

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village**  
**5/3/2022**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
Facilities - FRSP - Plat of Vacation, Plat of Subdivision, Planned Unit Development, Map Amendment and Special Use	Stan Popovich, AICP Director of Community Development

**SYNOPSIS**

The Village of Downers Grove (Village), as the petitioner, is proposing to construct a combined Village Hall and Police Station facility (Downers Grove Civic Center (DGCC)) and a new telecommunications tower and demolish the existing Village Hall, Police Station and telecommunications tower. To facilitate the proposed project, the following approvals are required:

- Plat of Vacation – Burlington Avenue
- Final Plat of Subdivision
- Planned Unit Development
- Zoning Map Amendment for DT (Downtown Transition) to DT/PUD (Downtown Transition/Planned Unit Development)
- Special Use – Telecommunications Tower

**STRATEGIC PLAN ALIGNMENT**

The goals for 2021-2023 include *Steward of Financial, Environmental and Neighborhood Sustainability, Exceptional Municipal Services, Top Quality Infrastructure, and Continual Innovation.*

**FISCAL IMPACT**

N/A

**RECOMMENDATION**

Approval on the May 10, 2022 active agenda per the Plan Commission's 6-0 positive recommendation. The public hearing for 22-PLC-0007 was held on April 4, 2022. The Plan Commission unanimously recommended approval of the project and found that the proposal is appropriate for the zoning district, compatible with the Comprehensive Plan and meets all standards for approval of a Planned Unit Development, associated Zoning Map Amendment and Special Use found, respectively in Section 28.12.030, Section 28.12.040 and Section 28.12.050.

**BACKGROUND**

Proposed Development Plan

An overview of the project can be found on the project summary page at [www.downers/facilities](http://www.downers/facilities). In summary, the Village is proposing the following project components for the development plan:

- Construct a new 79,000 square foot, two-story (with a basement) Downers Grove Civic Center (DGCC) that will house the offices of Village Hall, Police Station and School District 58 (District 58). The new DGCC will be located immediately west of the existing Police Station.
- Construct a new 199-foot tall telecommunications tower. The new telecommunications tower will be 270 feet east of the existing 183-foot telecommunications tower.
- Demolish the existing Village Hall, Police Station and telecommunications tower.
- Construct a 252 space vehicle parking lot for staff and visitors.
- Re-orient the Burlington Avenue and Washington Street intersection by eliminating the eastern leg of Burlington Avenue.
- Provide a pad ready development site for a private multi-family residential development.
- Provide the following environmentally sustainable features around the DGCC:
  - Solar panels
  - Permeable pavers
  - Enhanced mechanical systems
  - Rain gardens and bioswales
  - Rain harvesting
  - Native landscaping
  - Green roof

#### Required Approvals

To facilitate the proposed development, the following approvals are required:

- Plat of Vacation – Burlington Avenue
  - The Burlington Avenue right-of-way must be vacated to facilitate the development as a portion of the DGCC building and parking lot improvements will be located within the existing Burlington Avenue right-of-way.
- Final Plat of Subdivision
  - This will create three new lots of record.
    - Lot 1 - DGCC lot
    - Lot 2 - Pad ready future development lot
    - Lot 3 - Existing fleet maintenance facility lot
- Planned Unit Development
  - Allows the entire site to be developed with a variety of uses with the following deviations from the VoDG Municipal Code
    - Parking Setback – 4.4’ from North Lot line instead of 10’
    - Telecommunications Tower Height – 199’ instead of 140’
    - Telecommunications Tower Setback – 145’ instead of 597’
- Zoning Map Amendment from DT (Downtown Transition) zoning district to DT/PUD (Downtown Transition/Planned Unit Development) zoning district
  - A zoning map amendment is required when a Planned Unit Development is granted. The map amendment changes the zoning of the property from the underlying zoning district (DT) to a designation with the PUD references (DT/PUD).
- Special Use – Telecommunications Tower
  - A telecommunications tower is authorized as a special use in the Downtown Transition (DT) zoning district. The approval of the special use allows the tower to be located on the subject property.

#### Compliance with Village Right-of-Way Vacation Policy

The utility companies and the Village have no objections to vacating the Burlington Avenue right-of-way as new utility easements will be granted once the project is complete. Based on the proposed development, the Burlington Avenue right-of-way is no longer necessary for public use and the public interest will be served by vacating this right-of-way. The proposed vacation complies with Village policy #2003-58.

#### Compliance with the Subdivision Ordinance

The subject property currently consists of several lots of record. All three proposed lots comply with the Village's Subdivision Ordinance as shown in Table 1 of the Plan Commission Staff Report.

#### Compliance with the Zoning Ordinance

The subject property is zoned DT, Downtown Transition. The Zoning Ordinance (VoDG 28.5.010) identifies governmental facilities, such as the DGCC, as a permitted use and a telecommunications tower as an allowable Special Use. A discussion concerning the requested bulk zoning relief and compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in Table 2 of the Plan Commission Staff Report. A narrative which identifies how the standards of approval for a Planned Unit Development, Zoning Map Amendment and Special Use have been met is provided in the Plan Commission Staff Report Attachments.

#### Compliance with Comprehensive Plan

As described in the Plan Commission Staff Report, the proposed development is compliant with the Comprehensive Plan. Specifically, the proposed development meets a vast majority of the Community Facilities recommendations found on pages 92 and 93 in the Comprehensive Plan. This includes recommendations that public buildings shall be catalyst sites and signature projects within the community, public buildings should be constructed so that they can be shared with other public bodies, such as the school district, and that the Village maintain emergency services.

#### Compliance with Downtown Design Guidelines

The recently updated Downtown Design Guidelines provide guidance for building and site design which will assist in creating a vibrant downtown. The proposed development meets the guidelines as demonstrated in Table 3 of the Plan Commission Staff Report.

#### Public Comment

During the Plan Commission public hearing, four members of the public provided comments on the project. The public spoke in opposition to the proposed relocation of the new telecommunications tower citing concerns about the location, height, setback, effect on property values and appearance.

As noted above, the existing 40 year old, 183-foot tall lattice telecommunications tower, used primarily for public safety and emergency dispatch communications, will be replaced with a new 199-foot monopole tower about 270 feet east of its current location. The new tower, which will have the same communication equipment as the existing tower, must be constructed on the Civic Center property to continue to provide:

- Emergency dispatch services to Downers Grove and nearby municipalities without a redesign of the regional dispatch communication network
- Residents and businesses in the neighborhood with wireless communication services.

The only location on the property that ensures that the tower will not fall on nearby residential buildings, the planned residential building and the police station is just east of the fleet maintenance garage.

Three wireless communications companies have equipment on the existing tower that provide services to residents and businesses in the area. These companies will continue to use the new tower. The Village encourages private wireless communication providers to use this tower to avoid the construction of multiple towers in neighborhoods near the Civic Center. The attached informational sheet provides additional information about the proposed relocation of the telecommunication tower.

## **ATTACHMENTS**

Ordinances and Resolutions

Aerial Map

Telecommunication Tower Information

Staff Report with attachments dated April 4, 2022

Draft Minutes of the Plan Commission Hearing dated April 4, 2022

**ORDINANCE NO. \_\_\_\_\_****AN ORDINANCE VACATING A CERTAIN PORTION OF A  
PUBLIC RIGHT-OF-WAY IN THE VILLAGE OF DOWNERS GROVE  
(DOWNERS GROVE CIVIC CENTER)**

WHEREAS, it has been determined by the Council of the Village of Downers Grove in DuPage County, Illinois, that it is in the public interest to vacate a certain portion of an a 17,800 square foot right-of-way located east of the intersection of Washington Street and Burlington Avenue, Downers Grove, Illinois, in said Village hereinafter more particularly described; and

WHEREAS, the Village of Downers Grove ("Owner") of the Property located at 700, 801 & 825 Burlington Avenue and 842 Curtiss Street has filed with the Plan Commission, a written petition requesting the vacation of said public right-of-way conforming to the requirements of the Village's Right-of-Way Vacation Policy (Resolution No. 2003-58); and

WHEREAS, the required public notice has been given and a public hearing respecting said vacation has been conducted by the Plan Commission on April 4, 2022 in accordance with applicable law; and

WHEREAS, the Village Council, after due investigation and consideration, has determined that the nature and extent of the public use and the public interest to be served is such as to warrant the vacation of said portion of said right-of-way.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That all that part of the following described property, to wit:

BEGINNING AT THE NORTHEAST CORNER OF LOT 6 IN SAID STANLEY'S SUBDIVISION, ALSO BEING THE SOUTHWEST CORNER OF BURLINGTON AVENUE (RAILROAD STREET), VACATED PER DOCUMENT 451892; THENCE SOUTH 89 DEGREES 37 MINUTES 19 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 6 AND ALONG THE NORTH LINE OF LOTS 1 THROUGH 7, BOTH INCLUSIVE, IN SAID RANDALL'S RESUBDIVISION, 360.81 FEET TO THE WEST LINE OF THE EAST 5 1/2 FEET OF SAID LOT 7; THENCE NORTH 37 DEGREES 41 MINUTES 31 SECONDS EAST, 63.51 FEET TO THE SOUTH LINE OF THE BURLINGTON NORTHERN AND SANTA FE RAILROAD; THENCE NORTH 89 DEGREES 37 MINUTES 19 SECONDS EAST ALONG SAID SOUTH LINE, 319.20 FEET TO THE WEST LINE OF VACATED BURLINGTON AVENUE (RAILROAD STREET) RECORDED AS DOCUMENT NUMBER 451892; THENCE SOUTH 03 DEGREES 10 MINUTES 34 SECONDS EAST ALONG SAID WEST LINE, 50.06 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as a 17,800 square foot right-of way located at east of the intersection of Washington Street and Burlington Avenue, Downers Grove, IL 60515  
PIN: 09-08-131-018, 09-08-813-019, 09-08-211-001, 09-08-211-002, 09-08-211-003, 09-08-211-014, 09-08-211-015, 09-08-211-016, 09-08-211-001, 09-08-304-008

(hereinafter referred to as the "Vacated Burlington Avenue Right-of-Way"), is hereby vacated and closed, and that it is hereby declared that the same is no longer required for public use and that the public interest will be served by such vacation.

SECTION 2. The Mayor and Clerk of the Village of Downers Grove are hereby authorized to sign

the plat of vacation of the Vacated Burlington Avenue Right-of-Way described herein.

SECTION 3. That a certified copy of this ordinance and an accurate map of the Vacated Burlington Avenue Right-of-Way shall be filed for record by the Clerk of the Village of Downers Grove in the Office of the Recorder of Deeds, DuPage County, Illinois.

SECTION 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 5. That this ordinance shall be in full force and effect from and after its passage and publication in pamphlet form as provided by law.

\_\_\_\_\_  
Mayor

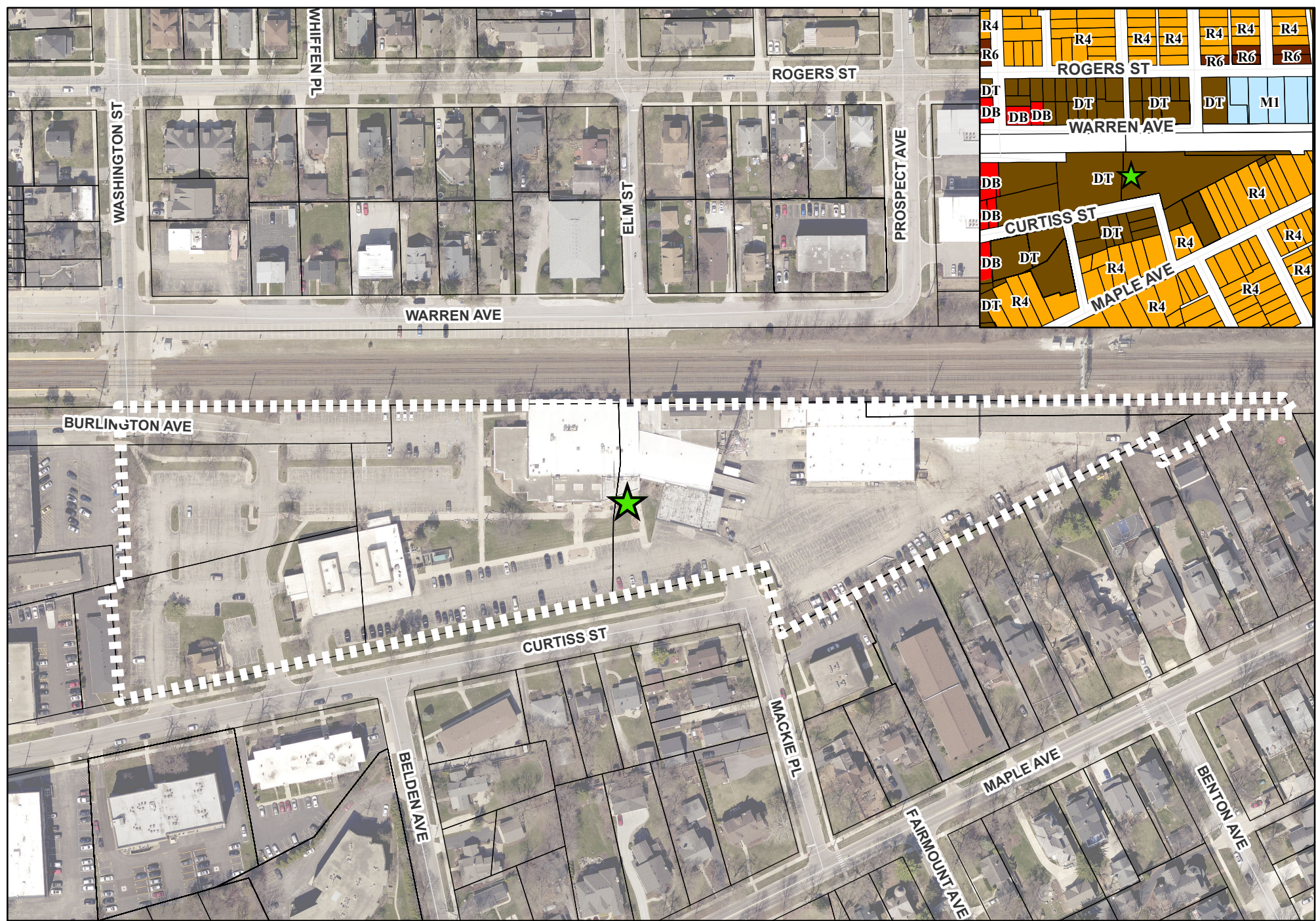
Passed:

Published:

Attest: \_\_\_\_\_



Village Clerk





0 100 200 Feet

### 801 Burlington Avenue - Location Map

 Subject Property  
 Project Location



## Telecommunications Tower Relocation Information

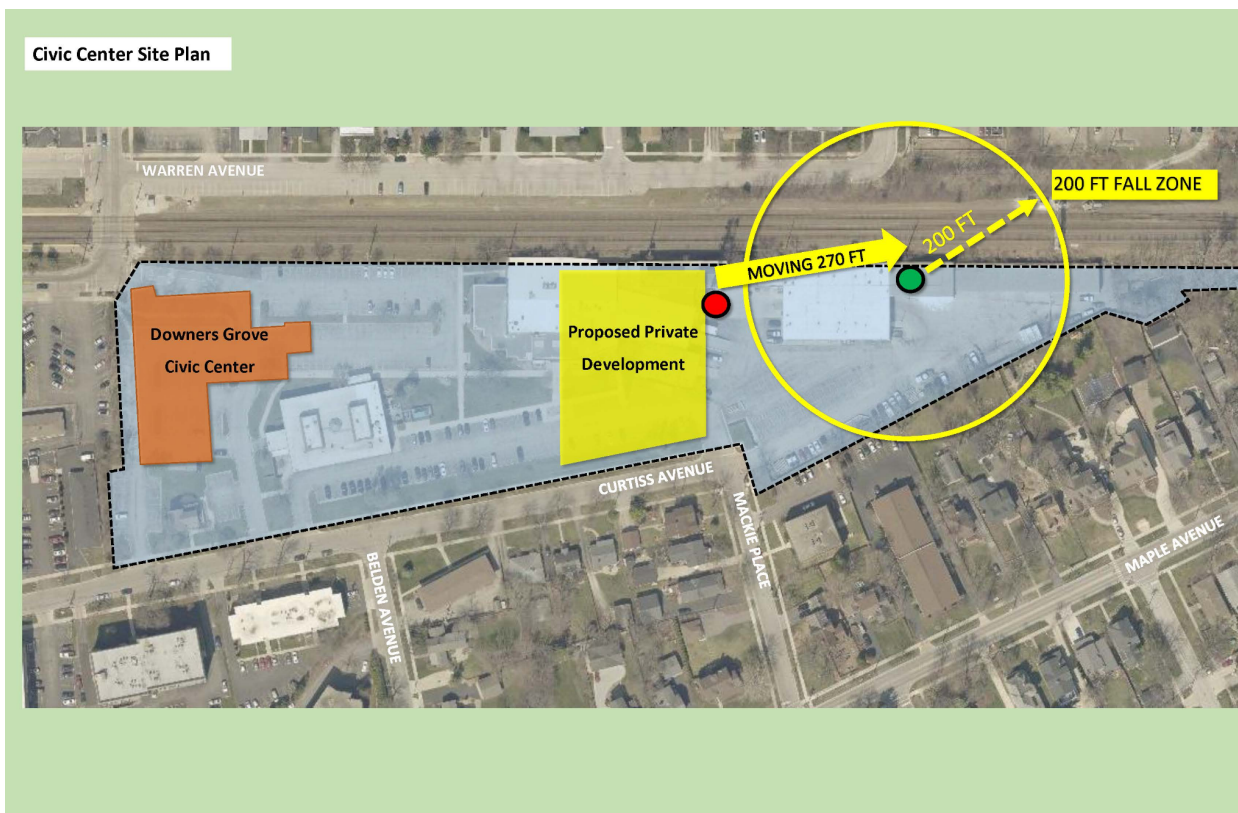
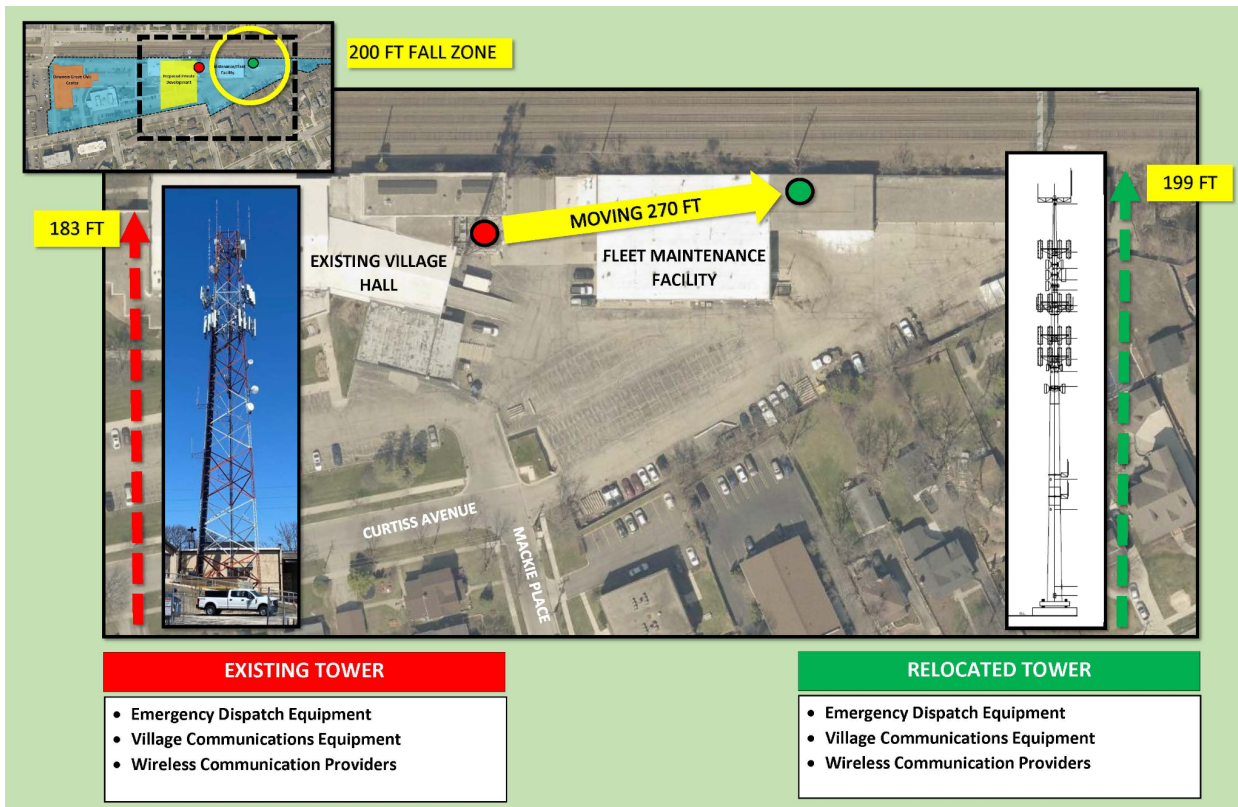
As part of the construction of the new combined Police Station and Village Hall, the existing 40 year old, 183 foot tall telecommunications tower used primarily for public safety and emergency dispatch communications will be replaced with a new monopole tower about 270 feet east of its current location. The new 199 foot tall tower, which will have the same communication equipment as the existing tower, must be constructed on the Civic Center property to:

- Continue to provide emergency dispatch services to Downers Grove and nearby municipalities without a redesign of the regional dispatch communication network
- Continue to provide residents and businesses in the neighborhood with wireless communication services

The only location on the property that ensures the tower won't fall on nearby residential buildings, the planned residential building and the police station is just east of the fleet maintenance garage.

Three wireless communications companies have equipment on the existing tower that provide services to residents and businesses in the area. These companies will continue to use the new tower. The Village encourages wireless communication providers to use this tower to avoid the construction of multiple towers in neighborhoods near the Civic Center. If you would like to learn more, please see the additional information below.

- [Plan Commission Presentation Slides](#)
- [Plan Commission Staff Report](#)



# Telecommunications Tower FAQ - Updated

## Questions Introduced at or following the Plan Commission Public Hearing

### 1. What is the site selection criteria that was used to determine the new tower site?

The telecommunications tower needs to be:

- In close proximity to the new Civic Center Facility, since the equipment on the tower needs to have a hard-wired connection to the equipment in the Police Station. The length of the connection should be minimized, so as to reduce possible failure of the connection.
- In close proximity to existing telecommunications tower to:
  - Continue to provide emergency dispatch services to Downers Grove and nearby municipalities without a redesign of the regional dispatch communication network
  - Continue to provide residents and businesses in the neighborhood with wireless communication services
- 200 feet or more from existing or proposed residential buildings and the proposed Police Station to ensure that, if the tower collapses, it won't fall on these buildings.
- Located on Village-owned property so that it can be constructed in a timely manner on land that the Village controls.
- Constructed along the railroad tracks so that the telecommunications equipment provides services demanded by commuter train riders and reduces the need for the installation of small-cell wireless equipment in nearby residential neighborhoods.

### 2. Were other sites considered?

Yes, and it was determined that there were no other sites that satisfied the above criteria.

### 3. Why does the Village host private telecommunications equipment?

Private telecommunications vendors are encouraged to locate on Village telecommunications towers to:

- Minimize the total number of telecommunications towers in the Village;
- Promote the joint use of new and existing telecommunications tower sites as a primary option rather than construction of additional single-use telecommunications towers;
- Encourage users of telecommunications towers to locate them in areas where the adverse impact on the community is minimal;
- Encourage users of telecommunications towers to design and configure them in a way that minimizes the adverse visual impact of the telecommunications towers;

- Avoid potential damage to adjacent properties from telecommunications tower failure through engineering and careful siting of telecommunications tower structures.

**4. Why does the Village collect revenue from private telecommunications providers?**

Collecting revenue from private telecommunications providers represents one of the Village's many diverse revenue streams. This reduces the tax burden on property owners and allows for essential Village services to be provided that may otherwise have to be funded with increased property taxes.

**5. What is the expected revenue from the private leases on the existing tower?**

Leasing terms for each of the private vendors that maintain equipment on the tower are described in the approved contracts, available at the following links:

- [Verizon Wireless](#)
- [Cingular Wireless \(AT&T\)](#)
- [McKay Brothers](#)

**6. Will the Village consider options to enhance screening along the property line between the fleet maintenance property and residential properties to the south?**

Yes, if directed by the Village Council.

## Original Questions Included in Plan Commission Packet

### 1. Why is there a telecommunications tower on the site and when was it constructed?

The telecommunications tower provides required public safety (police and fire) communications, internally and with the dispatch center. The existing tower was constructed in the early 1980's.

### 2. What else is it used for?

In addition to the support of public safety communications, the tower also provides for wireless data & internet connections between the Village Hall and the Public Works facility. Three private telecommunications providers also access the tower for their equipment and make lease payments to the Village in exchange for this space. This practice of co-location is intended to result in fewer telecommunications towers within the Village.

### 3. Why is the proposed tower 190' (199' to the highest antenna)?

The height of the proposed tower was established to accommodate existing users and future users on a monopole structure. Additional tower capacity that allows for co-location of future telecommunications providers reduces the likelihood that new cellular communications towers will be constructed in close proximity to the proposed tower. The monopole design provides a narrower configuration and footprint, as opposed to the existing tower's wider lattice structure. This design allows for more vertical space to accommodate current and future equipment.

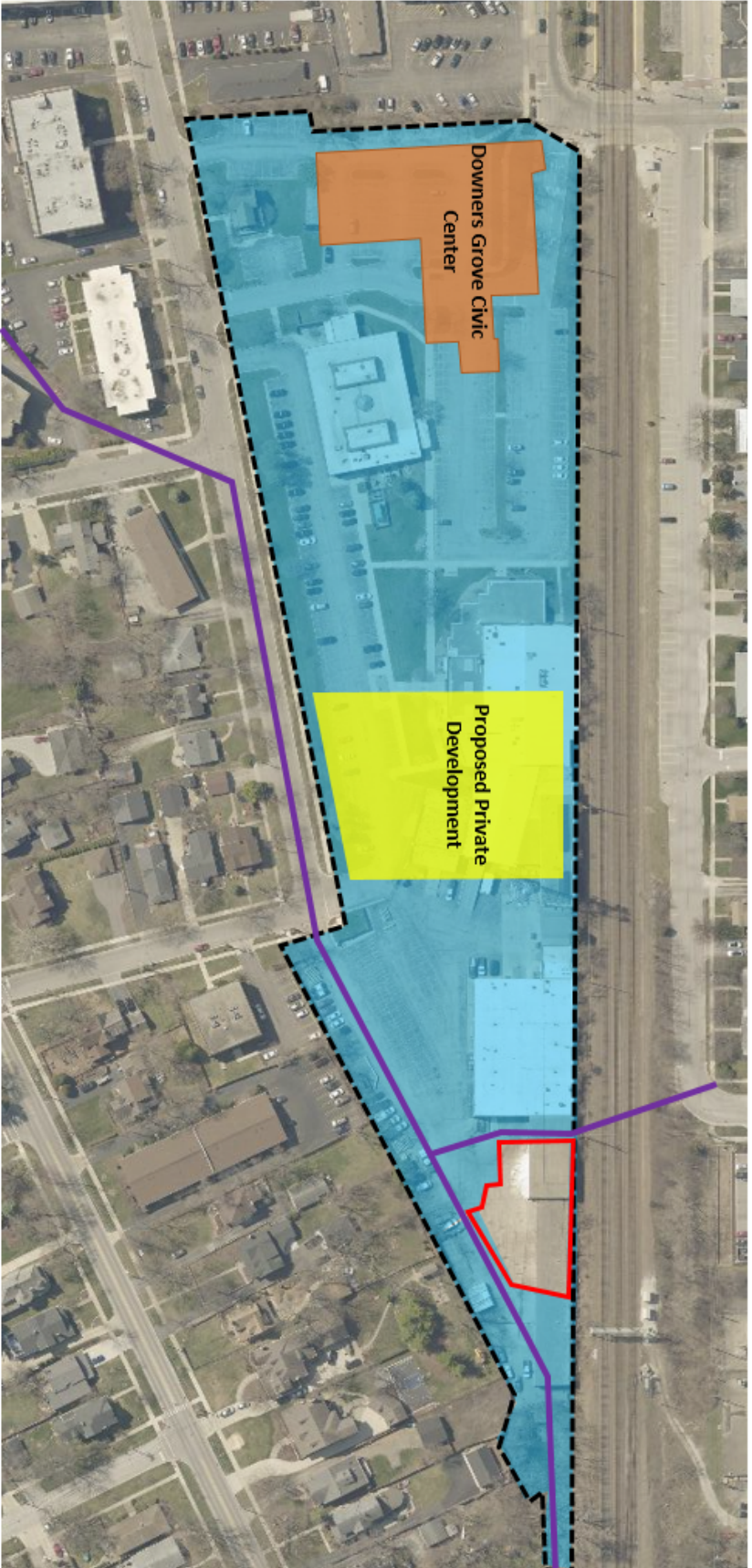
### 4. Why does the tower have to be relocated to the proposed site?

The proposed site is the only location on the existing Civic Center property that maintains a 200' fall-zone separation from nearby residential structures and from public safety operations in the new facility. This is to ensure that if the tower falls, it doesn't impact a residential structure or public safety facility. The proposed location also maintains access to the fleet maintenance garage and parking lot to the south. See attached tower siting location map.

### 5. Why can the tower not be relocated off site?

The proposed location in close proximity to the Police Station/Village Hall is critical to support public safety dispatching communications that the Village relies on for police, fire and EMS services. In addition, off-site relocation may result in construction of additional towers in the immediate vicinity by private telecommunications providers as allowed by the Federal Telecommunications Act.

# Telecommunication Tower Location Map Analysis



- Within 200 Feet of DGCC or residential structures
- Available Location
- Storm Sewer



**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE PLAN COMMISSION  
APRIL 4, 2022 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
22-PLC-0007 700 Burlington Avenue, 801 Burlington Avenue, 825 Burlington Avenue and 842 Curtiss Street	Plat of Vacation, Plat of Subdivision, Planned Unit Development, Map Amendment and Special Use	Jason Zawila, AICP Planning Manager

### REQUEST

The Village of Downers Grove (Village), as the petitioner, is requesting approval of the following items:

- Plat of Vacation
- Final Plat of Subdivision
- Planned Unit Development
- Map Amendment for DT (Downtown Transition) to DT/PUD (Downtown Transition/Planned Unit Development)
- Special Use

These approvals would permit the construction of a combined Village Hall and Police Station facility (Downers Grove Civic Center (DGCC)) and relocation of a telecommunication tower. The subject property is located at the southeast corner of Burlington Avenue and Washington Street, commonly known as 700 Burlington Avenue, 801 Burlington Avenue, 825 Burlington Avenue and 842 Curtiss Street.

### NOTICE

The application has been filed in conformance with applicable procedural and public notice requirements.

### GENERAL INFORMATION

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**OWNER/PETITIONER:** Village of Downers Grove  
801 Burlington Avenue  
Downers Grove, IL 60515

### PROPERTY INFORMATION

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**EXISTING ZONING:** DT, Downtown Transition  
**EXISTING LAND USE:** Various Governmental Facilities including the Village Hall and Police Station  
**PROPERTY SIZE:** 8.42 acres (366,893 square feet)  
**PINS:** 09-08-131-018, 09-08-813-019, 09-08-211-002, 09-08-211-003, 09-08-211-014,  
09-08-211-015, 09-08-211-016, 09-08-211-001, 09-08-304-008

### SURROUNDING ZONING AND LAND USES

	<b>ZONING</b>	<b>FUTURE LAND USE</b>
<b>NORTH:</b>	DB, Downtown Business DT, Downtown Transition M-1, Light Manufacturing	Downtown (Business) Downtown (Business) Low-Intensity Office

<b>SOUTH:</b>	DT, Downtown Transition	Institutional/Downtown (Transition)
<b>EAST:</b>	DT, Downtown Transition	Downtown (Transition)
	R-4, Residential Detached House 4	Downtown Transition
<b>WEST:</b>	DB, Downtown Business	Downtown (Business)

## **ANALYSIS**

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### **SUBMITTALS**

This report is based on the following documents, which are on file with the Department of Community Development:

1. Application/Petition for Public Hearing
2. Location Map
3. Project Narrative and Findings Response
4. Plat of Survey
5. Plat of Vacation - Burlington Avenue
6. Final Plat of Subdivision
7. Downers Grove Sanitary approval
8. Site Plan
9. Engineering Site Plan
10. Floor Plan - Combined Village Hall and Police Station
11. Building Elevations - Combined Village Hall and Police Station
12. Landscape Plan
13. Signage Location Plan
14. Traffic Study
15. Wireless Communication Tower Plans
16. Washington Street Improvement Plan
17. Phasing Plan
18. Neighborhood Meeting Summary

### **PROJECT DESCRIPTION**

The petitioner, the Village of Downers Grove (Village), is proposing to construct an approximate 79,000 square foot Downers Grove Civic Center (DGCC) building that will house the offices of Village Hall, Police Station and School District 58 (District 58), in addition to removing the existing telecommunication tower and constructing a new telecommunication tower. The DGCC project requires the following approvals:

- Plat of Vacation - Burlington Avenue Right-of-Way
- Final Plat of Subdivision - Three (3) Lots
- Final Planned Unit Development
- Zoning Map Amendment from DT to DT / PUD
- Special Use - Telecommunications Tower

The subject property is made up of several lots of record. The subject property is currently zoned Downtown Transition (DT) and is currently improved with Village Hall that was purchased in 1968, and at that time it was anticipated to have a 20-year lifespan. The Village's Police Station, constructed in 1979, is in need of substantial system replacement and does not meet the operational requirements of the Department. A converted single family house sits on the southwest corner of the subject property. The site also includes the Village's fleet management facility and a telecommunication tower located immediately east of Village Hall.

The Village is proposing to subdivide the property into three lots of record. In conjunction with the



subdivision, the Village will need to vacate the Burlington Avenue right-of-way to accommodate the proposed redevelopment of the site. The following is a summary of the proposed development:

#### *DGCC (Lot 1)*

On Lot 1 the Village is proposing the construction of a two story building, with a basement, that will provide for modern work spaces that will allow for efficient and effective interactions among employees and customers. The new building will be constructed immediately west of the existing Police Station and Village Hall buildings in the existing commuter parking lot (Lot L). The new facility will include two distinct lobbies, one for current Village Hall and District 58 services; and a second lobby for the Police services. The new Council Chambers will be located off of the Village Hall lobby and can be used for a variety of public meetings and community events.

The building and site design will adhere to the recently adopted Downtown Design Guidelines (further discussed below). While instantly recognizable as a government facility, the building will use traditional materials and reflect the familiar aesthetics of our Downtown to welcome the community. The site will include public plazas, pedestrian walkways and native landscaping. On-site parking will also be included for public, employee and official Village vehicles. Further detailed below, the proposed plan for the Washington Street intersection will eliminate the eastern leg of the intersection, streamlining the traffic flow and improving pedestrian walkways and bicycle connections.

A variety of environmental sustainable features are planned to be integrated into the project. As directed by the Village Council, integration of environmental sustainable design has been a critical foundation to the planning process for the DGCC. The proposed sustainable features will include: solar panels, permeable pavers, enhanced mechanical systems, rain gardens and bioswales, native landscaping, rain harvesting and the installation of a green roof.

#### *Private Development (Lot 2)*

In the middle of the subject property the Village plans to make available a development ready pad for private multi-family residential development. Plans have not been identified for Lot 2 and any proposal will be required to go through the complete public process similar to the approvals that the Village is currently seeking for the remainder of the subject property. A condition is proposed for the requested approvals that will require approval of an amendment to the PUD, in addition to other entitlements that may be required for the private development.

#### *Fleet Management Facility and Telecommunication Tower (Lot 3)*

While improvements will not be made to the fleet management facility located on the east side of the subject property, the Village's existing telecommunication tower will be demolished and a new monopole telecommunications tower will be constructed in this area. The existing tower is a critical part of the emergency services response network used by DU-COMM, the Village and adjacent communities. Certain zoning relief is being requested for the new tower, as further described below. The new tower will continue to offer critical coverage for emergency services and personal telecommunication devices.

### **COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The Comprehensive Plan designates the subject property as part of the Downtown Focus Area. Key concepts of this area include:

- Redevelopment of key sites.
- Development that is pedestrian-oriented and walkable.
- Maintains a commitment to quality architecture.
- Improvements to the BNSF Crossing and Washington Street.

The Comprehensive Plan also places the subject property within the Downtown Functional Subarea - Downtown Edge. This area should be understood as:

- A combination of transit-oriented development, a mixed use residential and commercial area, and public uses, which seek to leverage access to public transportation.

The proposed development also meets other goals in the Comprehensive Plan. These goals include:

- New public facilities should be located, designed, and developed as focal points and “signature” projects within the community.
- The Village should actively promote cooperation, interaction and collaboration among the various agencies and organizations which serve Downers Grove.
- Promotion of a mix of uses in the Downtown.
- Construction of best management practices in order to improve stormwater management in addition to the adaptation of sustainable technologies and application of sustainable management practices to existing development throughout the Village.
- Provision of a detailed parking and traffic study which plans for current and future parking demand, access and circulation.

The petitioner has addressed how the proposed development is in compliance with the Comprehensive Plan in the attached Findings of Fact for the Map Amendment and the Planned Unit Development request.

#### **COMPLIANCE WITH THE SUBDIVISION AND DEVELOPMENT ORDINANCE**

The subject property is made up of several lots of record. The petitioner is proposing to subdivide the property into three lots of record. All three proposed lots meet the requirement as shown in the table below.

Table 1 – Subdivision Compliance

	Lot Width		Lot Depth		Lot Area (s.f.)	
	Required	Proposed	Required	Proposed	Required	Proposed
Lot 1	100'	605'	140'	211'	10,500	200,969
Lot 2	100'	211'	140'	263.5'	10,500	58,320
Lot 3	100'	148.71'	140'	391'	10,500	107,604

The petitioner is also requesting that Burlington Avenue be vacated to facilitate the redevelopment. The existing right-of-way is used for the eastern leg of the Burlington Avenue and Washington Street intersection as well as the parking lot for the existing Village facilities. The Burlington Avenue right-of-way is proposed to be vacated because a portion of the DGCC building and parking lot improvements will be located in the area. Per the Village’s Right-of-Way Vacation Policy, staff contacted the utility companies, outside public agencies and other Village departments to determine if any rights to the public right-of-ways should be retained. The Village will coordinate with the utility providers to place the necessary easements on the redeveloped site to meet the Village’s and utility companies’ mutual needs. The Final Plat of Subdivision includes the initial necessary public utility and drainage easements, which are provided as required by the Village Ordinance. As a condition of approval, additional easements will be placed as plans are finalized and infrastructure is placed on the site.

#### **COMPLIANCE WITH THE ZONING ORDINANCE**

The subject property is zoned DT, Downtown Transition. Per Section 28.5.010 of the Zoning Ordinance, a government facility for the DGCC, is a permitted use in the DT zoning district. A wireless communications freestanding tower, is expressly authorized as a special use in the Downtown Transition (DT) zoning district. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Table 2 – Zoning Requirements

<b>Civic Center Campus (Lot 1)</b>	<b>Downtown Transition Bulk Requirements</b>	<b>Proposed</b>
Minimum Lot Area	7,500 sq. ft. (min)	200,969 sq. ft.
Street Setback – North property line	10 feet	<b>4.4 feet (parking lot)*</b> 17.3 feet (building)
Street Setback – South property line	10 feet	10 feet (parking lot) 84.5 feet (building)
Side Setback – West property line	5 feet	34.8 feet (building)
Side Setback – East property line	5 feet	5 feet (parking lot) 297.8 feet (building)
FAR	2.5	0.40
Building Height	36 feet	32.2 feet
Parking Spaces	164	252
<b>Future Multi-Family (Lot 2)</b>	<b>Downtown Transition Bulk Requirements</b>	<b>Proposed</b>
<i>Lot and Building Regulation Compliance TBD with Final Approval</i>		
<b>Fleet Maintenance and Telecommunications Tower (Lot 3)</b>	<b>Downtown Transition Bulk Requirements</b>	<b>Proposed</b>
Minimum Lot Area	7,500 sq. ft. (min)	107,604 sq. ft.
Street Setback – North property line	10 feet	2.8 feet <sup>^</sup>
Interior Setback – South/East property line	5 feet	23.8 feet (building) 5 feet (parking)
Side Setback – West property line	5 feet	2.2 feet (building) <sup>^</sup>
FAR	2.5	0.27
<i>Telecommunications Tower</i>		
Setback Requirement	597 feet	<b>145 feet*</b>
Height Requirement	140 feet	<b>199 feet*</b>

\* Indicates a deviation from the Zoning Ordinance Requirements

<sup>^</sup> Indicates improvement is legal non-conforming and no additional improvements are proposed

#### *Telecommunication Tower Special Use and Deviations*

As noted above, the Village's existing telecommunication tower will be demolished and a new monopole telecommunications tower will be constructed in this area. The construction of the new tower will require approval of a special use and certain deviations for height and setback. The existing telecommunications tower is a critical part of the emergency services response network used by Du-COMM, the Village and adjacent communities. The new tower and related height is necessary in order to continue to offer critical coverage for emergency services and personal telecommunication devices. Please refer to the attached "Telecommunication Tower FAQ", which provides a summary of the tower operations and rationale for its construction and required location.

#### *Planned Unit Development Request*

A Planned Unit Development is intended to accommodate development that may be difficult to carry out under applicable zoning standards and results in public benefits that are at least commensurate with the degree of flexibility provided. Examples of development types that are appropriate for PUD approval, per Section 4.030.A.1 of the Zoning Ordinance include:

- Developments that provide energy conservation and sustainability
- Developments that provide housing variety
- Developments that provide multi-use development
- Developments that are consistent with the goals and policies of the Comprehensive Plan

The proposed project will make use of sustainable design and development practices and will include permeable pavers, enhanced mechanical systems, rain gardens and bioswales, rain harvesting, green roofs and native landscaping. The incorporation of sustainable development features, including green infrastructure practices in landscaping and parking areas, will maximize the aesthetic and water quality benefits of best practices in stormwater management.

The PUD request does propose development of Lot 2 with a residential component that will be developed in the near future. The multi-family development will offer a variety of lifestyle choices to meet the needs of different age groups and household types. As it relates to the Comprehensive Plan, the response to criteria seven for the Map Amendment demonstrates the project is consistent with and will help advance the goals and policies of the Comprehensive Plan.

The PUD request will also achieve a variety of planning goals as outlined in Section 28.4.030.A.2 of the Zoning Ordinance:

- Implementation of and consistency with the comprehensive plan and other relevant plans and policies.
- Efficient and economical provision of public facilities and services
- Compact, mixed-use development patterns where residential, commercial, civic and open spaces are located in close proximity to one another.
- High-quality buildings and improvements that are compatible with surrounding areas, as determined by their arrangement, massing, form, character and landscaping.
- The incorporation of sustainable development features including green infrastructure practices in landscapes and parking area, to maximize the aesthetic and water quality benefits of best practices in stormwater management.
- Attractive, high-quality landscaping, lighting, architecture and signage, including the use of native landscaping that reflects the unique character of the Village and the surrounding area.

As part of the development plan, the petitioner is also requesting relief related the setback of proposed parking lot from the northern property line. The Zoning Ordinance requires a setback of 10 feet, and 4.4 feet will be provided. The deviation is necessary in order to maximize the available parking. The center of the site has a significant grade difference that does not allow the northern parking lot be further moved south, to meet the setback. Since this is adjacent to the BNSF railway there is minimal impact to the railroad, which will also be safely separated with the proposed fencing.

In summary, the plan is the epitome of a compact, mixed-use development pattern where residential, civic and open spaces are located in close proximity to one another.

### *Signage*

With the PUD approval the petitioner is seeking approval of certain sign locations as demonstrated in the master sign package. The sign package includes an assortment of wall signage, ground signage and incidental signage to the primary identification signs for the DGCC.

### **COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES**

The recently updated Downtown Design Guidelines provide guidance for building and site design which will assist in creating a vibrant downtown. The guidelines are divided into seven separate sections: site design, building design, building base, building middle, building top, utility considerations, and parking facilities. Each section describes elements which support good design and provides visual references which identify both encouraged and discouraged elements. As recommended by the Downtown Design Guidelines, the proposed development incorporates the following features:

Table 3 – Downtown Design Guideline Compliance

Downtown Design Guideline Elements	Summary of Compliance
Site Design	<ul style="list-style-type: none"> <li>• The apparent mass and bulk of the combined facility is reduced by structural articulation, windows or other architectural and functional elements, and by landscaping.</li> <li>• Physical gaps are necessary for the proposed project, but this is minimized by providing outdoor gathering spaces that are screened with landscaping along Curtiss Avenue.</li> <li>• The proposed landscaping complement adjacent residential neighborhoods, providing four-season interest through inclusion of evergreen, deciduous and perennial species.</li> </ul>
Building Design	<ul style="list-style-type: none"> <li>• The building utilizes structural articulation through the placement of columns in addition to a roof structure that further pronounces the building.</li> <li>• The façade is visually appealing through articulation, detailing, openings and materials of each elevation.</li> <li>• The exterior uses natural brick and stone, which complements the hues of nearby buildings.</li> <li>• The exterior also uses building materials such as brick, stone, manufactured stone, metal accents and wood to provide visual interest.</li> <li>• Consistent building materials and detailing on all sides of the structure that are open to public view has been provided.</li> <li>• Illumination will be provided to all entries to ensure customer and employee safety.</li> </ul>
Building Base	<ul style="list-style-type: none"> <li>• Primary building entrances to the public street have been provided that are highly visible and inviting to visitors and employees.</li> <li>• Entries have been designed as prominent features of the base.</li> <li>• Knee walls are provided around the perimeter of the facade, which provides a strong base.</li> <li>• The proposed awnings are complementary to the style and color of the building.</li> </ul>
Building Middle	<ul style="list-style-type: none"> <li>• The building middle reflects proportionate shapes and patterns as it relates to the rest of the building, through articulated walls and window treatments that are consistent with the rest of the building and in rhythm with the base level.</li> </ul>
Building Top	<ul style="list-style-type: none"> <li>• The proposed roof has been designed to distinction to the entire building. The cornice provides detailing that is in scale with the rest of the building.</li> </ul>
Utility Considerations	<ul style="list-style-type: none"> <li>• The proposed trash and generator enclosure is designed with wall surfaces that complement the primary material of the principal building.</li> <li>• The design of maintenance, utility and service areas were integrated into the overall design of the building.</li> </ul>
Parking Facilities	<ul style="list-style-type: none"> <li>• The plan installs a combination of landscaping, low seating walls at the edges of surface parking lots that border public walkways. The proposed surface parking lots follow the Village’s landscaping and screening requirements.</li> <li>• The plan also provides clear and safe pathways for pedestrian circulation at parking lot entrances.</li> </ul>

**ENGINEERING/PUBLIC IMPROVEMENTS**

The subject property slopes gradually from the northwest to the southeast. There is approximately a ten-foot elevation change across the whole area. The site is currently served by a public sidewalk along Curtiss Street and Burlington Avenue. There are four existing curb cuts on Curtiss Street and access is currently provided from the eastbound approach of Burlington Avenue into and through the site.

The redevelopment of the subject property will include three vehicular access points from Curtiss Street to Lot 1. These locations will improve parking flow throughout the parking lot. Pedestrian access will

also be available at the center and western access points that provide direct access to the main entrances of the DGCC and the pedestrian pathway described below. An emergency only secured exit will also be provided for Police vehicles at the northwest corner of the site. This exit will only be used when Police vehicles engage lights and sirens while responding to an emergency. This will allow the police a quicker response for emergency calls to the north. This exit will not be used during normal operations and will not be used as an entry point to the secured Police parking area.

The petitioner is proposing to construct a variety of public amenities including public plazas, pedestrian walkways and native landscaping. On-site parking will also be included for public, employee and official Village vehicles. The public amenities will be designed as flexible spaces:

- The south plaza will be a transition gathering space from the parking areas to the building lobbies and a place for public gatherings. This plaza will be encountered by staff and visitors arriving to the building from the neighborhood and visitor parking lots.
- The north plaza will be a transition gathering space from the Metra station/downtown to the DGCC campus. This space will be encountered by staff and visitors arriving to the building from the north, including Metra users, residents of adjacent properties, and others coming from the downtown area.
- A pedestrian pathway will be located on the west side of the site to allow improved pedestrian access between the train and neighborhoods to the south. This area will be planted with native landscaping and allow access to a secondary entrance to the DGCC.

A new water service and sanitary sewer service will be provided off of main lines located within Curtiss Street. The Downers Grove Sanitary District conceptually approved the request for sanitary sewer service to this development. Public sidewalks along Curtiss Street will be replaced. Due to the anticipated construction impacts on the existing parkway trees along Curtiss Street, the petitioner will be removing parkway trees as part of the proposed development. In their place, the petitioner will be installing new parkway trees along Curtiss Street as provided in the proposed landscaping plan.

#### *Stormwater Management*

The proposed project will meet the Village's Stormwater Ordinance requirements. Volume control best management practices (BMPs) for the site will be provided as required. There is an existing storm sewer system located throughout the parking lots. The existing storm sewers shall be removed and a new storm sewer system will be constructed. Underdrains for permeable paver, bioswales and rain gardens areas will also be installed. Roof drainage is expected to have internal piping and connect below ground. The site will have above ground cisterns to collect stormwater roof drainage for irrigation purposes.

#### *Phasing Plan*

The project will have four distinct phases, with construction taking place over the next three to four years. The phasing plan allows for the continuity of operations and allows Village staff and its services to stay on the subject property. The project will start with the demolition of the existing parking lot and former social services building on the western portion of the site and the closure of the east leg of the Washington Street crossing (Phase 1). With demolition complete, construction of the DGCC will begin (Phase 2). The existing Police Station and Village Hall will remain open throughout construction.

With Phase 3 and 4, the Village and School District 58 will move into the new building and the existing Village Hall and Police Station buildings will be demolished to make room for the rest of the parking lot and completion of the remainder of the site amenities (Phase 3). The final phase will include completion of a pad ready site for a new private development on Lot 2 (Phase 4). The final phase will necessitate an amendment to the Planned Unit Development approvals in addition to a special use for a multi-family

development. This will require a Plan Commission review with Village Council approval. A condition is proposed with the current development request that would require approval of an amendment to the PUD, in addition to other entitlements that may be required for the private development.

### **TRAFFIC AND PARKING**

A traffic impact study for the proposed development was completed by the petitioner. The study examined the anticipated traffic increases along the street network; the relationship of the access drives in relationship to Curtiss Street and Washington Street; and the following Washington Street intersections with Maple Avenue, Curtiss Street, Burlington Avenue, Warren Avenue and Rogers Street; and Curtiss Street intersections with Belden Avenue and Mackie Place.

As part of the proposed redevelopment, the eastern leg of the Burlington Avenue and Washington Street intersection will be eliminated. Similar to the current operations, the Washington Street northbound traffic is proposed to continue and will be under stop sign control just south of the railroad crossing. The elimination of the eastern leg of the intersection will offer the following benefits:

- It will enhance the flow of traffic along northbound Washington Street and dissipate the northbound queue of traffic quicker after a train event as the northbound traffic will no longer have to defer to the Washington Street southbound left-turn movement or contend with outbound movements from the access drive.
- It will provide more efficient and orderly pedestrian circulation as the pedestrians will have one less intersection leg to traverse and four less vehicle movements to contend with.
- The elimination of the southbound left-turn movement from Washington Street to the access drive will eliminate potential back-ups that may occur on the railroad tracks and will dissipate the southbound queue of traffic quicker after a train event.
- The provision of stopping northbound traffic just south of the tracks will meter northbound traffic which will (1) permit turning movements at the intersection of Washington Street with Warren Avenue to occur more frequently and (2) provide additional gaps in the traffic stream for pedestrians to traverse Washington Street

The proposed access drives on Curtiss Street serving the redevelopment will be adequate to accommodate the traffic estimated to be generated by the proposed redevelopment, will ensure efficient and flexible access, and will have a limited impact on Curtiss Street, Belden Avenue, and Mackie Place. The study also found that the existing roadway system will have sufficient reserve capacity to accommodate the additional traffic that will be generated by the proposed redevelopment and the redistribution of traffic due to the elimination of the existing access drive opposite Burlington Avenue.

With regards to the parking the development will provide 252 parking spaces that will be used by Village and District 58 staff. Of these 252 spaces, 80 spaces will be located in a secured parking lot. In addition to employee parking, 82 parking spaces will be provided for public and visitor parking.

### **PUBLIC SAFETY REQUIREMENTS**

The Fire Prevention Division of the Fire Department has reviewed the application. Sufficient access for the Fire Department will be provided for the building. Fire hydrant placement will be provided as required by Village Ordinance. All floors will be equipped with fire alarms and will be sprinkled, as required by Village regulations.

### **NEIGHBORHOOD COMMENT**

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting the public hearing sign and publishing a legal notice in the *Daily Herald*. As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on March 21, 2022. To advertise the neighborhood meeting, the Village mailed invitations to all property owners 250 feet or less from the

property in addition to placing a video on the Village website inviting the community to the neighborhood meeting (<http://www.downers.us/facilities>).

Approximately 50 residents attended with various comments and questions. The comments provided at the neighborhood meeting, in addition to the petitioner's responses are provided in the attached Neighborhood Meeting Summary.

