterans Boulevard and Carriage Way, and the intersection of Carriage Way with the North I-55 Frontage Road. These improvements will benefit intersection operations but are not necessary to accommodate the proposed development.
- Access to the development will be provided via two access drives on Commerce Street, three access drives on the extension of Veterans Boulevard, an access drive on the north-south segment of Veterans Boulevard, and an access drive on Harvester Drive
- The proposed access system will adequately accommodate site-generated traffic and will provide efficient and flexible access.

Appendix

CCDOTH Feasibility Study Exhibit

Traffic Count Summary Sheets

Preliminary Site Plan

ITE Trip Generation Worksheets

CMAP Projections Letter

Figure A (Removal of Existing Traffic)

Figure B (Reassignment of Existing Traffic)

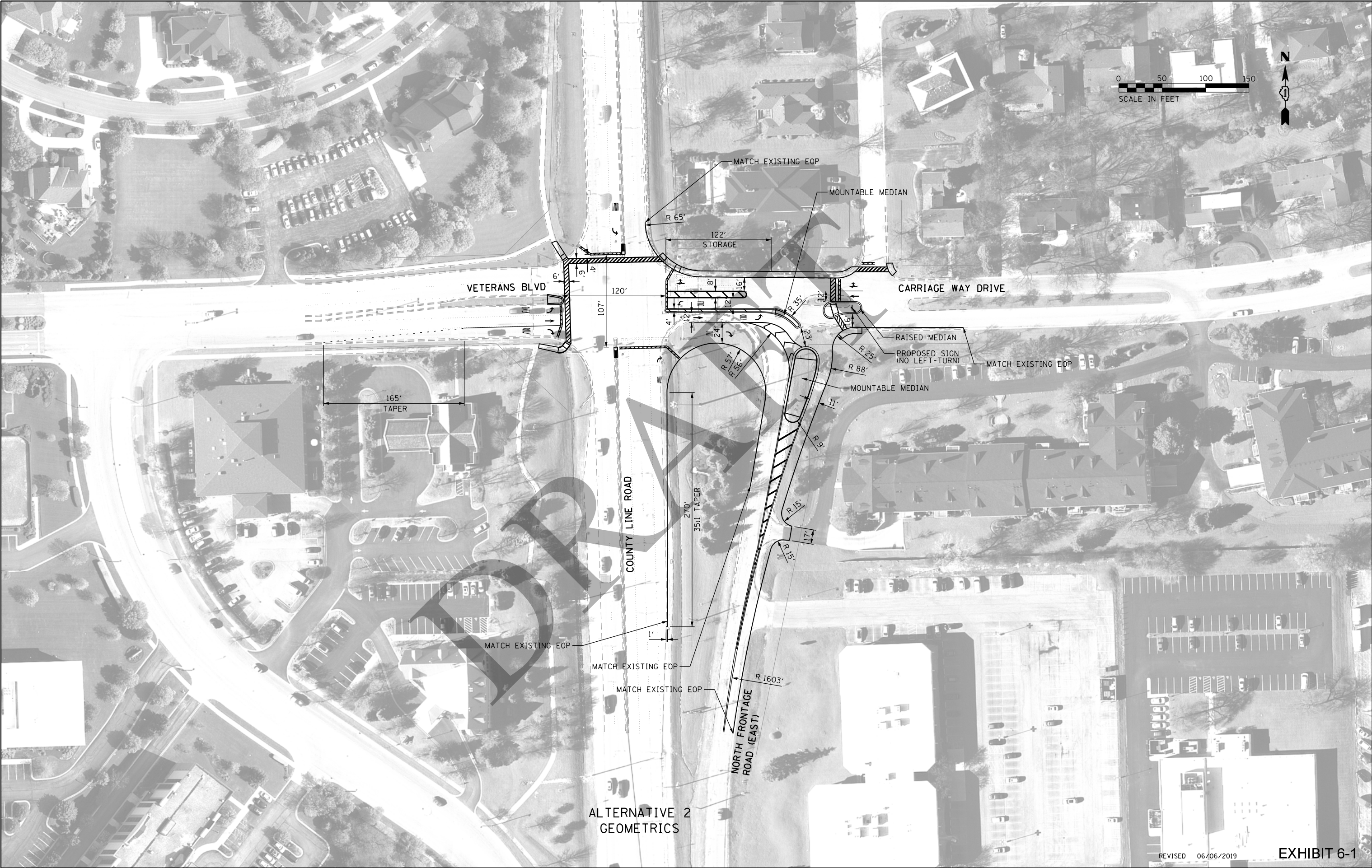
Level of Service Criteria

Capacity Analysis Summary Sheets

CCDOTH Feasibility Study Exhibit

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
NO.	STRUCTURE NOTATIONS CHKD		



AEG ATLAS ENGINEERING GROUP, LTD.
3100 Dundee Road, Suite 502 | Northbrook, IL 60062
847.753.8020 (office) | 847.753.8023 (fax)

USER NAME = jzege
PLOT SCALE = 1200.0000' / ft.
PLOT DATE = 6/6/2019

DESIGNED - GS, KC
DRAWN - JPZ, AS
CHECKED - YO, KC
DATE - 10-12-18

REVISED - 02/21/2019
REVISED - 06/06/2019
REVISED -
REVISED -



COOK COUNTY
DEPARTMENT OF TRANSPORTATION
AND HIGHWAYS

NORTH FRONTAGE ROAD AND CARRIAGE WAY
ALTERNATIVE 2 - AERIAL PLAN
SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			2	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = Q:\Engineer\00 PROJECTS\3016 Milhouse Engineering\3016-05-003.MILH-CCDOH Prelim Eng Services\W01.N Frontage Rd Burr Ridge\300 CADD\CADD Drawings\CADD Sheets\DS3016W01-sht-P1anning-Alt2-GeometryAer101.dgn
Default

REVISED 06/06/2019 EXHIBIT 6-1

Traffic Count Summary Sheets



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Count Name: County Line Road with I-55 Ramps
ATR
Site Code:
Start Date: 07/20/2023
Page No: 1

Lane 1 (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	90	0	2	6	0	98
7:15 AM	112	0	2	3	0	117
7:30 AM	111	0	3	0	0	114
7:45 AM	115	0	3	5	0	123
8:00 AM	136	0	4	8	0	148
8:15 AM	120	0	4	2	0	126
8:30 AM	116	0	2	6	0	124
8:45 AM	99	0	2	10	0	111
4:00 PM	251	0	4	8	0	263
4:15 PM	225	0	4	2	0	231
4:30 PM	281	0	4	1	0	286
4:45 PM	239	0	2	6	0	247
5:00 PM	285	0	0	7	0	292
5:15 PM	274	0	3	4	0	281
5:30 PM	243	0	2	4	0	249
5:45 PM	227	0	3	3	0	233
10:00 AM	95	0	2	3	0	100
10:15 AM	121	0	1	1	0	123
10:30 AM	90	0	2	3	0	95
10:45 AM	101	0	2	0	0	103
11:00 AM	100	0	1	0	0	101
11:15 AM	109	0	2	0	0	111
11:30 AM	100	0	1	0	0	101
11:45 AM	120	0	0	0	1	121
12:00 PM	125	0	3	2	0	130
12:15 PM	136	0	1	1	0	138
12:30 PM	97	1	2	1	0	101
12:45 PM	107	0	3	0	0	110
1:00 PM	111	0	2	3	0	116
1:15 PM	130	0	1	1	0	132
1:30 PM	102	0	0	1	0	103
1:45 PM	112	0	2	1	0	115
2:00 PM	135	0	2	1	1	139
2:15 PM	137	0	1	0	0	138
2:30 PM	132	0	1	2	0	135
2:45 PM	107	0	0	1	0	108
3:00 PM	137	0	1	0	0	138
3:15 PM	124	0	4	2	0	130
3:30 PM	116	0	0	0	0	116

3:45 PM	123	0	1	4	0	128
4:00 PM	130	0	2	2	0	134
4:15 PM	131	0	4	0	0	135
4:30 PM	145	0	0	0	0	145
4:45 PM	122	0	1	1	0	124
5:00 PM	122	0	0	0	0	122
5:15 PM	99	0	0	0	0	99
5:30 PM	86	0	0	0	0	86
5:45 PM	116	0	0	1	0	117
Total	6642	1	86	106	2	6837
Total %	97.1	0.0	1.3	1.6	0.0	100.0
AM Times	7:45 AM	7:00 AM	7:30 AM	8:00 AM	11:00 AM	7:45 AM
AM Peaks	487	0	14	26	1	521
PM Times	4:30 PM	4:00 PM	4:00 PM	4:45 PM	5:00 PM	4:30 PM
PM Peaks	1079	0	14	21	0	1106



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Count Name: County Line Road with I-55 Ramps
ATR
Site Code:
Start Date: 07/20/2023
Page No: 3

Lane 2 (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	39	0	0	0	0	39
7:15 AM	62	0	2	1	0	65
7:30 AM	69	0	1	0	0	70
7:45 AM	87	0	2	0	0	89
8:00 AM	94	0	1	0	0	95
8:15 AM	69	0	1	0	0	70
8:30 AM	93	0	1	0	0	94
8:45 AM	92	0	1	0	0	93
4:00 PM	181	0	5	1	0	187
4:15 PM	182	3	3	1	0	189
4:30 PM	157	2	2	0	0	161
4:45 PM	191	0	3	0	0	194
5:00 PM	184	0	2	1	0	187
5:15 PM	187	0	1	1	0	189
5:30 PM	167	0	2	0	0	169
5:45 PM	189	0	2	1	0	192
10:00 AM	69	0	3	0	0	72
10:15 AM	75	0	1	0	0	76
10:30 AM	74	0	1	0	0	75
10:45 AM	86	0	0	0	0	86
11:00 AM	87	0	1	1	0	89
11:15 AM	77	0	0	1	0	78
11:30 AM	76	0	1	0	0	77
11:45 AM	108	0	0	0	0	108
12:00 PM	84	0	0	0	0	84
12:15 PM	106	0	0	0	0	106
12:30 PM	70	0	2	0	0	72
12:45 PM	72	0	0	0	0	72
1:00 PM	84	0	0	0	0	84
1:15 PM	75	0	0	1	0	76
1:30 PM	68	0	0	1	0	69
1:45 PM	79	0	1	0	0	80
2:00 PM	96	0	0	0	0	96
2:15 PM	94	0	0	0	0	94
2:30 PM	91	0	1	0	0	92
2:45 PM	77	0	0	0	0	77
3:00 PM	83	0	0	0	0	83
3:15 PM	81	0	0	0	0	81
3:30 PM	84	0	0	1	0	85

3:45 PM	85	0	0	0	0	85
4:00 PM	78	0	2	0	0	80
4:15 PM	84	0	0	0	0	84
4:30 PM	70	0	0	0	0	70
4:45 PM	89	0	1	0	0	90
5:00 PM	76	0	0	0	0	76
5:15 PM	82	0	1	0	0	83
5:30 PM	67	0	1	0	0	68
5:45 PM	69	0	0	0	0	69
Total	4639	5	45	11	0	4700
Total %	98.7	0.1	1.0	0.2	0.0	100.0
AM Times	7:45 AM	7:00 AM	7:30 AM	8:00 AM	11:00 AM	7:45 AM
AM Peaks	343	0	5	0	0	348
PM Times	4:30 PM	4:00 PM	4:00 PM	4:45 PM	5:00 PM	4:30 PM
PM Peaks	719	5	13	2	0	731



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Count Name: County Line Road with I-55 Ramps
ATR
Site Code:
Start Date: 07/20/2023
Page No: 5

Lane 1 (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	129	0	1	2	0	132
7:15 AM	137	0	1	3	0	141
7:30 AM	177	0	4	4	0	185
7:45 AM	220	0	4	7	0	231
8:00 AM	180	0	3	4	0	187
8:15 AM	177	0	3	4	0	184
8:30 AM	154	1	3	2	0	160
8:45 AM	142	0	2	3	0	147
4:00 PM	115	0	1	0	0	116
4:15 PM	101	0	1	3	0	105
4:30 PM	108	1	0	1	0	110
4:45 PM	99	0	2	0	0	101
5:00 PM	92	0	3	1	0	96
5:15 PM	112	0	2	2	0	116
5:30 PM	121	0	1	4	0	126
5:45 PM	99	0	2	1	0	102
10:00 AM	75	0	0	1	0	76
10:15 AM	62	0	0	1	0	63
10:30 AM	69	0	0	0	0	69
10:45 AM	82	0	1	0	0	83
11:00 AM	79	0	0	0	0	79
11:15 AM	65	0	0	2	0	67
11:30 AM	85	0	0	2	0	87
11:45 AM	83	0	0	2	0	85
12:00 PM	84	0	1	0	0	85
12:15 PM	78	0	2	2	0	82
12:30 PM	73	0	4	1	0	78
12:45 PM	77	0	1	1	0	79
1:00 PM	77	0	2	2	0	81
1:15 PM	60	0	0	1	0	61
1:30 PM	69	0	2	0	0	71
1:45 PM	83	0	2	0	0	85
2:00 PM	71	0	1	1	0	73
2:15 PM	59	0	1	3	0	63
2:30 PM	81	0	0	1	0	82
2:45 PM	91	0	3	0	0	94
3:00 PM	86	0	2	0	0	88
3:15 PM	73	0	0	1	0	74
3:30 PM	58	0	1	0	0	59

3:45 PM	80	0	0	0	0	80
4:00 PM	53	0	0	2	0	55
4:15 PM	57	0	1	2	0	60
4:30 PM	62	0	1	1	0	64
4:45 PM	63	0	1	0	0	64
5:00 PM	81	0	0	0	0	81
5:15 PM	71	0	0	1	0	72
5:30 PM	69	0	0	1	0	70
5:45 PM	72	0	0	2	0	74
Total	4491	2	59	71	0	4623
Total %	97.1	0.0	1.3	1.5	0.0	100.0
AM Times	7:45 AM	7:00 AM	7:30 AM	8:00 AM	11:00 AM	7:45 AM
AM Peaks	731	0	14	13	0	762
PM Times	4:30 PM	4:00 PM	4:00 PM	4:45 PM	5:00 PM	4:30 PM
PM Peaks	411	1	4	7	0	423



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Count Name: County Line Road with I-55 Ramps
ATR
Site Code:
Start Date: 07/20/2023
Page No: 7

Lane 2 (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	48	1	3	1	0	53
7:15 AM	49	1	2	0	0	52
7:30 AM	64	0	1	2	0	67
7:45 AM	70	0	3	1	0	74
8:00 AM	53	1	3	0	0	57
8:15 AM	67	0	0	0	0	67
8:30 AM	64	0	0	1	0	65
8:45 AM	71	1	3	0	0	75
4:00 PM	58	0	0	0	0	58
4:15 PM	51	0	0	0	0	51
4:30 PM	66	0	2	1	0	69
4:45 PM	50	0	1	0	0	51
5:00 PM	52	0	0	0	0	52
5:15 PM	51	0	3	1	0	55
5:30 PM	35	0	0	1	0	36
5:45 PM	43	0	0	0	1	44
10:00 AM	41	0	0	0	0	41
10:15 AM	32	0	0	1	0	33
10:30 AM	33	0	1	0	0	34
10:45 AM	47	0	0	0	0	47
11:00 AM	43	0	0	0	0	43
11:15 AM	45	0	0	0	0	45
11:30 AM	33	1	0	3	0	37
11:45 AM	37	0	0	0	0	37
12:00 PM	55	0	0	0	0	55
12:15 PM	48	0	0	1	0	49
12:30 PM	35	0	0	0	0	35
12:45 PM	47	0	1	0	0	48
1:00 PM	44	0	0	0	0	44
1:15 PM	47	0	1	0	0	48
1:30 PM	36	0	0	0	0	36
1:45 PM	40	0	0	0	0	40
2:00 PM	35	0	0	0	0	35
2:15 PM	45	0	0	0	0	45
2:30 PM	52	0	0	0	0	52
2:45 PM	35	0	0	0	0	35
3:00 PM	44	0	0	0	0	44
3:15 PM	33	0	0	0	0	33
3:30 PM	42	0	0	0	0	42

3:45 PM	42	0	0	1	0	43
4:00 PM	29	0	0	0	0	29
4:15 PM	30	0	0	0	0	30
4:30 PM	39	0	0	0	0	39
4:45 PM	33	0	0	0	0	33
5:00 PM	33	0	0	0	0	33
5:15 PM	41	0	0	0	0	41
5:30 PM	28	0	1	0	0	29
5:45 PM	19	0	0	0	0	19
Total	2135	5	25	14	1	2180
Total %	97.9	0.2	1.1	0.6	0.0	100.0
AM Times	7:45 AM	7:00 AM	7:30 AM	8:00 AM	11:00 AM	7:45 AM
AM Peaks	254	2	7	1	0	263
PM Times	4:30 PM	4:00 PM	4:00 PM	4:45 PM	5:00 PM	4:30 PM
PM Peaks	219	0	3	2	1	227



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Count Name: County Line Road with I-55 Ramps
ATR
Site Code:
Start Date: 07/20/2023
Page No: 9

Lane 3 (Northbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	94	1	1	0	0	96
7:15 AM	85	0	1	1	0	87
7:30 AM	130	0	0	1	0	131
7:45 AM	121	0	2	0	0	123
8:00 AM	134	0	1	1	0	136
8:15 AM	114	0	2	1	0	117
8:30 AM	127	0	1	2	0	130
8:45 AM	117	0	1	1	0	119
4:00 PM	85	0	1	0	0	86
4:15 PM	73	0	0	0	0	73
4:30 PM	90	0	1	0	0	91
4:45 PM	58	0	0	0	0	58
5:00 PM	93	0	0	0	0	93
5:15 PM	87	0	0	0	0	87
5:30 PM	77	0	0	0	0	77
5:45 PM	78	0	0	0	0	78
10:00 AM	78	0	0	0	0	78
10:15 AM	59	0	2	0	0	61
10:30 AM	65	0	2	0	0	67
10:45 AM	76	0	0	1	0	77
11:00 AM	61	0	0	0	0	61
11:15 AM	79	0	1	0	0	80
11:30 AM	59	0	0	0	0	59
11:45 AM	51	0	0	0	0	51
12:00 PM	73	0	0	0	0	73
12:15 PM	57	0	0	0	0	57
12:30 PM	62	0	0	0	0	62
12:45 PM	62	0	0	0	0	62
1:00 PM	48	0	0	0	0	48
1:15 PM	58	0	0	0	0	58
1:30 PM	53	0	1	0	0	54
1:45 PM	49	0	0	0	0	49
2:00 PM	67	0	0	0	0	67
2:15 PM	52	0	0	0	0	52
2:30 PM	53	0	2	0	0	55
2:45 PM	44	0	2	1	0	47
3:00 PM	60	0	0	0	0	60
3:15 PM	43	0	0	0	0	43
3:30 PM	51	0	0	0	0	51

3:45 PM	49	0	0	0	0	49
4:00 PM	48	0	1	0	0	49
4:15 PM	48	0	0	0	0	48
4:30 PM	50	0	0	0	0	50
4:45 PM	48	0	0	0	0	48
5:00 PM	48	0	0	0	0	48
5:15 PM	49	1	0	0	0	50
5:30 PM	45	0	0	0	0	45
5:45 PM	39	0	0	0	0	39
Total	3347	2	22	9	0	3380
Total %	99.0	0.1	0.7	0.3	0.0	100.0
AM Times	7:45 AM	7:00 AM	7:30 AM	8:00 AM	11:00 AM	7:45 AM
AM Peaks	496	1	5	5	0	506
PM Times	4:30 PM	4:00 PM	4:00 PM	4:45 PM	5:00 PM	4:30 PM
PM Peaks	328	0	2	0	0	329



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Count Name: County Line Road with Plainfield
Road TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Plainfield Road Eastbound						Plainfield Road Westbound						County Line Road Northbound						County Line 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	18	51	0	0	69	0	21	30	1	0	52	0	79	115	28	0	222	0	2	56	5	0	63	406
7:15 AM	0	18	54	0	0	72	0	26	60	1	0	87	0	74	83	28	0	185	0	0	77	4	0	81	425
7:30 AM	0	22	83	0	0	105	0	32	61	1	0	94	0	86	130	23	0	239	0	4	75	11	0	90	528
7:45 AM	0	18	81	0	0	99	0	51	62	2	0	115	0	102	141	24	0	267	0	6	90	23	0	119	600
Hourly Total	0	76	269	0	0	345	0	130	213	5	0	348	0	341	469	103	0	913	0	12	298	43	0	353	1959
8:00 AM	0	18	79	0	0	97	0	39	61	8	0	108	0	95	114	23	0	232	0	1	72	23	0	96	533
8:15 AM	0	16	84	0	0	100	0	44	61	6	0	111	0	113	105	31	0	249	0	4	61	20	0	85	545
8:30 AM	0	23	73	0	0	96	0	20	56	15	0	91	0	102	137	31	0	270	0	5	66	22	0	93	550
8:45 AM	0	32	71	0	0	103	0	36	70	10	0	116	0	96	104	30	0	230	0	8	56	19	0	83	532
Hourly Total	0	89	307	0	0	396	0	139	248	39	0	426	0	406	460	115	0	981	0	18	255	84	0	357	2160
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	19	120	0	0	139	0	33	113	2	0	148	0	104	125	46	0	275	0	5	145	30	0	180	742
4:15 PM	0	25	125	0	0	150	0	38	138	4	0	180	0	97	85	40	0	222	0	5	128	14	0	147	699
4:30 PM	0	21	101	0	0	122	0	23	121	3	0	147	0	123	130	59	0	312	0	2	130	24	0	156	737
4:45 PM	0	18	127	0	0	145	0	41	129	7	0	177	0	102	102	39	0	243	0	7	134	28	0	169	734
Hourly Total	0	83	473	0	0	556	0	135	501	16	0	652	0	426	442	184	0	1052	0	19	537	96	0	652	2912
5:00 PM	0	24	125	0	0	149	0	35	97	4	0	136	0	114	88	59	0	261	0	7	121	30	0	158	704
5:15 PM	0	21	130	0	0	151	0	34	127	1	0	162	0	103	113	40	0	256	0	5	158	37	0	200	769
5:30 PM	0	26	124	0	0	150	0	35	116	2	0	153	0	116	106	28	0	250	0	11	168	23	0	202	755
5:45 PM	0	12	101	0	0	113	0	44	99	2	0	145	0	106	90	33	0	229	0	5	137	16	0	158	645
Hourly Total	0	83	480	0	0	563	0	148	439	9	0	596	0	439	397	160	0	996	0	28	584	106	0	718	2873
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	18	56	0	0	74	0	25	58	6	0	89	0	62	96	24	0	182	0	2	57	21	0	80	425
10:15 AM	0	20	67	0	0	87	0	28	80	5	0	113	0	54	57	18	0	129	0	6	69	19	0	94	423
10:30 AM	0	12	89	0	0	101	0	26	59	6	0	91	0	60	62	12	0	134	0	4	62	9	0	75	401
10:45 AM	0	21	60	0	0	81	0	16	74	4	0	94	2	78	91	32	0	203	0	6	82	10	0	98	476
Hourly Total	0	71	272	0	0	343	0	95	271	21	0	387	2	254	306	86	0	648	0	18	270	59	0	347	1725
11:00 AM	0	16	83	0	0	99	0	16	63	6	0	85	0	65	82	21	0	168	0	8	67	9	0	84	436
11:15 AM	0	8	75	0	0	83	0	13	66	5	0	84	1	62	67	24	0	154	0	5	63	19	0	87	408
11:30 AM	0	15	109	0	0	124	0	20	96	3	0	119	0	59	79	27	0	165	0	4	62	15	0	81	489
11:45 AM	0	14	91	0	0	105	0	28	82	8	0	118	0	75	75	25	0	175	0	0	93	25	1	118	516
Hourly Total	0	53	358	0	0	411	0	77	307	22	0	406	1	261	303	97	0	662	0	17	285	68	1	370	1849
12:00 PM	0	21	98	0	0	119	0	15	96	7	0	118	0	58	86	33	0	177	0	5	56	16	0	77	491
12:15 PM	0	23	116	0	0	139	0	16	96	4	0	116	0	72	83	20	0	175	0	8	103	17	0	128	558
12:30 PM	0	11	96	0	0	107	0	17	76	7	0	100	0	61	85	27	0	173	0	4	57	20	1	81	461

12:45 PM	0	18	84	0	0	102	1	25	72	8	0	106	0	67	74	31	0	172	0	3	57	12	0	72	452
Hourly Total	0	73	394	0	0	467	1	73	340	26	0	440	0	258	328	111	0	697	0	20	273	65	1	358	1962
1:00 PM	0	23	107	0	0	130	1	16	77	1	0	95	0	68	87	22	0	177	0	3	72	23	1	98	500
1:15 PM	0	18	104	0	0	122	0	20	68	2	0	90	0	60	75	18	0	153	0	6	83	16	0	105	470
1:30 PM	0	10	102	0	0	112	0	13	79	3	0	95	0	66	57	28	0	151	0	2	63	21	2	86	444
1:45 PM	0	8	90	0	0	98	0	23	78	3	0	104	0	66	65	25	0	156	0	3	75	25	0	103	461
Hourly Total	0	59	403	0	0	462	1	72	302	9	0	384	0	260	284	93	0	637	0	14	293	85	3	392	1875
2:00 PM	0	15	85	0	0	100	0	17	79	4	0	100	0	68	75	19	0	162	0	8	81	14	0	103	465
2:15 PM	0	20	98	0	0	118	0	28	68	4	0	100	0	58	70	24	0	152	1	3	93	21	0	118	488
2:30 PM	0	23	84	0	0	107	0	21	61	9	0	91	0	81	79	22	0	182	0	3	67	19	0	89	469
2:45 PM	0	17	78	0	0	95	0	19	71	3	0	93	0	66	77	16	0	159	0	4	65	15	0	84	431
Hourly Total	0	75	345	0	0	420	0	85	279	20	0	384	0	273	301	81	0	655	1	18	306	69	0	394	1853
3:00 PM	0	8	86	0	0	94	0	21	72	5	0	98	0	69	90	30	0	189	0	5	72	17	1	94	475
3:15 PM	0	13	87	0	1	100	0	15	71	4	0	90	0	53	67	22	0	142	0	3	81	20	2	104	436
3:30 PM	0	13	75	0	0	88	0	17	79	2	0	98	0	45	59	34	0	138	0	4	63	12	1	79	403
3:45 PM	0	12	85	0	0	97	0	13	62	2	0	77	2	56	75	25	0	158	0	2	88	12	0	102	434
Hourly Total	0	46	333	0	1	379	0	66	284	13	0	363	2	223	291	111	0	627	0	14	304	61	4	379	1748
4:00 PM	0	17	75	0	0	92	0	17	83	5	0	105	0	47	44	7	0	98	0	4	86	12	0	102	397
4:15 PM	0	15	88	0	0	103	0	21	53	2	0	76	0	53	63	12	0	128	0	4	85	14	0	103	410
4:30 PM	0	20	81	0	0	101	0	22	73	2	0	97	0	67	51	30	1	148	0	1	99	4	0	104	450
4:45 PM	0	15	81	0	0	96	0	27	52	6	0	85	0	56	51	19	0	126	0	5	81	9	0	95	402
Hourly Total	0	67	325	0	0	392	0	87	261	15	0	363	0	223	209	68	1	500	0	14	351	39	0	404	1659
5:00 PM	0	16	77	0	0	93	0	23	59	1	0	83	0	54	53	16	0	123	0	3	80	10	0	93	392
5:15 PM	0	10	74	0	0	84	0	19	65	2	0	86	0	56	56	30	1	142	0	5	68	17	0	90	402
5:30 PM	0	10	84	0	0	94	0	11	61	2	0	74	0	56	47	20	0	123	0	4	53	17	0	74	365
5:45 PM	0	11	70	0	0	81	0	25	52	1	0	78	0	61	47	13	0	121	0	2	76	22	0	100	380
Hourly Total	0	47	305	0	0	352	0	78	237	6	0	321	0	227	203	79	1	509	0	14	277	66	0	357	1539
Grand Total	0	822	4264	0	1	5086	2	1185	3682	201	0	5070	5	3591	3993	1288	2	8877	1	206	4033	841	9	5081	24114
Approach %	0.0	16.2	83.8	0.0	-	-	0.0	23.4	72.6	4.0	-	-	0.1	40.5	45.0	14.5	-	-	0.0	4.1	79.4	16.6	-	-	-
Total %	0.0	3.4	17.7	0.0	-	21.1	0.0	4.9	15.3	0.8	-	21.0	0.0	14.9	16.6	5.3	-	36.8	0.0	0.9	16.7	3.5	-	21.1	-
Lights	0	811	4198	0	-	5009	2	1162	3639	198	-	5001	5	3544	3952	1258	-	8759	1	204	3966	827	-	4998	23767
% Lights	-	98.7	98.5	-	-	98.5	100.0	98.1	98.8	98.5	-	98.6	100.0	98.7	99.0	97.7	-	98.7	100.0	99.0	98.3	98.3	-	98.4	98.6
Buses	0	0	1	0	-	1	0	8	0	0	-	8	0	1	1	3	-	5	0	1	1	2	-	4	18
% Buses	-	0.0	0.0	-	-	0.0	0.0	0.7	0.0	0.0	-	0.2	0.0	0.0	0.0	0.2	-	0.1	0.0	0.5	0.0	0.2	-	0.1	0.1
Single-Unit Trucks	0	5	47	0	-	52	0	10	30	2	-	42	0	34	31	22	-	87	0	0	40	8	-	48	229
% Single-Unit Trucks	-	0.6	1.1	-	-	1.0	0.0	0.8	0.8	1.0	-	0.8	0.0	0.9	0.8	1.7	-	1.0	0.0	0.0	1.0	1.0	-	0.9	0.9
Articulated Trucks	0	6	18	0	-	24	0	5	12	1	-	18	0	12	9	4	-	25	0	1	25	4	-	30	97
% Articulated Trucks	-	0.7	0.4	-	-	0.5	0.0	0.4	0.3	0.5	-	0.4	0.0	0.3	0.2	0.3	-	0.3	0.0	0.5	0.6	0.5	-	0.6	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

[illegible]

[illegible]



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

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

Count Name: County Line Road with Plainfield
Road TMC
Site Code:
Start Date: 07/20/2023
Page No: 5

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Plainfield Road Eastbound						Plainfield Road Westbound						County Line Road Northbound						County Line 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	
11:30 AM	0	15	109	0	0	124	0	20	96	3	0	119	0	59	79	27	0	165	0	4	62	15	0	81	489
11:45 AM	0	14	91	0	0	105	0	28	82	8	0	118	0	75	75	25	0	175	0	0	93	25	1	118	516
12:00 PM	0	21	98	0	0	119	0	15	96	7	0	118	0	58	86	33	0	177	0	5	56	16	0	77	491
12:15 PM	0	23	116	0	0	139	0	16	96	4	0	116	0	72	83	20	0	175	0	8	103	17	0	128	558
Total	0	73	414	0	0	487	0	79	370	22	0	471	0	264	323	105	0	692	0	17	314	73	1	404	2054
Approach %	0.0	15.0	85.0	0.0	-	-	0.0	16.8	78.6	4.7	-	-	0.0	38.2	46.7	15.2	-	-	0.0	4.2	77.7	18.1	-	-	-
Total %	0.0	3.6	20.2	0.0	-	23.7	0.0	3.8	18.0	1.1	-	22.9	0.0	12.9	15.7	5.1	-	33.7	0.0	0.8	15.3	3.6	-	19.7	-
PHF	0.000	0.793	0.892	0.000	-	0.876	0.000	0.705	0.964	0.688	-	0.989	0.000	0.880	0.939	0.795	-	0.977	0.000	0.531	0.762	0.730	-	0.789	0.920
Lights	0	73	410	0	-	483	0	77	367	21	-	465	0	263	318	103	-	684	0	17	312	73	-	402	2034
% Lights	-	100.0	99.0	-	-	99.2	-	97.5	99.2	95.5	-	98.7	-	99.6	98.5	98.1	-	98.8	-	100.0	99.4	100.0	-	99.5	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	4	0	-	4	0	2	0	0	-	2	0	1	5	1	-	7	0	0	1	0	-	1	14
% Single-Unit Trucks	-	0.0	1.0	-	-	0.8	-	2.5	0.0	0.0	-	0.4	-	0.4	1.5	1.0	-	1.0	-	0.0	0.3	0.0	-	0.2	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	3	1	-	4	0	0	0	1	-	1	0	0	1	0	-	1	6
% Articulated Trucks	-	0.0	0.0	-	-	0.0	-	0.0	0.8	4.5	-	0.8	-	0.0	0.0	1.0	-	0.1	-	0.0	0.3	0.0	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: County Line Road with Veterans
Blvd.TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Veterans Blvd. Eastbound						Carriage Way Drive Westbound						County Line Road Northbound						County Line 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	7	1	23	0	31	0	11	4	6	0	21	0	59	172	42	0	273	0	18	101	14	0	133	458
7:15 AM	0	10	1	39	0	50	0	16	4	6	0	26	0	60	178	43	0	281	0	19	124	14	0	157	514
7:30 AM	0	16	2	25	0	43	0	8	5	9	0	22	0	65	243	59	0	367	0	27	146	19	0	192	624
7:45 AM	0	8	6	43	0	57	0	12	1	9	0	22	2	108	226	91	0	427	0	47	159	39	0	245	751
Hourly Total	0	41	10	130	0	181	0	47	14	30	0	91	2	292	819	235	0	1348	0	111	530	86	0	727	2347
8:00 AM	0	5	1	40	0	46	0	32	2	11	0	45	0	89	217	69	0	375	0	15	171	37	0	223	689
8:15 AM	0	10	5	27	0	42	0	22	3	13	0	38	0	97	204	51	0	352	0	33	134	25	0	192	624
8:30 AM	0	12	4	39	0	55	0	24	5	21	0	50	0	61	218	70	0	349	0	21	163	28	0	212	666
8:45 AM	0	9	1	33	0	43	0	29	2	30	0	61	1	68	188	76	0	333	0	36	132	41	0	209	646
Hourly Total	0	36	11	139	0	186	0	107	12	75	0	194	1	315	827	266	0	1409	0	105	600	131	0	836	2625
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	34	7	96	0	137	0	56	10	33	0	99	0	25	207	18	0	250	0	16	288	10	0	314	800
4:15 PM	0	28	2	83	0	113	0	38	4	17	0	59	1	31	171	21	0	224	0	12	300	5	0	317	713
4:30 PM	0	49	4	117	0	170	0	60	3	43	0	106	0	15	214	32	0	261	0	9	267	9	0	285	822
4:45 PM	0	24	5	102	0	131	0	49	2	34	0	85	0	23	164	18	0	205	0	9	282	14	0	305	726
Hourly Total	0	135	18	398	0	551	0	203	19	127	0	349	1	94	756	89	0	940	0	46	1137	38	0	1221	3061
5:00 PM	0	53	4	142	0	199	0	67	1	35	0	103	0	30	181	19	0	230	0	8	278	9	0	295	827
5:15 PM	0	21	4	104	0	129	0	48	7	33	0	88	1	29	217	14	0	261	0	3	312	8	0	323	801
5:30 PM	0	20	4	80	0	104	0	44	1	27	0	72	1	31	200	9	0	241	0	11	311	11	0	333	750
5:45 PM	0	19	3	60	0	82	0	36	4	23	0	63	0	19	185	14	0	218	0	8	323	8	0	339	702
Hourly Total	0	113	15	386	0	514	0	195	13	118	0	326	2	109	783	56	0	950	0	30	1224	36	0	1290	3080
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	13	5	26	0	44	0	10	1	9	0	20	2	19	156	13	0	190	0	4	134	4	0	142	396
10:15 AM	0	8	0	37	0	45	0	12	3	4	0	19	4	32	125	6	0	167	0	2	151	8	0	161	392
10:30 AM	0	5	2	29	0	36	0	10	1	7	0	18	3	19	131	8	0	161	0	5	125	9	0	139	354
10:45 AM	0	12	0	25	0	37	0	8	0	7	0	15	1	22	175	10	0	208	0	3	156	10	0	169	429
Hourly Total	0	38	7	117	0	162	0	40	5	27	0	72	10	92	587	37	0	726	0	14	566	31	0	611	1571
11:00 AM	0	5	1	29	0	35	0	11	1	10	0	22	4	14	159	10	0	187	0	3	142	6	0	151	395
11:15 AM	0	6	1	40	0	47	0	7	0	7	0	14	3	30	148	7	0	188	0	1	138	7	0	146	395
11:30 AM	0	18	1	28	0	47	0	10	3	6	0	19	1	22	151	9	0	183	0	4	149	4	0	157	406
11:45 AM	0	12	3	39	0	54	0	7	2	9	0	18	1	19	147	10	0	177	0	0	171	9	1	180	429
Hourly Total	0	41	6	136	0	183	0	35	6	32	0	73	9	85	605	36	0	735	0	8	600	26	1	634	1625
12:00 PM	0	11	1	53	0	65	0	13	1	2	0	16	3	24	171	16	0	214	0	2	148	2	0	152	447
12:15 PM	0	12	0	42	2	54	0	9	1	8	0	18	2	12	158	14	0	186	0	3	189	13	0	205	463
12:30 PM	0	11	0	31	0	42	0	9	0	3	0	12	2	15	153	11	0	181	0	1	134	5	1	140	375

12:45 PM	0	10	0	36	0	46	0	10	1	7	0	18	2	16	153	10	0	181	0	8	127	7	0	142	387
Hourly Total	0	44	1	162	2	207	0	41	3	20	0	64	9	67	635	51	0	762	0	14	598	27	1	639	1672
1:00 PM	0	5	3	27	0	35	0	14	1	8	0	23	2	15	161	9	0	187	0	4	155	3	0	162	407
1:15 PM	0	6	0	26	0	32	0	20	1	7	0	28	2	15	137	9	0	163	0	3	163	4	0	170	393
1:30 PM	0	6	0	18	0	24	0	13	0	11	0	24	1	16	137	5	0	159	0	5	141	3	0	149	356
1:45 PM	0	6	0	31	0	37	0	8	0	1	1	9	3	16	141	9	0	169	0	5	156	9	0	170	385
Hourly Total	0	23	3	102	0	128	0	55	2	27	1	84	8	62	576	32	0	678	0	17	615	19	0	651	1541
2:00 PM	0	11	2	53	0	66	0	10	2	7	0	19	2	16	143	9	0	170	0	6	157	8	0	171	426
2:15 PM	0	12	1	28	0	41	0	13	1	8	0	22	1	11	139	10	0	161	0	7	183	4	0	194	418
2:30 PM	0	2	0	40	0	42	0	11	1	5	0	17	2	14	165	10	0	191	0	5	177	7	0	189	439
2:45 PM	0	8	1	35	0	44	0	7	0	3	0	10	1	8	154	8	0	171	0	3	135	8	0	146	371
Hourly Total	0	33	4	156	0	193	0	41	4	23	0	68	6	49	601	37	0	693	0	21	652	27	0	700	1654
3:00 PM	0	8	1	33	0	42	0	12	0	6	0	18	0	16	177	7	0	200	0	2	169	5	0	176	436
3:15 PM	0	6	0	21	0	27	1	8	0	13	0	22	1	18	123	6	0	148	0	3	174	5	0	182	379
3:30 PM	0	8	0	22	0	30	0	9	0	8	0	17	1	15	126	6	0	148	0	2	166	9	0	177	372
3:45 PM	0	7	2	30	0	39	0	10	1	5	0	16	2	20	136	7	0	165	0	2	168	7	0	177	397
Hourly Total	0	29	3	106	0	138	1	39	1	32	0	73	4	69	562	26	0	661	0	9	677	26	0	712	1584
4:00 PM	0	7	1	26	0	34	0	6	2	2	0	10	2	21	94	8	0	125	0	2	183	7	0	192	361
4:15 PM	0	9	0	28	0	37	0	4	1	2	0	7	5	22	115	3	0	145	0	4	179	7	0	190	379
4:30 PM	0	7	0	27	0	34	0	7	0	2	0	9	1	12	132	6	0	151	0	4	185	7	0	196	390
4:45 PM	0	2	0	30	0	32	0	8	0	3	0	11	1	15	124	3	0	143	0	4	179	6	0	189	375
Hourly Total	0	25	1	111	0	137	0	25	3	9	0	37	9	70	465	20	0	564	0	14	726	27	0	767	1505
5:00 PM	0	5	1	27	0	33	0	6	0	3	0	9	8	17	128	8	0	161	0	1	159	7	0	167	370
5:15 PM	0	6	2	21	0	29	0	5	0	2	0	7	5	21	133	7	0	166	0	2	145	2	0	149	351
5:30 PM	0	11	0	26	0	37	0	2	0	5	0	7	1	21	116	3	0	141	0	4	126	1	0	131	316
5:45 PM	0	9	0	21	0	30	0	5	0	8	0	13	2	10	107	8	0	127	0	5	167	6	0	178	348
Hourly Total	0	31	3	95	0	129	0	18	0	18	0	36	16	69	484	26	0	595	0	12	597	16	0	625	1385
Grand Total	0	589	82	2038	2	2709	1	846	82	538	1	1467	77	1373	7700	911	0	10061	0	401	8522	490	2	9413	23650
Approach %	0.0	21.7	3.0	75.2	-	-	0.1	57.7	5.6	36.7	-	-	0.8	13.6	76.5	9.1	-	-	0.0	4.3	90.5	5.2	-	-	-
Total %	0.0	2.5	0.3	8.6	-	11.5	0.0	3.6	0.3	2.3	-	6.2	0.3	5.8	32.6	3.9	-	42.5	0.0	1.7	36.0	2.1	-	39.8	-
Lights	0	580	68	1949	-	2597	1	818	75	531	-	1425	77	1292	7595	891	-	9855	0	394	8403	487	-	9284	23161
% Lights	-	98.5	82.9	95.6	-	95.9	100.0	96.7	91.5	98.7	-	97.1	100.0	94.1	98.6	97.8	-	98.0	-	98.3	98.6	99.4	-	98.6	97.9
Buses	0	1	1	2	-	4	0	3	0	0	-	3	0	1	5	2	-	8	0	1	9	0	-	10	25
% Buses	-	0.2	1.2	0.1	-	0.1	0.0	0.4	0.0	0.0	-	0.2	0.0	0.1	0.1	0.2	-	0.1	-	0.2	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	4	6	21	-	31	0	18	3	3	-	24	0	16	81	10	-	107	0	4	73	2	-	79	241
% Single-Unit Trucks	-	0.7	7.3	1.0	-	1.1	0.0	2.1	3.7	0.6	-	1.6	0.0	1.2	1.1	1.1	-	1.1	-	1.0	0.9	0.4	-	0.8	1.0
Articulated Trucks	0	2	1	62	-	65	0	7	0	4	-	11	0	64	19	7	-	90	0	2	36	1	-	39	205
% Articulated Trucks	-	0.3	1.2	3.0	-	2.4	0.0	0.8	0.0	0.7	-	0.7	0.0	4.7	0.2	0.8	-	0.9	-	0.5	0.4	0.2	-	0.4	0.9
Bicycles on Road	0	2	6	4	-	12	0	0	4	0	-	4	0	0	0	1	-	1	0	0	1	0	-	1	18
% Bicycles on Road	-	0.3	7.3	0.2	-	0.4	0.0	0.0	4.9	0.0	-	0.3	0.0	0.0	0.0	0.1	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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[illegible]



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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: County Line Road with Veterans
Blvd.TMC
Site Code:
Start Date: 07/20/2023
Page No: 5

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Veterans Blvd. Eastbound						Carriage Way Drive Westbound						County Line Road Northbound						County Line 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	
11:30 AM	0	18	1	28	0	47	0	10	3	6	0	19	1	22	151	9	0	183	0	4	149	4	0	157	406
11:45 AM	0	12	3	39	0	54	0	7	2	9	0	18	1	19	147	10	0	177	0	0	171	9	1	180	429
12:00 PM	0	11	1	53	0	65	0	13	1	2	0	16	3	24	171	16	0	214	0	2	148	2	0	152	447
12:15 PM	0	12	0	42	2	54	0	9	1	8	0	18	2	12	158	14	0	186	0	3	189	13	0	205	463
Total	0	53	5	162	2	220	0	39	7	25	0	71	7	77	627	49	0	760	0	9	657	28	1	694	1745
Approach %	0.0	24.1	2.3	73.6	-	-	0.0	54.9	9.9	35.2	-	-	0.9	10.1	82.5	6.4	-	-	0.0	1.3	94.7	4.0	-	-	-
Total %	0.0	3.0	0.3	9.3	-	12.6	0.0	2.2	0.4	1.4	-	4.1	0.4	4.4	35.9	2.8	-	43.6	0.0	0.5	37.7	1.6	-	39.8	-
PHF	0.000	0.736	0.417	0.764	-	0.846	0.000	0.750	0.583	0.694	-	0.934	0.583	0.802	0.917	0.766	-	0.888	0.000	0.563	0.869	0.538	-	0.846	0.942
Lights	0	52	5	157	-	214	0	36	7	24	-	67	7	72	619	47	-	745	0	9	655	27	-	691	1717
% Lights	-	98.1	100.0	96.9	-	97.3	-	92.3	100.0	96.0	-	94.4	100.0	93.5	98.7	95.9	-	98.0	-	100.0	99.7	96.4	-	99.6	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	2	-	3	0	3	0	1	-	4	0	0	5	1	-	6	0	0	1	1	-	2	15
% Single-Unit Trucks	-	1.9	0.0	1.2	-	1.4	-	7.7	0.0	4.0	-	5.6	0.0	0.0	0.8	2.0	-	0.8	-	0.0	0.2	3.6	-	0.3	0.9
Articulated Trucks	0	0	0	3	-	3	0	0	0	0	-	0	0	5	3	1	-	9	0	0	0	0	-	0	12
% Articulated Trucks	-	0.0	0.0	1.9	-	1.4	-	0.0	0.0	0.0	-	0.0	0.0	6.5	0.5	2.0	-	1.2	-	0.0	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: County Line with Carriage Place
TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Carriage Place Eastbound					County Line Road Northbound					County Line Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	1	0	0	1	0	1	191	0	192	0	128	1	0	129	322
7:15 AM	0	0	0	0	0	0	2	187	0	189	0	170	1	0	171	360
7:30 AM	0	0	0	0	0	0	1	254	0	255	0	166	0	0	166	421
7:45 AM	0	1	0	0	1	0	3	225	0	228	0	237	1	0	238	467
Hourly Total	0	2	0	0	2	0	7	857	0	864	0	701	3	0	704	1570
8:00 AM	0	2	8	0	10	0	3	222	0	225	0	197	0	0	197	432
8:15 AM	0	1	2	0	3	0	1	240	0	241	0	203	0	0	203	447
8:30 AM	0	0	5	0	5	0	1	256	0	257	0	197	3	0	200	462
8:45 AM	0	3	5	0	8	0	6	206	0	212	0	203	0	0	203	423
Hourly Total	0	6	20	0	26	0	11	924	0	935	0	800	3	0	803	1764
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	2	0	3	1	2	291	0	294	0	307	1	0	308	605
4:15 PM	0	2	0	0	2	0	0	217	0	217	0	302	2	0	304	523
4:30 PM	0	0	0	0	0	0	0	318	0	318	0	292	1	0	293	611
4:45 PM	0	0	0	0	0	0	0	218	0	218	0	301	1	0	302	520
Hourly Total	0	3	2	0	5	1	2	1044	0	1047	0	1202	5	0	1207	2259
5:00 PM	0	0	0	0	0	1	6	275	0	282	0	291	1	0	292	574
5:15 PM	0	1	1	0	2	1	12	275	0	288	0	317	1	0	318	608
5:30 PM	0	0	1	0	1	0	4	242	0	246	0	344	2	0	346	593
5:45 PM	0	0	4	0	4	0	4	244	0	248	0	310	2	0	312	564
Hourly Total	0	1	6	0	7	2	26	1036	0	1064	0	1262	6	0	1268	2339
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	2	4	0	6	0	4	181	0	185	0	140	1	0	141	332
10:15 AM	0	1	1	0	2	0	3	124	0	127	0	149	2	0	151	280
10:30 AM	0	1	4	1	5	0	6	148	0	154	0	141	1	0	142	301
10:45 AM	0	2	5	0	7	0	3	197	0	200	0	163	1	0	164	371
Hourly Total	0	6	14	1	20	0	16	650	0	666	0	593	5	0	598	1284
11:00 AM	0	0	0	0	0	0	8	160	0	168	0	146	0	0	146	314
11:15 AM	0	0	5	0	5	0	8	155	0	163	0	137	1	0	138	306
11:30 AM	0	1	4	0	5	0	9	170	0	179	0	148	1	0	149	333
11:45 AM	0	3	7	0	10	0	8	151	0	159	0	175	2	0	177	346
Hourly Total	0	4	16	0	20	0	33	636	0	669	0	606	4	0	610	1299
12:00 PM	0	2	2	0	4	0	2	185	0	187	0	151	1	0	152	343
12:15 PM	0	0	3	0	3	1	3	178	0	182	0	205	2	0	207	392
12:30 PM	0	1	2	0	3	1	7	160	0	168	0	126	1	0	127	298
12:45 PM	0	2	3	0	5	0	6	175	0	181	0	148	1	0	149	335

Hourly Total	0	5	10	0	15	2	18	698	0	718	0	630	5	0	635	1368
1:00 PM	0	0	5	0	5	0	1	163	0	164	0	147	5	0	152	321
1:15 PM	0	1	3	0	4	1	6	143	0	150	0	173	1	0	174	328
1:30 PM	0	0	3	0	3	1	1	148	0	150	0	131	1	0	132	285
1:45 PM	0	2	5	0	7	1	1	155	0	157	1	150	3	0	154	318
Hourly Total	0	3	16	0	19	3	9	609	0	621	1	601	10	0	612	1252
2:00 PM	0	0	6	0	6	0	3	168	0	171	0	174	3	0	177	354
2:15 PM	0	0	7	0	7	0	2	154	0	156	0	195	0	0	195	358
2:30 PM	0	1	1	0	2	0	2	173	0	175	1	179	1	0	181	358
2:45 PM	0	1	2	0	3	1	4	170	0	175	0	147	0	0	147	325
Hourly Total	0	2	16	0	18	1	11	665	0	677	1	695	4	0	700	1395
3:00 PM	0	1	1	0	2	0	3	177	0	180	0	178	0	0	178	360
3:15 PM	0	0	1	0	1	1	5	142	0	148	0	205	1	0	206	355
3:30 PM	0	1	0	0	1	0	2	148	0	150	0	179	0	0	179	330
3:45 PM	0	1	2	0	3	0	2	154	0	156	0	196	1	0	197	356
Hourly Total	0	3	4	0	7	1	12	621	0	634	0	758	2	0	760	1401
4:00 PM	0	0	4	0	4	0	5	90	0	95	0	189	2	0	191	290
4:15 PM	0	3	4	0	7	1	1	101	0	103	0	190	2	0	192	302
4:30 PM	0	1	2	0	3	0	2	110	0	112	0	200	2	0	202	317
4:45 PM	0	0	2	1	2	0	2	81	0	83	0	179	1	0	180	265
Hourly Total	0	4	12	1	16	1	10	382	0	393	0	758	7	0	765	1174
5:00 PM	0	1	4	0	5	0	4	122	0	126	0	165	2	0	167	298
5:15 PM	0	0	4	0	4	1	3	116	0	120	0	142	1	0	143	267
5:30 PM	0	0	6	0	6	0	3	114	0	117	0	121	1	0	122	245
5:45 PM	0	1	7	0	8	0	6	116	0	122	0	163	0	0	163	293
Hourly Total	0	2	21	0	23	1	16	468	0	485	0	591	4	0	595	1103
Grand Total	0	41	137	2	178	12	171	8590	0	8773	2	9197	58	0	9257	18208
Approach %	0.0	23.0	77.0	-	-	0.1	1.9	97.9	-	-	0.0	99.4	0.6	-	-	-
Total %	0.0	0.2	0.8	-	1.0	0.1	0.9	47.2	-	48.2	0.0	50.5	0.3	-	50.8	-
Lights	0	40	136	-	176	12	170	8490	-	8672	2	9065	57	-	9124	17972
% Lights	-	97.6	99.3	-	98.9	100.0	99.4	98.8	-	98.8	100.0	98.6	98.3	-	98.6	98.7
Buses	0	0	0	-	0	0	0	16	-	16	0	6	0	-	6	22
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.2	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	1	1	-	2	0	1	63	-	64	0	84	1	-	85	151
% Single-Unit Trucks	-	2.4	0.7	-	1.1	0.0	0.6	0.7	-	0.7	0.0	0.9	1.7	-	0.9	0.8
Articulated Trucks	0	0	0	-	0	0	0	19	-	19	0	41	0	-	41	60
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.2	0.0	0.4	0.0	-	0.4	0.3
Bicycles on Road	0	0	0	-	0	0	0	2	-	2	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-		2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Carriage Place Eastbound					County Line Road Northbound					County Line Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	1	0	0	1	0	3	225	0	228	0	237	1	0	238	467
8:00 AM	0	2	8	0	10	0	3	222	0	225	0	197	0	0	197	432
8:15 AM	0	1	2	0	3	0	1	240	0	241	0	203	0	0	203	447
8:30 AM	0	0	5	0	5	0	1	256	0	257	0	197	3	0	200	462
Total	0	4	15	0	19	0	8	943	0	951	0	834	4	0	838	1808
Approach %	0.0	21.1	78.9	-	-	0.0	0.8	99.2	-	-	0.0	99.5	0.5	-	-	-
Total %	0.0	0.2	0.8	-	1.1	0.0	0.4	52.2	-	52.6	0.0	46.1	0.2	-	46.3	-
PHF	0.000	0.500	0.469	-	0.475	0.000	0.667	0.921	-	0.925	0.000	0.880	0.333	-	0.880	0.968
Lights	0	4	15	-	19	0	8	913	-	921	0	817	4	-	821	1761
% Lights	-	100.0	100.0	-	100.0	-	100.0	96.8	-	96.8	-	98.0	100.0	-	98.0	97.4
Buses	0	0	0	-	0	0	0	4	-	4	0	1	0	-	1	5
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.1	0.0	-	0.1	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	16	-	16	0	12	0	-	12	28
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	1.7	-	1.7	-	1.4	0.0	-	1.4	1.5
Articulated Trucks	0	0	0	-	0	0	0	10	-	10	0	4	0	-	4	14
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	1.1	-	1.1	-	0.5	0.0	-	0.5	0.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Carriage Place Eastbound					County Line Road Northbound					County Line Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:30 PM	0	0	0	0	0	0	0	318	0	318	0	292	1	0	293	611
4:45 PM	0	0	0	0	0	0	0	218	0	218	0	301	1	0	302	520
5:00 PM	0	0	0	0	0	1	6	275	0	282	0	291	1	0	292	574
5:15 PM	0	1	1	0	2	1	12	275	0	288	0	317	1	0	318	608
Total	0	1	1	0	2	2	18	1086	0	1106	0	1201	4	0	1205	2313
Approach %	0.0	50.0	50.0	-	-	0.2	1.6	98.2	-	-	0.0	99.7	0.3	-	-	-
Total %	0.0	0.0	0.0	-	0.1	0.1	0.8	47.0	-	47.8	0.0	51.9	0.2	-	52.1	-
PHF	0.000	0.250	0.250	-	0.250	0.500	0.375	0.854	-	0.869	0.000	0.947	1.000	-	0.947	0.946
Lights	0	1	1	-	2	2	18	1078	-	1098	0	1167	4	-	1171	2271
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	99.3	-	99.3	-	97.2	100.0	-	97.2	98.2
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	8	-	8	0	19	0	-	19	27
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.7	-	0.7	-	1.6	0.0	-	1.6	1.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	13	0	-	13	13
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	1.1	0.0	-	1.1	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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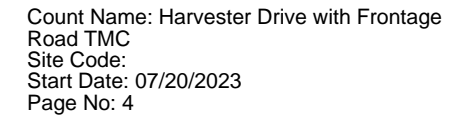
Count Name: Harvester Drive with Frontage
Road TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Harvester Drive Eastbound					Frontage Road Northbound					Frontage Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	1	1	0	2	0	5	28	0	33	0	23	6	0	29	64
7:15 AM	0	6	1	0	7	0	4	32	0	36	0	17	12	0	29	72
7:30 AM	0	6	1	0	7	0	8	28	0	36	0	22	11	0	33	76
7:45 AM	0	7	7	0	14	0	15	37	0	52	0	42	18	0	60	126
Hourly Total	0	20	10	0	30	0	32	125	0	157	0	104	47	0	151	338
8:00 AM	0	6	2	0	8	0	3	37	0	40	0	32	10	0	42	90
8:15 AM	0	10	5	0	15	0	18	27	0	45	0	35	16	0	51	111
8:30 AM	0	7	7	0	14	0	14	32	0	46	0	24	10	0	34	94
8:45 AM	0	14	5	0	19	0	23	25	0	48	0	15	32	0	47	114
Hourly Total	0	37	19	0	56	0	58	121	0	179	0	106	68	0	174	409
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	15	15	0	30	0	6	55	0	61	0	27	13	0	40	131
4:15 PM	0	18	16	0	34	0	5	41	0	46	0	22	10	0	32	112
4:30 PM	0	29	21	0	50	0	10	59	0	69	0	18	12	0	30	149
4:45 PM	0	7	3	0	10	0	7	61	0	68	0	23	2	0	25	103
Hourly Total	0	69	55	0	124	0	28	216	0	244	0	90	37	0	127	495
5:00 PM	0	26	14	0	40	0	7	79	0	86	0	35	8	0	43	169
5:15 PM	0	9	3	0	12	0	10	44	0	54	0	27	9	0	36	102
5:30 PM	0	5	3	0	8	0	5	38	0	43	0	28	3	0	31	82
5:45 PM	0	5	8	0	13	1	8	43	0	52	0	24	7	0	31	96
Hourly Total	0	45	28	0	73	1	30	204	0	235	0	114	27	0	141	449
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	13	8	0	21	0	7	17	0	24	0	10	9	0	19	64
10:15 AM	0	8	7	0	15	0	3	21	0	24	0	12	22	0	34	73
10:30 AM	0	13	3	0	16	0	10	17	0	27	0	9	19	0	28	71
10:45 AM	0	7	5	0	12	0	7	25	0	32	0	11	16	0	27	71
Hourly Total	0	41	23	0	64	0	27	80	0	107	0	42	66	0	108	279
11:00 AM	0	10	4	0	14	0	7	18	0	25	0	8	6	0	14	53
11:15 AM	0	12	5	0	17	0	11	26	0	37	0	8	6	0	14	68
11:30 AM	0	13	5	0	18	0	5	15	0	20	0	14	8	0	22	60
11:45 AM	0	14	9	0	23	0	4	21	0	25	0	11	8	0	19	67
Hourly Total	0	49	23	0	72	0	27	80	0	107	0	41	28	0	69	248
12:00 PM	0	15	3	0	18	0	5	42	0	47	0	18	5	0	23	88
12:15 PM	0	11	7	0	18	0	8	30	0	38	0	12	6	0	18	74
12:30 PM	0	9	6	0	15	0	3	9	0	12	0	7	5	0	12	39
12:45 PM	0	11	3	0	14	0	4	27	0	31	0	6	10	0	16	61

Hourly Total	0	46	19	0	65	0	20	108	0	128	0	43	26	0	69	262
1:00 PM	0	11	8	0	19	0	1	24	0	25	0	11	6	0	17	61
1:15 PM	0	9	4	0	13	0	7	20	0	27	0	6	9	0	15	55
1:30 PM	0	7	5	0	12	0	4	12	0	16	0	5	10	0	15	43
1:45 PM	0	8	8	0	16	0	9	26	0	35	0	11	8	0	19	70
Hourly Total	0	35	25	0	60	0	21	82	0	103	0	33	33	0	66	229
2:00 PM	0	42	7	0	49	0	3	23	0	26	0	7	10	0	17	92
2:15 PM	0	11	9	0	20	0	10	23	0	33	0	10	3	0	13	66
2:30 PM	0	10	3	0	13	0	4	22	0	26	0	4	8	0	12	51
2:45 PM	0	13	4	0	17	0	8	26	0	34	0	6	7	0	13	64
Hourly Total	0	76	23	0	99	0	25	94	0	119	0	27	28	0	55	273
3:00 PM	0	8	3	0	11	0	5	23	0	28	0	7	3	0	10	49
3:15 PM	0	1	2	0	3	0	2	22	0	24	0	7	8	0	15	42
3:30 PM	0	7	5	0	12	0	3	24	0	27	0	6	8	0	14	53
3:45 PM	0	3	8	0	11	0	3	17	0	20	0	5	11	0	16	47
Hourly Total	0	19	18	0	37	0	13	86	0	99	0	25	30	0	55	191
4:00 PM	0	9	6	0	15	0	9	30	0	39	0	11	8	0	19	73
4:15 PM	0	8	1	1	9	0	4	22	0	26	0	7	8	0	15	50
4:30 PM	0	4	3	0	7	0	3	20	0	23	0	7	6	0	13	43
4:45 PM	0	5	5	0	10	0	5	22	0	27	0	7	7	0	14	51
Hourly Total	0	26	15	1	41	0	21	94	0	115	0	32	29	0	61	217
5:00 PM	0	5	7	0	12	0	11	26	0	37	0	8	6	0	14	63
5:15 PM	0	12	7	0	19	0	7	9	0	16	0	17	6	0	23	58
5:30 PM	0	7	10	0	17	0	1	21	0	22	0	10	5	0	15	54
5:45 PM	0	6	4	0	10	0	5	13	0	18	0	6	7	0	13	41
Hourly Total	0	30	28	0	58	0	24	69	0	93	0	41	24	0	65	216
Grand Total	0	493	286	1	779	1	326	1359	0	1686	0	698	443	0	1141	3606
Approach %	0.0	63.3	36.7	-	-	0.1	19.3	80.6	-	-	0.0	61.2	38.8	-	-	-
Total %	0.0	13.7	7.9	-	21.6	0.0	9.0	37.7	-	46.8	0.0	19.4	12.3	-	31.6	-
Lights	0	487	285	-	772	1	324	1264	-	1589	0	615	440	-	1055	3416
% Lights	-	98.8	99.7	-	99.1	100.0	99.4	93.0	-	94.2	-	88.1	99.3	-	92.5	94.7
Buses	0	0	0	-	0	0	0	2	-	2	0	1	0	-	1	3
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.1	-	0.1	-	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	5	1	-	6	0	2	30	-	32	0	18	2	-	20	58
% Single-Unit Trucks	-	1.0	0.3	-	0.8	0.0	0.6	2.2	-	1.9	-	2.6	0.5	-	1.8	1.6
Articulated Trucks	0	0	0	-	0	0	0	58	-	58	0	59	0	-	59	117
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	4.3	-	3.4	-	8.5	0.0	-	5.2	3.2
Bicycles on Road	0	1	0	-	1	0	0	5	-	5	0	5	1	-	6	12
% Bicycles on Road	-	0.2	0.0	-	0.1	0.0	0.0	0.4	-	0.3	-	0.7	0.2	-	0.5	0.3
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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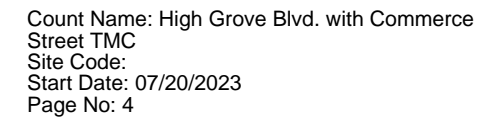
Count Name: High Grove Blvd. with Commerce
Street TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Commerce Street Westbound					High Grove Blvd. Northbound					High Grove Blvd. Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	1	1	0	2	0	4	1	0	5	0	1	8	0	9	16
7:15 AM	0	0	0	0	0	0	8	2	0	10	0	1	3	0	4	14
7:30 AM	0	0	0	0	0	0	12	2	0	14	0	1	7	0	8	22
7:45 AM	0	4	0	0	4	0	9	0	0	9	1	0	6	0	7	20
Hourly Total	0	5	1	0	6	0	33	5	0	38	1	3	24	0	28	72
8:00 AM	0	1	0	0	1	0	8	1	0	9	0	0	8	0	8	18
8:15 AM	0	1	0	0	1	0	6	0	0	6	0	0	5	0	5	12
8:30 AM	0	1	0	0	1	0	10	2	0	12	0	0	3	0	3	16
8:45 AM	0	2	0	0	2	0	8	2	0	10	0	1	4	0	5	17
Hourly Total	0	5	0	0	5	0	32	5	0	37	0	1	20	0	21	63
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	0	1	0	18	0	0	18	0	0	15	0	15	34
4:15 PM	0	0	1	0	1	0	11	0	0	11	0	1	9	0	10	22
4:30 PM	0	0	2	0	2	0	14	0	0	14	0	0	20	0	20	36
4:45 PM	0	2	0	0	2	0	16	1	0	17	0	0	6	0	6	25
Hourly Total	0	3	3	0	6	0	59	1	0	60	0	1	50	0	51	117
5:00 PM	0	2	0	0	2	0	24	1	0	25	0	0	6	0	6	33
5:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	9	0	9	19
5:30 PM	0	1	0	0	1	0	13	0	0	13	0	1	2	0	3	17
5:45 PM	0	0	1	0	1	0	1	0	0	1	0	1	5	0	6	8
Hourly Total	0	3	1	0	4	0	48	1	0	49	0	2	22	0	24	77
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	1	0	0	1	1	8	1	0	10	0	0	3	0	3	14
10:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	7
10:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	3	0	3	10
10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	6
Hourly Total	0	1	0	0	1	1	21	2	0	24	0	0	12	0	12	37
11:00 AM	0	1	0	0	1	0	4	0	0	4	0	1	3	0	4	9
11:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	4	0	4	8
11:30 AM	0	0	1	0	1	0	3	1	0	4	0	0	4	0	4	9
11:45 AM	0	1	0	0	1	0	2	1	0	3	0	0	4	0	4	8
Hourly Total	0	2	2	0	4	0	12	2	0	14	0	1	15	0	16	34
12:00 PM	0	1	0	0	1	0	4	2	0	6	0	0	2	0	2	9
12:15 PM	0	2	0	0	2	0	0	2	0	2	0	0	1	0	1	5
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
12:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	7

Hourly Total	0	3	0	3	0	10	4	0	14	0	0	7	0	7	24
1:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	4	0	4	0	0	2	0	2	6
1:30 PM	0	0	1	0	1	0	1	0	1	0	1	1	0	2	4
1:45 PM	0	1	0	0	1	0	4	2	6	0	0	2	0	2	9
Hourly Total	0	1	1	0	2	0	11	2	13	0	1	5	0	6	21
2:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
2:15 PM	0	1	0	2	1	0	1	0	1	0	0	3	0	3	5
2:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
2:45 PM	0	0	0	2	0	0	3	0	3	0	0	0	0	0	3
Hourly Total	0	1	0	4	1	0	6	0	6	0	0	3	0	3	10
3:00 PM	0	0	0	0	0	0	3	0	3	0	0	3	0	3	6
3:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	6	0	6	0	0	4	0	4	10
4:00 PM	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
4:15 PM	0	1	0	0	1	0	1	0	1	0	0	1	0	1	3
4:30 PM	0	0	0	0	0	0	2	0	2	0	0	2	0	2	4
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Hourly Total	0	1	0	0	1	0	7	0	7	0	0	4	0	4	12
5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	2	1	3	0	0	1	0	1	4
Grand Total	0	25	8	4	33	1	247	23	271	1	9	167	0	177	481
Approach %	0.0	75.8	24.2	-	-	0.4	91.1	8.5	-	0.6	5.1	94.4	-	-	-
Total %	0.0	5.2	1.7	-	6.9	0.2	51.4	4.8	56.3	0.2	1.9	34.7	-	36.8	-
Lights	0	20	5	-	25	1	237	18	256	1	5	155	-	161	442
% Lights	-	80.0	62.5	-	75.8	100.0	96.0	78.3	94.5	100.0	55.6	92.8	-	91.0	91.9
Buses	0	0	0	-	0	0	0	0	0	0	2	0	-	2	2
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	-	1.1	0.4
Single-Unit Trucks	0	5	3	-	8	0	5	5	10	0	2	7	-	9	27
% Single-Unit Trucks	-	20.0	37.5	-	24.2	0.0	2.0	21.7	3.7	0.0	22.2	4.2	-	5.1	5.6
Articulated Trucks	0	0	0	-	0	0	1	0	1	0	0	1	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.4	0.0	0.4	0.0	0.0	0.6	-	0.6	0.4
Bicycles on Road	0	0	0	-	0	0	4	0	4	0	0	4	-	4	8
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	1.6	0.0	1.5	0.0	0.0	2.4	-	2.3	1.7
Pedestrians	-	-	4	-	-	-	-	0	-	-	-	0	-	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-

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[illegible]



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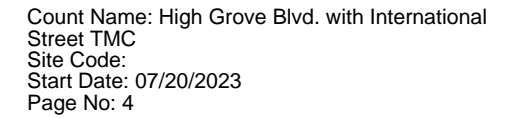
Count Name: High Grove Blvd. with International
Street TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	International Street Westbound					High Grove Blvd. Northbound					High Grove Blvd. Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	3	0	0	3	0	2	16	0	18	21
7:15 AM	0	2	2	0	4	0	3	0	0	3	0	2	3	0	5	12
7:30 AM	0	0	0	0	0	0	2	2	0	4	0	6	11	0	17	21
7:45 AM	0	0	2	0	2	0	6	2	0	8	0	7	10	0	17	27
Hourly Total	0	2	4	0	6	0	14	4	0	18	0	17	40	0	57	81
8:00 AM	0	2	0	0	2	0	4	3	0	7	0	3	9	0	12	21
8:15 AM	0	1	1	0	2	0	5	0	0	5	0	1	4	0	5	12
8:30 AM	0	0	0	0	0	0	10	1	0	11	0	2	5	0	7	18
8:45 AM	0	1	2	0	3	0	3	0	0	3	0	3	4	0	7	13
Hourly Total	0	4	3	0	7	0	22	4	0	26	0	9	22	0	31	64
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	1	0	2	0	18	0	0	18	0	1	2	0	3	23
4:15 PM	0	0	5	0	5	0	14	1	0	15	0	2	4	0	6	26
4:30 PM	0	7	12	0	19	0	26	0	0	26	0	1	1	0	2	47
4:45 PM	0	1	1	0	2	1	15	0	0	16	0	0	4	0	4	22
Hourly Total	0	9	19	0	28	1	73	1	0	75	0	4	11	0	15	118
5:00 PM	0	0	2	0	2	0	26	0	0	26	0	0	4	0	4	32
5:15 PM	0	0	0	0	0	0	15	0	0	15	0	0	4	0	4	19
5:30 PM	0	0	1	0	1	0	11	0	0	11	0	1	2	0	3	15
5:45 PM	0	0	1	0	1	0	4	0	0	4	0	0	5	0	5	10
Hourly Total	0	0	4	0	4	0	56	0	0	56	0	1	15	0	16	76
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	11
10:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6
10:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	9
10:45 AM	0	0	1	0	1	0	3	0	0	3	0	1	3	0	4	8
Hourly Total	0	0	1	0	1	0	23	0	0	23	0	1	9	0	10	34
11:00 AM	0	0	1	0	1	0	4	0	0	4	0	0	4	0	4	9
11:15 AM	0	0	0	0	0	0	3	0	0	3	0	2	3	0	5	8
11:30 AM	0	0	1	0	1	0	5	0	0	5	0	1	3	0	4	10
11:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	5	0	5	7
Hourly Total	0	0	3	0	3	0	13	0	0	13	0	3	15	0	18	34
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5

Hourly Total	0	0	0	0	0	0	9	0	0	9	0	0	4	0	4	13
1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
1:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
1:45 PM	0	0	2	0	2	0	4	1	0	5	0	1	3	0	4	11
Hourly Total	0	0	2	0	2	0	16	1	0	17	0	1	5	0	6	25
2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:15 PM	0	0	6	0	6	0	2	1	0	3	0	0	2	0	2	11
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Hourly Total	0	0	6	0	6	0	9	1	0	10	0	0	2	0	2	18
3:00 PM	0	0	1	0	1	0	2	1	0	3	0	0	2	0	2	6
3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	1	0	1	0	5	1	0	6	0	0	3	0	3	10
4:00 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
Hourly Total	0	0	0	0	0	0	7	0	0	7	0	1	3	0	4	11
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Grand Total	0	15	44	0	59	1	248	12	0	261	0	37	129	0	166	486
Approach %	0.0	25.4	74.6	-	-	0.4	95.0	4.6	-	-	0.0	22.3	77.7	-	-	-
Total %	0.0	3.1	9.1	-	12.1	0.2	51.0	2.5	-	53.7	0.0	7.6	26.5	-	34.2	-
Lights	0	13	40	-	53	1	234	12	-	247	0	34	120	-	154	454
% Lights	-	86.7	90.9	-	89.8	100.0	94.4	100.0	-	94.6	-	91.9	93.0	-	92.8	93.4
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	2	1	-	3	0	7	0	-	7	0	3	6	-	9	19
% Single-Unit Trucks	-	13.3	2.3	-	5.1	0.0	2.8	0.0	-	2.7	-	8.1	4.7	-	5.4	3.9
Articulated Trucks	0	0	2	-	2	0	1	0	-	1	0	0	2	-	2	5
% Articulated Trucks	-	0.0	4.5	-	3.4	0.0	0.4	0.0	-	0.4	-	0.0	1.6	-	1.2	1.0
Bicycles on Road	0	0	1	-	1	0	6	0	-	6	0	0	1	-	1	8
% Bicycles on Road	-	0.0	2.3	-	1.7	0.0	2.4	0.0	-	2.3	-	0.0	0.8	-	0.6	1.6
Pedestrians	-	-		0		-	-	-	0	-	-	-		0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]



Start Time	International Street Westbound					High Grove Blvd. Northbound					High Grove Blvd. Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
11:30 AM	0	0	1	0	1	0	5	0	0	5	0	1	3	0	4	10
11:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	5	0	5	7
12:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	10	0	0	10	0	1	9	0	10	22
Approach %	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	0.0	10.0	90.0	-	-	-
Total %	0.0	0.0	9.1	-	9.1	0.0	45.5	0.0	-	45.5	0.0	4.5	40.9	-	45.5	-
PHF	0.000	0.000	0.500	-	0.500	0.000	0.500	0.000	-	0.500	0.000	0.250	0.450	-	0.500	0.550
Lights	0	0	2	-	2	0	10	0	-	10	0	1	9	-	10	22
% Lights	-	-	100.0	-	100.0	-	100.0	-	-	100.0	-	100.0	100.0	-	100.0	100.0
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
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
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	-	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	4	0	0	4	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	8		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	1	0	2	0	3	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	2	
Hourly Total	0	1	0	2	0	3	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	2	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	6	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	6	
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Grand Total	0	4	14	4	0	22	0	0	17	18	0	35	0	7	7	0	0	14	0	9	7	1	17	88
Approach %	0.0	18.2	63.6	18.2	-	-	0.0	0.0	48.6	51.4	-	-	0.0	50.0	50.0	0.0	-	-	0.0	52.9	41.2	5.9	-	-
Total %	0.0	4.5	15.9	4.5	-	25.0	0.0	0.0	19.3	20.5	-	39.8	0.0	8.0	8.0	0.0	-	15.9	0.0	10.2	8.0	1.1	-	19.3
Lights	0	3	10	4	-	17	0	0	12	15	-	27	0	7	7	0	-	14	0	9	7	1	-	17
% Lights	-	75.0	71.4	100.0	-	77.3	-	-	70.6	83.3	-	77.1	-	100.0	100.0	-	-	100.0	-	100.0	100.0	100.0	-	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0
Single-Unit Trucks	0	0	4	0	-	4	0	0	5	3	-	8	0	0	0	0	-	0	0	0	0	0	-	0
% Single-Unit Trucks	-	0.0	28.6	0.0	-	18.2	-	-	29.4	16.7	-	22.9	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	-	25.0	0.0	0.0	-	4.5	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data (11:30 AM)

[illegible]



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

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

Count Name: Madison Street with High Grove
Blvd.
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	High Grove Blvd. Eastbound						High Grove Blvd. Westbound						Madison Street Northbound						Madison Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	0	0	0	1	0	1	0	1	1	2	0	1	61	11	0	73	0	6	29	2	0	37	113
7:15 AM	0	0	0	0	0	0	0	1	0	2	0	3	0	0	83	12	0	95	0	7	26	1	0	34	132
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	1	0	0	98	13	0	111	0	11	49	4	0	64	176
7:45 AM	0	2	0	0	0	2	0	3	0	3	0	6	0	0	94	11	0	105	0	8	71	3	0	82	195
Hourly Total	0	3	0	0	1	3	0	5	0	7	1	12	0	1	336	47	0	384	0	32	175	10	0	217	616
8:00 AM	0	1	0	0	0	1	0	3	0	2	0	5	0	0	91	9	0	100	0	9	46	3	0	58	164
8:15 AM	0	0	0	0	0	0	0	3	0	4	0	7	0	1	92	8	0	101	0	7	75	5	0	87	195
8:30 AM	0	1	0	0	0	1	0	1	0	2	0	3	0	2	104	14	0	120	0	10	65	3	0	78	202
8:45 AM	0	2	0	2	2	4	0	3	0	7	0	10	0	1	98	13	0	112	0	11	62	1	0	74	200
Hourly Total	0	4	0	2	2	6	0	10	0	15	0	25	0	4	385	44	0	433	0	37	248	12	0	297	761
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	0	1	0	4	0	10	0	14	0	24	0	2	122	10	0	134	0	2	71	2	0	75	237
4:15 PM	0	0	0	1	0	1	0	9	0	10	0	19	0	4	95	9	0	108	0	8	41	3	0	52	180
4:30 PM	0	3	1	1	0	5	0	19	0	20	0	39	0	0	104	10	0	114	0	1	55	1	0	57	215
4:45 PM	0	2	1	2	0	5	0	6	0	6	0	12	0	2	93	8	0	103	0	8	54	3	0	65	185
Hourly Total	0	8	2	5	0	15	0	44	0	50	0	94	0	8	414	37	0	459	0	19	221	9	0	249	817
5:00 PM	0	2	1	5	3	8	0	17	0	18	0	35	0	1	121	12	0	134	0	7	66	1	0	74	251
5:15 PM	0	3	0	0	6	3	0	2	0	11	3	13	0	1	84	10	0	95	0	7	55	0	0	62	173
5:30 PM	0	2	0	1	1	3	0	3	1	9	0	13	0	0	74	7	0	81	0	5	69	2	0	76	173
5:45 PM	0	2	0	1	0	3	0	2	0	2	0	4	0	1	76	4	0	81	0	9	55	1	0	65	153
Hourly Total	0	9	1	7	10	17	0	24	1	40	3	65	0	3	355	33	0	391	0	28	245	4	0	277	750
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	3	0	0	0	3	0	2	0	12	0	14	0	0	73	4	0	77	0	11	35	4	0	50	144
10:15 AM	0	1	0	1	0	2	0	3	0	3	1	6	0	0	51	4	0	55	0	6	41	5	0	52	115
10:30 AM	0	3	0	0	0	3	0	7	0	9	3	16	1	3	61	5	0	70	0	4	39	1	0	44	133
10:45 AM	0	1	1	0	0	2	0	3	0	8	0	11	0	2	87	8	0	97	1	6	43	5	0	55	165
Hourly Total	0	8	1	1	0	10	0	15	0	32	4	47	1	5	272	21	0	299	1	27	158	15	0	201	557
11:00 AM	0	1	0	2	0	3	0	4	2	12	0	18	0	1	66	3	0	70	0	6	29	2	0	37	128
11:15 AM	0	1	0	0	3	1	0	2	0	3	0	5	0	0	55	7	0	62	0	8	33	3	0	44	112
11:30 AM	0	4	0	1	0	5	0	5	0	11	0	16	0	2	96	2	0	100	0	0	34	3	0	37	158
11:45 AM	0	2	0	1	2	3	0	4	0	5	0	9	0	1	80	3	0	84	0	8	46	2	0	56	152
Hourly Total	0	8	0	4	5	12	0	15	2	31	0	48	0	4	297	15	0	316	0	22	142	10	0	174	550
12:00 PM	0	3	0	1	0	4	0	0	0	8	1	8	0	0	81	4	0	85	0	1	44	4	0	49	146
12:15 PM	0	1	0	0	0	1	0	0	0	5	0	5	0	0	77	4	0	81	0	7	46	1	0	54	141
12:30 PM	0	3	0	2	0	5	0	1	0	7	0	8	0	0	60	2	0	62	0	1	35	1	0	37	112

12:45 PM	0	3	0	1	1	4	0	1	0	5	0	6	0	1	69	3	0	73	0	1	29	1	0	31	114
Hourly Total	0	10	0	4	1	14	0	2	0	25	1	27	0	1	287	13	0	301	0	10	154	7	0	171	513
1:00 PM	0	6	0	0	2	6	0	0	0	9	0	9	0	0	70	0	0	70	0	3	25	2	0	30	115
1:15 PM	0	3	0	1	0	4	0	5	0	5	4	10	0	0	61	3	0	64	0	0	42	0	0	42	120
1:30 PM	0	3	0	0	0	3	0	2	0	0	0	2	0	3	58	1	0	62	0	0	24	3	0	27	94
1:45 PM	0	2	0	2	0	4	0	1	0	1	0	2	0	1	60	5	0	66	0	3	37	3	0	43	115
Hourly Total	0	14	0	3	2	17	0	8	0	15	4	23	0	4	249	9	0	262	0	6	128	8	0	142	444
2:00 PM	0	2	0	3	0	5	0	0	0	2	0	2	0	0	55	1	0	56	0	1	49	3	0	53	116
2:15 PM	0	3	0	0	0	3	0	2	0	2	1	4	0	1	58	1	0	60	0	0	33	2	0	35	102
2:30 PM	0	8	0	1	3	9	0	1	0	2	0	3	0	1	53	0	0	54	0	1	37	7	0	45	111
2:45 PM	0	7	1	1	0	9	0	0	0	3	0	3	0	1	49	2	0	52	0	1	31	3	0	35	99
Hourly Total	0	20	1	5	3	26	0	3	0	9	1	12	0	3	215	4	0	222	0	3	150	15	0	168	428
3:00 PM	0	7	0	1	0	8	0	0	0	4	1	4	0	1	47	2	0	50	0	1	26	1	0	28	90
3:15 PM	0	2	0	0	0	2	0	1	0	0	0	1	0	1	56	2	0	59	0	1	28	1	0	30	92
3:30 PM	0	2	0	0	1	2	0	0	0	0	0	0	0	0	66	0	0	66	0	1	30	1	0	32	100
3:45 PM	0	2	0	1	2	3	0	1	0	0	0	1	0	0	47	0	0	47	0	0	38	2	0	40	91
Hourly Total	0	13	0	2	3	15	0	2	0	4	1	6	0	2	216	4	0	222	0	3	122	5	0	130	373
4:00 PM	0	4	0	2	0	6	0	0	0	0	0	0	0	2	58	2	0	62	0	0	33	1	0	34	102
4:15 PM	0	0	0	2	0	2	0	2	0	1	0	3	0	0	52	1	0	53	0	0	30	4	0	34	92
4:30 PM	0	2	0	1	0	3	0	1	0	1	0	2	1	0	63	1	0	65	0	1	36	3	0	40	110
4:45 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	54	0	0	54	0	1	16	1	0	18	74
Hourly Total	0	7	0	5	0	12	0	4	0	2	0	6	1	2	227	4	0	234	0	2	115	9	0	126	378
5:00 PM	0	1	0	1	1	2	0	0	0	0	1	0	0	0	34	2	0	36	0	0	21	0	0	21	59
5:15 PM	0	2	0	0	0	2	0	0	0	1	0	1	0	0	53	0	0	53	0	0	26	1	0	27	8

Turning Movement Peak Hour Data (7:45 AM)

[illegible]

[illegible]

[illegible]



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Count Name: Plainfield Road with High Grove
Blvd. TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Plainfield Road Eastbound					Plainfield Road Westbound					High Grove Blvd. 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	129	5	0	134	0	20	92	0	112	0	0	2	1	2	248
7:15 AM	0	145	7	0	152	0	4	114	0	118	0	1	4	1	5	275
7:30 AM	0	171	15	0	186	1	17	165	0	183	0	1	2	0	3	372
7:45 AM	0	195	11	0	206	0	16	178	0	194	0	2	7	0	9	409
Hourly Total	0	640	38	0	678	1	57	549	0	607	0	4	15	2	19	1304
8:00 AM	0	179	9	0	188	0	19	158	0	177	0	0	5	2	5	370
8:15 AM	0	188	9	0	197	0	13	186	0	199	0	2	4	0	6	402
8:30 AM	0	185	4	0	189	0	9	191	0	200	0	0	8	0	8	397
8:45 AM	0	198	5	0	203	0	13	201	0	214	0	3	4	0	7	424
Hourly Total	0	750	27	0	777	0	54	736	0	790	0	5	21	2	26	1593
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	273	2	0	275	0	7	277	0	284	0	5	26	0	31	590
4:15 PM	0	273	4	0	277	0	4	225	0	229	0	8	24	0	32	538
4:30 PM	0	250	2	0	252	0	2	270	0	272	0	13	33	0	46	570
4:45 PM	0	278	3	0	281	0	5	281	0	286	0	2	20	0	22	589
Hourly Total	0	1074	11	0	1085	0	18	1053	0	1071	0	28	103	0	131	2287
5:00 PM	0	268	2	0	270	0	0	256	0	256	0	13	29	1	42	568
5:15 PM	0	259	1	0	260	0	1	286	0	287	0	6	23	0	29	576
5:30 PM	0	277	0	0	277	0	4	262	0	266	0	3	14	0	17	560
5:45 PM	0	239	2	0	241	0	3	254	0	257	0	3	10	0	13	511
Hourly Total	0	1043	5	0	1048	0	8	1058	0	1066	0	25	76	1	101	2215
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	142	2	0	144	0	2	140	0	142	0	5	7	0	12	298
10:15 AM	0	146	1	0	147	0	2	164	0	166	0	1	6	0	7	320
10:30 AM	0	165	5	0	170	0	1	144	0	145	0	1	6	0	7	322
10:45 AM	0	153	5	0	158	0	8	171	0	179	0	6	3	0	9	346
Hourly Total	0	606	13	0	619	0	13	619	0	632	0	13	22	0	35	1286
11:00 AM	0	166	2	0	168	0	6	141	0	147	0	5	9	2	14	329
11:15 AM	0	160	7	0	167	0	5	171	0	176	0	4	6	0	10	353
11:30 AM	0	197	4	0	201	0	3	179	0	182	0	5	7	0	12	395
11:45 AM	0	194	2	0	196	0	4	193	0	197	0	3	4	0	7	400
Hourly Total	0	717	15	0	732	0	18	684	0	702	0	17	26	2	43	1477
12:00 PM	0	204	2	0	206	0	2	177	0	179	0	4	4	0	8	393
12:15 PM	0	231	1	0	232	0	3	183	0	186	0	2	3	0	5	423
12:30 PM	0	175	1	0	176	0	1	165	0	166	0	2	3	1	5	347
12:45 PM	0	175	2	0	177	0	3	146	0	149	0	3	5	1	8	334

Hourly Total	0	785	6	0	791	0	9	671	0	680	0	11	15	2	26	1497
1:00 PM	0	193	1	0	194	0	2	199	0	201	0	2	5	3	7	402
1:15 PM	0	219	1	0	220	0	3	160	0	163	0	3	9	0	12	395
1:30 PM	0	171	1	0	172	0	2	178	0	180	0	0	2	0	2	354
1:45 PM	0	162	4	0	166	0	8	164	0	172	0	4	3	0	7	345
Hourly Total	0	745	7	0	752	0	15	701	0	716	0	9	19	3	28	1496
2:00 PM	0	169	2	0	171	0	4	185	0	189	0	2	9	0	11	371
2:15 PM	0	180	4	0	184	0	1	155	0	156	0	2	11	0	13	353
2:30 PM	0	189	2	0	191	0	0	168	0	168	0	2	0	0	2	361
2:45 PM	0	155	2	0	157	0	3	152	0	155	0	1	3	0	4	316
Hourly Total	0	693	10	0	703	0	8	660	0	668	0	7	23	0	30	1401
3:00 PM	0	178	4	0	182	0	1	157	0	158	0	8	4	1	12	352
3:15 PM	0	200	4	0	204	0	1	151	0	152	0	2	3	0	5	361
3:30 PM	0	184	2	0	186	0	0	121	0	121	0	2	2	0	4	311
3:45 PM	0	172	2	0	174	0	1	142	0	143	0	1	2	0	3	320
Hourly Total	0	734	12	0	746	0	3	571	0	574	0	13	11	1	24	1344
4:00 PM	0	162	1	0	163	0	0	130	0	130	0	0	3	0	3	296
4:15 PM	0	196	2	0	198	0	1	127	0	128	0	1	1	0	2	328
4:30 PM	0	184	2	0	186	0	0	148	0	148	0	5	3	0	8	342
4:45 PM	0	177	0	0	177	0	1	133	0	134	0	0	2	0	2	313
Hourly Total	0	719	5	0	724	0	2	538	0	540	0	6	9	0	15	1279
5:00 PM	0	171	0	0	171	0	0	134	0	134	0	1	2	0	3	308
5:15 PM	0	157	0	0	157	0	0	134	0	134	0	0	1	1	1	292
5:30 PM	0	142	0	0	142	0	0	136	0	136	0	1	0	0	1	279
5:45 PM	0	145	0	0	145	0	0	148	0	148	0	1	0	0	1	294
Hourly Total	0	615	0	0	615	0	0	552	0	552	0	3	3	1	6	1173
Grand Total	0	9121	149	0	9270	1	205	8392	0	8598	0	141	343	14	484	18352
Approach %	0.0	98.4	1.6	-	-	0.0	2.4	97.6	-	-	0.0	29.1	70.9	-	-	-
Total %	0.0	49.7	0.8	-	50.5	0.0	1.1	45.7	-	46.9	0.0	0.8	1.9	-	2.6	-
Lights	0	9022	144	-	9166	1	194	8302	-	8497	0	136	331	-	467	18130
% Lights	-	98.9	96.6	-	98.9	100.0	94.6	98.9	-	98.8	-	96.5	96.5	-	96.5	98.8
Buses	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% 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	70	3	-	73	0	9	53	-	62	0	5	5	-	10	145
% Single-Unit Trucks	-	0.8	2.0	-	0.8	0.0	4.4	0.6	-	0.7	-	3.5	1.5	-	2.1	0.8
Articulated Trucks	0	27	2	-	29	0	1	33	-	34	0	0	4	-	4	67
% Articulated Trucks	-	0.3	1.3	-	0.3	0.0	0.5	0.4	-	0.4	-	0.0	1.2	-	0.8	0.4
Bicycles on Road	0	2	0	-	2	0	1	2	-	3	0	0	3	-	3	8
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.0	-	0.0	0.9	-	0.6	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Plainfield Road with High Grove
Blvd. TMC
Site Code:
Start Date: 07/20/2023
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Plainfield Road Eastbound					Plainfield Road Westbound					High Grove Blvd. Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	195	11	0	206	0	16	178	0	194	0	2	7	0	9	409
8:00 AM	0	179	9	0	188	0	19	158	0	177	0	0	5	2	5	370
8:15 AM	0	188	9	0	197	0	13	186	0	199	0	2	4	0	6	402
8:30 AM	0	185	4	0	189	0	9	191	0	200	0	0	8	0	8	397
Total	0	747	33	0	780	0	57	713	0	770	0	4	24	2	28	1578
Approach %	0.0	95.8	4.2	-	-	0.0	7.4	92.6	-	-	0.0	14.3	85.7	-	-	-
Total %	0.0	47.3	2.1	-	49.4	0.0	3.6	45.2	-	48.8	0.0	0.3	1.5	-	1.8	-
PHF	0.000	0.958	0.750	-	0.947	0.000	0.750	0.933	-	0.963	0.000	0.500	0.750	-	0.778	0.965
Lights	0	720	31	-	751	0	54	695	-	749	0	3	22	-	25	1525
% Lights	-	96.4	93.9	-	96.3	-	94.7	97.5	-	97.3	-	75.0	91.7	-	89.3	96.6
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	17	2	-	19	0	2	12	-	14	0	1	2	-	3	36
% Single-Unit Trucks	-	2.3	6.1	-	2.4	-	3.5	1.7	-	1.8	-	25.0	8.3	-	10.7	2.3
Articulated Trucks	0	10	0	-	10	0	1	5	-	6	0	0	0	-	0	16
% Articulated Trucks	-	1.3	0.0	-	1.3	-	1.8	0.7	-	0.8	-	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Plainfield Road with High Grove
Blvd. TMC
Site Code:
Start Date: 07/20/2023
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Plainfield Road Eastbound					Plainfield Road Westbound					High Grove Blvd. Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:30 PM	0	250	2	0	252	0	2	270	0	272	0	13	33	0	46	570
4:45 PM	0	278	3	0	281	0	5	281	0	286	0	2	20	0	22	589
5:00 PM	0	268	2	0	270	0	0	256	0	256	0	13	29	1	42	568
5:15 PM	0	259	1	0	260	0	1	286	0	287	0	6	23	0	29	576
Total	0	1055	8	0	1063	0	8	1093	0	1101	0	34	105	1	139	2303
Approach %	0.0	99.2	0.8	-	-	0.0	0.7	99.3	-	-	0.0	24.5	75.5	-	-	-
Total %	0.0	45.8	0.3	-	46.2	0.0	0.3	47.5	-	47.8	0.0	1.5	4.6	-	6.0	-
PHF	0.000	0.949	0.667	-	0.946	0.000	0.400	0.955	-	0.959	0.000	0.654	0.795	-	0.755	0.978
Lights	0	1046	7	-	1053	0	8	1074	-	1082	0	33	104	-	137	2272
% Lights	-	99.1	87.5	-	99.1	-	100.0	98.3	-	98.3	-	97.1	99.0	-	98.6	98.7
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	5	0	-	5	0	0	11	-	11	0	1	0	-	1	17
% Single-Unit Trucks	-	0.5	0.0	-	0.5	-	0.0	1.0	-	1.0	-	2.9	0.0	-	0.7	0.7
Articulated Trucks	0	4	1	-	5	0	0	8	-	8	0	0	1	-	1	14
% Articulated Trucks	-	0.4	12.5	-	0.5	-	0.0	0.7	-	0.7	-	0.0	1.0	-	0.7	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

[illegible]