#### **STANDARDS OF APPROVAL**

To permit the construction of a combined Village Hall and Police Station facility and relocation of a telecommunication tower, the petitioner is requesting approval of the following items:

- Plat of Vacation
- Plat of Subdivision
- Planned Unit Development
- Map Amendment for DT (Downtown Transition) to DT/PUD (Downtown Transition/Planned Unit Development)
- Special Use

The review and approval criterion for each request is listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Plan Commission should consider the petitioner's documentation, the staff report and the discussion at the Plan Commission meeting in determining whether the standards for approval have been met:

#### ***Planned Unit Development***

##### ***Section 28.12.040.C.6 Review and Approval Criteria***

The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

- a. *The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*
- b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
- c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.*
- d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
- e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

#### ***Zoning Map Amendment***

##### ***Section 12.030.I. Zoning Map Amendment Review and Approval Criteria***

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision-making bodies must consider at least the following factors:

1. *The existing use and zoning of nearby property.*
2. *The extent to which the particular zoning restrictions affect property values.*
3. *The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.*
4. *The suitability of the subject property for the zoned purposes.*



5. *The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.*
6. *The value to the community of the proposed use.*
7. *The comprehensive plan.*

### ***Special Use***

#### ***Section 28.12.050.H Approval Criteria – Special Uses***

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the petitioner has presented evidence to support each of the following conclusions:

1. *That the proposed use is expressly authorized as a Special Use in the district in which it is to be located;*
2. *That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.*
3. *That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.*

## **DRAFT MOTION**

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Staff recommends approval at the April 4, 2022 meeting. Should the Plan Commission find that the request meets the standards of approval for a Planned Unit Development, accompanying Map Amendment, Special Use, Plat of Vacation and Plat of Subdivision, staff has prepared a draft motion that the Plan Commission may make for the recommended approval of 22-PLC-0007:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development, accompanying Rezoning, and Special Use, Plat of Vacation and Plat of Subdivision as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Plan Commission recommend to the Village Council approval of 22-PLC-0007, subject to the following conditions:

1. The Special Use, Planned Unit Development and Map Amendment shall substantially conform to the staff report, renderings, architecture plans, landscaping plans and engineering plans prepared by fgma architects, dated through March 25, 2022, and traffic plans prepared by KLOA dated March 25, 2022 except as such plans may be modified to conform to the Village codes and ordinances.
2. The petitioner shall subdivide the lot into the three lots of record pursuant to Section 20.5 of the Subdivision Ordinance prior to the issuance of any site development or building permits.
3. A development application for Lot 2 shall be submitted to the Plan Commission as a PUD Amendment, and along with any other required entitlements, with final approval by the Downers Grove Village Council.
4. A plat of easement is provided for public utility purposes and recorded with DuPage County once infrastructure is constructed.
5. A plat of easement is provided for telecommunication purposes and recorded with DuPage County once telecommunications equipment is constructed.
6. A plat of easement is provided for stormwater purposes and must be recorded with DuPage County once infrastructure is constructed.

Staff Report Approved By:

22-PLC-0007, Downers Grove Civic Center PUD  
April 4, 2022

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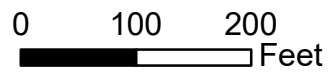
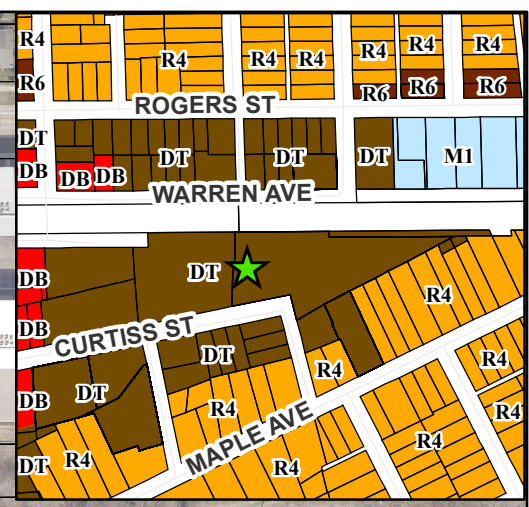
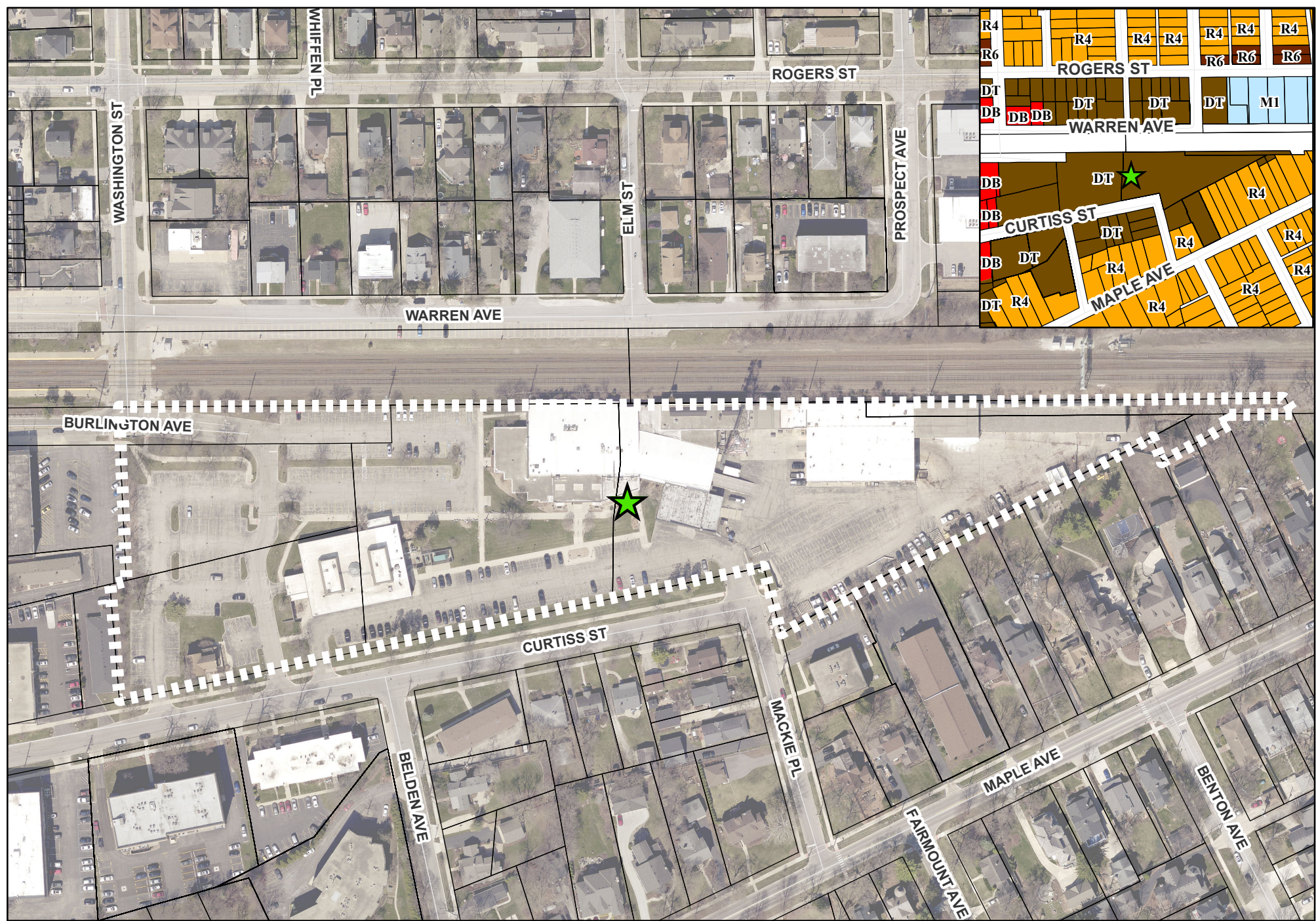


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Stan Popovich, AICP  
Director of Community Development

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**801 Burlington Avenue - Location Map**

-  Subject Property
-  Project Location



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### Village Hall

801 Burlington Ave.  
Downers Grove, IL  
60515-4782  
630.434.5500

### Fire Department Administration

5420 Main St.  
Downers Grove, IL  
60515-4834  
630.434.5980

### Police Department

825 Burlington Ave.  
Downers Grove, IL  
60515-4783  
630.434.5600

### Public Works

5101 Walnut Ave.  
Downers Grove, IL  
60515-4046  
630.434.5460

## PROJECT SUMMARY AND NARRATIVE

### Background

The Village owns and operates seven major buildings that must be properly maintained. Five buildings are in a maintainable condition. The 43 year-old Police Station and 90+ year-old Village Hall are in Below Average condition and do not provide modern work spaces that allow for efficient and effective interactions among employees and customers. Both facilities have outdated major building systems and are in need of replacement.

In order to address the conditions of these facilities, the Village has developed a Facility Replacement & Sustainability Plan (FRSP). More information regarding the plan is available here: <http://www.downers.us/facilities> A video overview of the project is available here: <https://www.youtube.com/watch?v=Ewvpvf5ot-r8&t=1s>

The plan includes the replacement these buildings with a new combined Police Station and Village Hall to be located on the Civic Center property, which will also provide space for District 58 administrative offices.

The plan is summarized below:

<b>What will be constructed?</b>	New Police Station, Village Hall, District 58 Admin. Offices & Apartment Building; Relocation of Telecommunications Tower
<b>Where will construction occur?</b>	Civic Center Property
<b>When will construction occur?</b>	August 2022 to December 2024
<b>How much will it cost?</b>	Current Total Project Budget of \$59 million
<b>How will the Village pay for it?</b>	Cash on Hand (\$24 million) and Bond Issuance (\$35 million). No increase in property taxes required.

### Development Request

In order to achieve the development of the site as summarized below, the Village of Downers Grove is requesting the following entitlements to construct a 79,000 square foot building that will house the offices of Village Hall, Police Station and School District 58:

- Plat of Vacation - Burlington Avenue Right-of-Way
- Final Plat of Subdivision - Three (3) Lots
- Final Planned Unit Development
- Zoning Map Amendment from DT to DT / PUD
- Special Use - Telecommunications Tower

### Final Plat of Subdivision

The subject property is made up of several lots of record. The Village is proposing to subdivide the property into three lots of record. In conjunction with the subdivision, the Village will need to vacate the Burlington Avenue right-of-way to accommodate the proposed redevelopment of the site.

### Village Facility Plan (Lot 1)

On Lot 1, the Village is proposing the construction of a two story building, with a basement, that will provide for modern work spaces that will allow for efficient and effective interactions among employees and customers. The new building will be constructed immediately west of



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the existing Police Station and Village Hall buildings in the existing commuter parking lot (Lot L). The new facility will include two distinct lobbies, one for Village Hall and District 58 services; and a second lobby for the Police services. The new Council Chambers will be located off of the Village Hall lobby and can be used for a variety of public meetings and community events.

The building and site design will adhere to the recently adopted Downtown Design Guidelines. While instantly recognizable as a government facility, the building will use traditional materials and reflect the familiar aesthetics of our Downtown to welcome the community. The site will include public plazas, pedestrian walkways, improved bicycle infrastructure and native landscaping. On-site parking will also be included for public, employee, commuter and official Village vehicles. Further detailed below, the proposed plan for the Washington Street intersection will eliminate the eastern leg of the intersection, streamlining the traffic flow and improving pedestrian walkways and bicycle connections.

A variety of environmental sustainable features are planned to be integrated into the project. As directed by the Village Council, integration of environmental sustainable design has been a critical foundation to the planning process for the Civic Center property. The proposed sustainable features will include: solar panels, permeable pavers, enhanced mechanical systems, rain gardens and bioswales, native landscaping, rain harvesting and the installation of a green roof.

### **Private Development (Lot 2)**

In the middle of the civic center property, the Village plans to make available a development ready pad for private multi-family residential development. The introduction of this private investment, is in line with the Village's Comprehensive Plan, which recommends capitalizing on the redevelopment potential of the site and supports an appropriate and well-designed transit-oriented development. Private investment and the resulting property tax revenues will assist in the Village's efforts for paying for the project through the Tax Increment Financing District that is proposed to be placed over the Civic Center property.

Plans have not been identified for Lot 2 and any proposal will be required to go through the complete public process similar to the approvals that the Village is currently seeking for the remainder of the subject property.

### **Telecommunication Tower (Lot 3)**

A new Village telecommunications tower will be constructed east of the existing fleet maintenance facility. Once constructed and operational, the existing tower will be demolished. More information regarding the tower can be found in the FAQ document, attached to this narrative.

### **Washington Street Improvements**

The Washington Street intersection experiences a variety of vehicles, pedestrians, commuters, cyclists and downtown visitors converging in a confusing intersection with multiple different turning movements. The proposed plan addresses this issue by eliminating the eastern leg of the intersection, south of the train tracks, while better defining pedestrian and vehicular zones. The Village conducted a traffic study that demonstrates the plan will enhance the flow of traffic along northbound Washington Street and dissipate the northbound queue of traffic quicker after a train event as the northbound traffic will no longer have to defer to the Washington Street southbound left-turn movement or contend with outbound movements from the access drive.



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For pedestrians, the redevelopment of the site will provide more efficient and orderly pedestrian circulation as the pedestrians will have one less intersection leg to traverse and four less vehicle movements to contend with. Furthermore, several enhancements are proposed as part of the redevelopment, including a direct pedestrian and bicycle connection between Curtiss Street and Burlington Avenue/at-grade crossing.

**Phasing Plan**

The project will have many different facets, with construction taking place over two and a half years. The project will start with the demolition of the existing parking lot and small building on the western portion of the site and the closure of the east leg of the Washington Street crossing (Phase 1). With demolition complete, construction of the new facility will begin (Phase 2). The existing Police Station and Village Hall will remain open throughout construction.

With Phase 3 and 4, Village Hall and Police operations will move into the new building and the existing Village Hall and Police Station buildings will be demolished to make room for the rest of the parking lot and completion of the remainder of the site amenities (Phase 3). The final phase will also include completion of a pad ready site for a new private development (Phase 4).

**Document Submission**

The submitted plans and exhibits have been submitted for Village review:

- Plat of Survey
- Plat of Vacation - Burlington Avenue
- Final Plat of Subdivision
- Downers Grove Sanitary approval
- Site Plan
- Engineering Site Plan
- Floor Plan - Combined Village Hall and Police Station
- Building Elevations - Combined Village Hall and Police Station
- Landscape Plan
- Signage Location Plan
- Traffic Study
- Wireless Communication Tower Plans
- Washington Street Improvement Plan
- Phasing Plan
- Neighborhood Meeting Summary

**Requested Relief**

VoDG Code Section	Relief Request	Rationale
28.6.170(g)(3)	Requirement: Setback of Telecommunication Tower: 597 Feet  <i>Relief Request: 145 Feet</i>	The existing telecommunications tower is a critical part of the emergency services response network used by Du-COMM, the Village and adjacent communities. With this project, the current tower will be demolished and a new tower will continue to offer critical coverage for emergency services and personal telecommunication devices. There is no location on the site



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		that can be provided without the requested relief. See attached FAQ document for more information.
28.6.170(k)(4)	Requirement: Height of Telecommunication Tower: 183 feet (height of highest antenna)  <i>Relief Request: 199 Feet</i>	The existing telecommunications tower is a critical part of the emergency services response network used by Du-COMM, the Village and adjacent communities. The new tower and related height is necessary in order to continue to offer critical coverage for emergency services and co-locate equipment from private telecommunications providers.
28.7.070(c)	Requirement: Setback for parking area: 10 feet  <i>Relief Request: 4.3 Feet</i>	The deviation is necessary in order to maximize the available parking. The center of the site has a significant grade difference that does not allow the northern parking lot be further moved south, to meet the setback. Since this is adjacent to the BNSF railway there is minimal impact to the railroad, which will also be safely separated with the proposed fencing.

**Review and Approval Criteria/Developer’s Statement of Intent**

The following attachments have been provided that demonstrate compliance with the review and approval criteria for the requested entitlements for the subject property.

- Zoning Map Amendment
- Planned Unit Development
- Special Use -Telecommunications Tower

As demonstrated in the response to the standards for a PUD the proposed development provides greater benefits to the Village than would a development carried out in accordance with otherwise applicable zoning ordinance standards.



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## Review and Approval Criteria PLANNED UNIT DEVELOPMENT

### Section 28.12.040.C.6

#### Review and Approval Criteria (Planned Unit Development)

*The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:*

#### **1. The zoning map amendment review and approval criteria of Sec. 12.030.I.**

See the analysis of zoning map amendment review and approval criteria in a separate document (*Review and Approval Criteria - Map Amendment*). This criteria is met.

#### **2. Whether the proposed PUD development plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.**

The proposed PUD and project are consistent with the Comprehensive Plan as detailed in the response to criteria seven in a separate document (*Review and Approval Criteria - Map Amendment*). This criteria is met.

#### **3. Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.**

Section 28.4.030 provides for general guidance for examples of the types of development that may be appropriate for PUD approval including those developments that further the following categories: energy conservation and sustainability, housing variety, multi-use developments and Comprehensive Plan development recommendations.

The project will make use of sustainable design and development practices and will include permeable pavers, enhanced mechanical systems, rain gardens and bioswales, rain harvesting, green roofs and native landscaping. The incorporation of sustainable development features, including green infrastructure practices in landscaping and parking areas, will maximize the aesthetic and water quality benefits of best practices in stormwater management.

The PUD request does propose development of the subject property for a portion of the site with a residential component that will be developed in the near future. The multi-family development will offer a variety of lifestyle choices to meet the needs of different age groups and household types.

As it relates to the Comprehensive Plan, the response to criteria seven in a separate document (*Review and Approval Criteria - Map Amendment*) demonstrates the project is consistent with and will help advance the goals and policies of the Comprehensive Plan.

Section 28.4.030 also provides that PUDs should include elements that further certain objectives as provided in the section of the ordinance. In summary, the plan





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is the epitome of a compact, mixed-use development pattern where residential, civic and open spaces are located in close proximity to one another. The building and site design will adhere to the recently adopted Downtown Design Guidelines. While instantly recognizable as a government facility, the building will use traditional materials and reflect the familiar aesthetics of our Downtown to welcome the community. Furthermore the site will be designed with attractive, high-quality landscaping, lighting, architecture and signage, including the use of native landscaping that reflects the unique character of the Village and the surrounding area. As it relates to efficient and economical provision of public facilities and services, the Village will share the facility with School District 58. This shared use of community facilities will maximize efficiency, tax dollars and land. This criteria is met.

#### **4. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.**

The PUD request will result in a public benefit to the Village that will allow shared facilities between the Village and School District 58, which will maximize efficiency, tax dollars and public land. The combined facility will provide for modern work spaces that will allow for efficient and effective interactions among employees and customers. Furthermore, the Village's Police Department will be able utilize modern technologies and space layout that more effectively allows them to provide their services.

The site will include public plazas, pedestrian walkways and native landscaping. On-site parking will also be included for public, employee and official Village vehicles. A variety of environmental sustainable features are planned to be integrated into the project. As directed by the Village Council, integration of environmental sustainable design has been a critical foundation to the planning process for the subject property.

The existing telecommunications tower is a critical part of the emergency services response network used by Du-COMM, the Village and adjacent communities. With this project, the current tower will be demolished and a new tower will continue to offer critical coverage for emergency services and personal telecommunication devices.

The Washington Street intersection has had its challenges over the years, with vehicles, pedestrians, commuters and downtown visitors converging in a confusing intersection with multiple different turning movements. The proposed plan addresses this issue by eliminating the eastern leg of the intersection, south of the train tracks, while better defining pedestrian and vehicular zones, enhancing the safety of the site. Although deviations are being requested for the site, there will be benefits, as stated herein, provided to the public if the development is constructed. This criteria is met.

#### **5. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.**

There are several requirements that the Village will have to accomplish in order to both construct the proposed project and protect the interests of the surrounding



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property owners, residents, future residents and the general public. The conditions placed on the development of the civic campus will ensure that the proposed development satisfies all applicable codes and requirements as well as ensure that the development continues to provide benefits to the public after the building is occupied. The impact of the project will result in numerous improvements to the immediate area including providing various plazas and making connections to existing land uses that have historically been disconnected. This project will advance many goals and objectives laid out in several adopted documents and the conditions below will ensure that those goals and objectives are advanced. This standard has been met.



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## Review and Approval Criteria ZONING MAP AMENDMENTS

### Section 28.12.030.I.

#### Review and Approval Criteria (Zoning Map Amendments)

*The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors.*

#### **(1) The existing uses and zoning of nearby property.**

To the immediate south of the property are a mixture of single-family homes and multi-family developments that are zoned Downtown Transition (DT). To the immediate west of the subject property are an assortment of mixed use developments and multiple family developments that are zoned Downtown Business (DB). Immediately north of the subject property is the BNSF Railway. To the north of the BNSF property, are a mix of single-family homes and multi-family developments that are zoned DT.

The Village property is currently zoned Downtown Transition (DT). The property is currently improved with the Village Hall that was purchased in 1968, and at that time it was anticipated to have a 20-year lifespan. The Village's Police Station, constructed in 1979, is in need of substantial system replacement and does not meet the operational requirements of the Department. The site also includes the Village's fleet management facility, telecommunications tower and converted residential home that was previously used for social services.

The redevelopment plan is to replace these buildings with a new combined Police Station and Village Hall (Downers Grove Civic Center (DGCC)) on the subject property (on a newly created Lot 1). The DGCC will also include School District 58 administrative offices. The middle lot (Lot 2) is planned for multi-family development that will be required to seek Village Council approval in the near future. While improvements will not be made to the fleet management facility located on the east side of the subject property, the Village's telecommunication tower will be relocated into this area (on a newly created Lot 3).

The redevelopment plan is in line with the Village's Comprehensive Plan, which capitalizes on the redevelopment potential of the site and supports an appropriate and well-designed transit-oriented development. This is compatible with surrounding uses, both existing and recommended in the Comprehensive Plan. This criteria is met.

#### **(2) The extent to which the particular zoning restrictions affect property values.**

The proposed map amendment to change the zoning to DT/PUD allows the replacement of outdated Village facilities. The PUD approval and conditions will ensure the site will be developed to the highest standards and in accordance with the Village's Comprehensive Plan. That allotment of future private investment on Lot 2 will actually increase the value of the subject property as currently the subject property does not remit any property tax revenue to the Village.



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The redevelopment plan will improve the property with modern, high quality buildings which, in turn, should raise property values. This project will include PUD conditions and restrictions which will not negatively affect property values but should protect property values. This criteria is met.

#### **(3) The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.**

It is not expected that there will be any diminution in property value, and in fact, the development will be an enhancement to the public health, safety and welfare of the community. The Village will share the facility with School District 58, which will maximize efficiency, tax dollars and public land. The combined facility will provide for modern work spaces that will allow for efficient and effective interactions among employees and customers. Furthermore the Village's police department will be afforded a substantial system replacement that will meet the operational requirements of the department.

The site will include public plazas, pedestrian walkways and native landscaping. On-site parking will also be included for public, employee and official Village vehicles. A variety of environmental sustainable features are planned to be integrated into the project. As directed by the Village Council, integration of environmental sustainable design has been a critical foundation to the planning process for the subject property.

The existing telecommunications tower is a critical part of the emergency services response network used by Du-COMM (DuPage Public Safety Communications) the Village and adjacent communities. With this project, the current tower will be demolished and a new tower will continue to offer critical coverage for emergency services and personal telecommunication devices.

The Washington Street intersection experiences a variety of vehicle, pedestrian, commuter and downtown visitor interactions converging in a confusing intersection with multiple different turning movements. The proposed plan addresses this issue by eliminating the eastern leg of the intersection, south of the train tracks, while better defining pedestrian and vehicular zones, enhancing the safety of the site. This criteria is met.

#### **(4) The suitability of the subject property for the zoned purposes.**

Currently, the property is zoned DT with the request for a map amendment to change the zoning to DT/PUD. The proposed plan for the subject property is in line with the zoning which permits governmental facilities, the telecommunications tower and multi-family development. The introduction of this private investment and a modern shared community facility is in line with the Village's Comprehensive Plan, which capitalizes on the redevelopment potential of the site and supports an appropriate and well-designed transit-oriented development. This criteria is met.

#### **(5) The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.**

The property is not vacant, but underutilized in its current configuration. This criteria is met.



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#### **(6) The value to the community of the proposed use.**

Public sites and buildings are viewed as potential catalysts for improvement and/or redevelopment of an area. The new combined facility will be located, designed, and developed as a focal point of the downtown and the community. The redevelopment of the site will add value to the downtown and the community. Rezoning the property with the PUD overlay will permit the Village to create a development that will advance several other goals and objectives identified in the Comprehensive Plan as well as provide public benefits that do not currently exist. This criteria is met.

#### **(7) The Comprehensive Plan.**

As noted in the Comprehensive Plan, public sites and buildings should be viewed as potential catalysts for improvement and/or redevelopment of an area. New facilities should be located, designed, and developed as focal points and “signature” projects within the community. The PUD request capitalizes on the redevelopment potential of the site, and supports an appropriate and well-designed transit-oriented development. The building and site design will adhere to the recently adopted Downtown Design Guidelines. While instantly recognizable as a government facility, the building will use traditional materials and reflect the familiar aesthetics of our Downtown to welcome the community. The DGCC will “lead by example” and will include sustainable design and development practices. The project will include permeable pavers, enhanced mechanical systems, rain gardens, bioswales, rain harvesting, green roofs and native landscaping.

As noted in the Comprehensive Plan, the importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. The proposed plan preserves the subject property for public uses and in conjunction with the rest of the Downtown encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.

The Comprehensive Plan states that as new development or redevelopment occurs, infrastructure improvements, such as the BNSF crossing at Washington Street, may be necessary to accommodate increased residential density. The Washington Street intersection experiences vehicles, pedestrians, commuters and downtown visitors converging in a confusing intersection with multiple different turning movements. The proposed plan addresses this issue by eliminating the eastern leg of the intersection, south of the train tracks, while better defining pedestrian and vehicular zones.

The Village’s Comprehensive Plan Key Focus Area for Downtown identifies that the Village should consider a range of uses including multi-family for the subject property. The plan does identify Lot 2 for multi-family development. The introduction of this private investment in addition to a modern shared community facility, is in line with the Village’s Comprehensive Plan, which capitalizes on the redevelopment potential of the site and supports an appropriate and well-designed transit-oriented development.

Lastly, as noted in the Comprehensive Plan, the Village should actively promote cooperation, interaction, and collaboration among the various agencies and



organizations which serve Downers Grove. The Village will share the facility with School District 58. The Village should encourage the use of shared facilities (i.e. between the Village, Park District and schools) in order to maximize efficiency, tax dollars and land. This criteria is met.

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## Review and Approval Criteria SPECIAL USE Telecommunications Tower

### Section 28.12.050.H Approval Criteria (Special Uses)

*No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is constituent with and in substantial compliance with all Village Council policies and plans and that the applicant has presented evidence to support each of the following conclusions:*

**1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.**

The use, a wireless communications freestanding tower, is expressly authorized by the Village in the Downtown Transition (DT) zoning district. This criteria is met.

**2. That the proposed use at the proposed location is necessary or desirable to provide a service or a facility that is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.**

The proposed monopole will include: Downers Grove emergency communications equipment and microwave wide-area network radios, DuPage Public Safety Communications (DU-COMM) emergency communications equipment and several wireless carriers' equipment (AT&T, Verizon, and McKay Brother). Specifically DU-COMM equipment will continue to provide emergency communication services to police, fire, and emergency medical services. The proposed telecommunications tower is necessary to provide a service that is in the interest of the public and will greatly contribute to the general welfare of the neighborhood, community and DuPage County. This criteria is met.

**3. That the proposed use will not, in the particular case, be detrimental to the health, safety or general welfare of persons residing or working in the vicinity or be injurious to property values or improvements in the vicinity.**

The proposed monopole and associated equipment will be in compliance with the Federal Communications Commission (FCC) and Federal Aviation Administration (FAA) regulations. Both entities govern construction requirements, technical standards, interference protection, power and height limitations, and radio frequency standards. Specifically, the FCC regulates the operation of all telecommunications equipment and devices and maintains authority over any health and environmental effects of radio frequency emissions. Furthermore, the monopole will provide for vital communications in emergency situations to be used by local residents and emergency personnel to protect the general public's health, safety, and welfare. Routine maintenance visits by wireless carriers will not interfere with any police, fire, or emergency communications. This criteria is met.



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## NEIGHBORHOOD MEETING SUMMARY

### Outreach

As required by the Zoning Ordinance, the petitioner (the Village of Downers Grove (Village)) held a neighborhood meeting on March 21, 2022. To advertise the neighborhood meeting, the Village mailed invitations (attached) to all property owners 250 feet or less from the property. Additionally, the Village created a top story on the Village website inviting the general public to the meeting and included a video as well. The video was also placed on the facilities page of the Village website (<http://www.downers.us/facilities>).

### Meeting Format

The meeting was held in an open house format. The video of the project played in the Council Chambers during the event, while the Committee Room offered stations featuring poster boards and information about the following topics, with staff available to receive comments and answer questions:

- Washington Street Crossing
- Floor Plan
- Site Plan
- Landscaping Plan
- Building Elevations and Renderings
- Project Financing
- Sustainability Elements

### Feedback

Approximately 50 residents attended with various comments and questions. The following is a summary of comments that were made in support of the project, followed by stated concerns and responses from the petitioner. Comments provided were either summarized from verbal comments made at the meeting (Meeting Feedback), through the Village's facilities home page (Website Feedback) or emailed to a Village representative (Email Feedback).

#### Meeting Feedback:

- The building design is well thought out.
- It's time for a new facility.
- The Washington Street changes appear to improve pedestrian safety and vehicle conflicts.
- Support for additional multi-family opportunities in the downtown.
- There was an appreciation for the sustainable elements provided in the project.

#### Website Feedback

- Looks great. Will improve the village's properties. Will be wonderful work environments for its law enforcement and village staff.





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*Telecommunication Tower/Fleet Maintenance Lot (Lot 3)*

Residents' Concerns	Petitioner's Response
Meeting Feedback: Location of the proposed telecommunication tower	Please see attached Telecommunications Tower FAQ document for information about the tower and its location.
Meeting Feedback: Why does the plan not include development of the Fleet Maintenance facility?	The fleet maintenance facility is in maintainable condition and the FRSP prioritized the facility needs of the Police Station and Village Hall facilities.
Meeting Feedback: Lights located on the existing garages on the east side of the Fleet Garage are glaring and shining into the rear yards of the adjacent houses.	The Village will evaluate options for reducing the light level in the area of the fleet garage.

*Private Development Lot (Lot 2)*

Residents' Concerns	Petitioner's Response
Meeting Feedback: Objection to selling any portion of the Civic Center property for private development. The public land should remain under Village ownership and used for future public services.	The introduction of this private investment and a modern shared community facility is in line with the Village's Comprehensive Plan, which capitalizes on the redevelopment potential of the site and supports an appropriate and well-designed transit-oriented development. Furthermore, the inclusion of private investment on the Civic Center property is a key component of the financial strategy for funding the project.
Meeting Feedback: What is the height limit on the proposed apartment building? How many stories will it be?	The height and number of stories has not been determined yet. Plans have not been identified for Lot 2 and any proposal will be required to go through the complete public process similar to the approvals that the Village is currently seeking for the remainder of the subject property. A condition is proposed for the approvals that would require approval of a PUD amendment, in addition to other entitlements that may be required for the private development.
Meeting Feedback: Concern that the apartment building will not be aesthetically pleasing and not thought out enough.	Located in the downtown, multi-family development is required to comply with the recently adopted Downtown Design Guidelines.

*Commuter Parking*

Residents' Concerns	Petitioner's Response
Meeting Feedback: Concern about the removal of Commuter Parking from the site	The Village is responsible for providing and administering commuter parking near all three Metra stations within the Village. The Village will continue to monitor commuter parking activity and demand throughout the system and make adjustments as necessary. Commuter parking is not required for this project.
Email Feedback: Lot L utilization survey was used at a time when many people were not going to work due to omicron variant surge and the winter/holiday season.	The Village will continue to monitor commuter parking activity and demand through the commuter parking system and make adjustments as necessary.
Email Feedback: A large number of spots are assigned as public parking (72), I wonder where this number comes from? Is there a plan to allow for dual-purpose public and commuter spots? Wouldn't primary use of public parking be used for council chamber meetings after normal business hours when commuters have likely vacated the lot?	The parking spaces provided to support the new facility accommodate the requirements of the Village Hall, Police Department and District 58. This includes parking for customers who access the building for services and for visitors who attend training events and meetings during regular business hours.
Email Feedback: \$1M in water main work on Curtiss is cited as reason to not add commuter parking. How much has the village collected in Lot L parking fees over the prior 2-plus	Parking fees are collected and used to maintain existing parking infrastructure. Water main replacement at this location is not anticipated in the next five years.



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decades to offset this amount? Would the water main work be required to be completed in the next 5yrs if not addressed with this project?	
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#### *Washington Street/BNSF Intersection*

<b>Residents' Concerns</b>	<b>Petitioner's Response</b>
Meeting Feedback: Concern about the removal of the eastern leg of Washington Street and the limit of vehicle access through the site	See project narrative for detailed description of Washington crossing improvements and related benefits.
Website Feedback: I am 100% against the elimination of the eastern leg of the Washington Street intersection. I use it to safely cross the tracks on my bike several times per week. It is far safer for cyclists than the western leg. The Western leg of the Washington Street intersection is a pedestrian and cyclist incident waiting to happen.	The path located west side of the new facility will have sufficient width and signage to encourage use by bicycles. Additional safety enhancements related to this crossing are described in the project narrative.
Meeting Feedback: Concern that the plan eliminates the drive aisle that connects Curtiss Street to Washington Street through the Civic Center. Concern that this will cause traffic back-ups at the intersection of Washington and Curtiss.	Traffic modeling was completed for the proposed change that identified the improvement will enhance the flow of traffic along northbound Washington Street and dissipate the northbound queue of traffic quicker after a train event as the northbound traffic will no longer have to defer to the Washington Street southbound left-turn movement or contend with outbound movements from the access drive.  Furthermore, the elimination of the southbound left-turn movement from Washington Street to the access drive will eliminate potential back-ups that may occur on the railroad tracks and will dissipate the southbound queue of traffic quicker after a train event.

#### *Project Financing/Taxes*

<b>Residents' Concerns</b>	<b>Petitioner's Response</b>
Website Feedback: Bottom line - how much will this raise RE taxes for a home taxed at \$400k? Dist. 58 already wants to raise out taxes \$300/ year and the park district wants to build another \$\$\$ rec center. What is the total cost for taxpayers from all taxing bodies??	This project will require no increase in real estate taxes to the Village's residents and property owners. The <a href="#">March 8, 2022</a> Village Council discussion on the budget provides a more detailed overview of the project funding.
Website Feedback: I would like to know what effect this will have on my RE taxes. How much will they have to increase to build this plan	This project will require no increase in real estate taxes to the Village's residents and property owners. The <a href="#">March 8, 2022</a> Village Council discussion on the budget provides a more detailed overview of the project funding.

#### *General/Site Plan*

<b>Residents' Concerns</b>	<b>Petitioner's Response</b>
Meeting Feedback: What will occur with all the landscaping on the existing site and will there be an opportunity for residents and businesses to relocate plantings (i.e. shrubs, bulbs)	The petitioner will consider this request.
Meeting Feedback: The outdoor civic plaza should be designed with audio/visual capabilities for future community events.	The petitioner will consider this request.



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## **Telecommunications Tower FAQ**

### **1. Why is there a telecommunications tower on the site and when was it constructed?**

The telecommunications tower provides required public safety (police and fire) communications, internally and with the dispatch center. The existing tower was constructed in the early 1980's.

### **2. What else is it used for?**

In addition to the support of public safety communications, the tower also provides for wireless data & internet connections between the Village Hall and the Public Works facility. Three private telecommunications providers also access the tower for their equipment and make lease payments to the Village in exchange for this space. This practice of co-location is intended to result in fewer telecommunications towers within the Village.

### **3. Why is the proposed tower 190' (199' to the highest antenna)?**

The height of the proposed tower was established to accommodate existing users and future users on a monopole structure. Additional tower capacity that allows for co-location of future telecommunications providers reduces the likelihood that new cellular communications towers will be constructed in close proximity to the proposed tower. The monopole design provides a narrower configuration and footprint, as opposed to the existing tower's wider lattice structure. This design allows for more vertical space to accommodate current and future equipment.

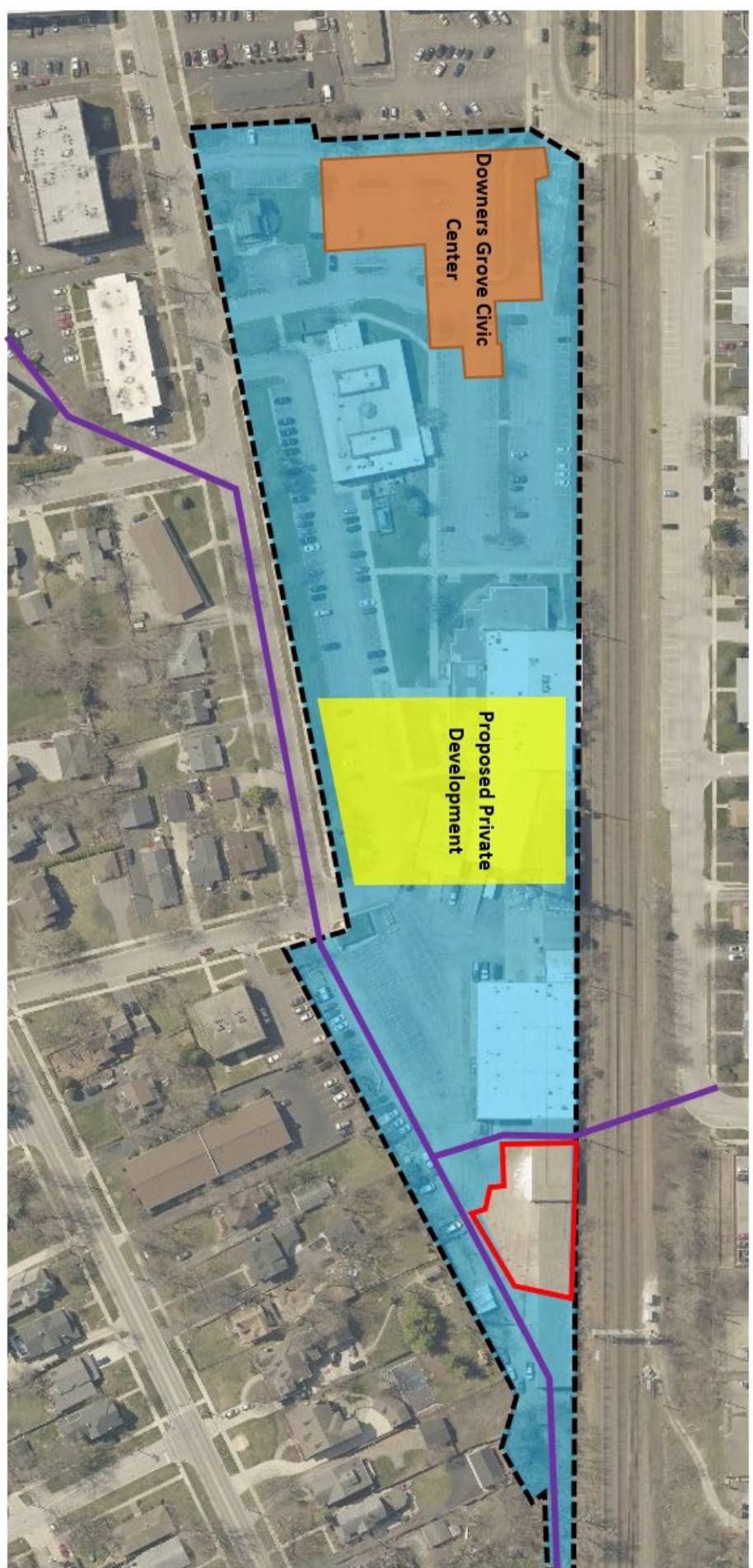
### **4. Why does the tower have to be relocated to the proposed site?**

The proposed site is the only location on the existing Civic Center property that maintains a 200' fall-zone separation from nearby residential structures and from public safety operations in the new facility. This is to ensure that if the tower falls, it doesn't impact a residential structure or public safety facility. The proposed location also maintains access to the fleet maintenance garage and parking lot to the south. See attached tower siting location map.

### **5. Why can the tower not be relocated off site?**

The proposed location in close proximity to the Police Station/Village Hall is critical to support public safety dispatching communications that the Village relies on for police, fire and EMS services. In addition, off-site relocation may result in construction of additional towers in the immediate vicinity by private telecommunications providers as allowed by the Federal Telecommunications Act.

# Telecommunication Tower Location Map Analysis



# NEIGHBORHOOD OPEN HOUSE

MONDAY, MARCH 21, 2022  
7:00 P.M. - 8:30 P.M.

VILLAGE HALL  
801 BURLINGTON AVENUE  
DOWNERS GROVE, IL 60515



Dear Neighbor,

The Village is preparing for the construction of a combined Civic Center facility, which will be the new home of Village Hall, the Police Department and the administrative offices of Downers Grove Grade School District 58.

We invite you to an Open House that will feature information about the project in advance of the April 4, 2022, Plan Commission meeting. Guests may arrive at any time during the Open House hours to view project information and offer comments. Village staff will be available to answer questions.

*Please note that your property is not part of the proposed redevelopment. You are receiving this invitation because you are located within 250 feet of the Civic Center Campus.*

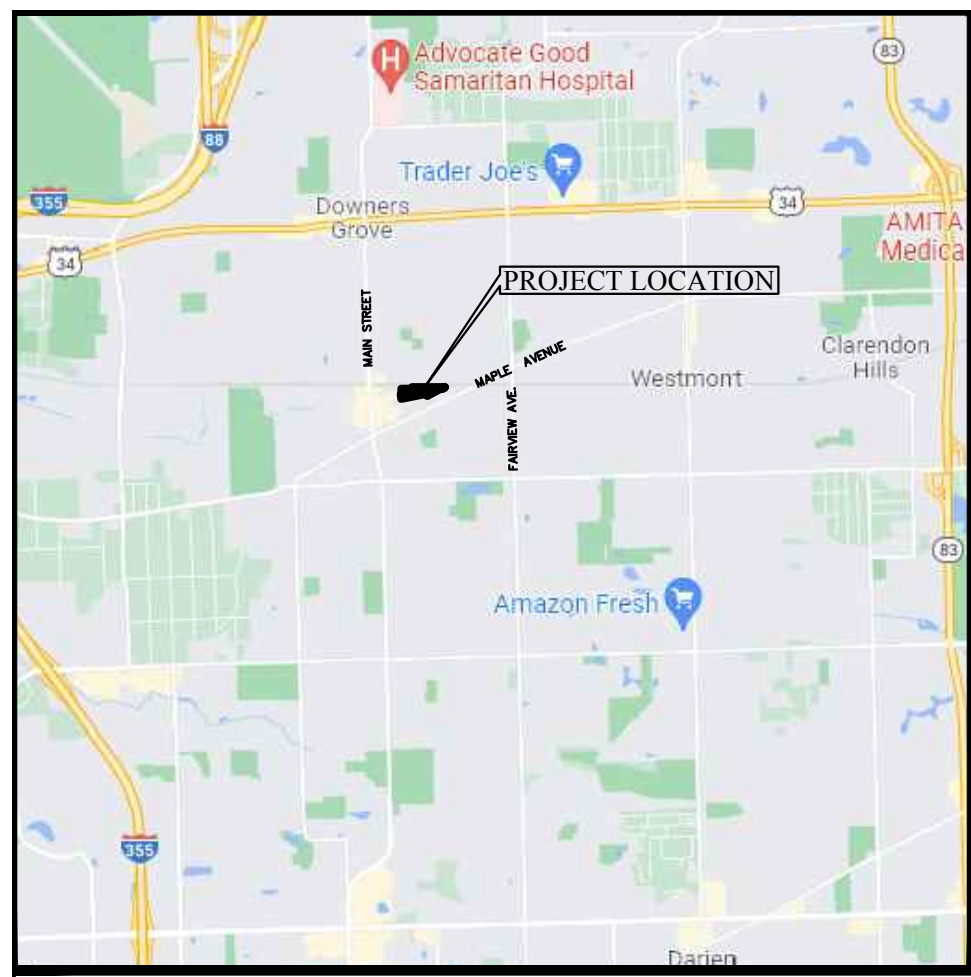
## Questions?

Contact Jason Zawila at 630.434.5520  
or email [jzawila@downers.us](mailto:jzawila@downers.us)

For additional information on the Facilities Project, visit [downers.us/facilities](https://downers.us/facilities)



*Architectural rendering of proposed facility.*



VICINITY MAP  
NO SCALE

**LEGAL DESCRIPTION**

PARCEL 1: LOTS 1 THROUGH 11, BOTH INCLUSIVE, AND THE WEST 11.3 FEET (AS MEASURED ON THE SOUTH LINE BY 16.65 FEET (MEASURED ON THE NORTH LINE) OF LOT 12 IN STANLEY'S SUBDIVISION, ALSO THAT PART OF VACATED RAILROAD STREET LYING NORTH OF AND ADJOINING LOTS 1, 2, 3, 4 AND 5 IN SAID STANLEY'S SUBDIVISION, OF PART OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

A PART OF LOT 13 OF THE PLAT OF STANLEY'S SUBDIVISION OF PART OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AS SHOWN BY THE PLAT RECORDED IN BOOK OF PLATS, ON PAGE 43, AND ALSO A PART OF LOT 1 OF THE PLAT OF THE HOMESTEAD OF THOMAS LYMAN, DECEASED, AS RECORDED IN BOOK 6 OF PLATS, ON PAGE 5, OF THE RECORDS OF DUPAGE COUNTY, ILLINOIS; THE ENTIRE TRACT HEREIN INCLUDED, BEING DESCRIBED AS FOLLOWS, TO WIT: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 12, OF STANLEY'S SUBDIVISION, AND RUNNING THENCE EAST ALONG THE NORTH LINE OF CURTISS STREET, 11.3 FEET FOR A PLACE OF BEGINNING; THENCE NORTHERLY TO A POINT ON THE NORTH LINE OF SAID LOT 12 WHICH POINT IS 16.65 FEET EAST FROM THE NORTHWEST CORNER OF SAID LOT; THENCE EAST, ON THE NORTH LINE OF SAID LOT 12, 23.75 FEET TO THE NORTHEAST CORNER OF SAID LOT; THENCE SOUTHERLY, TO A POINT ON THE NORTH LINE OF CURTISS STREET WHICH IS 7 FEET EAST FROM THE SOUTHWEST CORNER OF SAID LOT 12; THENCE WESTERLY ALONG THE NORTH LINE OF CURTISS STREET, 50 FEET TO THE PLACE OF BEGINNING, IN THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-131-019  
PARCEL 2: LOTS 1-5, BOTH INCLUSIVE, THE WEST 33 1/3 FEET OF LOT 6 AND THE EAST 1 1/2 FEET OF LOT 7 IN RANDALL'S RESUBDIVISION OF BLOCK 2 IN THE TOWN OF DOWNERS GROVE, IN THE WEST HALF OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDALL'S RESUBDIVISION RECORDED OCTOBER 26, 1875 AS DOCUMENT 20748, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-131-018

PARCEL 3: THE NORTH 35 FEET (AS MEASURED AT RIGHT ANGLES TO THE NORTHEASTLY LINE OF SAID LOT) OF LOT 6, IN WALLACE'S SUBDIVISION OF PART OF LOT 5 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-211-003

PARCEL 4: THE NORTH 35 FEET (AS MEASURED AT RIGHT ANGLES TO THE NORTHERLY LINE OF SAID LOT) OF LOT 7, IN WALLACE'S SUBDIVISION OF PART OF LOT 5 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-211-002

PARCEL 5: LOT 1 OF THE PLAT OF THE HOMESTEAD OF THOMAS LYMAN, DECEASED (EXCEPT THAT PART CONVEYED TO THE CHICAGO BURLINGTON & QUINCY RAILROAD AND EXCEPT THAT PART CONVEYED TO H.J. HAWKINS ON MARCH 27, 1907) IN SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-211-001

PARCEL 6: SO MUCH OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER (SW/4 NE1/4) OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE SOUTH LINE OF 100-FOOT WIDE RIGHT OF WAY OF BURLINGTON NORTHERN, INC., 336.6 FEET EASTWARD (MEASURED ON SAID SOUTH LINE) FROM THE INTERSECTION OF THE NORTH AND SOUTH CENTER LINE OF SAID SECTION 8 WITH SAID SOUTH LINE TO THE PLACE OF BEGINNING; THENCE SOUTH 9 DEGREES WEST (MAGNETIC BEARING), 201.4 FEET; THENCE EASTWARD, PARALLEL TO SAID SOUTH RIGHT OF WAY LINE AND 20 FEET DISTANT THEREFROM, 426 FEET; THENCE NORTH 64 DEGREES EAST (MAGNETIC BEARING), 42.3 FEET TO SAID SOUTH RIGHT OF WAY LINE; THENCE EASTWARD ON SAID SOUTH RIGHT OF WAY LINE, 459.5 FEET TO THE PLACE OF BEGINNING.

PIN: 09-08-211-014

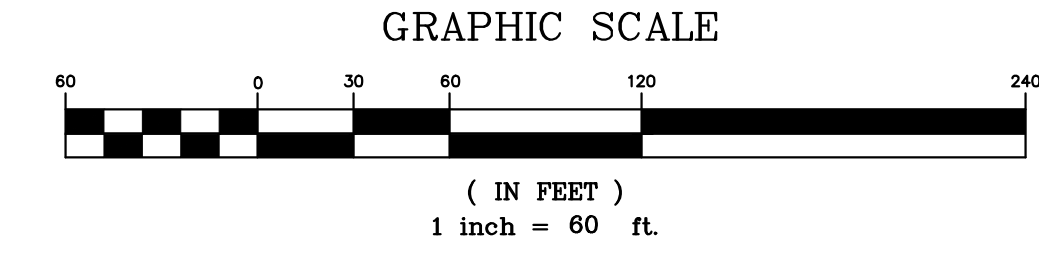
PARCEL 7: LOTS 3, 4, 5 AND LOT 6 (EXCEPT THE WEST 50 FEET THEREOF) IN BLOCK 2 IN CURTISS ADDITION TO THE TOWN OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 8, 1866 AS DOCUMENT 7317, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 8: LOTS 1 AND 2 IN BLOCK 2 IN CURTISS ADDITION TO THE TOWN OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 8, 1866 AS DOCUMENT 7317, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-304-008

\*TOPOGRAPHICAL ERROR CORRECTED BY SURVEYOR

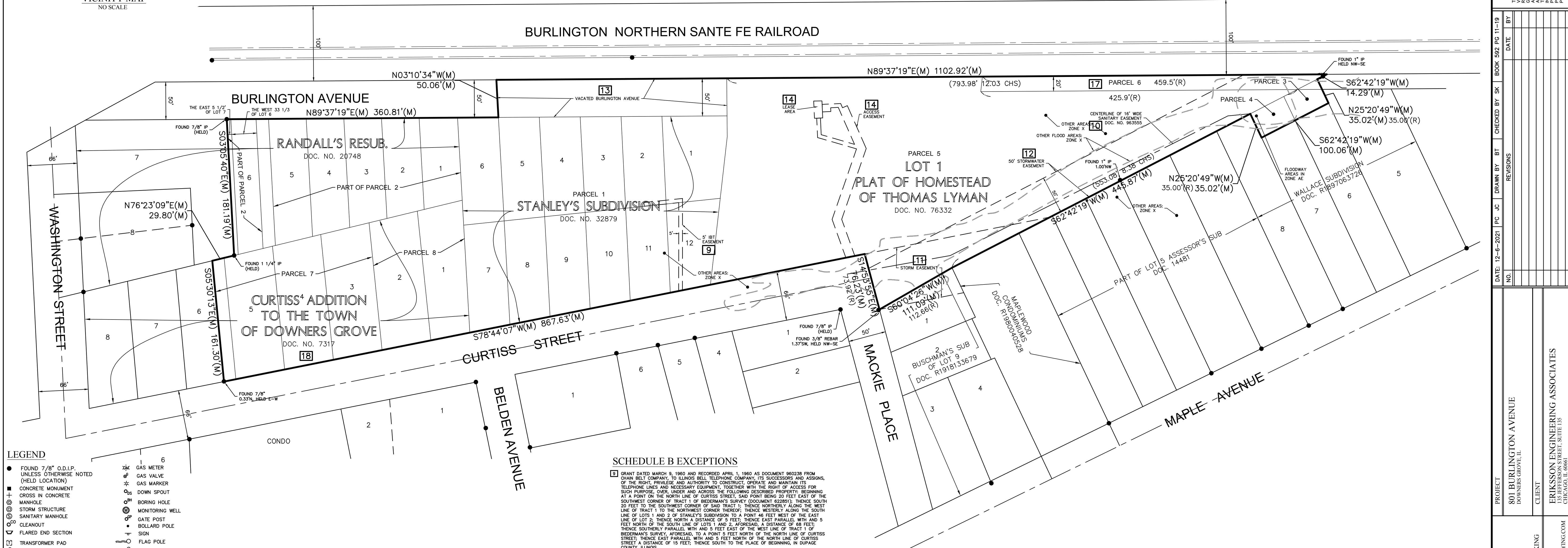
# ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY



**AREA SUMMARY**  
(TO HEAVY LINES)  
349,893 SQUARE FEET  
OR  
8.032 ACRES  
(BASED ON MEASURED VALUES)

**STRIPED PARKING DATA**  
REGULAR SPACES = 333  
ACCESSIBLE SPACES = 7  
TOTAL SPACES = 340

**UTILITY STATEMENT**  
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS. THE SURVEYOR HAS MADE A REASONABLE ATTEMPT TO OBTAIN ALL AVAILABLE INFORMATION AND TO VERIFY THE ACCURACY OF THE INFORMATION OBTAINED. THE SURVEYOR DOES NOT WARRANT THAT THE INFORMATION IS COMPLETELY ACCURATE. THE SURVEYOR IS NOT RESPONSIBLE FOR DAMAGES OF ANY KIND, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS INFORMATION. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.



- LEGEND**
- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION)
  - CONCRETE MONUMENT
  - ⊕ CROSS IN CONCRETE
  - ⊙ MANHOLE
  - ⊙ STORM STRUCTURE
  - ⊙ SANITARY MANHOLE
  - CLEANOUT
  - ▽ FLARED END SECTION
  - ⊕ TRANSFORMER PAD
  - ⊙ ELECTRIC MANHOLE
  - ⊕ ELECTRIC BOX
  - ⊕ ELECTRIC PEDESTAL
  - ⊕ ELECTRIC MARKER
  - ⊕ ELECTRIC METER
  - ⊕ UTILITY POLE
  - ⊕ UTILITY POLE W/LIGHT
  - ⊕ UTILITY POLE W/TSF
  - ⊕ GUY POLE
  - ⊕ OVERHEAD TRAFFIC SIGNAL
  - ⊕ TRAFFIC SIGNAL MANHOLE
  - ⊕ LIGHT
  - ⊕ LIGHT POLE
  - ⊕ HAND HOLE
  - ⊕ VALVE VAULT
  - ⊕ FIRE HYDRANT
  - ⊕ IRRIGATION CONTROL VALVE
  - ⊕ POST INDICATOR VALVE
  - ⊕ SHAMOSE WATER CONNECTION
  - ⊕ WATER MARKER
  - ⊕ WATER METER
  - ⊕ VALVE BOX
  - ⊕ SPRINKLER CONTROL VALVE
  - ⊕ TELEPHONE MANHOLE
  - ⊕ TELEPHONE NETWORK INTERFACE
  - ⊕ TELEPHONE MARKER
  - ⊕ TELEPHONE PEDESTAL
  - ⊕ CABLE TELEVISION PEDESTAL
  - ⊕ GAS METER
  - ⊕ GAS VALVE
  - ⊕ GAS MARKER
  - ⊕ DOWN SPOUT
  - ⊕ BORING HOLE
  - ⊕ MONITORING WELL
  - ⊕ GATE POST
  - ⊕ BOLLARD POLE
  - ⊕ SIGN
  - ⊕ FLAG POLE
  - ⊕ MAILBOX
  - ⊕ SANITARY SEWER
  - ⊕ STORM SEWER
  - ⊕ WATER MAIN
  - ⊕ GAS MAIN
  - ⊕ ELECTRIC LINE
  - ⊕ OVERHEAD WIRES
  - ⊕ TELEPHONE LINE
  - ⊕ CONFERIOUS TREE W/APPROX. DIAMETER
  - ⊕ DECIDUOUS TREE W/APPROX. DIAMETER
  - ⊕ MSH-MULTI-STEM (DRIP LINE SHOWN IS APPROXIMATE)
  - ⊕ TREE LINE + ELEVATION
  - ⊕ BITUMINOUS PAVEMENT
  - ⊕ CONCRETE SURFACE
  - ⊕ DEPRESSED CURB
  - ⊕ GRAVEL SURFACE
  - ⊕ LANDSCAPE AREA
  - ⊕ STONE SURFACE
  - ⊕ DETECTABLE TACTILE WARNING SURFACE
  - ⊕ BRICK PAVERS
  - ⊕ WOOD FENCE
  - ⊕ CHAIN LINK FENCE
  - ⊕ METAL FENCE
  - ⊕ METAL GUARDRAIL
  - ⊕ PUBLIC UTILITY AND DRAINAGE EASEMENT
  - ⊕ LIMITS OF LAND PER LEGAL DESCRIPTION
  - ⊕ ADJACENT LAND
  - ⊕ PARCEL LINE
  - ⊕ EASEMENT LINE
  - ⊕ CENTERLINE
  - ⊕ BUILDING SETBACK LINE
  - ⊕ SECTION LINE

- ABBREVIATIONS**
- O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
  - TF = TOP OF FOUNDATION
  - FF = FINISHED FLOOR
  - FES = FLARED END SECTION
  - VCP = VITRIFIED CLAY PIPE
  - DIP = DUCTILE IRON PIPE
  - PVC = POLYVINYL CHLORIDE
  - RCF = REINFORCED CONCRETE PIPE
  - CMF = CORRUGATED METAL PIPE
  - (R) = RECORD BEARING OR DISTANCE
  - (M) = MEASURED BEARING OR DISTANCE
  - (C) = CALCULATED BEARING OR DISTANCE
  - (D) = DEED BEARING OR DISTANCE
  - N = NORTH
  - S = SOUTH
  - E = EAST
  - W = WEST
  - A = ARC LENGTH
  - R = RADIUS
  - CH = CHORD BEARING
  - B.S.L. = BUILDING SETBACK LINE
  - U.E. = UTILITY EASEMENT
  - D.E. = DRAINAGE EASEMENT
  - P.U.E. = PUBLIC UTILITY EASEMENT
  - P.O.C. = POINT OF COMMENCEMENT
  - P.O.B. = POINT OF BEGINNING
  - P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

**SCHEDULE B EXCEPTIONS**

- GRANT DATED MARCH 9, 1960 AND RECORDED APRIL 1, 1960 AS DOCUMENT 960238 FROM CHAIN BELL COMPANY TO ILLINOIS BELL TELEPHONE COMPANY, ITS SUCCESSORS AND ASSIGNS, OF THE RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, OPERATE AND MAINTAIN ITS TELEPHONE LINES AND NECESSARY EQUIPMENT, TOGETHER WITH THE RIGHT OF ACCESS FOR SUCH PURPOSE, OVER, UNDER AND ACROSS THE FOLLOWING DESCRIBED PROPERTY, BEGINNING AT A POINT ON THE NORTH LINE OF CURTISS STREET, SAID POINT BEING 20 FEET EAST OF THE SOUTHWEST CORNER OF TRACT 1 OF BIEDERMAN'S SURVEY (DOCUMENT 62280); THENCE SOUTH 20 FEET TO THE SOUTHWEST CORNER OF SAID TRACT 1; THENCE NORTHERLY ALONG THE WEST LINE OF TRACT 1 TO THE NORTHWEST CORNER THEREOF; THENCE WESTERLY ALONG THE SOUTH LINE OF LOTS 1 AND 2 OF STANLEY'S SUBDIVISION TO A POINT 46 FEET WEST OF THE EAST LINE OF LOT 2; THENCE NORTH A DISTANCE OF 5 FEET; THENCE EAST PARALLEL WITH AND 5 FEET NORTH OF THE SOUTH LINE OF LOTS 1 AND 2, AFORESAID, A DISTANCE OF 68 FEET; THENCE SOUTHERLY PARALLEL WITH AND 5 FEET EAST OF THE WEST LINE OF TRACT 1 OF BIEDERMAN'S SURVEY, AFORESAID, TO A POINT 5 FEET NORTH OF THE NORTH LINE OF CURTISS STREET; THENCE EAST PARALLEL WITH AND 5 FEET NORTH OF THE NORTH LINE OF CURTISS STREET A DISTANCE OF 15 FEET; THENCE SOUTH TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.
- EASEMENT IN FAVOR OF THE VILLAGE OF THE VILLAGE OF DOWNERS GROVE FOR SEWER, SAID EASEMENT BEING 16 FEET IN WIDTH AND THE CENTERLINE BEING DESCRIBED BY STARTING AT THE PRESENT MANHOLE IN THE CENTER OF CURTISS STREET AND MARK PLACE AND RUNNING NORTH 77 DEGREES 20 MINUTES EAST A DISTANCE OF 139 FEET; THENCE NORTH 60 DEGREES 50 MINUTES EAST A DISTANCE OF 412.8 FEET; THENCE NORTH 82 DEGREES EAST A DISTANCE OF 30 FEET TO THE NORTHERLY LINE OF LOT 7 OF WALLACE'S SUBDIVISION OF THE EAST PART OF 5 OF ASSESSOR'S SUBDIVISION, AS SHOWN ON THE PLAT OF SURVEY NO. 4000-51 BY RAULIN B. WIGHT, LICENSED ILLINOIS SURVEYOR, SAID ABOVE DESCRIBED EASEMENT DISCLOSED IN TRUST DEED MADE BY AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, TRUST NO. 15201, TO CITY NATIONAL BANK OF ROCKFORD, AS TRUSTEE, SAID TRUST DEED DATED APRIL 1, 1960 AND RECORDED MAY 2, 1960 AS DOCUMENT 963555.
- GRANT MADE BY AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED JANUARY 15, 1960 AND KNOWN AS TRUST NUMBER 15201, TO VILLAGE OF DOWNERS GROVE, ITS SUCCESSORS AND ASSIGNS, OF AN EASEMENT FOR THE PURPOSE OF CONSTRUCTING AND MAINTAINING A SYSTEM OF STORM WATER DRAINAGE OVER THAT PART OF SAID LOT 1 OF THE PLAT OF HOMESTEAD OF THOMAS LYMAN, DATED MARCH 10, 1961 AND RECORDED MARCH 17, 1961 AS DOCUMENT 961-116.
- GRANT MADE BY AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED JANUARY 15, 1960 AND KNOWN AS TRUST NO. 15201 TO VILLAGE OF DOWNERS GROVE, OF A PERMANENT EASEMENT OVER AND ACROSS THE EASTERLY 50 FEET (AS MEASURED PERPENDICULARLY TO THE EAST LINE OF SAID LOT) OF LOT 1 OF PLAT OF THE HOMESTEAD OF THOMAS LYMAN, DATED JUNE 30, 1964 AND RECORDED JULY 16, 1964 AS DOCUMENT NO. 964-25318.
- (A) RIGHTS OF THE MUNICIPALITY, STATE OF ILLINOIS, THE PUBLIC AND ADJOINING OWNERS AND TO VACATED STREET.
- (B) RIGHTS OF THE PUBLIC OR QUASI-PUBLIC UTILITIES, IF ANY, IN SAID VACATED STREET FOR MAINTENANCE THEREOF OR POLES, CONDUITS, SEWERS, ETC.
- TERMS AND PROVISIONS AS CONTAINED IN MEMORANDUM OF LICENSE AGREEMENT BETWEEN THE VILLAGE OF DOWNERS GROVE AND CHICAGO SMSA LIMITED PARTNERSHIP TO INSTALL, MAINTAIN AND OPERATE AN ANTENNA AND RECEIVING BUILDING ON PUBLIC PROPERTY IN CONNECTION WITH ITS CELLULAR TELEPHONE SERVICES RECORDED JULY 6, 1993 AS DOCUMENT NO. R93-142420. (SEE DOCUMENT FOR FURTHER PARTICULARS).
- TERMS AND PROVISIONS CONTAINED IN MEMORANDUM OF LICENSE BETWEEN THE VILLAGE OF DOWNERS GROVE AND IDEAL SPECTRAL OPERATIONS, LLC, RECORDED JULY 7, 2008 AS DOCUMENT NO. R2008-106679. (SEE DOCUMENT FOR FURTHER PARTICULARS).
- TERMS AND PROVISIONS CONTAINED IN DOWNERS GROVE BUILDING SANITARY SERVICE LICENSE AGREEMENT RECORDED JANUARY 17, 2006 AS DOCUMENT NO. R2006-6955. (AFFECTS LOT 4 OF PARCEL 7)

**NOTES**

- THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION AND EASEMENTS OF RECORD AS IDENTIFIED IN TITLE COMMITMENT NUMBER 21008283 ISSUED BY GREATER ILLINOIS TITLE COMPANY HAVING AN EFFECTIVE DATE OF JANUARY 9, 2019.
- THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), ZONE 1201 (ILLINOIS EAST)
- THIS SITE FALLS WITHIN THE FOLLOWING FLOOD ZONES:  
a. "OTHER AREAS: ZONE X" (UNSHADED) (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).  
b. SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL FLOOD CHANGE: ZONE AE', (BASE FLOOD ELEVATIONS DETERMINED).  
c. SPECIAL FLOOD HAZARD AREA: (SHADED) 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE ZONE X.
- AS DEFINED BY THE FLOOD INSURANCE RATE MAP NUMBER 170430C0167J, HAVING AN EFFECTIVE REVISION DATE OF AUGUST 1, 2019.  
THE FLOOD ZONE DIVISION LINES SHOWN HEREON ARE DEPICTED TO THE BEST OF THE SURVEYOR'S ABILITY AND SHOULD BE CONSIDERED APPROXIMATE. THEY ARE DEPICTED BY SCALED MAP LOCATION.
- THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS, AND IS BASED ON FIELD WORK PERFORMED DECEMBER, 2021
- THE SURVEYOR CONTACTED JULLIE FOR A DESIGN STAGE REQUEST FOR THIS SITE WHICH WAS ASSURED A DIG NUMBER OF 2024 0902. INQUIRIES WERE SENT OUT TO THE VARIOUS UTILITY COMPANIES REQUESTING MAPS AND/OR ALIASES OF THEIR RESPECTIVE FACILITIES. THE INFORMATION RECEIVED TO DATE IS SHOWN HEREON.
- IN ACCORDANCE WITH TABLE A ITEMS 6(A) AND 6(B), A ZONING REPORT OR LETTER WAS NOT PROVIDED TO THE SURVEYOR FOR REVIEW.
- IN ACCORDANCE WITH TABLE A ITEM 10, NO PARTY WALLS WERE OBSERVED ALONG PROPERTY LINES CONTIGUOUS WITH ADJOINING PROPERTIES.

**SURVEYOR'S CERTIFICATION**

TO THE VILLAGE OF DOWNERS GROVE, GREATER ILLINOIS TITLE COMPANY AND CHICAGO TITLE INSURANCE COMPANY:  
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, SOLELY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 7(A), 8, 9, 10, 11(D), 18 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 2, 2021.

COMPASS SURVEYING LTD.  
PROFESSIONAL DESIGN FIRM  
LAND SURVEYOR CORPORATION NO. 184-002778  
LICENSE EXPIRES 4/20/2023  
DATE OF PLAT OR MAP: DECEMBER 6, 2021

BY: SCOTT C. KREBS  
IL PROFESSIONAL LAND SURVEYOR NO. 3509  
LICENSE EXPIRES 11/30/22

SCALE: 1" = 60'

PROJECT	801 BURLINGTON AVENUE DOWNERS GROVE, IL
CLIENT	ERIKSSON ENGINEERING ASSOCIATES STREET, SUITE 115 CHICAGO, IL 60641
DATE: 12-6-2021	PC: JC
CHECKED BY: SK	BOOK: 892 PG: 11-19
DRAWN BY: BT	REVISIONS
DATE	BY

**COMPASS SURVEYING LTD.**  
ALTA SURVEYS & TOPOGRAPHY • CONSTRUCTION STAKING  
2051 GINGERWOOD PARKWAY, STE. 100  
AURORA, IL 60502  
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

SCALE: 1" = 60'

1 OF 6

PROJ. NO.: 21.0319

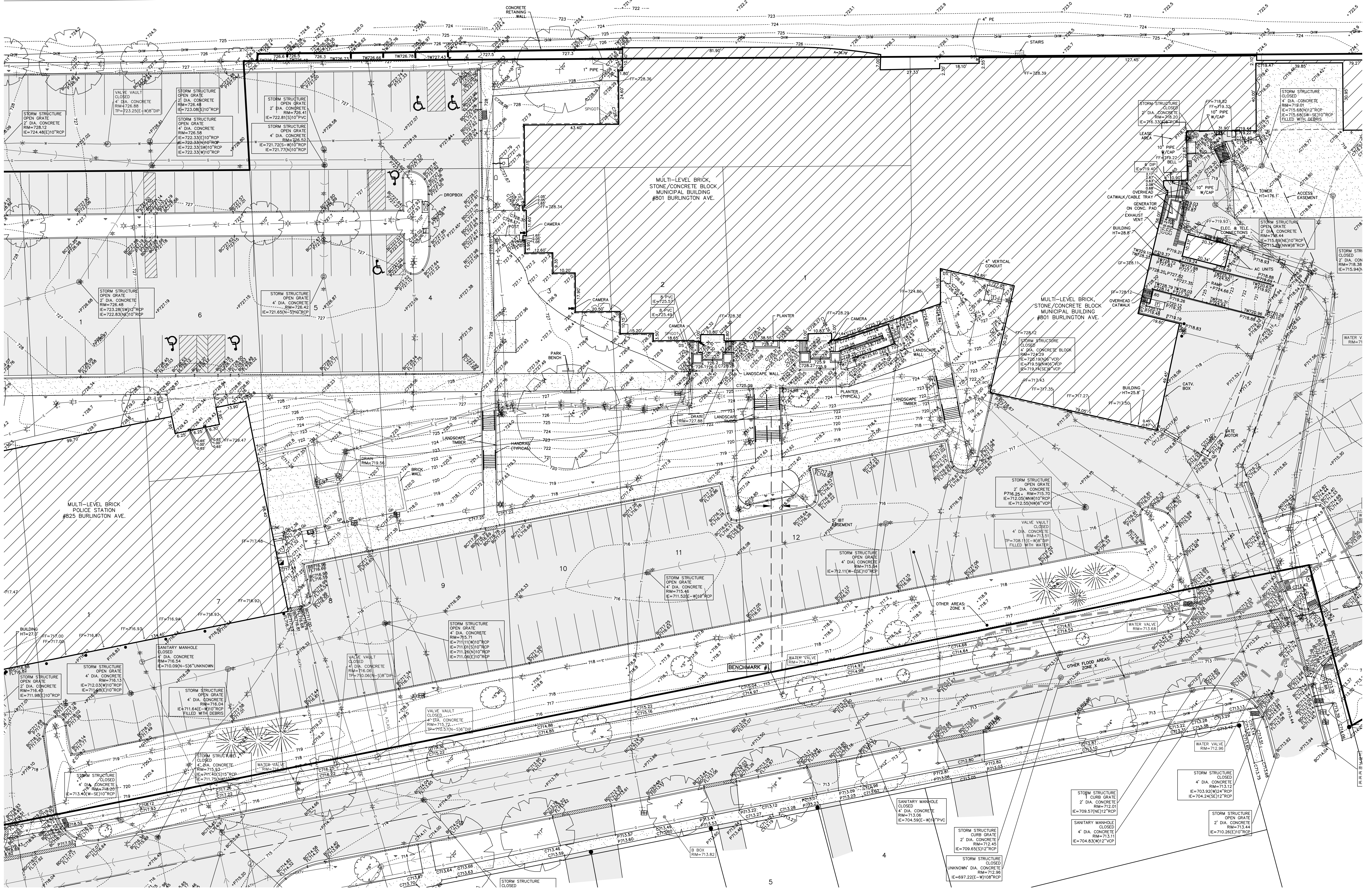
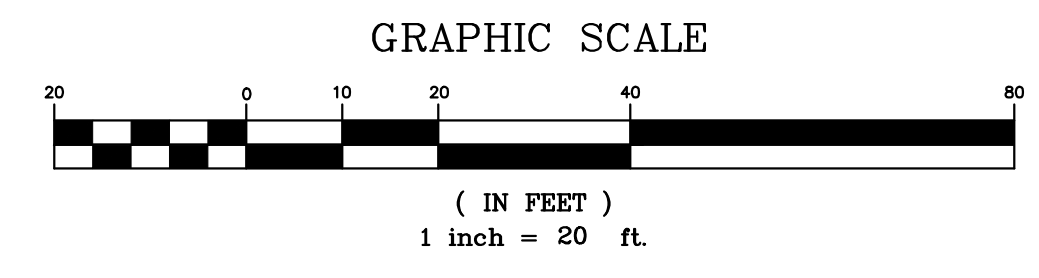








# ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY



Know what's below. Call before you dig.

UTILITY STATEMENT  
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS. THE SURVEYOR MAKES NO WARRANTY AS TO THE ACCURACY OF THE INFORMATION PROVIDED. THE SURVEYOR DOES NOT WARRANT THAT THE INFORMATION PROVIDED IS COMPLETE, ACCURATE OR UP-TO-DATE. THE SURVEYOR'S LIABILITY IS LIMITED TO THE PHYSICAL LOCATION OF THE UNDERGROUND UTILITIES.

NO.	DATE	BY	REVISIONS

DATE	PC	BT	SK	CHKD	BY
12-6-2021					

PROJECT: 801 BURLINGTON AVENUE, DOWNERS GROVE, IL

CLIENT: ERIKSSON ENGINEERING ASSOCIATES, CHICAGO, IL 60604

COMPASS SURVEYING LTD  
ALTA SURVEYS & TOPOGRAPHY • CONSTRUCTION STAKING  
2051 GINGER WOODS PARKWAY, STE. 100  
AURORA, IL 60502  
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CSSLSURVEYING.COM

SCALE: 1" = 20'

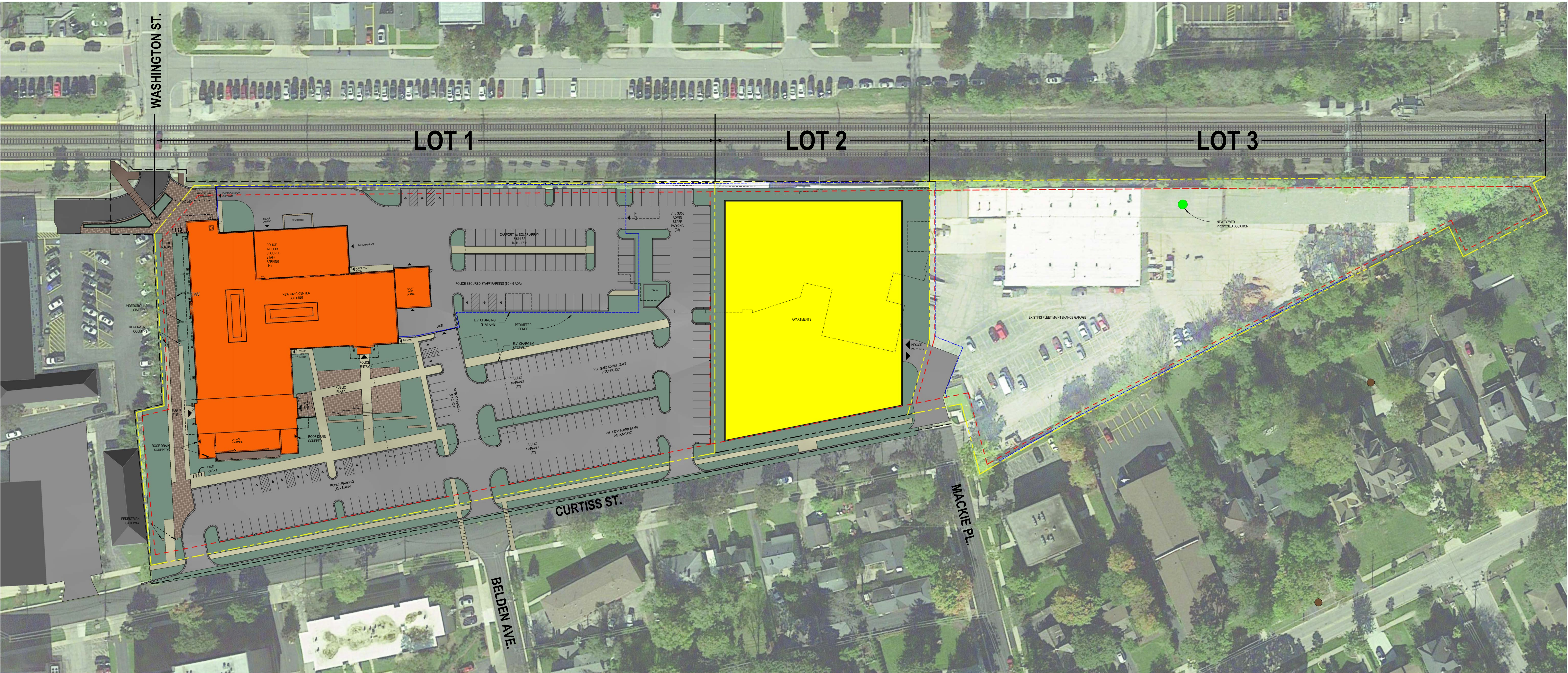
5 OF 6

PROJ. NO.: 21.0319



# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515

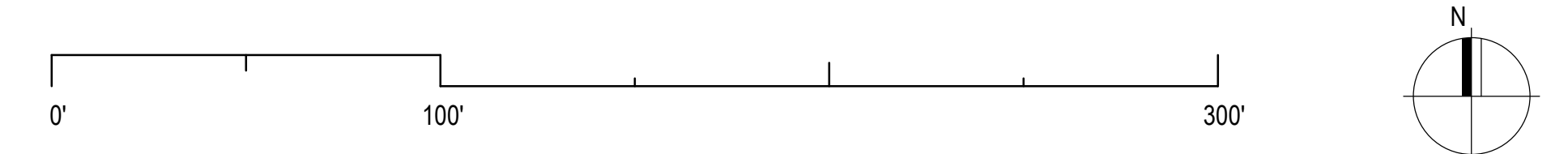


## NEW VHPS BUILDING + SCHOOL DISTRICT 58 ADMINISTRATION

- NEW CIVIC CENTER BUILDING = 80,000 SF +/- (2 STORY + BASEMENT)
- SECURE POLICE STAFF PARKING = 80 SPACES (14 INTERIOR + 24 CARPORT + 42 EXTERIOR)
- VILLAGE HALL STAFF PARKING = 65 EXTERIOR SPACES
- SD58 STAFF PARKING = 25 EXTERIOR SPACES
- PUBLIC VISITOR PARKING = 82 EXTERIOR SPACES

TOTAL PARKING SPACES = 252 SPACES

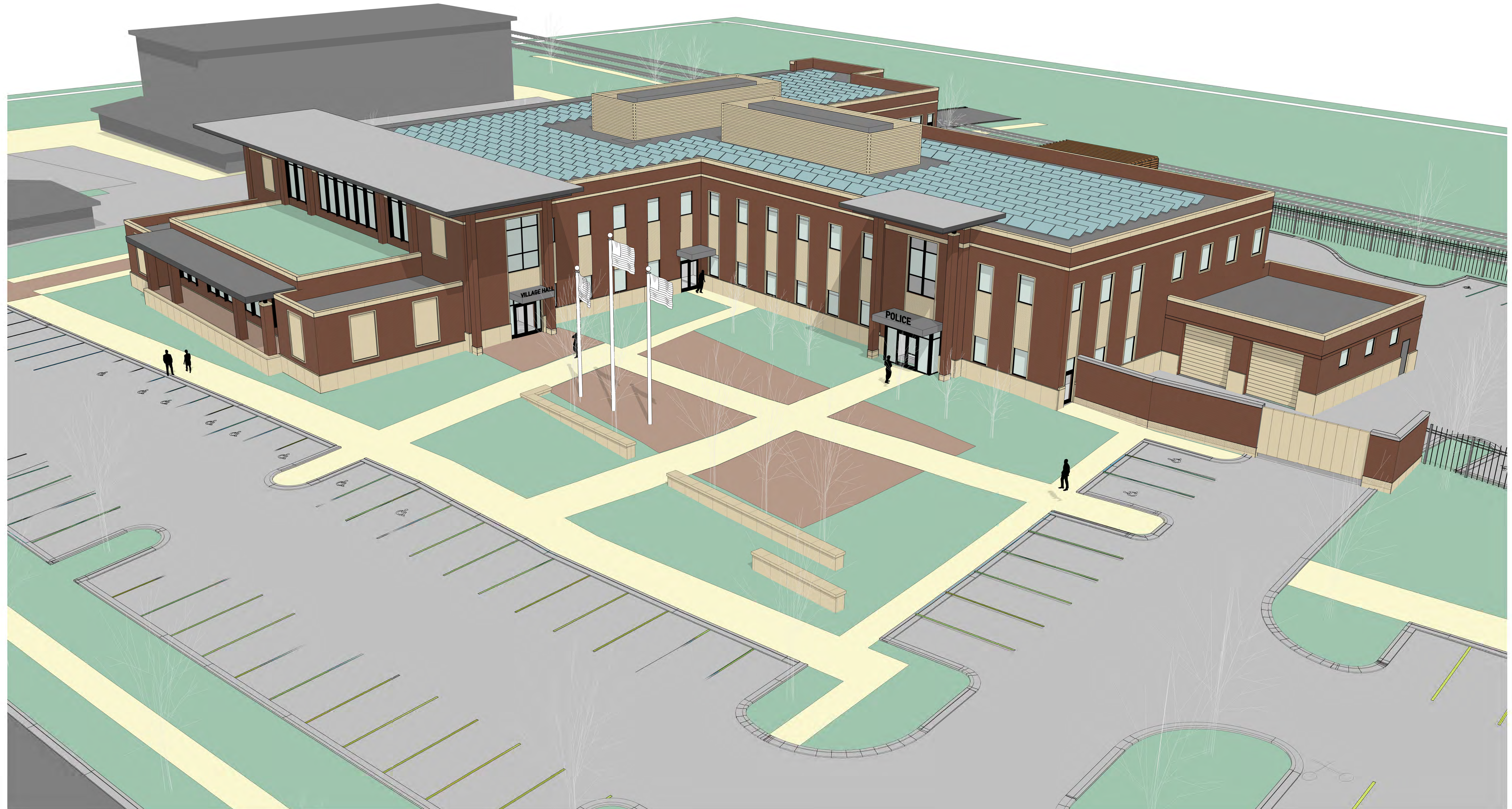
- PROPERTY LINE
- SETBACK LINE
- NEW FENCE LINE
- FALL ZONE LINE
- ZONE BOUNDARY



# SITE PLAN

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



## BIRDSEYE VIEW FROM SOUTHEAST

Village of Downers Grove | Published 03/18/22  
Job No. 22-3318.01 | ©2022 FGM Architects Inc.

**fgma**

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



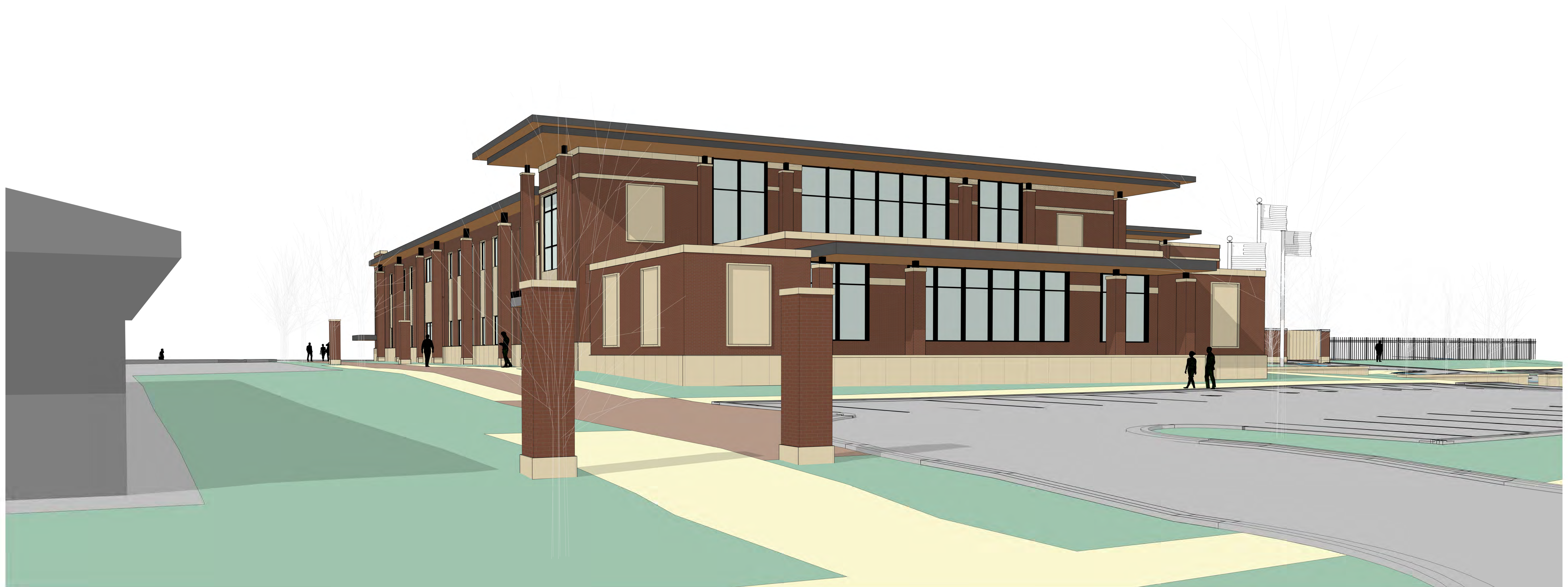
VIEW FROM SOUTHEAST

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**fgma**

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



VIEW FROM SOUTHWEST

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



## BIRDSEYE VIEW FROM SOUTHWEST

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# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



VIEW FROM NORTHWEST

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# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



VIEW FROM NORTHEAST

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



**2** SOUTH ELEVATION  
1/8" = 1'-0"



**1** WEST ELEVATION  
1/8" = 1'-0"

**ESTABLISHED GRADE CALCULATION**

742.2' @ NW CORNER STAIR TOWER  
 724.5' @ SW CORNER OF COUNCIL CHAMBERS  
 724.0' @ SE CORNER OF COUNCIL CHAMBERS  
 725.1' @ SE CORNER OF POLICE WING  
 SUM OF GRADES / 4 = ESTABLISHED GRADE  
 724.45' = ESTABLISHED GRADE

# BUILDING ELEVATIONS

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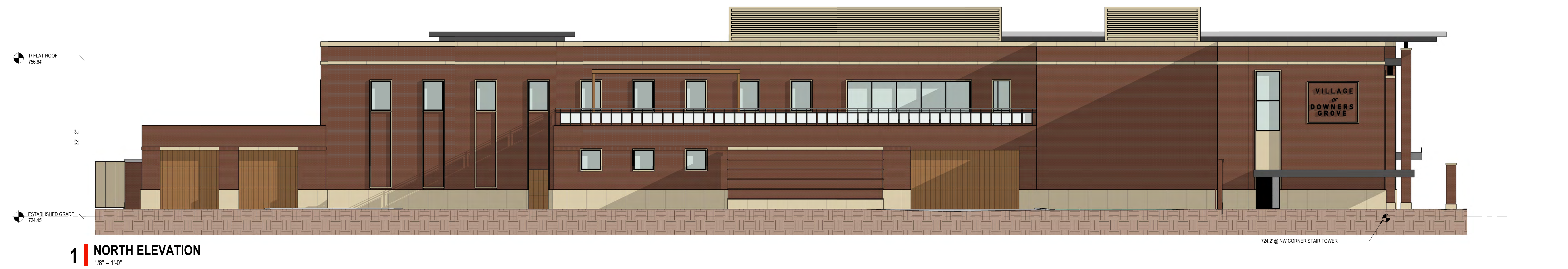


# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



**2 | EAST ELEVATION**  
1/8" = 1'-0"



**1 | NORTH ELEVATION**  
1/8" = 1'-0"

**ESTABLISHED GRADE CALCULATION**  
 742.2' @ NW CORNER STAIR TOWER  
 724.5' @ SW CORNER OF COUNCIL CHAMBERS  
 724.0' @ SE CORNER OF COUNCIL CHAMBERS  
 725.1' @ SE CORNER OF POLICE WING  
 SUM OF GRADES / 4 = ESTABLISHED GRADE  
 724.45' = ESTABLISHED GRADE

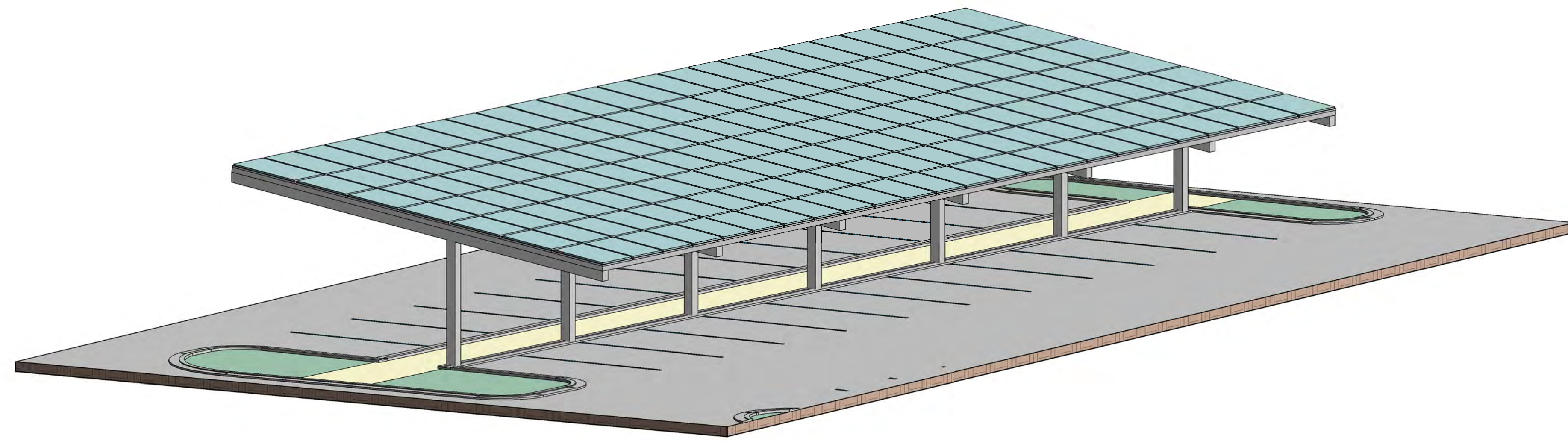
## BUILDING ELEVATIONS

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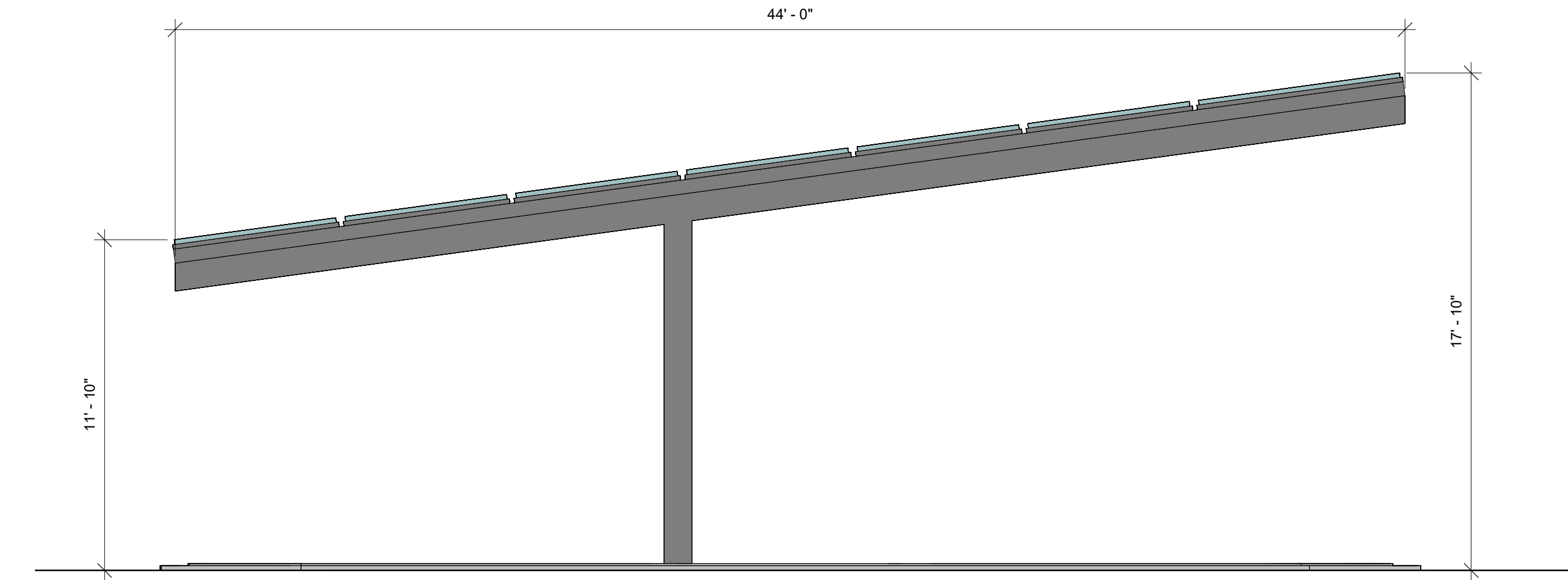


# Downers Grove Civic Center

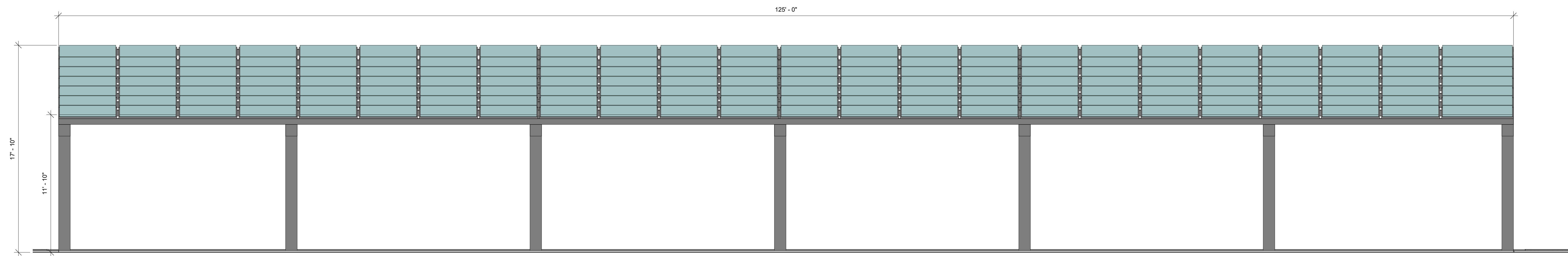
825 Burlington Ave, Downers Grove, IL 60515



1 | CARPORT - 3D AXONOMETRIC VIEW



2 | CARPORT - EAST ELEVATION  
1/4" = 1'-0"



3 | CARPORT - SOUTH ELEVATION  
1/4" = 1'-0"

# CARPORT

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



- SHARED STAFF/ BUILDING SUPPORT SPACES
- POLICE PROGRAM SPACES
- VILLAGE HALL PROGRAM SPACES
- SD 58 ADMIN PROGRAM SPACES
- PUBLIC ACCESS SPACES

## BASEMENT PLAN

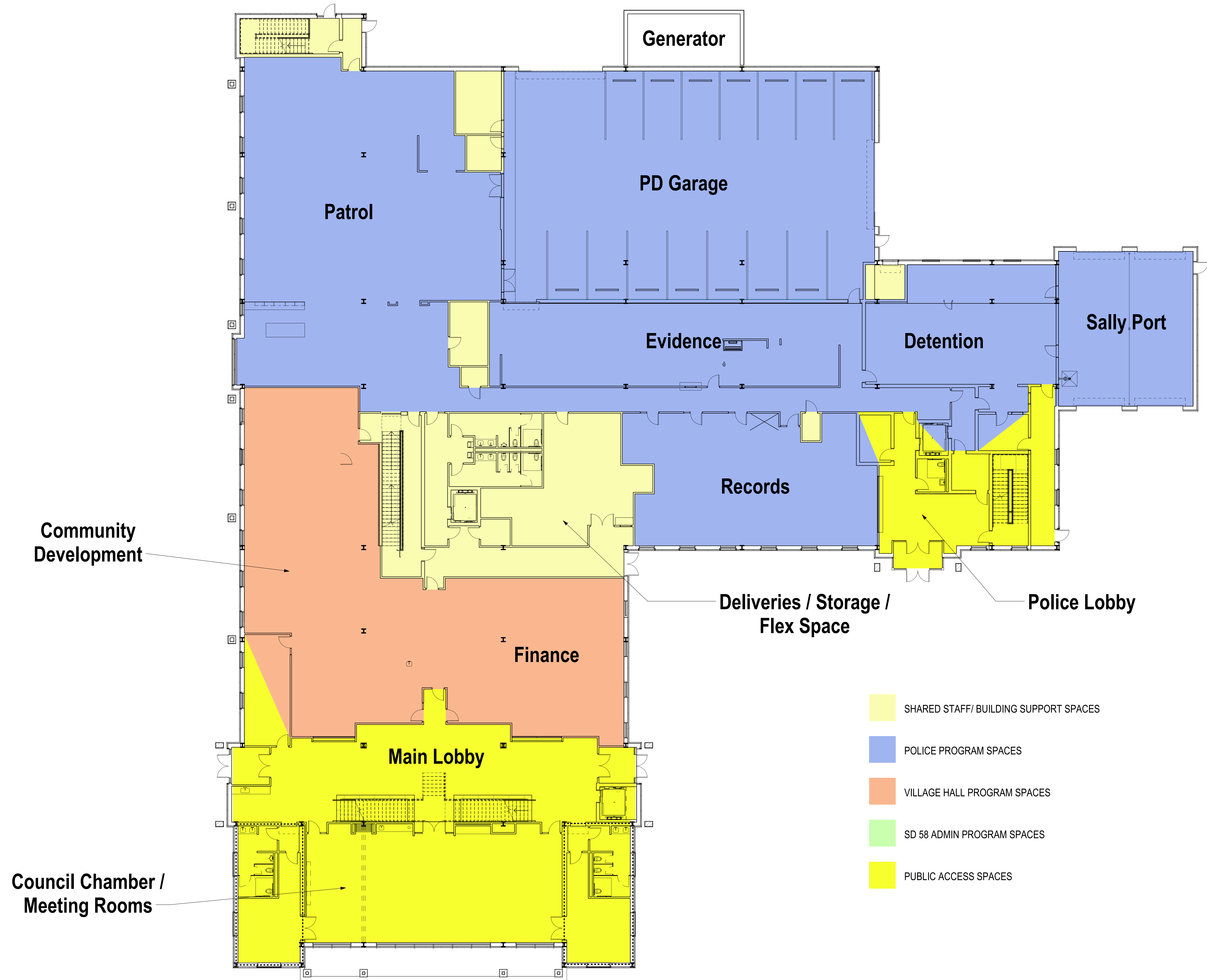
SCALE: 3/32" = 1'-0"  
OVERALL AREA: 14,100 SF

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# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



## FIRST FLOOR PLAN

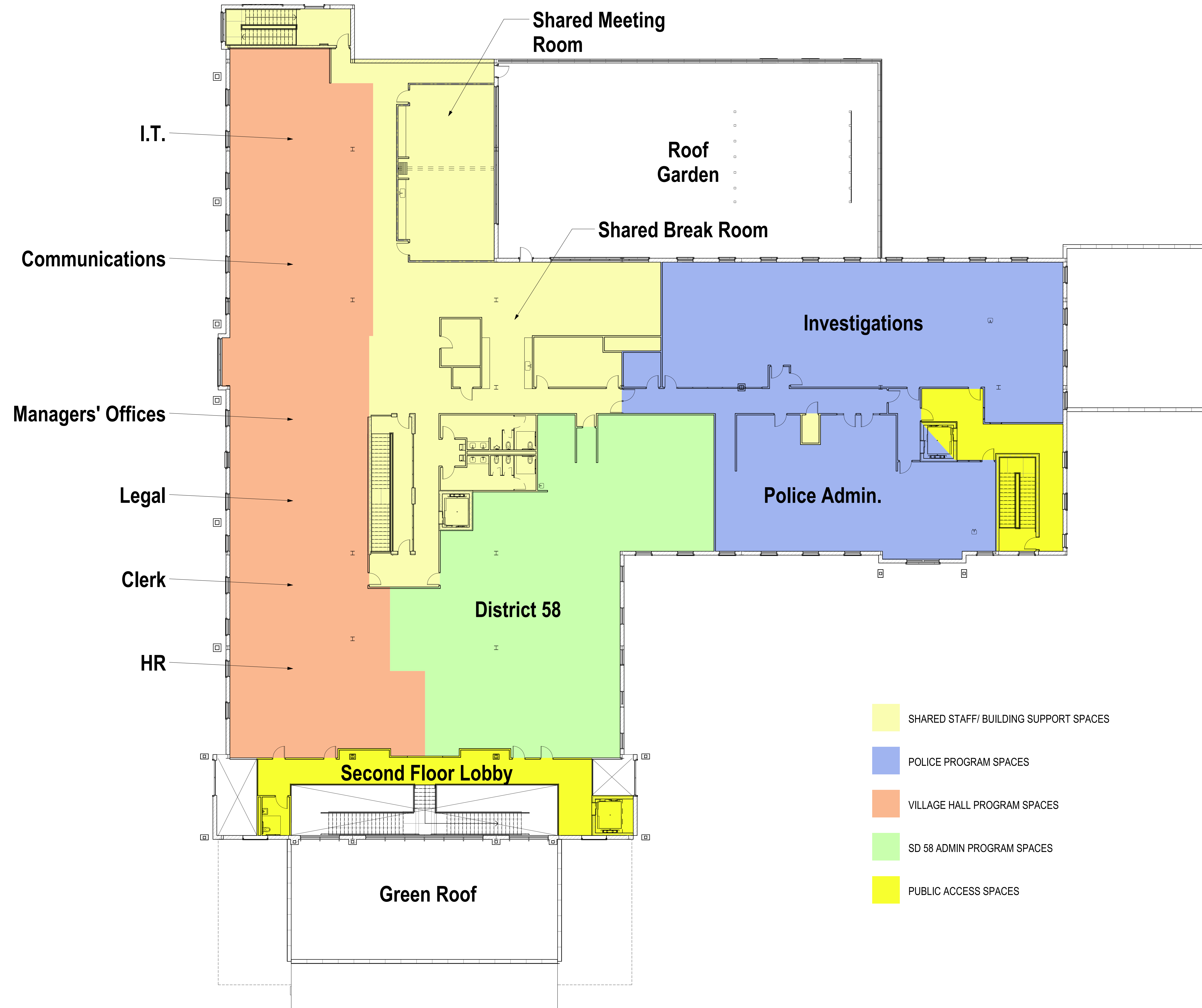
SCALE: 3/32" = 1'-0"  
OVERALL AREA: 38,100 SF

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# Downers Grove Civic Center

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## SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"  
OVERALL AREA: 27,800 SF (INCLUDING 800 SF LOBBY STAIR OPENING)

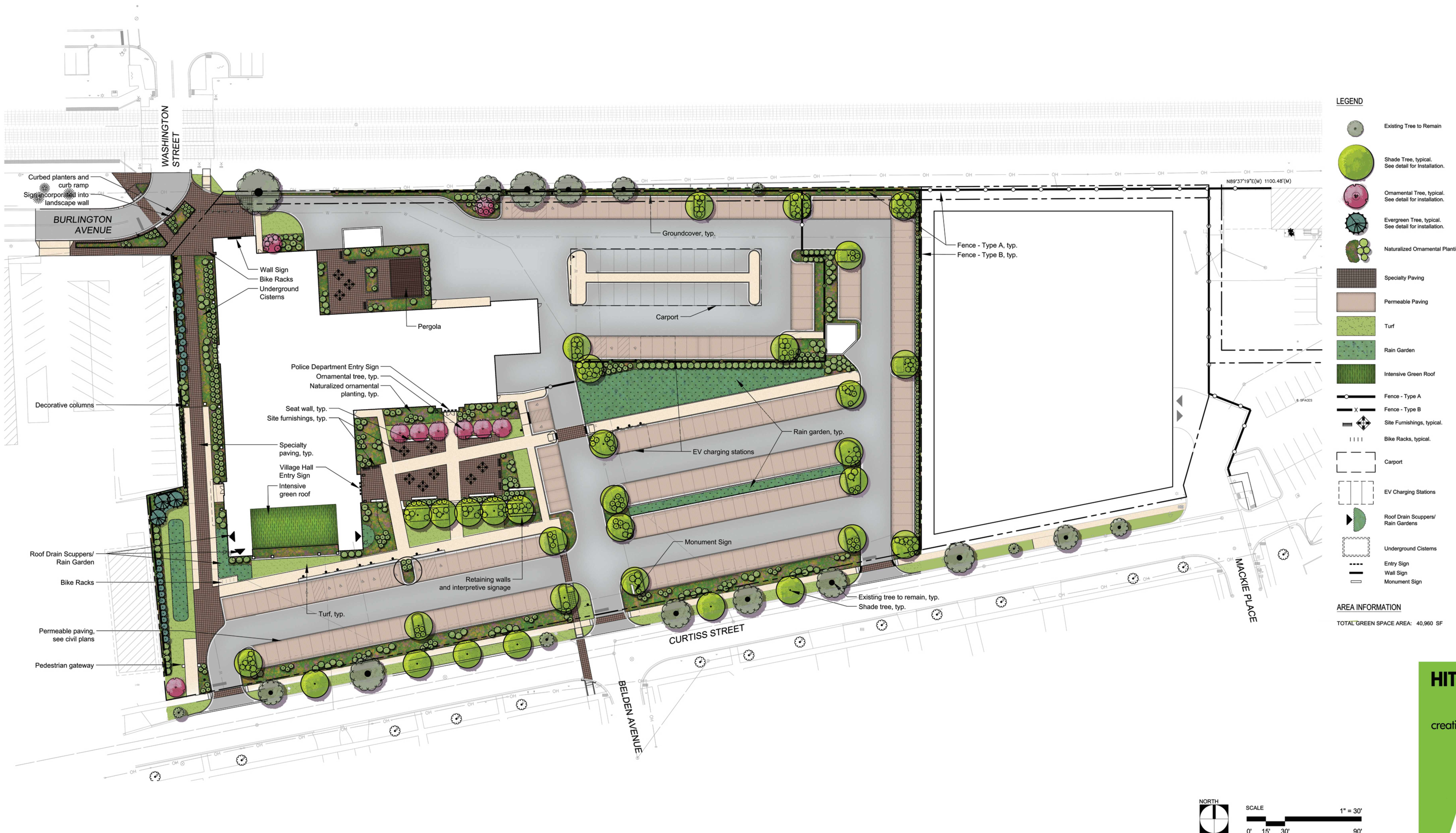
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# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



**LEGEND**

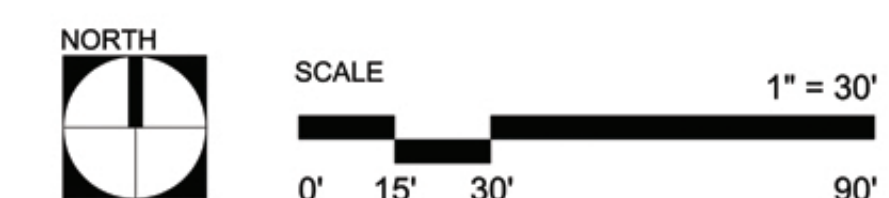
- Existing Tree to Remain
- Shade Tree, typical. See detail for installation.
- Ornamental Tree, typical. See detail for installation.
- Evergreen Tree, typical. See detail for installation.
- Naturalized Ornamental Planting, typical.
- Specialty Paving
- Permeable Paving
- Turf
- Rain Garden
- Intensive Green Roof
- Fence - Type A
- Fence - Type B
- Site Furnishings, typical.
- Bike Racks, typical.
- Carport
- EV Charging Stations
- Roof Drain Scuppers/ Rain Gardens
- Underground Cisterns
- Entry Sign
- Wall Sign
- Monument Sign

**AREA INFORMATION**

TOTAL GREEN SPACE AREA: 40,960 SF

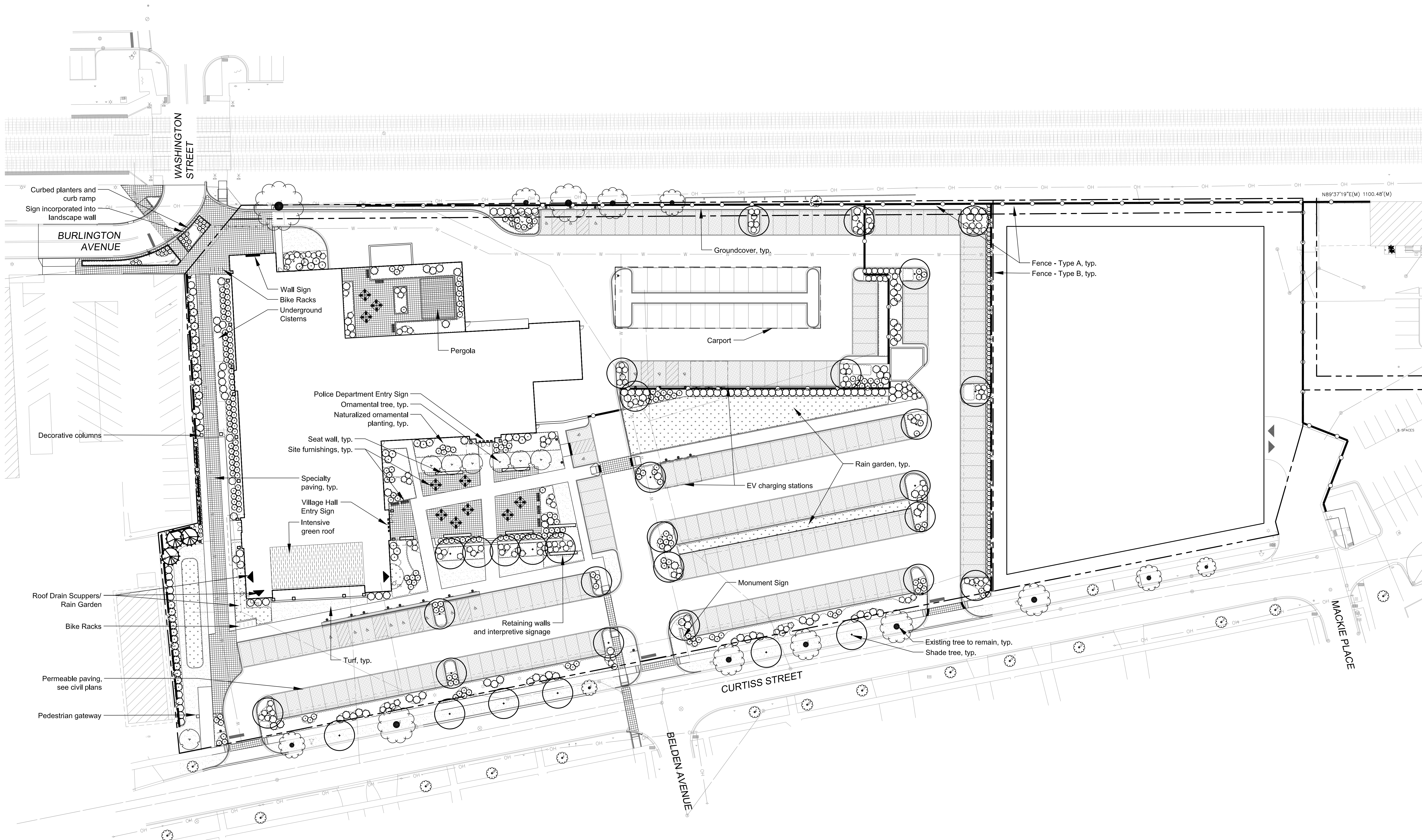
## SCHEMATIC LANDSCAPE & SIGNAGE PLAN

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 Job No. 22-3818.01 | ©2022 FGM Architects Inc.