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Count Name: Plainfield Road with Madison
Street TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Plainfield Road Eastbound						Plainfield Road Westbound						Madison Street Northbound						Madison Street 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	14	56	30	0	100	0	14	97	9	0	120	0	23	9	6	0	38	0	5	40	10	0	55	313
7:15 AM	0	15	55	34	0	104	0	19	109	16	0	144	0	41	27	16	0	84	0	13	55	13	0	81	413
7:30 AM	0	27	81	47	0	155	0	15	130	12	0	157	0	35	30	18	0	83	0	9	64	17	0	90	485
7:45 AM	0	23	99	33	0	155	0	31	146	20	0	197	0	48	55	26	1	129	0	15	65	17	0	97	578
Hourly Total	0	79	291	144	0	514	0	79	482	57	0	618	0	147	121	66	1	334	0	42	224	57	0	323	1789
8:00 AM	0	26	93	51	0	170	0	21	125	8	0	154	0	43	26	10	0	79	0	10	62	23	2	95	498
8:15 AM	0	39	93	58	0	190	0	17	134	19	0	170	0	43	37	20	0	100	0	11	64	22	0	97	557
8:30 AM	0	43	97	58	0	198	0	27	125	16	1	168	0	35	39	16	1	90	0	16	68	26	0	110	566
8:45 AM	0	42	96	60	0	198	0	29	122	15	3	166	0	44	59	13	1	116	0	20	58	36	1	114	594
Hourly Total	0	150	379	227	0	756	0	94	506	58	4	658	0	165	161	59	2	385	0	57	252	107	3	416	2215
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	44	170	50	0	264	0	31	156	12	0	199	0	67	34	28	0	129	0	28	80	43	0	151	743
4:15 PM	0	22	161	68	1	251	0	23	196	9	0	228	0	62	33	34	0	129	0	31	75	32	0	138	746
4:30 PM	0	32	175	59	0	266	0	35	152	11	0	198	0	62	30	27	0	119	0	31	68	38	1	137	720
4:45 PM	0	37	185	63	0	285	0	31	169	12	4	212	0	72	34	32	0	138	0	30	59	21	0	110	745
Hourly Total	0	135	691	240	1	1066	0	120	673	44	4	837	0	263	131	121	0	515	0	120	282	134	1	536	2954
5:00 PM	0	32	166	71	2	269	0	32	189	10	0	231	0	57	43	27	0	127	0	22	79	31	0	132	759
5:15 PM	0	27	199	58	0	284	0	39	171	2	3	212	0	55	36	23	0	114	0	34	75	42	0	151	761
5:30 PM	0	38	195	64	0	297	0	33	216	13	0	262	0	61	39	24	0	124	0	18	43	27	0	88	771
5:45 PM	0	24	140	59	1	223	0	26	144	11	0	181	0	71	39	51	0	161	0	15	54	27	0	96	661
Hourly Total	0	121	700	252	3	1073	0	130	720	36	3	886	0	244	157	125	0	526	0	89	251	127	0	467	2952
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	21	105	31	0	157	0	30	90	17	0	137	0	23	22	25	1	70	0	32	37	27	0	96	460
10:15 AM	0	31	103	25	1	159	0	27	113	18	1	158	0	29	18	17	1	64	0	20	27	10	0	57	438
10:30 AM	0	21	98	25	2	144	0	25	105	11	1	141	0	41	19	19	0	79	0	23	29	22	0	74	438
10:45 AM	0	22	122	38	0	182	0	18	107	18	2	143	0	32	28	21	0	81	0	22	62	26	0	110	516
Hourly Total	0	95	428	119	3	642	0	100	415	64	4	579	0	125	87	82	2	294	0	97	155	85	0	337	1852
11:00 AM	0	17	91	42	0	150	0	35	113	14	0	162	0	35	14	29	2	78	0	28	40	23	0	91	481
11:15 AM	0	18	110	45	0	173	0	26	131	12	0	169	0	39	17	27	0	83	0	18	30	17	0	65	490
11:30 AM	0	18	133	31	0	182	0	22	124	14	0	160	0	31	23	26	2	80	0	28	65	34	0	127	549
11:45 AM	0	22	145	35	0	202	0	27	144	17	2	188	0	34	27	19	0	80	0	28	62	25	0	115	585
Hourly Total	0	75	479	153	0	707	0	110	512	57	2	679	0	139	81	101	4	321	0	102	197	99	0	398	2105
12:00 PM	0	22	118	44	1	184	0	30	131	21	0	182	0	48	14	26	1	88	0	29	47	26	0	102	556
12:15 PM	0	26	121	41	0	188	0	32	165	19	0	216	0	36	24	30	0	90	0	21	37	38	0	96	590
12:30 PM	0	14	122	43	0	179	0	33	103	9	1	145	0	28	20	35	0	83	0	19	41	21	0	81	488

12:45 PM	0	25	109	28	2	162	0	30	124	8	0	162	0	38	18	27	1	83	0	20	46	17	1	83	490
Hourly Total	0	87	470	156	3	713	0	125	523	57	1	705	0	150	76	118	2	344	0	89	171	102	1	362	2124
1:00 PM	0	28	128	44	0	200	0	19	139	8	0	166	0	30	12	41	0	83	0	27	43	19	0	89	538
1:15 PM	0	24	89	52	0	165	0	32	160	14	0	206	0	42	22	26	0	90	0	20	30	19	0	69	530
1:30 PM	0	24	131	29	0	184	0	27	114	12	0	153	0	32	15	27	1	74	0	17	29	20	0	66	477
1:45 PM	0	19	112	39	0	170	0	28	127	10	0	165	0	30	16	24	0	70	0	24	32	10	0	66	471
Hourly Total	0	95	460	164	0	719	0	106	540	44	0	690	0	134	65	118	1	317	0	88	134	68	0	290	2016
2:00 PM	0	25	129	35	1	189	0	28	129	21	0	178	0	40	23	25	0	88	0	13	34	23	0	70	525
2:15 PM	0	12	111	30	0	153	0	23	145	17	0	185	0	34	20	24	0	78	0	20	34	19	0	73	489
2:30 PM	0	18	114	39	0	171	0	34	151	11	2	196	0	38	18	18	0	74	0	19	32	23	0	74	515
2:45 PM	0	19	112	28	0	159	0	12	113	9	0	134	0	30	19	21	0	70	0	12	35	24	0	71	434
Hourly Total	0	74	466	132	1	672	0	97	538	58	2	693	0	142	80	88	0	310	0	64	135	89	0	288	1963
3:00 PM	0	13	121	34	2	168	0	32	137	8	0	177	0	48	18	14	0	80	0	14	43	12	0	69	494
3:15 PM	0	14	112	31	0	157	0	34	142	14	1	190	0	37	17	14	0	68	0	13	34	18	0	65	480
3:30 PM	0	13	95	28	0	136	0	26	126	5	0	157	0	42	22	18	0	82	0	17	42	26	0	85	460
3:45 PM	0	20	101	24	7	145	0	22	124	8	0	154	0	30	28	18	0	76	0	19	27	25	4	71	446
Hourly Total	0	60	429	117	9	606	0	114	529	35	1	678	0	157	85	64	0	306	0	63	146	81	4	290	1880
4:00 PM	0	19	90	28	0	137	0	20	118	9	0	147	0	45	22	19	0	86	0	18	40	13	0	71	441
4:15 PM	0	14	91	27	0	132	0	20	138	10	0	168	0	38	27	28	0	93	0	12	31	18	0	61	454
4:30 PM	0	12	106	33	0	151	0	25	123	8	0	156	0	42	18	11	0	71	0	13	36	30	0	79	457
4:45 PM	0	10	93	34	0	137	0	16	126	4	0	146	0	29	14	19	0	62	0	13	27	26	0	66	411
Hourly Total	0	55	380	122	0	557	0	81	505	31	0	617	0	154	81	77	0	312	0	56	134	87	0	277	1763
5:00 PM	0	9	93	29	0	131	0	22	117	5	0	144	0	29	9	23	0	61	0	7	28	12	0	47	383
5:15 PM	0	15	92	38	0	145	0	21	106	9	0	136	0	35	9	25	0	69	0	22	32	10	0	64	414
5:30 PM	0	14	96	22	0	132	0	22	109	5	0	136	0	21	10	25	0	56	0	12	24	15	0	51	375
5:45 PM	0	10	117	26	0	153	0	27	105	8	0	140	0	31	12	34	0	77	0	16	16	6	0	38	408
Hourly Total	0	48	398	115	0	561	0	92	437	27	0	556	0	116	40	107	0	263	0	57	100	43	0	200	1580
Grand Total	0	1074	5571	1941	20	8586	0	1248	6380	568	21	8196	0	1936	1165	1126	12	4227	0	924	2181	1079	9	4184	25193
Approach %	0.0	12.5	64.9	22.6	-	-	0.0	15.2	77.8	6.9	-	-	0.0	45.8	27.6	26.6	-	-	0.0	22.1	52.1	25.8	-	-	-
Total %	0.0	4.3	22.1	7.7	-	34.1	0.0	5.0	25.3	2.3	-	32.5	0.0	7.7	4.6	4.5	-	16.8	0.0	3.7	8.7	4.3	-	16.6	-
Lights	0	1051	5510	1929	-	8490	0	1239	6303	547	-	8089	0	1927	1124	1116	-	4167	0	896	2120	1062	-	4078	24824
% Lights	-	97.9	98.9	99.4	-	98.9	-	99.3	98.8	96.3	-	98.7	-	99.5	96.5	99.1	-	98.6	-	97.0	97.2	98.4	-	97.5	98.5
Buses	0	0	2	1	-	3	0	0	0	0	-	0	0	0	1	1	-	2	0	1	0	0	-	1	6
% Buses	-	0.0	0.0	0.1	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.1	-	0.0	-	0.1	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	17	40	9	-	66	0	9	60	15	-	84	0	9	19	8	-	36	0	13	29	10	-	52	238
% Single-Unit Trucks	-	1.6	0.7	0.5	-	0.8	-	0.7	0.9	2.6	-	1.0	-	0.5	1.6	0.7	-	0.9	-	1.4	1.3	0.9	-	1.2	0.9
Articulated Trucks	0	5	19	1	-	25	0	0	17	4	-	21	0	0	5	0	-	5	0	13	5	6	-	24	75
% Articulated Trucks	-	0.5	0.3	0.1	-	0.3	-	0.0	0.3	0.7	-	0.3	-	0.0	0.4	0.0	-	0.1	-	1.4	0.2	0.6	-	0.6	0.3
Bicycles on Road	0	1	0	1	-	2	0	0	0	2	-	2	0	0	16	1	-	17	0	1	27	1	-	29	50
% Bicycles on Road	-	0.1	0.0	0.1	-	0.0	-	0.0	0.0	0.4	-	0.0	-	0.0	1.4	0.1	-	0.4	-	0.1	1.2	0.1	-	0.7	0.2
Pedestrians	-	-	-	-	20	-	-	-	-	21	-	-	-	-	-	-	12	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Plainfield Road with Madison
Street TMC
Site Code:
Start Date: 07/20/2023
Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Plainfield Road Eastbound						Plainfield Road Westbound						Madison Street Northbound						Madison Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	23	99	33	0	155	0	31	146	20	0	197	0	48	55	26	1	129	0	15	65	17	0	97	578
8:00 AM	0	26	93	51	0	170	0	21	125	8	0	154	0	43	26	10	0	79	0	10	62	23	2	95	498
8:15 AM	0	39	93	58	0	190	0	17	134	19	0	170	0	43	37	20	0	100	0	11	64	22	0	97	557
8:30 AM	0	43	97	58	0	198	0	27	125	16	1	168	0	35	39	16	1	90	0	16	68	26	0	110	566
Total	0	131	382	200	0	713	0	96	530	63	1	689	0	169	157	72	2	398	0	52	259	88	2	399	2199
Approach %	0.0	18.4	53.6	28.1	-	-	0.0	13.9	76.9	9.1	-	-	0.0	42.5	39.4	18.1	-	-	0.0	13.0	64.9	22.1	-	-	-
Total %	0.0	6.0	17.4	9.1	-	32.4	0.0	4.4	24.1	2.9	-	31.3	0.0	7.7	7.1	3.3	-	18.1	0.0	2.4	11.8	4.0	-	18.1	-
PHF	0.000	0.762	0.965	0.862	-	0.900	0.000	0.774	0.908	0.788	-	0.874	0.000	0.880	0.714	0.692	-	0.771	0.000	0.813	0.952	0.846	-	0.907	0.951
Lights	0	125	370	195	-	690	0	95	514	61	-	670	0	167	148	72	-	387	0	47	243	79	-	369	2116
% Lights	-	95.4	96.9	97.5	-	96.8	-	99.0	97.0	96.8	-	97.2	-	98.8	94.3	100.0	-	97.2	-	90.4	93.8	89.8	-	92.5	96.2
Buses	0	0	1	1	-	2	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	3
% Buses	-	0.0	0.3	0.5	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	4	8	3	-	15	0	1	14	2	-	17	0	2	4	0	-	6	0	4	15	5	-	24	62
% Single-Unit Trucks	-	3.1	2.1	1.5	-	2.1	-	1.0	2.6	3.2	-	2.5	-	1.2	2.5	0.0	-	1.5	-	7.7	5.8	5.7	-	6.0	2.8
Articulated Trucks	0	2	3	1	-	6	0	0	2	0	-	2	0	0	2	0	-	2	0	1	1	4	-	6	16
% Articulated Trucks	-	1.5	0.8	0.5	-	0.8	-	0.0	0.4	0.0	-	0.3	-	0.0	1.3	0.0	-	0.5	-	1.9	0.4	4.5	-	1.5	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.3	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (4:30 PM)

[illegible]



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Count Name: Plainfield Road with Madison
Street TMC
Site Code:
Start Date: 07/20/2023
Page No: 5

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Plainfield Road Eastbound						Plainfield Road Westbound						Madison Street Northbound						Madison Street 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	
11:30 AM	0	18	133	31	0	182	0	22	124	14	0	160	0	31	23	26	2	80	0	28	65	34	0	127	549
11:45 AM	0	22	145	35	0	202	0	27	144	17	2	188	0	34	27	19	0	80	0	28	62	25	0	115	585
12:00 PM	0	22	118	44	1	184	0	30	131	21	0	182	0	48	14	26	1	88	0	29	47	26	0	102	556
12:15 PM	0	26	121	41	0	188	0	32	165	19	0	216	0	36	24	30	0	90	0	21	37	38	0	96	590
Total	0	88	517	151	1	756	0	111	564	71	2	746	0	149	88	101	3	338	0	106	211	123	0	440	2280
Approach %	0.0	11.6	68.4	20.0	-	-	0.0	14.9	75.6	9.5	-	-	0.0	44.1	26.0	29.9	-	-	0.0	24.1	48.0	28.0	-	-	-
Total %	0.0	3.9	22.7	6.6	-	33.2	0.0	4.9	24.7	3.1	-	32.7	0.0	6.5	3.9	4.4	-	14.8	0.0	4.6	9.3	5.4	-	19.3	-
PHF	0.000	0.846	0.891	0.858	-	0.936	0.000	0.867	0.855	0.845	-	0.863	0.000	0.776	0.815	0.842	-	0.939	0.000	0.914	0.812	0.809	-	0.866	0.966
Lights	0	88	514	151	-	753	0	111	561	68	-	740	0	149	86	100	-	335	0	104	208	122	-	434	2262
% Lights	-	100.0	99.4	100.0	-	99.6	-	100.0	99.5	95.8	-	99.2	-	100.0	97.7	99.0	-	99.1	-	98.1	98.6	99.2	-	98.6	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	3	3	-	6	0	0	0	1	-	1	0	1	0	1	-	2	9
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	4.2	-	0.8	-	0.0	0.0	1.0	-	0.3	-	0.9	0.0	0.8	-	0.5	0.4
Articulated Trucks	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	4
% Articulated Trucks	-	0.0	0.6	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.9	0.0	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	3	0	-	3	5
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.3	0.0	-	0.6	-	0.0	1.4	0.0	-	0.7	0.2
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Count Name: Veterans Blvd. with CNH Access
Drive TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	CNH Access Drive Eastbound					Access Drive Westbound					Veterans Blvd. Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	21	0	25	26
7:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	22	0	26	28
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	19	0	22	22
7:45 AM	0	3	0	0	3	0	0	2	0	2	0	9	28	0	37	42
Hourly Total	0	6	0	0	6	0	0	2	0	2	0	20	90	0	110	118
8:00 AM	0	0	0	0	0	0	0	3	0	3	0	7	27	0	34	37
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	5	14	0	19	22
8:30 AM	0	2	0	0	2	0	0	5	0	5	0	9	15	0	24	31
8:45 AM	0	4	0	0	4	0	0	1	1	1	0	14	17	0	31	36
Hourly Total	0	8	0	0	8	0	0	10	1	10	0	35	73	0	108	126
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	31	0	0	31	0	0	5	0	5	0	1	3	0	4	40
4:15 PM	0	24	0	0	24	0	0	4	0	4	0	0	5	0	5	33
4:30 PM	0	25	0	0	25	0	1	9	0	10	1	2	1	0	4	39
4:45 PM	0	25	0	0	25	0	0	4	0	4	0	0	5	0	5	34
Hourly Total	0	105	0	0	105	0	1	22	0	23	1	3	14	0	18	146
5:00 PM	0	25	0	0	25	0	0	7	0	7	0	0	2	0	2	34
5:15 PM	0	17	0	0	17	0	0	1	0	1	0	0	1	0	1	19
5:30 PM	0	12	0	0	12	0	0	6	0	6	0	0	1	0	1	19
5:45 PM	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	11
Hourly Total	0	64	0	0	64	0	0	15	0	15	0	0	4	0	4	83
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
10:45 AM	0	0	0	0	0	0	0	1	0	1	0	4	1	0	5	6
Hourly Total	0	0	0	0	0	0	0	4	0	4	0	5	1	0	6	10
11:00 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	3
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
11:30 AM	0	1	0	0	1	0	0	6	0	6	0	2	0	0	2	9
11:45 AM	0	0	0	0	0	0	0	10	1	10	0	6	1	0	7	17
Hourly Total	0	2	1	0	3	0	0	17	1	17	0	11	2	0	13	33
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
12:15 PM	0	0	0	0	0	0	0	6	0	6	0	1	0	0	1	7
12:30 PM	0	0	0	0	0	0	0	7	0	7	0	2	0	0	2	9
12:45 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3

Hourly Total	0	0	0	0	0	0	0	18	0	18	0	6	0	0	6	24
1:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1:45 PM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	5
Hourly Total	0	2	0	0	2	0	2	4	0	6	0	0	0	0	0	8
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	3	0	3	1	1	0	0	2	5
3:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	0	1	3
3:15 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	8
Hourly Total	0	1	0	0	1	0	0	10	0	10	0	4	1	0	5	16
4:00 PM	0	1	0	0	1	0	0	4	0	4	0	2	1	0	3	8
4:15 PM	0	1	0	0	1	0	1	7	0	8	0	1	0	0	1	10
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	2	0	1	12	0	13	0	3	1	0	4	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	2	0	2	0	2	2	0	4	0	1	0	0	1	7
Grand Total	0	190	3	0	193	0	6	119	2	125	2	89	186	0	277	595
Approach %	0.0	98.4	1.6	-	-	0.0	4.8	95.2	-	-	0.7	32.1	67.1	-	-	-
Total %	0.0	31.9	0.5	-	32.4	0.0	1.0	20.0	-	21.0	0.3	15.0	31.3	-	46.6	-
Lights	0	182	3	-	185	0	3	116	-	119	2	88	183	-	273	577
% Lights	-	95.8	100.0	-	95.9	-	50.0	97.5	-	95.2	100.0	98.9	98.4	-	98.6	97.0
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	2	-	2	3
% Single-Unit Trucks	-	0.5	0.0	-	0.5	-	0.0	0.0	-	0.0	0.0	0.0	1.1	-	0.7	0.5
Articulated Trucks	0	4	0	-	4	0	0	0	-	0	0	0	1	-	1	5
% Articulated Trucks	-	2.1	0.0	-	2.1	-	0.0	0.0	-	0.0	0.0	0.0	0.5	-	0.4	0.8
Bicycles on Road	0	3	0	-	3	0	3	3	-	6	0	1	0	-	1	10
% Bicycles on Road	-	1.6	0.0	-	1.6	-	50.0	2.5	-	4.8	0.0	1.1	0.0	-	0.4	1.7
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Start Time	CNH Access Drive Eastbound					Access Drive Westbound					Veterans Blvd. Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	3	0	0	3	0	0	2	0	2	0	9	28	0	37	42
8:00 AM	0	0	0	0	0	0	0	3	0	3	0	7	27	0	34	37
8:15 AM	0	2	0	0	2	0	0	1	0	1	0	5	14	0	19	22
8:30 AM	0	2	0	0	2	0	0	5	0	5	0	9	15	0	24	31
Total	0	7	0	0	7	0	0	11	0	11	0	30	84	0	114	132
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	26.3	73.7	-	-	-
Total %	0.0	5.3	0.0	-	5.3	0.0	0.0	8.3	-	8.3	0.0	22.7	63.6	-	86.4	-
PHF	0.000	0.583	0.000	-	0.583	0.000	0.000	0.550	-	0.550	0.000	0.833	0.750	-	0.770	0.786
Lights	0	4	0	-	4	0	0	11	-	11	0	29	83	-	112	127
% Lights	-	57.1	-	-	57.1	-	-	100.0	-	100.0	-	96.7	98.8	-	98.2	96.2
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
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
Articulated Trucks	0	3	0	-	3	0	0	0	-	0	0	0	1	-	1	4
% Articulated Trucks	-	42.9	-	-	42.9	-	-	0.0	-	0.0	-	0.0	1.2	-	0.9	3.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	3.3	0.0	-	0.9	0.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]



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Count Name: Veterans Blvd. with CNH Access
Drive TMC
Site Code:
Start Date: 07/20/2023
Page No: 5

Turning Movement Peak Hour Data (11:30 AM)

Start Time	CNH Access Drive Eastbound					Access Drive Westbound					Veterans Blvd. Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
11:30 AM	0	1	0	0	1	0	0	6	0	6	0	2	0	0	2	9
11:45 AM	0	0	0	0	0	0	0	10	1	10	0	6	1	0	7	17
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	3	0	0	3	5
12:15 PM	0	0	0	0	0	0	0	6	0	6	0	1	0	0	1	7
Total	0	1	0	0	1	0	0	24	1	24	0	12	1	0	13	38
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	92.3	7.7	-	-	-
Total %	0.0	2.6	0.0	-	2.6	0.0	0.0	63.2	-	63.2	0.0	31.6	2.6	-	34.2	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.000	0.600	-	0.600	0.000	0.500	0.250	-	0.464	0.559
Lights	0	1	0	-	1	0	0	24	-	24	0	12	1	-	13	38
% Lights	-	100.0	-	-	100.0	-	-	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
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
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
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Veterans Blvd. with Frontage Road
TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Veterans Blvd. Eastbound					Veterans Blvd. Westbound					Frontage Road 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	1	0	0	1	0	46	32	0	78	0	3	32	0	35	114
7:15 AM	0	2	1	0	3	0	41	37	0	78	0	7	47	0	54	135
7:30 AM	0	1	1	0	2	0	62	32	0	94	0	3	38	0	41	137
7:45 AM	0	7	0	0	7	1	86	61	0	148	0	4	52	0	56	211
Hourly Total	0	11	2	0	13	1	235	162	0	398	0	17	169	0	186	597
8:00 AM	0	3	0	0	3	0	80	52	0	132	0	3	49	0	52	187
8:15 AM	0	3	2	0	5	0	80	45	0	125	0	3	38	0	41	171
8:30 AM	0	8	0	0	8	2	63	30	0	95	0	2	49	0	51	154
8:45 AM	0	3	1	0	4	0	74	38	0	112	0	1	40	0	41	157
Hourly Total	0	17	3	0	20	2	297	165	0	464	0	9	176	0	185	669
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	41	5	0	46	0	39	5	0	44	0	0	85	0	85	175
4:15 PM	0	41	2	0	43	0	36	4	0	40	0	0	78	0	78	161
4:30 PM	0	61	6	0	67	0	24	3	0	27	0	1	114	0	115	209
4:45 PM	0	41	6	0	47	0	35	5	0	40	0	1	84	0	85	172
Hourly Total	0	184	19	0	203	0	134	17	0	151	0	2	361	0	363	717
5:00 PM	0	73	10	0	83	0	36	4	0	40	1	3	132	0	136	259
5:15 PM	0	34	3	0	37	0	41	2	0	43	0	0	82	0	82	162
5:30 PM	0	33	2	1	35	2	39	2	0	43	0	0	71	0	71	149
5:45 PM	0	19	2	0	21	1	30	0	0	31	0	0	60	0	60	112
Hourly Total	0	159	17	1	176	3	146	8	0	157	1	3	345	0	349	682
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	0	0	0	0	0	1	23	0	0	24	0	0	43	0	43	67
10:15 AM	0	2	1	0	3	2	41	2	0	45	0	0	41	0	41	89
10:30 AM	0	4	1	0	5	0	26	3	0	29	0	0	33	0	33	67
10:45 AM	0	1	0	1	1	0	27	5	0	32	1	0	36	0	37	70
Hourly Total	0	7	2	1	9	3	117	10	0	130	1	0	153	0	154	293
11:00 AM	0	2	1	0	3	1	19	2	0	22	0	1	35	0	36	61
11:15 AM	0	2	0	0	2	1	33	3	0	37	0	1	50	0	51	90
11:30 AM	0	4	1	0	5	3	25	1	0	29	0	1	35	0	36	70
11:45 AM	0	12	0	0	12	3	23	5	0	31	0	2	36	0	38	81
Hourly Total	0	20	2	0	22	8	100	11	0	119	0	5	156	0	161	302
12:00 PM	0	4	0	0	4	1	25	2	0	28	1	2	60	0	63	95
12:15 PM	0	7	1	0	8	2	22	1	0	25	0	0	47	0	47	80
12:30 PM	0	7	0	0	7	3	15	2	1	20	0	1	29	0	30	57
12:45 PM	0	4	0	0	4	2	23	0	0	25	0	0	45	0	45	74

Hourly Total	0	22	1	0	23	8	85	5	1	98	1	3	181	0	185	306
1:00 PM	0	2	0	0	2	1	18	0	0	19	0	0	32	0	32	53
1:15 PM	0	0	0	0	0	1	19	0	0	20	0	0	32	0	32	52
1:30 PM	0	1	1	0	2	2	16	1	0	19	0	0	19	0	19	40
1:45 PM	0	1	0	0	1	2	21	0	0	23	0	0	33	0	33	57
Hourly Total	0	4	1	0	5	6	74	1	0	81	0	0	116	0	116	202
2:00 PM	0	0	1	0	1	2	23	1	0	26	1	0	68	0	69	96
2:15 PM	0	1	1	0	2	0	15	1	0	16	0	0	37	0	37	55
2:30 PM	0	0	0	0	0	0	21	1	0	22	0	0	42	0	42	64
2:45 PM	0	1	1	0	2	2	17	0	0	19	0	0	41	0	41	62
Hourly Total	0	2	3	0	5	4	76	3	0	83	1	0	188	0	189	277
3:00 PM	0	6	0	0	6	2	18	1	0	21	0	0	38	0	38	65
3:15 PM	0	2	0	0	2	1	18	4	0	23	1	0	21	0	22	47
3:30 PM	0	0	0	0	0	1	21	1	0	23	0	0	31	0	31	54
3:45 PM	0	8	1	0	9	2	24	1	0	27	0	0	31	0	31	67
Hourly Total	0	16	1	0	17	6	81	7	0	94	1	0	121	0	122	233
4:00 PM	0	4	1	0	5	1	26	2	0	29	0	1	34	0	35	69
4:15 PM	0	6	0	0	6	1	29	0	0	30	0	1	35	0	36	72
4:30 PM	0	1	0	0	1	3	17	0	0	20	0	0	32	0	32	53
4:45 PM	0	0	1	0	1	0	15	1	0	16	0	0	30	0	30	47
Hourly Total	0	11	2	0	13	5	87	3	0	95	0	2	131	0	133	241
5:00 PM	0	0	0	0	0	2	16	1	0	19	0	0	33	0	33	52
5:15 PM	0	0	0	0	0	0	22	0	0	22	0	0	28	0	28	50
5:30 PM	0	1	0	0	1	3	21	1	0	25	1	0	36	0	37	63
5:45 PM	0	0	0	0	0	0	15	0	0	15	0	0	23	0	23	38
Hourly Total	0	1	0	0	1	5	74	2	0	81	1	0	120	0	121	203
Grand Total	0	454	53	2	507	51	1506	394	1	1951	6	41	2217	0	2264	4722
Approach %	0.0	89.5	10.5	-	-	2.6	77.2	20.2	-	-	0.3	1.8	97.9	-	-	-
Total %	0.0	9.6	1.1	-	10.7	1.1	31.9	8.3	-	41.3	0.1	0.9	47.0	-	47.9	-
Lights	0	448	51	-	499	49	1420	390	-	1859	6	41	2115	-	2162	4520
% Lights	-	98.7	96.2	-	98.4	96.1	94.3	99.0	-	95.3	100.0	100.0	95.4	-	95.5	95.7
Buses	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Buses	-	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	2	-	3	1	18	3	-	22	0	0	40	-	40	65
% Single-Unit Trucks	-	0.2	3.8	-	0.6	2.0	1.2	0.8	-	1.1	0.0	0.0	1.8	-	1.8	1.4
Articulated Trucks	0	4	0	-	4	1	60	1	-	62	0	0	54	-	54	120
% Articulated Trucks	-	0.9	0.0	-	0.8	2.0	4.0	0.3	-	3.2	0.0	0.0	2.4	-	2.4	2.5
Bicycles on Road	0	1	0	-	1	0	7	0	-	7	0	0	7	-	7	15
% Bicycles on Road	-	0.2	0.0	-	0.2	0.0	0.5	0.0	-	0.4	0.0	0.0	0.3	-	0.3	0.3
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

[illegible]

Start Time	Veterans Blvd. Eastbound					Veterans Blvd. Westbound					Frontage Road Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
4:30 PM	0	61	6	0	67	0	24	3	0	27	0	1	114	0	115	209
4:45 PM	0	41	6	0	47	0	35	5	0	40	0	1	84	0	85	172
5:00 PM	0	73	10	0	83	0	36	4	0	40	1	3	132	0	136	259
5:15 PM	0	34	3	0	37	0	41	2	0	43	0	0	82	0	82	162
Total	0	209	25	0	234	0	136	14	0	150	1	5	412	0	418	802
Approach %	0.0	89.3	10.7	-	-	0.0	90.7	9.3	-	-	0.2	1.2	98.6	-	-	-
Total %	0.0	26.1	3.1	-	29.2	0.0	17.0	1.7	-	18.7	0.1	0.6	51.4	-	52.1	-
PHF	0.000	0.716	0.625	-	0.705	0.000	0.829	0.700	-	0.872	0.250	0.417	0.780	-	0.768	0.774
Lights	0	208	25	-	233	0	127	14	-	141	1	5	403	-	409	783
% Lights	-	99.5	100.0	-	99.6	-	93.4	100.0	-	94.0	100.0	100.0	97.8	-	97.8	97.6
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	4	0	-	4	0	0	4	-	4	9
% Single-Unit Trucks	-	0.5	0.0	-	0.4	-	2.9	0.0	-	2.7	0.0	0.0	1.0	-	1.0	1.1
Articulated Trucks	0	0	0	-	0	0	5	0	-	5	0	0	5	-	5	10
% Articulated Trucks	-	0.0	0.0	-	0.0	-	3.7	0.0	-	3.3	0.0	0.0	1.2	-	1.2	1.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]



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

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Count Name: Carriage Way Drive with Frontage
Road TMC
Site Code:
Start Date: 07/20/2023
Page No: 1

Turning Movement Data

Start Time	Carriage Way Drive Eastbound						Carriage Way Drive Westbound						Frontage Road Northbound						County Line Lane Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	3	55	0	58	0	0	11	0	0	11	0	19	0	0	0	19	0	0	0	1	1	1	89
7:15 AM	0	1	3	61	0	65	0	0	6	0	0	6	0	26	0	0	0	26	0	0	1	2	0	3	100
7:30 AM	0	0	4	90	0	94	0	0	11	0	0	11	0	17	0	0	0	17	0	0	0	2	0	2	124
7:45 AM	1	1	11	128	0	141	0	0	11	1	0	12	0	18	0	0	0	18	0	0	1	2	0	3	174
Hourly Total	1	2	21	334	0	358	0	0	39	1	0	40	0	80	0	0	0	80	0	0	2	7	1	9	487
8:00 AM	0	0	2	86	0	88	0	0	8	0	0	8	0	32	1	0	0	33	0	1	0	3	0	4	133
8:15 AM	0	0	3	91	0	94	0	0	8	0	0	8	0	30	0	0	0	30	0	1	1	3	0	5	137
8:30 AM	1	2	5	87	0	95	0	0	9	1	0	10	0	38	0	0	0	38	0	0	0	3	0	3	146
8:45 AM	1	1	7	113	0	122	0	0	9	0	0	9	0	41	0	0	0	41	0	0	3	1	0	4	176
Hourly Total	2	3	17	377	0	399	0	0	34	1	0	35	0	141	1	0	0	142	0	2	4	10	0	16	592
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	2	10	25	0	38	0	1	6	0	0	7	0	88	1	0	0	89	0	1	1	4	0	6	140
4:15 PM	0	2	10	28	0	40	0	0	3	0	0	3	0	58	1	0	0	59	0	0	0	1	0	1	103
4:30 PM	0	4	6	33	0	43	0	0	6	0	0	6	0	111	0	0	0	111	0	0	0	1	0	1	161
4:45 PM	0	1	9	22	0	32	0	0	5	0	0	5	0	77	0	0	0	77	0	1	0	3	0	4	118
Hourly Total	1	9	35	108	0	153	0	1	20	0	0	21	0	334	2	0	0	336	0	2	1	9	0	12	522
5:00 PM	0	2	8	23	0	33	0	0	4	3	0	7	0	108	0	0	0	108	0	2	0	1	0	3	151
5:15 PM	0	6	10	10	0	26	0	0	6	0	0	6	0	67	0	0	0	67	0	0	0	1	0	1	100
5:30 PM	1	3	12	12	0	28	0	0	5	0	0	5	0	71	0	0	0	71	0	3	0	3	1	6	110
5:45 PM	0	2	15	11	0	28	0	0	7	1	0	8	0	51	0	0	0	51	0	2	0	1	0	3	90
Hourly Total	1	13	45	56	0	115	0	0	22	4	0	26	0	297	0	0	0	297	0	7	0	6	1	13	451
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	1	4	7	10	0	22	0	1	8	0	0	9	0	8	0	1	0	9	0	2	0	3	0	5	45
10:15 AM	0	0	1	7	0	8	0	0	7	0	0	7	0	7	0	0	0	7	0	2	0	2	0	4	26
10:30 AM	1	1	8	7	0	17	0	0	4	0	0	4	0	13	0	0	0	13	0	1	0	0	0	1	35
10:45 AM	1	0	3	6	0	10	0	0	10	2	0	12	0	7	0	0	0	7	0	2	0	0	0	2	31
Hourly Total	3	5	19	30	0	57	0	1	29	2	0	32	0	35	0	1	0	36	0	7	0	5	0	12	137
11:00 AM	1	4	5	5	0	15	0	0	10	0	0	10	0	9	0	1	0	10	0	1	0	2	0	3	38
11:15 AM	0	2	6	3	0	11	1	1	9	0	0	11	0	4	0	0	0	4	0	1	0	1	0	2	28
11:30 AM	1	2	6	5	0	14	0	0	8	0	0	8	0	7	0	0	0	7	0	0	0	4	0	4	33
11:45 AM	0	1	11	8	0	20	0	1	10	0	0	11	0	7	0	0	0	7	0	2	0	0	0	2	40
Hourly Total	2	9	28	21	0	60	1	2	37	0	0	40	0	27	0	1	0	28	0	4	0	7	0	11	139
12:00 PM	1	3	7	7	0	18	0	0	7	0	0	7	0	9	0	0	0	9	0	0	0	3	0	3	37
12:15 PM	1	4	7	7	0	19	0	0	4	0	0	4	0	10	0	0	0	10	0	1	0	4	0	5	38
12:30 PM	0	1	7	6	0	14	0	0	5	1	0	6	0	9	0	0	0	9	0	1	0	1	0	2	31

12:45 PM	0	1	13	7	0	21	0	0	8	0	0	8	0	12	0	0	0	12	0	2	0	1	0	3	44
Hourly Total	2	9	34	27	0	72	0	0	24	1	0	25	0	40	0	0	0	40	0	4	0	9	0	13	150
1:00 PM	1	4	4	4	0	13	0	0	10	0	0	10	0	9	0	0	0	9	0	1	0	0	0	1	33
1:15 PM	0	2	4	6	0	12	0	0	5	0	0	5	0	23	0	0	0	23	0	0	0	1	0	1	41
1:30 PM	0	0	5	5	0	10	0	0	10	1	0	11	0	16	0	1	0	17	0	2	0	2	0	4	42
1:45 PM	1	0	5	6	0	12	0	0	5	0	0	5	0	3	0	0	0	3	0	0	0	0	0	0	20
Hourly Total	2	6	18	21	0	47	0	0	30	1	0	31	0	51	0	1	0	52	0	3	0	3	0	6	136
2:00 PM	0	1	6	7	0	14	0	0	8	1	0	9	0	9	0	0	0	9	0	0	0	2	0	2	34
2:15 PM	0	0	9	5	0	14	0	0	11	0	0	11	0	10	0	0	0	10	0	2	0	0	0	2	37
2:30 PM	1	3	4	6	0	14	0	0	3	0	0	3	0	8	0	0	0	8	0	1	0	2	0	3	28
2:45 PM	1	0	4	4	0	9	0	0	2	1	0	3	0	7	0	0	0	7	0	1	0	3	0	4	23
Hourly Total	2	4	23	22	0	51	0	0	24	2	0	26	0	34	0	0	0	34	0	4	0	7	0	11	122
3:00 PM	0	4	11	2	0	17	0	0	7	0	0	7	0	10	0	0	0	10	0	0	0	1	0	1	35
3:15 PM	1	1	7	2	0	11	0	0	5	1	0	6	0	9	0	0	0	9	0	0	0	1	0	1	27
3:30 PM	2	0	6	3	0	11	0	0	6	0	0	6	0	11	0	0	0	11	0	3	0	0	0	3	31
3:45 PM	1	5	9	4	0	19	0	0	8	0	0	8	0	5	0	0	0	5	0	0	0	4	0	4	36
Hourly Total	4	10	33	11	0	58	0	0	26	1	0	27	0	35	0	0	0	35	0	3	0	6	0	9	129
4:00 PM	0	2	12	1	0	15	0	0	3	0	0	3	0	4	0	0	0	4	0	1	0	1	0	2	24
4:15 PM	0	0	10	1	0	11	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	3	0	5	20
4:30 PM	0	3	5	3	0	11	0	0	6	0	0	6	0	4	0	0	0	4	0	1	0	0	0	1	22
4:45 PM	1	0	8	1	0	10	0	0	4	0	0	4	0	4	0	0	0	4	0	2	0	2	0	4	22
Hourly Total	1	5	35	6	0	47	0	0	13	0	0	13	0	16	0	0	0	16	0	6	0	6	0	12	88
5:00 PM	0	3	7	0	0	10	0	1	3	0	0	4	0	4	0	1	0	5	0	1	0	1	0	2	21
5:15 PM	1	1	9	0	0	11	0	0	2	0	0	2	0	3	0	0	0	3	0	2	0	1	1	3	19
5:30 PM	1	0	7	0	0	8	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	2	0	2	13
5:45 PM	2	0	8	3	0	13	0	0	10	0	0	10	0	2	0	1	0	3	0	0	0	0	0	0	26
Hourly Total	4	4	31	3	0	42	0	1	17	0	0	18	0	10	0	2	0	12	0	3	0	4	1	7	79
Grand Total	25	79	339	1016	0	1459	1	5	315	13	0	334	0	1100	3	5	0	1108	0	45	7	79	3	131	3032
Approach %	1.7	5.4	23.2	69.6	-	-	0.3	1.5	94.3	3.9	-	-	0.0	99.3	0.3	0.5	-	-	0.0	34.4	5.3	60.3	-	-	-
Total %	0.8	2.6	11.2	33.5	-	48.1	0.0	0.2	10.4	0.4	-	11.0	0.0	36.3	0.1	0.2	-	36.5	0.0	1.5	0.2	2.6	-	4.3	-
Lights	25	78	332	989	-	1424	1	4	309	12	-	326	0	1066	3	5	-	1074	0	44	7	79	-	130	2954
% Lights	100.0	98.7	97.9	97.3	-	97.6	100.0	80.0	98.1	92.3	-	97.6	-	96.9	100.0	100.0	-	96.9	-	97.8	100.0	100.0	-	99.2	97.4
Buses	0	0	1	5	-	6	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	8
% Buses	0.0	0.0	0.3	0.5	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.2	0.0	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	1	0	15	-	16	0	1	3	1	-	5	0	26	0	0	-	26	0	0	0	0	-	0	47
% Single-Unit Trucks	0.0	1.3	0.0	1.5	-	1.1	0.0	20.0	1.0	7.7	-	1.5	-	2.4	0.0	0.0	-	2.3	-	0.0	0.0	0.0	-	0.0	1.6
Articulated Trucks	0	0	0	7	-	7	0	0	0	0	-	0	0	6	0	0	-	6	0	0	0	0	-	0	13
% Articulated Trucks	0.0	0.0	0.0	0.7	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.5	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	6	0	-	6	0	0	3	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	10
% Bicycles on Road	0.0	0.0	1.8	0.0	-	0.4	0.0	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	2.2	0.0	0.0	-	0.8	0.3
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

[illegible]

[illegible]

[illegible]

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

Int# 2 veterans/office

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	0	0	0	0	0	3	0	0	0	0	0	0	3
715	0	0	0	0	0	5	0	0	0	0	0	0	5
730	0	0	0	0	0	3	0	0	0	0	0	0	3
745	0	0	0	0	0	7	0	0	0	0	0	0	7
800	0	0	0	0	0	7	0	0	0	0	0	0	7
815	0	0	0	0	0	8	0	0	0	0	0	0	8
830	0	0	0	0	0	7	1	0	0	0	0	0	8
845	0	0	0	0	0	2	2	0	0	0	0	0	4
1600	0	0	0	0	0	0	2	0	0	0	0	0	2
1615	0	0	0	0	0	0	3	0	0	0	0	0	3
1630	0	0	0	0	0	1	17	0	0	0	0	0	18
1645	0	0	0	0	0	1	8	0	0	0	0	0	9
1700	0	0	0	0	0	1	35	0	0	0	0	0	36
1715	0	0	0	0	0	0	8	0	0	0	0	0	8
1730	0	0	0	0	0	0	3	0	0	0	0	0	3
1745	0	0	0	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	45	82	0	0	0	0	0	127

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

Int# 2 veterans/office

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	0	3	0	0	0	0	3	0	3
715	0	5	0	0	0	0	5	0	5
730	0	3	0	0	0	0	3	0	3
745	0	7	0	0	0	0	7	0	7
800	0	7	0	0	0	0	7	0	7
815	0	8	0	0	0	0	8	0	8
830	0	7	1	0	0	1	7	0	8
845	0	2	2	0	0	2	2	0	4
1600	0	0	2	0	0	2	0	0	2
1615	0	0	3	0	0	3	0	0	3
1630	0	1	17	0	0	17	1	0	18
1645	0	1	8	0	0	8	1	0	9
1700	0	1	35	0	0	35	1	0	36
1715	0	0	8	0	0	8	0	0	8
1730	0	0	3	0	0	3	0	0	3
1745	0	0	3	0	0	3	0	0	3
Total	0	45	82	0	0	82	45	0	127

Int# 4 veterans/office/sat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	0	0	0	0	0	1	1	0	0	0	0	0	2
1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	0	0	0	0	0	2

Int# 4 veterans/office/sat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1100	0	0	0	0	0	0	0	0	0
1115	0	0	0	0	0	0	0	0	0
1130	0	1	1	0	0	1	1	0	2
1145	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	1	1	0	2

Int# 4 veterans/office/sat

[illegible]

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

Int# 1 veterans/cnhacc

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
700	0	0	0	0	15	24	0	0	0	0	1	0	40
715	0	0	0	0	19	29	1	0	0	1	0	0	50
730	0	0	0	0	18	41	3	0	0	2	0	0	64
745	0	0	0	0	29	36	4	0	0	4	2	0	75
800	0	0	0	0	24	34	1	0	1	1	2	0	63
815	0	0	0	0	15	28	2	0	0	2	3	0	50
830	0	0	0	0	16	34	4	0	0	0	2	0	56
845	0	0	0	0	11	23	4	0	0	0	2	0	40
1600	0	0	0	0	1	2	20	0	0	0	15	0	38
1615	0	0	0	0	1	4	25	0	1	1	18	0	50
1630	0	0	0	0	4	2	30	0	0	1	18	0	55
1645	0	0	0	0	1	1	25	0	0	0	13	0	40
1700	0	0	0	0	1	2	41	0	0	0	16	0	60
1715	0	0	0	0	0	3	35	0	0	0	11	0	49
1730	0	0	0	0	0	1	30	0	0	1	17	0	49
1745	0	0	0	0	0	2	19	0	0	0	9	0	30
Total	0	0	0	0	155	266	244	0	2	13	129	0	809

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

Int# 1 veterans/cnhacc

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
700	0	39	0	1	0	1	24	15	40
715	0	48	1	1	0	1	30	19	50
730	0	59	3	2	0	3	43	18	64
745	0	65	4	6	0	6	40	29	75
800	0	58	2	3	0	3	35	25	63
815	0	43	2	5	0	5	30	15	50
830	0	50	4	2	0	6	34	16	56
845	0	34	4	2	0	6	23	11	40
1600	0	3	20	15	0	35	2	1	38
1615	0	5	26	19	0	43	5	2	50
1630	0	6	30	19	0	48	3	4	55
1645	0	2	25	13	0	38	1	1	40
1700	0	3	41	16	0	57	2	1	60
1715	0	3	35	11	0	46	3	0	49
1730	0	1	30	18	0	47	2	0	49
1745	0	2	19	9	0	28	2	0	30
Total	0	421	246	142	0	373	279	157	809

Burr Ridge, IL Weather: Warm and Light Rain
Veterans Blvd and CNH Access Drive
Saturday August 5, 2023

08/09/23
15:23:30

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

Int# 3 veterans/cnh/sat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1100	0	0	0	0	0	0	1	0	0	0	0	0	1
1115	0	0	0	0	1	1	2	0	0	1	0	0	5
1130	0	0	0	0	0	1	2	0	0	0	0	0	3
1145	0	0	0	0	0	1	2	0	0	0	0	0	3
1200	0	0	0	0	0	0	3	0	0	0	0	0	3
1215	0	0	0	0	0	1	8	0	0	0	0	0	9
1230	0	0	0	0	0	1	3	0	0	0	1	0	5
1245	0	0	0	0	0	1	5	0	0	0	0	0	6
Total	0	0	0	0	1	6	26	0	0	1	1	0	35

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

Int# 3 veterans/cnh/sat

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
1100	0	0	1	0	0	1	0	0	1
1115	0	2	2	1	0	2	2	1	5
1130	0	1	2	0	0	2	1	0	3
1145	0	1	2	0	0	2	1	0	3
1200	0	0	3	0	0	3	0	0	3
1215	0	1	8	0	0	8	1	0	9
1230	0	1	3	1	0	4	1	0	5
1245	0	1	5	0	0	5	1	0	6
Total	0	7	26	2	0	27	7	1	35