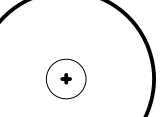
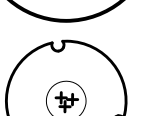
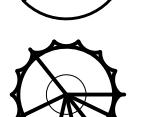
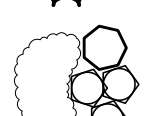
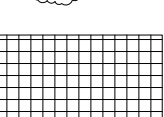
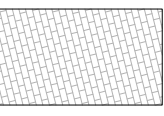
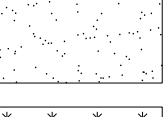
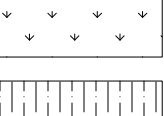







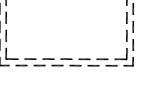






# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515

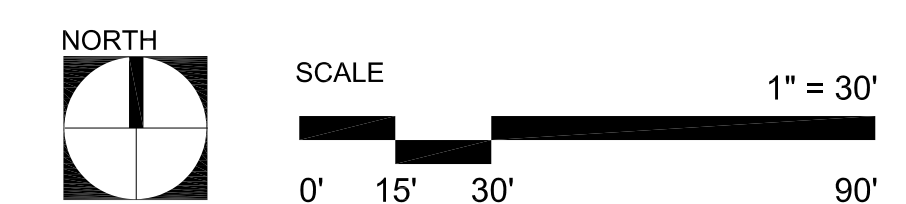


## LEGEND

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-  Shade Tree, typical. See detail for installation.
-  Ornamental Tree, typical. See detail for installation.
-  Evergreen Tree, typical. See detail for installation.
-  Naturalized Ornamental Planting, typical.
-  Specialty Paving
-  Permeable Paving
-  Turf
-  Rain Garden
-  Intensive Green Roof
-  Fence - Type A
-  Fence - Type B
-  Site Furnishings, typical.
-  Bike Racks, typical.
-  Carport
-  EV Charging Stations
-  Roof Drain Scuppers/Rain Gardens
-  Underground Cisterns
-  Entry Sign
-  Wall Sign
-  Monument Sign

## AREA INFORMATION

TOTAL GREEN SPACE AREA: 40,960 SF



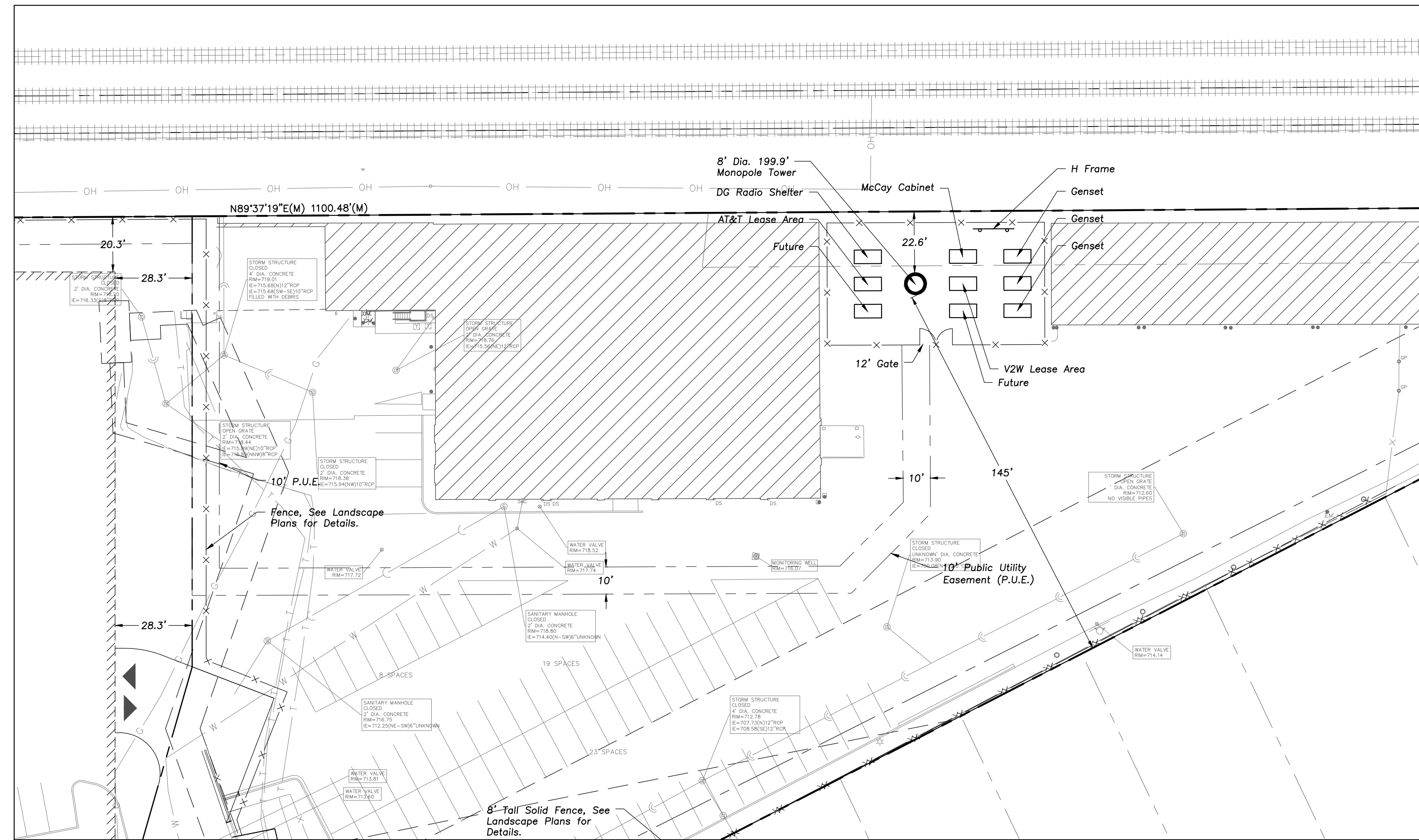
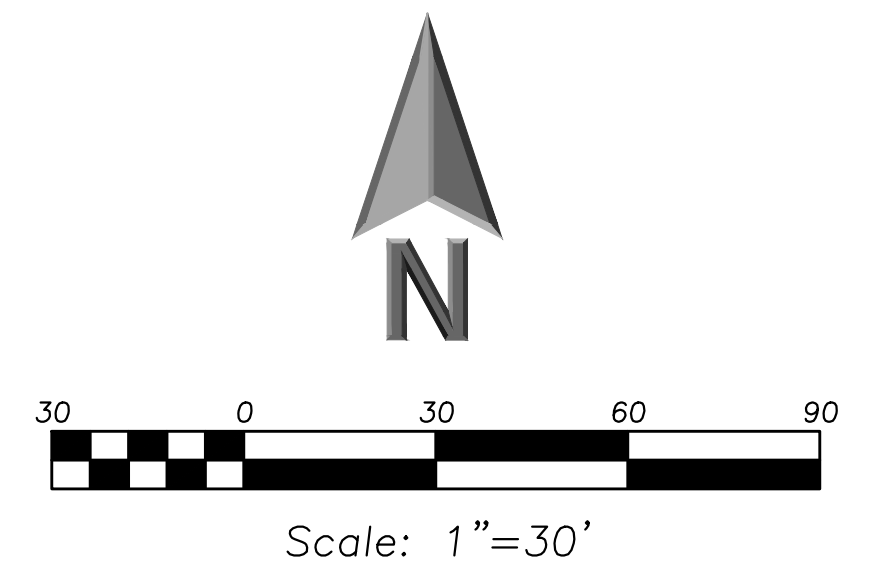
# SCHEMATIC LANDSCAPE & SIGNAGE PLAN

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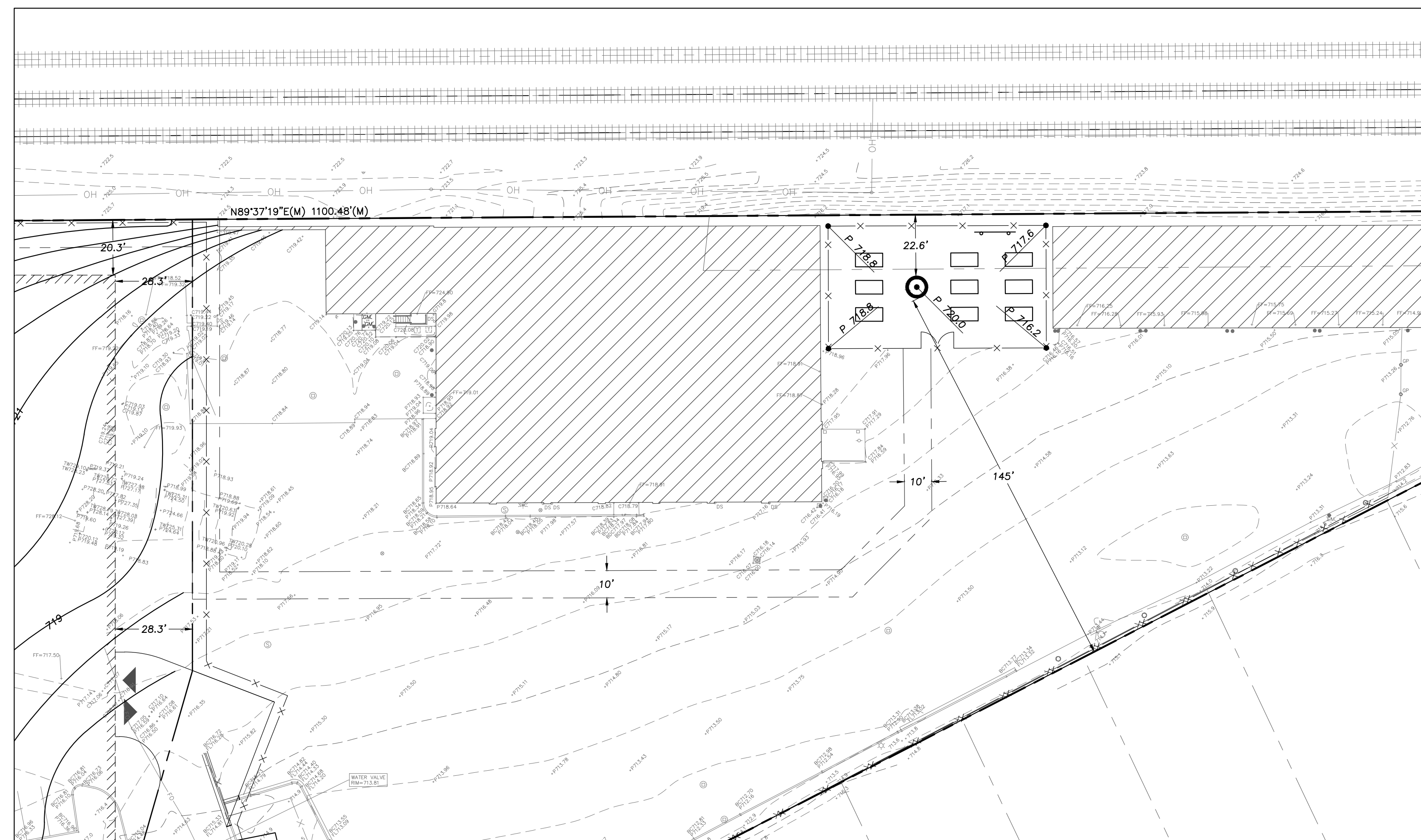


# Downers Grove Civic Center

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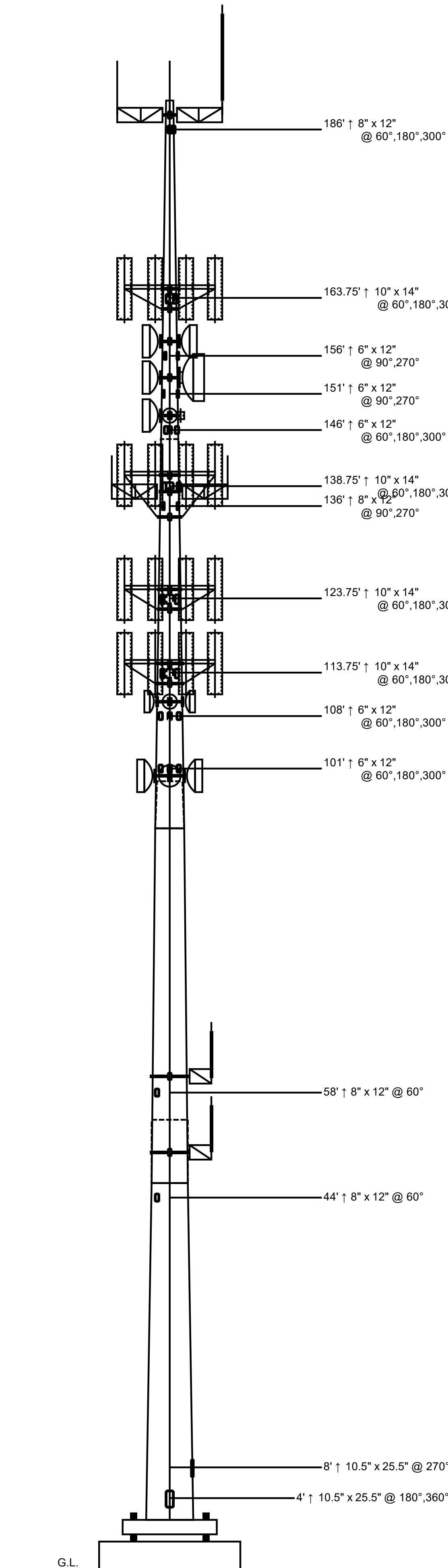
### MONOPOLE GEOMETRY AND UTILITY PLAN



### MONOPOLE GRADING PLAN

SIZES ARE PRELIMINARY AND MAY CHANGE UPON FINAL DESIGN

Length (ft)	53'-3"	53'-6"	51'-9"	49'-6"
Number Of Sides	18	18	18	18
Lap Splice (ft)	6'-3"	6'-3"	6'-3"	6'-3"
Top Diameter (in)	56.8"	42.7"	28.43"	14"
Bottom Diameter (in)	74.37"	60.35"	45.51"	30.34"
Taper (in/ft)	0.33	0.33	0.33	0.33
Grade	A572-65	A572-65	A572-65	A572-65
Weight (lbs)	19506	11786	8810	5553
Overall Steel Height (ft)	189	189	189	189



### MONOPOLE ELEVATION

#### GEOMETRY NOTES

- All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center Of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
- All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, Two Coats For Latex Paints. All Cross Hatch Striping Shall Be 45" At 2'-0" Centers.
- All Accessible Parking Signs (R7-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
- Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
- Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/2" Ht., 1 1/2" Gauge Steel, Embedded 42" Minimum Into Ground.

#### LEGEND

EXISTING	PROPOSED

#### UTILITY NOTES

- Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
- Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
- Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Solid Utility Shall Be Field Verified Prior to Installation of Any New Structures or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
- Coordinate the Relocation of Any Utilities Encountered And Replacement of Any Utilities Damaged Within Influence Zone of New Construction. Contact Engineer if The Existing Utilities Vary Appreciably From The Plans.
- All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
- Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
- Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
- Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
- The Standard Specifications for Water and Sewer Main Construction in Illinois, Current Edition Shall Govern Work Where Applicable.
- Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.

#### GENERAL NOTES

- The Location of Existing Underground Utilities, Such as Watermains, Sewers, Gas Lines, Etc., as Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately if Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
- Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Notify The Owner, Engineer and The Village of Downers Grove a Minimum of 48 Hours in Advance of Performing Any Work.
- All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work as Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
- These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriskson Engineering Associates, Ltd.
- The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions and Locations of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
- Provide An As-Built Survey Prepared By A Licensed Professional Land Surveyor in Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
- The Illinois Department of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereof, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

# MONOPOLE SITE PLAN





# DGCC | Communications Tower Relocation



**Current** | View looking north along Mackie Place



**Proposed** | View looking north along Mackie Place

# DGCC | Communications Tower Relocation



**Current** | View looking north from front yard of 706 Maple Avenue



**Proposed** | View looking north from front yard of 706 Maple Avenue

# DGCC | Communications Tower Relocation



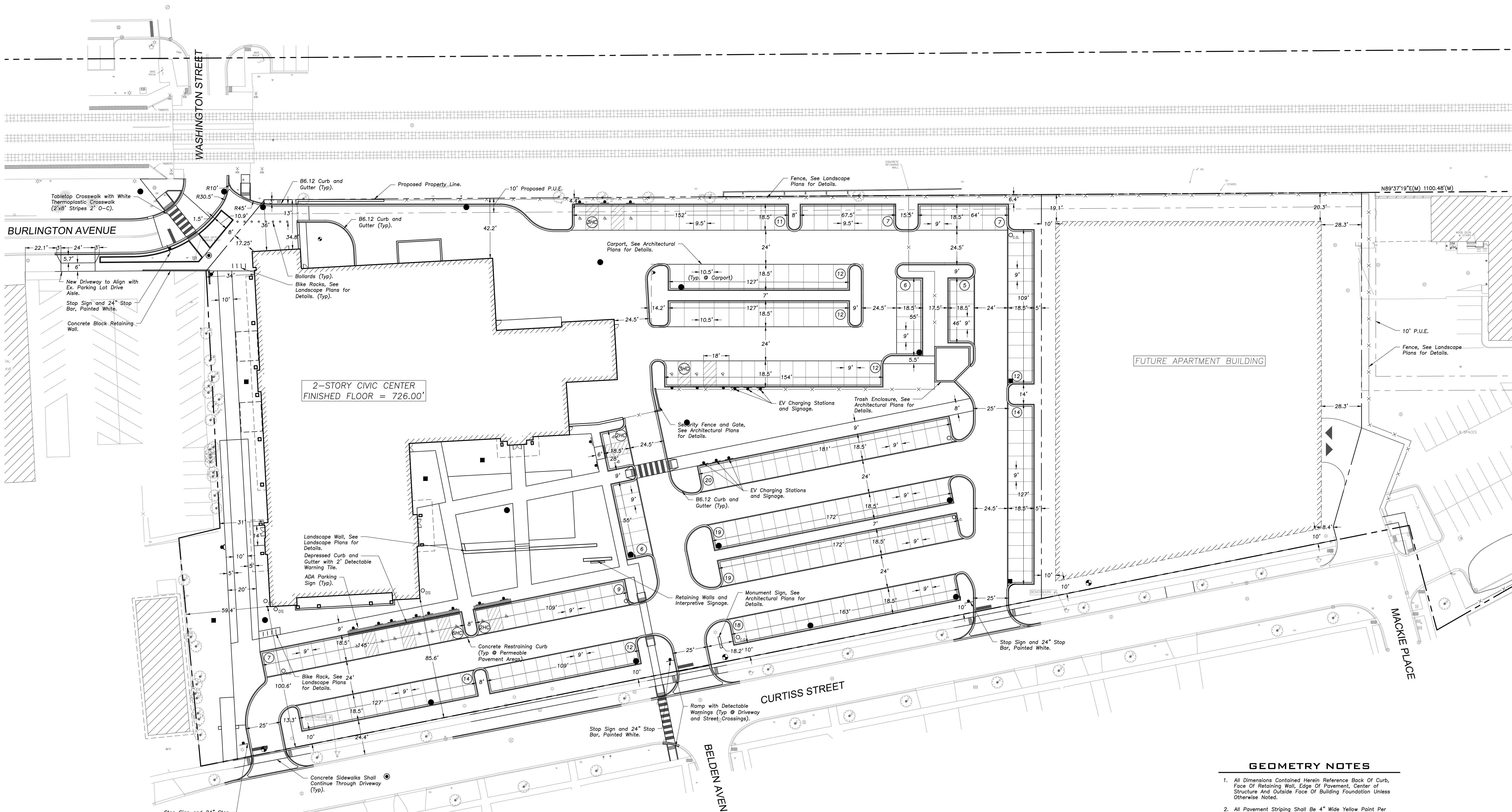
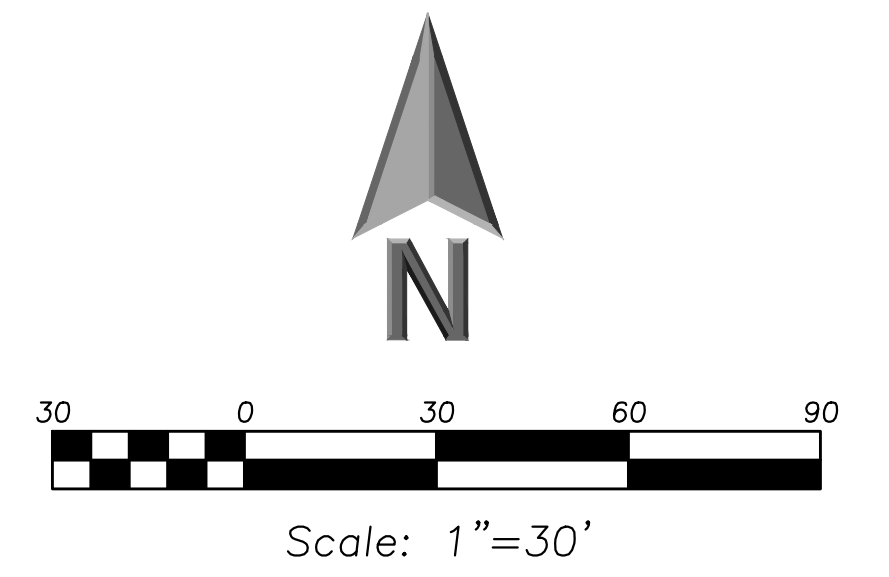
**Current** | View looking north from rear yard of 704 Maple Avenue



**Proposed** | View looking north from rear yard of 704 Maple Avenue

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



LEGEND	
EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable	Electrical Cable
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
Conduit Manhole	Conduit Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking	Accessible Parking
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Tip of Retaining Wall Elevation	Tip of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection Fencing at Drip Line	Tree Protection Fencing at Drip Line

- ### GENERAL NOTES
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  - Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
  - The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

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  - All Accessible Parking Signs (R7-5) Must Be Placed at the Center of the Space and Within 3 Feet of the Space.
  - Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
  - Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/2" Dia., 11 Gauge Steel, Embedded 42" Minimum into Ground.

		CIVIC CENTER (SF)	FUTURE (SF)	TOTAL (SF)
EXISTING	IMPERVIOUS	145,706	48,509	194,215
	PERVIOUS	55,263	9,811	65,074
		20969	58,320	259,289
		% IMPERVIOUS	74.90%	
PROPOSED	IMPERVIOUS	134,448	44,706	179,154
	PERVIOUS	40,865	13,614	54,479
	PERMEABLE PAVERS	25,656	-	25,656
		200,969	58,320	259,289
			% IMPERVIOUS	69.09%

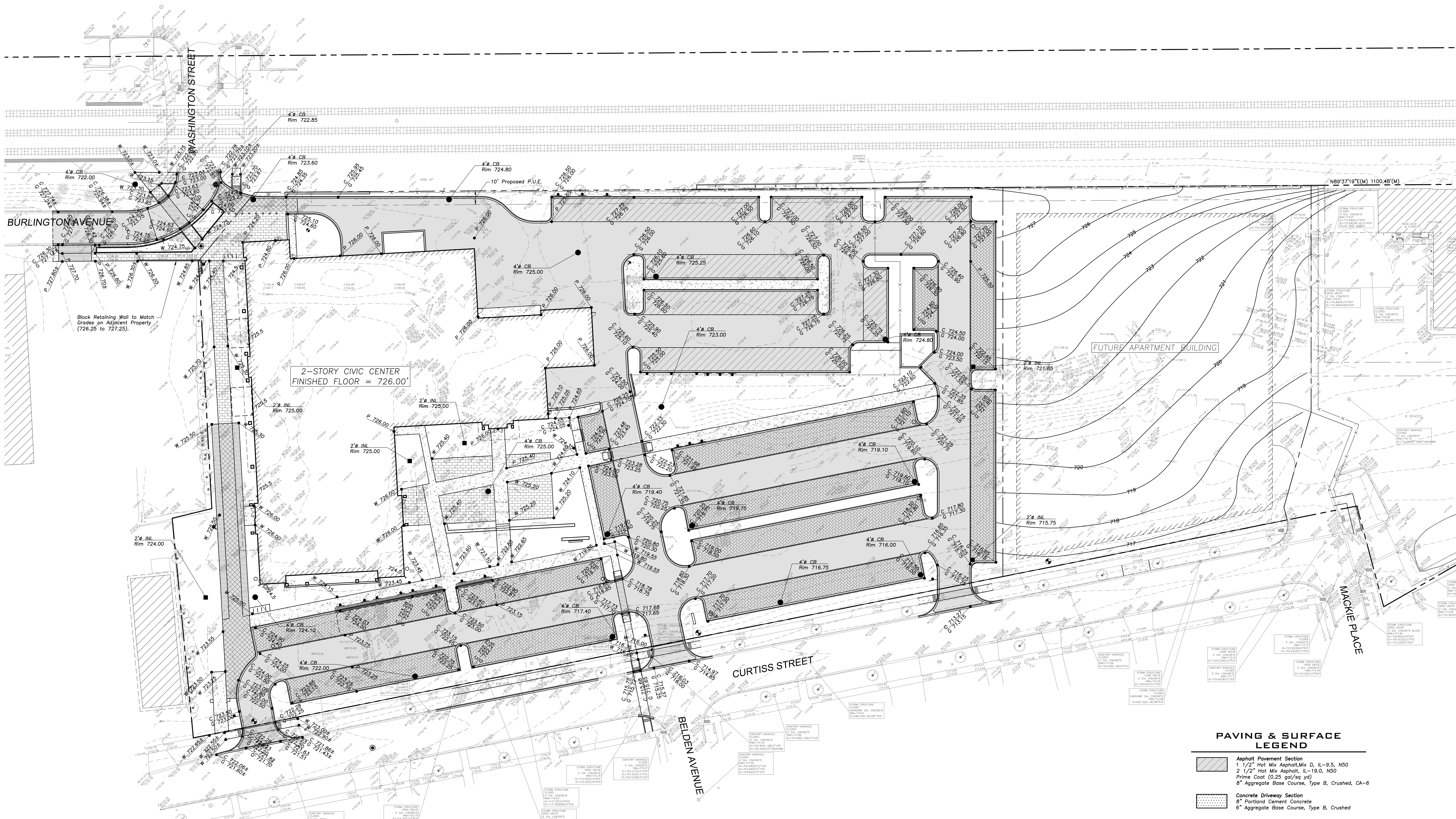
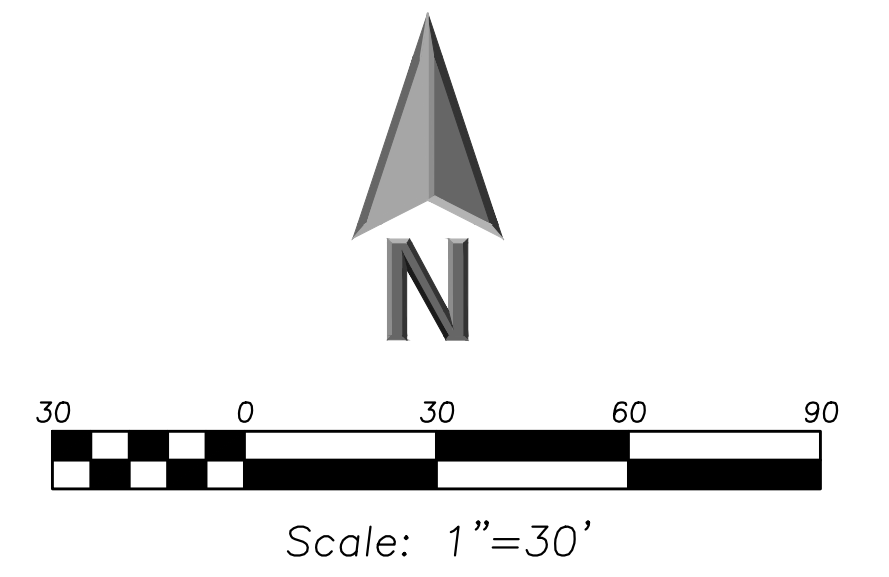
# SITE GEOMETRY PLAN





# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



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Inlet	Inlet
Area Drain	Area Drain
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Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable	Electrical Cable
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
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Fencing at Drip Line	Fencing at Drip Line

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### PAVING & SURFACE LEGEND

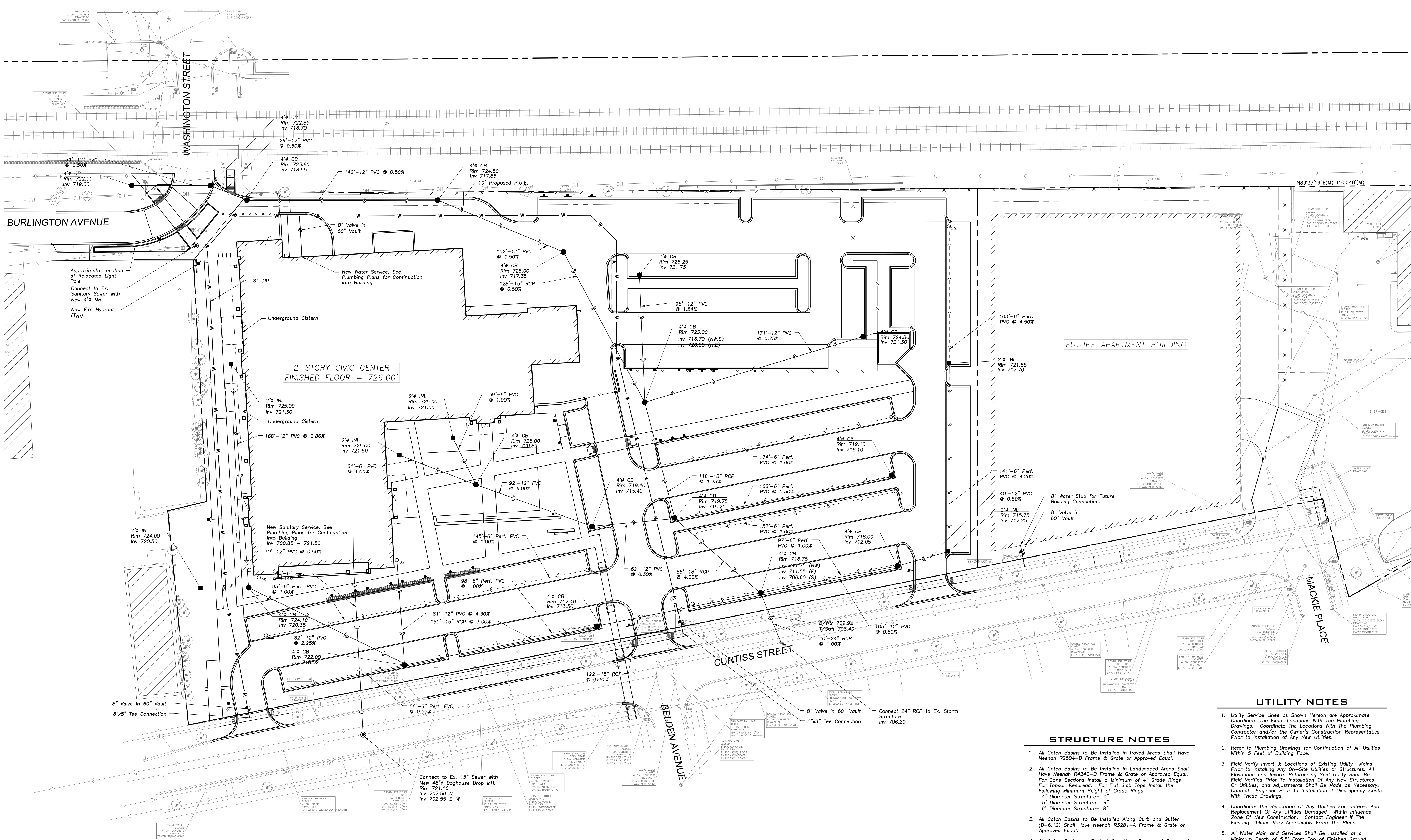
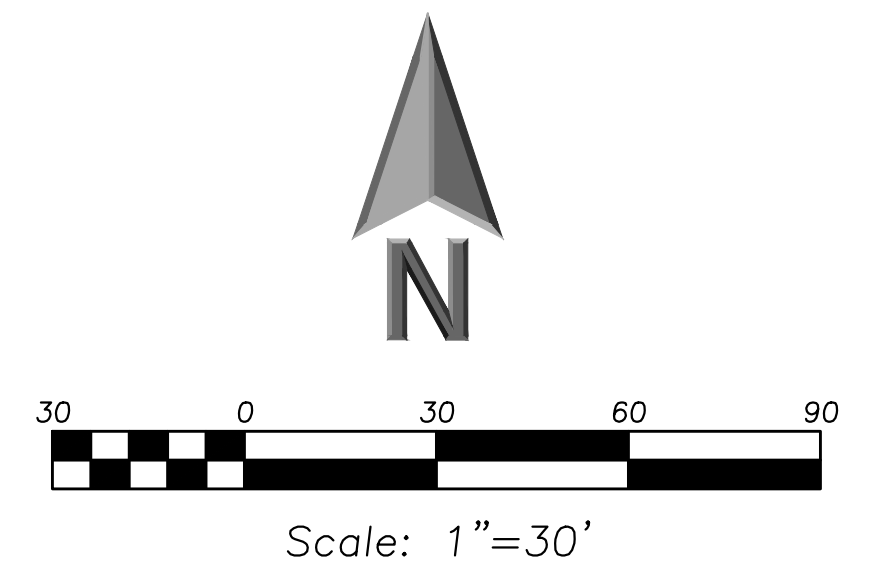
	<b>Asphalt Pavement Section</b> 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, NSD 2 1/2" Hot Mix Asphalt, IL-19.0, NSD Prime Coat (0.25 gal/sq yd) 8" Aggregate Base Course, Type B, Crushed, CA-6
	<b>Concrete Driveway Section</b> 8" Portland Cement Concrete 6" Aggregate Base Course, Type B, Crushed
	<b>Concrete Sidewalk Section</b> 6" Portland Cement Concrete 6"x6" W1.4xW1.4 Welded Wire Fabric 2" Aggregate Base Course, Type B, Crushed
	<b>Heavy-Duty Asphalt Pavement Section</b> 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, NSD 3 1/2" Hot Mix Asphalt, IL-19.0, NSD Prime Coat (0.25 gal/sq yd) 10" Aggregate Base Course, Type B, Crushed, CA-6
	<b>Pedestrian Brick Paver Section</b> See Landscape Plans for Section Details
	<b>Vehicular Permeable Paver Section</b> See Landscape Plans for Paver Selection 1.5" CA-16 Setting Bed 6" CA-7 Aggregate Base Course 8" CA-1 Aggregate Base Course
	<b>Vehicular Paver Section</b> See Landscape Plans for Paver Selection 1" Sand Setting Bed 6" Portland Cement Concrete 6" Aggregate Base Course, Type B, Crushed

# GRADING AND PAVING PLAN



# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



LEGEND	
EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable (Buried)	Electrical Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Tip of Retaining Wall Elevation	Tip of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection Fencing at Drip Line	Tree Protection Fencing at Drip Line

- ### GENERAL NOTES
- The Location of Existing Underground Utilities, Such As Watermain, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility For The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
  - Notify The Engineer Without Delay of Any Discrepancies Between The Drawings and Existing Field Conditions.
  - Notify The Owner, Engineer and The Village of Downers Grove A Minimum of 48 Hours in Advance of Performing Any Work.
  - All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
  - These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
  - No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Erikson Engineering Associates, Ltd.
  - The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
  - Provide An As-Built Survey Prepared By A Licensed Professional Land Surveyor in Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Including All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
  - The Illinois Department of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

### UTILITY NOTES

- Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
- Refer to Plumbing Drawings for Continuation of All UTILITIES Within 5 Feet of Building Face.
- Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Solid Utility Shall Be Field Verified Prior to Installation of Any New Structures or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
- Coordinate the Relocation of Any Utilities Encountered And Replacement of Any Utilities Damaged Within Influence Zone of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
- All Water Main and Services Shall Be Installed at a Minimum Depth of 5'-0" From Top of Finished Ground Elevation to Top of Main.
- Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewer Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
- Clean Out All Existing and Proposed Storm Inlets and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.
- Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
- The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.
- Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.

### STRUCTURE NOTES

- All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R430-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings or Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:  
4" Diameter Structure- 4"  
5" Diameter Structure- 6"  
6" Diameter Structure- 8"
- All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works S120 Catch Basin Inlet Frame and Grate, or Approved Equal.
- Where Structures are Shown Along the Curbside, Unless Specifically Stated Otherwise, It is Intended That the Frame of the Structure is To Fall Within the Flowing of the Gutter or at the Pavement Edge Where No Gutter Exists.
- All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
- For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.
- All Sanitary Manholes Shall Include a Chimney Seal.

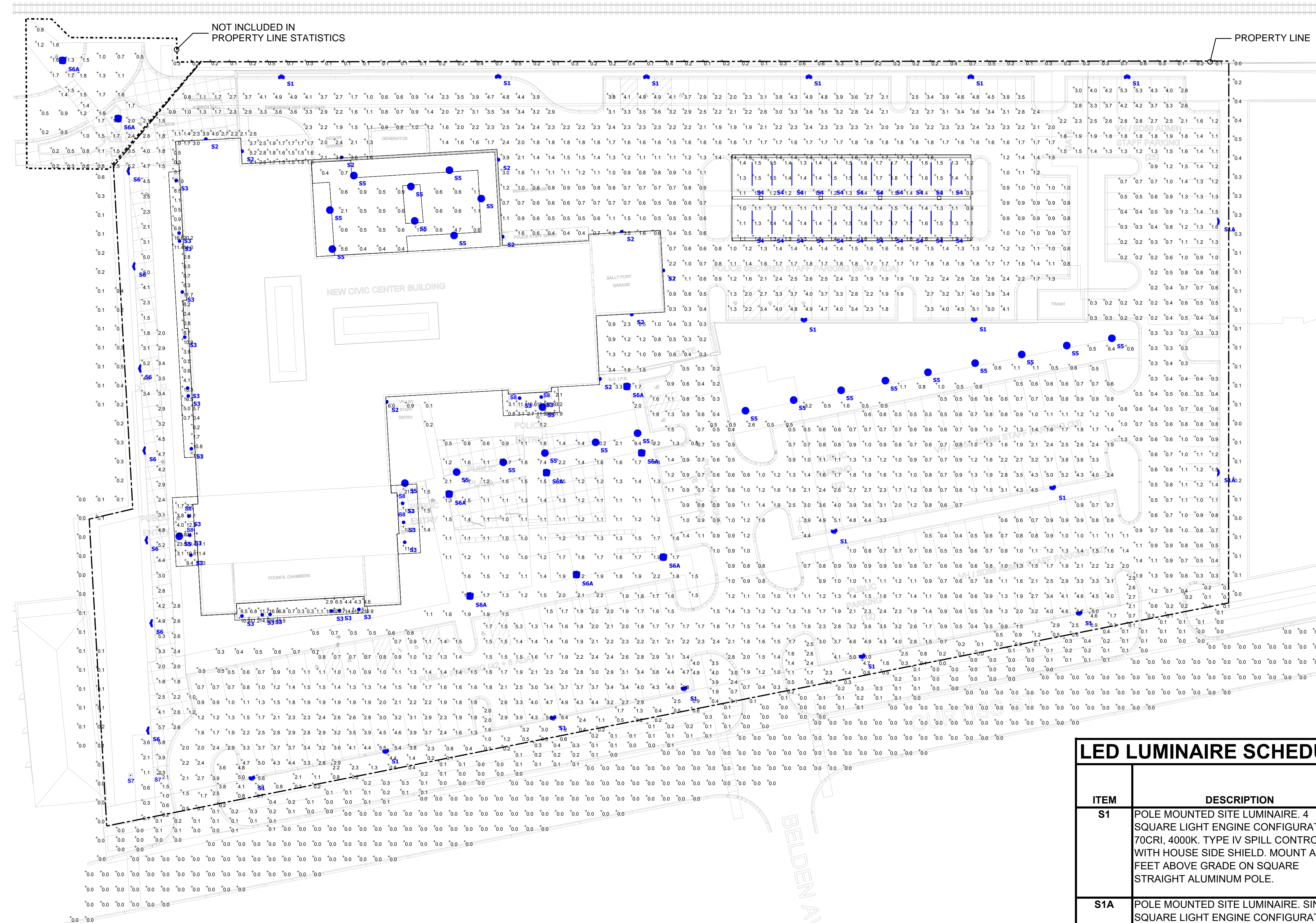
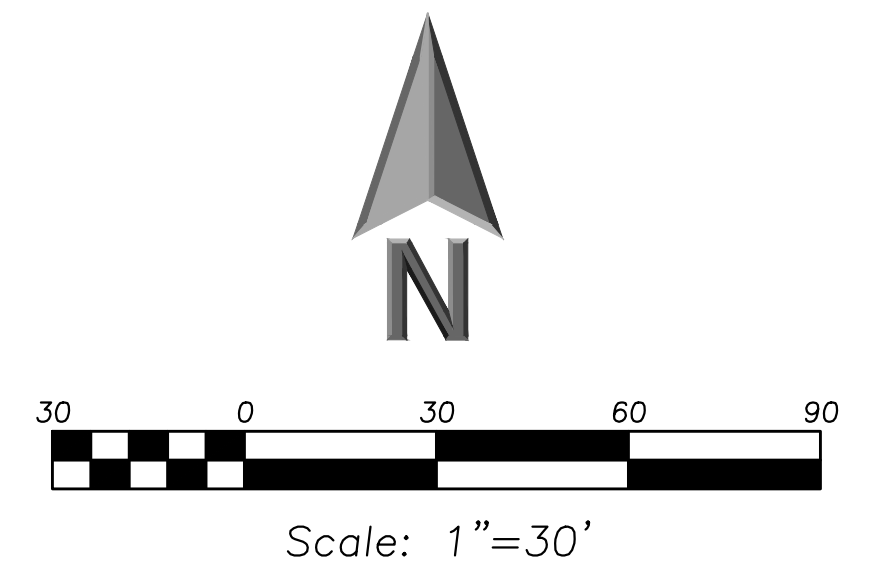
# SITE UTILITY PLAN



# Downers Grove Civic Center



825 Burlington Ave, Downers Grove, IL 60515



STATISTICS				
DESCRIPTION	AVG	MAX	MIN	AVG/MIN
CARPOT	1.4 FC	1.8 FC	0.9 FC	1.6:1
EAST PUBLIC ENTRANCE	9.0 FC	21.3 FC	1.4 FC	6.4:1
EAST STAFF PARKING	1.1 FC	5.3 FC	0.2 FC	5.5:1
GREEN ROOF	1.5 FC	17.0 FC	0.4 FC	4.0:1
PLAZA & WALKWAYS	1.7 FC	32.7 FC	0.1 FC	17.0:1
POLICE LOBBY ENTRANCE	9.5 FC	29.6 FC	0.8 FC	11.9:1
SECURED STAFF DRIVE/PARKING	1.9 FC	5.1 FC	0.2 FC	9.5:1
SOUTH PUBLIC/ADMIN PARKING	1.8 FC	6.0 FC	0.2 FC	9.0:1
WEST PUBLIC ENTRANCE	11.2 FC	23.0 FC	1.7 FC	6.6:1
WEST PUBLIC PLAZA	2.6 FC	6.0 FC	0.2 FC	13.5:1
PROPERTY LINE (5' BEYOND)	0.1 FC	0.5 FC	0.0 FC	N/A

**NOTES:**  
 1. ALL LUMINAIRES UTILIZE .81 LIGHT LOSS FACTOR FOR CALCULATIONS.  
 2. ALL SIGNAGE SHALL BE INTERNALLY ILLUMINATED OR USE BACK-LIT LETTERING AND IS EXCLUDED FROM PHOTOMETRICS.  
 3. ALL FLAG POLES SHALL BE INTERNALLY ILLUMINATED AND ARE EXCLUDED FROM PHOTOMETRICS.

## DOWNERS GROVE MUNICIPAL CODE SEC 28.10.030 OUTDOOR LIGHTING

28.10.030(d) - THE PLAN MUST INCLUDE AT LEAST THE FOLLOWING INFORMATION:  
 1) A PHOTOMETRIC STUDY AND DATA ON THE TYPES OF LIGHTING FIXTURES TO BE USED.

**COMPLIANCE: REFER TO SITE LIGHTING PHOTOMETRIC PLAN AND LUMINAIRE SCHEDULE ON THIS SHEET.**

2) LOCATION OF AND CATALOG CUT-SHEET DATA FOR ALL PROPOSED LIGHT FIXTURES, INCLUDING THOSE USED FOR SITE LIGHTING, CANOPY LIGHTING, AND EXTERIOR BUILDING LIGHTING.

**COMPLIANCE: REFER TO SITE LIGHTING PHOTOMETRIC PLAN ON THIS SHEET FOR FIXTURE LOCATIONS. REFER TO ENCLOSED CUT SHEETS FOR FIXTURE DATA.**

3) CALCULATIONS SHOWING CONTOURS OF INDIVIDUAL ILLUMINATION VALUES IN FOOT-CANDLES. THE CONTOURS MUST INCLUDE PROPERTY LINES AND AT LEAST FIVE FEET (5') BEYOND.

**COMPLIANCE: REFER TO ENCLOSED CONTOUR PHOTOMETRIC PLAN.**

4) SUMMARY CALCULATION TABLE SHOWING AVERAGE FOOT-CANDLES, MINIMUM FOOT-CANDLES, MAXIMUM FOOT-CANDLES, AVERAGE-MINIMUM UNIFORMITY RATION, AND FOOT-CANDLES AT PROPERTY LINES AND AT LEAST FIVE FEET (5') BEYOND.

**COMPLIANCE: REFER TO STATISTICS TABLE ON THIS SHEET**

28.10.030(f) GLARE. ALL OUTDOOR LIGHTING MUST BE DIRECTED, SHADED, SHIELDED, OR OTHERWISE LOCATED AND DESIGNED TO MINIMIZE PERCEIVED GLARE ON ADJACENT PROPERTIES AND STREETS.

**COMPLIANCE: ALL FIXTURES ARE FULL CUT-OFF TYPE. PARKING LOT POLE LIGHTS ARE PROVIDED WITH HOUSE SIDE SHIELDS AND SPILL CONTROL DISTRIBUTION OPTICS.**

28.10.030(g) LIGHT TRESPASS. ALL OUTDOOR LIGHTING MUST BE DESIGNED, INSTALLED AND MAINTAINED TO AVOID THE ADVERSE IMPACTS OF GLARE AND LIGHT TRESPASS ASSOCIATED WITH POORLY SHIELDED OR INAPPROPRIATELY DIRECTED LIGHTING FIXTURES. AVERAGE MAINTAINED FOOT-CANDLES AT THE PROPERTY LINE MAY NOT EXCEED 0.10.

**COMPLIANCE: REFER TO PROPERTY LINE PHOTOMETRIC STATISTICS. THE AVERAGE MAINTAINED FOOT-CANDLES AT THE PROPERTY LINE IS 0.10 PER CODE REQUIREMENTS.**

28.10.030(h) LIGHT FIXTURE MOUNTING HEIGHT. PARKING LOT LIGHT FIXTURES IN R ZONING DISTRICTS MAY NOT EXCEED TWENTY FEET (20') IN HEIGHT.  
**COMPLIANCE: PARKING LOT POLE LIGHTS ARE MOUNTED AT TWENTY FEET (20').**

28.10.030(i) HOURS OF ILLUMINATION. OUTDOOR LIGHTING FOR NONRESIDENTIAL USES ADJACENT TO RESIDENTIAL DISTRICTS MUST BE EXTINGUISHED OR REDUCED TO SECURITY - LEVEL INTENSITY NO LATER THAN THIRTY (30) MINUTES AFTER THE CLOSE OF BUSINESS OF THE USE.

**COMPLIANCE: ALL EXTERIOR LIGHTING WILL BE DIMMABLE TO ACHIEVE SECURITY LIGHT LEVELS. CONTROLS WILL BE PROVIDED TO REDUCE AND/OR TURN OFF ZONES OF LIGHTING AT SELECTABLE TIMES.**

LED LUMINAIRE SCHEDULE										
ITEM	DESCRIPTION	MTG	WATT		LED		DRIVER		APPROVED MANUFACTURER	
			ANST WATTS	PER	TYPE	QTY	ABSOLUTE LUMENS (MIN)	VOLTS		TYPE
S1	POLE MOUNTED SITE LUMINAIRE. 4 SQUARE LIGHT ENGINE CONFIGURATION. 70CRI, 4000K. TYPE IV SPILL CONTROL WITH HOUSE SIDE SHIELD. MOUNT AT 20- FEET ABOVE GRADE ON SQUARE STRAIGHT ALUMINUM POLE.	PL	129 W	FIX	LED	1	17863 LM	MVOLT	0-10V	MCGRAW-EDISON GLEON GALLEON
S1A	POLE MOUNTED SITE LUMINAIRE. SINGLE SQUARE LIGHT ENGINE CONFIGURATION. 70CRI, 4000K. TYPE II SPILL CONTROL WITH HOUSE SIDE SHIELD. MOUNT AT 20- FEET ABOVE GRADE ON SQUARE STRAIGHT ALUMINUM POLE.	PL	34 W	FIX	LED	1	4779 LM	MVOLT	0-10V	MCGRAW-EDISON GLEON GALLEON
S2	WALL MOUNTED BUILDING LUMINAIRE. DOWNWARD ORIENTATED LIGHT OUTPUT DIRECTION. 80CRI OR LESS, 4000K.	WL	21 W	FIX	LED	1	1024 LM	MVOLT	0-10V	BEGA 22 360
S3	6" WET LOCATION LISTED ROUND DOWNLIGHT. MEDIUM DISTRIBUTION (1.0 SC). 85CRI, 4000K.	RE	15 W	FIX	LED	1	1471 LM	MVOLT	0-10V	GOTHAM EVO6
S4	LED OUTDOOR FLEXIBLE STRIP. DURABLE SILICONE BODY, ALUMINUM MOUNTING CHANNEL. IP68 AND HIGH IMPACT RATING. 80CRI, 4000K. 120 DEGREE BEAM ANGLE. REMOTE POWER SUPPLY.	CL	4 W	FT	LED	1	215 LM/FT	MVOLT	0-10V	ACCLAIM LIGHTING FLEX TUBE SC
S5	SITE ILLUMINATED BOLLARD. 360 DEGREE LIGHT DISTRIBUTION. IP65. 80CRI OR LESS, 4000K. WOOD BOLLARD TUBE.	BP	20 W	FIX	LED	1	1838 LM	MVOLT	0-10V	BEGA 99 856
S6	POST TOP PEDESTRIAN LUMINAIRE. ROUNDED TOP WITH FLAT LENS. 4000K. TYPE II OPTICS. MOUNT TO 12-FOOT MPTC-APR4 POLE.	PL	36 W	FIX	LED	1	4116 LM	277V	0-10V	LUMEC MPTC
S6A	POST TOP PEDESTRIAN LUMINAIRE. ROUNDED TOP WITH FLAT LENS. 4000K. TYPE V OPTICS. MOUNT TO 12-FOOT MPTC-APR4 POLE.	PL	36 W	FIX	LED	1	4240 LM	277V	0-10V	LUMEC MPTC
S7	CUSTOM PEDESTRIAN GATEWAY MONUMENT WITH INTEGRAL LED LIGHT.	O	-	FIX	LED	1	-	120V	EB	-
S8	EXTERIOR BUILDING SHALLOW SCONCE LUMINAIRE. ACRYLIC DIFFUSER. 80CRI, 4000K.	WL	23 W	FIX	LED	1	1950 LM	MVOLT	0-10V	VISA LIGHTING VISAGE 0W1606

# SITE LIGHTING PHOTOMETRIC PLAN

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



## WASHINGTON STREET UPGRADES

Village of Downers Grove | Published 03/29/2022  
Job No. 22-3818.01 | ©2022 FGM Architects Inc.



# Downers Grove Civic Center

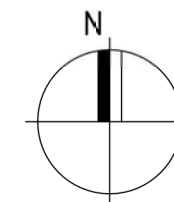
825 Burlington Ave, Downers Grove, IL 60515

## PHASE 1 LOGISTICS



### PHASE 1 CONSTRUCTION NOTES:

- METRA LOT "L" CLOSED TO PUBLIC
- PD VEHICLE/STAFF PARKING SEPERATED FROM VH/PUBLIC PARKING WITH TEMPORARY FENCING
- VD/PD OVERFLOW PARKING ESTABLISHED AT PUBLIC WORKS PARKING LOT
- CONSTRUCTION FENCING ERECTED AROUND PHASE 1 CONSTRUCTION PERIMETER
- ABATEMENT, DEMOLITION, SITE DEMO, SITE GRADING & SITE UTILITIES COMMENCE
- RADIO TOWER BUILDING DEMOLITION TO COMMENCE



# Downers Grove Civic Center

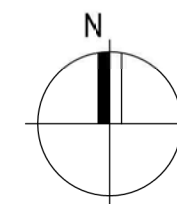
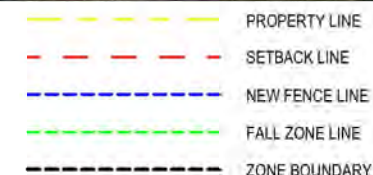
825 Burlington Ave, Downers Grove, IL 60515

## PHASE 2 LOGISTICS



### PHASE 2 CONSTRUCTION NOTES:

- CONSTRUCTION OF NEW CIVIC CENTER BUILDING TO COMMENCE PHASE 2
- ACCESS TO EXISTING POLICE DEPARTMENT AND VILLAGE HALL REMAIN THE SAME AS PHASE 1
- EXCESS SPOILS FROM MASS GRADING STOCKPILED BETWEEN NEW CIVIC CENTER AND EXISTING VILLAGE HALL BUILDING
- CIVIC CENTER SIDEWALKS AND PARTIAL PARKING LOTS DEVELOPED
- WASHINGTON STREET UTILITY WORK AND STREETScape IMPROVEMENTS INSTALLED

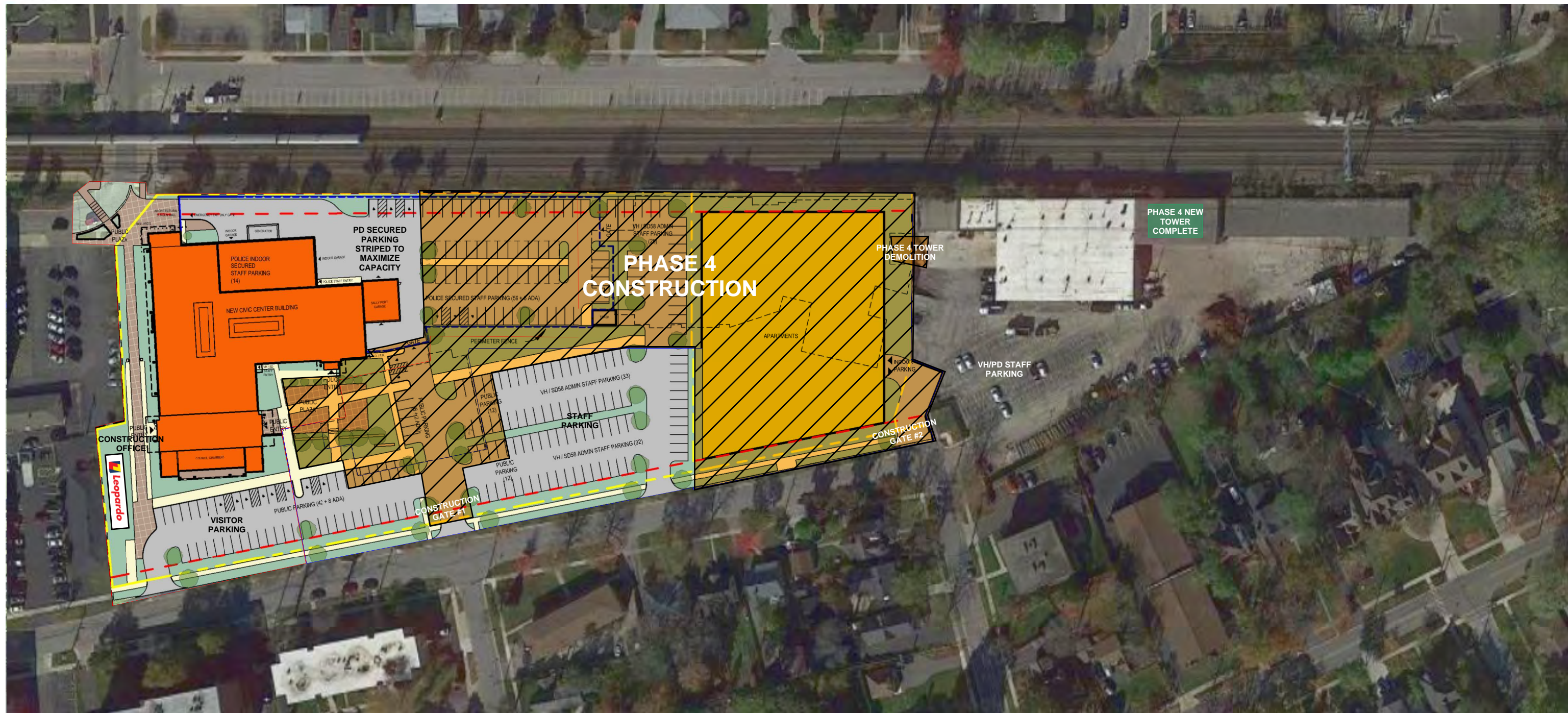




# Downers Grove Civic Center

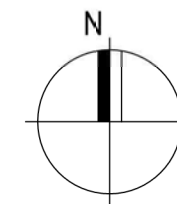
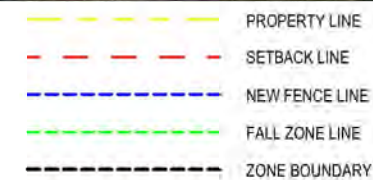
825 Burlington Ave, Downers Grove, IL 60515

## PHASE 4 LOGISTICS



### PHASE 4 CONSTRUCTION NOTES:

- EXISTING VILLAGE HALL AND POLICE DEPARTMENT DEMOLISHED
- REMAINING PARKING LOTS COMPLETED
- BUILDING PAD & UTILITIES FOR NEW DEVELOPMENT INSTALLED
- PUBLIC PLAZAS INSTALLED
- FINAL LANDSCAPING, SURFACE ASPHALT AND OTHER SITE FINISHES COMPLETED
- CONSTRUCTION FENCING REMOVED

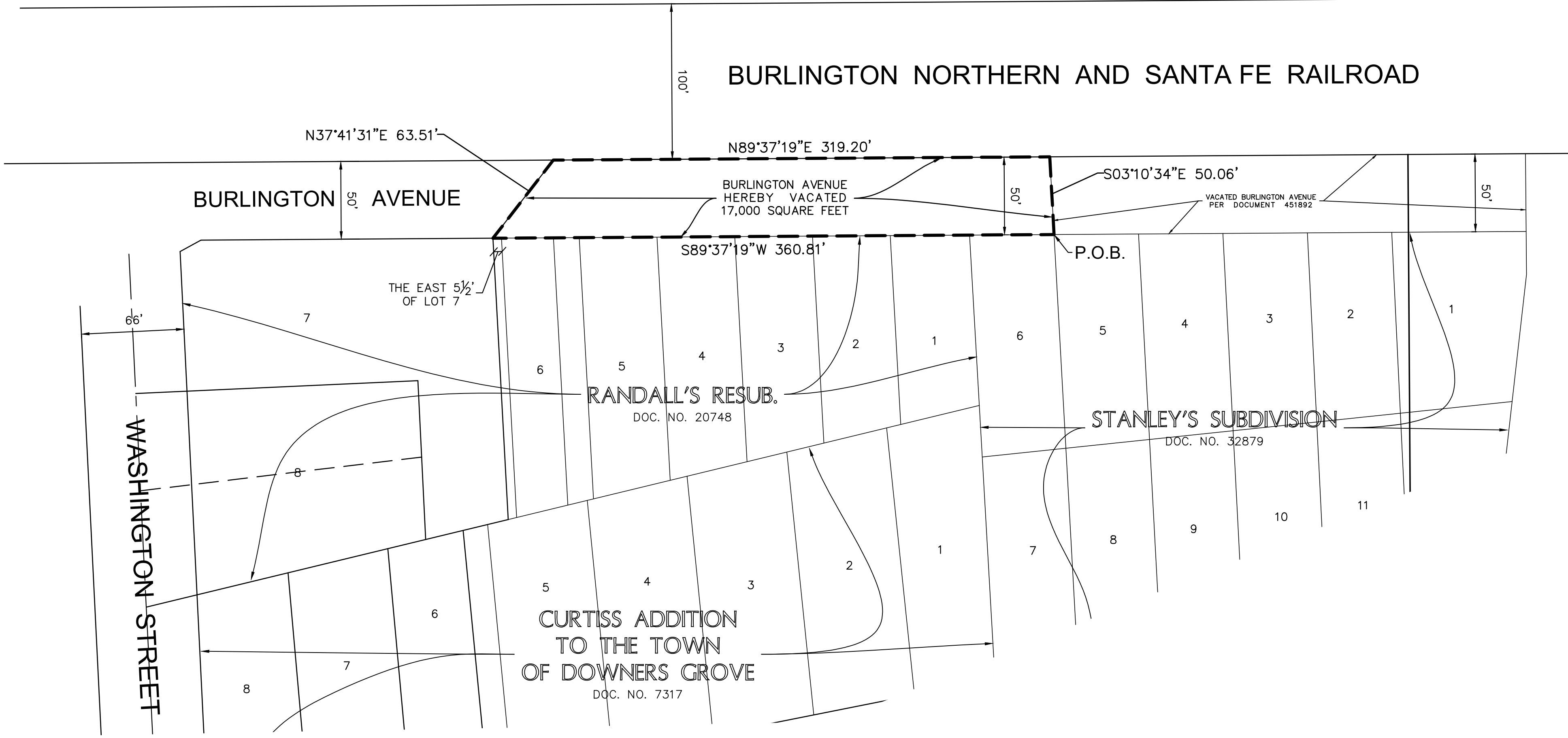
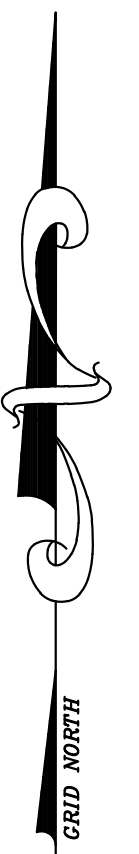
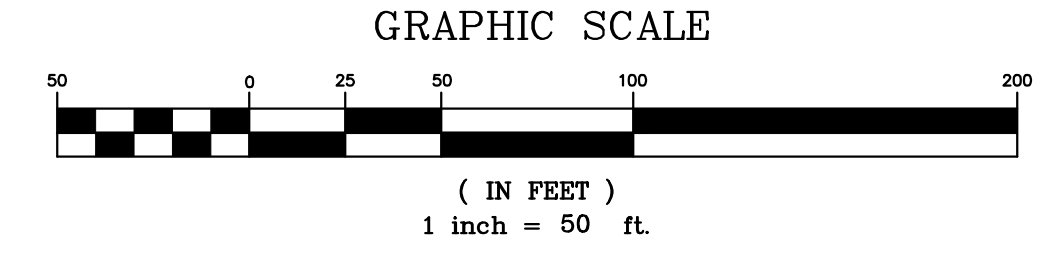




# PLAT OF VACATION OF

THAT PART OF BURLINGTON AVENUE LYING NORTH OF AND ADJOINING LOT 6 IN STANLEY'S SUBDIVISION, RECORDED FEBRUARY 18, 1884 AS DOCUMENT 32879, AND LYING NORTH OF AND ADJOINING LOTS 1 THROUGH 6, BOTH INCLUSIVE, AND THE EAST 5 1/2 FEET OF LOT 7 IN RANDALL'S RESUBDIVISION, RECORDED OCTOBER 26, 1875 AS DOCUMENT 20748, BEING PART OF THE WEST HALF OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 6 IN SAID STANLEY'S SUBDIVISION, ALSO BEING THE SOUTHWEST CORNER OF BURLINGTON AVENUE (RAILROAD STREET), VACATED PER DOCUMENT 451892; THENCE SOUTH 89 DEGREES 37 MINUTES 19 SECONDS WEST ALONG THE NORTH LINE OF SAID LOT 6 AND ALONG THE NORTH LINE OF LOTS 1 THROUGH 7, BOTH INCLUSIVE, IN SAID RANDALL'S RESUBDIVISION, 360.81 FEET TO THE WEST LINE OF THE EAST 5 1/2 FEET OF SAID LOT 7; THENCE NORTH 37 DEGREES 41 MINUTES 31 SECONDS EAST, 63.51 FEET TO THE SOUTH LINE OF THE BURLINGTON NORTHERN AND SANTA FE RAILROAD; THENCE NORTH 89 DEGREES 37 MINUTES 19 SECONDS EAST ALONG SAID SOUTH LINE, 319.20 FEET TO THE WEST LINE OF VACATED BURLINGTON AVENUE (RAILROAD STREET) RECORDED AS DOCUMENT NUMBER 451892; THENCE SOUTH 03 DEGREES 10 MINUTES 34 SECONDS EAST ALONG SAID WEST LINE, 50.06 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.



### VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_  
BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

BY: \_\_\_\_\_ ATTEST: \_\_\_\_\_

### COUNTY RECORDER CERTIFICATION

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS  
THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS, ON  
THE \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_,  
AT \_\_\_\_\_ O'CLOCK \_\_\_\_ M. AS DOCUMENT NUMBER \_\_\_\_\_  
\_\_\_\_\_  
COUNTY RECORDER

- ABBREVIATIONS**
- O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
  - N = NORTH
  - S = SOUTH
  - E = EAST
  - W = WEST
  - (R) = RECORD BEARING OR DISTANCE
  - (M) = MEASURED BEARING OR DISTANCE
  - (C) = CALCULATED BEARING OR DISTANCE
  - (D) = DEED BEARING OR DISTANCE
  - B.S.L. = BUILDING SETBACK LINE
  - U.E. = UTILITY EASEMENT
  - D.E. = DRAINAGE EASEMENT
  - P.U.E. = PUBLIC UTILITY EASEMENT
  - P.O.C. = POINT OF COMMENCEMENT
  - P.O.B. = POINT OF BEGINNING
  - P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

- LINE LEGEND**
- LAND PARCEL LINE
  - EASEMENT LINE
  - CENTERLINE
  - BUILDING SETBACK LINE
  - SECTION LINE

[ ] = ROADWAY HEREBY VACATED

**SURVEYOR'S STATEMENT**

THE ABOVE PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION FROM EXISTING RECORDS, MAPS AND PLATS.

COMPASS SURVEYING LTD  
PROFESSIONAL DESIGN FIRM  
LAND SURVEYING CORPORATION NO. 184-002778  
LICENSE EXPIRES 4/30/2023

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
SCOTT KREBS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509  
LICENSE EXPIRES: 11/30/2022

DATE	NO.	REVISIONS	DRAWN BY	CHECKED BY	BOOK	PG
3/18/2022 <td>1<td>PER EMAIL DATED 3/29/22<td>MRA<td><td>902<td>11-19</td></td></td></td></td></td>	1 <td>PER EMAIL DATED 3/29/22<td>MRA<td><td>902<td>11-19</td></td></td></td></td>	PER EMAIL DATED 3/29/22 <td>MRA<td><td>902<td>11-19</td></td></td></td>	MRA <td><td>902<td>11-19</td></td></td>	<td>902<td>11-19</td></td>	902 <td>11-19</td>	11-19

PROJECT	CLIENT
801 BURLINGTON AVENUE DOWNERS GROVE, IL	ERIKSSON ENGINEERING ASSOCIATES STREET, SUITE 115 CHICAGO, IL 60604

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

SCALE: 1" = 50'  
**1 OF 1**  
PROJ. NO.: 22.0080-01

# PRELIMINARY/FINAL PLAT OF SUBDIVISION DOWNERS GROVE CIVIC CENTER

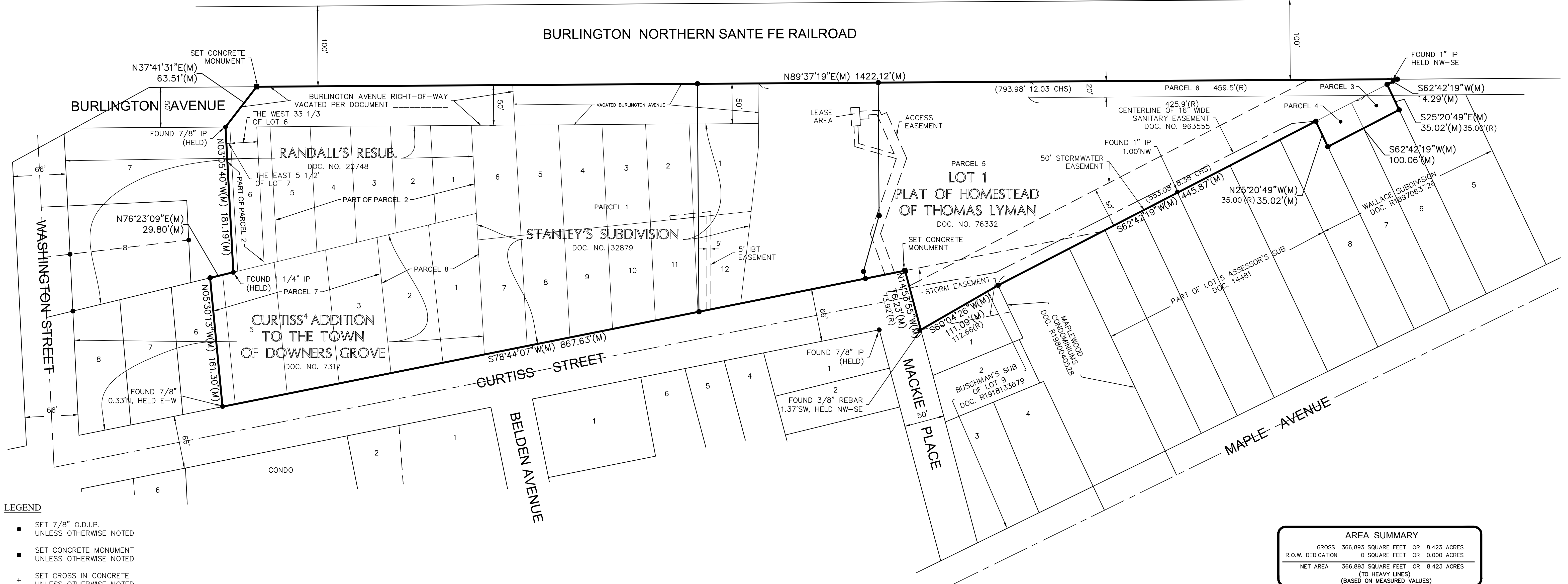
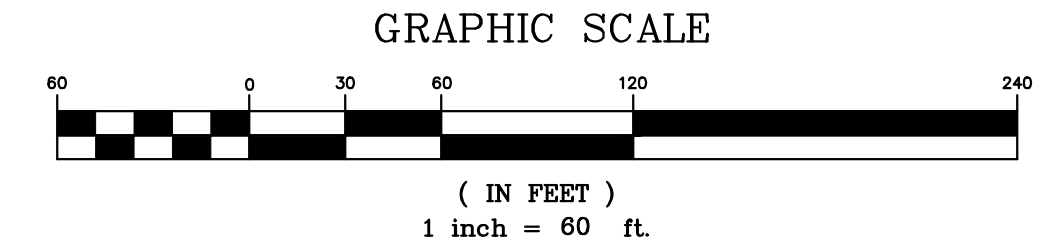
A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38  
NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL  
MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-131-019  
PIN: 09-08-131-018  
PIN: 09-08-211-003  
PIN: 09-08-211-002  
PIN: 09-08-211-001  
PIN: 09-08-211-014  
PIN: 09-08-304-008



Know what's below.  
Call before you dig.

**UTILITY STATEMENT**  
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM  
VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND  
RECORDS. THE SURVEYOR HAS MADE A REASONABLE ATTEMPT  
TO LOCATE ALL UTILITIES SHOWN. THE SURVEYOR DOES NOT  
WARRANT THAT THE UTILITIES SHOWN ARE ACCURATELY  
LOCATED. THE SHOWN UTILITIES ARE LOCATED AS INDICATED  
ON THIS PLAT. THE SURVEYOR HAS NOT BEEN ADVISED OF ANY  
UTILITIES NOT SHOWN ON THIS PLAT. THE SURVEYOR HAS NOT  
PHYSICALLY LOCATED THE UNDERGROUND LINES.



- LEGEND**
- SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
  - SET CONCRETE MONUMENT UNLESS OTHERWISE NOTED
  - + SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED
- ABBREVIATIONS**
- O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
  - N = NORTH
  - S = SOUTH
  - E = EAST
  - W = WEST
  - (R) = RECORD BEARING OR DISTANCE
  - (M) = MEASURED BEARING OR DISTANCE
  - (C) = CALCULATED BEARING OR DISTANCE
  - (D) = DEED BEARING OR DISTANCE
  - B.S.L. = BUILDING SETBACK LINE
  - U.E. = UTILITY EASEMENT
  - D.E. = DRAINAGE EASEMENT
  - P.U.E. = PUBLIC UTILITY EASEMENT
  - P.O.C. = POINT OF COMMENCEMENT
  - P.O.B. = POINT OF BEGINNING
  - P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

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

**AREA SUMMARY**

GROSS	366,893 SQUARE FEET	OR	8.423 ACRES
R.O.W. DEDICATION	0 SQUARE FEET	OR	0.000 ACRES
NET AREA	366,893 SQUARE FEET	OR	8.423 ACRES

(TO HEAVY LINES)  
(BASED ON MEASURED VALUES)

**AREA TABLE**

LOT NUMBER	SQUARE FOOT	ACRE
1	200,969	4.614
2	58,320	1.339
3	107,604	2.470

AFTER RECORDING  
RETURN TO:  
COMPASS SURVEYING LTD.  
2631 GINGER WOODS PARKWAY  
SUITE 100  
AURORA, IL 60502

NO.	DATE	BY	REVISIONS
1	3/29/22	MRA	REVISED PER EMAIL DATED 3/28/22

PROJECT	801 BURLINGTON AVENUE DOWNERS GROVE, IL
CLIENT	ERIKSSON ENGINEERING ASSOCIATES STREET, SUITE 115 CHICAGO, IL 60641

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

SCALE: 1" = 60'  
**1 OF 3**  
PROJ. NO.: 22.0080

**DRAINAGE CERTIFICATION**

STATE OF \_\_\_\_\_ )  
 COUNTY OF \_\_\_\_\_ )SS

I, \_\_\_\_\_, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS, AND \_\_\_\_\_ THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS (IS NOT) LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY ENGINEER OF DUPAGE COUNTY, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20 \_\_\_\_

ENGINEER

OWNER/ATTORNEY

**PRELIMINARY/FINAL PLAT OF SUBDIVISION  
 DOWNERS GROVE CIVIC CENTER**

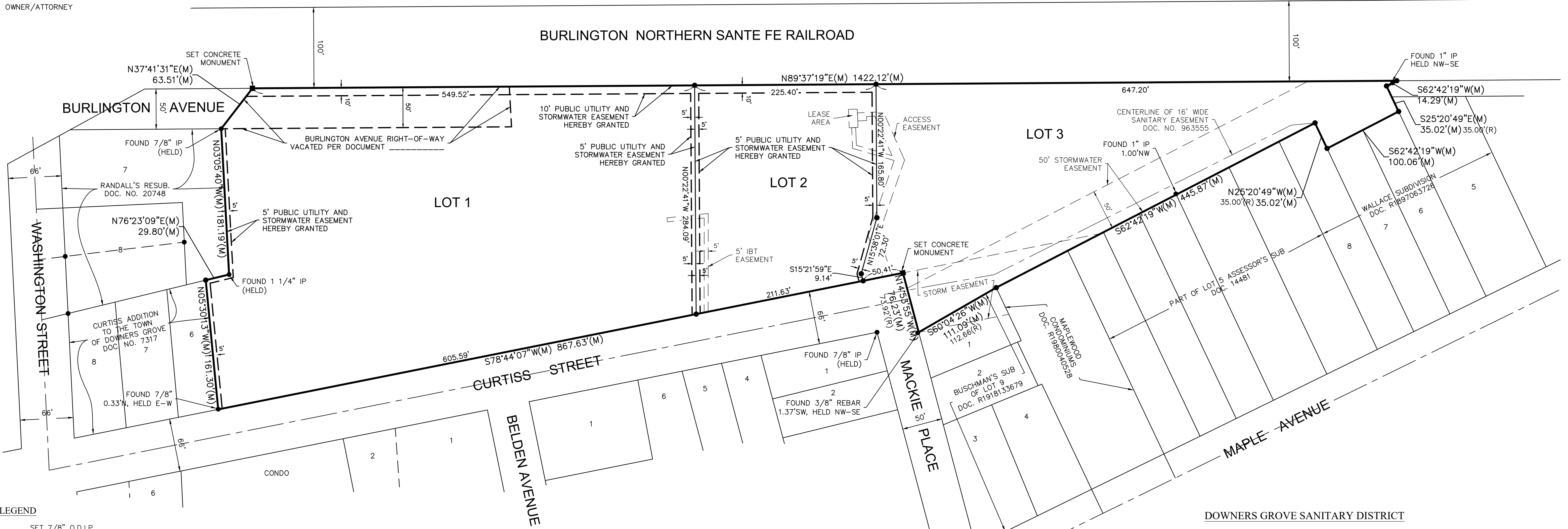
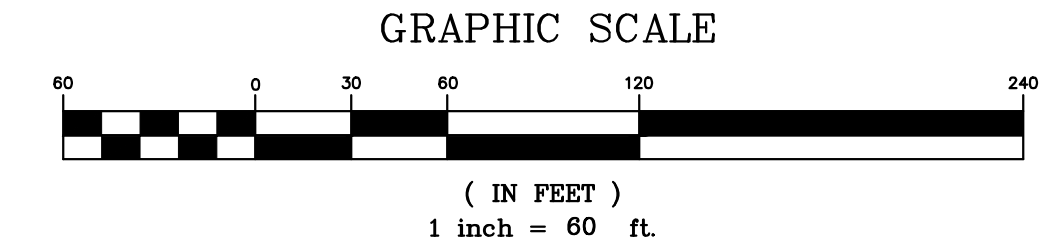
A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38  
 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL  
 MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PIN: 09-08-131-019  
 PIN: 09-08-131-018  
 PIN: 09-08-211-003  
 PIN: 09-08-211-002  
 PIN: 09-08-211-001  
 PIN: 09-08-211-014  
 PIN: 09-08-304-008



Know what's below.  
 Call before you dig.

**UTILITY STATEMENT**  
 THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS. THE SURVEYOR HAS CONDUCTED VISUAL INSPECTIONS AND GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL KNOWN UTILITIES. THE SURVEYOR DOES NOT WARRANT THAT THE INFORMATION PROVIDED IS COMPLETELY ACCURATE. THE SURVEYOR DOES NOT WARRANT THAT THE INFORMATION PROVIDED IS COMPLETELY ACCURATE. THE SURVEYOR DOES NOT WARRANT THAT THE INFORMATION PROVIDED IS COMPLETELY ACCURATE. THE SURVEYOR DOES NOT WARRANT THAT THE INFORMATION PROVIDED IS COMPLETELY ACCURATE.



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  - + SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

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

**VILLAGE OF DOWNERS GROVE COLLECTOR CERTIFICATION**

STATE OF ILLINOIS )  
 COUNTY OF DUPAGE )SS

I, \_\_\_\_\_, COLLECTOR FOR THE VILLAGE OF DOWNERS GROVE, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND, INCLUDED IN THIS PLAT.

APPROVED BY THE VILLAGE OF DOWNERS GROVE COLLECTOR, THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20 \_\_\_\_

**COUNTY CLERK CERTIFICATION**

STATE OF ILLINOIS )  
 COUNTY OF DUPAGE )SS

I, \_\_\_\_\_, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THIS PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THIS PLAT. GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS.

THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20 \_\_\_\_

COUNTY CLERK

**SCHOOL DISTRICT CERTIFICATE**

STATE OF ILLINOIS )  
 COUNTY OF DUPAGE )SS

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS TO THE BEST OF THEIR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF HIGH SCHOOL DISTRICT 99, AND ELEMENTARY SCHOOL DISTRICT 58 IN DUPAGE COUNTY, ILLINOIS.

DATED AT \_\_\_\_\_, ILLINOIS

THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D., 20 \_\_\_\_

BY: \_\_\_\_\_

**DOWNERS GROVE SANITARY DISTRICT**

STATE OF ILLINOIS )  
 COUNTY OF DUPAGE )SS

I, \_\_\_\_\_, COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THIS PLAT. APPROVED BY THE VILLAGE OF DOWNERS GROVE SANITARY DISTRICT COLLECTOR.

THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20 \_\_\_\_

DOWNERS GROVE SANITARY DISTRICT COLLECTOR

**VILLAGE COUNCIL CERTIFICATE**

STATE OF ILLINOIS )  
 COUNTY OF DUPAGE )SS

APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20 \_\_\_\_

BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

BY: \_\_\_\_\_

ATTEST: \_\_\_\_\_

NO.	DATE	BY	REVISIONS
1	3/29/22	MRL	REVISED PER EMAIL DATED 3/28/22

PROJECT	801 BURLINGTON AVENUE DOWNERS GROVE, IL
CLIENT	ERIKSSON ENGINEERING ASSOCIATES STREET, SUITE 115 CHICAGO, IL 60641

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

# PRELIMINARY/FINAL PLAT OF SUBDIVISION DOWNERS GROVE CIVIC CENTER

A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38  
NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL  
MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

## SURVEYOR'S AUTHORIZATION TO RECORD

STATE OF ILLINOIS )  
 )SS  
COUNTY OF KANE )

I HEREBY DESIGNATE \_\_\_\_\_ AND/OR REPRESENTATIVES THEREOF, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, AT AURORA, KANE COUNTY, ILLINOIS.

COMPASS SURVEYING LTD  
PROFESSIONAL DESIGN FIRM  
LAND SURVEYOR CORPORATION NO. 184-002778  
LICENSE EXPIRES 4/30/2023

BY: \_\_\_\_\_  
SCOTT C. KREBS  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509  
EXPIRES 11/30/2022

## SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )  
 )SS  
COUNTY OF KANE )

I, SCOTT C. KREBS, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING PROPERTY:

PARCEL 1: LOTS 1 THROUGH 11, BOTH INCLUSIVE, AND THE WEST 11.3 FEET (AS MEASURED ON THE SOUTH LINE) BY 16.85 FEET (MEASURED ON THE NORTH LINE) OF LOT 12 IN STANLEY'S SUBDIVISION, ALSO THAT PART OF VACATED RAILROAD STREET LYING NORTH OF AND ADJOINING LOTS 1, 2, 3, 4 AND 5 IN SAID STANLEY'S SUBDIVISION, OF PART OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 18, 1884 AS DOCUMENT 32879, IN DUPAGE COUNTY, ILLINOIS.

AND

A PART OF LOT 12 OF THE PLAT OF STANLEY'S SUBDIVISION OF PART OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, AS SHOWN BY THE PLAT RECORDED IN BOOK OF PLATS, ON PAGE 43, AND ALSO A PART OF LOT 1 OF THE PLAT OF THE HOMESTEAD OF THOMAS LYMAN, DECEASED, AS RECORDED IN BOOK 6 OF PLATS, ON PAGE 5, OF THE RECORDS OF DUPAGE COUNTY, ILLINOIS; THE ENTIRE TRACT HEREIN INCLUDED, BEING DESCRIBED AS FOLLOWS, TO WIT: COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 12, OF STANLEY'S SUBDIVISION, AND RUNNING THENCE EAST ALONG THE NORTH LINE OF CURTISS STREET, 11.3 FEET FOR A PLACE OF BEGINNING; THENCE NORTHERLY TO A POINT ON THE NORTH LINE OF SAID LOT 12, WHICH POINT IS 16.85 FEET EAST FROM THE NORTHWEST CORNER OF SAID LOT; THENCE EAST, ON THE NORTH LINE OF SAID LOT 12, 53.75 FEET TO THE NORTHEAST CORNER OF SAID LOT, THENCE SOUTHERLY, TO A POINT ON THE NORTH LINE OF CURTISS STREET WHICH IS 7 FEET EAST FROM THE SOUTHEAST CORNER OF SAID LOT 12; THENCE WESTERLY ALONG THE NORTH LINE OF CURTISS STREET, 50 FEET TO THE PLACE OF BEGINNING, IN THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

PARCEL 2: LOTS 1-6 BOTH INCLUSIVE, AND THE EAST 5 1/2 FEET OF LOT 7 IN RANDALL'S RESUBDIVISION OF BLOCK 2 IN THE TOWN OF DOWNERS GROVE, IN THE WEST HALF OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDALL'S RESUBDIVISION RECORDED OCTOBER 26, 1875 AS DOCUMENT 20748, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 3: THE NORTH 35 FEET (AS MEASURED AT RIGHT ANGLES TO THE NORTHEASTERLY LINE OF SAID LOT) OF LOT 6, IN WALLACE'S SUBDIVISION OF PART OF LOT 5 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 4: THE NORTH 35 FEET (AS MEASURED AT RIGHT ANGLES TO THE NORTHERLY LINE OF SAID LOT) OF LOT 7, IN WALLACE'S SUBDIVISION OF PART OF LOT 5 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 5: LOT 1 OF THE PLAT OF THE HOMESTEAD OF THOMAS LYMAN, DECEASED (EXCEPT THAT PART CONVEYED TO THE CHICAGO BURLINGTON & QUINCY RAILROAD AND EXCEPT THAT PART CONVEYED TO H.J. HAWKINS ON MARCH 27, 1907) IN SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 6: SO MUCH OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER (SW1/2 NE1/2) OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE SOUTH LINE OF 100-FOOT WIDE RIGHT OF WAY OF BURLINGTON NORTHERN, INC., 336.6 FEET EASTWARD (MEASURED ON SAID SOUTH LINE) FROM THE INTERSECTION OF THE NORTH AND SOUTH CENTER LINE OF SAID SECTION 8 WITH SAID SOUTH LINE TO THE PLACE OF BEGINNING; THENCE SOUTH 9 DEGREES WEST (MAGNETIC BEARING), 20.14 FEET; THENCE EASTWARD, PARALLEL TO SAID SOUTH RIGHT OF WAY LINE AND 20 FEET DISTANT THEREFROM, 425.9 FEET; THENCE NORTH 64 DEGREES EAST (MAGNETIC BEARING), 42.3 FEET TO SAID SOUTH RIGHT OF WAY LINE; THENCE WESTWARD ON SAID SOUTH RIGHT OF WAY LINE, 459.5 FEET TO THE PLACE OF BEGINNING.

PARCEL 7: LOTS 3, 4, 5 AND LOT 6 (EXCEPT THE WEST 50 FEET THEREOF) IN BLOCK 2 IN CURTISS ADDITION TO THE TOWN OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 8, 1866 AS DOCUMENT 7317, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 8: LOTS 1 AND 2 IN BLOCK 2 IN CURTISS ADDITION TO THE TOWNS OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 8, 1866 AS DOCUMENT 7317, IN DUPAGE COUNTY, ILLINOIS.

AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. THIS SUBDIVISION IS WITHIN THE \_\_\_\_\_ WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED AND THIS SITE FALLS WITHIN THE FOLLOWING FLOOD ZONES:

- a. "OTHER AREAS: ZONE X" (UNSHADED) (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN).
- b. "SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL FLOOD CHANCE: ZONE AE"; (BASE FLOOD ELEVATIONS DETERMINED).
- c. "SPECIAL FLOOD HAZARD AREA: (SHADED) 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE ZONE X".

AS DEFINED BY THE FLOOD INSURANCE RATE MAP NUMBER 17043C0167J, HAVING AN EFFECTIVE REVISION DATE OF AUGUST 1, 2019

GIVEN UNDER MY HAND AND SEAL AT AURORA , ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_\_.

COMPASS SURVEYING LTD  
PROFESSIONAL DESIGN FIRM  
LAND SURVEYOR CORPORATION NO. 184-002778  
LICENSE EXPIRES 4/30/2023

BY: \_\_\_\_\_  
SCOTT C. KREBS  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509  
LICENSE EXPIRES 11/30/2022

## OWNER'S CERTIFICATE

STATE OF ILLINOIS )  
 )SS  
COUNTY OF DUPAGE )

THIS IS TO CERTIFY THAT VILLAGE OF DOWNERS GROVE, AN ILLINOIS MUNICIPAL CORPORATION, IS THE OWNER OF THE PROPERTY DESCRIBED HEREON AND BY THE DULY ELECTED OFFICERS HAS CAUSED THE SAME TO BE SURVEYED AND PLATTED AS INDICATED HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH AS ALLOWED AND PROVIDED BY STATUTE AND HEREBY ACKNOWLEDGES AND ADOPTS THE SAME UNDER THE STYLE AND TITLE AFORESAID.

ALSO, THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, TO THE BEST OF THEIR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF THE DOWNERS NORTH HIGH SCHOOL DISTRICT 99, HERRICK MIDDLE SCHOOL AND LESTER ELEMENTARY SCHOOL DISTRICT IN DUPAGE COUNTY, ILLINOIS.

ALSO, THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANT AND RESTRICTION:

ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

DATED AT \_\_\_\_\_, THIS \_\_\_\_\_ DAY

OF \_\_\_\_\_ A.D., 20 \_\_\_\_\_.

BY: \_\_\_\_\_ ATTEST: \_\_\_\_\_

TITLE: \_\_\_\_\_ TITLE: \_\_\_\_\_

## NOTARY'S CERTIFICATE

STATE OF \_\_\_\_\_ )  
 )SS  
COUNTY OF \_\_\_\_\_ )

I, \_\_\_\_\_, A NOTARY PUBLIC IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT \_\_\_\_\_

(TITLE) AND \_\_\_\_\_

(TITLE) OF \_\_\_\_\_, WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHO ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS \_\_\_\_\_ DAY

OF \_\_\_\_\_ A.D., 20\_\_\_\_\_.

BY: \_\_\_\_\_

NOTARY PUBLIC

## EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY AND AT&T TELEHOLDINGS INCORPORATED, ILLINOIS A.K.A. ILLINOIS BELL TELEPHONE COMPANY, GRANTEEES.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS"; AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS"; AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2, AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

## DECLARATION OF RESTRICTIVE COVENANTS

THE UNDERSIGNED OWNER HEREBY DECLARES THAT THE REAL PROPERTY DESCRIBED IN AND DEPICTED ON THIS PLAT OF SUBDIVISION SHALL BE HELD, TRANSFERRED, SOLD, CONVEYED AND OCCUPIED SUBJECT TO THE FOLLOWING COVENANTS AND RESTRICTIONS:

(A) ALL PUBLIC UTILITY STRUCTURES AND FACILITIES, WHETHER LOCATED ON PUBLIC OR PRIVATE PROPERTY, SHALL BE CONSTRUCTED WHOLLY UNDERGROUND, EXCEPT FOR TRANSFORMERS, TRANSFORMER PADS, LIGHT POLES, REGULATORS, VALVES, MARKERS AND SIMILAR STRUCTURES APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE PRIOR TO RECORDING OF THIS PLAT OF SUBDIVISION.

(B) AN EASEMENT FOR SERVING THE SUBDIVISION, AND OTHER PROPERTY WITH STORM DRAINAGE, SANITARY SEWER, STREET LIGHTING, POTABLE WATER SERVICE, AND OTHER PUBLIC UTILITY SERVICES, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND DOWNERS GROVE SANITARY DISTRICT, THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEPARATELY, TO INSTALL, OPERATE AND MAINTAIN, AND REMOVE, FROM TIME TO TIME, FACILITIES AND EQUIPMENT USED IN CONNECTION WITH THE PUBLIC WATER SUPPLY, TRANSMISSION LINES, SANITARY SEWERS, STORM DRAINAGE SYSTEM, STREET LIGHTING SYSTEM, OR OTHER PUBLIC UTILITY SERVICE, AND THEIR APPURTENANCES, EITHER ON, OVER, ACROSS, BELOW OR THROUGH THE GROUND; SHOWN WITHIN THE DOTTED LINES ON THE PLAT MARKED "PUBLIC UTILITY AND/OR DRAINAGE EASEMENT", OR SIMILAR LANGUAGE DESIGNATING A STORMWATER OR SEWER EASEMENT, AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

WHEREAS, SAID LOTS WILL BE CONVEYED TO PURCHASERS SUBJECT TO THIS DECLARATION TO THE END THAT THE RESTRICTIONS IMPOSED SHALL INURE TO THE BENEFIT OF EACH AND ALL OF THE PURCHASERS OF SUCH LOTS WHETHER THEY SHALL HAVE BECOME SUCH BEFORE OR AFTER THE DATE THEREOF, AND THEIR RESPECTIVE HEIRS AND ASSIGNS, AND

WHEREAS, THE AFORESAID PROPERTY DESCRIBED ON THE ATTACHED PLAT IS LOCATED ENTIRELY WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND

WHEREAS, ALL OF THE PROVISIONS, RESTRICTIONS, CONDITIONS, COVENANTS, AGREEMENTS, AND CHARGES HEREIN CONTAINED SHALL RUN WITH AND BIND ALL OF SAID LOTS AND LAND AND SHALL INURE TO THE BENEFIT OF, AND BE ENFORCEABLE BY THE VILLAGE OF DOWNERS GROVE, ILLINOIS, AND THE OWNERS OR OWNER OF ANY OF THE LOTS COMPRISED WITHIN SAID PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS, GRANTEEES AND ASSIGNS.

NOW, THEREFORE, ALL PERSONS, FIRMS OR CORPORATIONS NOW OWNING THE AFORESAID PROPERTY DO COVENANT AND AGREE THAT THEY OR ANY PERSON, FIRM OR CORPORATION HEREAFTER ACQUIRING ANY PROPERTY OR LOTS SHOWN UPON THE ATTACHED PLAT OF SUBDIVISION ARE HEREBY SUBJECT TO THE FOLLOWING RESTRICTIONS RUNNING WITH SAID PROPERTY TO WHOMSOEVER OWNED, TO WIT:

OWNER HEREBY GRANTS TO THE VILLAGE OF DOWNERS GROVE A STORMWATER MANAGEMENT EASEMENT FOR THE USE AND BENEFIT OF THE VILLAGE, OVER THE STORMWATER FACILITIES WITHIN THE PROPERTY AND A RIGHT OF ACCESS TO PRIVATELY-OWNED LAND FOR THE REASONABLE EXERCISE OF THE RIGHTS GRANTED TO THE VILLAGE.

EACH OWNER OR PURCHASER SHALL BE RESPONSIBLE TO INSPECT AND MAINTAIN THE STORMWATER FACILITIES ON THEIR LOT. NO BUILDINGS OR STRUCTURES OF ANY KIND SHALL BE PLACED ON SAID EASEMENT NOR SHALL ANY OTHER CHANGE BE MADE ON THE PROPERTY THAT MIGHT MATERIALLY AFFECT THE PROPER MANAGEMENT, OPERATION OR CONTINUED MAINTENANCE OF ANY STORMWATER FACILITY; IMPEDE STORMWATER DRAINAGE IN OR ON THE PROPERTY; NEGATIVELY IMPACT THE WATER QUALITY OF THE STORMWATER FACILITIES; OR MATERIALLY REDUCE THE STORMWATER DETENTION OR RETENTION CAPACITY THEREOF AS PROVIDED IN THE APPROVED PLANS.

IN THE EVENT THE VILLAGE DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT THE PROHIBITIONS OF THE PRECEDING PARAGRAPH HAVE BEEN VIOLATED OR THAT PROPER MAINTENANCE OF THE STORMWATER FACILITIES IS NOT BEING PERFORMED OR THAT PROPER OPERATION OF THE STORMWATER FACILITIES IS NOT OCCURRING, ON THE PROPERTY AT ANY TIME, THE VILLAGE OR ITS CONTRACTORS OR AGENTS, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNER, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE PROPERTY FOR THE PURPOSES OF (A) CORRECTING ANY VIOLATION AND (B) PERFORMING MAINTENANCE WORK ON AND TO THE STORMWATER FACILITIES.

IN THE EVENT THAT THE VILLAGE SHALL PERFORM, OR CAUSE TO BE PERFORMED, ANY WORK PURSUANT TO THE STORMWATER MANAGEMENT EASEMENT, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE OWNER AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED. IF THE AMOUNT SO CHARGED IS NOT PAID BY THE OWNER WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE PROPERTY AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE, WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

IN WITNESS WHEREOF, THE OWNERS HAVE SET THEIR HANDS UPON THE ATTACHED PLAT THE DAY AND DATE FIRST WRITTEN THERON.

DATED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

BY: \_\_\_\_\_

OWNER

BY: \_\_\_\_\_

NOTARY PUBLIC

## COUNTY RECORDER CERTIFICATION

STATE OF ILLINOIS )  
 )SS  
COUNTY OF DUPAGE )

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE

COUNTY, ILLINOIS, ON THE DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_, AT

\_\_\_\_\_ O'CLOCK \_\_\_\_M. AS DOCUMENT NUMBER \_\_\_\_\_

\_\_\_\_\_  
COUNTY RECORDER

DATE	3-15-2022	PC	DRAWN BY	BT	CHECKED BY	SK	BOOK	802	PAGE	11-19
NO.	1		REVISIONS							
			REVISED PER EMAIL DATED	3/29/22						

PROJECT	801 BURLINGTON AVENUE DOWNERS GROVE, IL
CLIENT	ERIKSSON ENGINEERING ASSOCIATES STREET, SUITE 115 CHICAGO, IL 60601

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SCALE: 1" = 60'  
**3 OF 3**

# Traffic Impact Study

## Redevelopment of Village Hall-Police Station

Downers Grove, Illinois



Prepared For:



### Village of Downers Grove



March 29, 2022

# 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 Village Hall and Police Station in Downers Grove, Illinois. The site, which is currently occupied by the existing Downers Grove Village Hall and Police Station and the Downers Grove Metra Station Commuter Lot L, is bounded by the Burlington Northern Santa Fe (BNSF) Metra Commuter railroad tracks on the north, the Village of Downers Grove fleet maintenance garage on the east, Curtiss Street on the south, and two multifamily buildings on the west.

As proposed, the site will be redeveloped with a new combined civic center building containing the Village Hall, Police Station, and the relocation of the School District 58 offices. The site will provide a total of approximately 252 parking spaces of which 80 will be gated police staff parking spaces, 65 will be Village Hall staff parking, 25 will be School District 58 staff parking, and 82 will be public parking spaces. Access to the site will be provided via five full movement access drives on Curtiss Street. As part of the proposed redevelopment, the existing connection within the site that extended between Curtiss Street and Washington Street/Burlington Avenue will be eliminated.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed redevelopment will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the additional traffic generated by the proposed redevelopment. **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 redevelopment
- Directional distribution of the redevelopment traffic
- Vehicle trip generation for the redevelopment
- Future traffic conditions including access to the redevelopment
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply

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

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, the redistribution of the existing traffic volumes due to the roadway modifications, and the additional traffic estimated to be generated by the proposed redevelopment.



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 site, which is currently occupied by the existing Downers Grove Village Hall and Police Station and the Downers Grove Metra Station Lot L, is bounded by Curtiss Street on the north, the Burlington Northern Santa Fe (BNSF) Metra Commuter railroad on the north, the Village of Downers Grove fleet maintenance garage on the east, and two multi-family buildings on the west and is located just east of downtown Downers Grove. Land uses in the vicinity of the site include residential uses to the north, east and south and commercial, residential, and mixed-use uses to the west. The Downers Grove Metra station is located just west of the site.

### Existing Roadway System Characteristics

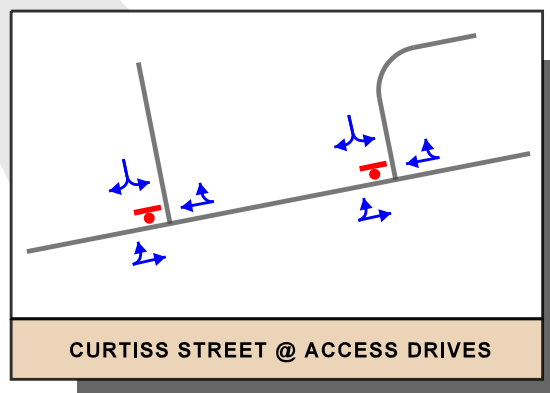
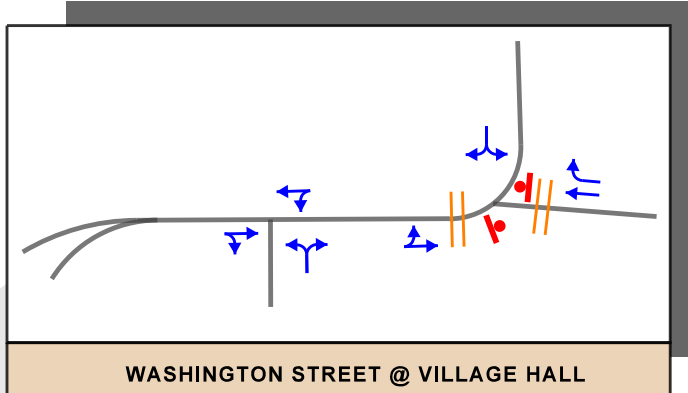
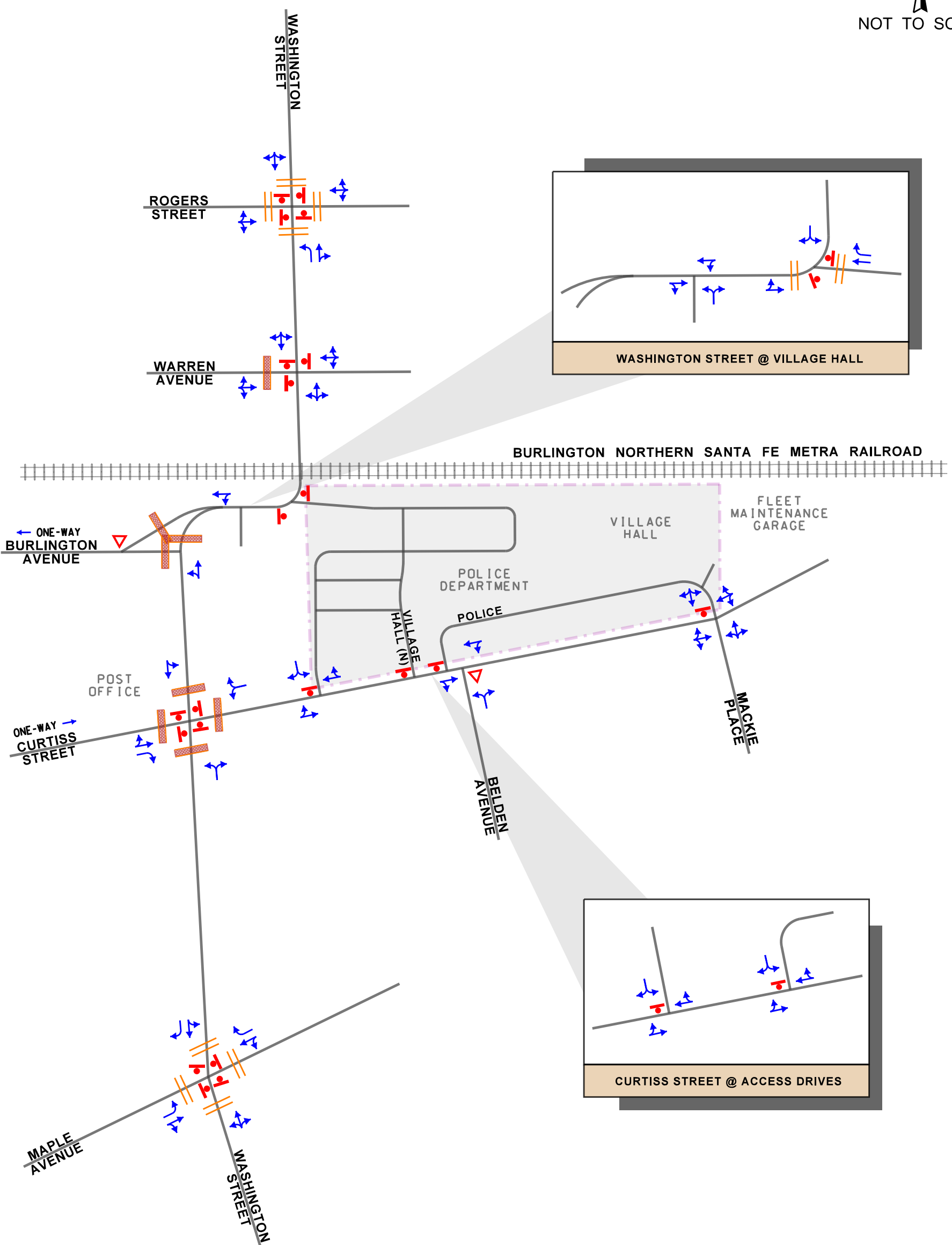
The characteristics of the existing roadways that surround the proposed redevelopment are illustrated in **Figure 3** and described below.