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 3 veterans/cnh/sat

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
1100	0	0	0	0	0	0	4	0	0	0	0	0	4
1115	0	0	0	0	4	4	8	0	0	4	0	0	20
1130	0	0	0	0	0	4	8	0	0	0	0	0	12
1145	0	0	0	0	0	4	8	0	0	0	0	0	12
1200	0	0	0	0	0	0	12	0	0	0	0	0	12
1215	0	0	0	0	0	4	32	0	0	0	0	0	36
1230	0	0	0	0	0	4	12	0	0	0	4	0	20
1245	0	0	0	0	0	4	20	0	0	0	0	0	24

DRAFT

Preliminary Site Plan

ITE Trip Generation Worksheets

General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 37

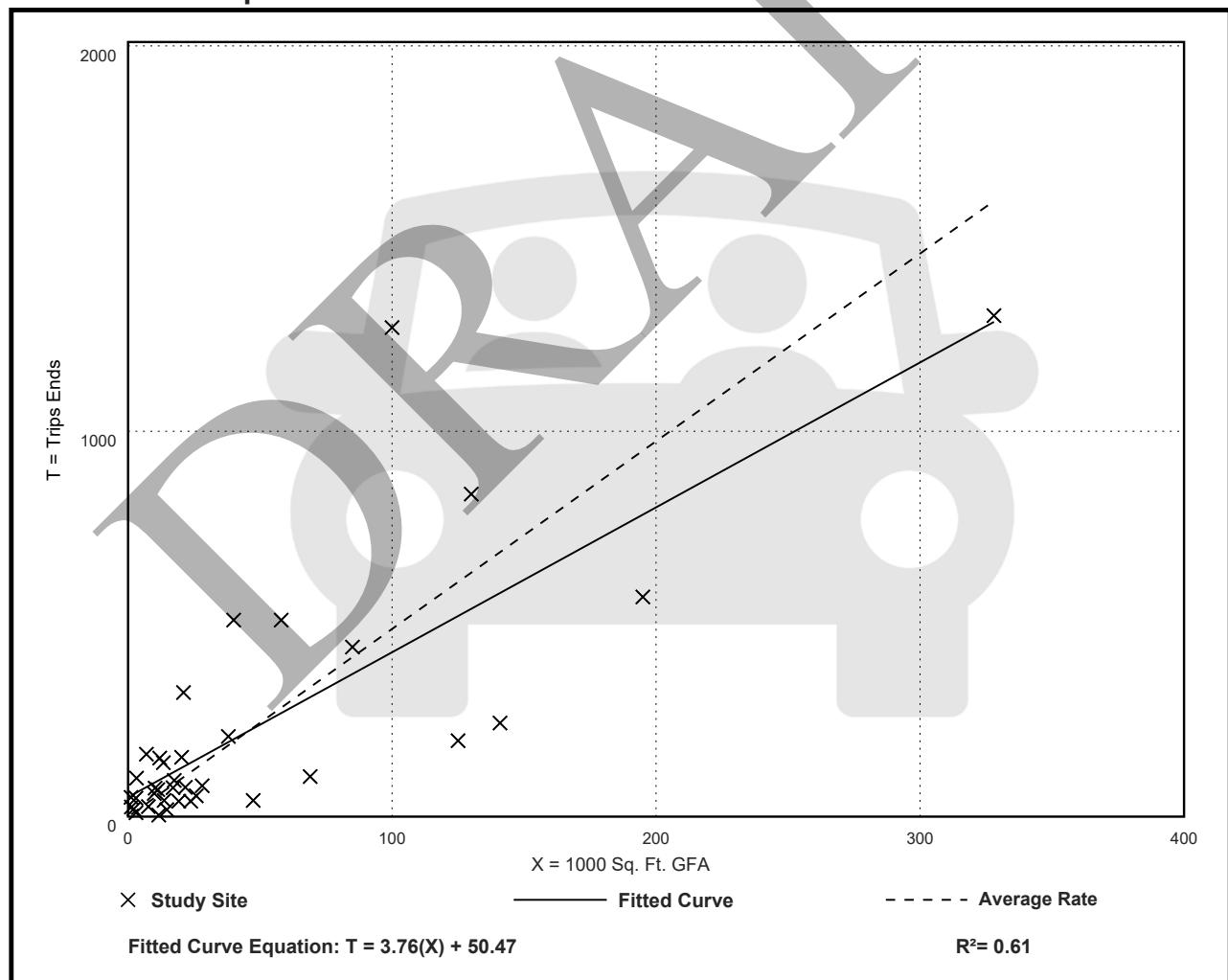
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

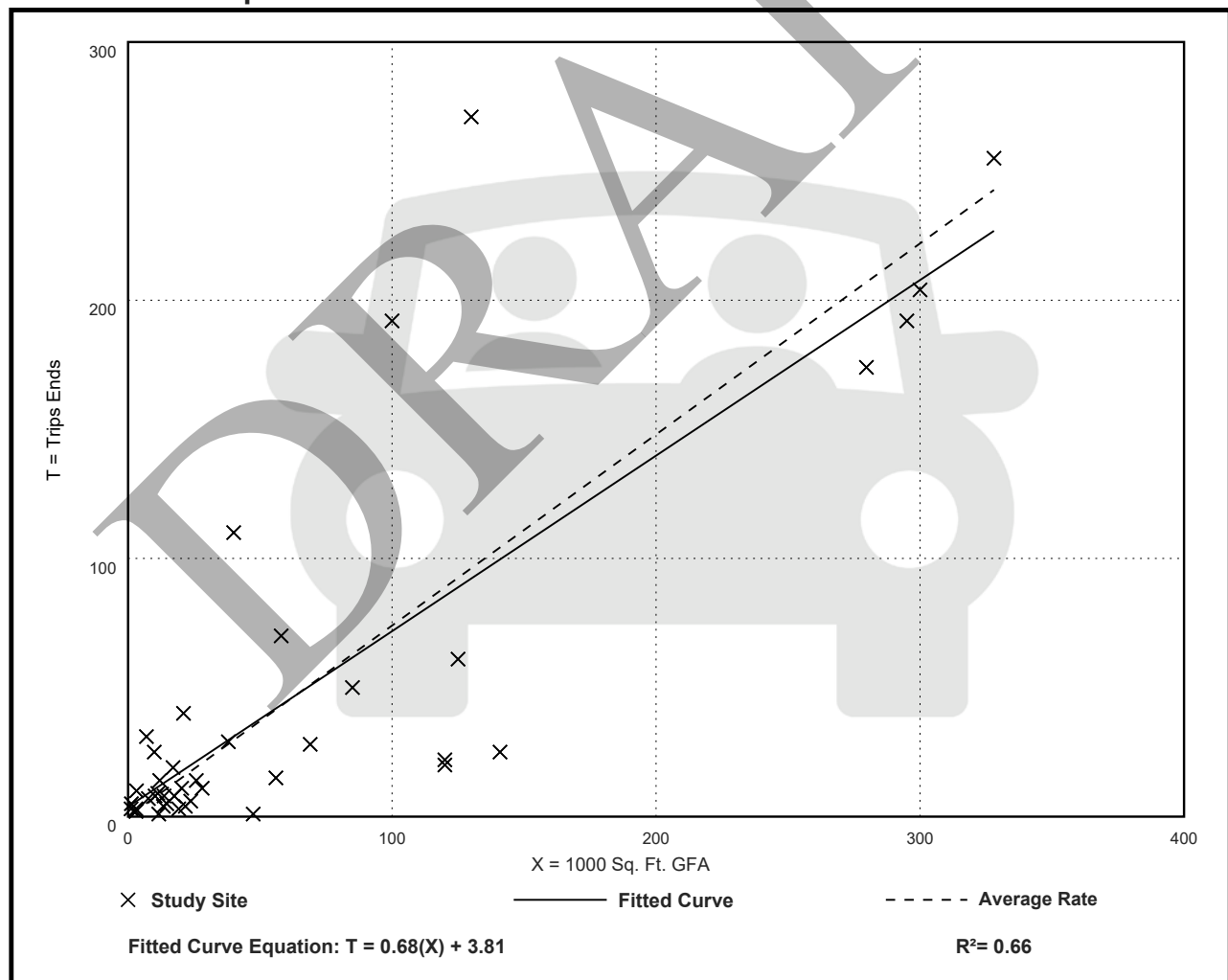
Avg. 1000 Sq. Ft. GFA: 65

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 40

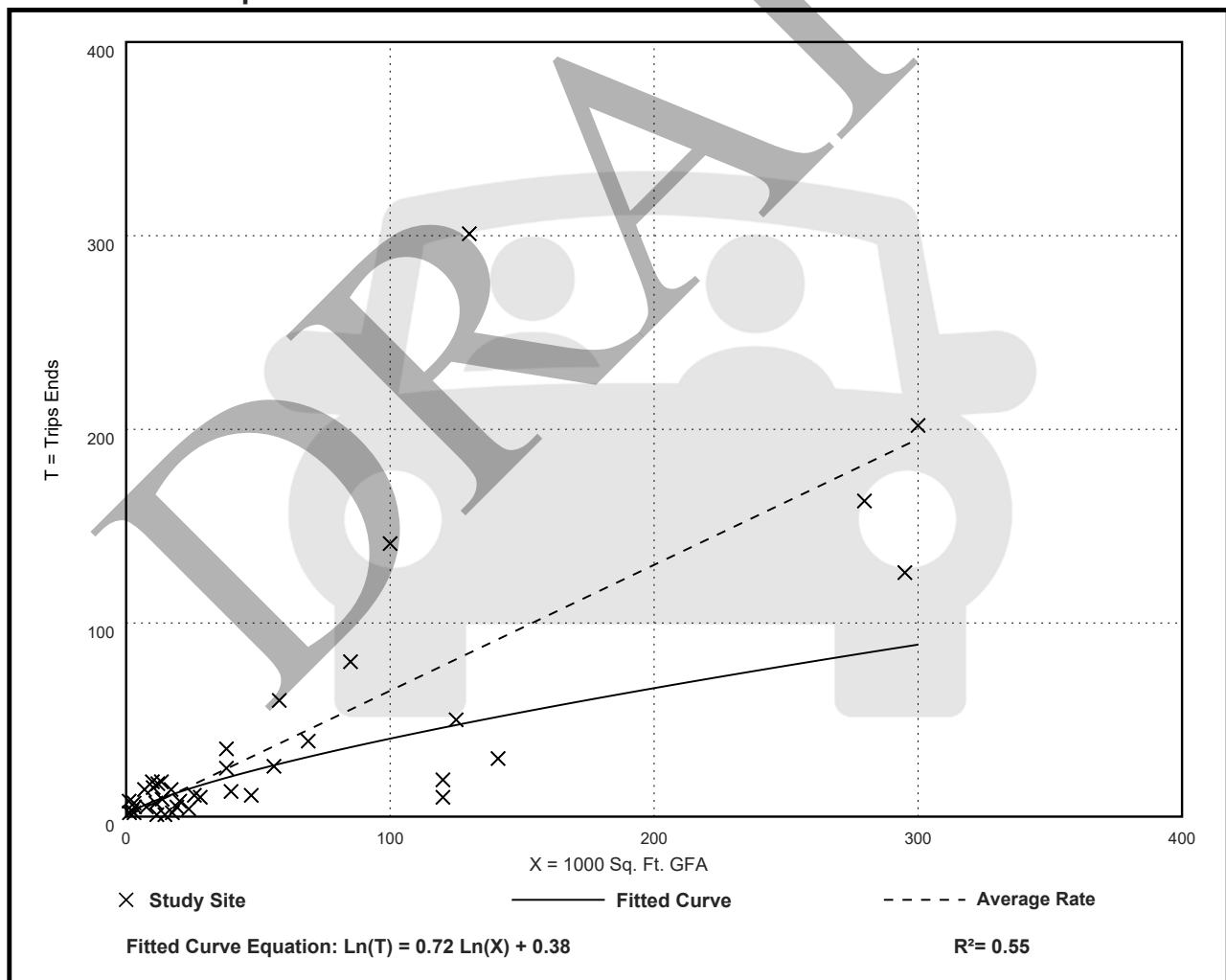
Avg. 1000 Sq. Ft. GFA: 58

Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

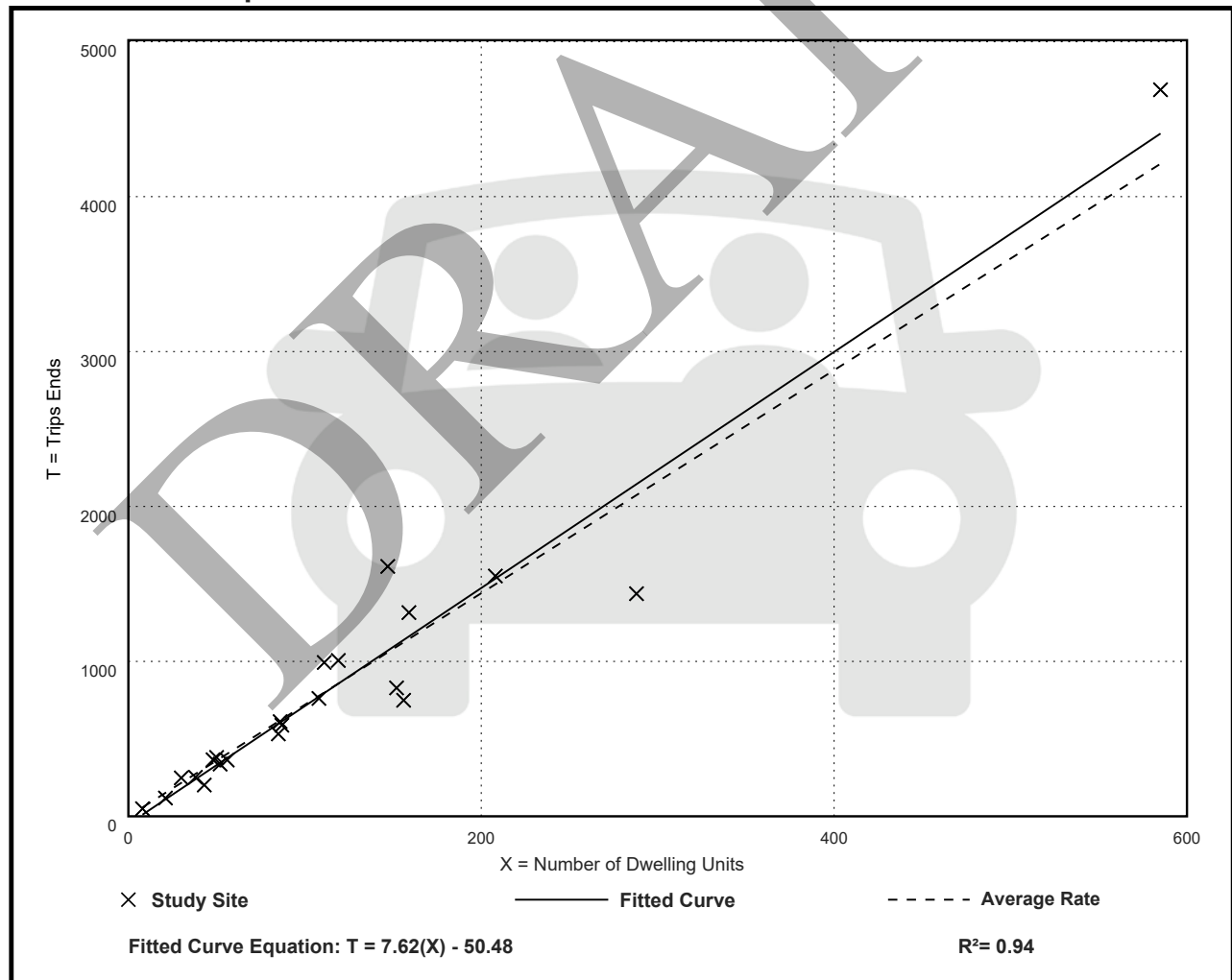
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

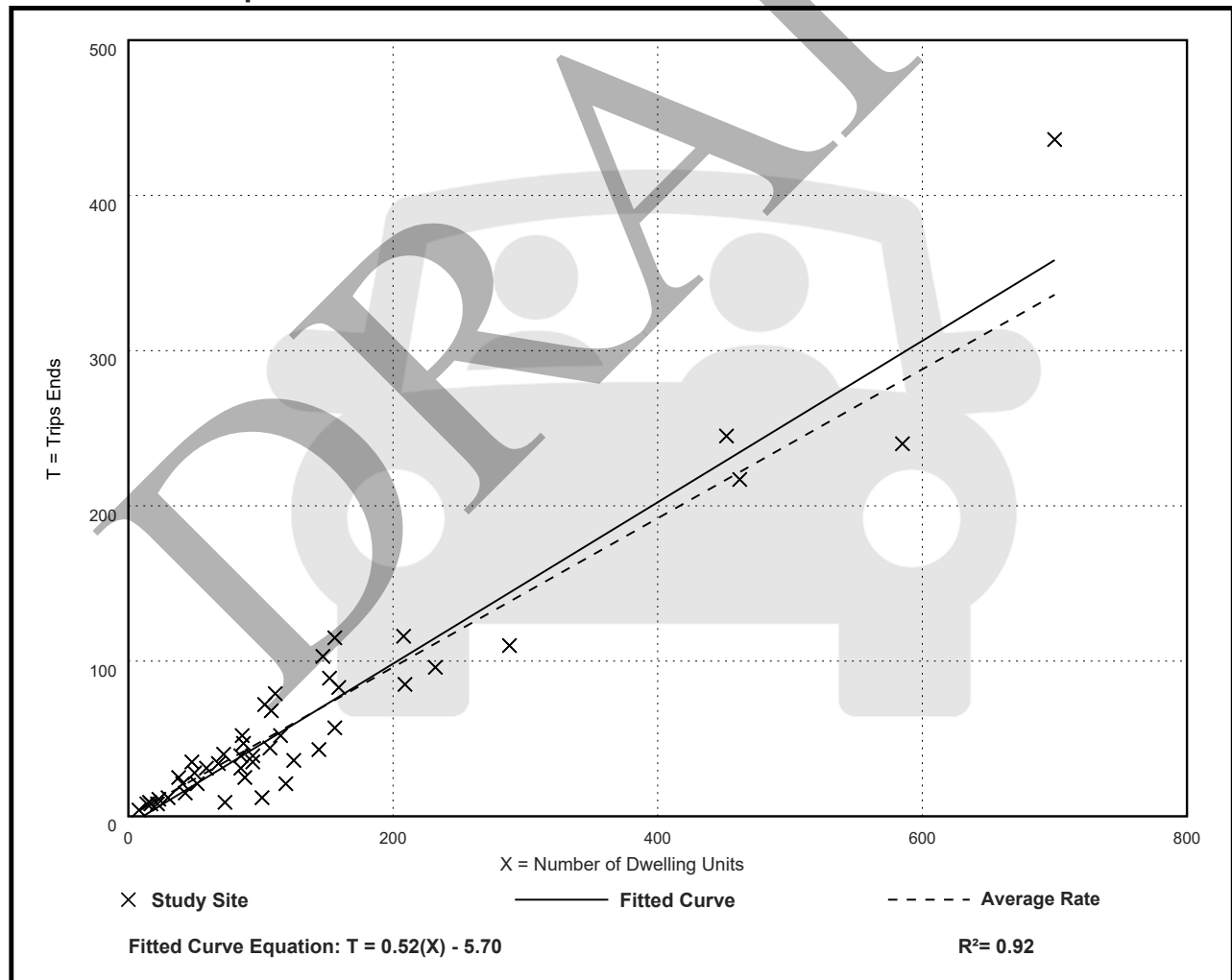
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

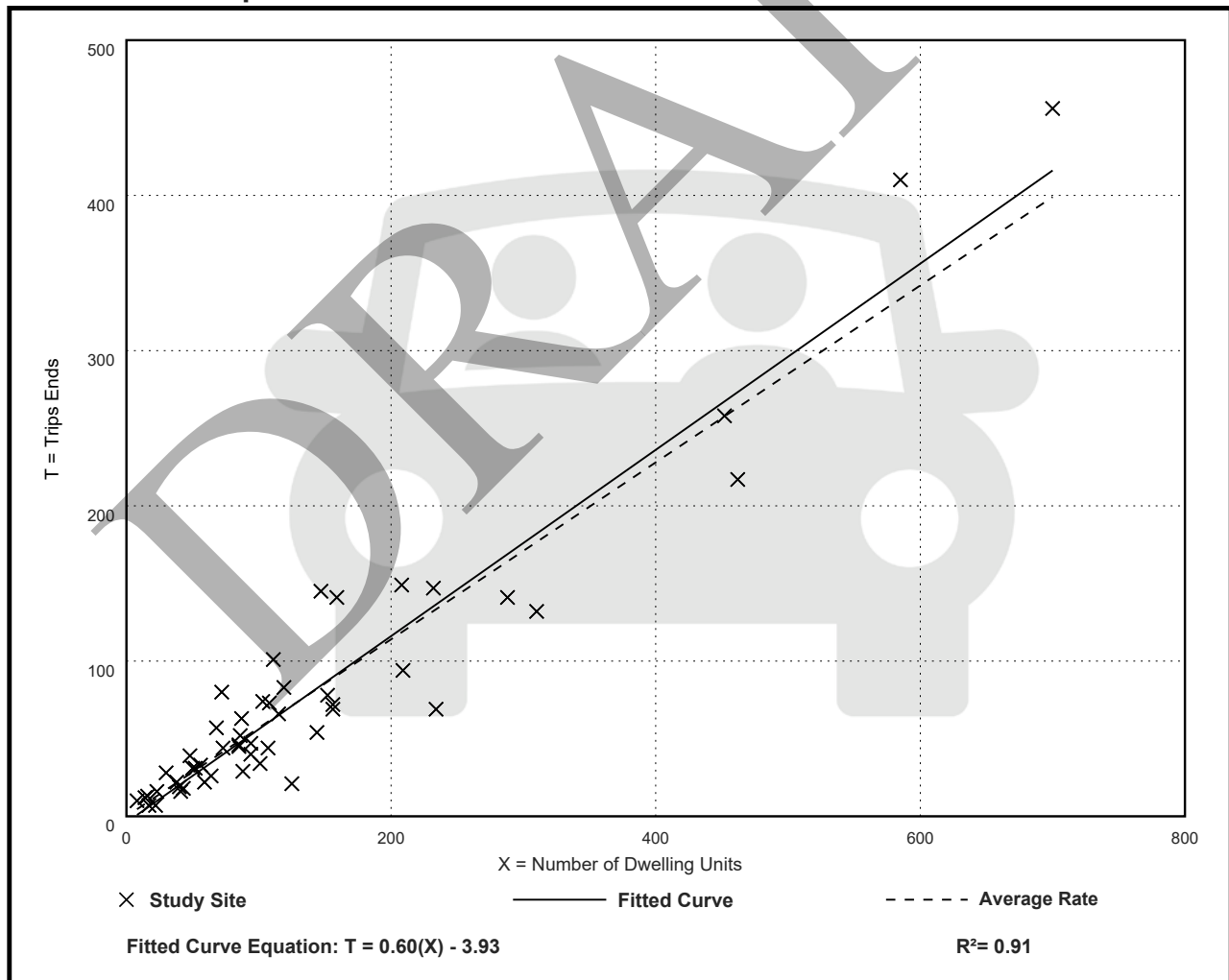
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

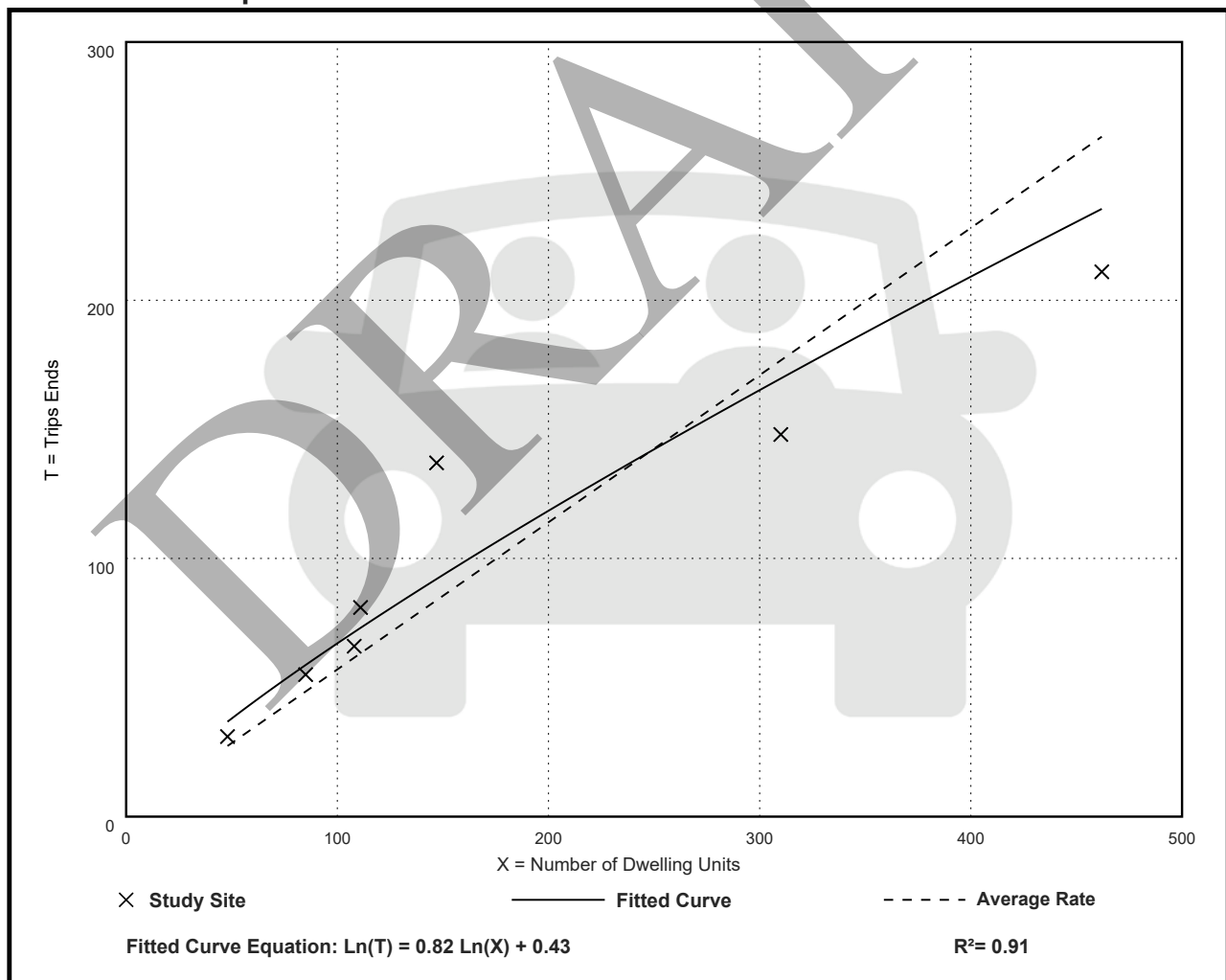
Avg. Num. of Dwelling Units: 182

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.46 - 0.93	0.17

Data Plot and Equation



DRAFT

CMAP Projections Letter



July 31st, 2023

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

***Subject: Plainfield Rd, County Line Rd, Madison St
IDOT***

Dear Mr. Bowen:

In response to a request made on your behalf and dated July 28th, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

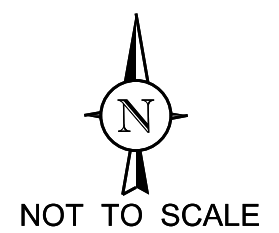
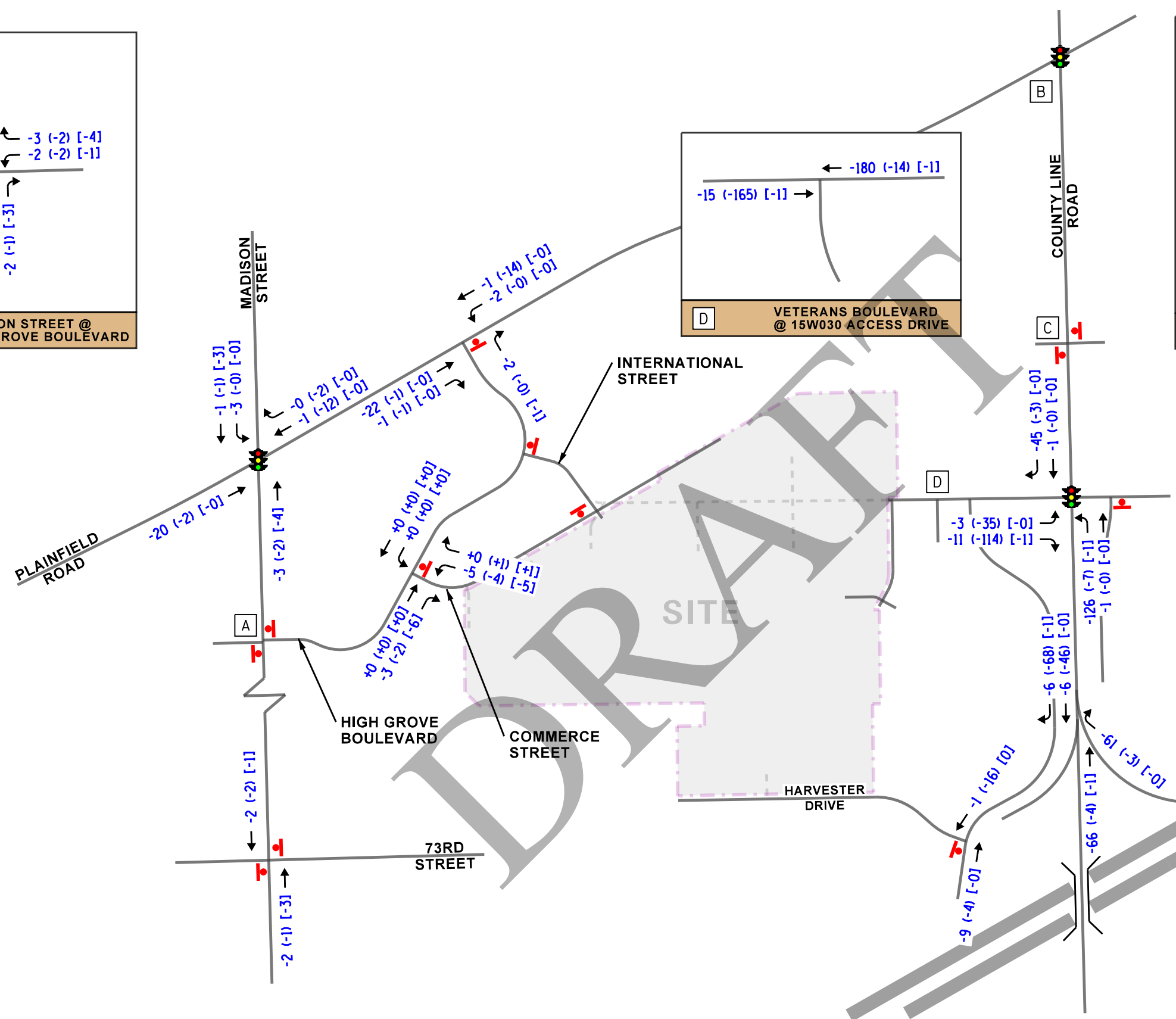
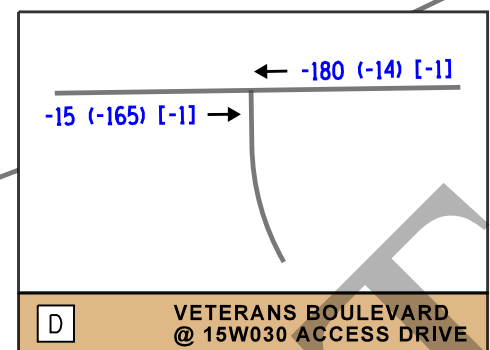
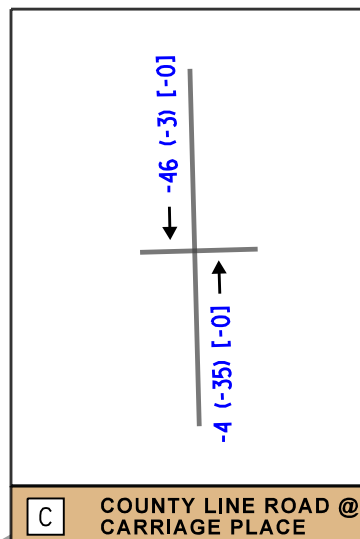
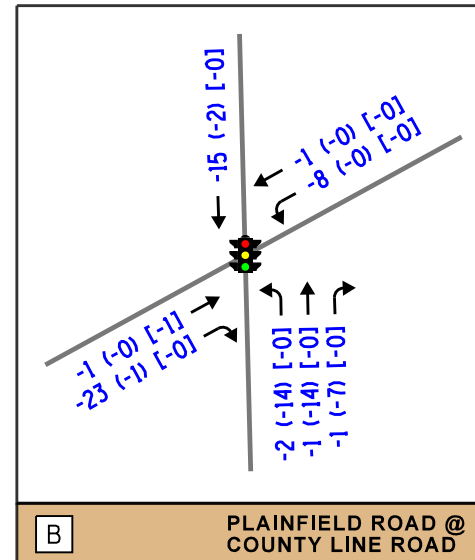
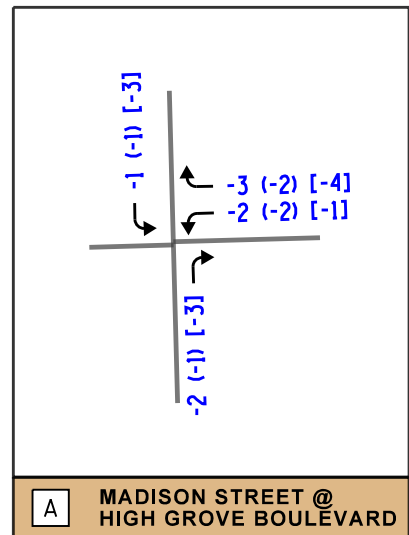
ROAD SEGMENT	Current ADT	Year 2050 ADT
Plainfield Rd east of County Line Rd	9,650	11,000
County Line Rd north of Plainfield Rd	10,700	11,900
County Line Rd south of Plainfield Rd	18,200	19,400
Madison St south of Plainfield Rd	8,800	9,400
Plainfield Rd west of County Line Rd	21,700	23,100

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

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

Figure A (Removal of Existing Traffic)



- LEGEND**
- 00 - WEEKDAY AM PEAK HOUR (7:45-8:45 AM)
 - (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
 - [00] - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)

CNH INDUSTRIAL CAMPUS
BURR RIDGE, ILLINOIS

REMOVAL OF EXISTING CNH TRAFFIC, REMOVAL OF EXISTING PUBLIC WORKS BUILDING TRAFFIC,
AND VACATION OF COMMERCE STREET

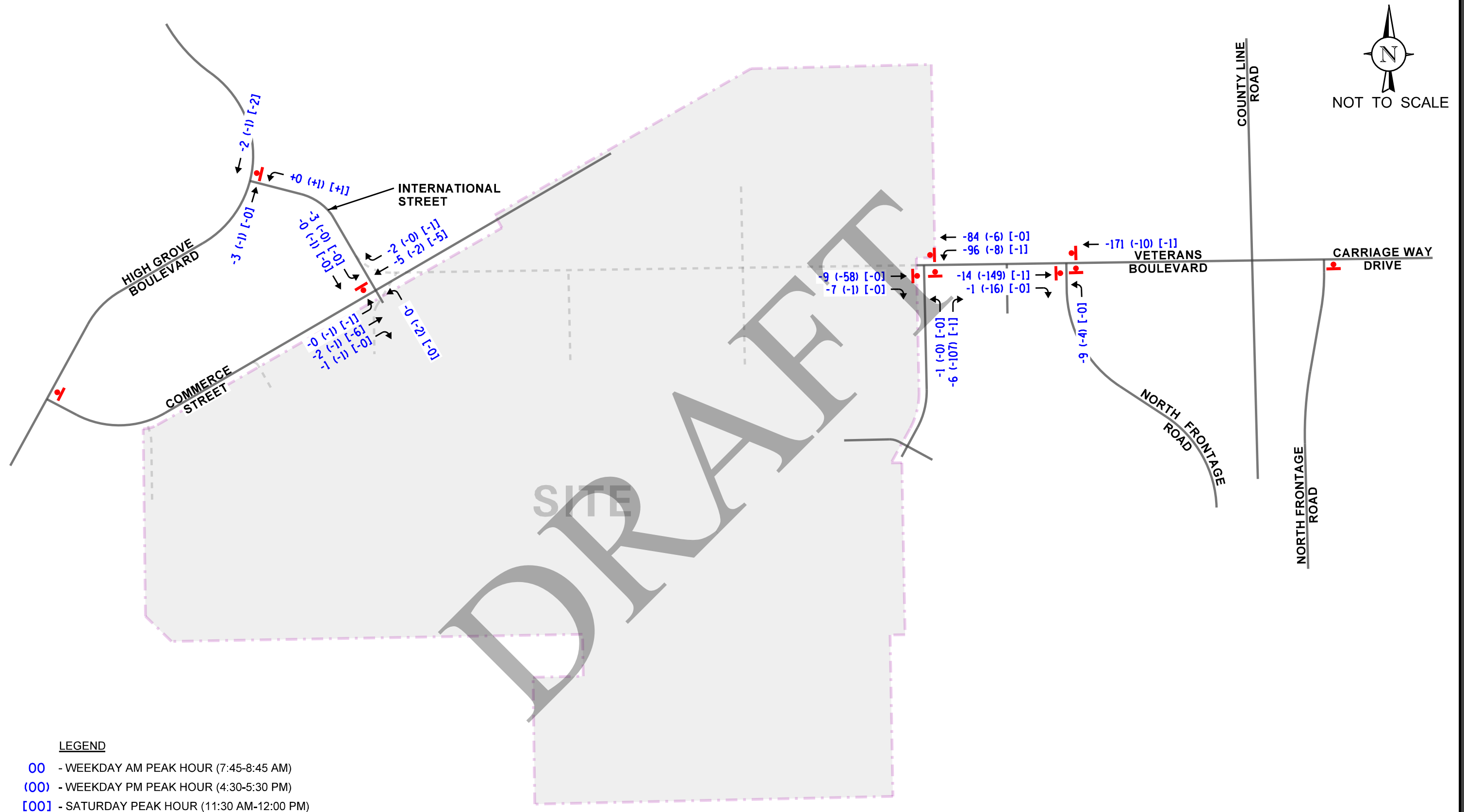
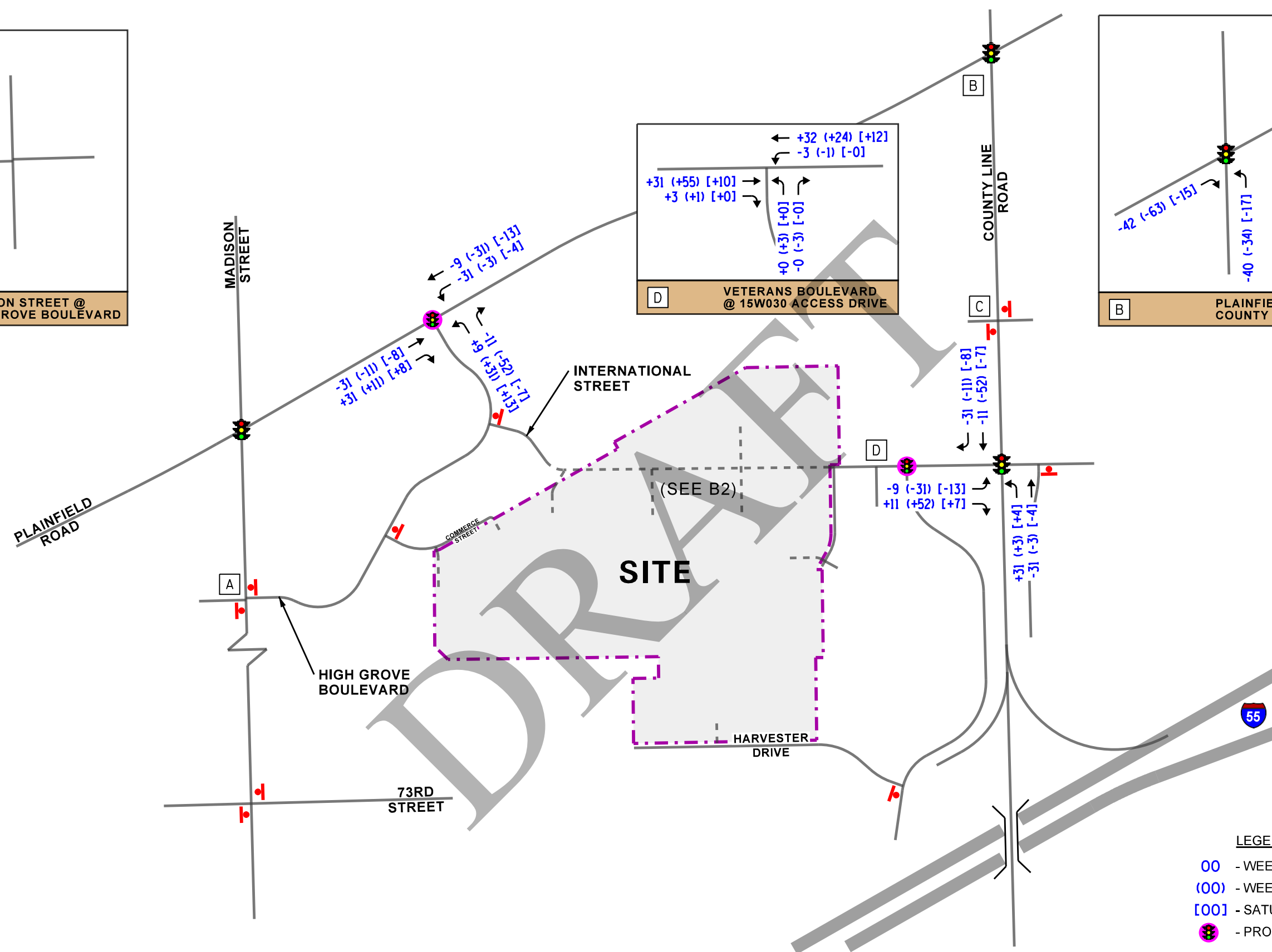
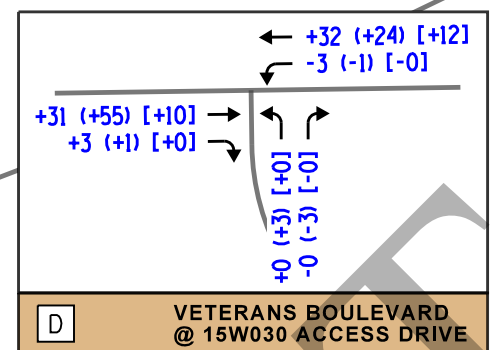
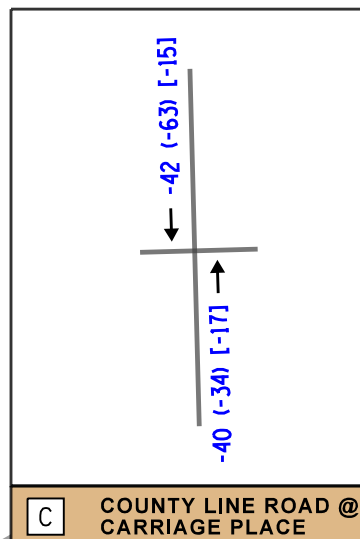
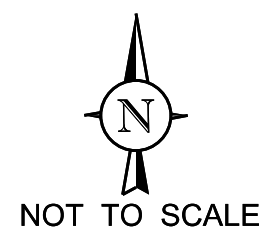
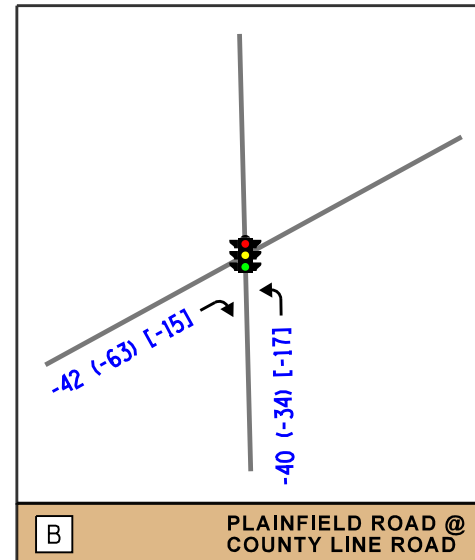
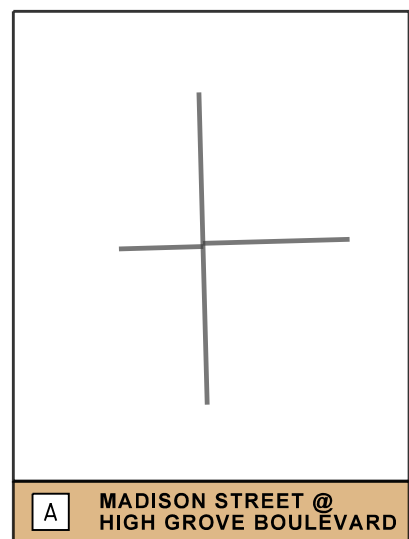
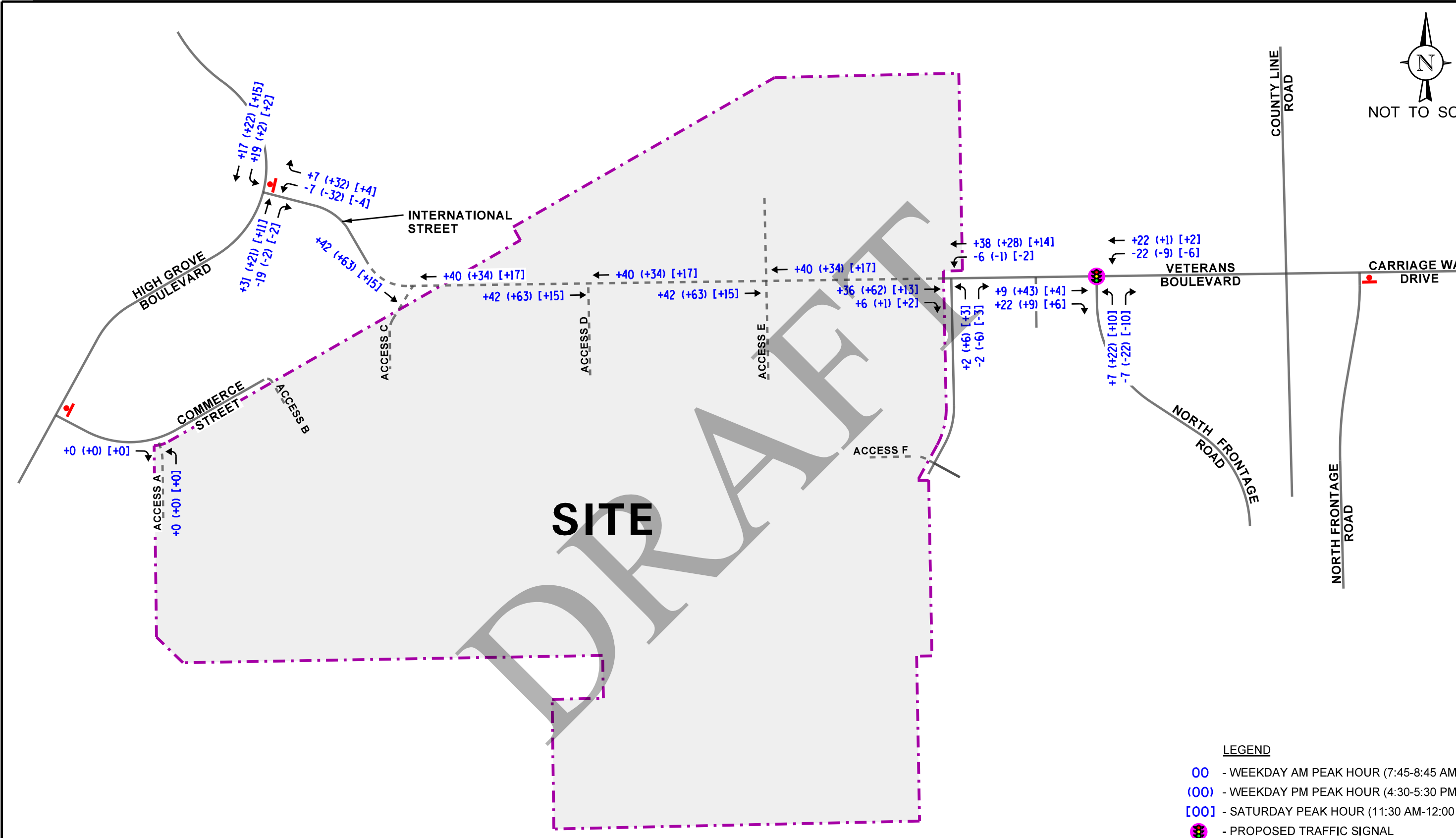


Figure B (Reassignment of Existing Traffic)





LEGEND

- 00 - WEEKDAY AM PEAK HOUR (7:45-8:45 AM)
- (00) - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00] - SATURDAY PEAK HOUR (11:30 AM-12:00 PM)
- 🚦 - PROPOSED TRAFFIC SIGNAL

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, 6th Edition.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	317	437	154	240	31	412	497	109	16	288	18
Future Volume (vph)	75	317	437	154	240	31	412	497	109	16	288	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.913			0.983			0.973			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3179	0	1752	3457	0	1752	3387	0	1703	3507	0
Flt Permitted	0.574			0.141			0.410			0.404		
Satd. Flow (perm)	1059	3179	0	260	3457	0	756	3387	0	724	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		235			10			22			4	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	2%	3%	3%	0%	3%	3%	7%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	811	0	166	291	0	443	651	0	17	329	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	44.6	33.5		51.8	39.8		52.5	46.3		30.6	21.8	
Actuated g/C Ratio	0.40	0.30		0.46	0.36		0.47	0.41		0.27	0.20	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.73		0.58	0.24		0.77	0.46		0.07	0.48	
Control Delay	20.4	30.5		28.0	27.9		31.2	24.9		19.7	43.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.4	30.5		28.0	27.9		31.2	24.9		19.7	43.1	
LOS	C	C		C	C		C	C		B	D	
Approach Delay		29.6			27.9			27.4			41.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	32	195		68	76		218	157		6	110	
Queue Length 95th (ft)	73	341		137	135		346	265		20	176	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	525	1150		414	1396		642	1684		337	1093	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.71		0.40	0.21		0.69	0.39		0.05	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 111.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 30.0

Intersection LOS: C

Intersection Capacity Utilization 83.4%

ICU Level of Service E

Analysis Period (min) 15
























Splits and Phases: 1: County Line Road & Plainfield Road

↖ Ø1 25 s	→ Ø2 40 s	↖ Ø3 35 s	↓ Ø4 40 s
↗ Ø5 15 s	← Ø6 50 s	↘ Ø7 15 s	↑ Ø8 60 s

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	14	160	96	11	57	389	921	285	117	627	140
Future Volume (vph)	37	14	160	96	11	57	389	921	285	117	627	140
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.874				0.850		0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1754	1468	1532	1467	0	1719	3689	1599	1770	3450	0
Flt Permitted				0.615			0.198			0.283		
Satd. Flow (perm)	1810	1754	1468	991	1467	0	358	3689	1599	527	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		63				313		20	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	14%	10%	10%	9%	5%	5%	3%	1%	2%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	15	176	105	75	0	427	1012	313	129	843	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	6.5	14.0	6.5	6.5	14.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	20.0	40.0	30.0	20.0	40.0		30.0	60.0	20.0	20.0	50.0	
Total Split (%)	14.3%	28.6%	21.4%	14.3%	28.6%		21.4%	42.9%	14.3%	14.3%	35.7%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effect Green (s)	11.6	8.3	32.1	19.5	10.3		74.2	60.1	80.5	51.6	41.1	
Actuated g/C Ratio	0.12	0.08	0.32	0.19	0.10		0.74	0.60	0.80	0.51	0.41	

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.20	0.10	0.30	0.39	0.36		0.68	0.46	0.23	0.35	0.59	
Control Delay	38.3	49.8	5.2	39.3	20.4		19.0	13.6	1.0	10.8	25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	38.3	49.8	5.2	39.3	20.4		19.0	13.6	1.0	10.8	25.7	
LOS	D	D	A	D	C		B	B	A	B	C	
Approach Delay		13.9			31.4			12.6			23.7	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	27	10	0	61	8		122	186	0	22	220	
Queue Length 95th (ft)	51	33	46	110	53		#287	305	23	53	325	
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	356	601	587	315	544		627	2219	1384	522	1542	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.02	0.30	0.33	0.14		0.68	0.46	0.23	0.25	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 100.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.





















Splits and Phases: 3: County Line Road & Veterans Boulevard/Carriage Way Drive

Ø1 20 s	Ø2 60 s	Ø3 20 s	Ø4 40 s
Ø5 30 s	Ø6 50 s	Ø7 20 s	Ø8 40 s

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	530	63	131	382	200	52	259	88	169	155	72
Future Volume (vph)	96	530	63	131	382	200	52	259	88	169	155	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.948			0.962			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3449	0	1719	3323	0	1787	1745	0	1787	1749	0
Flt Permitted	0.341			0.322			0.610			0.198		
Satd. Flow (perm)	641	3449	0	583	3323	0	1148	1745	0	372	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			84			14			20	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	3%	5%	3%	3%	1%	6%	1%	1%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	624	0	138	613	0	55	366	0	178	239	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	18.0	49.2		14.4	45.6		14.4	36.0		20.4	42.0	
Total Split (%)	15.0%	41.0%		12.0%	38.0%		12.0%	30.0%		17.0%	35.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	59.8	48.4		61.3	49.1		38.6	28.4		48.9	37.1	
Actuated g/C Ratio	0.50	0.40		0.51	0.41		0.32	0.24		0.41	0.31	

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

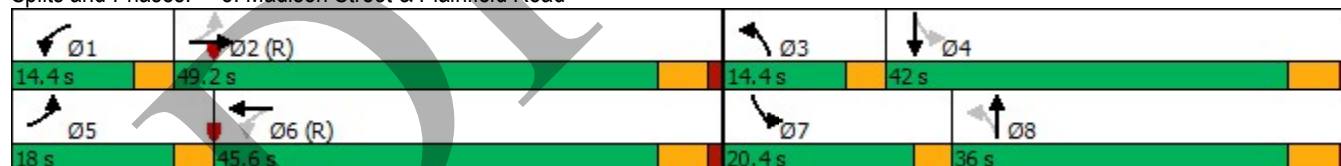
01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.25	0.45		0.35	0.44		0.13	0.87		0.55	0.43	
Control Delay	16.8	28.0		21.6	26.8		21.3	62.7		29.2	32.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.8	28.0		21.6	26.8		21.3	62.7		29.2	32.8	
LOS	B	C		C	C		C	E		C	C	
Approach Delay		26.5			25.9			57.3			31.3	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	40	192		49	121		24	254		84	131	
Queue Length 95th (ft)	72	250		137	281		50	#412		134	211	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	480	1397		405	1409		458	451		350	559	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.45		0.34	0.44		0.12	0.81		0.51	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 32.7
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Madison Street & Plainfield Road



HCM 6th AWSC

4: Frontage Road & Veterans Boulevard

01/26/2024

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	25	2	312	228	12	186
Future Vol, veh/h	25	2	312	228	12	186
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	12	0	6	0	0	9
Mvmt Flow	29	2	363	265	14	216
Number of Lanes	2	0	1	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	9.4	10.4	10.9
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	100%	0%	0%	0%	100%	64%	0%
Vol Thru, %	0%	0%	100%	81%	0%	36%	100%
Vol Right, %	0%	100%	0%	19%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	186	17	10	178	210	152
LT Vol	12	0	0	0	178	134	0
Through Vol	0	0	17	8	0	76	152
RT Vol	0	186	0	2	0	0	0
Lane Flow Rate	14	216	19	12	207	244	177
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.025	0.329	0.036	0.021	0.338	0.38	0.175
Departure Headway (Hd)	6.523	5.476	6.65	6.307	5.878	5.593	3.562
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	545	651	542	571	608	640	993
Service Time	4.308	3.261	4.35	4.007	3.651	3.366	1.333
HCM Lane V/C Ratio	0.026	0.332	0.035	0.021	0.34	0.381	0.178
HCM Control Delay	9.5	11	9.6	9.1	11.7	11.8	7.1
HCM Lane LOS	A	B	A	A	B	B	A
HCM 95th-tile Q	0.1	1.4	0.1	0.1	1.5	1.8	0.6

Intersection

Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	
Traffic Vol, veh/h	9	7	132	84	1	17
Future Vol, veh/h	9	7	132	84	1	17
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	1	0	0	18
Mvmt Flow	11	9	163	104	1	21
Number of Lanes	1	1	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.2	9.1	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	6%	0%	0%	82%	0%
Vol Thru, %	0%	100%	0%	18%	100%
Vol Right, %	94%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	9	7	160	56
LT Vol	1	0	0	132	0
Through Vol	0	9	0	28	56
RT Vol	17	0	7	0	0
Lane Flow Rate	22	11	9	198	69
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.025	0.014	0.01	0.273	0.087
Departure Headway (Hd)	4.024	4.674	3.973	4.979	4.55
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	895	756	887	725	790
Service Time	2.024	2.46	1.758	2.693	2.263
HCM Lane V/C Ratio	0.025	0.015	0.01	0.273	0.087
HCM Control Delay	7.1	7.5	6.8	9.6	7.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0	1.1	0.3

HCM 6th TWSC

2: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	4	0	15	1	0	10	8	1004	3	7	868	4
Future Vol, veh/h	4	0	15	1	0	10	8	1004	3	7	868	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	4	0	15	1	0	10	8	1035	3	7	895	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1445	1965	450	1515	1966	519	899	0	0	1038	0	0
Stage 1	911	911	-	1053	1053	-	-	-	-	-	-	-
Stage 2	534	1054	-	462	913	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	94	64	562	84	64	507	764	-	-	678	-	-
Stage 1	299	356	-	245	306	-	-	-	-	-	-	-
Stage 2	503	305	-	554	355	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	91	63	562	80	63	507	764	-	-	678	-	-
Mov Cap-2 Maneuver	206	175	-	182	175	-	-	-	-	-	-	-
Stage 1	296	352	-	243	303	-	-	-	-	-	-	-
Stage 2	488	302	-	533	351	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14			13.4			0.1			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	764	-	-	206	562	182	507	678	-	-		
HCM Lane V/C Ratio	0.011	-	-	0.02	0.028	0.006	0.02	0.011	-	-		
HCM Control Delay (s)	9.8	-	-	22.8	11.6	24.9	12.2	10.4	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	B	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	0.1	0	-	-		

HCM 6th TWSC
6: High Grove Boulevard & Plainfield Road

01/26/2024

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	747	33	57	713	4	24
Future Vol, veh/h	747	33	57	713	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	170	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	6	5	3	25	8
Mvmt Flow	778	34	59	743	4	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	812
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.25
Pot Cap-1 Maneuver	-	-	791
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	791
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	122	593	-	-	791	-
HCM Lane V/C Ratio	0.034	0.042	-	-	0.075	-
HCM Control Delay (s)	35.5	11.3	-	-	9.9	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↗	↖	↖	↗	
Traffic Vol, veh/h	4	0	0	10	0	11	3	380	42	34	256	14
Future Vol, veh/h	4	0	0	10	0	11	3	380	42	34	256	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	30	0	45	0	8	2	6	2	7
Mvmt Flow	4	0	0	11	0	12	3	404	45	36	272	15
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	791	807	280	762	769	404	287	0	0	449	0	0
Stage 1	352	352	-	410	410	-	-	-	-	-	-	-
Stage 2	439	455	-	352	359	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.4	6.5	6.65	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.77	4	3.705	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	310	317	764	289	334	563	1287	-	-	1091	-	-
Stage 1	669	635	-	567	599	-	-	-	-	-	-	-
Stage 2	601	572	-	611	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	306	764	281	322	563	1287	-	-	1091	-	-
Mov Cap-2 Maneuver	295	306	-	281	322	-	-	-	-	-	-	-
Stage 1	668	614	-	566	598	-	-	-	-	-	-	-
Stage 2	587	571	-	591	610	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	17.4		14.7			0.1			0.9			
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1287	-	-	295	281	563	1091	-	-			
HCM Lane V/C Ratio	0.002	-	-	0.014	0.038	0.021	0.033	-	-			
HCM Control Delay (s)	7.8	-	-	17.4	18.3	11.5	8.4	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	0.1	-	-			

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	↱
Traffic Vol, veh/h	62	1	32	0	5	1	21	377	0	1	145	51
Future Vol, veh/h	62	1	32	0	5	1	21	377	0	1	145	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	0	13	0	0	100	10	7	0	0	3	6
Mvmt Flow	68	1	35	0	5	1	23	414	0	1	159	56
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	624	621	159	667	677	414	215	0	0	414	0	0
Stage 1	161	161	-	460	460	-	-	-	-	-	-	-
Stage 2	463	460	-	207	217	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.33	7.1	6.5	7.2	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.417	3.5	4	4.2	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	389	406	858	375	377	472	1309	-	-	1156	-	-
Stage 1	827	769	-	585	569	-	-	-	-	-	-	-
Stage 2	568	569	-	800	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	378	398	858	354	370	472	1309	-	-	1156	-	-
Mov Cap-2 Maneuver	378	398	-	354	370	-	-	-	-	-	-	-
Stage 1	812	768	-	574	559	-	-	-	-	-	-	-
Stage 2	551	559	-	765	726	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.2			14.5			0.4			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1309	-	-	378	858	384	1156	-	-			
HCM Lane V/C Ratio	0.018	-	-	0.183	0.041	0.017	0.001	-	-			
HCM Control Delay (s)	7.8	-	-	16.6	9.4	14.5	8.1	-	-			
HCM Lane LOS	A	-	-	C	A	B	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0.1	0	-	-			




HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 1.1

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations						
Traffic Vol, veh/h	33	3	1	22	7	0
Future Vol, veh/h	33	3	1	22	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	67	0	9	71	0
Mvmt Flow	40	4	1	27	9	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	44	0	71	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.1	-	7.11	6.2
Critical Hdwy Stg 1	-	-	-	-	6.11	-
Critical Hdwy Stg 2	-	-	-	-	6.11	-
Follow-up Hdwy	-	-	2.2	-	4.139	3.3
Pot Cap-1 Maneuver	-	-	1577	-	787	1034
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1577	-	786	1034
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	841	-

Approach NB SB NW

HCM Control Delay, s	0	0.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT

Capacity (veh/h)	-	-	786	1577	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Control Delay (s)	-	-	9.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	3	3	56	6	13	28
Future Vol, veh/h	3	3	56	6	13	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	33	0	4	0	23	4
Mvmt Flow	4	4	78	8	18	39

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	157	82	0
Stage 1	82	-	-
Stage 2	75	-	-
Critical Hdwy	6.73	6.2	-
Critical Hdwy Stg 1	5.73	-	-
Critical Hdwy Stg 2	5.73	-	-
Follow-up Hdwy	3.797	3.3	-
Pot Cap-1 Maneuver	767	983	-
Stage 1	869	-	-
Stage 2	875	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	757	983	-
Mov Cap-2 Maneuver	757	-	-
Stage 1	869	-	-
Stage 2	864	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	855	1388
HCM Lane V/C Ratio	-	-	0.01	0.013
HCM Control Delay (s)	-	-	9.3	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	1	0	5	2	0	0	0	3	0	0
Future Vol, veh/h	0	2	1	0	5	2	0	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	50	0	0	80	0	0	0	0	0	0	0
Mvmt Flow	0	2	1	0	5	2	0	0	0	3	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	3	0	0	9	10	3	9	9	6
Stage 1	-	-	-	-	-	-	3	3	-	6	6	-
Stage 2	-	-	-	-	-	-	6	7	-	3	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1627	-	-	1632	-	-	1015	889	1087	1015	890	1083
Stage 1	-	-	-	-	-	-	1025	897	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1025	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1627	-	-	1632	-	-	1015	889	1087	1015	890	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1015	889	-	1015	890	-
Stage 1	-	-	-	-	-	-	1025	897	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1025	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1627	-	-	1632	-	-	1015				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.003				
HCM Control Delay (s)	0	0	-	-	0	-	-	8.6				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑			↑↑	↑↑	
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Traffic Vol, veh/h	26	0	24	216	0	1
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Future Vol, veh/h	26	0	24	216	0	1
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	1	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	81	81	81	81	81	81
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Heavy Vehicles, %	12	0	0	0	0	0
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Mvmt Flow	32	0	30	267	0	1
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	32
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1593
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1593
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0.8	8.4
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1066	-	-	1593	-
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HCM Lane V/C Ratio	0.001	-	-	0.019	-
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HCM Control Delay (s)	8.4	-	-	7.3	0.1
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0	-	-	0.1	-
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HCM 6th TWSC
18: Veterans Boulevard & CNH Access/Office Access

01/26/2024







Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	0	0	0	11	0	0	0	103	0	36
Future Vol, veh/h	7	0	0	0	0	11	0	0	0	103	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	43	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	9	0	0	0	0	14	0	0	0	130	0	46
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	290	283	23	283	306	0	46	0	0	0	0	0
Stage 1	283	283	-	0	0	-	-	-	-	-	-	-
Stage 2	7	0	-	283	306	-	-	-	-	-	-	-
Critical Hdwy	7.53	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.53	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.887	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	588	629	1060	673	611	-	1575	-	-	-	-	-
Stage 1	643	681	-	-	-	-	-	-	-	-	-	-
Stage 2	918	-	-	728	665	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	629	1060	673	611	-	1575	-	-	-	-	-
Mov Cap-2 Maneuver	-	629	-	673	611	-	-	-	-	-	-	-
Stage 1	643	681	-	-	-	-	-	-	-	-	-	-
Stage 2	918	-	-	728	665	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0											
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1575	-	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	-	-	-	-				
HCM Lane LOS	A	-	-	-	-	-	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-				

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 2.2

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	50	133	133	54	29	21
Future Vol, veh/h	50	133	133	54	29	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	14	14	0	3	0
Mvmt Flow	60	158	158	64	35	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	222	0	0 436 158
Stage 1	-	-	- 158 -
Stage 2	-	-	- 278 -
Critical Hdwy	4.1	-	- 6.43 6.2
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.2	-	- 3.527 3.3
Pot Cap-1 Maneuver	1359	-	- 576 893
Stage 1	-	-	- 868 -
Stage 2	-	-	- 767 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1359	-	- 551 893
Mov Cap-2 Maneuver	-	-	- 551 -
Stage 1	-	-	- 830 -
Stage 2	-	-	- 767 -

Approach	NB	SB	SE
HCM Control Delay, s	2.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1359	-	551	893	-	-
HCM Lane V/C Ratio	0.044	-	0.063	0.028	-	-
HCM Control Delay (s)	7.8	-	12	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations ↑ ↑ ↗ ↘

Traffic Vol, veh/h 24 392 2 46 118 1

Future Vol, veh/h 24 392 2 46 118 1

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - 0 - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 4 2 0 2 11 0

Mvmt Flow 28 461 2 54 139 1

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 489 0 86 28

Stage 1 - - - - 28 -

Stage 2 - - - - 58 -

Critical Hdwy - - 4.1 - 6.51 6.2

Critical Hdwy Stg 1 - - - - 5.51 -

Critical Hdwy Stg 2 - - - - 5.51 -

Follow-up Hdwy - - 2.2 - 3.599 3.3

Pot Cap-1 Maneuver - - 1085 - 894 1053

Stage 1 - - - - 972 -

Stage 2 - - - - 942 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1085 - 892 1053

Mov Cap-2 Maneuver - - - - 892 -

Stage 1 - - - - 972 -

Stage 2 - - - - 940 -

Approach EB WB NB

HCM Control Delay, s 0 0.3 9.8

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 893 - - 1085 -

HCM Lane V/C Ratio 0.157 - - 0.002 -

HCM Control Delay (s) 9.8 - - 8.3 0





















HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0.6 - - 0 -

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: County Line Road & Plainfield Road













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	483	552	133	474	15	442	448	197	21	543	119
Future Volume (vph)	84	483	552	133	474	15	442	448	197	21	543	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.920			0.995			0.954			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3256	0	1687	3557	0	1787	3402	0	1805	3410	0
Flt Permitted	0.367			0.106			0.168			0.396		
Satd. Flow (perm)	697	3256	0	188	3557	0	316	3402	0	752	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		195			2			58			18	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	7%	1%	0%	1%	0%	4%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	1078	0	139	510	0	460	672	0	22	690	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	46.1	34.3		52.3	37.7		70.3	61.8		42.5	33.7	
Actuated g/C Ratio	0.35	0.26		0.40	0.29		0.54	0.47		0.33	0.26	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	1.08		0.63	0.50		0.89	0.41		0.07	0.77	
Control Delay	26.8	88.9		39.8	40.5		49.7	22.2		18.6	50.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.8	88.9		39.8	40.5		49.7	22.2		18.6	50.8	
LOS	C	F		D	D		D	C		B	D	
Approach Delay		84.2			40.4			33.4			49.8	
Approach LOS		F			D			C			D	
Queue Length 50th (ft)	47	~473		76	190		284	182		8	279	
Queue Length 95th (ft)	82	#642		132	251		#519	260		24	376	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	356	1001		324	1204		527	1645		368	904	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	1.08		0.43	0.42		0.87	0.41		0.06	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 130.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 54.0

Intersection LOS: D

Intersection Capacity Utilization 98.4%

ICU Level of Service F

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.
























Splits and Phases: 1: County Line Road & Plainfield Road

			
25 s	40 s	35 s	40 s
			
15 s	50 s	15 s	60 s

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	17	476	229	13	148	98	801	87	30	1139	40
Future Volume (vph)	151	17	476	229	13	148	98	801	87	30	1139	40
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.862				0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1887	1583	1652	1529	0	1671	3725	1568	1805	3487	0
Flt Permitted	0.952			0.519			0.081			0.338		
Satd. Flow (perm)	1809	1887	1583	902	1529	0	143	3725	1568	642	3487	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			95		154				91			3
Link Speed (mph)		35			25			45				45
Link Distance (ft)		577			202			4111				829
Travel Time (s)		11.2			5.5			62.3				12.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	2%	2%	0%	0%	8%	2%	3%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	18	496	239	168	0	102	834	91	31	1228	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	6.5	14.0	6.5	6.5	14.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	20.0	40.0	30.0	20.0	40.0		30.0	60.0	20.0	20.0	50.0	
Total Split (%)	14.3%	28.6%	21.4%	14.3%	28.6%		21.4%	42.9%	14.3%	14.3%	35.7%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effect Green (s)	18.1	9.2	31.8	27.7	9.6		75.5	67.2	96.8	52.8	44.1	
Actuated g/C Ratio	0.16	0.08	0.29	0.25	0.09		0.68	0.60	0.87	0.48	0.40	

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.12	0.95	0.64	0.62		0.23	0.37	0.07	0.08	0.89	
Control Delay	46.1	50.2	60.3	44.9	20.3		9.9	13.1	1.1	9.9	41.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	50.2	60.3	44.9	20.3		9.9	13.1	1.1	9.9	41.0	
LOS	D	D	E	D	C		A	B	A	A	D	
Approach Delay		56.7			34.8			11.7			40.2	
Approach LOS		E			C			B			D	
Queue Length 50th (ft)	109	12	~351	150	10		22	161	0	6	425	
Queue Length 95th (ft)	151	36	407	231	78		63	248	14	20	#637	
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	352	579	537	373	576		462	2253	1378	538	1387	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	0.03	0.92	0.64	0.29		0.22	0.37	0.07	0.06	0.89	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 111.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 34.1

Intersection LOS: C

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15








~ Volume exceeds capacity, queue is theoretically infinite.

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

Queue shown is maximum after two cycles.





















Splits and Phases: 3: County Line Road & Veterans Boulevard/Carriage Way Drive

 Ø1	 Ø2	 Ø3	 Ø4
20 s	60 s	20 s	40 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	50 s	20 s	40 s

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	681	35	128	725	251	117	281	132	246	141	109
Future Volume (vph)	137	681	35	128	725	251	117	281	132	246	141	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.993			0.961			0.952			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3513	0	1770	3435	0	1770	1797	0	1805	1744	0
Flt Permitted	0.129			0.261			0.488			0.155		
Satd. Flow (perm)	240	3513	0	486	3435	0	909	1797	0	294	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			50			22			36	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	2%	1%	1%	2%	1%	0%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	731	0	131	996	0	119	422	0	251	255	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	14.7	42.0		14.7	42.0		14.7	33.6		14.7	33.6	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		14.0%	32.0%		14.0%	32.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	51.0	38.9		50.5	38.7		38.5	26.5		41.8	28.2	
Actuated g/C Ratio	0.49	0.37		0.48	0.37		0.37	0.25		0.40	0.27	

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.55	0.56		0.38	0.77		0.29	0.90		0.90	0.52	
Control Delay	22.9	28.7		14.6	26.1		20.9	59.1		59.0	32.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	28.7		14.6	26.1		20.9	59.1		59.0	32.1	
LOS	C	C		B	C		C	E		E	C	
Approach Delay		27.8			24.8			50.7			45.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	48	205		36	306		48	258		110	123	
Queue Length 95th (ft)	86	273		60	198		86	#430		#258	207	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	282	1305		378	1297		440	488		278	498	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.56		0.35	0.77		0.27	0.86		0.90	0.51	

Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 33.7
 Intersection LOS: C
 Intersection Capacity Utilization 88.8%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Madison Street & Plainfield Road

Ø1 14.7 s	Ø2 (R) 42 s	Ø3 14.7 s	Ø4 33.6 s
Ø5 14.7 s	Ø6 (R) 42 s	Ø7 14.7 s	Ø8 33.6 s

HCM 6th AWSC

4: Frontage Road & Veterans Boulevard

01/26/2024

Intersection

Intersection Delay, s/veh	21.6
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	232	25	137	14	6	412
Future Vol, veh/h	232	25	137	14	6	412
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	7	0	0	2
Mvmt Flow	301	32	178	18	8	535
Number of Lanes	2	0	1	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	13	12.1	30.4
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	100%	0%	0%	0%	100%	94%	0%
Vol Thru, %	0%	0%	100%	76%	0%	6%	100%
Vol Right, %	0%	100%	0%	24%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	412	155	102	69	73	9
LT Vol	6	0	0	0	69	68	0
Through Vol	0	0	155	77	0	5	9
RT Vol	0	412	0	25	0	0	0
Lane Flow Rate	8	535	201	133	89	95	12
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.015	0.836	0.384	0.248	0.192	0.201	0.018
Departure Headway (Hd)	6.795	5.623	6.881	6.706	7.777	7.622	5.404
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	524	642	520	532	458	468	655
Service Time	4.565	3.393	4.668	4.492	5.576	5.421	3.201
HCM Lane V/C Ratio	0.015	0.833	0.387	0.25	0.194	0.203	0.018
HCM Control Delay	9.7	30.7	13.9	11.7	12.4	12.4	8.3
HCM Lane LOS	A	D	B	B	B	B	A
HCM 95th-tile Q	0	9	1.8	1	0.7	0.7	0.1

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Vol, veh/h	58	1	11	6	0	131
Future Vol, veh/h	58	1	11	6	0	131
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	68	1	13	7	0	154
Number of Lanes	1	1	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8	8	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	0%	0%	0%	85%	0%
Vol Thru, %	0%	100%	0%	15%	100%
Vol Right, %	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	58	1	13	4
LT Vol	0	0	0	11	0
Through Vol	0	58	0	2	4
RT Vol	131	0	1	0	0
Lane Flow Rate	154	68	1	15	5
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.148	0.091	0.001	0.022	0.006
Departure Headway (Hd)	3.451	4.819	4.083	5.237	4.813
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	1023	744	876	682	742
Service Time	1.526	2.548	1.811	2.979	2.554
HCM Lane V/C Ratio	0.151	0.091	0.001	0.022	0.007
HCM Control Delay	7.1	8	6.8	8.1	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0	0.1	0

HCM 6th TWSC

2: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	1	0	1	4	0	9	20	1077	3	20	1204	4
Future Vol, veh/h	1	0	1	4	0	9	20	1077	3	20	1204	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	1	0	1	4	0	9	21	1134	3	21	1267	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1920	2490	636	1854	2491	569	1271	0	0	1137	0	0
Stage 1	1311	1311	-	1178	1178	-	-	-	-	-	-	-
Stage 2	609	1179	-	676	1313	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	42	30	425	47	30	470	553	-	-	622	-	-
Stage 1	171	231	-	206	267	-	-	-	-	-	-	-
Stage 2	454	267	-	414	230	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	39	28	425	44	28	470	553	-	-	622	-	-
Mov Cap-2 Maneuver	121	117	-	136	116	-	-	-	-	-	-	-
Stage 1	165	223	-	198	257	-	-	-	-	-	-	-
Stage 2	428	257	-	399	222	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.3		18.8		0.2		0.2					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	553	-	-	121	425	136	470	622	-	-		
HCM Lane V/C Ratio	0.038	-	-	0.009	0.002	0.031	0.02	0.034	-	-		
HCM Control Delay (s)	11.8	-	-	35	13.5	32.3	12.8	11	-	-		
HCM Lane LOS	B	-	-	E	B	D	B	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	0.1	0.1	-	-		

HCM 6th TWSC
6: High Grove Boulevard & Plainfield Road

01/26/2024

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1055	8	8	1093	34	105
Future Vol, veh/h	1055	8	8	1093	34	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	170	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	13	0	2	3	1
Mvmt Flow	1077	8	8	1115	35	107

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1085
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	651
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	651
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	88	489	-	-	651	-
HCM Lane V/C Ratio	0.394	0.219	-	-	0.013	-
HCM Control Delay (s)	70.3	14.4	-	-	10.6	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.6	0.8	-	-	0	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	
Traffic Vol, veh/h	10	3	8	44	0	55	4	401	40	23	228	5
Future Vol, veh/h	10	3	8	44	0	55	4	401	40	23	228	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	13	0	0	2	0	1	3	0	2	0
Mvmt Flow	12	4	10	54	0	67	5	489	49	28	278	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	894	885	281	843	839	489	284	0	0	538	0	0
Stage 1	337	337	-	499	499	-	-	-	-	-	-	-
Stage 2	557	548	-	344	340	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.33	7.1	6.5	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.417	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	264	286	732	286	304	579	1290	-	-	1040	-	-
Stage 1	681	645	-	557	547	-	-	-	-	-	-	-
Stage 2	518	520	-	676	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	228	277	732	273	295	579	1290	-	-	1040	-	-
Mov Cap-2 Maneuver	228	277	-	273	295	-	-	-	-	-	-	-
Stage 1	678	628	-	555	545	-	-	-	-	-	-	-
Stage 2	456	518	-	645	626	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.2	16.2	0.1	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1290	-	-	320 273 579	1040	-	-
HCM Lane V/C Ratio	0.004	-	-	0.08 0.197 0.116	0.027	-	-
HCM Control Delay (s)	7.8	-	-	17.2 21.4 12	8.6	-	-
HCM Lane LOS	A	-	-	C C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.7 0.4	0.1	-	-

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	59	4	28	0	0	0	48	372	1	1	161	129
Future Vol, veh/h	59	4	28	0	0	0	48	372	1	1	161	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	4	0	0	0	4	1	0	0	4	4
Mvmt Flow	70	5	33	0	0	0	57	443	1	1	192	154
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	752	752	192	848	906	444	346	0	0	444	0	0
Stage 1	194	194	-	558	558	-	-	-	-	-	-	-
Stage 2	558	558	-	290	348	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	329	342	845	284	278	618	1202	-	-	1127	-	-
Stage 1	812	744	-	518	515	-	-	-	-	-	-	-
Stage 2	518	515	-	722	638	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	317	326	845	260	265	618	1202	-	-	1127	-	-
Mov Cap-2 Maneuver	317	326	-	260	265	-	-	-	-	-	-	-
Stage 1	774	743	-	494	491	-	-	-	-	-	-	-
Stage 2	493	491	-	688	637	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.6			0			0.9			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1202	-	-	318	845	-	1127	-	-			
HCM Lane V/C Ratio	0.048	-	-	0.236	0.039	-	0.001	-	-			
HCM Control Delay (s)	8.1	-	-	19.8	9.4	0	8.2	-	-			
HCM Lane LOS	A	-	-	C	A	A	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1	-	0	-	-			




HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 0.5

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations						
Traffic Vol, veh/h	64	2	0	41	4	2
Future Vol, veh/h	64	2	0	41	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	82	3	0	53	5	3

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	85	0	137	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1524	-	861	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1524	-	861	981
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	975	-

Approach NB SB NW

HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT




Capacity (veh/h)	-	-	898	1524	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	15	83	0	1	13
Future Vol, veh/h	8	15	83	0	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	2	0	0	8
Mvmt Flow	13	23	130	0	2	20

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	154	130	0
Stage 1	130	-	-
Stage 2	24	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	842	925	-
Stage 1	901	-	-
Stage 2	1004	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	841	925	-
Mov Cap-2 Maneuver	841	-	-
Stage 1	901	-	-
Stage 2	1003	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1468
HCM Lane V/C Ratio	-	-	0.04	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	0	2	0	2	0	0	0	1	0
Future Vol, veh/h	1	1	1	0	2	0	2	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	1	0	2	0	2	0	0	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	2	0	0	7	6	2	6	6	2
Stage 1	-	-	-	-	-	-	4	4	-	2	2	-
Stage 2	-	-	-	-	-	-	3	2	-	4	4	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	1018	893	1088	1019	893	1088
Stage 1	-	-	-	-	-	-	1024	897	-	1026	898	-
Stage 2	-	-	-	-	-	-	1025	898	-	1024	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	1016	892	1088	1018	892	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	1016	892	-	1018	892	-
Stage 1	-	-	-	-	-	-	1023	896	-	1025	898	-
Stage 2	-	-	-	-	-	-	1024	898	-	1023	896	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			0			8.6			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1016	1634	-	-	1634	-	-	892				
HCM Lane V/C Ratio	0.002	0.001	-	-	-	-	-	0.001				
HCM Control Delay (s)	8.6	7.2	0	-	0	-	-	9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑			↑↑	↑	
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Traffic Vol, veh/h	189	0	3	17	0	68
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Future Vol, veh/h	189	0	3	17	0	68
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	-	-	-	-	0	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	0	-	-	0	1	-
--------------------------	---	---	---	---	---	---

Grade, %	0	-	-	0	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	85	85	85	85	85	85
------------------	----	----	----	----	----	----

Heavy Vehicles, %	1	0	0	0	0	0
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Mvmt Flow	222	0	4	20	0	80
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	222
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
---------------------	---	---	---

Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1359
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1359
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	1.1	9.3
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	927	-	-	1359	-
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HCM Lane V/C Ratio	0.086	-	-	0.003	-
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HCM Control Delay (s)	9.3	-	-	7.7	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0.3	-	-	0	-
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HCM 6th TWSC
18: Veterans Boulevard & CNH Access/Office Access

01/26/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	0	0	0	1	24	0	0	0	3	0	9
Future Vol, veh/h	107	0	0	0	1	24	0	0	0	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	132	0	0	0	1	30	0	0	0	4	0	11
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	30	14	6	14	19	0	11	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	16	0	-	14	19	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	984	884	1083	1007	879	-	1621	-	-	-	-	-
Stage 1	1011	888	-	-	-	-	-	-	-	-	-	-
Stage 2	1009	-	-	1011	884	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	884	1083	1007	879	-	1621	-	-	-	-	-
Mov Cap-2 Maneuver	-	884	-	1007	879	-	-	-	-	-	-	-
Stage 1	1011	888	-	-	-	-	-	-	-	-	-	-
Stage 2	1009	-	-	1011	884	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0											
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1621	-	-	-	-	-	-					
HCM Lane V/C Ratio	-	-	-	-	-	-	-					
HCM Control Delay (s)	0	-	-	-	-	-	-					
HCM Lane LOS	A	-	-	-	-	-	-					
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-					

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 3.1

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↰	↱	↱	↰	↰	↰
Traffic Vol, veh/h	34	243	103	31	71	41
Future Vol, veh/h	34	243	103	31	71	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	4	9	0	0	0
Mvmt Flow	44	316	134	40	92	53

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	174	0	-	0	538	134
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1415	-	-	-	508	920
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1415	-	-	-	492	920
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	679	-

Approach NB SB SE

HCM Control Delay, s	0.9	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1415	-	492	920	-	-
HCM Lane V/C Ratio	0.031	-	0.187	0.058	-	-
HCM Control Delay (s)	7.6	-	14	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.2	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 8.7

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	46	88	0	27	363	0
Future Vol, veh/h	46	88	0	27	363	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	5	0	0	1	0
Mvmt Flow	56	107	0	33	443	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	163	0	89	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.1	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1428	-	914	1016
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1428	-	914	1016
Mov Cap-2 Maneuver	-	-	-	-	914	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	992	-

Approach EB WB NB

HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT





















Capacity (veh/h)	914	-	-	1428	-
HCM Lane V/C Ratio	0.484	-	-	-	-
HCM Control Delay (s)	12.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.7	-	-	0	-

Capacity Analysis Summary Sheets
Existing Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	414	304	79	370	22	264	323	105	17	314	73
Future Volume (vph)	73	414	304	79	370	22	264	323	105	17	314	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.937			0.992			0.963			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3363	0	1752	3538	0	1805	3408	0	1805	3481	0
Flt Permitted	0.452			0.202			0.374			0.485		
Satd. Flow (perm)	859	3363	0	373	3538	0	711	3408	0	922	3481	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		125			4			36			19	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	3%	1%	5%	0%	2%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	780	0	86	426	0	287	465	0	18	420	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	42.7	33.5		43.2	33.8		46.7	40.5		33.7	24.8	
Actuated g/C Ratio	0.43	0.34		0.43	0.34		0.47	0.41		0.34	0.25	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.64		0.31	0.35		0.57	0.33		0.05	0.48	
Control Delay	18.5	28.3		20.5	28.0		22.0	20.6		16.4	33.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.5	28.3		20.5	28.0		22.0	20.6		16.4	33.4	
LOS	B	C		C	C		C	C		B	C	
Approach Delay		27.4			26.8			21.1			32.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	27	187		30	106		117	93		6	118	
Queue Length 95th (ft)	68	323		73	189		185	161		19	183	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	497	1267		478	1616		690	1924		469	1239	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.62		0.18	0.26		0.42	0.24		0.04	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 99.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15
























Splits and Phases: 1: County Line Road & Plainfield Road

↖ Ø1	↗ Ø2	↖ Ø3	↓ Ø4
25 s	40 s	35 s	40 s
↗ Ø5	← Ø6	↘ Ø7	↖ Ø8
15 s	50 s	15 s	60 s

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	5	162	40	7	26	84	629	56	10	662	28
Future Volume (vph)	53	5	162	40	7	26	84	629	56	10	662	28
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.880				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	2000	1568	1532	1512	0	1703	3762	1538	1805	3582	0
Flt Permitted				0.800			0.293			0.397		
Satd. Flow (perm)	1863	2000	1568	1290	1512	0	525	3762	1538	754	3582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172		28				60		3	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	3%	10%	0%	4%	6%	1%	5%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	5	172	43	35	0	89	669	60	11	734	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	6.5	14.0	6.5	6.5	14.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	20.0	40.0	30.0	20.0	40.0		30.0	60.0	20.0	20.0	50.0	
Total Split (%)	14.3%	28.6%	21.4%	14.3%	28.6%		21.4%	42.9%	14.3%	14.3%	35.7%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effect Green (s)	10.3	9.4	11.1	15.6	9.2		49.0	47.1	65.3	42.8	33.5	
Actuated g/C Ratio	0.15	0.13	0.16	0.22	0.13		0.70	0.68	0.94	0.61	0.48	

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.02	0.44	0.13	0.16		0.17	0.26	0.04	0.02	0.43	
Control Delay	31.7	36.0	8.9	24.6	19.5		6.3	8.2	1.1	6.0	14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	31.7	36.0	8.9	24.6	19.5		6.3	8.2	1.1	6.0	14.4	
LOS	C	D	A	C	B		A	A	A	A	B	
Approach Delay		14.9			22.3			7.5			14.3	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	26	2	0	15	3		15	76	0	2	127	
Queue Length 95th (ft)	54	13	47	45	32		34	153	11	8	188	
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	511	1103	821	481	847		876	2898	1467	811	2382	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.00	0.21	0.09	0.04		0.10	0.23	0.04	0.01	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 69.7

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 11.7




Intersection LOS: B

Intersection Capacity Utilization 46.8%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 3: County Line Road & Veterans Boulevard/Carriage Way Drive

 Ø1	 Ø2	 Ø3	 Ø4
20 s	60 s	20 s	40 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	50 s	20 s	40 s

Lanes, Volumes, Timings
5: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	564	71	88	517	151	106	208	123	149	86	101
Future Volume (vph)	111	564	71	88	517	151	106	208	123	149	86	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.966			0.944			0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3502	0	1805	3460	0	1770	1787	0	1805	1737	0
Flt Permitted	0.280			0.339			0.607			0.227		
Satd. Flow (perm)	532	3502	0	644	3460	0	1131	1787	0	431	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			39			28			53	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	0%	1%	0%	2%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	654	0	91	689	0	109	341	0	154	193	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	17.0	36.0		17.0	36.0		20.0	30.0		17.0	27.0	
Total Split (%)	17.0%	36.0%		17.0%	36.0%		20.0%	30.0%		17.0%	27.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	51.3	41.2		49.3	38.7		33.9	22.0		38.2	24.2	
Actuated g/C Ratio	0.51	0.41		0.49	0.39		0.34	0.22		0.38	0.24	

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.45		0.22	0.51		0.25	0.82		0.48	0.42	
Control Delay	15.0	24.0		10.9	23.2		19.9	50.8		24.1	25.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.0	24.0		10.9	23.2		19.9	50.8		24.1	25.3	
LOS	B	C		B	C		B	D		C	C	
Approach Delay		22.7			21.8			43.3			24.7	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	37	166		34	182		41	184		60	70	
Queue Length 95th (ft)	68	232		26	253		75	#314		101	138	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	455	1451		498	1361		550	453		353	471	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.45		0.18	0.51		0.20	0.75		0.44	0.41	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 26.7
 Intersection Capacity Utilization 68.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Madison Street & Plainfield Road

Ø1 17 s	Ø2 (R) 36 s	Ø3 20 s	Ø4 27 s
Ø5 17 s	Ø6 (R) 36 s	Ø7 17 s	Ø8 30 s

HCM 6th AWSC

4: Frontage Road & Veterans Boulevard

01/26/2024

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	27	2	110	9	6	193
Future Vol, veh/h	27	2	110	9	6	193
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	5	0	0	3
Mvmt Flow	31	2	128	10	7	224
Number of Lanes	2	0	1	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	8.2	8.9	8.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	100%	0%	0%	0%	100%	95%	0%
Vol Thru, %	0%	0%	100%	82%	0%	5%	100%
Vol Right, %	0%	100%	0%	18%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	193	18	11	55	58	6
LT Vol	6	0	0	0	55	55	0
Through Vol	0	0	18	9	0	3	6
RT Vol	0	193	0	2	0	0	0
Lane Flow Rate	7	224	21	13	64	67	7
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.011	0.271	0.031	0.019	0.102	0.105	0.007
Departure Headway (Hd)	5.501	4.352	5.395	5.267	5.742	5.631	3.445
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	653	828	663	679	625	637	1036
Service Time	3.218	2.069	3.133	3.005	3.473	3.362	1.176
HCM Lane V/C Ratio	0.011	0.271	0.032	0.019	0.102	0.105	0.007
HCM Control Delay	8.3	8.7	8.3	8.1	9.1	9	6.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	1.1	0.1	0.1	0.3	0.4	0

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Vol, veh/h	0	0	14	0	0	28
Future Vol, veh/h	0	0	14	0	0	28
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	28	0	0	56
Number of Lanes	1	1	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	0	8	6.6
HCM LOS	-	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	100%
Vol Right, %	100%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	0	0	14	0
LT Vol	0	0	0	14	0
Through Vol	0	0	0	0	0
RT Vol	28	0	0	0	0
Lane Flow Rate	56	0	0	28	0
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.052	0	0	0.04	0
Departure Headway (Hd)	3.349	4.614	4.614	5.099	4.599
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	1067	0	0	706	0
Service Time	1.378	2.326	2.326	2.803	2.303
HCM Lane V/C Ratio	0.052	0	0	0.04	0
HCM Control Delay	6.6	7.3	7.3	8	7.3
HCM Lane LOS	A	N	N	A	N
HCM 95th-tile Q	0.2	0	0	0.1	0

HCM 6th TWSC

2: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	6	0	16	3	0	8	23	678	7	10	681	10
Future Vol, veh/h	6	0	16	3	0	8	23	678	7	10	681	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	7	0	18	3	0	9	26	753	8	11	757	11
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1214	1598	384	1210	1599	381	768	0	0	761	0	0
Stage 1	785	785	-	809	809	-	-	-	-	-	-	-
Stage 2	429	813	-	401	790	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	140	107	620	141	107	623	855	-	-	860	-	-
Stage 1	356	407	-	345	396	-	-	-	-	-	-	-
Stage 2	580	395	-	602	404	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	134	102	620	133	102	623	855	-	-	860	-	-
Mov Cap-2 Maneuver	249	223	-	246	219	-	-	-	-	-	-	-
Stage 1	345	402	-	335	384	-	-	-	-	-	-	-
Stage 2	554	383	-	577	399	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.4			13.3			0.3			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	855	-	-	249	620	246	623	860	-	-		
HCM Lane V/C Ratio	0.03	-	-	0.027	0.029	0.014	0.014	0.013	-	-		
HCM Control Delay (s)	9.3	-	-	19.9	11	19.8	10.9	9.2	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	0	-	-		

HCM 6th TWSC
6: High Grove Boulevard & Plainfield Road

01/26/2024

Intersection









Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	826	9	12	731	14	18
Future Vol, veh/h	826	9	12	731	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	170	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	13	0	2	3	1
Mvmt Flow	869	9	13	769	15	19