*Washington Street* is a north-south roadway that provides one travel lane in each direction and is classified as a collector roadway between Maple Avenue and Rogers Street. Parking is generally permitted on both sides of the road. Washington Street is under all-way stop sign control at its intersections with Maple Avenue, Curtiss Street, and Rogers Street. At its intersection with Warren Avenue, all legs of the intersection are under stop sign control except northbound Washington Street. Washington Street provides an exclusive right-turn lane on the southbound approach at its intersection with Maple Street. It should be noted that Washington Street has an at-grade railroad crossing with the that BNSF/Metra railroad tracks that is located between Burlington Avenue and Warren Avenue.






*Curtiss Street* is an east-west roadway that is classified as a collector roadway west of Washington Street and a local roadway east of Washington Street. West of Washington Street, Curtiss Street is a one-way eastbound roadway that has a single eastbound travel lane with parking generally permitted on both sides of the road. East of Washington Street, Curtiss Street is a two-way roadway with a single travel lane in each direction with parking generally permitted on both sides of the road. At its intersection with Washington Street, Curtiss Street is under all-way stop-sign control and the eastbound approach provides an exclusive right-turn lane.



NOT TO SCALE



**LEGEND**

-  - TRAVEL LANE
-  - TRAFFIC SIGNAL
-  - STOP SIGN
-  - STANDARD CROSSWALK
-  - PAVED CROSSWALK

*Burlington Avenue* is an east-west, local roadway that extends from the Village Hall access drive west to its terminus at Forest Avenue. Between the Washington Street segments, Burlington Avenue provides a single travel lane in each direction with parking prohibited on both sides of the road. Between Washington Street and Forest Avenue, Burlington Avenue is a one-way westbound road that provides one travel lane with parking generally permitted on both sides of the road. Burlington Avenue and the Village Hall access drive are under stop sign control at their intersection with Washington Street.

*Maple Avenue* is generally a northeast-to-southwest, collector roadway that provides a single travel lane in each direction with parking is generally permitted on the north side of the road only. At its interaction with Washington Street, Maple Street is under all-way stop sign control and provides an exclusive left-turn lane on the eastbound approach and an exclusive right-turn lane on the westbound approach.

*Warren Avenue* is an east-west, local roadway that provides a single travel lane in each direction with parking generally permitted on both sides of the road. At its intersection with Washington Street, all legs of the intersection are under stop sign control except northbound Washington Street.

*Rogers Street* is an east-west, collector roadway that provides a single travel lane in each direction with parking generally permitted on the south side of the road only. At its intersection with Washington Street, Rogers Street is under all-way stop sign control.

*Belden Avenue* is a north-south, local roadway that provides a single travel lane in each direction with parking generally permitted on the east side of the road only. No traffic control is provided at its intersection with Curtiss Street. However, given the nature of the intersection, the Belden Avenue approach operates in the yield condition.

*Mackie Place* is a north-south, local roadway that provides a single travel lane in each direction with parking generally permitted on the east side of the road only. No traffic control is provided at its intersection with Curtiss Street and the access drives to the Village Hall and the public works facility. However, given the nature of the intersection, the eastbound right turns from Curtiss Street onto Mackie Place and northbound left turns from Mackie Place onto Belden Avenue operate under free flow conditions, with outbound movements from the access drives operating under yield control.

## Existing Traffic Volumes

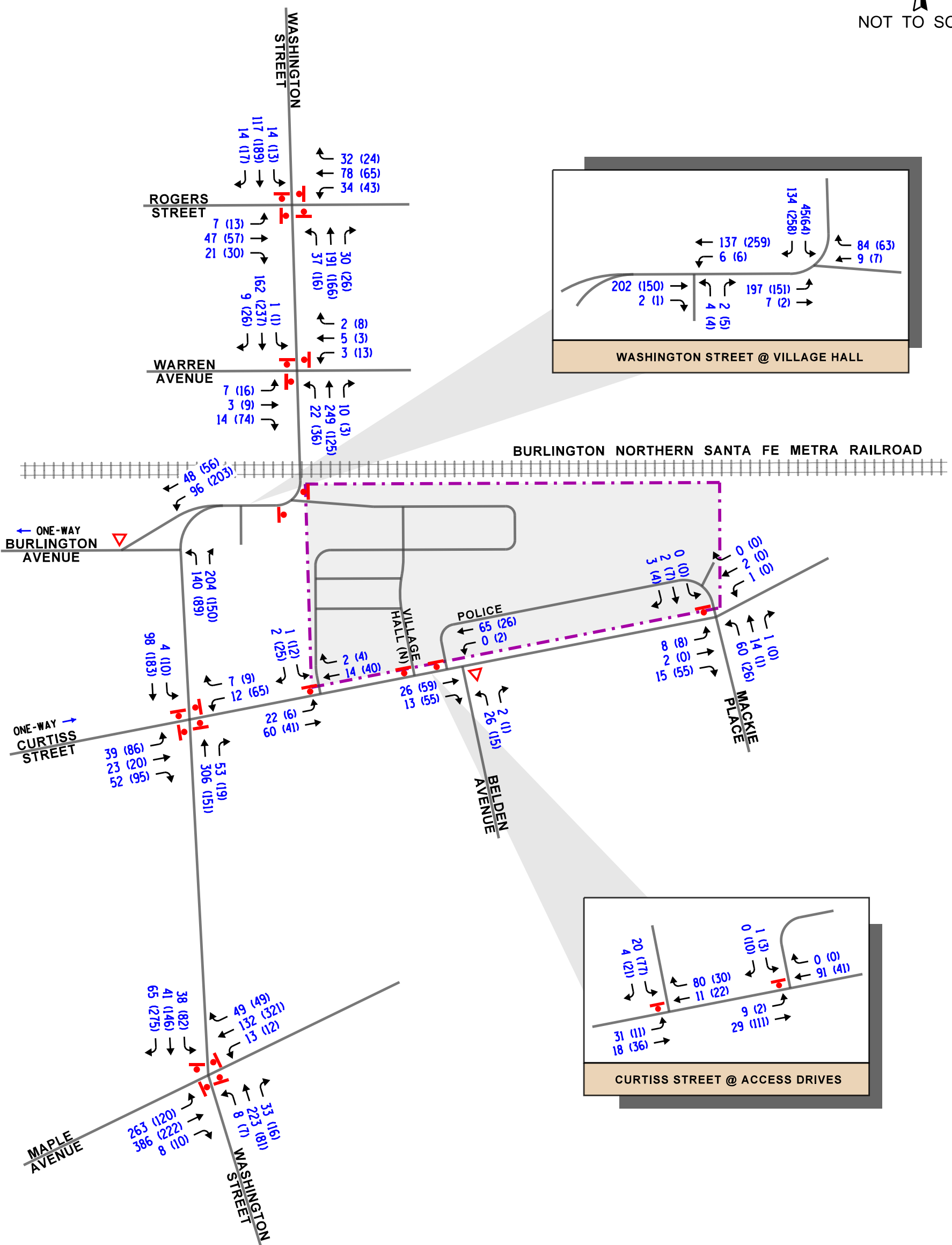
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts utilizing Miovision Scout Video Collection Units on Wednesday, February 13, 2019 and on Thursday, February 14, 2019 during the weekday morning (7:00 to 9:00 A.M.) and evening (4:30 to 6:30 P.M.) peak periods at the following intersections:

- Washington Street with Maple Avenue
- Washington Street with Curtiss Street
- Washington Street with Burlington Avenue
- Washington Street with Commercial Access Drive
- Washington Street with Burlington Avenue/Existing Village Hall Access Drive
- Washington Street with Warren Avenue
- Washington Street with Rogers Street
- Curtiss Street with Metra Commuter Parking Lot Access Drive
- Curtiss Street with Belden Avenue
- Curtiss Street with Village Hall Access Drive
- Curtiss Street with Police Department West Access Drive
- Curtiss Street with Mackie Place/Police Department East Access Drive

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurs from 5:30 P.M. to 6:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. **Figure 5** illustrates the existing pedestrian and bicycle traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (5:30-6:30 PM)

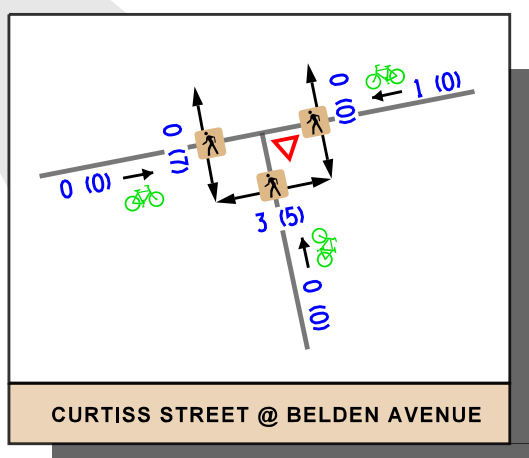
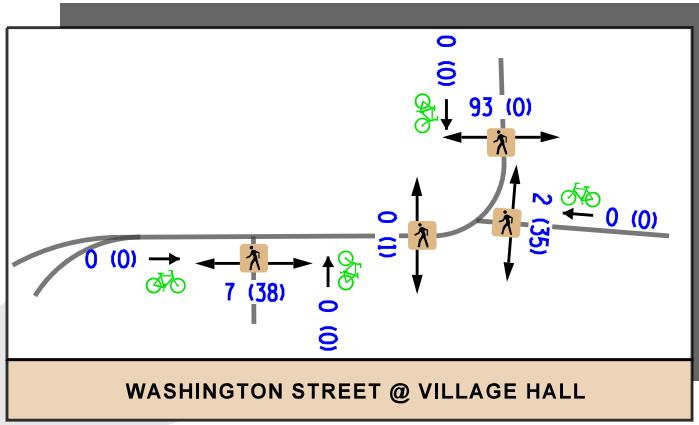
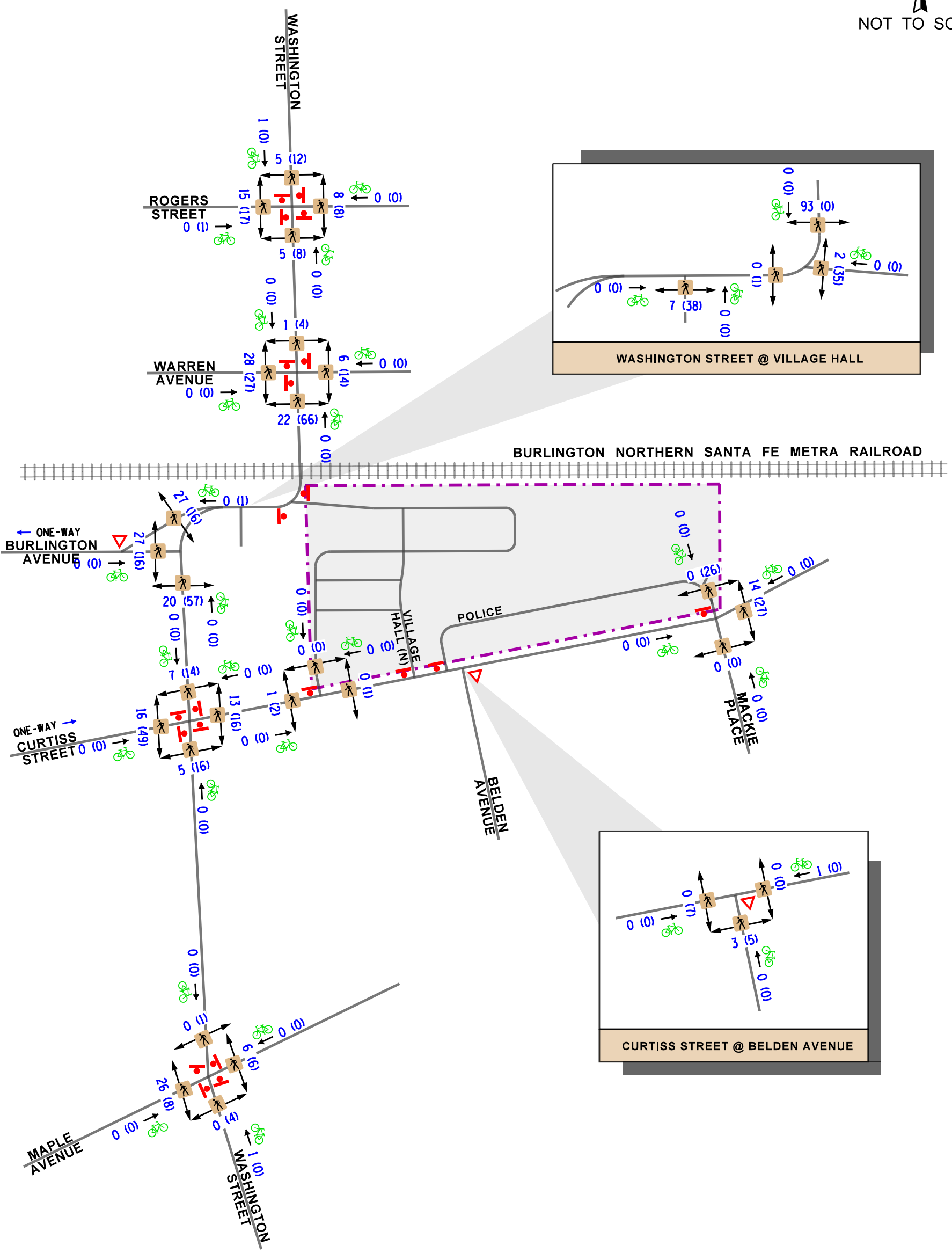
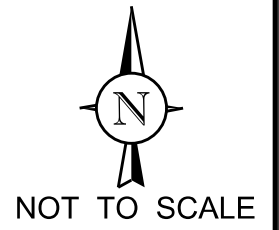
POLICE STATION/VILLAGE HALL REDEVELOPMENT DOWNERS GROVE, ILLINOIS

EXISTING TRAFFIC VOLUMES



Job No: 19-048

Figure: 4



- LEGEND**
- 00 - AM PEAK HOUR (7:15-8:15 AM)
  - (00) - PM PEAK HOUR (5:30-6:30 PM)
  - ← 00 (00) → - PEDESTRIAN VOLUME
  - ← 00 (00) 🚲 → - BICYCLE VOLUME

POLICE STATION/VILLAGE HALL REDEVELOPMENT  
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 19-048 Figure: 5

## Train Crossing Observations

In order to determine the existing operations of the Washington Street at-grade railroad crossing with the BSN/Metra railroad tracks and its impacts on the intersections of Washington Street with Burlington Avenue and Washington Street with Warren Avenue, observations of train activities were conducted during the weekday morning and weekday evening peak periods. These observations indicated the following:

- Four eastbound train events and four westbound train events occurred during the weekday morning peak hour. During eastbound train events, the gates were down for approximately three to four minutes and during westbound train events, the gates were down for approximately one to two minutes.
- Three eastbound train events and seven westbound train events occurred during the evening peak hour. During eastbound train events, the gates were down for approximately three and a half to five and a half minutes and during westbound train events, the gates were down for one to two minutes.
- Northbound queues on Washington Street typically extend to or just past Burlington Avenue with a peak queue that is several vehicles past Burlington Avenue and the northbound queues in the Village Hall parking lot typically extend to several vehicles along the north-south section of the circulation road. During the weekday morning peak hour, the queues clear within two to three minutes and during the weekday evening peak hour, the queues clear within one to two minutes.
- Southbound queues on Washington Street typically extend to and past Rogers Street, especially during the weekday evening peak hour, and along Warren Avenue. During the weekday morning peak hour, the queues clear within one to two minutes and during the weekday evening peak hour, the queues clear within three to five minutes.

## Crash Data Analysis

KLOA, Inc. obtained crash data<sup>1</sup> for the most recent available five years (2016 to 2020) for the study area intersections. **Table 1** summarizes the crash data for the intersection of Washington Street with Maple Avenue. A review of the crash data indicated the following:

- The intersection of Washington Street with Curtiss Street experienced zero crashes in 2016, 2018 and 2020, and one crash in 2017 and 2019.
- The easterly intersection of Washington Street with Burlington Avenue experienced one crash in 2016 and zero crashes between 2017 and 2020.

<sup>1</sup> 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). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

- The westerly intersection of Washington Street with Burlington Avenue experienced one crash in 2016 and zero crashes between 2017 and 2020.
- The intersection of Washington Street with Warren Avenue experienced one crash in 2016 and zero crashes between 2017 and 2020.
- The intersection of Washington Street with Rogers Street experienced one crash in 2016 and 2017 and zero crashes between 2018 and 2020.
- The intersections of Curtiss Street with Belden Avenue and Mackie Place experienced zero crashes between 2016 and 2017.
- The study area intersections did not experience any fatalities between 2016 and 2020.

Table 1  
WASHINGTON STREET WITH MAPLE AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2016	3	0	0	2	0	0	0	5
2017	2	0	0	0	0	0	0	2
2018	3	0	0	0	0	1	0	4
2019	2	1	0	1	0	1	0	5
2020	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>
<b>Average</b>	<b>2</b>	<b>&lt; 1</b>	<b>0</b>	<b>&lt; 1</b>	<b>0</b>	<b>&lt; 1</b>	<b>0</b>	<b>3.4</b>



### 3. Traffic Characteristics of the Proposed Redevelopment

To evaluate the impact of the subject redevelopment on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the peak hours and then determine the directions from which the proposed traffic will approach and depart the site.

#### Proposed Site and Redevelopment Plan

As proposed, the subject site will be redeveloped with a new combined civic center building containing the Village Hall and Police Station. Furthermore, the new building will accommodate the relocation of the School District 58 offices. The redeveloped site will provide a total of approximately 252 parking spaces of which 80 will be gated police staff parking spaces, 65 will be Village Hall staff parking, 25 will be School District 58 staff parking, and 82 will be public parking spaces.

It should be noted that the site contains Downers Grove Metra Station Commuter Lot L, which has a total of 86 parking spaces. As part of the proposed development, the quarterly parking permits in this lot will be relocated to the various public parking locations with the downtown area. However, based on parking surveys performed by the Village, the COVID-19 pandemic has resulted in lower and more sporadic use of the quarterly permit commuter parking spaces and thus, these spaces are currently underutilized. Further, sufficient parking is available to accommodate the relocation of the commuter parking.

#### Redevelopment Access System

Access to the redeveloped site will be provided via the following five access drives:

- A full movement access drive on Curtiss Street located approximately 305 feet west of Belden Avenue. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. This access drive will be located in the approximate location of the existing westerly access drive and will primarily serve 50 public parking spaces.
- A full movement access drive on Curtiss Street aligned opposite Belden Avenue. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. This access drive will serve all of the proposed on-site parking locations.
- A full movement access drive on Curtiss Street located approximately 200 feet east of Belden Avenue. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. This access drive will primarily serve the Village Hall and School District 58 staff parking spaces.

- A full movement access drive on Curtiss Street aligned opposite Mackie Place which will form the north leg of the intersection of Curtiss Street and Mackie Place. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. This access drive will primarily serve the existing fleet maintenance garage.
- A full movement access drive that will be aligned opposite Curtiss Street and will form the fourth (east) leg of the intersection of Curtiss Street with Mackie Place/fleet maintenance garage access drive. As proposed, the access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control. This access drive will continue to serve the existing fleet maintenance garage.

### Proposed Roadway Modifications

As part of the proposed redevelopment, the existing access drive to the subject site aligned opposite Burlington Avenue at its intersection with Washington Street will be eliminated. The area that contained the access drive will be converted to a public plaza that will also provide emergency access from the police station to Washington Street/Burlington Avenue via a gated connection. Similar to the current operations, the Washington Street northbound traffic is proposed to continue to be under stop sign control south of the railroad crossing. The removal of the access drive will convert the existing three-legged intersection of Washington Street/Burlington Avenue/access drive located just south of the BNSF/Metra at-grade railroad crossing to a two-legged intersection, which will eliminate any turning conflicts at this intersection and provide the following benefits:

- It will enhance the flow of traffic along northbound Washington Street and dissipate the northbound queue of traffic quicker after a train event as the northbound traffic will no longer have to defer to the Washington Street southbound left-turn movement or contend with outbound movements from the access drive.
- It will improve the pedestrian safety at this intersection as the pedestrians will have one less intersection leg to traverse and four less vehicle movements to contend with. Further, several pedestrian enhancements are proposed as part of the redevelopment, including a direct north-south pedestrian connection between Curtiss Street and Burlington Avenue/at-grade railroad crossing.
- The elimination of the southbound left-turn movement from Washington Street to the access drive will eliminate potential back-ups that may occur on the railroad tracks and allow the southbound queue of traffic to dissipate quicker after a train event.
- The provision of stopping northbound traffic south of the tracks, similar to existing conditions, will meter northbound traffic which will (1) permit turning movements at the intersection of Washington Street with Warren Avenue to occur more frequently and (2) provide additional gaps in the traffic stream for pedestrians to traverse Washington Street.

It should be noted that the elimination of the access drive will result in the redistribution of the Village Hall/Police Station traffic as well as the area traffic traveling through the subject site to area roadways, particularly Washington Street and Curtiss Street. However, the additional travel is limited and, as the traffic study will show, the area roadways and intersections have sufficient reserve capacity to accommodate the additional traffic. Further, the redistribution of the traffic to Washington Street will increase the queue of traffic along northbound Washington Street associated with the at-grade railroad crossing. However, the queue of traffic is anticipated to dissipate quicker than compared to existing conditions given the enhancement to the flow of the Washington Street northbound traffic.

Additionally, the westerly intersection of Washington Street with Burlington Avenue is proposed to be restriped to provide an exclusive northbound left-turn lane, a single northbound through lane, and a single southbound receiving lane along the Washington Street northbound approach. In order to accommodate left-turn lane, approximately two on-street parking spaces on the west side of Washington Street will need to be removed. It should be noted that no on-street parking on the east side of the roadway will be impacted. The northbound left-turn lane will (1) ensure Washington Street northbound left-turn movements do not block northbound through movements and (2) potentially reduce the Washington Street northbound queue due to the at-grade railroad crossing by providing a dedicated lane for the Washington Street northbound left-turn traffic to by-pass the northbound queue.

A copy of the site plan and a conceptual exhibit of the restriping of the westerly Washington Street/Burlington Avenue intersection is located in the Appendix.

### Directional Distribution of Site Traffic

The directional distribution of how traffic approaches and departs the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes. Approximately 15 percent of traffic travels to/from the north, 15 percent of traffic travels to/from the east, 20 percent travels to/from the south, and 50 percent travels to/from the west.

### Development Traffic Generation

The volume of existing peak hour traffic traveling to, from, and through the subject site was determined based on the results of the traffic counts conducted at the five existing access drives. The results of the traffic counts indicated that a total of 322 trips during the weekday morning peak hour (201 in and 121 out) and a total of 357 trips during the weekday evening peak hour (128 in and 229 out) traveled to, from, or through the subject site. It is important to note a portion of the traffic traveling to and from the subject site consisted of (1) area traffic that was traversing the site to travel between Washington Street/Burlington Avenue and Curtiss Street and (2) vehicles that were dropping off or picking up Metra commuters. The percentage of the traffic traveling through the subject site was estimated based on (1) the existing traffic volumes and (2) the trip generation characteristics of the existing uses occupying the subject site (Village Hall, Police Station, and Commuter Lot L).

As previously indicated, in addition to the replacing the Village Hall and Police Station, the new civic center building will also accommodate the relocation of the School District 58 offices. According to Village officials, the School District 58 offices will have a total of approximately 22 employees and several visitors per day. In order to provide a conservative (worst-case) analysis, it was estimated that the School District offices will generate 20 inbound trips during the weekday morning peak hour and 20 outbound trips during the weekday evening peak hour. For the purposes of these analyses, it was assumed that any vehicle trips generated by visitors of the School District 58 offices would occur outside of the weekday morning and weekday evening peak hours. **Table 2** summarizes the (1) existing area traffic traveling through the site, (2) the traffic generated by the existing uses (Village Hall, Police Station, and Commuter Lot L), and (3) the trips estimated to be generated by the relocation of the School District 58 offices. It should be noted that to provide a conservative (worst-case) analysis, the traffic traveling to and from the Downers Grove Metra Station Lot L (86 spaces) was not removed from the traffic generated by the existing uses (Village Hall, Police Station, and Commuter Lot L).

Table 2  
PEAK HOUR VEHICLE TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
<b>Existing Traffic Volumes</b>						
• Area through traffic and Metra commuter drop-off/pick-up activity	90	90	180	95	95	190
• Traffic generated by the existing Village Hall, Police Station, and commuter lot	111	31	142	33	134	167
<b>Total</b>	<b>201</b>	<b>121</b>	<b>322</b>	<b>128</b>	<b>229</b>	<b>357</b>
<b>New/Additional Traffic Volumes</b>						
• School District 58 Offices	20	0	20	0	20	20
<b>Total Redevelopment Trips</b>	<b>131</b>	<b>31</b>	<b>162</b>	<b>33</b>	<b>154</b>	<b>187</b>

## 4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject redevelopment.

### New Redevelopment Traffic Assignment

The estimated additional weekday morning and evening peak hour traffic volumes that will be generated by the School District 58 offices were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the traffic assignment of the additional vehicle trips.

### Existing Traffic Reassignment

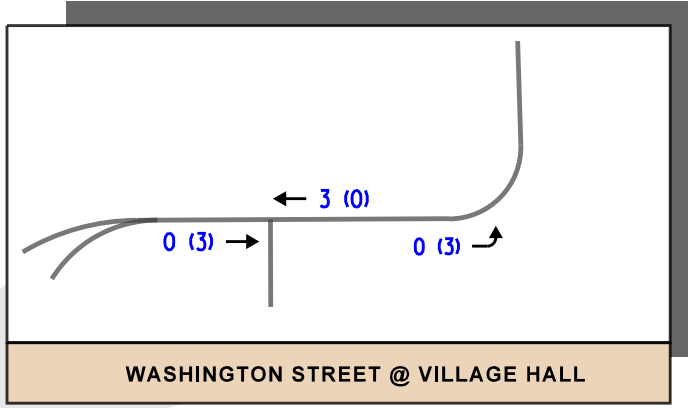
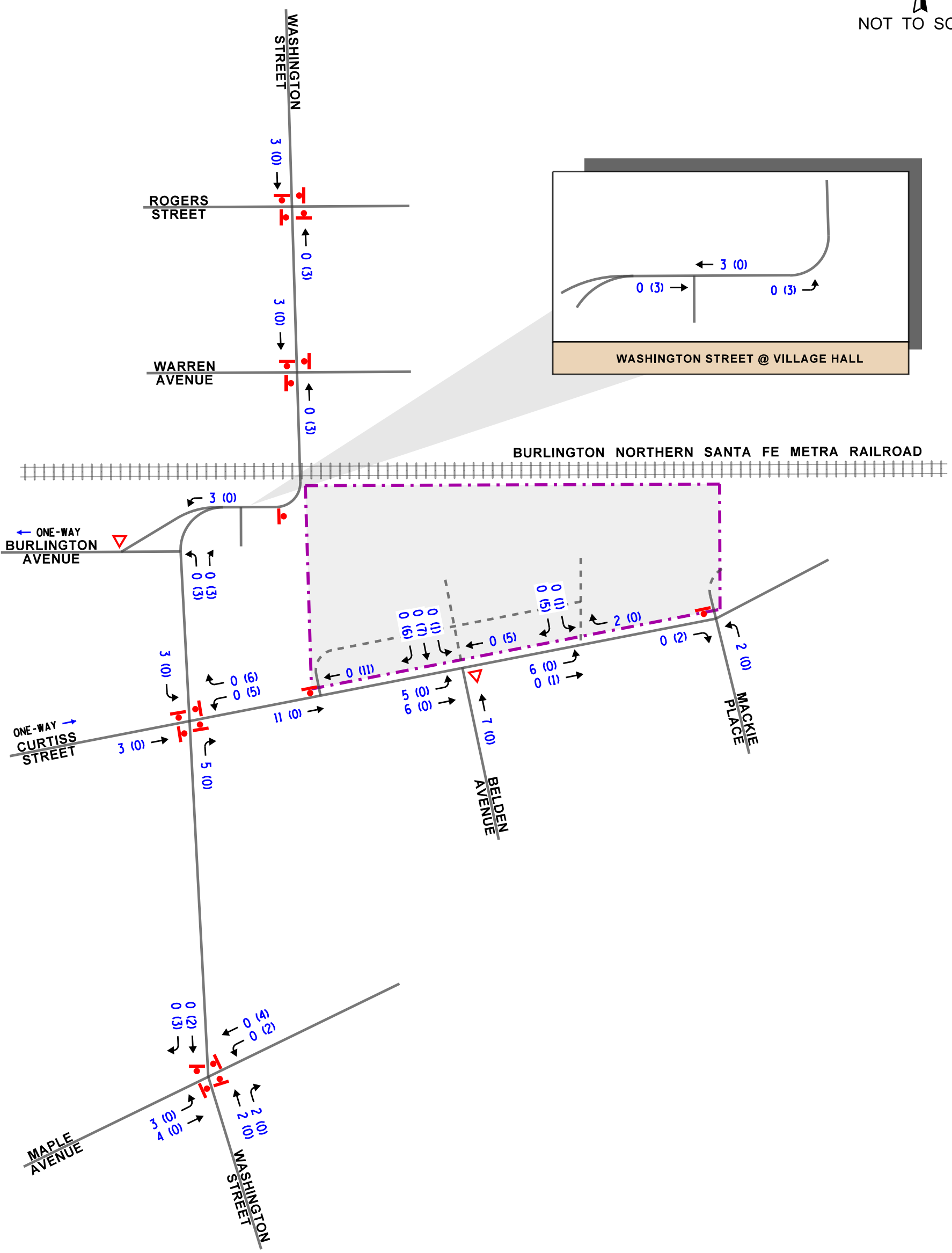
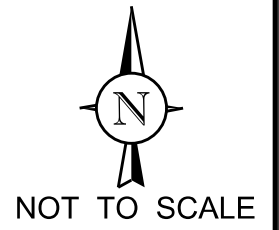
The existing weekday morning and evening peak hour traffic volumes generated by the current Village Hall, Police Department, and Downers Grove Metra Commuter Lot L as well as the traffic that was traveling through the subject site were reassigned to the roadway network, taking into consideration the proposed access system and elimination of the connection between Curtiss Street and Washington Street/Burlington Avenue. **Figure 7** illustrates the traffic reassignment of the existing vehicle trips. It should be noted that this reassignment is conservative, as it maintains the trips generated by the existing commuter parking spaces. As previously indicated, these parking spaces will be relocated to other various public parking locations within the downtown area and that the utilization of these parking spaces has decreased with the COVID-19 pandemic. However, in order to provide a worst-case scenario, these trips were not removed/reduced from the area roadway network.

### Year 2025 No-Build Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual growth rate of approximately 0.5 percent per year. As such, traffic volumes were increased by approximately three percent total to represent Year 2025 no-build conditions.

### Year 2025 Total Projected Traffic Conditions

The assignment of new redevelopment-generated traffic (Figure 6) and reassignment of existing traffic volumes (Figure 7) was combined with the no-build traffic volumes to determine the Year 2025 total projected traffic volumes, illustrated in **Figure 8**.

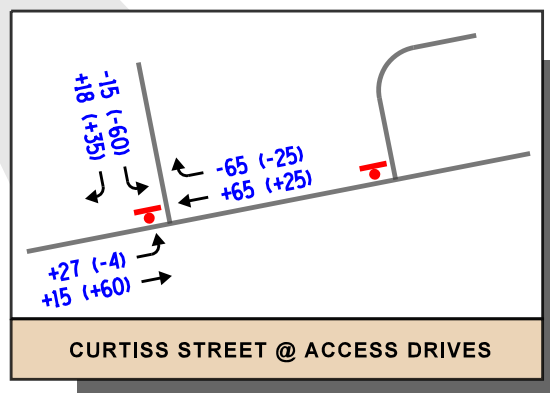
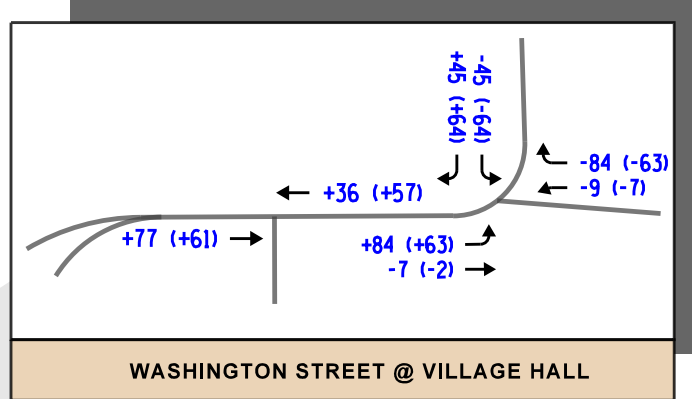
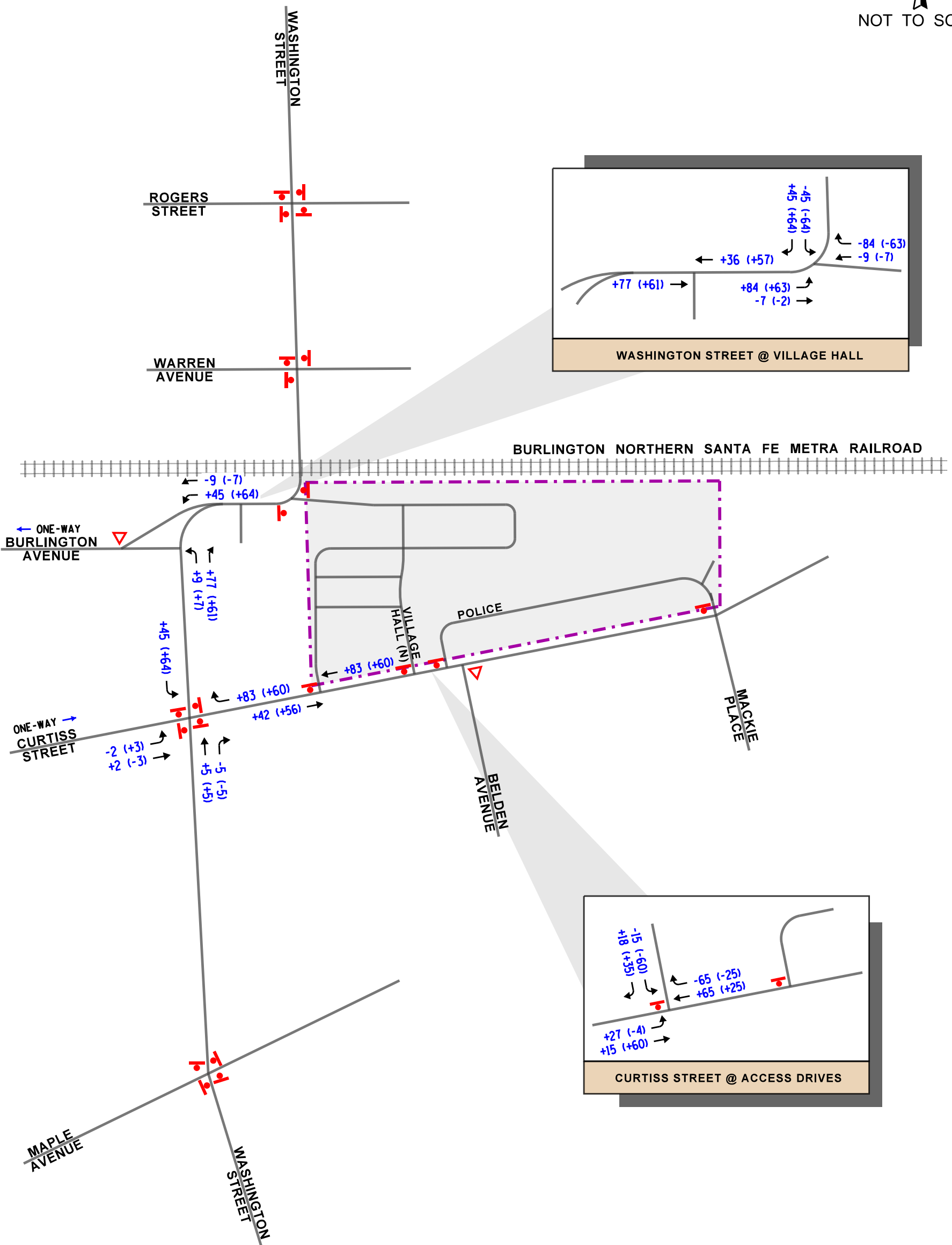
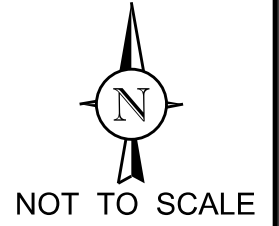


- LEGEND**
- 00 - AM PEAK HOUR (7:15-8:15 AM)
  - (00) - PM PEAK HOUR (5:30-6:30 PM)

POLICE STATION/VILLAGE HALL REDEVELOPMENT  
DOWNERS GROVE, ILLINOIS

NEW SITE TRAFFIC ASSIGNMENT

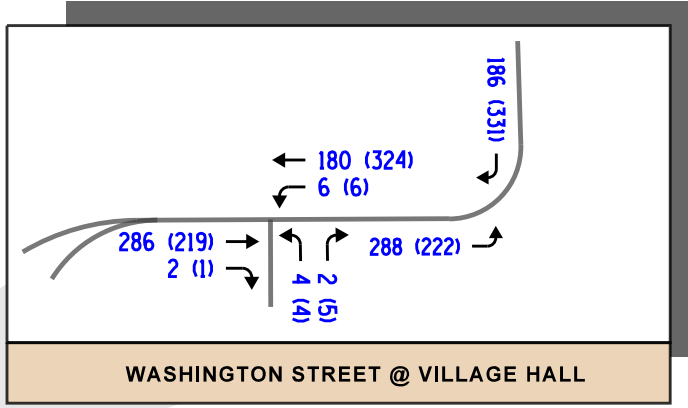
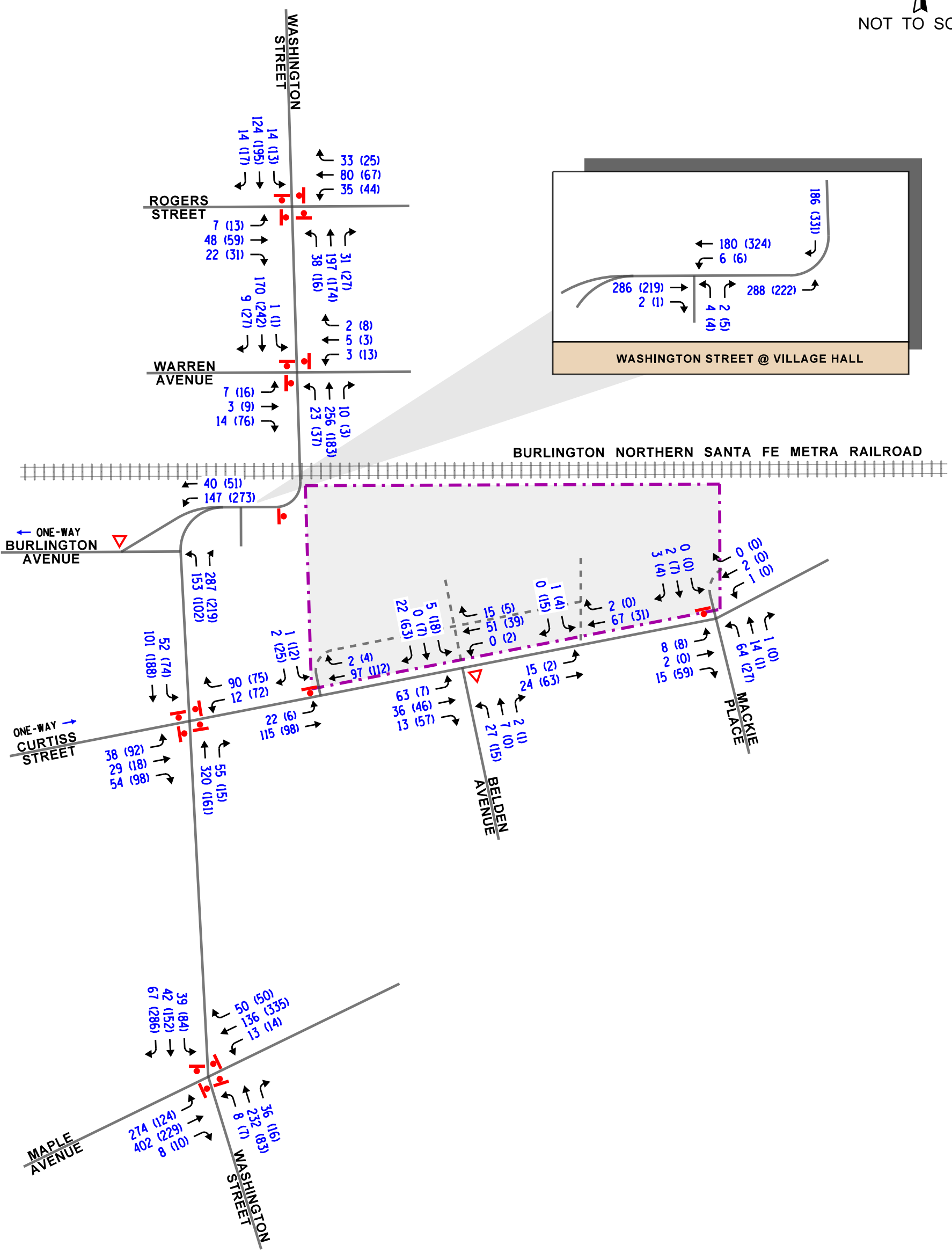
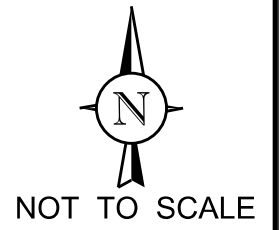
**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.



**LEGEND**  
 ○○ - AM PEAK HOUR (7:15-8:15 AM)  
 (○○) - PM PEAK HOUR (5:30-6:30 PM)

POLICE STATION/VILLAGE HALL REDEVELOPMENT  
 DOWNERS GROVE, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES



**LEGEND**  
 ○○ - AM PEAK HOUR (7:15-8:15 AM)  
 (○○) - PM PEAK HOUR (5:30-6:30 PM)

POLICE STATION/VILLAGE HALL REDEVELOPMENT  
 DOWNERS GROVE, ILLINOIS

YEAR 2025 TOTAL PROJECTED TRAFFIC VOLUMES

Job No: 19-048 Figure: 8



## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday 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 and weekday evening peak hours for the existing (Year 2019) and Year 2025 total projected traffic volumes, taking into consideration the proposed Washington Street geometric improvements.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 3** and **4**, respectively. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3  
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Washington Street with Maple Avenue<sup>1</sup></b>				
• Overall	C	21.1	C	18.7
• Eastbound Approach	D	25.9	C	16.2
• Westbound Approach	B	13.0	C	24.4
• Northbound Approach	C	20.1	B	14.0
• Southbound Approach	B	12.0	C	17.0
<b>Washington Street with Curtiss Street<sup>1</sup></b>				
• Overall	B	11.8	B	10.2
• Eastbound Approach	A	9.6	B	10.3
• Westbound Approach	A	8.8	A	9.3
• Northbound Approach	B	13.5	B	10.1
• Southbound Approach	A	9.0	B	10.4
<b>Washington Street with Rogers Street<sup>1</sup></b>				
• Overall	A	9.7	B	10.1
• Eastbound Approach	A	8.8	A	9.2
• Westbound Approach	A	9.5	A	9.7
• Northbound Approach	B	10.4	B	10.4
• Southbound Approach	A	9.3	B	10.4
<b>Curtiss Street with Belden Avenue<sup>2</sup></b>				
• Northbound Approach	A	9.8	A	9.4
• Westbound Left Turn	--	--	A	7.5
<b>Curtiss Street with Commuter Parking Lot Access Drive<sup>2</sup></b>				
• Southbound Approach	A	9.1	A	8.9
• Eastbound Left Turn	A	7.3	A	7.3
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two way stop sign control				

Table 3 – Cont.

## CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Curtiss Street with Village Hall Access Drive<sup>2</sup></b>				
• Southbound Approach	A	9.8	A	9.5
• Eastbound Left Turn	A	7.6	A	7.3
<b>Curtiss Street with Police Department Access Drive<sup>2</sup></b>				
• Southbound Approach	A	9.7	A	8.8
• Eastbound Left Turn	A	7.5	A	7.3
<b>Washington Street with Apartment Access Drive<sup>2</sup></b>				
• Northbound Approach	B	11.0	B	11.2
• Westbound Left Turn	A	7.8	A	7.8
<b>Washington Street with Burlington Street (West Intersection)<sup>2</sup></b>				
• Northbound Left Turn	A	3.8	A	3.6
<b>Curtiss Street with Mackie Place<sup>2</sup></b>				
• Overall	A	7.7	A	7.0
• Eastbound Approach	A	7.3	A	6.8
• Westbound Approach	A	7.7	--	--
• Northbound Approach	A	7.8	A	7.5
• Southbound Approach	A	7.5	A	6.9
<b>Washington Street with Burlington Avenue/Village Hall Access Drive (East Intersection)</b>				
• Eastbound Approach	C	16.1	C	17.7
• Westbound Approach	A	8.9	A	9.0
• Southbound Left Turn	A	2.0	A	1.8
<b>Washington Street with Warren Avenue<sup>3</sup></b>				
• ICU Level of Service	A	44.7%	A	49.4%
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two way stop sign control 3 – The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.				

Table 4  
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Washington Street with Maple Avenue<sup>1</sup></b>				
• Overall	C	23.6	C	20.5
• Eastbound Approach	D	29.8	C	17.1
• Westbound Approach	B	13.4	D	28.1
• Northbound Approach	C	21.6	B	14.4
• Southbound Approach	B	12.3	C	18.2
<b>Washington Street with Curtiss Street<sup>1</sup></b>				
• Overall	B	14.3	B	12.0
• Eastbound Approach	B	10.7	B	11.7
• Westbound Approach	A	10.1	B	10.7
• Northbound Approach	C	18.0	B	11.4
• Southbound Approach	B	11.0	B	13.3
<b>Washington Street with Rogers Street<sup>1</sup></b>				
• Overall	A	9.9	B	10.3
• Eastbound Approach	A	8.9	A	9.3
• Westbound Approach	A	9.6	A	9.9
• Northbound Approach	B	10.5	B	10.7
• Southbound Approach	A	9.5	B	10.7
<b>Curtiss Street with Belden Avenue/Access Drive<sup>2</sup></b>				
• Northbound Approach	B	13.1	B	10.3
• Southbound Approach	A	9.5	A	9.4
• Eastbound Left Turn	A	7.6	A	7.3
• Westbound Left Turn	--	--	A	7.5
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two way stop sign control				

Table 4 – Cont.

## CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Curtiss Street with Westerly Access Drive<sup>2</sup></b>				
• Southbound Approach	B	10.4	A	9.5
• Eastbound Left Turn	A	7.7	A	7.5
<b>Curtiss Street with Easterly Access Drive<sup>2</sup></b>				
• Southbound Approach	A	9.2	A	8.6
• Eastbound Left Turn	A	7.4	A	7.3
<b>Washington Street with Apartment Access<sup>2</sup></b>				
• Northbound Approach	B	12.3	B	12.5
• Westbound Left Turn	A	8.0	A	8.0
<b>Washington Street with Burlington Street (West Intersection)<sup>2</sup></b>				
• Northbound Left Turn	A	8.0	A	8.6
<b>Curtiss Street with Mackie Place<sup>2</sup></b>				
• Overall	A	7.7	A	7.0
• Eastbound Approach	A	7.4	A	6.9
• Westbound Approach	A	7.7	--	--
• Northbound Approach	A	7.9	A	7.5
• Southbound Approach	A	7.5	A	7.0
<b>Washington Street with Burlington Avenue (East Intersection)</b>				
• Eastbound Approach	B	10.4	A	9.9
<b>Washington Street with Warren Avenue<sup>3</sup></b>				
• ICU Level of Service	A	45.8%	A	50.0%
LOS = Level of Service Delay is measured in seconds. 1 – All-way stop sign control 2 – Two way stop sign control 3 – The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.				

## Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

### *Washington Street with Maple Avenue*

The results of the capacity analysis indicate that overall, this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. Furthermore, all of the approaches currently operate at LOS D or better during the peak hours. Under future conditions, this intersection overall is projected to continue operating at LOS C during the peak hours with increase in delay of approximately two seconds or less. Furthermore, all of the approaches are projected to continue operating at LOS D or better with increases in delay of approximately four seconds or less. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic estimated to be generated by the proposed redevelopment and no roadway or traffic control improvements will be required.

### *Washington Street with Curtiss Street*

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. Furthermore, all of the approaches currently operate at LOS B or better during the peak hours. Under future conditions, this intersection is projected to continue operating at LOS B during the peak hours with increases in delay of approximately three seconds or less. All of the approaches are projected to operate at the acceptable LOS C or better during the peak hours with increases in delay of approximately five seconds or less. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic estimated to be generated by the redevelopment and the redistribution of traffic due to the elimination of the existing access drive opposite Burlington Avenue and no roadway or traffic control improvements will be required.

### *Washington Street with Burlington Avenue (West Intersection)*

The results of the capacity analysis indicate that northbound left-turn movements from Washington Street onto Burlington Avenue currently operate at LOS A during the weekday morning and weekday evening peak hours. As part of the redevelopment, Washington Street is proposed to be restriped to provide an exclusive northbound left-turn serving Burlington Avenue. The proposed geometric improvements will (1) ensure Washington Street northbound left-turn movements do not block northbound through movements and (2) potentially reduce the Washington Street northbound queue due to the at-grade railroad crossing by providing a dedicated lane for the Washington Street northbound left-turn traffic to by-pass the northbound queue. Under future conditions, assuming the northbound left-turn lane, northbound left-turn movements are projected to continue operating at LOS A during the peak hours. As such, this intersection will have sufficient reserve capacity to accommodate the additional traffic to be generated by the redevelopment and the redistribution of traffic due to the elimination of the existing access drive opposite Burlington Avenue.

### *Washington Street with Burlington Avenue and Access Drive (East Intersection)*

The results of the capacity analysis indicate that the eastbound approach of Burlington Avenue currently operate at LOS C during the weekday morning and weekday evening peak hours. Under future conditions, with the proposed redevelopment and elimination of access drive aligned opposite Burlington Avenue, the eastbound approach of Burlington Avenue is projected to operate at LOS B during the weekday morning peak hour and at LOS A during the weekday evening peak hour.

It should be noted that the proposed elimination of the existing access drive subject will eliminate the existing southbound left-turn movements and the outbound movements from the access drive. By removing these movements, southbound vehicles will be able to operate under free flow conditions and the northbound movements will not have to defer to the southbound left-turn movement or contend with the access drive movements which will only improve the flow of traffic along Washington Street and allow queues following train events to dissipate quicker. Additionally, maintaining the stop sign control for the eastbound Burlington Avenue approach will meter northbound traffic, permitting turning movements at the intersection of Washington Street with Warren Avenue to occur more frequently and provide additional gaps in the traffic stream for pedestrians to traverse Washington Street. Further, the elimination of the access drive will result in one less intersection leg that pedestrians will have to traverse and four less vehicle movements pedestrians will have to contend with. Overall, this intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the redevelopment and the redistribution of traffic due to the proposed elimination of Washington Street access.

### *Washington Street with Warren Avenue*

Because of the traffic control configuration of this intersection where the northbound traffic is free flow and the other three approaches are under stop sign control, the intersection could not be analyzed using HCM procedures. This intersection's traffic control is designed to allow northbound movements to operate under free flow conditions in order to keep southbound queues from extending onto the at-grade railroad crossing. Given this traffic control configuration and the limitations of the HCM procedures, the intersection was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity. Based on the ICU analysis, the intersection currently utilizes approximately 45 to 50 percent of its capacity during the weekday morning and weekday evening peak hours. Under projected conditions, it is projected that the intersection will continue to utilize approximately 45 to 50 percent of its capacity during the weekday morning and weekday evening peak hours. As a result, this intersection has sufficient reserve capacity to accommodate the additional traffic estimated to be generated by the proposed redevelopment and no roadway or traffic control improvements will be required.

### *Washington Street with Rogers Street*

The results of the capacity analysis indicate that overall, this intersection currently operates at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. Furthermore, all of the approaches currently operate at LOS B or better during the peak hours. Under future conditions, this intersection overall and all of the approaches are projected to continue operating at existing levels of service during the peak hours with increase in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic estimated to be generated by the proposed redevelopment and no roadway or traffic control improvements will be required.

### *Curtiss Street with Belden Avenue/Proposed Access Drive*

The results of the capacity analysis indicate that the northbound approach currently operates at LOS A during the weekday morning and weekday evening peak hours. Under future conditions, the northbound approach is projected to operate at an acceptable LOS B during the peak hours with increases in delay of approximately four seconds or less. Westbound left-turn movements are projected to continue operating at LOS A during the peak hours.

Outbound movements from the proposed access drive onto Curtiss Street and eastbound left-turn movements from Curtiss Street onto the proposed access drive are projected to operate at LOS A during the peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed redevelopment, will ensure efficient and flexible access is provided, and will have a limited impact on the operations of Curtiss Street and Belden Avenue.

### *Curtiss Street with Mackie Place/Access Drives*

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operate at LOS A during the weekday morning and weekday evening peak hours. Under future conditions, this intersection overall and all of the approaches are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed redevelopment and no roadway or traffic control improvements will be required.

### *Curtiss Street with Access Drives*

The results of the capacity analysis indicate that outbound movements from the westerly and easterly access drives onto Curtiss Street are projected to operate at LOS B or better during the weekday morning and weekday evening peak hours. Furthermore, eastbound left-turn movements from Curtiss Street onto the access drives are projected to operate at LOS A during the peak hours. As such, these access drives will be adequate in accommodating the traffic estimated to be generated by the proposed redevelopment and will ensure efficient and flexible access is provided.



## 6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the redevelopment, the findings and recommendations of this study are outlined below:

- As part of the proposed redevelopment, the existing access drive to the subject site aligned opposite Burlington Avenue at its intersection with Washington Street will be eliminated. Similar to the current operations, the Washington Street northbound traffic is proposed to continue to be under stop sign control south of the railroad crossing. The elimination of the access drive will provide the following benefits:
  - It will enhance the flow of traffic along northbound Washington Street and dissipate the northbound queue of traffic quicker after a train event as the northbound traffic will no longer have to defer to the Washington Street southbound left-turn movement or contend with outbound movements from the access drive.
  - It will provide more efficient and orderly pedestrian circulation as the pedestrians will have one less intersection leg to traverse and four less vehicle movements to contend with. Further, several pedestrian enhancements are proposed as part of the redevelopment, including a direct pedestrian connection between Curtiss Street and Burlington Avenue/at-grade crossing.
  - The elimination of the southbound left-turn movement from Washington Street to the access drive will eliminate potential back-ups that may occur on the railroad tracks and will dissipate the southbound queue of traffic quicker after a train event.
  - The provision of stopping northbound traffic south of the tracks will meter northbound traffic which will (1) permit turning movements at the intersection of Washington Street with Warren Avenue to occur more frequently and (2) provide additional gaps in the traffic stream for pedestrians to traverse Washington Street.
- In addition, Washington Street is proposed to be restriped at its intersection with Burlington Avenue to provide a northbound left-turn lane. The northbound left-turn lane will (1) ensure Washington Street northbound left-turn movements do not block northbound through movements and (2) potentially reduce the Washington Street northbound queue due to the at-grade railroad crossing by providing a dedicated lane for the Washington Street northbound left-turn traffic to by-pass the northbound queue.
- The results of the capacity analyses indicate that the existing roadway system assuming the proposed modifications will have sufficient reserve capacity to accommodate the additional traffic that will be generated by the proposed redevelopment and the redistribution of traffic due to the elimination of the existing access drive opposite Burlington Avenue.

- The proposed access drives on Curtiss Street serving the redevelopment will be adequate to accommodate the traffic estimated to be generated by the proposed redevelopment, will ensure efficient and flexible access, and will have a limited impact on Curtiss Street, Belden Avenue, and Mackie Place.
- The elimination of the existing access drive opposite Burlington Avenue will result in the redistribution of the Village Hall/Police Station/Commuter Lot traffic as well as the area traffic traveling through the subject site to the area roadways, particularly Washington Street and Curtiss Street. However, the additional travel is limited and, as the traffic study has shown, the area roadways and intersections have sufficient reserve capacity to accommodate the additional traffic generated by the redevelopment and the redistribution of the existing traffic.
- The elimination of the existing access drive opposite Burlington Avenue will increase the queue of traffic along northbound Washington Street associated with the at-grade railroad crossing. However, the queue of traffic is anticipated to dissipate quicker compared to existing conditions given the enhancement to the flow of the Washington Street northbound traffic.

# Appendix

Traffic Count Summary Sheets

Site Plan

Washington Street Geometric Improvements

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400  
Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: Maple Avenue with Washington Street  
Site Code:  
Start Date: 02/14/2019  
Page No: 1

### Turning Movement Data

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Washington Street Northbound						Washington 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	70	76	1	2	147	0	0	23	14	1	37	0	0	38	2	0	40	0	7	9	12	2	28	252
7:15 AM	0	81	94	0	8	175	0	3	27	11	3	41	0	3	82	10	0	95	0	12	8	17	0	37	348
7:30 AM	0	74	103	1	5	178	0	3	41	14	0	58	0	2	48	9	0	59	0	9	12	21	0	42	337
7:45 AM	0	55	101	1	5	157	0	3	28	17	2	48	0	2	57	7	0	66	0	7	8	13	0	28	299
Hourly Total	0	280	374	3	20	657	0	9	119	56	6	184	0	7	225	28	0	260	0	35	37	63	2	135	1236
8:00 AM	0	53	88	6	8	147	0	4	36	7	1	47	0	1	37	7	0	45	0	10	13	14	0	37	276
8:15 AM	0	52	98	3	1	153	0	2	46	11	0	59	0	6	31	11	0	48	0	9	8	18	0	35	295
8:30 AM	0	42	88	2	1	132	0	2	32	3	1	37	0	2	17	6	1	25	0	4	5	18	0	27	221
8:45 AM	0	17	68	0	2	85	0	2	32	12	0	46	0	1	17	6	0	24	0	5	10	29	0	44	199
Hourly Total	0	164	342	11	12	517	0	10	146	33	2	189	0	10	102	30	1	142	0	28	36	79	0	143	991
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	27	49	2	1	78	0	4	74	13	0	91	0	1	24	2	0	27	0	18	29	52	0	99	295
4:45 PM	0	34	48	2	1	84	0	4	63	10	0	77	0	1	10	4	0	15	0	17	37	49	1	103	279
Hourly Total	0	61	97	4	2	162	0	8	137	23	0	168	0	2	34	6	0	42	0	35	66	101	1	202	574
5:00 PM	0	36	52	2	3	90	0	1	100	18	0	119	0	1	19	3	0	23	0	21	34	66	1	121	353
5:15 PM	0	27	60	6	0	93	0	2	93	12	0	107	0	1	9	5	0	15	0	25	35	83	0	143	358
5:30 PM	0	34	57	1	4	92	0	3	83	15	1	101	0	1	19	4	2	24	0	14	43	83	0	140	357
5:45 PM	0	33	63	0	1	96	0	2	76	10	0	88	0	3	22	5	2	30	0	12	20	45	0	77	291
Hourly Total	0	130	232	9	8	371	0	8	352	55	1	415	0	6	69	17	4	92	0	72	132	277	1	481	1359
6:00 PM	0	25	51	3	2	79	0	4	75	7	4	86	0	1	19	1	0	21	0	31	52	89	1	172	358
6:15 PM	0	28	51	6	1	85	0	3	87	17	1	107	0	2	21	6	0	29	0	25	31	58	0	114	335
Grand Total	0	688	1147	36	45	1871	0	42	916	191	14	1149	0	28	470	88	5	586	0	226	354	667	5	1247	4853
Approach %	0.0	36.8	61.3	1.9	-	-	0.0	3.7	79.7	16.6	-	-	0.0	4.8	80.2	15.0	-	-	0.0	18.1	28.4	53.5	-	-	-
Total %	0.0	14.2	23.6	0.7	-	38.6	0.0	0.9	18.9	3.9	-	23.7	0.0	0.6	9.7	1.8	-	12.1	0.0	4.7	7.3	13.7	-	25.7	-
Lights	0	667	1136	35	-	1838	0	42	904	190	-	1136	0	27	462	88	-	577	0	224	349	663	-	1236	4787
% Lights	-	96.9	99.0	97.2	-	98.2	-	100.0	98.7	99.5	-	98.9	-	96.4	98.3	100.0	-	98.5	-	99.1	98.6	99.4	-	99.1	98.6
Buses	0	17	2	1	-	20	0	0	1	0	-	1	0	0	5	0	-	5	0	0	2	0	-	2	28
% Buses	-	2.5	0.2	2.8	-	1.1	-	0.0	0.1	0.0	-	0.1	-	0.0	1.1	0.0	-	0.9	-	0.0	0.6	0.0	-	0.2	0.6
Single-Unit Trucks	0	2	9	0	-	11	0	0	10	1	-	11	0	1	2	0	-	3	0	2	2	3	-	7	32
% Single-Unit Trucks	-	0.3	0.8	0.0	-	0.6	-	0.0	1.1	0.5	-	1.0	-	3.6	0.4	0.0	-	0.5	-	0.9	0.6	0.4	-	0.6	0.7
Articulated Trucks	0	2	0	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	4
% Articulated Trucks	-	0.3	0.0	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.1	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	0.3	0.0	-	0.1	0.0
Pedestrians	-	-	-	-	45	-	-	-	-	-	14	-	-	-	-	-	5	-	-	-	-	-	5	-	-



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Count Name: Maple Avenue with Washington Street  
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Start Date: 02/14/2019  
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### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Washington Street Northbound						Washington 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	
7:15 AM	0	81	94	0	8	175	0	3	27	11	3	41	0	3	82	10	0	95	0	12	8	17	0	37	348
7:30 AM	0	74	103	1	5	178	0	3	41	14	0	58	0	2	48	9	0	59	0	9	12	21	0	42	337
7:45 AM	0	55	101	1	5	157	0	3	28	17	2	48	0	2	57	7	0	66	0	7	8	13	0	28	299
8:00 AM	0	53	88	6	8	147	0	4	36	7	1	47	0	1	37	7	0	45	0	10	13	14	0	37	276
Total	0	263	386	8	26	657	0	13	132	49	6	194	0	8	224	33	0	265	0	38	41	65	0	144	1260
Approach %	0.0	40.0	58.8	1.2	-	-	0.0	6.7	68.0	25.3	-	-	0.0	3.0	84.5	12.5	-	-	0.0	26.4	28.5	45.1	-	-	-
Total %	0.0	20.9	30.6	0.6	-	52.1	0.0	1.0	10.5	3.9	-	15.4	0.0	0.6	17.8	2.6	-	21.0	0.0	3.0	3.3	5.2	-	11.4	-
PHF	0.000	0.812	0.937	0.333	-	0.923	0.000	0.813	0.805	0.721	-	0.836	0.000	0.667	0.683	0.825	-	0.697	0.000	0.792	0.788	0.774	-	0.857	0.905
Lights	0	258	381	8	-	647	0	13	131	48	-	192	0	8	219	33	-	260	0	38	40	65	-	143	1242
% Lights	-	98.1	98.7	100.0	-	98.5	-	100.0	99.2	98.0	-	99.0	-	100.0	97.8	100.0	-	98.1	-	100.0	97.6	100.0	-	99.3	98.6
Buses	0	4	1	0	-	5	0	0	0	0	-	0	0	0	4	0	-	4	0	0	1	0	-	1	10
% Buses	-	1.5	0.3	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	1.8	0.0	-	1.5	-	0.0	2.4	0.0	-	0.7	0.8
Single-Unit Trucks	0	1	4	0	-	5	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.4	1.0	0.0	-	0.8	-	0.0	0.0	2.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	26	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Maple Avenue Eastbound						Maple Avenue Westbound						Washington Street Northbound						Washington 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	
5:30 PM	0	34	57	1	4	92	0	3	83	15	1	101	0	1	19	4	2	24	0	14	43	83	0	140	357
5:45 PM	0	33	63	0	1	96	0	2	76	10	0	88	0	3	22	5	2	30	0	12	20	45	0	77	291
6:00 PM	0	25	51	3	2	79	0	4	75	7	4	86	0	1	19	1	0	21	0	31	52	89	1	172	358
6:15 PM	0	28	51	6	1	85	0	3	87	17	1	107	0	2	21	6	0	29	0	25	31	58	0	114	335
<b>Total</b>	<b>0</b>	<b>120</b>	<b>222</b>	<b>10</b>	<b>8</b>	<b>352</b>	<b>0</b>	<b>12</b>	<b>321</b>	<b>49</b>	<b>6</b>	<b>382</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>16</b>	<b>4</b>	<b>104</b>	<b>0</b>	<b>82</b>	<b>146</b>	<b>275</b>	<b>1</b>	<b>503</b>	<b>1341</b>
Approach %	0.0	34.1	63.1	2.8	-	-	0.0	3.1	84.0	12.8	-	-	0.0	6.7	77.9	15.4	-	-	0.0	16.3	29.0	54.7	-	-	-
Total %	0.0	8.9	16.6	0.7	-	26.2	0.0	0.9	23.9	3.7	-	28.5	0.0	0.5	6.0	1.2	-	7.8	0.0	6.1	10.9	20.5	-	37.5	-
PHF	0.000	0.882	0.881	0.417	-	0.917	0.000	0.750	0.922	0.721	-	0.893	0.000	0.583	0.920	0.667	-	0.867	0.000	0.661	0.702	0.772	-	0.731	0.936
Lights	0	114	221	10	-	345	0	12	319	49	-	380	0	7	80	16	-	103	0	82	144	274	-	500	1328
% Lights	-	95.0	99.5	100.0	-	98.0	-	100.0	99.4	100.0	-	99.5	-	100.0	98.8	100.0	-	99.0	-	100.0	98.6	99.6	-	99.4	99.0
Buses	0	4	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	3.3	0.0	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	1	0	-	1	0	0	2	0	-	2	6
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.3	-	0.0	0.6	0.0	-	0.5	-	0.0	1.2	0.0	-	1.0	-	0.0	1.4	0.0	-	0.4	0.4
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	3
% Articulated Trucks	-	1.7	0.0	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.4	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Washington Street with Curtiss Street  
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Start Date: 02/13/2019  
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### Turning Movement Data

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington 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	7	3	8	7	18	0	1	0	4	6	5	0	0	66	5	4	71	0	0	16	0	5	16	110
7:15 AM	0	9	5	10	6	24	0	2	0	0	3	2	0	0	88	6	0	94	0	2	15	0	1	17	137
7:30 AM	0	10	4	11	4	25	0	2	0	3	3	5	0	0	70	11	2	81	0	1	30	0	2	31	142
7:45 AM	0	7	11	15	6	33	0	7	0	2	5	9	0	0	95	27	3	122	0	0	30	0	4	30	194
Hourly Total	0	33	23	44	23	100	0	12	0	9	17	21	0	0	319	49	9	368	0	3	91	0	12	94	583
8:00 AM	0	13	3	16	0	32	0	1	0	2	2	3	0	0	53	9	0	62	1	0	23	0	0	24	121
8:15 AM	0	11	7	9	2	27	0	4	0	4	4	8	0	0	78	7	1	85	0	1	22	0	0	23	143
8:30 AM	0	14	2	20	1	36	0	3	0	2	0	5	0	0	45	2	0	47	0	5	30	0	2	35	123
8:45 AM	0	15	4	12	0	31	0	2	0	1	2	3	0	0	50	8	1	58	0	1	21	0	5	22	114
Hourly Total	0	53	16	57	3	126	0	10	0	9	8	19	0	0	226	26	2	252	1	7	96	0	7	104	501
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	17	1	34	3	52	0	9	0	1	2	10	0	0	24	2	3	26	0	3	62	0	4	65	153
4:45 PM	0	12	7	30	5	49	0	5	0	2	5	7	0	0	30	7	2	37	0	1	46	0	5	47	140
Hourly Total	0	29	8	64	8	101	0	14	0	3	7	17	0	0	54	9	5	63	0	4	108	0	9	112	293
5:00 PM	0	14	6	25	1	45	0	12	0	6	0	18	0	0	40	4	1	44	0	1	51	0	1	52	159
5:15 PM	0	20	7	25	1	52	0	6	0	2	4	8	0	0	44	7	2	51	0	3	47	0	5	50	161
5:30 PM	0	17	4	28	17	49	0	15	0	0	3	15	0	0	46	4	4	50	1	2	27	0	8	30	144
5:45 PM	0	23	8	30	10	61	0	11	0	3	5	14	0	0	38	8	5	46	0	3	49	0	3	52	173
Hourly Total	0	74	25	108	29	207	0	44	0	11	12	55	0	0	168	23	12	191	1	9	174	0	17	184	637
6:00 PM	0	18	4	20	9	42	0	15	0	2	4	17	0	0	33	3	3	36	0	2	38	0	1	40	135
6:15 PM	0	28	4	17	13	49	0	24	0	4	4	28	0	0	34	4	4	38	0	2	70	0	2	72	187
Grand Total	0	235	80	310	85	625	0	119	0	38	52	157	0	0	834	114	35	948	2	27	577	0	48	606	2336
Approach %	0.0	37.6	12.8	49.6	-	-	0.0	75.8	0.0	24.2	-	-	0.0	0.0	88.0	12.0	-	-	0.3	4.5	95.2	0.0	-	-	-
Total %	0.0	10.1	3.4	13.3	-	26.8	0.0	5.1	0.0	1.6	-	6.7	0.0	0.0	35.7	4.9	-	40.6	0.1	1.2	24.7	0.0	-	25.9	-
Lights	0	232	75	308	-	615	0	115	0	38	-	153	0	0	808	113	-	921	2	27	573	0	-	602	2291
% Lights	-	98.7	93.8	99.4	-	98.4	-	96.6	-	100.0	-	97.5	-	-	96.9	99.1	-	97.2	100.0	100.0	99.3	-	-	99.3	98.1
Buses	0	1	0	0	-	1	0	1	0	0	-	1	0	0	22	0	-	22	0	0	0	0	-	0	24
% Buses	-	0.4	0.0	0.0	-	0.2	-	0.8	-	0.0	-	0.6	-	-	2.6	0.0	-	2.3	0.0	0.0	0.0	-	-	0.0	1.0
Single-Unit Trucks	0	2	5	1	-	8	0	3	0	0	-	3	0	0	2	1	-	3	0	0	3	0	-	3	17
% Single-Unit Trucks	-	0.9	6.3	0.3	-	1.3	-	2.5	-	0.0	-	1.9	-	-	0.2	0.9	-	0.3	0.0	0.0	0.5	-	-	0.5	0.7
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.3	-	0.2	-	0.0	-	0.0	-	0.0	-	-	0.2	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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	0.2	-	-	0.2	0.0
Pedestrians	-	-	-	-	85	-	-	-	-	-	52	-	-	-	-	-	35	-	-	-	-	-	48	-	-





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Start Date: 02/13/2019  
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### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington 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	
7:15 AM	0	9	5	10	6	24	0	2	0	0	3	2	0	0	88	6	0	94	0	2	15	0	1	17	137
7:30 AM	0	10	4	11	4	25	0	2	0	3	3	5	0	0	70	11	2	81	0	1	30	0	2	31	142
7:45 AM	0	7	11	15	6	33	0	7	0	2	5	9	0	0	95	27	3	122	0	0	30	0	4	30	194
8:00 AM	0	13	3	16	0	32	0	1	0	2	2	3	0	0	53	9	0	62	1	0	23	0	0	24	121
<b>Total</b>	0	39	23	52	16	114	0	12	0	7	13	19	0	0	306	53	5	359	1	3	98	0	7	102	594
Approach %	0.0	34.2	20.2	45.6	-	-	0.0	63.2	0.0	36.8	-	-	0.0	0.0	85.2	14.8	-	-	1.0	2.9	96.1	0.0	-	-	-
Total %	0.0	6.6	3.9	8.8	-	19.2	0.0	2.0	0.0	1.2	-	3.2	0.0	0.0	51.5	8.9	-	60.4	0.2	0.5	16.5	0.0	-	17.2	-
PHF	0.000	0.750	0.523	0.813	-	0.864	0.000	0.429	0.000	0.583	-	0.528	0.000	0.000	0.805	0.491	-	0.736	0.250	0.375	0.817	0.000	-	0.823	0.765
Lights	0	37	19	52	-	108	0	11	0	7	-	18	0	0	296	52	-	348	1	3	97	0	-	101	575
% Lights	-	94.9	82.6	100.0	-	94.7	-	91.7	-	100.0	-	94.7	-	-	96.7	98.1	-	96.9	100.0	100.0	99.0	-	-	99.0	96.8
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	9	0	-	9	0	0	0	0	-	0	10
% Buses	-	2.6	0.0	0.0	-	0.9	-	0.0	-	0.0	-	0.0	-	-	2.9	0.0	-	2.5	0.0	0.0	0.0	-	-	0.0	1.7
Single-Unit Trucks	0	1	4	0	-	5	0	1	0	0	-	1	0	0	1	1	-	2	0	0	1	0	-	1	9
% Single-Unit Trucks	-	2.6	17.4	0.0	-	4.4	-	8.3	-	0.0	-	5.3	-	-	0.3	1.9	-	0.6	0.0	0.0	1.0	-	-	1.0	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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
Pedestrians	-	-	-	-	16	-	-	-	-	-	13	-	-	-	-	-	5	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

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

Count Name: Washington Street with Curtiss Street  
Site Code:  
Start Date: 02/13/2019  
Page No: 4

### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Curtiss Street Eastbound						Curtiss Street Westbound						Washington Street Northbound						Washington 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	
5:30 PM	0	17	4	28	17	49	0	15	0	0	3	15	0	0	46	4	4	50	1	2	27	0	8	30	144
5:45 PM	0	23	8	30	10	61	0	11	0	3	5	14	0	0	38	8	5	46	0	3	49	0	3	52	173
6:00 PM	0	18	4	20	9	42	0	15	0	2	4	17	0	0	33	3	3	36	0	2	38	0	1	40	135
6:15 PM	0	28	4	17	13	49	0	24	0	4	4	28	0	0	34	4	4	38	0	2	70	0	2	72	187
<b>Total</b>	<b>0</b>	<b>86</b>	<b>20</b>	<b>95</b>	<b>49</b>	<b>201</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>9</b>	<b>16</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>19</b>	<b>16</b>	<b>170</b>	<b>1</b>	<b>9</b>	<b>184</b>	<b>0</b>	<b>14</b>	<b>194</b>	<b>639</b>
Approach %	0.0	42.8	10.0	47.3	-	-	0.0	87.8	0.0	12.2	-	-	0.0	0.0	88.8	11.2	-	-	0.5	4.6	94.8	0.0	-	-	-
Total %	0.0	13.5	3.1	14.9	-	31.5	0.0	10.2	0.0	1.4	-	11.6	0.0	0.0	23.6	3.0	-	26.6	0.2	1.4	28.8	0.0	-	30.4	-
PHF	0.000	0.768	0.625	0.792	-	0.824	0.000	0.677	0.000	0.563	-	0.661	0.000	0.000	0.821	0.594	-	0.850	0.250	0.750	0.657	0.000	-	0.674	0.854
Lights	0	86	20	94	-	200	0	65	0	9	-	74	0	0	144	19	-	163	1	9	183	0	-	193	630
% Lights	-	100.0	100.0	98.9	-	99.5	-	100.0	-	100.0	-	100.0	-	-	95.4	100.0	-	95.9	100.0	100.0	99.5	-	-	99.5	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	0	0	-	0	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	3.3	0.0	-	2.9	0.0	0.0	0.0	-	-	0.0	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	1.1	-	0.5	-	0.0	-	0.0	-	0.0	-	-	1.3	0.0	-	1.2	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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	0.5	-	-	0.5	0.2
Pedestrians	-	-	-	-	49	-	-	-	-	-	16	-	-	-	-	-	16	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
 Rosemont, Illinois, United States 60018  
 (847)518-9990

Count Name: Washington Street with Burlington Avenue  
 Site Code:  
 Start Date: 02/13/2019  
 Page No: 1

### Turning Movement Data

Start Time	Burlington Avenue Eastbound					Washington Street Northbound					Washington Street 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	0	0	16	0	0	45	30	4	75	0	14	8	2	22	97
7:15 AM	0	0	0	8	0	0	43	52	5	95	0	19	12	1	31	126
7:30 AM	0	0	0	5	0	0	30	53	5	83	0	27	12	2	39	122
7:45 AM	0	0	0	12	0	0	50	42	10	92	0	28	18	1	46	138
Hourly Total	0	0	0	41	0	0	168	177	24	345	0	88	50	6	138	483
8:00 AM	0	0	0	2	0	0	17	57	0	74	0	22	6	0	28	102
8:15 AM	0	0	0	4	0	0	34	54	5	88	0	25	11	1	36	124
8:30 AM	0	0	0	0	0	0	19	41	1	60	0	30	11	0	41	101
8:45 AM	0	0	0	0	0	0	16	45	0	61	0	20	7	0	27	88
Hourly Total	0	0	0	6	0	0	86	197	6	283	0	97	35	1	132	415
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	0	0	0	0	0	16	26	0	42	0	53	10	0	63	105
4:45 PM	0	0	0	0	0	1	12	28	8	41	0	46	18	0	64	105
Hourly Total	0	0	0	0	0	1	28	54	8	83	0	99	28	0	127	210
5:00 PM	0	0	0	1	0	0	28	33	0	61	0	53	15	0	68	129
5:15 PM	0	0	0	0	0	0	21	38	2	59	0	46	14	0	60	119
5:30 PM	0	0	0	4	0	0	32	30	37	62	0	31	8	0	39	101
5:45 PM	0	0	0	2	0	0	24	39	4	63	0	60	19	0	79	142
Hourly Total	0	0	0	7	0	0	105	140	43	245	0	190	56	0	246	491
6:00 PM	0	0	0	3	0	0	16	29	12	45	0	34	6	0	40	85
6:15 PM	0	0	0	7	0	0	17	52	4	69	0	79	23	2	102	171
Grand Total	0	0	0	64	0	1	420	649	97	1070	0	587	198	9	785	1855
Approach %	0.0	0.0	0.0	-	-	0.1	39.3	60.7	-	-	0.0	74.8	25.2	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.1	22.6	35.0	-	57.7	0.0	31.6	10.7	-	42.3	-
Lights	0	0	0	-	0	1	398	640	-	1039	0	579	197	-	776	1815
% Lights	-	-	-	-	-	100.0	94.8	98.6	-	97.1	-	98.6	99.5	-	98.9	97.8
Buses	0	0	0	-	0	0	18	4	-	22	0	0	0	-	0	22
% Buses	-	-	-	-	-	0.0	4.3	0.6	-	2.1	-	0.0	0.0	-	0.0	1.2
Single-Unit Trucks	0	0	0	-	0	0	4	5	-	9	0	7	1	-	8	17
% Single-Unit Trucks	-	-	-	-	-	0.0	1.0	0.8	-	0.8	-	1.2	0.5	-	1.0	0.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	-	0.2	0.0	-	0.1	0.1
Pedestrians	-	-	-	64	-	-	-	-	97	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
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Count Name: Washington Street with Burlington Avenue  
Site Code:  
Start Date: 02/13/2019  
Page No: 2

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

Start Time	Burlington Avenue Eastbound					Washington Street Northbound					Washington Street Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:15 AM	0	0	0	8	0	0	43	52	5	95	0	19	12	1	31	126
7:30 AM	0	0	0	5	0	0	30	53	5	83	0	27	12	2	39	122
7:45 AM	0	0	0	12	0	0	50	42	10	92	0	28	18	1	46	138
8:00 AM	0	0	0	2	0	0	17	57	0	74	0	22	6	0	28	102
Total	0	0	0	27	0	0	140	204	20	344	0	96	48	4	144	488
Approach %	0.0	0.0	0.0	-	-	0.0	40.7	59.3	-	-	0.0	66.7	33.3	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	28.7	41.8	-	70.5	0.0	19.7	9.8	-	29.5	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.700	0.895	-	0.905	0.000	0.857	0.667	-	0.783	0.884
Lights	0	0	0	-	0	0	134	197	-	331	0	95	47	-	142	473
% Lights	-	-	-	-	-	-	95.7	96.6	-	96.2	-	99.0	97.9	-	98.6	96.9
Buses	0	0	0	-	0	0	5	4	-	9	0	0	0	-	0	9
% Buses	-	-	-	-	-	-	3.6	2.0	-	2.6	-	0.0	0.0	-	0.0	1.8
Single-Unit Trucks	0	0	0	-	0	0	1	3	-	4	0	1	1	-	2	6
% Single-Unit Trucks	-	-	-	-	-	-	0.7	1.5	-	1.2	-	1.0	2.1	-	1.4	1.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	27	-	-	-	-	20	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

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(847)518-9990

Count Name: Washington Street with Burlington Avenue  
Site Code:  
Start Date: 02/13/2019  
Page No: 3

### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Burlington Avenue Eastbound					Washington Street Northbound					Washington Street Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
5:30 PM	0	0	0	4	0	0	32	30	37	62	0	31	8	0	39	101
5:45 PM	0	0	0	2	0	0	24	39	4	63	0	60	19	0	79	142
6:00 PM	0	0	0	3	0	0	16	29	12	45	0	34	6	0	40	85
6:15 PM	0	0	0	7	0	0	17	52	4	69	0	79	23	2	102	171
Total	0	0	0	16	0	0	89	150	57	239	0	204	56	2	260	499
Approach %	0.0	0.0	0.0	-	-	0.0	37.2	62.8	-	-	0.0	78.5	21.5	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	17.8	30.1	-	47.9	0.0	40.9	11.2	-	52.1	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.695	0.721	-	0.866	0.000	0.646	0.609	-	0.637	0.730
Lights	0	0	0	-	0	0	84	150	-	234	0	201	56	-	257	491
% Lights	-	-	-	-	-	-	94.4	100.0	-	97.9	-	98.5	100.0	-	98.8	98.4
Buses	0	0	0	-	0	0	5	0	-	5	0	0	0	-	0	5
% Buses	-	-	-	-	-	-	5.6	0.0	-	2.1	-	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Single-Unit Trucks	-	-	-	-	-	-	0.0	0.0	-	0.0	-	1.0	0.0	-	0.8	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	-	0.5	0.0	-	0.4	0.2
Pedestrians	-	-	-	16	-	-	-	-	57	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
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Count Name: Washington Street with Village  
Hall Access Drive  
Site Code:  
Start Date: 02/13/2019  
Page No: 1

### Turning Movement Data

Start Time	Burlington Avenue Eastbound						Village Hall Access Drive Westbound						Access Drive Northbound						Washington 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	28	1	2	0	31	0	0	1	10	0	11	0	2	0	0	5	2	0	3	3	21	19	27	71
7:15 AM	0	47	3	1	0	51	0	0	3	17	0	20	0	1	0	0	5	1	0	4	2	27	22	33	105
7:30 AM	0	46	0	0	0	46	0	0	2	27	1	29	0	0	0	0	0	0	0	4	1	35	19	40	115
7:45 AM	0	39	2	0	0	41	0	0	4	33	0	37	0	3	0	1	2	4	0	10	3	46	52	59	141
Hourly Total	0	160	6	3	0	169	0	0	10	87	1	97	0	6	0	1	12	7	0	21	9	129	112	159	432
8:00 AM	0	60	0	1	0	61	0	0	0	7	1	7	0	0	0	1	0	1	0	10	0	20	0	30	99
8:15 AM	0	48	2	2	0	52	0	2	2	8	2	12	0	2	0	0	1	2	0	6	3	34	19	43	109
8:30 AM	0	41	0	1	0	42	0	0	3	11	0	14	0	0	0	0	0	0	1	6	0	37	1	44	100
8:45 AM	0	34	1	1	0	36	0	1	1	5	0	7	0	0	1	0	1	1	0	4	1	25	1	30	74
Hourly Total	0	183	3	5	0	191	0	3	6	31	3	40	0	2	1	1	2	4	1	26	4	116	21	147	382
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	29	0	0	0	29	0	1	1	6	1	8	0	2	0	0	2	2	0	16	1	58	0	75	114
4:45 PM	0	24	0	1	0	25	0	0	5	10	1	15	0	2	0	0	12	2	0	14	2	56	2	72	114
Hourly Total	0	53	0	1	0	54	0	1	6	16	2	23	0	4	0	0	14	4	0	30	3	114	2	147	228
5:00 PM	0	28	0	0	1	28	0	0	1	8	0	9	0	3	1	0	0	4	0	16	2	58	0	76	117
5:15 PM	0	40	0	1	0	41	0	0	2	9	8	11	0	1	0	1	18	2	0	17	1	57	4	75	129
5:30 PM	0	25	1	0	0	26	0	0	1	5	9	6	0	0	1	0	23	1	0	13	0	54	0	67	100
5:45 PM	0	30	4	0	0	34	0	0	1	12	0	13	0	1	1	1	0	3	0	19	2	68	0	89	139
Hourly Total	0	123	5	1	1	129	0	0	5	34	17	39	0	5	3	2	41	10	0	65	5	237	4	307	485
6:00 PM	0	27	0	1	1	28	0	0	1	11	26	12	0	2	0	0	14	2	0	16	1	44	0	61	103
6:15 PM	0	38	0	0	0	38	0	0	4	15	0	19	0	1	1	1	1	3	0	16	3	86	0	105	165
Grand Total	0	584	14	11	2	609	0	4	32	194	49	230	0	20	5	5	84	30	1	174	25	726	139	926	1795
Approach %	0.0	95.9	2.3	1.8	-	-	0.0	1.7	13.9	84.3	-	-	0.0	66.7	16.7	16.7	-	-	0.1	18.8	2.7	78.4	-	-	-
Total %	0.0	32.5	0.8	0.6	-	33.9	0.0	0.2	1.8	10.8	-	12.8	0.0	1.1	0.3	0.3	-	1.7	0.1	9.7	1.4	40.4	-	51.6	-
Lights	0	578	14	11	-	603	0	4	32	192	-	228	0	19	5	5	-	29	1	169	24	722	-	916	1776
% Lights	-	99.0	100.0	100.0	-	99.0	-	100.0	100.0	99.0	-	99.1	-	95.0	100.0	100.0	-	96.7	100.0	97.1	96.0	99.4	-	98.9	98.9
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	3	0	1	-	4	6
% Buses	-	0.3	0.0	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	1.7	0.0	0.1	-	0.4	0.3
Single-Unit Trucks	0	4	0	0	-	4	0	0	0	2	-	2	0	1	0	0	-	1	0	1	1	3	-	5	12
% Single-Unit Trucks	-	0.7	0.0	0.0	-	0.7	-	0.0	0.0	1.0	-	0.9	-	5.0	0.0	0.0	-	3.3	0.0	0.6	4.0	0.4	-	0.5	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	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	0.6	0.0	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	49	-	-	-	-	-	-	84	-	-	-	-	-	139	-	-



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

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

Count Name: Washington Street with Village  
Hall Access Drive  
Site Code:  
Start Date: 02/13/2019  
Page No: 3

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

Start Time	Burlington Avenue Eastbound						Village Hall Access Drive Westbound						Access Drive Northbound						Washington 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	
7:15 AM	0	47	3	1	0	51	0	0	3	17	0	20	0	1	0	0	5	1	0	4	2	27	22	33	105
7:30 AM	0	46	0	0	0	46	0	0	2	27	1	29	0	0	0	0	0	0	0	4	1	35	19	40	115
7:45 AM	0	39	2	0	0	41	0	0	4	33	0	37	0	3	0	1	2	4	0	10	3	46	52	59	141
8:00 AM	0	60	0	1	0	61	0	0	0	7	1	7	0	0	0	1	0	1	0	10	0	20	0	30	99
<b>Total</b>	0	192	5	2	0	199	0	0	9	84	2	93	0	4	0	2	7	6	0	28	6	128	93	162	460
Approach %	0.0	96.5	2.5	1.0	-	-	0.0	0.0	9.7	90.3	-	-	0.0	66.7	0.0	33.3	-	-	0.0	17.3	3.7	79.0	-	-	-
Total %	0.0	41.7	1.1	0.4	-	43.3	0.0	0.0	2.0	18.3	-	20.2	0.0	0.9	0.0	0.4	-	1.3	0.0	6.1	1.3	27.8	-	35.2	-
PHF	0.000	0.800	0.417	0.500	-	0.816	0.000	0.000	0.563	0.636	-	0.628	0.000	0.333	0.000	0.500	-	0.375	0.000	0.700	0.500	0.696	-	0.686	0.816
Lights	0	187	5	2	-	194	0	0	9	82	-	91	0	3	0	2	-	5	0	26	5	127	-	158	448
% Lights	-	97.4	100.0	100.0	-	97.5	-	-	100.0	97.6	-	97.8	-	75.0	-	100.0	-	83.3	-	92.9	83.3	99.2	-	97.5	97.4
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	4
% Buses	-	1.0	0.0	0.0	-	1.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	7.1	0.0	0.0	-	1.2	0.9
Single-Unit Trucks	0	3	0	0	-	3	0	0	0	2	-	2	0	1	0	0	-	1	0	0	1	1	-	2	8
% Single-Unit Trucks	-	1.6	0.0	0.0	-	1.5	-	-	0.0	2.4	-	2.2	-	25.0	-	0.0	-	16.7	-	0.0	16.7	0.8	-	1.2	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	93	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
 Rosemont, Illinois, United States 60018  
 (847)518-9990

Count Name: Washington Street with Village  
 Hall Access Drive  
 Site Code:  
 Start Date: 02/13/2019  
 Page No: 4

### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Burlington Avenue Eastbound						Village Hall Access Drive Westbound						Access Drive Northbound						Washington 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	
5:30 PM	0	25	1	0	0	26	0	0	1	5	9	6	0	0	1	0	23	1	0	13	0	54	0	67	100
5:45 PM	0	30	4	0	0	34	0	0	1	12	0	13	0	1	1	1	0	3	0	19	2	68	0	89	139
6:00 PM	0	27	0	1	1	28	0	0	1	11	26	12	0	2	0	0	14	2	0	16	1	44	0	61	103
6:15 PM	0	38	0	0	0	38	0	0	4	15	0	19	0	1	1	1	1	3	0	16	3	86	0	105	165
<b>Total</b>	<b>0</b>	<b>120</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>43</b>	<b>35</b>	<b>50</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>9</b>	<b>0</b>	<b>64</b>	<b>6</b>	<b>252</b>	<b>0</b>	<b>322</b>	<b>507</b>
Approach %	0.0	95.2	4.0	0.8	-	-	0.0	0.0	14.0	86.0	-	-	0.0	44.4	33.3	22.2	-	-	0.0	19.9	1.9	78.3	-	-	-
Total %	0.0	23.7	1.0	0.2	-	24.9	0.0	0.0	1.4	8.5	-	9.9	0.0	0.8	0.6	0.4	-	1.8	0.0	12.6	1.2	49.7	-	63.5	-
PHF	0.000	0.789	0.313	0.250	-	0.829	0.000	0.000	0.438	0.717	-	0.658	0.000	0.500	0.750	0.500	-	0.750	0.000	0.842	0.500	0.733	-	0.767	0.768
Lights	0	120	5	1	-	126	0	0	7	43	-	50	0	4	3	2	-	9	0	64	6	251	-	321	506
% Lights	-	100.0	100.0	100.0	-	100.0	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	99.6	-	99.7	99.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% 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	0.4	-	0.3	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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	-	-	-	-	1	-	-	-	-	-	35	-	-	-	-	-	38	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-





Kenig Lindgren O'Hara Aboona, Inc.  
 9575 W. Higgins Rd., Suite 400  
 Rosemont, Illinois, United States 60018  
 (847)518-9990

Count Name: Washington Street with Warren Avenue  
 Site Code:  
 Start Date: 02/14/2019  
 Page No: 1

### Turning Movement Data

Start Time	Warren Avenue Eastbound						Warren Avenue Westbound						Washington Street Northbound						Washington 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	2	0	1	14	3	0	3	0	1	0	4	0	4	31	1	6	36	0	3	27	6	0	36	79
7:15 AM	0	2	2	2	13	6	0	1	2	2	0	5	0	13	66	2	10	81	0	0	46	1	0	47	139
7:30 AM	0	1	0	5	0	6	0	0	1	0	2	1	0	5	68	5	2	78	0	0	41	1	1	42	127
7:45 AM	0	2	0	3	15	5	0	2	1	0	4	3	0	1	52	2	10	55	0	0	34	5	0	39	102
Hourly Total	0	7	2	11	42	20	0	6	4	3	6	13	0	23	217	10	28	250	0	3	148	13	1	164	447
8:00 AM	0	2	1	4	0	7	0	0	1	0	0	1	0	3	63	1	0	67	0	1	38	2	0	41	116
8:15 AM	0	2	1	6	5	9	0	0	1	1	0	2	0	1	47	0	2	48	0	1	27	2	0	30	89
8:30 AM	0	1	0	5	1	6	0	1	2	0	0	3	0	4	55	0	1	59	0	0	36	1	2	37	105
8:45 AM	0	1	1	7	1	9	0	1	1	0	0	2	0	4	24	0	0	28	0	0	35	0	0	35	74
Hourly Total	0	6	3	22	7	31	0	2	5	1	0	8	0	12	189	1	3	202	0	2	136	5	2	143	384
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	3	5	2	2	10	0	0	1	0	1	1	0	4	40	1	0	45	0	0	45	4	1	49	105
4:45 PM	0	4	4	8	8	16	0	2	1	1	1	4	0	5	55	0	10	60	0	0	60	6	3	66	146
Hourly Total	0	7	9	10	10	26	0	2	2	1	2	5	0	9	95	1	10	105	0	0	105	10	4	115	251
5:00 PM	0	5	0	17	10	22	0	1	4	2	2	7	0	9	43	0	20	52	0	1	85	5	0	91	172
5:15 PM	0	2	0	16	0	18	0	2	7	1	1	10	0	4	33	0	2	37	0	0	51	8	0	59	124
5:30 PM	0	4	4	23	9	31	0	5	2	3	10	10	0	7	50	1	34	58	0	0	73	6	1	79	178
5:45 PM	0	2	0	15	1	17	0	4	0	2	34	6	0	9	29	1	83	39	0	0	39	4	6	43	105
Hourly Total	0	13	4	71	20	88	0	12	13	8	47	33	0	29	155	2	139	186	0	1	248	23	7	272	579
6:00 PM	0	4	3	25	1	32	0	3	0	0	3	3	0	7	68	1	2	76	0	0	85	6	0	91	202
6:15 PM	0	6	2	11	16	19	0	1	1	4	3	6	0	13	35	0	9	48	0	1	40	10	1	51	124
Grand Total	0	43	23	150	96	216	0	26	25	17	61	68	0	93	759	15	191	867	0	7	762	67	15	836	1987
Approach %	0.0	19.9	10.6	69.4	-	-	0.0	38.2	36.8	25.0	-	-	0.0	10.7	87.5	1.7	-	-	0.0	0.8	91.1	8.0	-	-	-
Total %	0.0	2.2	1.2	7.5	-	10.9	0.0	1.3	1.3	0.9	-	3.4	0.0	4.7	38.2	0.8	-	43.6	0.0	0.4	38.3	3.4	-	42.1	-
Lights	0	43	23	149	-	215	0	26	25	16	-	67	0	92	750	15	-	857	0	7	757	67	-	831	1970
% Lights	-	100.0	100.0	99.3	-	99.5	-	100.0	100.0	94.1	-	98.5	-	98.9	98.8	100.0	-	98.8	-	100.0	99.3	100.0	-	99.4	99.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	1	0	-	1	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.5	-	0.0	0.1	0.0	-	0.1	0.3
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	1	4	0	-	5	0	0	3	0	-	3	9
% Single-Unit Trucks	-	0.0	0.0	0.7	-	0.5	-	0.0	0.0	0.0	-	0.0	-	1.1	0.5	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.9	-	1.5	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.2
Pedestrians	-	-	-	-	96	-	-	-	-	-	61	-	-	-	-	-	191	-	-	-	-	-	15	-	-



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Count Name: Washington Street with Warren Avenue  
Site Code:  
Start Date: 02/14/2019  
Page No: 3

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

Start Time	Warren Avenue Eastbound						Warren Avenue Westbound						Washington Street Northbound						Washington 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	
7:15 AM	0	2	2	2	13	6	0	1	2	2	0	5	0	13	66	2	10	81	0	0	46	1	0	47	139
7:30 AM	0	1	0	5	0	6	0	0	1	0	2	1	0	5	68	5	2	78	0	0	41	1	1	42	127
7:45 AM	0	2	0	3	15	5	0	2	1	0	4	3	0	1	52	2	10	55	0	0	34	5	0	39	102
8:00 AM	0	2	1	4	0	7	0	0	1	0	0	1	0	3	63	1	0	67	0	1	38	2	0	41	116
<b>Total</b>	0	7	3	14	28	24	0	3	5	2	6	10	0	22	249	10	22	281	0	1	159	9	1	169	484
Approach %	0.0	29.2	12.5	58.3	-	-	0.0	30.0	50.0	20.0	-	-	0.0	7.8	88.6	3.6	-	-	0.0	0.6	94.1	5.3	-	-	-
Total %	0.0	1.4	0.6	2.9	-	5.0	0.0	0.6	1.0	0.4	-	2.1	0.0	4.5	51.4	2.1	-	58.1	0.0	0.2	32.9	1.9	-	34.9	-
PHF	0.000	0.875	0.375	0.700	-	0.857	0.000	0.375	0.625	0.250	-	0.500	0.000	0.423	0.915	0.500	-	0.867	0.000	0.250	0.864	0.450	-	0.899	0.871
Lights	0	7	3	14	-	24	0	3	5	2	-	10	0	21	244	10	-	275	0	1	158	9	-	168	477
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	95.5	98.0	100.0	-	97.9	-	100.0	99.4	100.0	-	99.4	98.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	1	0	-	1	5
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	0.0	-	1.4	-	0.0	0.6	0.0	-	0.6	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	4.5	0.4	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	28	-	-	-	-	-	6	-	-	-	-	-	22	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.  
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Rosemont, Illinois, United States 60018  
(847)518-9990

Count Name: Washington Street with Warren Avenue  
Site Code:  
Start Date: 02/14/2019  
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### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Warren Avenue Eastbound						Warren Avenue Westbound						Washington Street Northbound						Washington 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	
5:30 PM	0	4	4	23	9	31	0	5	2	3	10	10	0	7	50	1	34	58	0	0	73	6	1	79	178
5:45 PM	0	2	0	15	1	17	0	4	0	2	34	6	0	9	29	1	83	39	0	0	39	4	6	43	105
6:00 PM	0	4	3	25	1	32	0	3	0	0	3	3	0	7	68	1	2	76	0	0	85	6	0	91	202
6:15 PM	0	6	2	11	16	19	0	1	1	4	3	6	0	13	35	0	9	48	0	1	40	10	1	51	124
<b>Total</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>74</b>	<b>27</b>	<b>99</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>9</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>36</b>	<b>182</b>	<b>3</b>	<b>128</b>	<b>221</b>	<b>0</b>	<b>1</b>	<b>237</b>	<b>26</b>	<b>8</b>	<b>264</b>	<b>609</b>
Approach %	0.0	16.2	9.1	74.7	-	-	0.0	52.0	12.0	36.0	-	-	0.0	16.3	82.4	1.4	-	-	0.0	0.4	89.8	9.8	-	-	-
Total %	0.0	2.6	1.5	12.2	-	16.3	0.0	2.1	0.5	1.5	-	4.1	0.0	5.9	29.9	0.5	-	36.3	0.0	0.2	38.9	4.3	-	43.3	-
PHF	0.000	0.667	0.563	0.740	-	0.773	0.000	0.650	0.375	0.563	-	0.625	0.000	0.692	0.669	0.750	-	0.727	0.000	0.250	0.697	0.650	-	0.725	0.754
Lights	0	16	9	74	-	99	0	13	3	8	-	24	0	36	181	3	-	220	0	1	235	26	-	262	605
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	88.9	-	96.0	-	100.0	99.5	100.0	-	99.5	-	100.0	99.2	100.0	-	99.2	99.3
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	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.5	0.0	-	0.5	-	0.0	0.8	0.0	-	0.8	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	11.1	-	4.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	27	-	-	-	-	-	50	-	-	-	-	-	128	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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

Count Name: Washington Street with Rogers Street  
 Site Code:  
 Start Date: 02/14/2019  
 Page No: 1

### Turning Movement Data

Start Time	Rogers Street Eastbound						Rogers Street Westbound						Washington Street Northbound						Washington 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	4	7	3	6	14	0	5	10	4	1	19	0	3	25	4	1	32	0	2	24	2	0	28	93
7:15 AM	0	1	15	5	6	21	0	7	15	7	1	29	0	10	51	10	2	71	0	6	35	3	3	44	165
7:30 AM	0	5	9	5	1	19	0	12	23	12	1	47	0	8	56	4	0	68	0	2	26	6	1	34	168
7:45 AM	0	0	15	7	8	22	0	5	22	12	6	39	0	8	39	6	3	53	0	4	36	2	1	42	156
Hourly Total	0	10	46	20	21	76	0	29	70	35	9	134	0	29	171	24	6	224	0	14	121	13	5	148	582
8:00 AM	0	1	8	4	0	13	0	10	18	1	0	29	0	11	43	10	0	64	0	2	21	3	0	26	132
8:15 AM	0	1	8	2	1	11	0	5	16	12	1	33	0	5	36	8	1	49	0	5	29	2	0	36	129
8:30 AM	0	1	17	2	1	20	0	9	16	9	0	34	0	6	42	9	0	57	0	1	19	2	0	22	133
8:45 AM	0	0	7	3	0	10	0	10	17	2	0	29	0	4	20	1	2	25	0	1	28	2	0	31	95
Hourly Total	0	3	40	11	2	54	0	34	67	24	1	125	0	26	141	28	3	195	0	9	97	9	0	115	489
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	2	13	6	1	21	0	12	16	9	0	37	0	3	35	4	2	42	0	6	39	3	0	48	148
4:45 PM	0	2	14	1	8	17	0	14	18	3	1	35	0	5	47	8	6	60	0	2	44	4	1	50	162
Hourly Total	0	4	27	7	9	38	0	26	34	12	1	72	0	8	82	12	8	102	0	8	83	7	1	98	310
5:00 PM	0	3	14	9	6	26	0	18	16	12	1	46	0	4	43	3	11	50	0	2	58	3	17	63	185
5:15 PM	0	3	13	9	1	25	0	13	13	8	1	34	0	4	27	5	0	36	0	7	43	1	6	51	146
5:30 PM	0	3	10	9	6	22	0	13	20	9	3	42	0	2	53	3	3	58	0	5	53	6	6	64	186
5:45 PM	0	1	12	5	6	18	0	7	13	2	1	22	0	2	28	5	3	35	0	2	41	4	3	47	122
Hourly Total	0	10	49	32	19	91	0	51	62	31	6	144	0	12	151	16	17	179	0	16	195	14	32	225	639
6:00 PM	0	1	17	8	1	26	0	10	18	6	0	34	0	10	51	11	0	72	0	3	61	2	1	66	198
6:15 PM	0	8	19	8	4	35	0	13	14	7	4	34	0	2	36	7	2	45	0	3	34	5	2	42	156
Grand Total	0	36	198	86	56	320	0	163	265	115	21	543	0	87	632	98	36	817	0	53	591	50	41	694	2374
Approach %	0.0	11.3	61.9	26.9	-	-	0.0	30.0	48.8	21.2	-	-	0.0	10.6	77.4	12.0	-	-	0.0	7.6	85.2	7.2	-	-	-
Total %	0.0	1.5	8.3	3.6	-	13.5	0.0	6.9	11.2	4.8	-	22.9	0.0	3.7	26.6	4.1	-	34.4	0.0	2.2	24.9	2.1	-	29.2	-
Lights	0	36	192	85	-	313	0	160	263	111	-	534	0	85	626	96	-	807	0	53	588	50	-	691	2345
% Lights	-	100.0	97.0	98.8	-	97.8	-	98.2	99.2	96.5	-	98.3	-	97.7	99.1	98.0	-	98.8	-	100.0	99.5	100.0	-	99.6	98.8
Buses	0	0	1	1	-	2	0	0	0	2	-	2	0	1	2	1	-	4	0	0	1	0	-	1	9
% Buses	-	0.0	0.5	1.2	-	0.6	-	0.0	0.0	1.7	-	0.4	-	1.1	0.3	1.0	-	0.5	-	0.0	0.2	0.0	-	0.1	0.4
Single-Unit Trucks	0	0	3	0	-	3	0	2	2	0	-	4	0	1	1	1	-	3	0	0	0	0	-	0	10
% Single-Unit Trucks	-	0.0	1.5	0.0	-	0.9	-	1.2	0.8	0.0	-	0.7	-	1.1	0.2	1.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.7	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	2	0	-	2	0	1	0	0	-	1	0	0	3	0	-	3	0	0	2	0	-	2	8
% Bicycles on Road	-	0.0	1.0	0.0	-	0.6	-	0.6	0.0	0.0	-	0.2	-	0.0	0.5	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	0.3
Pedestrians	-	-	-	-	56	-	-	-	-	-	21	-	-	-	-	-	36	-	-	-	-	-	41	-	-