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	878
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	778
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	778
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	572	-	-	778	-
HCM Lane V/C Ratio	0.096	0.033	-	-	0.016	-
HCM Control Delay (s)	31	11.5	-	-	9.7	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	3	9	0	29	3	330	13	16	170	10
Future Vol, veh/h	10	0	3	9	0	29	3	330	13	16	170	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	11	0	0	0	1	0	0	2	0
Mvmt Flow	11	0	3	10	0	31	3	351	14	17	181	11
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	601	592	187	579	583	351	192	0	0	365	0	0
Stage 1	221	221	-	357	357	-	-	-	-	-	-	-
Stage 2	380	371	-	222	226	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.21	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.21	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.21	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.599	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	415	422	860	413	427	697	1394	-	-	1205	-	-
Stage 1	786	724	-	642	632	-	-	-	-	-	-	-
Stage 2	646	623	-	761	721	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	392	415	860	406	420	697	1394	-	-	1205	-	-
Mov Cap-2 Maneuver	392	415	-	406	420	-	-	-	-	-	-	-
Stage 1	784	714	-	641	631	-	-	-	-	-	-	-
Stage 2	616	622	-	747	711	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.3		11.3		0.1		0.7					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1394	-	-	448	406	697	1205	-	-			
HCM Lane V/C Ratio	0.002	-	-	0.031	0.024	0.044	0.014	-	-			
HCM Control Delay (s)	7.6	-	-	13.3	14.1	10.4	8	-	-			
HCM Lane LOS	A	-	-	B	B	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0	-	-			

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰		↰	↱		↰	↱	↱
Traffic Vol, veh/h	62	3	14	1	1	0	20	267	2	1	111	74
Future Vol, veh/h	62	3	14	1	1	0	20	267	2	1	111	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	100	0	0	5	2	0	100	3	1
Mvmt Flow	65	3	15	1	1	0	21	281	2	1	117	78
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	444	444	117	491	521	282	195	0	0	283	0	0
Stage 1	119	119	-	324	324	-	-	-	-	-	-	-
Stage 2	325	325	-	167	197	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.1	6.5	6.2	4.15	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	4.4	4	3.3	2.245	-	-	3.1	-	-
Pot Cap-1 Maneuver	528	511	941	360	463	762	1360	-	-	876	-	-
Stage 1	890	801	-	523	653	-	-	-	-	-	-	-
Stage 2	692	653	-	651	742	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	521	503	941	348	456	762	1360	-	-	876	-	-
Mov Cap-2 Maneuver	521	503	-	348	456	-	-	-	-	-	-	-
Stage 1	877	800	-	515	643	-	-	-	-	-	-	-
Stage 2	680	643	-	638	741	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.3			14.2			0.5			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1360	-	-	520	941	395	876	-	-			
HCM Lane V/C Ratio	0.015	-	-	0.132	0.016	0.005	0.001	-	-			
HCM Control Delay (s)	7.7	-	-	13	8.9	14.2	9.1	-	-			
HCM Lane LOS	A	-	-	B	A	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	0	-	-			

HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 1.4

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations	1			1	1	
Traffic Vol, veh/h	9	6	0	11	4	1
Future Vol, veh/h	9	6	0	11	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	0	13	5	1

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	17	0	27	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1613	-	993	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1613	-	993	1072
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-

Approach NB SB NW

HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT




Capacity (veh/h)	-	-	1008	1613	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	10	0	1	9
Future Vol, veh/h	0	2	10	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	18	0	2	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	38	18	0
Stage 1	18	-	-
Stage 2	20	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	979	1066	-
Stage 1	1010	-	-
Stage 2	1008	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	978	1066	-
Mov Cap-2 Maneuver	978	-	-
Stage 1	1010	-	-
Stage 2	1007	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1066	1612
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	0	0	5	1	0	0	0	0	0	0
Future Vol, veh/h	1	6	0	0	5	1	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	6	0	0	5	1	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	6	0	0	14	14	6	14	14	6
Stage 1	-	-	-	-	-	-	8	8	-	6	6	-
Stage 2	-	-	-	-	-	-	6	6	-	8	8	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1628	-	-	1628	-	-	1007	884	1083	1007	884	1083
Stage 1	-	-	-	-	-	-	1019	893	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1019	893	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1628	-	-	1628	-	-	1006	883	1083	1006	883	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1006	883	-	1006	883	-
Stage 1	-	-	-	-	-	-	1018	892	-	1020	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1018	892	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0	0	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1628	-	-	1628	-	-	-
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	-
HCM Control Delay (s)	0	7.2	0	-	0	-	-	0
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑			↑↑	↑↑	
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Traffic Vol, veh/h	28	0	1	14	0	1
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Future Vol, veh/h	28	0	1	14	0	1
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	1	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	50	50	50	50	50	50
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Heavy Vehicles, %	0	0	0	0	0	0
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Mvmt Flow	56	0	2	28	0	2
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	56
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1562
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1562
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0.5	8.4
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1047	-	-	1562	-
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HCM Lane V/C Ratio	0.002	-	-	0.001	-
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HCM Control Delay (s)	8.4	-	-	7.3	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0	-	-	0	-
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HCM 6th TWSC
18: Veterans Boulevard & CNH Access/Office Access

01/26/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	27	0	0	0	13	0	1
Future Vol, veh/h	1	0	0	0	0	27	0	0	0	13	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	56	56	56	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	0	0	48	0	0	0	23	0	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	71	47	1	47	48	0	2	0	0	0	0	0
Stage 1	47	47	-	0	0	-	-	-	-	-	-	-
Stage 2	24	0	-	47	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	925	849	1090	959	847	-	1634	-	-	-	-	-
Stage 1	972	860	-	-	-	-	-	-	-	-	-	-
Stage 2	999	-	-	972	859	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	849	1090	959	847	-	1634	-	-	-	-	-
Mov Cap-2 Maneuver	-	849	-	959	847	-	-	-	-	-	-	-
Stage 1	972	860	-	-	-	-	-	-	-	-	-	-
Stage 2	999	-	-	972	859	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0											
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1634	-	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	-	-	-	-				
HCM Lane LOS	A	-	-	-	-	-	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-				

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 3.2

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↰	↱	↱	↰	↰	↰
Traffic Vol, veh/h	22	108	55	27	53	24
Future Vol, veh/h	22	108	55	27	53	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	5	11	0	4	0
Mvmt Flow	27	132	67	33	65	29

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	100	0	-	0	253	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1505	-	-	-	731	1002
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1505	-	-	-	718	1002
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	841	-

Approach NB SB SE

HCM Control Delay, s	1.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1505	-	718	1002	-	-
HCM Lane V/C Ratio	0.018	-	0.09	0.029	-	-
HCM Control Delay (s)	7.4	-	10.5	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	44	27	1	40	33	0
Future Vol, veh/h	44	27	1	40	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	11	0	0	15	0
Mvmt Flow	48	29	1	43	36	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	77
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1535
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1535
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-





















Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1535	-
HCM Lane V/C Ratio	0.041	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Capacity Analysis Summary Sheets
No Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: County Line Road & Plainfield Road













02/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	323	445	157	244	32	419	506	11	16	293	90
Future Volume (vph)	76	323	445	157	244	32	419	506	11	16	293	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.913			0.983			0.997			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3179	0	1752	3457	0	1752	3491	0	1703	3415	0
Flt Permitted	0.571			0.119			0.348			0.444		
Satd. Flow (perm)	1053	3179	0	220	3457	0	642	3491	0	796	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		235			10			2			27	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	2%	3%	3%	0%	3%	3%	7%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	825	0	169	296	0	451	556	0	17	412	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	45.1	33.8		52.8	40.5		57.4	51.3		34.7	25.9	
Actuated g/C Ratio	0.38	0.29		0.45	0.34		0.49	0.44		0.30	0.22	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

02/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.76		0.63	0.25		0.82	0.37		0.06	0.53	
Control Delay	22.6	34.1		33.8	30.3		33.8	23.9		19.2	41.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.6	34.1		33.8	30.3		33.8	23.9		19.2	41.4	
LOS	C	C		C	C		C	C		B	D	
Approach Delay		33.1			31.6			28.3			40.5	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	35	220		77	84		226	135		6	136	
Queue Length 95th (ft)	78	#370		157	143		357	228		21	211	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	500	1104		385	1327		617	1678		362	1027	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.75		0.44	0.22		0.73	0.33		0.05	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 117.6

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 32.3

Intersection LOS: C

Intersection Capacity Utilization 84.3%

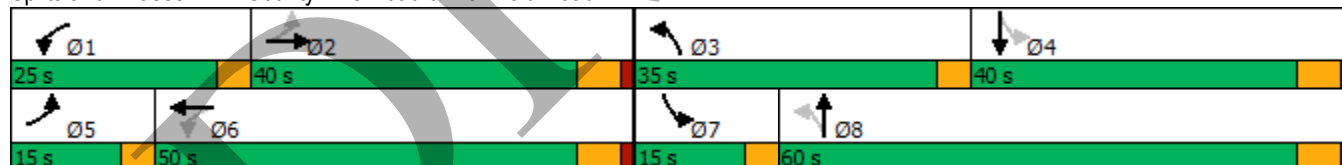
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.
























Splits and Phases: 1: County Line Road & Plainfield Road



Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive













02/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	14	163	98	11	57	395	939	292	117	643	140
Future Volume (vph)	37	14	163	98	11	57	395	939	292	117	643	140
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.874				0.850		0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1754	1468	1532	1467	0	1719	3689	1599	1770	3450	0
Flt Permitted				0.615			0.192			0.278		
Satd. Flow (perm)	1810	1754	1468	991	1467	0	347	3689	1599	518	3450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179		63				321		19	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	14%	10%	10%	9%	5%	5%	3%	1%	2%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	15	179	108	75	0	434	1032	321	129	861	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	6.5	14.0	6.5	6.5	14.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	20.0	40.0	30.0	20.0	40.0		30.0	60.0	20.0	20.0	50.0	
Total Split (%)	14.3%	28.6%	21.4%	14.3%	28.6%		21.4%	42.9%	14.3%	14.3%	35.7%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effect Green (s)	11.6	8.3	32.1	19.6	10.4		74.5	60.4	80.9	52.1	41.5	
Actuated g/C Ratio	0.11	0.08	0.32	0.19	0.10		0.74	0.60	0.80	0.51	0.41	

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

02/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.10	0.30	0.40	0.36		0.70	0.47	0.24	0.35	0.60	
Control Delay	38.4	49.9	5.2	39.6	20.3		20.8	13.8	1.0	10.9	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	38.4	49.9	5.2	39.6	20.3		20.8	13.8	1.0	10.9	26.0	
LOS	D	D	A	D	C		C	B	A	B	C	
Approach Delay		13.8			31.7			13.2			24.0	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	27	10	0	63	8		133	191	0	22	226	
Queue Length 95th (ft)	51	33	46	113	53		#325	318	23	54	334	
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	355	597	587	314	541		619	2215	1384	518	1533	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.03	0.30	0.34	0.14		0.70	0.47	0.23	0.25	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 101.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.7

Intersection LOS: B

Intersection Capacity Utilization 69.6%









ICU Level of Service C

Analysis Period (min) 15

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





















Queue shown is maximum after two cycles.

Splits and Phases: 3: County Line Road & Veterans Boulevard/Carriage Way Drive

 Ø1	 Ø2	 Ø3	 Ø4
20 s	60 s	20 s	40 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	50 s	20 s	40 s

Lanes, Volumes, Timings
5: Madison Street & Plainfield Road

02/14/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	540	64	133	389	204	53	264	90	172	158	73
Future Volume (vph)	98	540	64	133	389	204	53	264	90	172	158	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984			0.948			0.962			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3449	0	1719	3323	0	1787	1745	0	1787	1749	0
Flt Permitted	0.332			0.315			0.608			0.194		
Satd. Flow (perm)	625	3449	0	570	3323	0	1144	1745	0	365	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			85			14			20	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	3%	5%	3%	3%	1%	6%	1%	1%	5%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	635	0	140	624	0	56	373	0	181	243	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	18.0	49.2		14.4	45.6		14.4	36.0		20.4	42.0	
Total Split (%)	15.0%	41.0%		12.0%	38.0%		12.0%	30.0%		17.0%	35.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	59.5	47.9		60.8	48.6		38.9	28.7		49.3	37.5	
Actuated g/C Ratio	0.50	0.40		0.51	0.40		0.32	0.24		0.41	0.31	

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

02/14/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.26	0.46		0.37	0.45		0.14	0.87		0.56	0.43	
Control Delay	17.1	28.5		22.0	27.4		21.2	63.4		29.3	32.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.1	28.5		22.0	27.4		21.2	63.4		29.3	32.8	
LOS	B	C		C	C		C	E		C	C	
Approach Delay		26.9			26.4			57.9			31.3	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	41	198		51	123		24	259		85	133	
Queue Length 95th (ft)	73	254		135	278		50	#425		136	215	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	472	1387		397	1395		460	452		350	562	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.46		0.35	0.45		0.12	0.83		0.52	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 33.2
 Intersection Capacity Utilization 69.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Madison Street & Plainfield Road

Ø1 14.4 s	Ø2 (R) 49.2 s	Ø3 14.4 s	Ø4 42 s
Ø5 18 s	Ø6 (R) 45.6 s	Ø7 20.4 s	Ø8 36 s

HCM 6th AWSC

4: Frontage Road & Veterans Boulevard

01/26/2024

Intersection

Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	25	2	312	228	12	186
Future Vol, veh/h	25	2	312	228	12	186
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	12	0	6	0	0	9
Mvmt Flow	29	2	363	265	14	216
Number of Lanes	2	0	1	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	9.4	10.4	10.9
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	100%	0%	0%	0%	100%	64%	0%
Vol Thru, %	0%	0%	100%	81%	0%	36%	100%
Vol Right, %	0%	100%	0%	19%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	186	17	10	178	210	152
LT Vol	12	0	0	0	178	134	0
Through Vol	0	0	17	8	0	76	152
RT Vol	0	186	0	2	0	0	0
Lane Flow Rate	14	216	19	12	207	244	177
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.025	0.329	0.036	0.021	0.338	0.38	0.175
Departure Headway (Hd)	6.523	5.476	6.65	6.307	5.878	5.593	3.562
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	545	651	542	571	608	640	993
Service Time	4.308	3.261	4.35	4.007	3.651	3.366	1.333
HCM Lane V/C Ratio	0.026	0.332	0.035	0.021	0.34	0.381	0.178
HCM Control Delay	9.5	11	9.6	9.1	11.7	11.8	7.1
HCM Lane LOS	A	B	A	A	B	B	A
HCM 95th-tile Q	0.1	1.4	0.1	0.1	1.5	1.8	0.6

Intersection

Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	
Traffic Vol, veh/h	9	7	132	84	1	17
Future Vol, veh/h	9	7	132	84	1	17
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	1	0	0	18
Mvmt Flow	11	9	163	104	1	21
Number of Lanes	1	1	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	7.2	9.1	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	6%	0%	0%	82%	0%
Vol Thru, %	0%	100%	0%	18%	100%
Vol Right, %	94%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	9	7	160	56
LT Vol	1	0	0	132	0
Through Vol	0	9	0	28	56
RT Vol	17	0	7	0	0
Lane Flow Rate	22	11	9	198	69
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.025	0.014	0.01	0.273	0.087
Departure Headway (Hd)	4.024	4.674	3.973	4.979	4.55
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	895	756	887	725	790
Service Time	2.024	2.46	1.758	2.693	2.263
HCM Lane V/C Ratio	0.025	0.015	0.01	0.273	0.087
HCM Control Delay	7.1	7.5	6.8	9.6	7.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0	0	1.1	0.3

HCM 6th TWSC

2: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	4	0	15	1	0	10	8	1022	3	7	884	4
Future Vol, veh/h	4	0	15	1	0	10	8	1022	3	7	884	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	4	0	15	1	0	10	8	1054	3	7	911	4
Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1470	2000	458	1542	2001	529	915	0	0	1057	0	0
Stage 1	927	927	-	1072	1072	-	-	-	-	-	-	-
Stage 2	543	1073	-	470	929	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	90	61	555	80	61	499	754	-	-	667	-	-
Stage 1	293	350	-	239	299	-	-	-	-	-	-	-
Stage 2	497	299	-	548	349	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	87	60	555	77	60	499	754	-	-	667	-	-
Mov Cap-2 Maneuver	201	171	-	177	171	-	-	-	-	-	-	-
Stage 1	290	347	-	236	296	-	-	-	-	-	-	-
Stage 2	482	296	-	527	346	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB		SB		SB	
HCM Control Delay, s	14.1		13.6		0.1		0.1		0.1		0.1	
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	754	-	-	201	555	177	499	667	-	-		
HCM Lane V/C Ratio	0.011	-	-	0.021	0.028	0.006	0.021	0.011	-	-		
HCM Control Delay (s)	9.8	-	-	23.3	11.7	25.5	12.4	10.5	-	-		
HCM Lane LOS	A	-	-	C	B	D	B	B	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	0.1	0	-	-		

HCM 6th TWSC
6: High Grove Boulevard & Plainfield Road

01/26/2024

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	760	33	57	726	4	24
Future Vol, veh/h	760	33	57	726	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	170	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	6	5	3	25	8
Mvmt Flow	792	34	59	756	4	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	826
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.25
Pot Cap-1 Maneuver	-	-	781
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	781
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	587	-	-	781	-
HCM Lane V/C Ratio	0.035	0.043	-	-	0.076	-
HCM Control Delay (s)	36.6	11.4	-	-	10	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.2	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	
Traffic Vol, veh/h	4	0	0	10	0	11	3	387	42	34	261	14
Future Vol, veh/h	4	0	0	10	0	11	3	387	42	34	261	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	30	0	45	0	8	2	6	2	7
Mvmt Flow	4	0	0	11	0	12	3	412	45	36	278	15

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	805	821	286	776	783	412	293	0	0	457	0	0
Stage 1	358	358	-	418	418	-	-	-	-	-	-	-
Stage 2	447	463	-	358	365	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.4	6.5	6.65	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.77	4	3.705	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	303	312	758	283	328	557	1280	-	-	1083	-	-
Stage 1	664	631	-	561	594	-	-	-	-	-	-	-
Stage 2	595	568	-	606	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	301	758	275	317	557	1280	-	-	1083	-	-
Mov Cap-2 Maneuver	288	301	-	275	317	-	-	-	-	-	-	-
Stage 1	663	610	-	560	593	-	-	-	-	-	-	-
Stage 2	581	567	-	586	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.7	14.9	0.1	0.9
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1280	-	-	288 275 557	1083	-	-
HCM Lane V/C Ratio	0.002	-	-	0.015 0.039 0.021	0.033	-	-
HCM Control Delay (s)	7.8	-	-	17.7 18.6 11.6	8.4	-	-
HCM Lane LOS	A	-	-	C C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 0.1 0.1	0.1	-	-

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	↱
Traffic Vol, veh/h	62	1	32	0	5	1	21	384	0	1	148	51
Future Vol, veh/h	62	1	32	0	5	1	21	384	0	1	148	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	8	0	13	0	0	100	10	7	0	0	3	6
Mvmt Flow	68	1	35	0	5	1	23	422	0	1	163	56
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	636	633	163	679	689	422	219	0	0	422	0	0
Stage 1	165	165	-	468	468	-	-	-	-	-	-	-
Stage 2	471	468	-	211	221	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.33	7.1	6.5	7.2	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.417	3.5	4	4.2	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	382	400	854	368	371	467	1304	-	-	1148	-	-
Stage 1	823	766	-	579	565	-	-	-	-	-	-	-
Stage 2	562	565	-	796	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	371	392	854	347	364	467	1304	-	-	1148	-	-
Mov Cap-2 Maneuver	371	392	-	347	364	-	-	-	-	-	-	-
Stage 1	808	765	-	569	555	-	-	-	-	-	-	-
Stage 2	545	555	-	761	723	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.4			14.7			0.4			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1304	-	-	371	854	378	1148	-	-			
HCM Lane V/C Ratio	0.018	-	-	0.187	0.041	0.017	0.001	-	-			
HCM Control Delay (s)	7.8	-	-	16.9	9.4	14.7	8.1	-	-			
HCM Lane LOS	A	-	-	C	A	B	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0.1	0	-	-			




HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 1.1

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations						
Traffic Vol, veh/h	33	3	1	22	7	0
Future Vol, veh/h	33	3	1	22	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	67	0	9	71	0
Mvmt Flow	40	4	1	27	9	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	44	0	71	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.1	-	7.11	6.2
Critical Hdwy Stg 1	-	-	-	-	6.11	-
Critical Hdwy Stg 2	-	-	-	-	6.11	-
Follow-up Hdwy	-	-	2.2	-	4.139	3.3
Pot Cap-1 Maneuver	-	-	1577	-	787	1034
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1577	-	786	1034
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	841	-

Approach NB SB NW

HCM Control Delay, s	0	0.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT




Capacity (veh/h)	-	-	786	1577	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Control Delay (s)	-	-	9.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	56	6	13	28
Future Vol, veh/h	3	3	56	6	13	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	33	0	4	0	23	4
Mvmt Flow	4	4	78	8	18	39

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	157	82	0
Stage 1	82	-	-
Stage 2	75	-	-
Critical Hdwy	6.73	6.2	-
Critical Hdwy Stg 1	5.73	-	-
Critical Hdwy Stg 2	5.73	-	-
Follow-up Hdwy	3.797	3.3	-
Pot Cap-1 Maneuver	767	983	-
Stage 1	869	-	-
Stage 2	875	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	757	983	-
Mov Cap-2 Maneuver	757	-	-
Stage 1	869	-	-
Stage 2	864	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	855	1388
HCM Lane V/C Ratio	-	-	0.01	0.013
HCM Control Delay (s)	-	-	9.3	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	1	0	5	2	0	0	0	3	0	0
Future Vol, veh/h	0	2	1	0	5	2	0	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	50	0	0	80	0	0	0	0	0	0	0
Mvmt Flow	0	2	1	0	5	2	0	0	0	3	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	3	0	0	9	10	3	9	9	6
Stage 1	-	-	-	-	-	-	3	3	-	6	6	-
Stage 2	-	-	-	-	-	-	6	7	-	3	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1627	-	-	1632	-	-	1015	889	1087	1015	890	1083
Stage 1	-	-	-	-	-	-	1025	897	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1025	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1627	-	-	1632	-	-	1015	889	1087	1015	890	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1015	889	-	1015	890	-
Stage 1	-	-	-	-	-	-	1025	897	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	894	-	1025	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1627	-	-	1632	-	-	1015				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.003				
HCM Control Delay (s)	0	0	-	-	0	-	-	8.6				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	26	0	24	216	0	1
Future Vol, veh/h	26	0	24	216	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	12	0	0	0	0	0
Mvmt Flow	32	0	30	267	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	32
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1593
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1593
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1066	-	-	1593	-
HCM Lane V/C Ratio	0.001	-	-	0.019	-
HCM Control Delay (s)	8.4	-	-	7.3	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

HCM 6th TWSC
18: Veterans Boulevard & CNH Access/Office Access

01/26/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	0	0	0	11	0	0	0	103	0	36
Future Vol, veh/h	7	0	0	0	0	11	0	0	0	103	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	43	0	0	0	0	0	0	0	0	0	0	1
Mvmt Flow	9	0	0	0	0	14	0	0	0	130	0	46
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	290	283	23	283	306	0	46	0	0	0	0	0
Stage 1	283	283	-	0	0	-	-	-	-	-	-	-
Stage 2	7	0	-	283	306	-	-	-	-	-	-	-
Critical Hdwy	7.53	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.53	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.887	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	588	629	1060	673	611	-	1575	-	-	-	-	-
Stage 1	643	681	-	-	-	-	-	-	-	-	-	-
Stage 2	918	-	-	728	665	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	629	1060	673	611	-	1575	-	-	-	-	-
Mov Cap-2 Maneuver	-	629	-	673	611	-	-	-	-	-	-	-
Stage 1	643	681	-	-	-	-	-	-	-	-	-	-
Stage 2	918	-	-	728	665	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0											
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1575	-	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	-	-	-	-				
HCM Lane LOS	A	-	-	-	-	-	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-				

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 2.2

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	50	135	135	54	29	21
Future Vol, veh/h	50	135	135	54	29	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	14	14	0	3	0
Mvmt Flow	60	161	161	64	35	25

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	225	0	-	0	442	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.1	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1356	-	-	-	571	889
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1356	-	-	-	546	889
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	764	-

Approach NB SB SE

HCM Control Delay, s	2.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1356	-	546	889	-	-
HCM Lane V/C Ratio	0.044	-	0.063	0.028	-	-
HCM Control Delay (s)	7.8	-	12	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.1	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations      

Traffic Vol, veh/h 24 399 2 46 120 1

Future Vol, veh/h 24 399 2 46 120 1

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - 0 - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 4 2 0 2 11 0

Mvmt Flow 28 469 2 54 141 1

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 497 0 86 28

Stage 1 - - - - 28 -

Stage 2 - - - - 58 -

Critical Hdwy - - 4.1 - 6.51 6.2

Critical Hdwy Stg 1 - - - - 5.51 -

Critical Hdwy Stg 2 - - - - 5.51 -

Follow-up Hdwy - - 2.2 - 3.599 3.3

Pot Cap-1 Maneuver - - 1077 - 894 1053

Stage 1 - - - - 972 -

Stage 2 - - - - 942 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1077 - 892 1053

Mov Cap-2 Maneuver - - - - 892 -

Stage 1 - - - - 972 -

Stage 2 - - - - 940 -

Approach EB WB NB

HCM Control Delay, s 0 0.3 9.8

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 893 - - 1077 -

HCM Lane V/C Ratio 0.159 - - 0.002 -

HCM Control Delay (s) 9.8 - - 8.3 0

HCM Lane LOS A - - A A





















HCM 95th %tile Q(veh) 0.6 - - 0 -

Capacity Analysis Summary Sheets
No Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	492	562	135	483	15	450	456	201	21	553	121
Future Volume (vph)	86	492	562	135	483	15	450	456	201	21	553	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.920			0.995			0.954			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3256	0	1687	3557	0	1787	3402	0	1805	3410	0
Flt Permitted	0.358			0.106			0.160			0.392		
Satd. Flow (perm)	680	3256	0	188	3557	0	301	3402	0	745	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		195			2			58			18	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	7%	1%	0%	1%	0%	4%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	1098	0	141	519	0	469	684	0	22	702	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	46.2	34.4		52.5	37.8		71.5	63.0		42.8	34.0	
Actuated g/C Ratio	0.35	0.26		0.40	0.29		0.54	0.48		0.32	0.26	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.28	1.11		0.64	0.51		0.90	0.41		0.08	0.79	
Control Delay	27.1	99.1		40.6	41.2		52.4	22.4		18.8	51.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.1	99.1		40.6	41.2		52.4	22.4		18.8	51.9	
LOS	C	F		D	D		D	C		B	D	
Approach Delay		93.7			41.1			34.6			50.9	
Approach LOS		F			D			C			D	
Queue Length 50th (ft)	48	~493		78	195		300	186		8	286	
Queue Length 95th (ft)	84	#661		135	255		#550	266		24	386	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	348	993		321	1190		519	1657		364	894	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	1.11		0.44	0.44		0.90	0.41		0.06	0.79	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 131.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 57.8

Intersection LOS: E

Intersection Capacity Utilization 99.9%

ICU Level of Service F

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.
























Splits and Phases: 1: County Line Road & Plainfield Road

 Ø1	 Ø2	 Ø3	 Ø4
25 s	40 s	35 s	40 s
 Ø5	 Ø6	 Ø7	 Ø8
15 s	50 s	15 s	60 s

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	17	483	236	13	148	100	821	89	30	1161	40
Future Volume (vph)	151	17	483	236	13	148	100	821	89	30	1161	40
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.862				0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1887	1583	1652	1529	0	1671	3725	1568	1805	3487	0
Flt Permitted	0.952			0.519			0.081			0.331		
Satd. Flow (perm)	1809	1887	1583	902	1529	0	143	3725	1568	629	3487	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91		154				93			3
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	2%	2%	0%	0%	8%	2%	3%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	18	503	246	168	0	104	855	93	31	1251	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	6.5	14.0	6.5	6.5	14.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	20.0	40.0	30.0	20.0	40.0		30.0	60.0	20.0	20.0	50.0	
Total Split (%)	14.3%	28.6%	21.4%	14.3%	28.6%		21.4%	42.9%	14.3%	14.3%	35.7%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effect Green (s)	18.1	9.2	32.0	27.7	9.6		75.6	67.3	96.9	52.8	44.1	
Actuated g/C Ratio	0.16	0.08	0.29	0.25	0.09		0.68	0.61	0.87	0.47	0.40	

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.12	0.97	0.66	0.62		0.23	0.38	0.07	0.09	0.90	
Control Delay	46.1	50.2	64.0	45.9	20.3		10.1	13.2	1.1	9.9	42.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	46.1	50.2	64.0	45.9	20.3		10.1	13.2	1.1	9.9	42.6	
LOS	D	D	E	D	C		B	B	A	A	D	
Approach Delay		59.5			35.6			11.8			41.9	
Approach LOS		E			D			B			D	
Queue Length 50th (ft)	109	12	~366	156	10		22	166	0	6	437	
Queue Length 95th (ft)	151	36	419	237	78		64	256	14	20	#657	
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	352	578	534	373	575		462	2254	1378	532	1385	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	0.03	0.94	0.66	0.29		0.23	0.38	0.07	0.06	0.90	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 111.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 35.4

Intersection LOS: D

Intersection Capacity Utilization 88.0%

ICU Level of Service E

Analysis Period (min) 15








~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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





















Queue shown is maximum after two cycles.

Splits and Phases: 3: County Line Road & Veterans Boulevard/Carriage Way Drive

 Ø1	 Ø2	 Ø3	 Ø4
20 s	60 s	20 s	40 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	50 s	20 s	40 s

Lanes, Volumes, Timings
5: Madison Street & Plainfield Road













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	693	36	130	738	256	119	286	134	250	144	111
Future Volume (vph)	139	693	36	130	738	256	119	286	134	250	144	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.993			0.961			0.952			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3513	0	1770	3435	0	1770	1797	0	1805	1744	0
Flt Permitted	0.120			0.252			0.479			0.149		
Satd. Flow (perm)	224	3513	0	469	3435	0	892	1797	0	283	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			50			22			36	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	2%	1%	1%	2%	1%	0%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	744	0	133	1014	0	121	429	0	255	260	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	14.7	42.0		14.7	42.0		14.7	33.6		14.7	33.6	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		14.0%	32.0%		14.0%	32.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	50.8	38.7		50.4	38.5		38.7	26.7		41.8	28.3	
Actuated g/C Ratio	0.48	0.37		0.48	0.37		0.37	0.25		0.40	0.27	

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.57		0.39	0.78		0.30	0.91		0.93	0.52	
Control Delay	24.6	29.1		14.9	26.8		21.0	60.6		64.2	32.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.6	29.1		14.9	26.8		21.0	60.6		64.2	32.4	
LOS	C	C		B	C		C	E		E	C	
Approach Delay		28.4			25.4			51.9			48.2	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	49	210		37	314		49	264		112	126	
Queue Length 95th (ft)	93	279		61	212		87	#442		#268	211	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	276	1299		371	1292		436	488		275	497	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.57		0.36	0.78		0.28	0.88		0.93	0.52	









Intersection Summary

Area Type: Other
 Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 34.7
 Intersection Capacity Utilization 90.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C

ICU Level of Service E

Splits and Phases: 5: Madison Street & Plainfield Road

	Ø1		Ø2 (R)		Ø3		Ø4
14.7 s		42 s		14.7 s		33.6 s	
	Ø5		Ø6 (R)		Ø7		Ø8
14.7 s		42 s		14.7 s		33.6 s	

HCM 6th AWSC

4: Frontage Road & Veterans Boulevard

01/26/2024

Intersection	
Intersection Delay, s/veh	22.7
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	232	25	139	14	6	419
Future Vol, veh/h	232	25	139	14	6	419
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	7	0	0	2
Mvmt Flow	301	32	181	18	8	544
Number of Lanes	2	0	1	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	13.2	12.2	32.2
HCM LOS	B	B	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	100%	0%	0%	0%	100%	94%	0%
Vol Thru, %	0%	0%	100%	76%	0%	6%	100%
Vol Right, %	0%	100%	0%	24%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	419	155	102	70	74	9
LT Vol	6	0	0	0	70	69	0
Through Vol	0	0	155	77	0	5	9
RT Vol	0	419	0	25	0	0	0
Lane Flow Rate	8	544	201	133	90	96	12
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.015	0.852	0.386	0.249	0.196	0.205	0.018
Departure Headway (Hd)	6.81	5.639	6.926	6.751	7.816	7.662	5.442
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	637	516	529	456	465	650
Service Time	4.582	3.41	4.714	4.539	5.615	5.461	3.239
HCM Lane V/C Ratio	0.015	0.854	0.39	0.251	0.197	0.206	0.018
HCM Control Delay	9.7	32.5	14.1	11.8	12.5	12.5	8.3
HCM Lane LOS	A	D	B	B	B	B	A
HCM 95th-tile Q	0	9.5	1.8	1	0.7	0.8	0.1

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Vol, veh/h	58	1	11	6	0	131
Future Vol, veh/h	58	1	11	6	0	131
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	68	1	13	7	0	154
Number of Lanes	1	1	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8	8	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	0%	0%	0%	85%	0%
Vol Thru, %	0%	100%	0%	15%	100%
Vol Right, %	100%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	131	58	1	13	4
LT Vol	0	0	0	11	0
Through Vol	0	58	0	2	4
RT Vol	131	0	1	0	0
Lane Flow Rate	154	68	1	15	5
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.148	0.091	0.001	0.022	0.006
Departure Headway (Hd)	3.451	4.819	4.083	5.237	4.813
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	1023	744	876	682	742
Service Time	1.526	2.548	1.811	2.979	2.554
HCM Lane V/C Ratio	0.151	0.091	0.001	0.022	0.007
HCM Control Delay	7.1	8	6.8	8.1	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0	0.1	0

HCM 6th TWSC

2: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	1	0	1	4	0	9	20	1097	3	20	1226	4
Future Vol, veh/h	1	0	1	4	0	9	20	1097	3	20	1226	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	1	0	1	4	0	9	21	1155	3	21	1291	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1955	2535	648	1887	2536	579	1295	0	0	1158	0	0
Stage 1	1335	1335	-	1199	1199	-	-	-	-	-	-	-
Stage 2	620	1200	-	688	1337	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	39	28	418	44	28	463	542	-	-	611	-	-
Stage 1	165	225	-	200	261	-	-	-	-	-	-	-
Stage 2	447	261	-	407	224	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	36	26	418	41	26	463	542	-	-	611	-	-
Mov Cap-2 Maneuver	117	114	-	132	112	-	-	-	-	-	-	-
Stage 1	159	217	-	192	251	-	-	-	-	-	-	-
Stage 2	421	251	-	392	216	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	24.8			19.1			0.2			0.2		
HCM LOS	C			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	542	-	-	117	418	132	463	611	-	-		
HCM Lane V/C Ratio	0.039	-	-	0.009	0.003	0.032	0.02	0.034	-	-		
HCM Control Delay (s)	11.9	-	-	36	13.6	33.2	12.9	11.1	-	-		
HCM Lane LOS	B	-	-	E	B	D	B	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	0.1	0.1	-	-		

HCM 6th TWSC
6: High Grove Boulevard & Plainfield Road

01/26/2024

Intersection









Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1074	8	8	1113	34	105
Future Vol, veh/h	1074	8	8	1113	34	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	170	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	13	0	2	3	1
Mvmt Flow	1096	8	8	1136	35	107

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1104
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	640
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	640
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	29.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	84	483	-	-	640	-
HCM Lane V/C Ratio	0.413	0.222	-	-	0.013	-
HCM Control Delay (s)	75.2	14.6	-	-	10.7	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	1.7	0.8	-	-	0	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	3	8	44	0	55	4	408	40	23	232	5
Future Vol, veh/h	10	3	8	44	0	55	4	408	40	23	232	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	13	0	0	2	0	1	3	0	2	0
Mvmt Flow	12	4	10	54	0	67	5	498	49	28	283	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	908	899	286	857	853	498	289	0	0	547	0	0
Stage 1	342	342	-	508	508	-	-	-	-	-	-	-
Stage 2	566	557	-	349	345	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.33	7.1	6.5	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.417	3.5	4	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	258	281	728	280	299	572	1284	-	-	1033	-	-
Stage 1	677	642	-	551	542	-	-	-	-	-	-	-
Stage 2	513	515	-	671	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	272	728	267	290	572	1284	-	-	1033	-	-
Mov Cap-2 Maneuver	222	272	-	267	290	-	-	-	-	-	-	-
Stage 1	674	625	-	549	540	-	-	-	-	-	-	-
Stage 2	451	513	-	640	623	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	17.5		16.4			0.1			0.8			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1284	-	-	313	267	572	1033	-	-			
HCM Lane V/C Ratio	0.004	-	-	0.082	0.201	0.117	0.027	-	-			
HCM Control Delay (s)	7.8	-	-	17.5	21.8	12.1	8.6	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0.4	0.1	-	-			

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	59	4	28	0	0	0	48	379	1	1	164	129
Future Vol, veh/h	59	4	28	0	0	0	48	379	1	1	164	129
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	4	0	0	0	4	1	0	0	4	4
Mvmt Flow	70	5	33	0	0	0	57	451	1	1	195	154
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	763	763	195	859	917	452	349	0	0	452	0	0
Stage 1	197	197	-	566	566	-	-	-	-	-	-	-
Stage 2	566	566	-	293	351	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	324	337	841	279	274	612	1199	-	-	1119	-	-
Stage 1	809	742	-	513	511	-	-	-	-	-	-	-
Stage 2	513	511	-	719	636	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	312	320	841	255	261	612	1199	-	-	1119	-	-
Mov Cap-2 Maneuver	312	320	-	255	261	-	-	-	-	-	-	-
Stage 1	770	741	-	488	486	-	-	-	-	-	-	-
Stage 2	489	486	-	685	635	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.9			0			0.9			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1199	-	-	312	841	-	1119	-	-			
HCM Lane V/C Ratio	0.048	-	-	0.24	0.04	-	0.001	-	-			
HCM Control Delay (s)	8.2	-	-	20.2	9.5	0	8.2	-	-			
HCM Lane LOS	A	-	-	C	A	A	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1	-	0	-	-			




HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 0.5

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations						
Traffic Vol, veh/h	64	2	0	41	4	2
Future Vol, veh/h	64	2	0	41	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	82	3	0	53	5	3

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	85	0	137	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1524	-	861	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1524	-	861	981
Mov Cap-2 Maneuver	-	-	-	-	861	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	975	-

Approach NB SB NW

HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT




Capacity (veh/h)	-	-	898	1524	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	15	83	0	1	13
Future Vol, veh/h	8	15	83	0	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	2	0	0	8
Mvmt Flow	13	23	130	0	2	20

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	154	130	0
Stage 1	130	-	-
Stage 2	24	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	842	925	-
Stage 1	901	-	-
Stage 2	1004	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	841	925	-
Mov Cap-2 Maneuver	841	-	-
Stage 1	901	-	-
Stage 2	1003	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	894	1468
HCM Lane V/C Ratio	-	-	0.04	0.001
HCM Control Delay (s)	-	-	9.2	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	0	2	0	2	0	0	0	1	0
Future Vol, veh/h	1	1	1	0	2	0	2	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	1	0	2	0	2	0	0	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	2	0	0	7	6	2	6	6	2
Stage 1	-	-	-	-	-	-	4	4	-	2	2	-
Stage 2	-	-	-	-	-	-	3	2	-	4	4	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1634	-	-	1018	893	1088	1019	893	1088
Stage 1	-	-	-	-	-	-	1024	897	-	1026	898	-
Stage 2	-	-	-	-	-	-	1025	898	-	1024	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1634	-	-	1634	-	-	1016	892	1088	1018	892	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	1016	892	-	1018	892	-
Stage 1	-	-	-	-	-	-	1023	896	-	1025	898	-
Stage 2	-	-	-	-	-	-	1024	898	-	1023	896	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			0			8.6			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1016	1634	-	-	1634	-	-	892				
HCM Lane V/C Ratio	0.002	0.001	-	-	-	-	-	0.001				
HCM Control Delay (s)	8.6	7.2	0	-	0	-	-	9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑			↑↑	↑	
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Traffic Vol, veh/h	189	0	3	17	0	68
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Future Vol, veh/h	189	0	3	17	0	68
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	1	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	85	85	85	85	85	85
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Heavy Vehicles, %	1	0	0	0	0	0
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Mvmt Flow	222	0	4	20	0	80
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	222
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1359
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1359
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	1.1	9.3
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	927	-	-	1359	-
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HCM Lane V/C Ratio	0.086	-	-	0.003	-
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HCM Control Delay (s)	9.3	-	-	7.7	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0.3	-	-	0	-
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HCM 6th TWSC
18: Veterans Boulevard & CNH Access/Office Access

01/26/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	0	0	0	1	24	0	0	0	3	0	9
Future Vol, veh/h	107	0	0	0	1	24	0	0	0	3	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	132	0	0	0	1	30	0	0	0	4	0	11
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	30	14	6	14	19	0	11	0	0	0	0	0
Stage 1	14	14	-	0	0	-	-	-	-	-	-	-
Stage 2	16	0	-	14	19	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	984	884	1083	1007	879	-	1621	-	-	-	-	-
Stage 1	1011	888	-	-	-	-	-	-	-	-	-	-
Stage 2	1009	-	-	1011	884	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	884	1083	1007	879	-	1621	-	-	-	-	-
Mov Cap-2 Maneuver	-	884	-	1007	879	-	-	-	-	-	-	-
Stage 1	1011	888	-	-	-	-	-	-	-	-	-	-
Stage 2	1009	-	-	1011	884	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0											
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1621	-	-	-	-	-	-					
HCM Lane V/C Ratio	-	-	-	-	-	-	-					
HCM Control Delay (s)	0	-	-	-	-	-	-					
HCM Lane LOS	A	-	-	-	-	-	-					
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-					

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 3.1

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↰	↱	↱	↰	↰	↰
Traffic Vol, veh/h	34	247	105	31	71	41
Future Vol, veh/h	34	247	105	31	71	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	4	9	0	0	0
Mvmt Flow	44	321	136	40	92	53

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	176	0	-	0	545	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1412	-	-	-	503	918
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1412	-	-	-	487	918
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	675	-

Approach NB SB SE

HCM Control Delay, s	0.9	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1412	-	487	918	-	-
HCM Lane V/C Ratio	0.031	-	0.189	0.058	-	-
HCM Control Delay (s)	7.6	-	14.1	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.2	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 8.8

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	46	90	0	27	370	0
Future Vol, veh/h	46	90	0	27	370	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	5	0	0	1	0
Mvmt Flow	56	110	0	33	451	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	166	0	89	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.1	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1424	-	914	1016
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1424	-	914	1016
Mov Cap-2 Maneuver	-	-	-	-	914	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	992	-

Approach EB WB NB

HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT





















Capacity (veh/h)	914	-	-	1424	-
HCM Lane V/C Ratio	0.494	-	-	-	-
HCM Control Delay (s)	12.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.8	-	-	0	-

Capacity Analysis Summary Sheets
No Build Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	421	309	80	377	22	269	329	107	17	320	74
Future Volume (vph)	74	421	309	80	377	22	269	329	107	17	320	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.937			0.992			0.963			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3363	0	1752	3538	0	1805	3408	0	1805	3481	0
Flt Permitted	0.444			0.193			0.368			0.481		
Satd. Flow (perm)	844	3363	0	356	3538	0	699	3408	0	914	3481	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		125			4			37			19	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	3%	1%	5%	0%	2%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	794	0	87	434	0	292	474	0	18	428	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	42.9	33.7		43.5	34.0		47.3	41.2		34.1	25.2	
Actuated g/C Ratio	0.43	0.34		0.43	0.34		0.47	0.41		0.34	0.25	

Lanes, Volumes, Timings
1: County Line Road & Plainfield Road

01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.66		0.32	0.36		0.58	0.33		0.05	0.48	
Control Delay	18.8	29.0		21.0	28.5		22.2	20.6		16.4	33.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	29.0		21.0	28.5		22.2	20.6		16.4	33.6	
LOS	B	C		C	C		C	C		B	C	
Approach Delay		28.1			27.2			21.2			32.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	28	198		31	112		120	95		6	122	
Queue Length 95th (ft)	69	333		74	194		190	164		19	187	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	490	1256		470	1602		687	1907		466	1228	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.63		0.19	0.27		0.43	0.25		0.04	0.35	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 100.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 26.7

Intersection LOS: C

Intersection Capacity Utilization 70.0%

ICU Level of Service C

Analysis Period (min) 15
























Splits and Phases: 1: County Line Road & Plainfield Road

↖ Ø1	↗ Ø2	↖ Ø3	↓ Ø4
25 s	40 s	35 s	40 s
↗ Ø5	← Ø6	↘ Ø7	↑ Ø8
15 s	50 s	15 s	60 s

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	5	165	41	7	26	86	642	56	10	674	28
Future Volume (vph)	53	5	165	41	7	26	86	642	56	10	674	28
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		0
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.880				0.850		0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	2000	1568	1532	1512	0	1703	3762	1538	1805	3583	0
Flt Permitted				0.800			0.288			0.392		
Satd. Flow (perm)	1863	2000	1568	1290	1512	0	516	3762	1538	745	3583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		28				60		3	
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	3%	10%	0%	4%	6%	1%	5%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	5	176	44	35	0	91	683	60	11	747	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2	3	1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	3	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	
Minimum Split (s)	6.5	14.0	6.5	6.5	14.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	20.0	40.0	30.0	20.0	40.0		30.0	60.0	20.0	20.0	50.0	
Total Split (%)	14.3%	28.6%	21.4%	14.3%	28.6%		21.4%	42.9%	14.3%	14.3%	35.7%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	None	None	None	None	
Act Effect Green (s)	10.3	9.4	11.2	15.7	9.3		49.9	48.0	66.1	43.5	34.3	
Actuated g/C Ratio	0.15	0.13	0.16	0.22	0.13		0.71	0.68	0.94	0.62	0.49	

Lanes, Volumes, Timings

3: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.22	0.02	0.44	0.13	0.16		0.18	0.27	0.04	0.02	0.43	
Control Delay	32.1	36.4	8.9	25.0	19.6		6.3	8.2	1.1	6.0	14.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	32.1	36.4	8.9	25.0	19.6		6.3	8.2	1.1	6.0	14.3	
LOS	C	D	A	C	B		A	A	A	A	B	
Approach Delay		15.0			22.6			7.5			14.2	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	26	2	0	16	3		16	78	0	2	129	
Queue Length 95th (ft)	54	13	47	46	32		35	156	11	8	192	
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	506	1091	816	476	838		870	2872	1467	807	2358	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.11	0.00	0.22	0.09	0.04		0.10	0.24	0.04	0.01	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 70.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 11.7







Intersection LOS: B

Intersection Capacity Utilization 47.2%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 3: County Line Road & Veterans Boulevard/Carriage Way Drive

 Ø1	 Ø2	 Ø3	 Ø4
20 s	60 s	20 s	40 s
 Ø5	 Ø6	 Ø7	 Ø8
30 s	50 s	20 s	40 s

Lanes, Volumes, Timings
5: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	574	72	90	526	154	108	212	125	152	88	103
Future Volume (vph)	113	574	72	90	526	154	108	212	125	152	88	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.966			0.944			0.919	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3502	0	1805	3461	0	1770	1787	0	1805	1737	0
Flt Permitted	0.271			0.330			0.603			0.218		
Satd. Flow (perm)	515	3502	0	627	3461	0	1123	1787	0	414	1737	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			39			28			53	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	0%	1%	0%	2%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	666	0	93	701	0	111	348	0	157	197	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	17.0	36.0		17.0	36.0		20.0	30.0		17.0	27.0	
Total Split (%)	17.0%	36.0%		17.0%	36.0%		20.0%	30.0%		17.0%	27.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	50.9	40.8		48.9	38.2		34.2	22.3		38.6	24.5	
Actuated g/C Ratio	0.51	0.41		0.49	0.38		0.34	0.22		0.39	0.24	

Lanes, Volumes, Timings

5: Madison Street & Plainfield Road

01/26/2024

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.46		0.23	0.52		0.25	0.83		0.49	0.42	
Control Delay	15.3	24.4		10.8	23.4		19.8	51.2		24.2	25.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.3	24.4		10.8	23.4		19.8	51.2		24.2	25.5	
LOS	B	C		B	C		B	D		C	C	
Approach Delay		23.1			21.9			43.6			24.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	38	172		35	188		42	188		60	72	
Queue Length 95th (ft)	70	238		26	257		76	#325		103	141	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	447	1437		489	1347		552	455		350	473	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.46		0.19	0.52		0.20	0.76		0.45	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.9
 Intersection Capacity Utilization 69.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Madison Street & Plainfield Road

Ø1 17 s	Ø2 (R) 36 s	Ø3 20 s	Ø4 27 s
Ø5 17 s	Ø6 (R) 36 s	Ø7 17 s	Ø8 30 s

HCM 6th AWSC

4: Frontage Road & Veterans Boulevard

01/26/2024

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	27	2	112	9	6	196
Future Vol, veh/h	27	2	112	9	6	196
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	5	0	0	3
Mvmt Flow	31	2	130	10	7	228
Number of Lanes	2	0	1	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	3	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	3
HCM Control Delay	8.2	9	8.7
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3
Vol Left, %	100%	0%	0%	0%	100%	95%	0%
Vol Thru, %	0%	0%	100%	82%	0%	5%	100%
Vol Right, %	0%	100%	0%	18%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	196	18	11	56	59	6
LT Vol	6	0	0	0	56	56	0
Through Vol	0	0	18	9	0	3	6
RT Vol	0	196	0	2	0	0	0
Lane Flow Rate	7	228	21	13	65	69	7
Geometry Grp	8	8	8	8	8	8	8
Degree of Util (X)	0.011	0.276	0.031	0.019	0.104	0.107	0.007
Departure Headway (Hd)	5.508	4.359	5.409	5.281	5.751	5.64	3.454
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	652	825	661	677	623	635	1033
Service Time	3.225	2.076	3.15	3.022	3.484	3.373	1.186
HCM Lane V/C Ratio	0.011	0.276	0.032	0.019	0.104	0.109	0.007
HCM Control Delay	8.3	8.7	8.3	8.1	9.2	9.1	6.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0	1.1	0.1	0.1	0.3	0.4	0

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑↑	
Traffic Vol, veh/h	0	0	14	0	0	28
Future Vol, veh/h	0	0	14	0	0	28
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	28	0	0	56
Number of Lanes	1	1	0	2	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	0	8	6.6
HCM LOS	-	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	0%	0%	0%	100%	0%
Vol Thru, %	0%	100%	100%	0%	100%
Vol Right, %	100%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	0	0	14	0
LT Vol	0	0	0	14	0
Through Vol	0	0	0	0	0
RT Vol	28	0	0	0	0
Lane Flow Rate	56	0	0	28	0
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.052	0	0	0.04	0
Departure Headway (Hd)	3.349	4.614	4.614	5.099	4.599
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	1067	0	0	706	0
Service Time	1.378	2.326	2.326	2.803	2.303
HCM Lane V/C Ratio	0.052	0	0	0.04	0
HCM Control Delay	6.6	7.3	7.3	8	7.3
HCM Lane LOS	A	N	N	A	N
HCM 95th-tile Q	0.2	0	0	0.1	0

HCM 6th TWSC
2: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	6	0	16	3	0	8	23	691	7	10	693	10
Future Vol, veh/h	6	0	16	3	0	8	23	691	7	10	693	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	7	0	18	3	0	9	26	768	8	11	770	11
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1234	1626	391	1231	1627	388	781	0	0	776	0	0
Stage 1	798	798	-	824	824	-	-	-	-	-	-	-
Stage 2	436	828	-	407	803	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	135	103	614	136	103	616	845	-	-	849	-	-
Stage 1	350	401	-	338	390	-	-	-	-	-	-	-
Stage 2	574	389	-	597	399	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	129	98	614	128	98	616	845	-	-	849	-	-
Mov Cap-2 Maneuver	244	218	-	240	215	-	-	-	-	-	-	-
Stage 1	339	396	-	328	378	-	-	-	-	-	-	-
Stage 2	548	377	-	572	394	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.5			13.4			0.3			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	845	-	-	244	614	240	616	849	-	-		
HCM Lane V/C Ratio	0.03	-	-	0.027	0.029	0.014	0.014	0.013	-	-		
HCM Control Delay (s)	9.4	-	-	20.2	11	20.2	10.9	9.3	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	0	-	-		

HCM 6th TWSC
6: High Grove Boulevard & Plainfield Road

01/26/2024

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	841	9	12	744	14	18
Future Vol, veh/h	841	9	12	744	14	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	170	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	13	0	2	3	1
Mvmt Flow	885	9	13	783	15	19

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	894
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	767
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	767
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	565	-	-	767	-
HCM Lane V/C Ratio	0.1	0.034	-	-	0.016	-
HCM Control Delay (s)	32	11.6	-	-	9.8	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	10	0	3	9	0	29	3	336	13	16	173	10
Future Vol, veh/h	10	0	3	9	0	29	3	336	13	16	173	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	11	0	0	0	1	0	0	2	0
Mvmt Flow	11	0	3	10	0	31	3	357	14	17	184	11

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	610	601	190	588	592	357	195	0
Stage 1	224	224	-	363	363	-	-	-
Stage 2	386	377	-	225	229	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.21	6.5	6.2	4.1	-
Critical Hdwy Stg 1	6.1	5.5	-	6.21	5.5	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.21	5.5	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.599	4	3.3	2.2	-
Pot Cap-1 Maneuver	409	417	857	407	422	692	1390	-
Stage 1	783	722	-	638	628	-	-	-
Stage 2	641	619	-	758	718	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	386	410	857	400	415	692	1390	-
Mov Cap-2 Maneuver	386	410	-	400	415	-	-	-
Stage 1	781	712	-	637	627	-	-	-
Stage 2	611	618	-	744	708	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	11.3	0.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1390	-	-	442 400 692	1199	-	-
HCM Lane V/C Ratio	0.002	-	-	0.031 0.024 0.045	0.014	-	-
HCM Control Delay (s)	7.6	-	-	13.4 14.2 10.4	8	-	-
HCM Lane LOS	A	-	-	B B B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1 0.1	0	-	-

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	↱
Traffic Vol, veh/h	62	3	14	1	1	0	20	272	2	1	113	74
Future Vol, veh/h	62	3	14	1	1	0	20	272	2	1	113	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	100	0	0	5	2	0	100	3	1
Mvmt Flow	65	3	15	1	1	0	21	286	2	1	119	78
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	451	451	119	498	528	287	197	0	0	288	0	0
Stage 1	121	121	-	329	329	-	-	-	-	-	-	-
Stage 2	330	330	-	169	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.1	6.5	6.2	4.15	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	4.4	4	3.3	2.245	-	-	3.1	-	-
Pot Cap-1 Maneuver	522	507	938	356	459	757	1358	-	-	872	-	-
Stage 1	888	800	-	519	650	-	-	-	-	-	-	-
Stage 2	687	649	-	649	740	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	515	499	938	344	452	757	1358	-	-	872	-	-
Mov Cap-2 Maneuver	515	499	-	344	452	-	-	-	-	-	-	-
Stage 1	875	799	-	511	640	-	-	-	-	-	-	-
Stage 2	675	639	-	636	739	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			14.3			0.5			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1358	-	-	514	938	391	872	-	-			
HCM Lane V/C Ratio	0.016	-	-	0.133	0.016	0.005	0.001	-	-			
HCM Control Delay (s)	7.7	-	-	13.1	8.9	14.3	9.1	-	-			
HCM Lane LOS	A	-	-	B	A	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	0	-	-			

HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 1.4

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations	1			1	1	
Traffic Vol, veh/h	9	6	0	11	4	1
Future Vol, veh/h	9	6	0	11	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	0	13	5	1

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	17	0	27	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1613	-	993	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1613	-	993	1072
Mov Cap-2 Maneuver	-	-	-	-	993	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1015	-

Approach NB SB NW

HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT




Capacity (veh/h)	-	-	1008	1613	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	10	0	1	9
Future Vol, veh/h	0	2	10	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	18	0	2	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	38	18	0
Stage 1	18	-	-
Stage 2	20	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	979	1066	-
Stage 1	1010	-	-
Stage 2	1008	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	978	1066	-
Mov Cap-2 Maneuver	978	-	-
Stage 1	1010	-	-
Stage 2	1007	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1066	1612
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Control Delay (s)	-	-	8.4	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	0	0	5	1	0	0	0	0	0	0
Future Vol, veh/h	1	6	0	0	5	1	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	6	0	0	5	1	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	6	0	0	6	0	0	14	14	6	14	14	6
Stage 1	-	-	-	-	-	-	8	8	-	6	6	-
Stage 2	-	-	-	-	-	-	6	6	-	8	8	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1628	-	-	1628	-	-	1007	884	1083	1007	884	1083
Stage 1	-	-	-	-	-	-	1019	893	-	1021	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1019	893	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1628	-	-	1628	-	-	1006	883	1083	1006	883	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-	1006	883	-	1006	883	-
Stage 1	-	-	-	-	-	-	1018	892	-	1020	895	-
Stage 2	-	-	-	-	-	-	1021	895	-	1018	892	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1628	-	-	1628	-	-	-				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	-				
HCM Control Delay (s)	0	7.2	0	-	0	-	-	0				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-				

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑			↑↑	↑	
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Traffic Vol, veh/h	28	0	1	14	0	1
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Future Vol, veh/h	28	0	1	14	0	1
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Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	1	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	50	50	50	50	50	50
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Heavy Vehicles, %	0	0	0	0	0	0
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Mvmt Flow	56	0	2	28	0	2
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	56
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1562
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
--------------------	---	---	---

Mov Cap-1 Maneuver	-	-	1562
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0.5	8.4
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1047	-	-	1562	-
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HCM Lane V/C Ratio	0.002	-	-	0.001	-
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HCM Control Delay (s)	8.4	-	-	7.3	0
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HCM Lane LOS	A	-	-	A	A
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HCM 95th %tile Q(veh)	0	-	-	0	-
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HCM 6th TWSC
18: Veterans Boulevard & CNH Access/Office Access

01/26/2024

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	27	0	0	0	13	0	1
Future Vol, veh/h	1	0	0	0	0	27	0	0	0	13	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	56	56	56	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	0	0	0	48	0	0	0	23	0	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	71	47	1	47	48	0	2	0	0	0	0	0
Stage 1	47	47	-	0	0	-	-	-	-	-	-	-
Stage 2	24	0	-	47	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	925	849	1090	959	847	-	1634	-	-	-	-	-
Stage 1	972	860	-	-	-	-	-	-	-	-	-	-
Stage 2	999	-	-	972	859	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	849	1090	959	847	-	1634	-	-	-	-	-
Mov Cap-2 Maneuver	-	849	-	959	847	-	-	-	-	-	-	-
Stage 1	972	860	-	-	-	-	-	-	-	-	-	-
Stage 2	999	-	-	972	859	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0											
HCM LOS	-											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1634	-	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	-	-	-	-				
HCM Lane LOS	A	-	-	-	-	-	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-				

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 3.2

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	22	110	56	27	53	24
Future Vol, veh/h	22	110	56	27	53	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	5	11	0	4	0
Mvmt Flow	27	134	68	33	65	29

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	101	0	-	0	256	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1504	-	-	-	728	1001
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	839	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1504	-	-	-	715	1001
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	839	-

Approach NB SB SE

HCM Control Delay, s	1.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1504	-	715	1001	-	-
HCM Lane V/C Ratio	0.018	-	0.09	0.029	-	-
HCM Control Delay (s)	7.4	-	10.5	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	44	27	1	40	34	0
Future Vol, veh/h	44	27	1	40	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	11	0	0	15	0
Mvmt Flow	48	29	1	43	37	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	77
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1535
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1535
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-





















Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	875	-	-	1535	-
HCM Lane V/C Ratio	0.042	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	328	380	191	276	32	377	517	117	16	334	108
Future Volume (vph)	78	328	380	191	276	32	377	517	117	16	334	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.919			0.985			0.972			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3195	0	1752	3463	0	1752	3376	0	1703	3434	0
Flt Permitted	0.552			0.142			0.310			0.392		
Satd. Flow (perm)	1018	3195	0	262	3463	0	572	3376	0	703	3434	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		198			9			23			29	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	6%	2%	3%	3%	0%	3%	3%	8%	6%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	762	0	205	331	0	405	682	0	17	475	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	44.6	33.1		54.1	41.6		58.1	51.9		37.4	28.5	
Actuated g/C Ratio	0.37	0.28		0.45	0.35		0.49	0.43		0.31	0.24	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.74		0.67	0.27		0.80	0.46		0.06	0.56	
Control Delay	22.8	35.6		34.7	30.8		33.1	25.2		19.6	41.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.8	35.6		34.7	30.8		33.1	25.2		19.6	41.6	
LOS	C	D		C	C		C	C		B	D	
Approach Delay		34.3			32.3			28.2			40.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	37	215		98	98		204	175		7	161	
Queue Length 95th (ft)	79	346		187	160		317	286		21	247	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	476	1073		393	1314		597	1628		351	1023	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.71		0.52	0.25		0.68	0.42		0.05	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 119.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 32.8

Intersection LOS: C

Intersection Capacity Utilization 82.1%

ICU Level of Service E

Analysis Period (min) 15
























Splits and Phases: 1: County Line Road & Plainfield Road

Ø1 25 s	Ø2 40 s	Ø3 35 s	Ø4 40 s
Ø5 15 s	Ø6 50 s	Ø7 15 s	Ø8 60 s

Lanes, Volumes, Timings

2: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	15	227	98	11	57	720	907	292	117	631	162
Future Volume (vph)	44	15	227	98	11	57	720	907	292	117	631	162
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.868	0.850		0.874				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1471	1382	1532	1467	0	1736	3689	1599	1770	3539	1599
Flt Permitted	0.708			0.292			0.209			0.287		
Satd. Flow (perm)	1234	1471	1382	471	1467	0	382	3689	1599	535	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		117	132		63				321			178
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	20%	11%	10%	9%	5%	4%	3%	1%	2%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)			47%									
Lane Group Flow (vph)	48	133	132	108	75	0	791	997	321	129	693	178
Turn Type	pm+pt	NA	Prot	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	4	3	8		5	2	3	1	6	7
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4	4	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	8.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	6.5	14.0	14.0	6.5	14.0		6.5	21.0	6.5	6.5	21.0	6.5
Total Split (s)	7.0	22.0	22.0	16.0	31.0		52.0	92.0	16.0	10.0	50.0	7.0
Total Split (%)	5.0%	15.7%	15.7%	11.4%	22.1%		37.1%	65.7%	11.4%	7.1%	35.7%	5.0%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5	0.0	0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None
Act Effect Green (s)	16.2	10.2	10.2	27.8	18.3		105.2	91.6	109.2	54.1	44.0	53.5
Actuated g/C Ratio	0.12	0.07	0.07	0.20	0.13		0.75	0.65	0.78	0.39	0.31	0.38

Lanes, Volumes, Timings

2: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.62	0.59	0.59	0.30		0.96	0.41	0.24	0.47	0.62	0.25
Control Delay	53.5	26.2	20.8	61.2	18.9		50.9	12.6	0.9	23.1	43.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.5	26.2	20.8	61.2	18.9		50.9	12.6	0.9	23.1	43.9	4.7
LOS	D	C	C	E	B		D	B	A	C	D	A
Approach Delay		28.1			43.9			25.2			34.2	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	37	15	4	87	10		539	208	0	44	283	0
Queue Length 95th (ft)	70	71	56	138	55		#915	286	22	63	352	48
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	152	271	274	188	313		820	2413	1325	273	1112	721
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.49	0.48	0.57	0.24		0.96	0.41	0.24	0.47	0.62	0.25

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 28.9

Intersection LOS: C

Intersection Capacity Utilization 82.8%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.





















Splits and Phases: 2: County Line Road & Veterans Boulevard/Carriage Way Drive

Ø1	Ø2 (R)	Ø3	Ø4
10 s	92 s	16 s	22 s
Ø5	Ø6 (R)	Ø7	Ø8
52 s	50 s	7 s	31 s

Lanes, Volumes, Timings

3: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	584	76	133	402	209	54	262	90	201	163	73
Future Volume (vph)	98	584	76	133	402	209	54	262	90	201	163	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.949			0.962			0.954	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3445	0	1719	3337	0	1656	1720	0	1787	1764	0
Flt Permitted	0.319			0.277			0.605			0.191		
Satd. Flow (perm)	600	3445	0	501	3337	0	1055	1720	0	359	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			83			14			19	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	3%	5%	3%	2%	9%	5%	10%	1%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	695	0	140	643	0	57	371	0	212	249	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	18.0	49.2		14.4	45.6		14.4	36.0		20.4	42.0	
Total Split (%)	15.0%	41.0%		12.0%	38.0%		12.0%	30.0%		17.0%	35.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	58.8	47.2		60.2	47.9		38.8	28.4		50.0	37.9	
Actuated g/C Ratio	0.49	0.39		0.50	0.40		0.32	0.24		0.42	0.32	

Lanes, Volumes, Timings

3: Madison Street & Plainfield Road

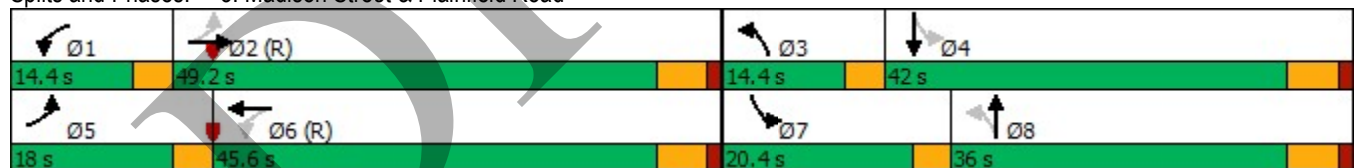
01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	0.51		0.40	0.46		0.15	0.89		0.63	0.44	
Control Delay	17.3	29.7		22.2	26.1		21.4	66.3		31.6	33.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.3	29.7		22.2	26.1		21.4	66.3		31.6	33.0	
LOS	B	C		C	C		C	E		C	C	
Approach Delay		28.1			25.4			60.3			32.3	
Approach LOS		C			C			E			C	
Queue Length 50th (ft)	41	220		48	114		25	265		102	138	
Queue Length 95th (ft)	73	282		128	267		52	#429		159	222	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	458	1364		365	1383		422	440		350	570	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.51		0.38	0.46		0.14	0.84		0.61	0.44	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 33.6
 Intersection Capacity Utilization 73.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Madison Street & Plainfield Road



Lanes, Volumes, Timings

4: Frontage Road & Veterans Boulevard

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	97	27	313	580	19	189
Future Volume (vph)	97	27	313	580	19	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	145		120	0
Storage Lanes		0	1		0	1
Taper Length (ft)			180		0	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.968					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3171	0	1703	3539	1805	1455
Flt Permitted			0.621		0.950	
Satd. Flow (perm)	3171	0	1113	3539	1805	1455
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					199
Link Speed (mph)	35			35	45	
Link Distance (ft)	309			577	734	
Travel Time (s)	6.0			11.2	11.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	13%	0%	6%	2%	0%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	329	611	20	199
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.0		6.5	21.0	14.0	6.5
Total Split (s)	27.0		27.0	54.0	16.0	27.0
Total Split (%)	38.6%		38.6%	77.1%	22.9%	38.6%
Yellow Time (s)	4.5		3.5	4.5	4.5	3.5
All-Red Time (s)	1.5		0.0	1.5	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	3.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min		None	C-Min	None	None
Act Effect Green (s)	49.5		63.6	65.9	8.1	11.0
Actuated g/C Ratio	0.71		0.91	0.94	0.12	0.16

Lanes, Volumes, Timings

4: Frontage Road & Veterans Boulevard

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.06		0.31	0.18	0.10	0.50
Control Delay	4.6		0.9	0.6	28.7	7.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	4.6		0.9	0.6	28.7	7.8
LOS	A		A	A	C	A
Approach Delay	4.6			0.7	9.7	
Approach LOS	A			A	A	
Queue Length 50th (ft)	3		0	0	8	0
Queue Length 95th (ft)	26		m21	m28	26	35
Internal Link Dist (ft)	229			497	654	
Turn Bay Length (ft)			145		120	
Base Capacity (vph)	2249		1208	3330	257	673
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.27	0.18	0.08	0.30

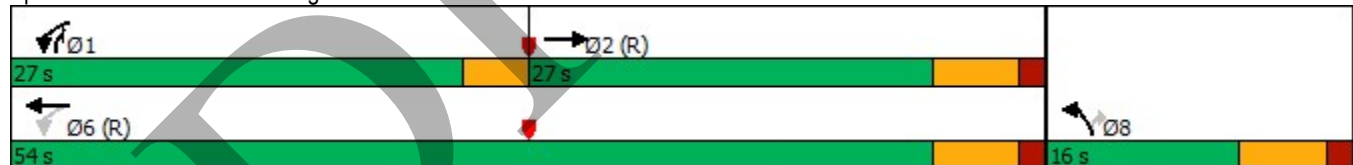
Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 2.6
 Intersection Capacity Utilization 49.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 4: Frontage Road & Veterans Boulevard



Lanes, Volumes, Timings
6: High Grove Boulevard & Plainfield Road

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	707	159	75	716	32	19
Future Volume (vph)	707	159	75	716	32	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Grade (%)	0%			0%	0%	
Storage Length (ft)		150	170		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			145		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1568	1787	3505	1877	1649
Flt Permitted			0.350		0.950	
Satd. Flow (perm)	3471	1568	658	3505	1877	1649
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		166				20
Link Speed (mph)	45			45	25	
Link Distance (ft)	1534			1457	204	
Travel Time (s)	23.2			22.1	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	1%	3%	9%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	736	166	78	746	33	20
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	21.0	14.0	6.5	21.0	14.0	6.5
Total Split (s)	82.0	20.0	18.0	100.0	20.0	18.0
Total Split (%)	68.3%	16.7%	15.0%	83.3%	16.7%	15.0%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	3.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effect Green (s)	91.0	107.2	101.5	99.0	9.0	21.3
Actuated g/C Ratio	0.76	0.89	0.85	0.82	0.08	0.18

Lanes, Volumes, Timings 6: High Grove Boulevard & Plainfield Road

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.28	0.12	0.13	0.26	0.24	0.06
Control Delay	2.7	0.1	1.8	2.1	56.0	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.7	0.1	1.8	2.1	56.0	16.5
LOS	A	A	A	A	E	B
Approach Delay	2.2			2.1	41.1	
Approach LOS	A			A	D	
Queue Length 50th (ft)	50	0	6	37	25	0
Queue Length 95th (ft)	m32	m0	13	45	m56	m22
Internal Link Dist (ft)	1454			1377	124	
Turn Bay Length (ft)		150	170			
Base Capacity (vph)	2631	1462	693	2891	218	420
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.11	0.11	0.26	0.15	0.05

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 57 (48%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 3.3

Intersection LOS: A

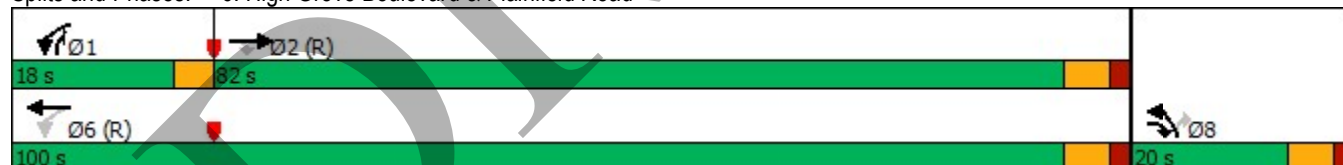
Intersection Capacity Utilization 43.7%

ICU Level of Service A

Analysis Period (min) 15

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










Splits and Phases: 6: High Grove Boulevard & Plainfield Road



HCM 6th TWSC
5: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	4	0	15	1	0	10	8	997	3	7	894	4
Future Vol, veh/h	4	0	15	1	0	10	8	997	3	7	894	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	4	0	15	1	0	10	8	1028	3	7	922	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1468	1985	463	1521	1986	516	926	0	0	1031	0	0
Stage 1	938	938	-	1046	1046	-	-	-	-	-	-	-
Stage 2	530	1047	-	475	940	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	62	551	83	62	509	746	-	-	682	-	-
Stage 1	288	346	-	248	308	-	-	-	-	-	-	-
Stage 2	506	308	-	545	345	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	88	61	551	79	61	509	746	-	-	682	-	-
Mov Cap-2 Maneuver	200	173	-	182	173	-	-	-	-	-	-	-
Stage 1	285	343	-	245	305	-	-	-	-	-	-	-
Stage 2	490	305	-	524	342	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.2			13.4			0.1			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	746	-	-	200	551	182	509	682	-	-		
HCM Lane V/C Ratio	0.011	-	-	0.021	0.028	0.006	0.02	0.011	-	-		
HCM Control Delay (s)	9.9	-	-	23.4	11.7	24.9	12.2	10.3	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	B	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	0.1	0	-	-		

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	0	16	0	10	3	387	104	51	261	14
Future Vol, veh/h	4	0	0	16	0	10	3	387	104	51	261	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	0	30	0	9	1	2	2	7
Mvmt Flow	4	0	0	17	0	11	3	412	111	54	278	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	873	923	286	812	819	412	293	0	0	523	0	0
Stage 1	394	394	-	418	418	-	-	-	-	-	-	-
Stage 2	479	529	-	394	401	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.5	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.57	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	273	272	758	293	312	584	1280	-	-	1043	-	-
Stage 1	635	609	-	605	594	-	-	-	-	-	-	-
Stage 2	571	530	-	623	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	257	257	758	281	295	584	1280	-	-	1043	-	-
Mov Cap-2 Maneuver	257	257	-	281	295	-	-	-	-	-	-	-
Stage 1	634	577	-	604	593	-	-	-	-	-	-	-
Stage 2	559	529	-	591	573	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	19.2		15.8		0		1.4					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1280	-	-	257	281	584	1043	-	-			
HCM Lane V/C Ratio	0.002	-	-	0.017	0.061	0.018	0.052	-	-			
HCM Control Delay (s)	7.8	-	-	19.2	18.6	11.3	8.6	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	0.2	-	-			

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱		↱	↱		↱	↱	↱
Traffic Vol, veh/h	98	1	32	0	5	1	21	410	1	1	150	55
Future Vol, veh/h	98	1	32	0	5	1	21	410	1	1	150	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	0	13	0	0	100	10	7	0	0	2	6
Mvmt Flow	108	1	35	0	5	1	23	451	1	1	165	60
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	668	665	165	713	725	452	225	0	0	452	0	0
Stage 1	167	167	-	498	498	-	-	-	-	-	-	-
Stage 2	501	498	-	215	227	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.33	7.1	6.5	7.2	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.417	3.5	4	4.2	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	365	383	852	349	354	447	1298	-	-	1119	-	-
Stage 1	823	764	-	558	548	-	-	-	-	-	-	-
Stage 2	543	548	-	792	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	355	376	852	329	347	447	1298	-	-	1119	-	-
Mov Cap-2 Maneuver	355	376	-	329	347	-	-	-	-	-	-	-
Stage 1	808	763	-	548	538	-	-	-	-	-	-	-
Stage 2	527	538	-	758	719	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	17.1			15.2			0.4			0		
HCM LOS	C			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1298	-	-	355	852	360	1119	-	-			
HCM Lane V/C Ratio	0.018	-	-	0.306	0.041	0.018	0.001	-	-			
HCM Control Delay (s)	7.8	-	-	19.6	9.4	15.2	8.2	-	-			
HCM Lane LOS	A	-	-	C	A	C	A	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.1	0.1	0	-	-			




HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 3.6

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations						
Traffic Vol, veh/h	85	30	96	29	5	13
Future Vol, veh/h	85	30	96	29	5	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	3	2	7	20	23
Mvmt Flow	104	37	117	35	6	16

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	141	0	392	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	269	-
Critical Hdwy	-	-	4.12	-	6.6	6.43
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	-	-	2.218	-	3.68	3.507
Pot Cap-1 Maneuver	-	-	1442	-	579	874
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1442	-	531	874
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	675	-

Approach NB SB NW

HCM Control Delay, s	0	5.9	10
HCM LOS			B

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT

Capacity (veh/h)	-	-	741	1442	-
HCM Lane V/C Ratio	-	-	0.03	0.081	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	98	41	22	74	162	35
Future Vol, veh/h	98	41	22	74	162	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	7	5	4	2	3
Mvmt Flow	103	43	23	78	171	37

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	441	62	0
Stage 1	62	-	-
Stage 2	379	-	-
Critical Hdwy	6.43	6.27	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.363	-
Pot Cap-1 Maneuver	572	989	-
Stage 1	958	-	-
Stage 2	690	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	505	989	-
Mov Cap-2 Maneuver	505	-	-
Stage 1	958	-	-
Stage 2	609	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	6.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	590	1491
HCM Lane V/C Ratio	-	-	0.248	0.114
HCM Control Delay (s)	-	-	13.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.4

HCM 6th TWSC
11: Access A & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 0.2

Movement EBT EBR WBL WBT NWL NWR

Lane Configurations	EBT	EBR	WBL	WBT	NWL	NWR
Traffic Vol, veh/h	123	2	0	13	3	0
Future Vol, veh/h	123	2	0	13	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	0	100	0
Mvmt Flow	129	2	0	14	3	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	131	0	144	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1467	-	664	925
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1467	-	664	925
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	805	-

Approach EB WB NW




HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt NWLn1 EBT EBR WBL WBT

Capacity (veh/h)	664	-	-	1467	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	10.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
12: Access B & Commerce Street

01/26/2024

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	123	0	0	13	0
Future Vol, veh/h	0	123	0	0	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	129	0	0	14	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	129	0	66	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1469	-	944	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1469	-	944	1005
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	1028	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	944	-	-	1469	-	
HCM Lane V/C Ratio	0.014	-	-	-	-	
HCM Control Delay (s)	8.9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 1.7

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 142 82 73 130 9 7

Future Vol, veh/h 142 82 73 130 9 7

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - 145 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 3 0 0 4 0 0

Mvmt Flow 149 86 77 137 9 7

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 235 0 415 118

Stage 1 - - - - 192 -

Stage 2 - - - - 223 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1344 - 571 918

Stage 1 - - - - 828 -

Stage 2 - - - - 799 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1344 - 538 918

Mov Cap-2 Maneuver - - - - 538 -

Stage 1 - - - - 828 -

Stage 2 - - - - 753 -

Approach EB WB NB

HCM Control Delay, s 0 2.8 10.6

HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 657 - - 1344 -

HCM Lane V/C Ratio 0.026 - - 0.057 -

HCM Control Delay (s) 10.6 - - 7.8 -

HCM Lane LOS B - - A -

HCM 95th %tile Q(veh) 0.1 - - 0.2 -

Intersection

Int Delay, s/veh 1.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations ↑↑ ↑↑ ↑↑ ↑↑

Traffic Vol, veh/h 125 24 51 200 3 5

Future Vol, veh/h 125 24 51 200 3 5

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - 145 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 3 0 0 3 0 0

Mvmt Flow 132 25 54 211 3 5

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 157 0 359 79

Stage 1 - - - - 145 -

Stage 2 - - - - 214 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1435 - 618 972

Stage 1 - - - - 873 -

Stage 2 - - - - 807 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1435 - 595 972

Mov Cap-2 Maneuver - - - - 595 -

Stage 1 - - - - 873 -

Stage 2 - - - - 776 -

Approach EB WB NB

HCM Control Delay, s 0 1.5 9.6

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 785 - - 1435 -

HCM Lane V/C Ratio 0.011 - - 0.037 -

HCM Control Delay (s) 9.6 - - 7.6 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) 0 - - 0.1 -

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑↰		↰	↑↰		↰	↑		↰	↑	
Traffic Vol, veh/h	2	82	46	206	236	6	7	0	30	16	0	8
Future Vol, veh/h	2	82	46	206	236	6	7	0	30	16	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	145	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	2	5	1	0	29	0	33	0	0	0
Mvmt Flow	2	86	48	217	248	6	7	0	32	17	0	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	134	0	0	672	802	67	732	823	127
Stage 1	-	-	-	-	-	-	114	114	-	685	685	-
Stage 2	-	-	-	-	-	-	558	688	-	47	138	-
Critical Hdwy	4.1	-	-	4.2	-	-	8.08	6.5	7.56	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.08	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.08	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.79	4	3.63	3.5	4	3.3
Pot Cap-1 Maneuver	1323	-	-	1427	-	-	293	320	891	313	311	906
Stage 1	-	-	-	-	-	-	806	805	-	409	451	-
Stage 2	-	-	-	-	-	-	419	450	-	967	786	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1323	-	-	1427	-	-	256	271	891	266	263	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	256	271	-	266	263	-
Stage 1	-	-	-	-	-	-	804	803	-	408	382	-
Stage 2	-	-	-	-	-	-	352	382	-	931	784	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			3.7			11.1			15.9		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	256	891	1323	-	-	1427	-	-	266	906		
HCM Lane V/C Ratio	0.029	0.035	0.002	-	-	0.152	-	-	0.063	0.009		
HCM Control Delay (s)	19.5	9.2	7.7	-	-	8	-	-	19.4	9		
HCM Lane LOS	C	A	A	-	-	A	-	-	C	A		
HCM 95th %tile Q(veh)	0.1	0.1	0	-	-	0.5	-	-	0.2	0		

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	
Traffic Vol, veh/h	106	22	134	444	4	20
Future Vol, veh/h	106	22	134	444	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	145	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	12	0	0	3	0	0
Mvmt Flow	131	27	165	548	5	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	158
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1434
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1434
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	-	-	1434	-
HCM Lane V/C Ratio	0.041	-	-	0.115	-
HCM Control Delay (s)	10.2	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	↑↑			↑↑	↑↑	
---------------------	----	--	--	----	----	--

Traffic Vol, veh/h	123	3	21	578	0	1
--------------------	-----	---	----	-----	---	---

Future Vol, veh/h	123	3	21	578	0	1
-------------------	-----	---	----	-----	---	---

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	-	-	-	-	0	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	0	-	-	0	1	-
--------------------------	---	---	---	---	---	---

Grade, %	0	-	-	0	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	95	95	95	95	95	95
------------------	----	----	----	----	----	----

Heavy Vehicles, %	11	0	0	2	0	0
-------------------	----	---	---	---	---	---

Mvmt Flow	129	3	22	608	0	1
-----------	-----	---	----	-----	---	---

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	132
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Stage 1	-	-	-
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Stage 2	-	-	-
---------	---	---	---

Critical Hdwy	-	-	4.1
---------------	---	---	-----

Critical Hdwy Stg 1	-	-	-
---------------------	---	---	---

Critical Hdwy Stg 2	-	-	-
---------------------	---	---	---

Follow-up Hdwy	-	-	2.2
----------------	---	---	-----

Pot Cap-1 Maneuver	-	-	1466
--------------------	---	---	------

Stage 1	-	-	-
---------	---	---	---

Stage 2	-	-	-
---------	---	---	---

Platoon blocked, %	-	-	-
--------------------	---	---	---

Mov Cap-1 Maneuver	-	-	1466
--------------------	---	---	------

Mov Cap-2 Maneuver	-	-	-
--------------------	---	---	---

Stage 1	-	-	-
---------	---	---	---

Stage 2	-	-	-
---------	---	---	---

Approach	EB	WB	NB
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HCM Control Delay, s	0	0.4	8.6
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
-----------------------	-------	-----	-----	-----	-----

Capacity (veh/h)	991	-	-	1466	-
------------------	-----	---	---	------	---

HCM Lane V/C Ratio	0.001	-	-	0.015	-
--------------------	-------	---	---	-------	---

HCM Control Delay (s)	8.6	-	-	7.5	0.1
-----------------------	-----	---	---	-----	-----

HCM Lane LOS	A	-	-	A	A
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	0	-	-	0	-
-----------------------	---	---	---	---	---

HCM 6th TWSC
18: Veterans Boulevard & Office Access/Access F

01/26/2024

Intersection													
Int Delay, s/veh	0												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	13	0	0	0	0	11	0	0	0	36	0	120	
Future Vol, veh/h	13	0	0	0	0	11	0	0	0	36	0	120	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	14	0	0	0	0	12	0	0	0	38	0	126	
Major/Minor	Minor2		Minor1			Major1			Major2				
Conflicting Flow All	145	139	63	139	202	0	126	0	0	0	0	0	
Stage 1	139	139	-	0	0	-	-	-	-	-	-	-	
Stage 2	6	0	-	139	202	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	828	756	1007	836	698	-	1473	-	-	-	-	-	
Stage 1	869	785	-	-	-	-	-	-	-	-	-	-	
Stage 2	1021	-	-	869	738	-	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	-	756	1007	836	698	-	1473	-	-	-	-	-	
Mov Cap-2 Maneuver	-	756	-	836	698	-	-	-	-	-	-	-	
Stage 1	869	785	-	-	-	-	-	-	-	-	-	-	
Stage 2	1021	-	-	869	738	-	-	-	-	-	-	-	
Approach	SE		NW			NE			SW				
HCM Control Delay, s	0												
HCM LOS	-												
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR						
Capacity (veh/h)	1473	-	-	-	-	-	-						
HCM Lane V/C Ratio	-	-	-	-	-	-	-						
HCM Control Delay (s)	0	-	-	-	-	-	-						
HCM Lane LOS	A	-	-	-	-	-	-						
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-						

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 2.4

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations	↰	↱	↱	↰	↰	↰
Traffic Vol, veh/h	52	134	135	74	37	23
Future Vol, veh/h	52	134	135	74	37	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	14	14	0	11	9
Mvmt Flow	62	160	161	88	44	27

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	249	0	0 445 161
Stage 1	-	-	- 161 -
Stage 2	-	-	- 284 -
Critical Hdwy	4.1	-	- 6.51 6.29
Critical Hdwy Stg 1	-	-	- 5.51 -
Critical Hdwy Stg 2	-	-	- 5.51 -
Follow-up Hdwy	2.2	-	- 3.599 3.381
Pot Cap-1 Maneuver	1328	-	- 554 866
Stage 1	-	-	- 846 -
Stage 2	-	-	- 744 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1328	-	- 528 866
Mov Cap-2 Maneuver	-	-	- 528 -
Stage 1	-	-	- 806 -
Stage 2	-	-	- 744 -

Approach	NB	SB	SE
HCM Control Delay, s	2.2	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1328	-	528	866	-	-
HCM Lane V/C Ratio	0.047	-	0.083	0.032	-	-
HCM Control Delay (s)	7.8	-	12.4	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	25	399	2	46	120	1
Future Vol, veh/h	25	399	2	46	120	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	2	0	2	11	0
Mvmt Flow	29	469	2	54	141	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	498
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1076
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1076
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.8
HCM LOS			A





















Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	891	-	-	1076	-
HCM Lane V/C Ratio	0.16	-	-	0.002	-
HCM Control Delay (s)	9.8	-	-	8.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road













01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	524	498	144	489	15	402	496	234	21	564	124
Future Volume (vph)	103	524	498	144	489	15	402	496	234	21	564	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.927			0.995			0.952			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3281	0	1687	3557	0	1787	3404	0	1805	3410	0
Flt Permitted	0.359			0.106			0.159			0.363		
Satd. Flow (perm)	682	3281	0	188	3557	0	299	3404	0	690	3410	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		162			2			65			18	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	7%	1%	0%	1%	0%	3%	0%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	1065	0	150	525	0	419	761	0	22	717	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	46.8	34.5		52.8	37.9		68.5	60.1		42.9	34.1	
Actuated g/C Ratio	0.36	0.27		0.41	0.29		0.53	0.47		0.33	0.26	

Lanes, Volumes, Timings

1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	1.07		0.66	0.50		0.86	0.47		0.08	0.79	
Control Delay	27.1	88.2		40.5	40.2		46.9	23.7		19.0	51.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.1	88.2		40.5	40.2		46.9	23.7		19.0	51.1	
LOS	C	F		D	D		D	C		B	D	
Approach Delay		82.7			40.3			32.0			50.2	
Approach LOS		F			D			C			D	
Queue Length 50th (ft)	57	~485		83	199		249	215		8	295	
Queue Length 95th (ft)	97	#657		145	258		#457	307		24	#401	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	356	994		328	1217		522	1617		356	914	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	1.07		0.46	0.43		0.80	0.47		0.06	0.78	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 129.2

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 52.8

Intersection LOS: D

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.
























Splits and Phases: 1: County Line Road & Plainfield Road

			
25 s	40 s	35 s	40 s
			
15 s	50 s	15 s	60 s

Lanes, Volumes, Timings

2: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	17	814	236	14	148	174	818	89	30	1109	48
Future Volume (vph)	179	17	814	236	14	148	174	818	89	30	1109	48
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.856	0.850		0.863				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1548	1461	1652	1521	0	1530	3725	1568	1805	3505	1495
Flt Permitted	0.650			0.137			0.082			0.294		
Satd. Flow (perm)	1223	1548	1461	238	1521	0	132	3725	1568	559	3505	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		187	187		154				93			123
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	6%	5%	2%	7%	0%	18%	2%	3%	0%	3%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)			49%									
Lane Group Flow (vph)	186	434	432	246	169	0	181	852	93	31	1155	50
Turn Type	pm+pt	NA	Prot	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	4	3	8		5	2	3	1	6	7
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4	4	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	3.0	8.0	8.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	6.5	14.0	14.0	6.5	14.0		6.5	21.0	6.5	6.5	21.0	6.5
Total Split (s)	13.0	33.0	33.0	19.0	39.0		16.0	60.0	19.0	8.0	52.0	13.0
Total Split (%)	10.8%	27.5%	27.5%	15.8%	32.5%		13.3%	50.0%	15.8%	6.7%	43.3%	10.8%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5	0.0	0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0	3.5	3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Max	None
Act Effect Green (s)	37.7	25.7	25.7	47.1	31.6		65.9	58.6	80.0	55.1	47.9	63.4
Actuated g/C Ratio	0.31	0.21	0.21	0.39	0.26		0.55	0.49	0.67	0.46	0.40	0.53

Lanes, Volumes, Timings

2: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.43	0.91	0.94	0.89	0.33		0.85	0.47	0.09	0.10	0.83	0.06
Control Delay	26.1	43.5	49.5	63.1	8.6		60.3	22.4	1.9	14.5	39.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	43.5	49.5	63.1	8.6		60.3	22.4	1.9	14.5	39.1	0.1
LOS	C	D	D	E	A		E	C	A	B	D	A
Approach Delay		42.9			40.9			26.8			36.9	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	88	130	131	134	9		91	242	0	11	428	0
Queue Length 95th (ft)	m122	m#331	m#351	#284	62		#218	301	19	26	523	0
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	428	493	473	275	529		218	1819	1077	305	1397	847
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.88	0.91	0.89	0.32		0.83	0.47	0.09	0.10	0.83	0.06

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 36.0

Intersection LOS: D

Intersection Capacity Utilization 90.7%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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





















Splits and Phases: 2: County Line Road & Veterans Boulevard/Carriage Way Drive

Ø1	Ø2(R)	Ø3	Ø4
8 s	50 s	19 s	33 s
Ø5	Ø6(R)	Ø7	Ø8
16 s	52 s	13 s	39 s

Lanes, Volumes, Timings

3: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	706	38	130	787	285	130	290	134	256	144	111
Future Volume (vph)	139	706	38	130	787	285	130	290	134	256	144	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.992			0.960			0.953			0.935	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3509	0	1770	3431	0	1770	1798	0	1805	1744	0
Flt Permitted	0.103			0.244			0.473			0.144		
Satd. Flow (perm)	192	3509	0	455	3431	0	881	1798	0	274	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			53			22			36	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	2%	1%	1%	2%	1%	0%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	759	0	133	1094	0	133	433	0	261	260	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	14.7	42.0		14.7	42.0		14.7	33.6		14.7	33.6	
Total Split (%)	14.0%	40.0%		14.0%	40.0%		14.0%	32.0%		14.0%	32.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	50.8	38.7		50.4	38.5		39.0	26.7		41.7	28.1	
Actuated g/C Ratio	0.48	0.37		0.48	0.37		0.37	0.25		0.40	0.27	

Lanes, Volumes, Timings

3: Madison Street & Plainfield Road

01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.59		0.40	0.85		0.32	0.92		0.96	0.53	
Control Delay	27.7	29.3		16.2	29.3		21.4	61.6		71.7	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.7	29.3		16.2	29.3		21.4	61.6		71.7	32.6	
LOS	C	C		B	C		C	E		E	C	
Approach Delay		29.1			27.9			52.2			52.2	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	49	215		32	186		54	267		117	127	
Queue Length 95th (ft)	103	286		76	#308		95	#447		#282	211	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	263	1296		365	1291		434	488		272	494	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.59		0.36	0.85		0.31	0.89		0.96	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 36.4

Intersection LOS: D

Intersection Capacity Utilization 92.8%

ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Madison Street & Plainfield Road

↖ Ø1 14.7 s	↗ Ø2 (R) 42 s	↖ Ø3 14.7 s	↓ Ø4 33.6 s
↗ Ø5 14.7 s	↖ Ø6 (R) 42 s	↗ Ø7 14.7 s	↑ Ø8 33.6 s

Lanes, Volumes, Timings

4: Frontage Road & Veterans Boulevard

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	596	27	137	99	28	414
Future Volume (vph)	596	27	137	99	28	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	145		120	0
Storage Lanes		0	1		0	1
Taper Length (ft)			180		0	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.994					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3554	0	1656	3471	1805	1583
Flt Permitted			0.385		0.950	
Satd. Flow (perm)	3554	0	671	3471	1805	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					46
Link Speed (mph)	35			35	45	
Link Distance (ft)	309			577	734	
Travel Time (s)	6.0			11.2	11.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	9%	4%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	655	0	144	104	29	436
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	15.0	3.0
Minimum Split (s)	21.0		6.5	21.0	21.0	6.5
Total Split (s)	22.0		17.0	39.0	21.0	17.0
Total Split (%)	36.7%		28.3%	65.0%	35.0%	28.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	3.5
All-Red Time (s)	1.5		0.0	1.5	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	3.5
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min		None	C-Min	None	None
Act Effect Green (s)	33.0		52.3	54.6	15.0	17.5
Actuated g/C Ratio	0.55		0.87	0.91	0.25	0.29

Lanes, Volumes, Timings

4: Frontage Road & Veterans Boulevard

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.34		0.18	0.03	0.06	0.88
Control Delay	10.2		2.4	1.2	17.7	39.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	10.2		2.4	1.2	17.7	39.3
LOS	B		A	A	B	D
Approach Delay	10.2			1.9	37.9	
Approach LOS	B			A	D	
Queue Length 50th (ft)	49		6	0	8	~173
Queue Length 95th (ft)	161		m18	m7	25	129
Internal Link Dist (ft)	229			497	654	
Turn Bay Length (ft)			145		120	
Base Capacity (vph)	1955		808	3159	451	499
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.34		0.18	0.03	0.06	0.87

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 42 (70%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 18.1

Intersection LOS: B

Intersection Capacity Utilization 51.3%

ICU Level of Service A

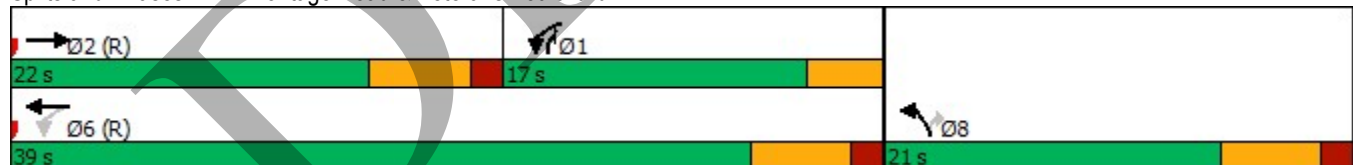
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Splits and Phases: 4: Frontage Road & Veterans Boulevard



Lanes, Volumes, Timings

6: High Grove Boulevard & Plainfield Road

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1062	39	14	1068	157	102
Future Volume (vph)	1062	39	14	1068	157	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Grade (%)	0%			0%	0%	
Storage Length (ft)		150	170		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			145		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3574	1538	1805	3539	2025	1830
Flt Permitted			0.213		0.950	
Satd. Flow (perm)	3574	1538	405	3539	2025	1830
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		40				95
Link Speed (mph)	45			45	25	
Link Distance (ft)	1534			1457	204	
Travel Time (s)	23.2			22.1	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	5%	0%	2%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1084	40	14	1090	160	104
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	3.0
Minimum Split (s)	21.0	14.0	6.5	21.0	14.0	6.5
Total Split (s)	68.0	26.0	11.0	79.0	26.0	11.0
Total Split (%)	64.8%	24.8%	10.5%	75.2%	24.8%	10.5%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	3.5
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effect Green (s)	69.3	89.8	81.0	78.5	14.5	26.2
Actuated g/C Ratio	0.66	0.86	0.77	0.75	0.14	0.25

Lanes, Volumes, Timings

6: High Grove Boulevard & Plainfield Road

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.46	0.03	0.04	0.41	0.57	0.20
Control Delay	7.4	0.1	2.1	5.6	50.0	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	0.1	2.1	5.6	50.0	8.0
LOS	A	A	A	A	D	A
Approach Delay	7.2			5.5	33.4	
Approach LOS	A			A	C	
Queue Length 50th (ft)	121	0	2	206	101	4
Queue Length 95th (ft)	m141	m0	m3	287	160	43
Internal Link Dist (ft)	1454			1377	124	
Turn Bay Length (ft)		150	170			
Base Capacity (vph)	2360	1400	412	2647	385	557
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.03	0.03	0.41	0.42	0.19

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 105

Offset: 7 (7%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 9.2

Intersection LOS: A

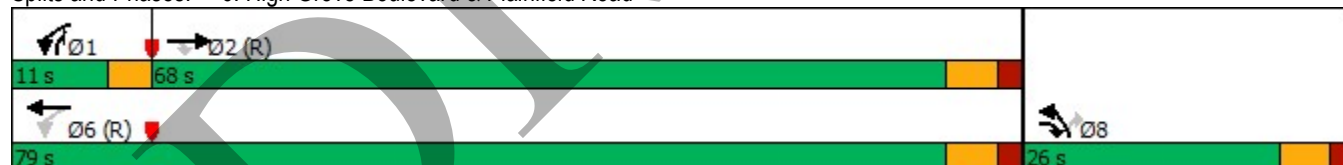
Intersection Capacity Utilization 48.2%

ICU Level of Service A

Analysis Period (min) 15









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

Splits and Phases: 6: High Grove Boulevard & Plainfield Road



HCM 6th TWSC
5: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	4	0	9	20	1122	3	20	1182	4
Future Vol, veh/h	1	0	1	4	0	9	20	1122	3	20	1182	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	1	0	1	4	0	9	21	1181	3	21	1244	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1921	2514	624	1889	2515	592	1248	0	0	1184	0	0
Stage 1	1288	1288	-	1225	1225	-	-	-	-	-	-	-
Stage 2	633	1226	-	664	1290	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	42	29	433	44	29	454	565	-	-	597	-	-
Stage 1	176	237	-	193	254	-	-	-	-	-	-	-
Stage 2	439	253	-	421	236	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	27	433	41	27	454	565	-	-	597	-	-
Mov Cap-2 Maneuver	122	115	-	130	115	-	-	-	-	-	-	-
Stage 1	169	229	-	186	245	-	-	-	-	-	-	-
Stage 2	414	244	-	405	228	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.1		19.4		0.2		0.2					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	565	-	-	122	433	130	454	597	-	-		
HCM Lane V/C Ratio	0.037	-	-	0.009	0.002	0.032	0.021	0.035	-	-		
HCM Control Delay (s)	11.6	-	-	34.8	13.3	33.6	13.1	11.2	-	-		
HCM Lane LOS	B	-	-	D	B	D	B	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0.1	0.1	0.1	-	-		

Intersection

Int Delay, s/veh 5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	
Traffic Vol, veh/h	10	3	8	102	0	70	4	408	49	25	232	5
Future Vol, veh/h	10	3	8	102	0	70	4	408	49	25	232	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	13	0	0	1	0	1	2	0	2	0
Mvmt Flow	12	4	10	124	0	85	5	498	60	30	283	6

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	927	914	286	861	857	498	289	0	0	558	0	0
Stage 1	346	346	-	508	508	-	-	-	-	-	-	-
Stage 2	581	568	-	353	349	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.33	7.1	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.417	3.5	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	251	275	728	278	297	574	1284	-	-	1023	-	-
Stage 1	674	639	-	551	542	-	-	-	-	-	-	-
Stage 2	503	510	-	668	637	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	208	266	728	265	287	574	1284	-	-	1023	-	-
Mov Cap-2 Maneuver	208	266	-	265	287	-	-	-	-	-	-	-
Stage 1	671	620	-	549	540	-	-	-	-	-	-	-
Stage 2	427	508	-	636	619	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	22.9	0.1	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1284	-	-	299 265 574	1023	-	-
HCM Lane V/C Ratio	0.004	-	-	0.086 0.469 0.149	0.03	-	-
HCM Control Delay (s)	7.8	-	-	18.2 30.1 12.4	8.6	-	-
HCM Lane LOS	A	-	-	C D B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3 2.3 0.5	0.1	-	-

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰		↰	↱		↰	↱	↱
Traffic Vol, veh/h	64	4	28	0	0	0	48	383	1	1	188	163
Future Vol, veh/h	64	4	28	0	0	0	48	383	1	1	188	163
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	4	0	0	0	4	1	0	0	3	3
Mvmt Flow	76	5	33	0	0	0	57	456	1	1	224	194
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	797	797	224	913	991	457	418	0	0	457	0	0
Stage 1	226	226	-	571	571	-	-	-	-	-	-	-
Stage 2	571	571	-	342	420	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.5	6.2	4.14	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.3	2.236	-	-	2.2	-	-
Pot Cap-1 Maneuver	307	322	810	256	248	608	1130	-	-	1114	-	-
Stage 1	781	721	-	509	508	-	-	-	-	-	-	-
Stage 2	509	508	-	677	593	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	295	306	810	233	235	608	1130	-	-	1114	-	-
Mov Cap-2 Maneuver	295	306	-	233	235	-	-	-	-	-	-	-
Stage 1	742	720	-	484	483	-	-	-	-	-	-	-
Stage 2	483	483	-	644	592	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	18.2			0			0.9			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1130	-	-	296	810	-	1114	-	-			
HCM Lane V/C Ratio	0.051	-	-	0.273	0.041	-	0.001	-	-			
HCM Control Delay (s)	8.4	-	-	21.7	9.6	0	8.2	-	-			
HCM Lane LOS	A	-	-	C	A	A	A	-	-			
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.1	-	0	-	-			




HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 4.2

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations						
Traffic Vol, veh/h	72	5	15	95	23	96
Future Vol, veh/h	72	5	15	95	23	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	0	7	1	0	1
Mvmt Flow	92	6	19	122	29	123

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	98	0	255	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.17	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.263	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1464	-	738	964
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	728	964
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	862	-

Approach NB SB NW

HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT




Capacity (veh/h)	-	-	907	1464	-
HCM Lane V/C Ratio	-	-	0.168	0.013	-
HCM Control Delay (s)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	154	75	110	47	15
Future Vol, veh/h	75	154	75	110	47	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	2	2	7
Mvmt Flow	79	162	79	116	49	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	251	137	0
Stage 1	137	-	-
Stage 2	114	-	-
Critical Hdwy	6.41	6.21	-
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	-
Pot Cap-1 Maneuver	740	914	-
Stage 1	892	-	-
Stage 2	913	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	713	914	-
Mov Cap-2 Maneuver	713	-	-
Stage 1	892	-	-
Stage 2	880	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	5.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	837	1378
HCM Lane V/C Ratio	-	-	0.288	0.036
HCM Control Delay (s)	-	-	11	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 6th TWSC
11: Access A & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 0.1

Movement EBT EBR WBL WBT NWL NWR

Lane Configurations	EBT	EBR	WBL	WBT	NWL	NWR
Traffic Vol, veh/h	19	1	0	115	1	0
Future Vol, veh/h	19	1	0	115	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	0	100	0
Mvmt Flow	20	1	0	121	1	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	21	0	142	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1608	-	666	1062
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1608	-	666	1062
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	710	-

Approach EB WB NW

HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt NWLn1 EBT EBR WBL WBT

Capacity (veh/h)	666	-	-	1608	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	10.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
12: Access B & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	1			1	2	
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Traffic Vol, veh/h	0	19	0	0	115	0
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Future Vol, veh/h	0	19	0	0	115	0
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	0	0	0	0	0	0
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Mvmt Flow	0	20	0	0	121	0
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	20
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.1
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.2
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Pot Cap-1 Maneuver	-	-	1609
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1609
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0	9
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	1014	-	-	1609	-
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HCM Lane V/C Ratio	0.119	-	-	-	-
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HCM Control Delay (s)	9	-	-	0	-
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HCM Lane LOS	A	-	-	A	-
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HCM 95th %tile Q(veh)	0.4	-	-	0	-
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Intersection

Int Delay, s/veh 3.6

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 155 12 11 136 81 69

Future Vol, veh/h 155 12 11 136 81 69

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - 145 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 2 0 0 1 0 0

Mvmt Flow 163 13 12 143 85 73

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 176 0 266 88

Stage 1 - - - - 170 -

Stage 2 - - - - 96 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1412 - 706 959

Stage 1 - - - - 849 -

Stage 2 - - - - 923 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1412 - 700 959

Mov Cap-2 Maneuver - - - - 700 -

Stage 1 - - - - 849 -

Stage 2 - - - - 916 -

Approach EB WB NB

HCM Control Delay, s 0 0.6 10.6

HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 799 - - 1412 -

HCM Lane V/C Ratio 0.198 - - 0.008 -

HCM Control Delay (s) 10.6 - - 7.6 -

HCM Lane LOS B - - A -

HCM 95th %tile Q(veh) 0.7 - - 0 -

Intersection

Int Delay, s/veh 1.8

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 221 3 8 124 23 47

Future Vol, veh/h 221 3 8 124 23 47

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - 145 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 1 0 0 2 0 0

Mvmt Flow 233 3 8 131 24 49

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 236 0 317 118

Stage 1 - - - - 235 -

Stage 2 - - - - 82 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1343 - 657 918

Stage 1 - - - - 788 -

Stage 2 - - - - 938 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1343 - 653 918

Mov Cap-2 Maneuver - - - - 653 -

Stage 1 - - - - 788 -

Stage 2 - - - - 932 -

Approach EB WB NB

HCM Control Delay, s 0 0.5 9.9

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 810 - - 1343 -

HCM Lane V/C Ratio 0.091 - - 0.006 -









HCM Control Delay (s) 9.9 - - 7.7 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) 0.3 - - 0 -

Intersection

Int Delay, s/veh 4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	252	8	34	82	15	45	0	183	11	0	5
Future Vol, veh/h	8	252	8	34	82	15	45	0	183	11	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	145	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	13	9	1	0	2	0	2	0	0	0
Mvmt Flow	8	265	8	36	86	16	47	0	193	12	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	273	0	0	400	459	137	315	455	51
Stage 1	-	-	-	-	-	-	285	285	-	166	166	-
Stage 2	-	-	-	-	-	-	115	174	-	149	289	-
Critical Hdwy	4.1	-	-	4.28	-	-	7.54	6.5	6.94	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.52	4	3.32	3.5	4	3.3
Pot Cap-1 Maneuver	1503	-	-	1238	-	-	535	502	886	619	504	1013
Stage 1	-	-	-	-	-	-	698	679	-	825	765	-
Stage 2	-	-	-	-	-	-	877	759	-	844	677	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1503	-	-	1238	-	-	518	485	886	472	487	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	518	485	-	472	487	-
Stage 1	-	-	-	-	-	-	695	676	-	821	743	-
Stage 2	-	-	-	-	-	-	847	737	-	657	674	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.1	10.7	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	518	886	1503	-	-	1238	-	-	472	1013
HCM Lane V/C Ratio	0.091	0.217	0.006	-	-	0.029	-	-	0.025	0.005
HCM Control Delay (s)	12.6	10.2	7.4	-	-	8	-	-	12.8	8.6
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.3	0.8	0	-	-	0.1	-	-	0.1	0

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑		↑	↑↑	↑	
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Traffic Vol, veh/h	443	3	18	110	21	116
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Future Vol, veh/h	443	3	18	110	21	116
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	145	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	1	0	0	4	0	0
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Mvmt Flow	466	3	19	116	22	122
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	469
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Stage 1	-	-	468
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Stage 2	-	-	96
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Critical Hdwy	-	4.1	6.8
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Critical Hdwy Stg 1	-	-	5.8
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Critical Hdwy Stg 2	-	-	5.8
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Follow-up Hdwy	-	2.2	3.5
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Pot Cap-1 Maneuver	-	1103	460
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Stage 1	-	-	602
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Stage 2	-	-	923
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	1103	452
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Mov Cap-2 Maneuver	-	-	452
--------------------	---	---	-----

Stage 1	-	-	602
---------	---	---	-----

Stage 2	-	-	907
---------	---	---	-----

Approach	EB	WB	NB
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HCM Control Delay, s	0	1.2	11.5
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HCM LOS			B
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	697	-	-	1103	-
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HCM Lane V/C Ratio	0.207	-	-	0.017	-
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HCM Control Delay (s)	11.5	-	-	8.3	-
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HCM Lane LOS	B	-	-	A	-
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HCM 95th %tile Q(veh)	0.8	-	-	0.1	-
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HCM 6th TWSC
17: 15W030 Access & Veterans Boulevard

01/26/2024

Intersection

Int Delay, s/veh 1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations 

Traffic Vol, veh/h 558 1 2 125 3 65

Future Vol, veh/h 558 1 2 125 3 65

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 1 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 1 0 0 3 0 0

Mvmt Flow 587 1 2 132 3 68

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 588 0 658 294

Stage 1 - - - - 588 -

Stage 2 - - - - 70 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 997 - 402 708

Stage 1 - - - - 524 -

Stage 2 - - - - 950 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 997 - 401 708

Mov Cap-2 Maneuver - - - - 458 -

Stage 1 - - - - 524 -

Stage 2 - - - - 948 -

Approach EB WB NB

HCM Control Delay, s 0 0.1 10.8

HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 691 - - 997 -

HCM Lane V/C Ratio 0.104 - - 0.002 -

HCM Control Delay (s) 10.8 - - 8.6 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.3 - - 0 -

HCM 6th TWSC
18: Veterans Boulevard & Office Access/Access F

01/26/2024

Intersection													
Int Delay, s/veh	0												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	113	0	0	0	0	24	0	0	0	3	0	18	
Future Vol, veh/h	113	0	0	0	0	24	0	0	0	3	0	18	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	140	0	0	0	0	30	0	0	0	4	0	22	
Major/Minor	Minor2		Minor1			Major1			Major2				
Conflicting Flow All	34	19	11	19	30	0	22	0	0	0	0	0	
Stage 1	19	19	-	0	0	-	-	-	-	-	-	-	
Stage 2	15	0	-	19	30	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	978	879	1076	1000	867	-	1607	-	-	-	-	-	
Stage 1	1005	884	-	-	-	-	-	-	-	-	-	-	
Stage 2	1010	-	-	1005	874	-	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	-	879	1076	1000	867	-	1607	-	-	-	-	-	
Mov Cap-2 Maneuver	-	879	-	1000	867	-	-	-	-	-	-	-	
Stage 1	1005	884	-	-	-	-	-	-	-	-	-	-	
Stage 2	1010	-	-	1005	874	-	-	-	-	-	-	-	
Approach	SE		NW			NE			SW				
HCM Control Delay, s	0												
HCM LOS	-												
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR						
Capacity (veh/h)	1607	-	-	-	-	-	-						
HCM Lane V/C Ratio	-	-	-	-	-	-	-						
HCM Control Delay (s)	0	-	-	-	-	-	-						
HCM Lane LOS	A	-	-	-	-	-	-						
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-						

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 3.6

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↰	↱	↱	↰	↰	↰
Traffic Vol, veh/h	36	244	97	39	91	43
Future Vol, veh/h	36	244	97	39	91	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	6	4	9	8	0	0
Mvmt Flow	47	317	126	51	118	56

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	177	0	-	0	537	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1375	-	-	-	508	930
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	-	491	930
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	674	-

Approach NB SB SE

HCM Control Delay, s	1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1375	-	491	930	-	-
HCM Lane V/C Ratio	0.034	-	0.241	0.06	-	-
HCM Control Delay (s)	7.7	-	14.6	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.2	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 8.8

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	46	90	0	28	370	0
Future Vol, veh/h	46	90	0	28	370	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	4	0	0	1	0
Mvmt Flow	56	110	0	34	451	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	166	0	90	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1424	-	913	1016
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1424	-	913	1016
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	991	-

Approach EB WB NB

HCM Control Delay, s	0	0	12.7
HCM LOS			B





















Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	913	-	-	1424	-
HCM Lane V/C Ratio	0.494	-	-	-	-
HCM Control Delay (s)	12.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.8	-	-	0	-

Capacity Analysis Summary Sheets
Projected Saturday Midday Peak Hour Conditions













Lanes, Volumes, Timings
1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	425	294	87	382	22	252	340	114	17	331	76
Future Volume (vph)	76	425	294	87	382	22	252	340	114	17	331	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	180		0	305		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	220			175			175			160		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.939			0.992			0.962			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3370	0	1770	3538	0	1805	3405	0	1805	3481	0
Flt Permitted	0.465			0.187			0.354			0.471		
Satd. Flow (perm)	884	3370	0	348	3538	0	673	3405	0	895	3481	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		118			4			38			19	
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		2837			2462			1996			3285	
Travel Time (s)		43.0			37.3			30.2			64.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	1%	5%	0%	2%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	782	0	95	439	0	274	494	0	18	443	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	21.0		6.5	21.0	
Total Split (s)	15.0	40.0		25.0	50.0		35.0	60.0		15.0	40.0	
Total Split (%)	10.7%	28.6%		17.9%	35.7%		25.0%	42.9%		10.7%	28.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)	44.2	33.2		46.0	36.1		47.2	41.0		34.4	25.7	
Actuated g/C Ratio	0.43	0.32		0.45	0.35		0.46	0.40		0.34	0.25	

Lanes, Volumes, Timings
1: County Line Road & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.67		0.34	0.35		0.57	0.36		0.05	0.50	
Control Delay	18.4	29.9		20.9	28.1		22.7	21.4		16.5	34.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	29.9		20.9	28.1		22.7	21.4		16.5	34.1	
LOS	B	C		C	C		C	C		B	C	
Approach Delay		28.8			26.8			21.8			33.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	29	195		34	113		112	101		6	125	
Queue Length 95th (ft)	70	326		79	194		178	173		19	193	
Internal Link Dist (ft)		2757			2382			1916			3205	
Turn Bay Length (ft)	160			180			305			135		
Base Capacity (vph)	510	1214		466	1546		663	1841		452	1186	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.64		0.20	0.28		0.41	0.27		0.04	0.37	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 102.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 27.2

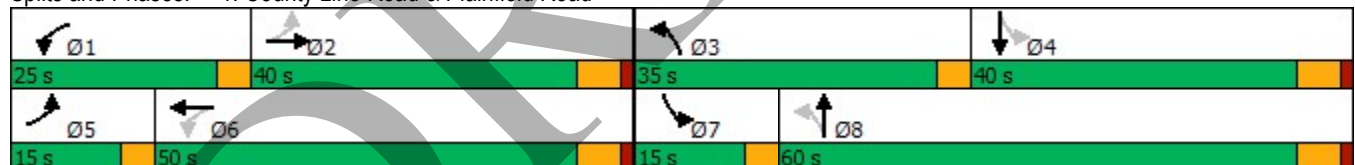
Intersection LOS: C

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15
























Splits and Phases: 1: County Line Road & Plainfield Road



Lanes, Volumes, Timings

2: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	5	225	41	7	26	142	638	56	10	667	38
Future Volume (vph)	58	5	225	41	7	26	142	638	56	10	667	38
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		145	85		0	455		270	255		0
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	135			0			165			170		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.856	0.850		0.880				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1566	1475	1532	1512	0	1703	3762	1538	1805	3610	1568
Flt Permitted	0.520			0.675			0.338			0.393		
Satd. Flow (perm)	969	1566	1475	1088	1512	0	606	3762	1538	747	3610	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		117	123		28				60			123
Link Speed (mph)		35			25			45			45	
Link Distance (ft)		577			202			4111			829	
Travel Time (s)		11.2			5.5			62.3			12.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	4%	10%	0%	4%	6%	1%	5%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)			49%									
Lane Group Flow (vph)	62	122	122	44	35	0	151	679	60	11	710	40
Turn Type	pm+pt	NA	Prot	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	Perm
Protected Phases	7	4	4	3	8		5	2	3	1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	7	4	4	3	8		5	2	3	1	6	6
Switch Phase												
Minimum Initial (s)	3.0	8.0	8.0	3.0	8.0		3.0	15.0	3.0	3.0	15.0	15.0
Minimum Split (s)	6.5	14.0	14.0	6.5	14.0		6.5	21.0	6.5	6.5	21.0	21.0
Total Split (s)	10.0	31.0	31.0	10.0	31.0		21.0	71.0	10.0	8.0	58.0	58.0
Total Split (%)	8.3%	25.8%	25.8%	8.3%	25.8%		17.5%	59.2%	8.3%	6.7%	48.3%	48.3%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5	0.0	0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0	3.5	3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Min	None	None	C-Min	C-Min
Act Effect Green (s)	19.3	9.5	9.5	15.8	9.1		92.0	87.5	100.9	85.8	77.6	77.6
Actuated g/C Ratio	0.16	0.08	0.08	0.13	0.08		0.77	0.73	0.84	0.72	0.65	0.65

Lanes, Volumes, Timings

2: County Line Road & Veterans Boulevard/Carriage Way Drive

01/26/2024

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	0.53	0.53	0.26	0.25		0.28	0.25	0.05	0.02	0.30	0.04
Control Delay	41.9	16.8	15.8	45.0	26.5		5.5	6.5	1.0	4.6	10.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	16.8	15.8	45.0	26.5		5.5	6.5	1.0	4.6	10.6	0.1
LOS	D	B	B	D	C		A	A	A	A	B	A
Approach Delay		21.5			36.8			6.0			10.0	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	42	5	4	29	5		28	80	0	2	124	0
Queue Length 95th (ft)	77	56	51	62	37		51	148	11	7	177	0
Internal Link Dist (ft)		497			122			4031			749	
Turn Bay Length (ft)	145		145	85			455		270	255		
Base Capacity (vph)	227	418	404	171	337		624	2744	1305	584	2333	1057
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.29	0.30	0.26	0.10		0.24	0.25	0.05	0.02	0.30	0.04

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 11.0

Intersection LOS: B

Intersection Capacity Utilization 49.5%

ICU Level of Service A

Analysis Period (min) 15





















Splits and Phases: 2: County Line Road & Veterans Boulevard/Carriage Way Drive

Ø1	Ø2 (R)	Ø3	Ø4
8 s	71 s	10 s	31 s
Ø5	Ø6 (R)	Ø7	Ø8
21 s	58 s	10 s	31 s

Lanes, Volumes, Timings

3: Madison Street & Plainfield Road

01/26/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	586	73	90	538	160	109	209	125	158	86	103
Future Volume (vph)	113	586	73	90	538	160	109	209	125	158	86	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	280		0	190		0	200		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			160			75			65		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.983			0.966			0.944			0.918	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3502	0	1805	3461	0	1770	1787	0	1805	1735	0
Flt Permitted	0.261			0.322			0.610			0.220		
Satd. Flow (perm)	496	3502	0	612	3461	0	1136	1787	0	418	1735	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			40			28			54	
Link Speed (mph)		35			45			40			35	
Link Distance (ft)		2891			1534			1066			2233	
Travel Time (s)		56.3			23.2			18.2			43.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	0%	1%	0%	2%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	679	0	93	720	0	112	344	0	163	195	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	21.0	
Total Split (s)	17.0	36.0		17.0	36.0		20.0	30.0		17.0	27.0	
Total Split (%)	17.0%	36.0%		17.0%	36.0%		20.0%	30.0%		17.0%	27.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	51.0	40.8		48.9	38.2		34.1	22.1		38.7	24.4	
Actuated g/C Ratio	0.51	0.41		0.49	0.38		0.34	0.22		0.39	0.24	

Lanes, Volumes, Timings

3: Madison Street & Plainfield Road

01/26/2024

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.47		0.23	0.53		0.25	0.82		0.50	0.42	
Control Delay	15.4	24.6		12.0	24.8		19.8	51.0		24.5	25.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	24.6		12.0	24.8		19.8	51.0		24.5	25.2	
LOS	B	C		B	C		B	D		C	C	
Approach Delay		23.3			23.3			43.4			24.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	38	176		34	187		42	186		63	70	
Queue Length 95th (ft)	70	243		31	270		76	#318		107	140	
Internal Link Dist (ft)		2811			1454			986			2153	
Turn Bay Length (ft)	280			190			200			250		
Base Capacity (vph)	439	1437		483	1348		555	453		351	473	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.47		0.19	0.53		0.20	0.76		0.46	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green, Master Intersection

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 27.3

Intersection LOS: C

Intersection Capacity Utilization 70.3%

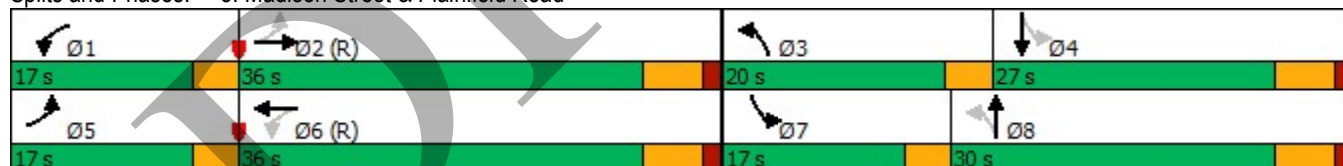
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: Madison Street & Plainfield Road



Lanes, Volumes, Timings

4: Frontage Road & Veterans Boulevard

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Volume (vph)	98	10	110	77	18	190
Future Volume (vph)	98	10	110	77	18	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	145		120	0
Storage Lanes		0	1		0	1
Taper Length (ft)			180		0	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.986					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3466	0	1719	3471	1805	1568
Flt Permitted			0.680		0.950	
Satd. Flow (perm)	3466	0	1230	3471	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	11					200
Link Speed (mph)	35			35	45	
Link Distance (ft)	309			577	734	
Travel Time (s)	6.0			11.2	11.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	4%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	116	81	19	200
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	24.0		9.5	24.0	24.0	9.5
Total Split (s)	25.0		11.0	36.0	24.0	11.0
Total Split (%)	41.7%		18.3%	60.0%	40.0%	18.3%
Yellow Time (s)	4.5		3.5	4.5	4.5	3.5
All-Red Time (s)	1.5		0.0	1.5	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		3.5	6.0	6.0	3.5
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	C-Min		None	C-Min	None	None
Act Effect Green (s)	40.9		53.7	56.0	8.0	9.6
Actuated g/C Ratio	0.68		0.90	0.93	0.13	0.16

Lanes, Volumes, Timings

4: Frontage Road & Veterans Boulevard

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.05		0.10	0.03	0.08	0.48
Control Delay	4.9		1.2	1.2	23.8	6.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	4.9		1.2	1.2	23.8	6.9
LOS	A		A	A	C	A
Approach Delay	4.9			1.2	8.4	
Approach LOS	A			A	A	
Queue Length 50th (ft)	3		0	0	6	0
Queue Length 95th (ft)	22		17	7	23	33
Internal Link Dist (ft)	229			497	654	
Turn Bay Length (ft)			145		120	
Base Capacity (vph)	2364		1191	3240	541	447
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.10	0.03	0.04	0.45

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 19 (32%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 5.0

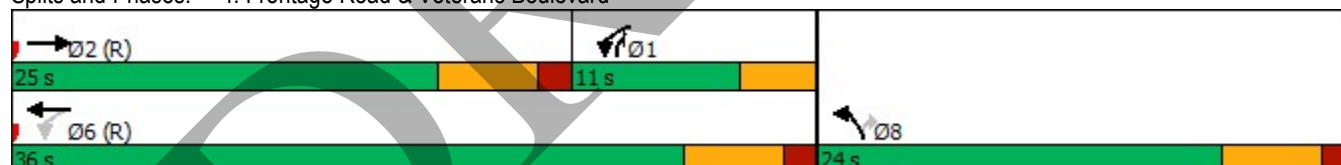
Intersection LOS: A

Intersection Capacity Utilization 32.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Frontage Road & Veterans Boulevard



Lanes, Volumes, Timings

6: High Grove Boulevard & Plainfield Road

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	833	35	15	731	45	17
Future Volume (vph)	833	35	15	731	45	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	16
Grade (%)	0%			0%	0%	
Storage Length (ft)		150	170		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			145		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3610	1615	1805	3610	2006	1830
Flt Permitted			0.306		0.950	
Satd. Flow (perm)	3610	1615	581	3610	2006	1830
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		37				18
Link Speed (mph)	45			45	25	
Link Distance (ft)	1534			1457	204	
Travel Time (s)	23.2			22.1	5.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	877	37	16	769	47	18
Turn Type	NA	pm+ov	pm+pt	NA	Prot	Perm
Protected Phases	2	8	1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	8
Switch Phase						
Minimum Initial (s)	15.0	8.0	3.0	15.0	8.0	8.0
Minimum Split (s)	21.0	14.0	6.5	21.0	14.0	14.0
Total Split (s)	71.0	20.0	9.0	80.0	20.0	20.0
Total Split (%)	71.0%	20.0%	9.0%	80.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	2.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	2.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Min	None	None	C-Min	None	None
Act Effect Green (s)	79.7	94.5	85.7	82.9	9.1	9.1
Actuated g/C Ratio	0.80	0.94	0.86	0.83	0.09	0.09

Lanes, Volumes, Timings

6: High Grove Boulevard & Plainfield Road

01/26/2024

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.30	0.02	0.03	0.26	0.26	0.10
Control Delay	4.7	1.2	1.4	2.3	45.5	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	1.2	1.4	2.3	45.5	18.6
LOS	A	A	A	A	D	B
Approach Delay	4.6			2.2	38.1	
Approach LOS	A			A	D	
Queue Length 50th (ft)	38	0	1	45	28	0
Queue Length 95th (ft)	256	m10	m3	54	m63	m21
Internal Link Dist (ft)	1454			1377	124	
Turn Bay Length (ft)		150	170			
Base Capacity (vph)	2878	1547	583	2991	280	271
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.02	0.03	0.26	0.17	0.07

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 44 (44%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 4.8

Intersection LOS: A

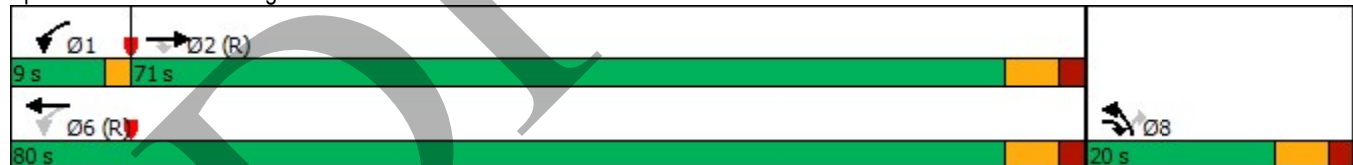
Intersection Capacity Utilization 39.7%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 6: High Grove Boulevard & Plainfield Road



HCM 6th TWSC
5: County Line Road & Carriage Place

01/26/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	6	0	16	3	0	8	23	692	7	10	696	6
Future Vol, veh/h	6	0	16	3	0	8	23	692	7	10	696	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	7	0	18	3	0	9	26	769	8	11	773	7
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1236	1628	390	1234	1627	389	780	0	0	777	0	0
Stage 1	799	799	-	825	825	-	-	-	-	-	-	-
Stage 2	437	829	-	409	802	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	135	103	614	135	103	615	846	-	-	848	-	-
Stage 1	350	401	-	337	390	-	-	-	-	-	-	-
Stage 2	574	388	-	596	399	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	129	98	614	127	98	615	846	-	-	848	-	-
Mov Cap-2 Maneuver	244	218	-	239	215	-	-	-	-	-	-	-
Stage 1	339	396	-	327	378	-	-	-	-	-	-	-
Stage 2	548	376	-	571	394	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.5			13.5			0.3			0.1		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	846	-	-	244	614	239	615	848	-	-		
HCM Lane V/C Ratio	0.03	-	-	0.027	0.029	0.014	0.014	0.013	-	-		
HCM Control Delay (s)	9.4	-	-	20.2	11	20.3	10.9	9.3	-	-		
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	0	0	-	-		

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	
Traffic Vol, veh/h	10	0	3	17	0	27	3	336	19	15	173	10
Future Vol, veh/h	10	0	3	17	0	27	3	336	19	15	173	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	150	-	170	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	6	0	0	0	1	0	0	2	0
Mvmt Flow	11	0	3	18	0	29	3	357	20	16	184	11

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	610	605	190	586	590	357	195	0
Stage 1	222	222	-	363	363	-	-	-
Stage 2	388	383	-	223	227	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.2	4.1	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.3	2.2	-
Pot Cap-1 Maneuver	409	415	857	416	423	692	1390	-
Stage 1	785	723	-	648	628	-	-	-
Stage 2	640	616	-	771	720	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	387	409	857	409	417	692	1390	-
Mov Cap-2 Maneuver	387	409	-	409	417	-	-	-
Stage 1	783	714	-	647	627	-	-	-
Stage 2	612	615	-	758	711	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	11.9	0.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1390	-	-	443	409	692	1193
HCM Lane V/C Ratio	0.002	-	-	0.031	0.044	0.042	0.013
HCM Control Delay (s)	7.6	-	-	13.4	14.2	10.4	8.1
HCM Lane LOS	A	-	-	B	B	B	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	0

HCM 6th TWSC
8: Madison Street & 73rd Street

01/26/2024

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↱		↰	↱	↱
Traffic Vol, veh/h	67	3	14	1	1	0	20	273	2	1	116	79
Future Vol, veh/h	67	3	14	1	1	0	20	273	2	1	116	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	235	-	-	-	110	-	-	160	-	390
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	100	0	0	5	2	0	100	3	1
Mvmt Flow	71	3	15	1	1	0	21	287	2	1	122	83
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	455	455	122	505	537	288	205	0	0	289	0	0
Stage 1	124	124	-	330	330	-	-	-	-	-	-	-
Stage 2	331	331	-	175	207	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	8.1	6.5	6.2	4.15	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	4.4	4	3.3	2.245	-	-	3.1	-	-
Pot Cap-1 Maneuver	519	504	935	352	453	756	1349	-	-	871	-	-
Stage 1	885	797	-	519	649	-	-	-	-	-	-	-
Stage 2	687	649	-	644	734	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	511	495	935	340	445	756	1349	-	-	871	-	-
Mov Cap-2 Maneuver	511	495	-	340	445	-	-	-	-	-	-	-
Stage 1	871	796	-	511	639	-	-	-	-	-	-	-
Stage 2	675	639	-	631	733	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.5			14.4			0.5			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1349	-	-	510	935	385	871	-	-			
HCM Lane V/C Ratio	0.016	-	-	0.144	0.016	0.005	0.001	-	-			
HCM Control Delay (s)	7.7	-	-	13.2	8.9	14.4	9.1	-	-			
HCM Lane LOS	A	-	-	B	A	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	0	-	-			

HCM 6th TWSC
9: High Grove Boulevard & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 3.3

Movement NBT NBR SBL SBT NWL NWR

Lane Configurations	1			1	2	
Traffic Vol, veh/h	17	3	11	19	3	13
Future Vol, veh/h	17	3	11	19	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	9	0	0	8
Mvmt Flow	20	3	13	22	3	15

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	23	0	70	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	4.19	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1548	-	939	1038
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1548	-	931	1038
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	971	-

Approach NB SB NW

HCM Control Delay, s	0	2.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt NBT NBRNWLn1 SBL SBT

Capacity (veh/h)	-	-	1016	1548	-
HCM Lane V/C Ratio	-	-	0.018	0.008	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM 6th TWSC
10: High Grove Boulevard & International Street

01/26/2024

Intersection

Int Delay, s/veh 5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	18	37	10	20	34	10
Future Vol, veh/h	18	37	10	20	34	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	0	0	5	0	0
Mvmt Flow	19	39	11	21	36	11

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	105	22	0
Stage 1	22	-	-
Stage 2	83	-	-
Critical Hdwy	6.46	6.2	4.1
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.3	2.2
Pot Cap-1 Maneuver	883	1061	1593
Stage 1	990	-	-
Stage 2	930	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	863	1061	1593
Mov Cap-2 Maneuver	863	-	-
Stage 1	990	-	-
Stage 2	909	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	5.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	987	1593
HCM Lane V/C Ratio	-	-	0.059	0.022
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th TWSC
11: Access A & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 0.3

Movement EBT EBR WBL WBT NWL NWR

Lane Configurations	EBT	EBR	WBL	WBT	NWL	NWR
Traffic Vol, veh/h	13	1	0	13	1	0
Future Vol, veh/h	13	1	0	13	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	100	0	0	100	0
Mvmt Flow	14	1	0	14	1	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	15	0	29	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1616	-	785	1070
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1616	-	785	1070
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	805	-

Approach EB WB NW

HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt NWLn1 EBT EBR WBL WBT

Capacity (veh/h)	785	-	-	1616	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
12: Access B & Commerce Street

01/26/2024

Intersection

Int Delay, s/veh 4.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	0	13	0	0	13	0
Future Vol, veh/h	0	13	0	0	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	14	0	0	14	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	14	0	8	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1617	-	1018	1081
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1617	-	1018	1081
Mov Cap-2 Maneuver	-	-	-	-	1018	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1028	-

Approach EB WB NB

HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	1018	-	-	1617	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 1.6

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 44 9 7 46 9 7

Future Vol, veh/h 44 9 7 46 9 7

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - 145 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 2 0 0 2 0 0

Mvmt Flow 46 9 7 48 9 7

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 55 0 89 28

Stage 1 - - - - 51 -

Stage 2 - - - - 38 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1563 - 908 1047

Stage 1 - - - - 971 -

Stage 2 - - - - 985 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1563 - 904 1047

Mov Cap-2 Maneuver - - - - 904 -

Stage 1 - - - - 971 -

Stage 2 - - - - 981 -

Approach EB WB NB

HCM Control Delay, s 0 1 8.8

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 961 - - 1563 -

HCM Lane V/C Ratio 0.018 - - 0.005 -

HCM Control Delay (s) 8.8 - - 7.3 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) 0.1 - - 0 -

Intersection

Int Delay, s/veh 0.9

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations ↑↑ ↑ ↓↑ ↓

Traffic Vol, veh/h 48 3 5 50 3 5

Future Vol, veh/h 48 3 5 50 3 5

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - 145 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 2 0 0 2 0 0

Mvmt Flow 51 3 5 53 3 5

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 54 0 90 27

Stage 1 - - - - 53 -

Stage 2 - - - - 37 -

Critical Hdwy - - 4.1 - 6.8 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.8 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1564 - 906 1049

Stage 1 - - - - 969 -

Stage 2 - - - - 987 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1564 - 903 1049

Mov Cap-2 Maneuver - - - - 903 -

Stage 1 - - - - 969 -

Stage 2 - - - - 984 -

Approach EB WB NB

HCM Control Delay, s 0 0.7 8.7

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 989 - - 1564 -

HCM Lane V/C Ratio 0.009 - - 0.003 -









HCM Control Delay (s) 8.7 - - 7.3 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) 0 - - 0 -

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	38	5	22	40	15	5	0	22	16	0	10
Future Vol, veh/h	10	38	5	22	40	15	5	0	22	16	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	145	-	-	145	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	3	0	9	3	0	0	0	9	0	0	0
Mvmt Flow	11	40	5	23	42	16	5	0	23	17	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	45	0	0	132	169	23	138	163	29
Stage 1	-	-	-	-	-	-	65	65	-	96	96	-
Stage 2	-	-	-	-	-	-	67	104	-	42	67	-
Critical Hdwy	4.1	-	-	4.28	-	-	7.5	6.5	7.08	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.5	4	3.39	3.5	4	3.3
Pot Cap-1 Maneuver	1559	-	-	1512	-	-	832	728	1026	824	733	1046
Stage 1	-	-	-	-	-	-	944	845	-	906	819	-
Stage 2	-	-	-	-	-	-	941	813	-	973	843	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1559	-	-	1512	-	-	810	712	1026	792	717	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	712	-	792	717	-
Stage 1	-	-	-	-	-	-	937	839	-	900	807	-
Stage 2	-	-	-	-	-	-	917	801	-	944	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	2.1	8.8	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	810	1026	1559	-	-	1512	-	-	792	1046
HCM Lane V/C Ratio	0.006	0.023	0.007	-	-	0.015	-	-	0.021	0.01
HCM Control Delay (s)	9.5	8.6	7.3	-	-	7.4	-	-	9.6	8.5
HCM Lane LOS	A	A	A	-	-	A	-	-	A	A
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0	-	-	0.1	0

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑		↑	↑↑	↑	
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Traffic Vol, veh/h	443	3	18	110	21	116
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Future Vol, veh/h	443	3	18	110	21	116
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	145	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	1	0	0	4	0	0
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Mvmt Flow	466	3	19	116	22	122
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	469
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Stage 1	-	-	468
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Stage 2	-	-	96
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Critical Hdwy	-	4.1	6.8
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Critical Hdwy Stg 1	-	-	5.8
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Critical Hdwy Stg 2	-	-	5.8
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Follow-up Hdwy	-	2.2	3.5
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Pot Cap-1 Maneuver	-	1103	460
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Stage 1	-	-	602
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Stage 2	-	-	923
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	1103	452
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Mov Cap-2 Maneuver	-	-	452
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Stage 1	-	-	602
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Stage 2	-	-	907
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Approach	EB	WB	NB
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HCM Control Delay, s	0	1.2	11.5
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HCM LOS			B
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	697	-	-	1103	-
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HCM Lane V/C Ratio	0.207	-	-	0.017	-
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HCM Control Delay (s)	11.5	-	-	8.3	-
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HCM Lane LOS	B	-	-	A	-
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HCM 95th %tile Q(veh)	0.8	-	-	0.1	-
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HCM 6th TWSC
17: 15W030 Access & Veterans Boulevard

01/26/2024

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑↑			↑↑	↑↑	
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Traffic Vol, veh/h	558	1	2	125	3	65
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Future Vol, veh/h	558	1	2	125	3	65
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	1	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	1	0	0	3	0	0
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Mvmt Flow	587	1	2	132	3	68
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	588
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Stage 1	-	-	588
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Stage 2	-	-	70
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Critical Hdwy	-	4.1	6.8
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Critical Hdwy Stg 1	-	-	5.8
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Critical Hdwy Stg 2	-	-	5.8
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Follow-up Hdwy	-	2.2	3.5
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Pot Cap-1 Maneuver	-	997	402
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Stage 1	-	-	524
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Stage 2	-	-	950
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	997	401
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Mov Cap-2 Maneuver	-	-	458
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Stage 1	-	-	524
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Stage 2	-	-	948
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Approach	EB	WB	NB
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HCM Control Delay, s	0	0.1	10.8
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HCM LOS			B
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	691	-	-	997	-
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HCM Lane V/C Ratio	0.104	-	-	0.002	-
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HCM Control Delay (s)	10.8	-	-	8.6	0
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HCM Lane LOS	B	-	-	A	A
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HCM 95th %tile Q(veh)	0.3	-	-	0	-
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HCM 6th TWSC
18: Veterans Boulevard & Office Access/Access F

01/26/2024

Intersection													
Int Delay, s/veh	0												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	113	0	0	0	0	24	0	0	0	3	0	18	
Future Vol, veh/h	113	0	0	0	0	24	0	0	0	3	0	18	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81	
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0	
Mvmt Flow	140	0	0	0	0	30	0	0	0	4	0	22	
Major/Minor	Minor2		Minor1			Major1			Major2				
Conflicting Flow All	34	19	11	19	30	0	22	0	0	0	0	0	
Stage 1	19	19	-	0	0	-	-	-	-	-	-	-	
Stage 2	15	0	-	19	30	-	-	-	-	-	-	-	
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-	
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-	
Pot Cap-1 Maneuver	978	879	1076	1000	867	-	1607	-	-	-	-	-	
Stage 1	1005	884	-	-	-	-	-	-	-	-	-	-	
Stage 2	1010	-	-	1005	874	-	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	-	879	1076	1000	867	-	1607	-	-	-	-	-	
Mov Cap-2 Maneuver	-	879	-	1000	867	-	-	-	-	-	-	-	
Stage 1	1005	884	-	-	-	-	-	-	-	-	-	-	
Stage 2	1010	-	-	1005	874	-	-	-	-	-	-	-	
Approach	SE		NW			NE			SW				
HCM Control Delay, s	0												
HCM LOS	-												
Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR						
Capacity (veh/h)	1607	-	-	-	-	-	-						
HCM Lane V/C Ratio	-	-	-	-	-	-	-						
HCM Control Delay (s)	0	-	-	-	-	-	-						
HCM Lane LOS	A	-	-	-	-	-	-						
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-						

HCM 6th TWSC
19: Frontage Road & Harvester Drive

01/26/2024

Intersection

Int Delay, s/veh 3.6

Movement NBL NBT SBT SBR SEL SER

Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	36	244	97	39	91	43
Future Vol, veh/h	36	244	97	39	91	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	145	175	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	6	4	9	8	0	0
Mvmt Flow	47	317	126	51	118	56

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	177	0	-	0	537	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	4.16	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1375	-	-	-	508	930
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	-	491	930
Mov Cap-2 Maneuver	-	-	-	-	491	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	674	-

Approach NB SB SE

HCM Control Delay, s	1	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt NBL NBT SELn1 SELn2 SBT SBR

Capacity (veh/h)	1375	-	491	930	-	-
HCM Lane V/C Ratio	0.034	-	0.241	0.06	-	-
HCM Control Delay (s)	7.7	-	14.6	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	0.2	-	-

HCM 6th TWSC
20: Frontage Road & Carriage Way Drive

01/26/2024

Intersection

Int Delay, s/veh 8.8

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	46	90	0	28	370	0
Future Vol, veh/h	46	90	0	28	370	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	4	0	0	1	0
Mvmt Flow	56	110	0	34	451	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	166	0	90	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.2	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	1424	-	913	1016
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1424	-	913	1016
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	991	-

Approach EB WB NB

HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	913	-	-	1424	-
HCM Lane V/C Ratio	0.494	-	-	-	-
HCM Control Delay (s)	12.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2.8	-	-	0	-