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Count Name: Washington Street with Rogers Street  
Site Code:  
Start Date: 02/14/2019  
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### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Rogers Street Eastbound						Rogers Street Westbound						Washington Street Northbound						Washington 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	
7:15 AM	0	1	15	5	6	21	0	7	15	7	1	29	0	10	51	10	2	71	0	6	35	3	3	44	165
7:30 AM	0	5	9	5	1	19	0	12	23	12	1	47	0	8	56	4	0	68	0	2	26	6	1	34	168
7:45 AM	0	0	15	7	8	22	0	5	22	12	6	39	0	8	39	6	3	53	0	4	36	2	1	42	156
8:00 AM	0	1	8	4	0	13	0	10	18	1	0	29	0	11	43	10	0	64	0	2	21	3	0	26	132
Total	0	7	47	21	15	75	0	34	78	32	8	144	0	37	189	30	5	256	0	14	118	14	5	146	621
Approach %	0.0	9.3	62.7	28.0	-	-	0.0	23.6	54.2	22.2	-	-	0.0	14.5	73.8	11.7	-	-	0.0	9.6	80.8	9.6	-	-	-
Total %	0.0	1.1	7.6	3.4	-	12.1	0.0	5.5	12.6	5.2	-	23.2	0.0	6.0	30.4	4.8	-	41.2	0.0	2.3	19.0	2.3	-	23.5	-
PHF	0.000	0.350	0.783	0.750	-	0.852	0.000	0.708	0.848	0.667	-	0.766	0.000	0.841	0.844	0.750	-	0.901	0.000	0.583	0.819	0.583	-	0.830	0.924
Lights	0	7	45	21	-	73	0	34	76	29	-	139	0	36	187	28	-	251	0	14	116	14	-	144	607
% Lights	-	100.0	95.7	100.0	-	97.3	-	100.0	97.4	90.6	-	96.5	-	97.3	98.9	93.3	-	98.0	-	100.0	98.3	100.0	-	98.6	97.7
Buses	0	0	1	0	-	1	0	0	0	1	-	1	0	1	2	1	-	4	0	0	1	0	-	1	7
% Buses	-	0.0	2.1	0.0	-	1.3	-	0.0	0.0	3.1	-	0.7	-	2.7	1.1	3.3	-	1.6	-	0.0	0.8	0.0	-	0.7	1.1
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	2.1	0.0	-	1.3	-	0.0	2.6	0.0	-	1.4	-	0.0	0.0	3.3	-	0.4	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	6.3	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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	0.8	0.0	-	0.7	0.2
Pedestrians	-	-	-	-	15	-	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Washington Street with Rogers Street  
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### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Rogers Street Eastbound						Rogers Street Westbound						Washington Street Northbound						Washington 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	
5:30 PM	0	3	10	9	6	22	0	13	20	9	3	42	0	2	53	3	3	58	0	5	53	6	6	64	186
5:45 PM	0	1	12	5	6	18	0	7	13	2	1	22	0	2	28	5	3	35	0	2	41	4	3	47	122
6:00 PM	0	1	17	8	1	26	0	10	18	6	0	34	0	10	51	11	0	72	0	3	61	2	1	66	198
6:15 PM	0	8	19	8	4	35	0	13	14	7	4	34	0	2	36	7	2	45	0	3	34	5	2	42	156
<b>Total</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>30</b>	<b>17</b>	<b>101</b>	<b>0</b>	<b>43</b>	<b>65</b>	<b>24</b>	<b>8</b>	<b>132</b>	<b>0</b>	<b>16</b>	<b>168</b>	<b>26</b>	<b>8</b>	<b>210</b>	<b>0</b>	<b>13</b>	<b>189</b>	<b>17</b>	<b>12</b>	<b>219</b>	<b>662</b>
Approach %	0.0	12.9	57.4	29.7	-	-	0.0	32.6	49.2	18.2	-	-	0.0	7.6	80.0	12.4	-	-	0.0	5.9	86.3	7.8	-	-	-
Total %	0.0	2.0	8.8	4.5	-	15.3	0.0	6.5	9.8	3.6	-	19.9	0.0	2.4	25.4	3.9	-	31.7	0.0	2.0	28.5	2.6	-	33.1	-
PHF	0.000	0.406	0.763	0.833	-	0.721	0.000	0.827	0.813	0.667	-	0.786	0.000	0.400	0.792	0.591	-	0.729	0.000	0.650	0.775	0.708	-	0.830	0.836
Lights	0	13	57	30	-	100	0	42	65	24	-	131	0	16	166	26	-	208	0	13	189	17	-	219	658
% Lights	-	100.0	98.3	100.0	-	99.0	-	97.7	100.0	100.0	-	99.2	-	100.0	98.8	100.0	-	99.0	-	100.0	100.0	100.0	-	100.0	99.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	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	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	2.3	0.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	1.7	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.2	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	-	17	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

**Study Name** Curtiss Street with Belden Avenue  
**Start Date** Wednesday, February 13, 2019 7:00 AM  
**End Date** Wednesday, February 13, 2019 6:30 PM  
**Site Code**

### Report Summary

Time Period	Class.	Eastbound								Westbound					Northbound					Southbound					Southwestbound					Crosswalk													
		U	L	BL	T	R	I	O	U	L	T	R	HR	I	O	U	L	T	BR	R	I	O	U	HL	L	T	R	I	O	U	HL	BL	BR	HR	I	O	Total	pedestria	Total				
<b>Peak 1</b>	Lights	0	31	6	11	4	52	14	0	0	7	55	0	62	22	0	3	22	0	1	26	10	0	3	10	5	4	22	108	0	0	1	0	0	1	9	163	W	0	0			
Specified Period	%	0%	100%	100%	69%	80%	90%	93%	0%	0%	88%	96%	0%	95%	79%	0%	100%	96%	0%	50%	93%	77%	0%	100%	100%	71%	100%	92%	97%	0%	0%	100%	0%	0%	100%	100%	93%	0%	0				
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	E	0	0		
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	29%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0				
7:15 AM - 8:15 AM	Single-Unit Truc	0	0	0	5	1	6	1	0	0	1	2	0	3	6	0	0	1	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	11	S	2	2		
	%	0%	0%	0%	31%	20%	10%	7%	0%	0%	13%	4%	0%	5%	21%	0%	0%	4%	0%	50%	7%	8%	0%	0%	0%	0%	0	3%	0%	0%	0%	0%	0%	0%	0%	6%	100%	4					
	articulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	4	4	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0			
	cycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NE	0	0	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0		
	<b>Total</b>	<b>0</b>	<b>31</b>	<b>6</b>	<b>16</b>	<b>5</b>	<b>58</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>0</b>	<b>65</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>24</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>176</b>		<b>6</b>	<b>6</b>			
	PHF	0	0.65	0.75	0.5	0.42	0.58	0.75	0	0	0.67	0.65	0	0.68	0.54	0	0.38	0.52	0	0.5	0.54	0.65	0	0.38	0.5	0.88	0.5	0.6	0.62	0	0	0.25	0	0	0.25	0.56	0.62						
	Approach %						33%	9%					37%	16%						16%	7%							14%	63%						1%	5%							
<b>Peak 2</b>	Lights	0	11	2	20	16	49	41	0	2	9	17	0	28	62	0	5	10	0	1	16	57	0	0	38	39	20	97	41	0	3	0	7	3	13	2	203	W	7	7			
Specified Period	%	0%	100%	100%	100%	100%	100%	98%	0%	100%	100%	100%	0%	100%	100%	0%	100%	100%	0%	100%	100%	100%	0%	0%	100%	100%	95%	99%	100%	0%	100%	0%	100%	100%	100%	100%	100%	100%	100%	100%	0		
5:30 PM - 6:30 PM	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	0	0	E	0	0	
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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 - 6:30 PM	Single-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	5
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0	
	articulated Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	14	14
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0	
	cycles on Roa	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	NE	10	10
	%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0	
	<b>Total</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>20</b>	<b>16</b>	<b>49</b>	<b>42</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>39</b>	<b>21</b>	<b>98</b>	<b>41</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>13</b>	<b>2</b>	<b>204</b>		<b>36</b>	<b>36</b>			
	PHF	0	0.69	0.5	0.71	0.5	0.82	0.75	0	0.5	0.75	0.71	0	0.88	0.78	0	0.42	0.62	0	0.25	0.5	0.65	0	0	0.68	0.75	0.88	0.91	0.93	0	0.75	0	0.35	0.38	0.46	0.5	0.85						
	Approach %						24%	21%					14%	30%						8%	28%							48%	20%						6%	1%							



Kenig Lindgren O'Hara Aboona, Inc.  
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(847)518-9990

Count Name: Curtiss Street with Mackie Place  
Site Code:  
Start Date: 02/13/2019  
Page No: 1

### Turning Movement Data

Start Time	Curtiss Street Eastbound						Public Works Access Drive Westbound						Mackie Place Northbound						Access Drive 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	1	2	0	4	0	0	2	0	8	2	0	6	1	0	0	7	0	0	0	3	0	3	16
7:15 AM	0	1	0	2	0	3	0	0	0	0	6	0	0	17	0	0	0	17	0	0	0	0	0	0	20
7:30 AM	0	2	0	3	0	5	0	0	1	0	1	1	0	18	3	0	0	21	0	0	1	0	0	1	28
7:45 AM	0	3	2	6	0	11	0	1	0	0	7	1	0	23	3	0	0	26	0	0	1	1	0	2	40
Hourly Total	0	7	3	13	0	23	0	1	3	0	22	4	0	64	7	0	0	71	0	0	2	4	0	6	104
8:00 AM	0	2	0	4	0	6	0	0	1	0	0	1	0	2	8	1	0	11	0	0	0	2	0	2	20
8:15 AM	0	2	0	4	0	6	0	1	0	0	4	1	0	5	2	1	0	8	0	0	0	1	0	1	16
8:30 AM	0	2	1	2	0	5	0	0	0	0	0	0	0	5	3	0	0	8	0	0	1	0	0	1	14
8:45 AM	0	4	2	3	0	9	0	0	0	0	0	0	0	4	1	0	0	5	1	0	1	0	0	2	16
Hourly Total	0	10	3	13	0	26	0	1	1	0	4	2	0	16	14	2	0	32	1	0	2	3	0	6	66
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	1	0	19	0	20	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	3	24
4:45 PM	0	1	0	12	0	13	0	0	0	0	1	0	0	3	0	0	0	3	0	0	2	2	0	4	20
Hourly Total	0	2	0	31	0	33	0	0	0	0	1	0	0	4	0	0	0	4	0	0	4	3	0	7	44
5:00 PM	0	1	0	14	0	15	0	0	0	0	1	0	0	2	0	0	0	2	0	0	6	4	1	10	27
5:15 PM	1	1	0	8	0	10	0	0	0	0	1	0	0	6	1	0	0	7	0	0	3	0	1	3	20
5:30 PM	0	1	0	10	0	11	0	0	0	0	10	0	0	8	0	0	0	8	0	0	0	0	11	0	19
5:45 PM	0	5	0	10	0	15	0	0	0	0	4	0	0	6	1	0	0	7	0	0	3	0	4	3	25
Hourly Total	1	8	0	42	0	51	0	0	0	0	16	0	0	22	2	0	0	24	0	0	12	4	17	16	91
6:00 PM	0	1	0	14	0	15	0	0	0	0	6	0	0	6	0	0	0	6	0	0	2	0	4	2	23
6:15 PM	0	1	0	21	0	22	0	0	0	0	7	0	0	6	0	0	0	6	0	0	2	4	7	6	34
Grand Total	1	29	6	134	0	170	0	2	4	0	56	6	0	118	23	2	0	143	1	0	24	18	28	43	362
Approach %	0.6	17.1	3.5	78.8	-	-	0.0	33.3	66.7	0.0	-	-	0.0	82.5	16.1	1.4	-	-	2.3	0.0	55.8	41.9	-	-	-
Total %	0.3	8.0	1.7	37.0	-	47.0	0.0	0.6	1.1	0.0	-	1.7	0.0	32.6	6.4	0.6	-	39.5	0.3	0.0	6.6	5.0	-	11.9	-
Lights	1	25	5	131	-	162	0	1	4	0	-	5	0	115	22	2	-	139	1	0	21	18	-	40	346
% Lights	100.0	86.2	83.3	97.8	-	95.3	-	50.0	100.0	-	-	83.3	-	97.5	95.7	100.0	-	97.2	100.0	-	87.5	100.0	-	93.0	95.6
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Buses	0.0	0.0	0.0	0.7	-	0.6	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	4.2	0.0	-	2.3	0.6
Single-Unit Trucks	0	4	1	1	-	6	0	1	0	0	-	1	0	2	0	0	-	2	0	0	2	0	-	2	11
% Single-Unit Trucks	0.0	13.8	16.7	0.7	-	3.5	-	50.0	0.0	-	-	16.7	-	1.7	0.0	0.0	-	1.4	0.0	-	8.3	0.0	-	4.7	3.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	4.3	0.0	-	0.7	0.0	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.7	-	0.6	-	0.0	0.0	-	-	0.0	-	0.8	0.0	0.0	-	0.7	0.0	-	0.0	0.0	-	0.0	0.6
Pedestrians	-	-	-	-	0	-	-	-	-	-	56	-	-	-	-	-	-	0	-	-	-	-	28	-	-





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Start Date: 02/13/2019  
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### Turning Movement Peak Hour Data (7:15 AM)

Start Time	Curtiss Street Eastbound						Public Works Access Drive Westbound						Mackie Place Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	1	0	2	0	3	0	0	0	0	6	0	0	17	0	0	0	17	0	0	0	0	0	0	20
7:30 AM	0	2	0	3	0	5	0	0	1	0	1	1	0	18	3	0	0	21	0	0	1	0	0	1	28
7:45 AM	0	3	2	6	0	11	0	1	0	0	7	1	0	23	3	0	0	26	0	0	1	1	0	2	40
8:00 AM	0	2	0	4	0	6	0	0	1	0	0	1	0	2	8	1	0	11	0	0	0	2	0	2	20
<b>Total</b>	0	8	2	15	0	25	0	1	2	0	14	3	0	60	14	1	0	75	0	0	2	3	0	5	108
Approach %	0.0	32.0	8.0	60.0	-	-	0.0	33.3	66.7	0.0	-	-	0.0	80.0	18.7	1.3	-	-	0.0	0.0	40.0	60.0	-	-	-
Total %	0.0	7.4	1.9	13.9	-	23.1	0.0	0.9	1.9	0.0	-	2.8	0.0	55.6	13.0	0.9	-	69.4	0.0	0.0	1.9	2.8	-	4.6	-
PHF	0.000	0.667	0.250	0.625	-	0.568	0.000	0.250	0.500	0.000	-	0.750	0.000	0.652	0.438	0.250	-	0.721	0.000	0.000	0.500	0.375	-	0.625	0.675
Lights	0	6	1	14	-	21	0	0	2	0	-	2	0	58	13	1	-	72	0	0	0	3	-	3	98
% Lights	-	75.0	50.0	93.3	-	84.0	-	0.0	100.0	-	-	66.7	-	96.7	92.9	100.0	-	96.0	-	-	0.0	100.0	-	60.0	90.7
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
Single-Unit Trucks	0	2	1	1	-	4	0	1	0	0	-	1	0	2	0	0	-	2	0	0	2	0	-	2	9
% Single-Unit Trucks	-	25.0	50.0	6.7	-	16.0	-	100.0	0.0	-	-	33.3	-	3.3	0.0	0.0	-	2.7	-	-	100.0	0.0	-	40.0	8.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	7.1	0.0	-	1.3	-	-	0.0	0.0	-	0.0	0.9
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Curtiss Street Eastbound						Public Works Access Drive Westbound						Mackie Place Northbound						Access Drive 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	
5:30 PM	0	1	0	10	0	11	0	0	0	0	10	0	0	8	0	0	0	8	0	0	0	0	11	0	19
5:45 PM	0	5	0	10	0	15	0	0	0	0	4	0	0	6	1	0	0	7	0	0	3	0	4	3	25
6:00 PM	0	1	0	14	0	15	0	0	0	0	6	0	0	6	0	0	0	6	0	0	2	0	4	2	23
6:15 PM	0	1	0	21	0	22	0	0	0	0	7	0	0	6	0	0	0	6	0	0	2	4	7	6	34
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>26</b>	<b>11</b>	<b>101</b>
Approach %	0.0	12.7	0.0	87.3	-	-	0.0	0.0	0.0	0.0	-	-	0.0	96.3	3.7	0.0	-	-	0.0	0.0	63.6	36.4	-	-	-
Total %	0.0	7.9	0.0	54.5	-	62.4	0.0	0.0	0.0	0.0	-	0.0	0.0	25.7	1.0	0.0	-	26.7	0.0	0.0	6.9	4.0	-	10.9	-
PHF	0.000	0.400	0.000	0.655	-	0.716	0.000	0.000	0.000	0.000	-	0.000	0.000	0.813	0.250	0.000	-	0.844	0.000	0.000	0.583	0.250	-	0.458	0.743
Lights	0	8	0	55	-	63	0	0	0	0	-	0	0	26	1	0	-	27	0	0	7	4	-	11	101
% Lights	-	100.0	-	100.0	-	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	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	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	-	-	-	-	-	27	-	-	-	-	-	0	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Curtiss Street with Metra Access  
Site Code:  
Start Date: 02/13/2019  
Page No: 1

### Turning Movement Data

Start Time	Curtiss Street Eastbound					Curtiss Street Westbound					Metra Access 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	6	0	7	0	5	1	0	6	0	0	0	2	0	13
7:15 AM	0	4	11	0	15	0	2	0	0	2	0	0	0	0	0	17
7:30 AM	0	3	14	0	17	0	5	0	0	5	0	0	0	0	0	22
7:45 AM	0	13	26	0	39	0	6	2	0	8	0	1	2	0	3	50
Hourly Total	0	21	57	0	78	0	18	3	0	21	0	1	2	2	3	102
8:00 AM	0	2	9	1	11	0	1	0	0	1	0	0	0	0	0	12
8:15 AM	1	5	9	0	15	0	3	0	0	3	0	0	2	0	2	20
8:30 AM	0	0	7	0	7	0	2	1	0	3	0	0	0	1	0	10
8:45 AM	0	1	11	0	12	0	1	1	0	2	0	0	0	0	0	14
Hourly Total	1	8	36	1	45	0	7	2	0	9	0	0	2	1	2	56
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM	0	0	4	0	4	0	5	0	0	5	0	2	4	0	6	15
4:45 PM	0	0	14	0	14	0	4	0	0	4	0	1	1	0	2	20
Hourly Total	0	0	18	0	18	0	9	0	0	9	0	3	5	0	8	35
5:00 PM	0	1	10	0	11	0	15	0	0	15	0	0	1	1	1	27
5:15 PM	0	2	14	0	16	0	7	0	0	7	0	0	0	0	0	23
5:30 PM	1	1	7	0	9	0	6	2	1	8	0	3	6	3	9	26
5:45 PM	0	2	16	1	18	0	9	0	0	9	0	4	6	0	10	37
Hourly Total	1	6	47	1	54	0	37	2	1	39	0	7	13	4	20	113
6:00 PM	0	1	9	0	10	0	12	2	0	14	0	2	3	1	5	29
6:15 PM	0	1	9	1	10	0	13	0	0	13	0	3	10	0	13	36
Grand Total	2	37	176	3	215	0	96	9	1	105	0	16	35	8	51	371
Approach %	0.9	17.2	81.9	-	-	0.0	91.4	8.6	-	-	0.0	31.4	68.6	-	-	-
Total %	0.5	10.0	47.4	-	58.0	0.0	25.9	2.4	-	28.3	0.0	4.3	9.4	-	13.7	-
Lights	2	37	170	-	209	0	92	8	-	100	0	16	34	-	50	359
% Lights	100.0	100.0	96.6	-	97.2	-	95.8	88.9	-	95.2	-	100.0	97.1	-	98.0	96.8
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	0.0	-	1.0	0.0	-	1.0	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	6	-	6	0	3	1	-	4	0	0	1	-	1	11
% Single-Unit Trucks	0.0	0.0	3.4	-	2.8	-	3.1	11.1	-	3.8	-	0.0	2.9	-	2.0	3.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-





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Page No: 3

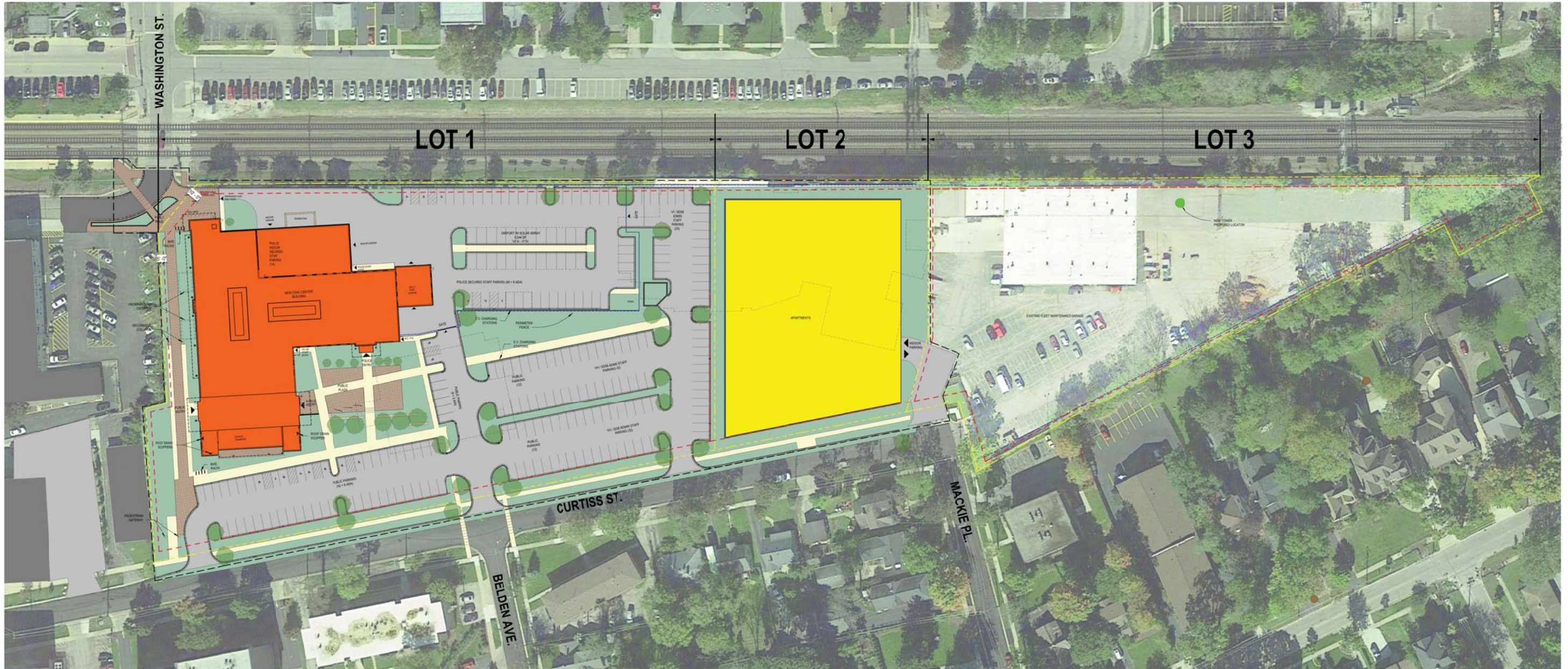
### Turning Movement Peak Hour Data (5:30 PM)

Start Time	Curtiss Street Eastbound					Curtiss Street Westbound					Metra Access Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
5:30 PM	1	1	7	0	9	0	6	2	1	8	0	3	6	3	9	26
5:45 PM	0	2	16	1	18	0	9	0	0	9	0	4	6	0	10	37
6:00 PM	0	1	9	0	10	0	12	2	0	14	0	2	3	1	5	29
6:15 PM	0	1	9	1	10	0	13	0	0	13	0	3	10	0	13	36
Total	1	5	41	2	47	0	40	4	1	44	0	12	25	4	37	128
Approach %	2.1	10.6	87.2	-	-	0.0	90.9	9.1	-	-	0.0	32.4	67.6	-	-	-
Total %	0.8	3.9	32.0	-	36.7	0.0	31.3	3.1	-	34.4	0.0	9.4	19.5	-	28.9	-
PHF	0.250	0.625	0.641	-	0.653	0.000	0.769	0.500	-	0.786	0.000	0.750	0.625	-	0.712	0.865
Lights	1	5	41	-	47	0	40	4	-	44	0	12	25	-	37	128
% Lights	100.0	100.0	100.0	-	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	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
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	-	-	-	2	-	-	-	-	1	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

## Site Plan

# Downers Grove Civic Center

825 Burlington Ave, Downers Grove, IL 60515



**NEW VHPS BUILDING + SCHOOL DISTRICT 58 ADMINISTRATION**

- NEW CIVIC CENTER BUILDING = 80,000 SF +/- (2 STORY + BASEMENT)
- SECURE POLICE STAFF PARKING = 80 SPACES (14 INTERIOR + 24 CARPORT + 42 EXTERIOR)
- VILLAGE HALL STAFF PARKING = 65 EXTERIOR SPACES
- SD58 STAFF PARKING = 25 EXTERIOR SPACES
- PUBLIC VISITOR PARKING = 82 EXTERIOR SPACES

TOTAL PARKING SPACES = 252 SPACES

- PROPERTY LINE
- SETBACK LINE
- NEW FENCE LINE
- FALL ZONE LINE
- ZONE BOUNDARY



## SITE PLAN

# Washington Street Geometric Improvements





## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

<b>Signalized Intersections</b>		
<b>Level of Service</b>	<b>Interpretation</b>	<b>Average Control Delay (seconds per vehicle)</b>
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
<b>Unsignalized Intersections</b>		
<b>Level of Service</b>	<b>Average Total Delay (SEC/VEH)</b>	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Reports  
Weekday Morning Peak Hour – Existing Conditions

## HCM 6th AWSC

## 1: Washington Street/Washington Street &amp; Maple Avenue

01/28/2022

Intersection												
Intersection Delay, s/veh	21.1											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↶	↷		↷			↶	↷
Traffic Vol, veh/h	263	386	8	13	132	49	8	223	33	38	41	65
Future Vol, veh/h	263	386	8	13	132	49	8	223	33	38	41	65
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	0.92
Heavy Vehicles, %	2	1	0	0	1	2	0	2	0	0	2	0
Mvmt Flow	289	424	9	14	145	54	9	245	36	42	45	71
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			2		
HCM Control Delay	25.9			13			20.1			12		
HCM LOS	D			B			C			B		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2					
Vol Left, %	3%	100%	0%	9%	0%	48%	0%					
Vol Thru, %	84%	0%	98%	91%	0%	52%	0%					
Vol Right, %	12%	0%	2%	0%	100%	0%	100%					
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane	264	263	394	145	49	79	65					
LT Vol	8	263	0	13	0	38	0					
Through Vol	223	0	386	132	0	41	0					
RT Vol	33	0	8	0	49	0	65					
Lane Flow Rate	290	289	433	159	54	87	71					
Geometry Grp	6	7	7	7	7	7	7					
Degree of Util (X)	0.586	0.574	0.797	0.331	0.101	0.195	0.14					
Departure Headway (Hd)	7.268	7.155	6.63	7.478	6.73	8.083	7.151					
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Cap	499	506	550	481	532	444	501					
Service Time	5.28	4.893	4.35	5.225	4.476	5.83	4.898					
HCM Lane V/C Ratio	0.581	0.571	0.787	0.331	0.102	0.196	0.142					
HCM Control Delay	20.1	19.1	30.5	13.9	10.2	12.8	11.1					
HCM Lane LOS	C	C	D	B	B	B	B					
HCM 95th-tile Q	3.7	3.6	7.6	1.4	0.3	0.7	0.5					

## HCM 6th AWSC

### 2: Washington Street & Curtiss Street

01/28/2022

Intersection												
Intersection Delay, s/veh	11.8											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	23	52	12	0	7	0	306	53	4	98	0
Future Vol, veh/h	39	23	52	12	0	7	0	306	53	4	98	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	16	0	7	2	0	0	3	2	0	1	0
Mvmt Flow	51	30	68	16	0	9	0	397	69	5	127	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.6			8.8			13.5			9		
HCM LOS	A			A			B			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	34%	63%	4%								
Vol Thru, %	85%	20%	0%	96%								
Vol Right, %	15%	46%	37%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	359	114	19	102								
LT Vol	0	39	12	4								
Through Vol	306	23	0	98								
RT Vol	53	52	7	0								
Lane Flow Rate	466	148	25	132								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.579	0.211	0.038	0.179								
Departure Headway (Hd)	4.469	5.12	5.518	4.876								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	807	696	643	731								
Service Time	2.515	3.189	3.605	2.94								
HCM Lane V/C Ratio	0.577	0.213	0.039	0.181								
HCM Control Delay	13.5	9.6	8.8	9								
HCM Lane LOS	B	A	A	A								
HCM 95th-tile Q	3.8	0.8	0.1	0.6								

## HCM 6th AWSC

### 3: Washington Street & Rogers Street

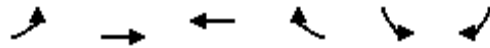
01/28/2022

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↵			↕	
Traffic Vol, veh/h	7	47	21	34	78	32	37	191	30	14	117	14
Future Vol, veh/h	7	47	21	34	78	32	37	191	30	14	117	14
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
Heavy Vehicles, %	0	4	0	0	3	9	3	1	7	0	2	0
Mvmt Flow	8	51	23	37	85	35	40	208	33	15	127	15
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	8.8			9.5			10.4			9.3		
HCM LOS	A			A			B			A		
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	9%	24%	10%							
Vol Thru, %	0%	86%	63%	54%	81%							
Vol Right, %	0%	14%	28%	22%	10%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	37	221	75	144	145							
LT Vol	37	0	7	34	14							
Through Vol	0	191	47	78	117							
RT Vol	0	30	21	32	14							
Lane Flow Rate	40	240	82	157	158							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.065	0.344	0.114	0.217	0.215							
Departure Headway (Hd)	5.794	5.16	5.04	4.992	4.909							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	615	692	705	714	725							
Service Time	3.559	2.925	3.117	3.059	2.982							
HCM Lane V/C Ratio	0.065	0.347	0.116	0.22	0.218							
HCM Control Delay	9	10.6	8.8	9.5	9.3							
HCM Lane LOS	A	B	A	A	A							
HCM 95th-tile Q	0.2	1.5	0.4	0.8	0.8							

## HCM Unsignalized Intersection Capacity Analysis

### 4: Washington Street & Village Hall Access

01/28/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↗	↘	↘
Traffic Volume (veh/h)	197	7	9	84	45	134
Future Volume (Veh/h)	197	7	9	84	45	134
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	240	9	11	102	55	163
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	299	192	273	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	299	192	273	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	58	99	98	91	97	
cM capacity (veh/h)	569	683	616	1082	1617	
Direction, Lane #	EB 1	WB 1	WB 2	SB 1		
Volume Total	249	11	102	218		
Volume Left	240	0	0	55		
Volume Right	0	0	102	163		
cSH	572	616	1082	1617		
Volume to Capacity	0.44	0.02	0.09	0.03		
Queue Length 95th (ft)	55	1	8	3		
Control Delay (s)	16.1	11.0	8.7	2.0		
Lane LOS	C	B	A	A		
Approach Delay (s)	16.1	8.9		2.0		
Approach LOS	C	A				
Intersection Summary						
Average Delay			9.4			
Intersection Capacity Utilization			35.4%		ICU Level of Service	A
Analysis Period (min)			15			



## HCM 6th TWSC

### 5: Belden Avenue & Curtiss Street

01/28/2022

#### Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations 

Traffic Vol, veh/h 26 13 0 65 26 2

Future Vol, veh/h 26 13 0 65 26 2

Conflicting Peds, #/hr 0 3 3 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 63 63 63 63 63 63

Heavy Vehicles, % 31 20 0 10 25 50

Mvmt Flow 41 21 0 103 41 3

Major/Minor	Major1	Major2	Minor1
-------------	--------	--------	--------

Conflicting Flow All 0 0 65 0 158 55

Stage 1 - - - - 55 -

Stage 2 - - - - 103 -

Critical Hdwy - - 4.1 - 6.65 6.7

Critical Hdwy Stg 1 - - - - 5.65 -

Critical Hdwy Stg 2 - - - - 5.65 -

Follow-up Hdwy - - 2.2 - 3.725 3.75

Pot Cap-1 Maneuver - - 1550 - 782 892

Stage 1 - - - - 912 -

Stage 2 - - - - 867 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - 1546 - 780 889

Mov Cap-2 Maneuver - - - - 780 -

Stage 1 - - - - 909 -

Stage 2 - - - - 867 -

Approach	EB	WB	NB
----------	----	----	----

HCM Control Delay, s 0 0 9.8

HCM LOS A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
-----------------------	-------	-----	-----	-----	-----

Capacity (veh/h) 787 - - 1546 -

HCM Lane V/C Ratio 0.056 - - - -

HCM Control Delay (s) 9.8 - - 0 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) 0.2 - - 0 -

## HCM 6th TWSC

### 6: Curtiss Street & Westerly Access Drive

01/28/2022

#### Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 22 60 14 2 1 2

Future Vol, veh/h 22 60 14 2 1 2

Conflicting Peds, #/hr 0 0 0 0 0 1

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 52 52 52 52 52 52

Heavy Vehicles, % 0 9 7 0 0 25

Mvmt Flow 42 115 27 4 2 4

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 31 0 - 0 228 30

Stage 1 - - - - 29 -

Stage 2 - - - - 199 -

Critical Hdwy 4.1 - - - 6.4 6.45

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.525

Pot Cap-1 Maneuver 1595 - - - 765 982

Stage 1 - - - - 999 -

Stage 2 - - - - 839 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1595 - - - 744 981

Mov Cap-2 Maneuver - - - - 744 -

Stage 1 - - - - 971 -

Stage 2 - - - - 839 -

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s 2 0 9.1

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1595 - - - 887

HCM Lane V/C Ratio 0.027 - - - 0.007

HCM Control Delay (s) 7.3 0 - - 9.1

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0.1 - - - 0

## HCM 6th TWSC

### 7: Curtiss Street & Village Hall Access

01/28/2022

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	31	18	11	80	20	4
Future Vol, veh/h	31	18	11	80	20	4
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	63	63	63	63	63	63
Heavy Vehicles, %	0	31	10	5	0	0
Mvmt Flow	49	29	17	127	32	6
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	144	0	-	0	208	81
Stage 1	-	-	-	-	81	-
Stage 2	-	-	-	-	127	-
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	1451	-	-	-	785	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	758	985
Mov Cap-2 Maneuver	-	-	-	-	758	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	904	-
Approach	EB	WB	SB			
HCM Control Delay, s	4.8	0	9.8			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1451	-	-	-	-	788
HCM Lane V/C Ratio	0.034	-	-	-	-	0.048
HCM Control Delay (s)	7.6	0	-	-	-	9.8
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2

## HCM 6th TWSC

### 8: Curtiss Street & Police Department Access

01/28/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	9	29	91	0	1	0
Future Vol, veh/h	9	29	91	0	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	63	63	63	63	63	63
Heavy Vehicles, %	0	31	10	0	0	0
Mvmt Flow	14	46	144	0	2	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	144	0	-	0	218	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	74	-
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	1451	-	-	-	775	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	767	909
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	954	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.8	0	9.7			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1451	-	-	-	-	767
HCM Lane V/C Ratio	0.01	-	-	-	-	0.002
HCM Control Delay (s)	7.5	0	-	-	-	9.7
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

## HCM 6th TWSC

## 9: Apartment Drive &amp; Washinton Street/Washington Street

01/28/2022

## Intersection

Int Delay, s/veh 0.3

## Movement EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 202 2 6 137 4 2

Future Vol, veh/h 202 2 6 137 4 2

Conflicting Peds, #/hr 0 7 7 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 0 0 2 15 0

Mvmt Flow 246 2 7 167 5 2

## Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 255 0 435 254

Stage 1 - - - - 254 -

Stage 2 - - - - 181 -

Critical Hdwy - - 4.1 - 6.55 6.2

Critical Hdwy Stg 1 - - - - 5.55 -

Critical Hdwy Stg 2 - - - - 5.55 -

Follow-up Hdwy - - 2.2 - 3.635 3.3

Pot Cap-1 Maneuver - - 1322 - 555 790

Stage 1 - - - - 759 -

Stage 2 - - - - 820 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1313 - 548 785

Mov Cap-2 Maneuver - - - - 548 -

Stage 1 - - - - 754 -

Stage 2 - - - - 815 -

## Approach EB WB NB

HCM Control Delay, s 0 0.3 11

HCM LOS B

## Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 609 - - 1313 -

HCM Lane V/C Ratio 0.012 - - 0.006 -

HCM Control Delay (s) 11 - - 7.8 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0 - - 0 -

## HCM Unsignalized Intersection Capacity Analysis

### 11: Washington Street & Burlington Street

01/28/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	140	204	96	0
Future Volume (Veh/h)	0	0	140	204	96	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	159	232	109	0
Pedestrians	27					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	686	136	136			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	686	136	136			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	89			
cM capacity (veh/h)	367	913	1436			
Direction, Lane #	NB 1	SB 1				
Volume Total	391	109				
Volume Left	159	0				
Volume Right	0	0				
cSH	1436	1700				
Volume to Capacity	0.11	0.06				
Queue Length 95th (ft)	9	0				
Control Delay (s)	3.8	0.0				
Lane LOS	A					
Approach Delay (s)	3.8	0.0				
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			3.0			
Intersection Capacity Utilization			28.5%		ICU Level of Service	A
Analysis Period (min)			15			

# Intersection Capacity Utilization

## 12: 0/Washington Street & Warren Avenue

01/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	7	3	14	3	5	2	22	249	10	1	162	9
Pedestrians	1		22	22		1	28		6	6		28
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	24	0	0	10	0	0	281	0	0	172	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.90	0.85	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1708	0	0	1815	0	0	1882	0	0	1885	0
Ped Intf Time (s)	0.0	1.5	2.5	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.2	3.1
Pedestrian Frequency (%)		0.52			0.03			0.18			0.61	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1304		0	1356		0	954		0	1847	
Reference Time A (s)	0.0	3.7		0.0	0.9		0.0	35.4		0.0	11.3	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.5	11.2		8.2	8.7		NA	NA		NA	NA	
Reference Time (s)		3.7			0.9			35.4			11.3	
Adj Reference Time (s)		14.2			8.4			39.4			18.2	
Split Option												
Ref Time Combined (s)	0.0	3.2		0.0	0.7		0.0	17.9		0.0	11.1	
Ref Time Seperate (s)	0.5	1.7		0.2	0.4		1.5	15.8		0.1	10.5	
Reference Time (s)	3.2	3.2		0.7	0.7		17.9	17.9		11.1	11.1	
Adj Reference Time (s)	14.2	14.2		8.4	8.4		21.9	21.9		18.1	18.1	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	14.2		39.4									
Split Option (s)	22.6		40.0									
Minimum (s)	14.2		39.4		53.6							

### Right Turns

















Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

### Intersection Summary

Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Reference Times and Phasing Options do not represent an optimized timing plan.			

### HCM Unsignalized Intersection Capacity Analysis

#### 29: Mackie Place/Fleet Maintenance Access Drive & Curtiss Street/Commuter Lot Access Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Stop			Yield			Stop	
Traffic Volume (vph)	8	2	15	1	2	0	60	14	1	0	2	3
Future Volume (vph)	8	2	15	1	2	0	60	14	1	0	2	3
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	12	3	22	1	3	0	88	21	1	0	3	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	37	4	110	7								
Volume Left (vph)	12	1	88	0								
Volume Right (vph)	22	0	1	4								
Hadj (s)	-0.01	0.47	0.22	0.39								
Departure Headway (s)	4.2	4.7	4.2	4.5								
Degree Utilization, x	0.04	0.01	0.13	0.01								
Capacity (veh/h)	839	746	835	787								
Control Delay (s)	7.3	7.7	7.8	7.5								
Approach Delay (s)	7.3	7.7	7.8	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			21.7%	ICU Level of Service	A							
Analysis Period (min)			15									



Capacity Analysis Summary Reports  
Weekday Evening Peak Hour – Existing Conditions

## HCM 6th AWSC

## 1: Washington Street/Washington Street &amp; Maple Avenue

01/28/2022

Intersection												
Intersection Delay, s/veh	18.7											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	222	10	12	321	49	7	81	16	82	146	275
Future Vol, veh/h	120	222	10	12	321	49	7	81	16	82	146	275
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
Heavy Vehicles, %	5	1	0	0	1	0	0	0	0	0	1	1
Mvmt Flow	126	234	11	13	338	52	7	85	17	86	154	289
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			2		
HCM Control Delay	16.2			24.4			14			17		
HCM LOS	C			C			B			C		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2					
Vol Left, %	7%	100%	0%	4%	0%	36%	0%					
Vol Thru, %	78%	0%	96%	96%	0%	64%	0%					
Vol Right, %	15%	0%	4%	0%	100%	0%	100%					
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane	104	120	232	333	49	228	275					
LT Vol	7	120	0	12	0	82	0					
Through Vol	81	0	222	321	0	146	0					
RT Vol	16	0	10	0	49	0	275					
Lane Flow Rate	109	126	244	351	52	240	289					
Geometry Grp	6	7	7	7	7	7	7					
Degree of Util (X)	0.249	0.281	0.501	0.715	0.095	0.499	0.531					
Departure Headway (Hd)	8.184	8.004	7.389	7.344	6.624	7.481	6.598					
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Cap	438	448	486	491	540	482	547					
Service Time	6.259	5.763	5.147	5.098	4.378	5.232	4.349					
HCM Lane V/C Ratio	0.249	0.281	0.502	0.715	0.096	0.498	0.528					
HCM Control Delay	14	13.9	17.4	26.5	10.1	17.5	16.6					
HCM Lane LOS	B	B	C	D	B	C	C					
HCM 95th-tile Q	1	1.1	2.8	5.7	0.3	2.7	3.1					

## HCM 6th AWSC

### 2: Washington Street & Curtiss Street

01/28/2022

Intersection												
Intersection Delay, s/veh	10.2											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	86	20	95	65	0	9	0	151	19	10	183	0
Future Vol, veh/h	86	20	95	65	0	9	0	151	19	10	183	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	1	0	0	0	0	5	0	0	0	0
Mvmt Flow	101	24	112	76	0	11	0	178	22	12	215	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.3			9.3			10.1			10.4		
HCM LOS	B			A			B			B		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	43%	88%	5%								
Vol Thru, %	89%	10%	0%	95%								
Vol Right, %	11%	47%	12%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	170	201	74	193								
LT Vol	0	86	65	10								
Through Vol	151	20	0	183								
RT Vol	19	95	9	0								
Lane Flow Rate	200	236	87	227								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.279	0.319	0.133	0.314								
Departure Headway (Hd)	5.013	4.864	5.481	4.971								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	708	731	658	713								
Service Time	3.111	2.958	3.481	3.066								
HCM Lane V/C Ratio	0.282	0.323	0.132	0.318								
HCM Control Delay	10.1	10.3	9.3	10.4								
HCM Lane LOS	B	B	A	B								
HCM 95th-tile Q	1.1	1.4	0.5	1.3								

## HCM 6th AWSC

### 3: Washington Street & Rogers Street

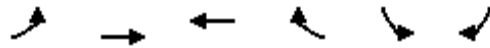
01/28/2022

Intersection												
Intersection Delay, s/veh	10.1											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	13	57	30	43	65	24	16	166	26	13	189	17
Future Vol, veh/h	13	57	30	43	65	24	16	166	26	13	189	17
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
Heavy Vehicles, %	0	2	0	2	0	0	0	1	0	0	0	0
Mvmt Flow	14	63	33	47	71	26	18	182	29	14	208	19
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	9.2			9.7			10.4			10.4		
HCM LOS	A			A			B			B		
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	13%	33%	6%							
Vol Thru, %	0%	86%	57%	49%	86%							
Vol Right, %	0%	14%	30%	18%	8%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	16	192	100	132	219							
LT Vol	16	0	13	43	13							
Through Vol	0	166	57	65	189							
RT Vol	0	26	30	24	17							
Lane Flow Rate	18	211	110	145	241							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.029	0.311	0.156	0.209	0.329							
Departure Headway (Hd)	5.886	5.303	5.114	5.199	4.918							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	603	671	692	683	724							
Service Time	3.669	3.085	3.21	3.29	2.999							
HCM Lane V/C Ratio	0.03	0.314	0.159	0.212	0.333							
HCM Control Delay	8.8	10.5	9.2	9.7	10.4							
HCM Lane LOS	A	B	A	A	B							
HCM 95th-tile Q	0.1	1.3	0.6	0.8	1.4							

## HCM Unsignalized Intersection Capacity Analysis

### 4: Washington Street & Village Hall Access

01/28/2022






Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↗	↘	↘
Traffic Volume (veh/h)	151	2	7	63	64	258
Future Volume (Veh/h)	151	2	7	63	64	258
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	196	3	9	82	83	335
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	420	334	501	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	420	334	501	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	59	99	98	92	95	
cM capacity (veh/h)	479	560	451	1091	1636	
<b>Direction, Lane #</b>						
	EB 1	WB 1	WB 2	SB 1		
Volume Total	199	9	82	418		
Volume Left	196	0	0	83		
Volume Right	0	0	82	335		
cSH	480	451	1091	1636		
Volume to Capacity	0.41	0.02	0.08	0.05		
Queue Length 95th (ft)	50	2	6	4		
Control Delay (s)	17.7	13.1	8.6	1.8		
Lane LOS	C	B	A	A		
Approach Delay (s)	17.7	9.0		1.8		
Approach LOS	C	A				
<b>Intersection Summary</b>						
Average Delay			7.2			
Intersection Capacity Utilization			41.3%		ICU Level of Service	A
Analysis Period (min)			15			

## HCM 6th TWSC

### 5: Belden Avenue & Curtiss Street

01/28/2022

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	55	2	26	15	1
Future Vol, veh/h	59	55	2	26	15	1
Conflicting Peds, #/hr	0	5	5	0	7	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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	65	2	31	18	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	139	0	149	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	42	-
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	-	-	1457	-	848	953
Stage 1	-	-	-	-	922	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1450	-	837	948
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	978	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.5	9.4			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	843	-	-	1450	-	
HCM Lane V/C Ratio	0.022	-	-	0.002	-	
HCM Control Delay (s)	9.4	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

## HCM 6th TWSC

### 6: Curtiss Street & Westerly Access Drive

01/28/2022

#### Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 6 41 40 4 12 25

Future Vol, veh/h 6 41 40 4 12 25

Conflicting Peds, #/hr 0 0 0 0 1 2

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 7 47 46 5 14 29

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 51 0 - 0 111 51

Stage 1 - - - - 49 -

Stage 2 - - - - 62 -

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 1568 - - - 891 1023

Stage 1 - - - - 979 -

Stage 2 - - - - 966 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1568 - - - 887 1021

Mov Cap-2 Maneuver - - - - 887 -

Stage 1 - - - - 974 -

Stage 2 - - - - 966 -

Approach	EB	WB	SB
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HCM Control Delay, s 0.9 0 8.9

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1568 - - - 973

HCM Lane V/C Ratio 0.004 - - - 0.044

HCM Control Delay (s) 7.3 0 - - 8.9

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

## HCM 6th TWSC

### 7: Curtiss Street & Village Hall Access

01/28/2022

#### Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 11 36 22 30 77 21

Future Vol, veh/h 11 36 22 30 77 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 - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 13 42 26 35 91 25

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 61 0 - 0 112 44

Stage 1 - - - - 44 -

Stage 2 - - - - 68 -

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 1555 - - - 890 1032

Stage 1 - - - - 984 -

Stage 2 - - - - 960 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1555 - - - 882 1032

Mov Cap-2 Maneuver - - - - 882 -

Stage 1 - - - - 975 -

Stage 2 - - - - 960 -

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s 1.7 0 9.5

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1555 - - - 910

HCM Lane V/C Ratio 0.008 - - - 0.127

HCM Control Delay (s) 7.3 0 - - 9.5

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.4



## HCM 6th TWSC

### 8: Curtiss Street & Police Department Access

01/28/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	111	41	0	3	10
Future Vol, veh/h	2	111	41	0	3	10
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	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	5
Mvmt Flow	2	131	48	0	4	12
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	48	0	-	0	183	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	4.1	-	-	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.345
Pot Cap-1 Maneuver	1572	-	-	-	811	1012
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	810	1012
Mov Cap-2 Maneuver	-	-	-	-	810	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	896	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	8.8			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1572	-	-	-	-	957
HCM Lane V/C Ratio	0.001	-	-	-	-	0.016
HCM Control Delay (s)	7.3	0	-	-	-	8.8
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

## HCM 6th TWSC

## 9: Apartment Drive &amp; Washinton Street/Washington Street

01/28/2022

## Intersection

Int Delay, s/veh 0.4

## Movement EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 150 1 6 259 4 5

Future Vol, veh/h 150 1 6 259 4 5

Conflicting Peds, #/hr 0 38 38 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 77 77 77 77 77 77

Heavy Vehicles, % 3 0 0 2 0 0

Mvmt Flow 195 1 8 336 5 6

## Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 234 0 586 234

Stage 1 - - - - 234 -

Stage 2 - - - - 352 -

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 - - 1345 - 476 810

Stage 1 - - - - 810 -

Stage 2 - - - - 716 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1296 - 455 781

Mov Cap-2 Maneuver - - - - 455 -

Stage 1 - - - - 781 -

Stage 2 - - - - 710 -

## Approach EB WB NB

HCM Control Delay, s 0 0.2 11.2

HCM LOS B

## Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 592 - - 1296 -

HCM Lane V/C Ratio 0.02 - - 0.006 -

HCM Control Delay (s) 11.2 - - 7.8 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.1 - - 0 -

## HCM Unsignalized Intersection Capacity Analysis

### 11: Washington Street & Burlington Street

01/28/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	89	150	203	0
Future Volume (Veh/h)	0	0	89	150	203	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	0	122	205	278	0
Pedestrians	16					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	743	294	294			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	743	294	294			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	90			
cM capacity (veh/h)	345	745	1245			
Direction, Lane #	NB 1	SB 1				
Volume Total	327	278				
Volume Left	122	0				
Volume Right	0	0				
cSH	1245	1700				
Volume to Capacity	0.10	0.16				
Queue Length 95th (ft)	8	0				
Control Delay (s)	3.6	0.0				
Lane LOS	A					
Approach Delay (s)	3.6	0.0				
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			2.0			
Intersection Capacity Utilization			30.2%		ICU Level of Service	A
Analysis Period (min)			15			

# Intersection Capacity Utilization

## 12: 0/Washington Street & Warren Avenue

01/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	16	9	74	13	3	8	36	175	3	1	237	26
Pedestrians	4		66	66		4	27		14	14		27
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	99	0	0	24	0	0	214	0	0	264	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.88	0.85	0.95	0.92	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1673	0	0	1756	0	0	1880	0	0	1872	0
Ped Intf Time (s)	0.0	4.3	5.7	0.0	0.2	0.5	0.0	0.0	1.7	0.0	0.3	3.0
Pedestrian Frequency (%)		0.89			0.12			0.37			0.59	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1654		0	673		0	570		0	1861	
Reference Time A (s)	0.0	11.4		0.0	4.4		0.0	45.1		0.0	17.3	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.1	19.4		8.9	9.8		NA	NA		NA	NA	
Reference Time (s)		11.4			4.4			45.1			17.3	
Adj Reference Time (s)		19.5			9.9			49.1			21.3	
Split Option												
Ref Time Combined (s)	0.0	11.4		0.0	1.8		0.0	13.7		0.0	17.2	
Ref Time Seperate (s)	1.1	4.9		0.9	0.4		2.4	11.1		0.1	15.5	
Reference Time (s)	11.4	11.4		1.8	1.8		13.7	13.7		17.2	17.2	
Adj Reference Time (s)	19.5	19.5		9.5	9.5		18.5	18.5		21.2	21.2	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	19.5		49.1									
Split Option (s)	29.0		39.8									
Minimum (s)	19.5		39.8		59.3							

### Right Turns

















Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

### Intersection Summary

Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Reference Times and Phasing Options do not represent an optimized timing plan.			

### HCM Unsignalized Intersection Capacity Analysis

#### 29: Mackie Place/Fleet Maintenance Access Drive & Curtiss Street/Commuter Lot Access Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Stop			Yield			Stop	
Traffic Volume (vph)	8	0	55	0	0	0	26	1	0	0	7	4
Future Volume (vph)	8	0	55	0	0	0	26	1	0	0	7	4
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	11	0	74	0	0	0	35	1	0	0	9	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	85	0	36	14								
Volume Left (vph)	11	0	35	0								
Volume Right (vph)	74	0	0	5								
Hadj (s)	-0.50	0.00	0.19	-0.21								
Departure Headway (s)	3.5	4.1	4.3	3.9								
Degree Utilization, x	0.08	0.00	0.04	0.02								
Capacity (veh/h)	1004	876	816	901								
Control Delay (s)	6.8	7.1	7.5	6.9								
Approach Delay (s)	6.8	0.0	7.5	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			27.0%	ICU Level of Service	A							
Analysis Period (min)			15									

Capacity Analysis Summary Reports  
Weekday Morning Peak Hour – Projected Conditions

## HCM 6th AWSC

## 1: Washington Street/Washington Street &amp; Maple Avenue

01/28/2022

Intersection												
Intersection Delay, s/veh	23.6											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	274	402	8	13	136	50	8	232	36	39	42	67
Future Vol, veh/h	274	402	8	13	136	50	8	232	36	39	42	67
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	0.92
Heavy Vehicles, %	2	1	0	0	1	2	0	2	0	0	2	0
Mvmt Flow	301	442	9	14	149	55	9	255	40	43	46	73
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			2		
HCM Control Delay	29.8			13.4			21.6			12.3		
HCM LOS	D			B			C			B		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2					
Vol Left, %		3%	100%	0%	9%	0%	48%					
Vol Thru, %		84%	0%	98%	91%	0%	52%					
Vol Right, %		13%	0%	2%	0%	100%	0%					
Sign Control		Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane		276	274	410	149	50	81					
LT Vol		8	274	0	13	0	39					
Through Vol		232	0	402	136	0	42					
RT Vol		36	0	8	0	50	67					
Lane Flow Rate		303	301	451	164	55	89					
Geometry Grp		6	7	7	7	7	7					
Degree of Util (X)		0.619	0.608	0.842	0.347	0.105	0.204					
Departure Headway (Hd)		7.343	7.272	6.73	7.633	6.884	8.232					
Convergence, Y/N		Yes	Yes	Yes	Yes	Yes	Yes					
Cap		491	497	541	472	520	436					
Service Time		5.379	5.011	4.469	5.38	4.631	5.977					
HCM Lane V/C Ratio		0.617	0.606	0.834	0.347	0.106	0.204					
HCM Control Delay		21.6	20.7	35.8	14.4	10.4	13.1					
HCM Lane LOS		C	C	E	B	B	B					
HCM 95th-tile Q		4.1	4	8.7	1.5	0.3	0.8					

## HCM 6th AWSC

### 2: Washington Street & Curtiss Street

01/28/2022

Intersection												
Intersection Delay, s/veh	14.3											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	29	54	12	0	90	0	320	55	52	101	0
Future Vol, veh/h	38	29	54	12	0	90	0	320	55	52	101	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	16	0	7	2	0	0	3	2	0	1	0
Mvmt Flow	49	38	70	16	0	117	0	416	71	68	131	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB			NB			SB				
Opposing Approach	WB	EB			SB			NB				
Opposing Lanes	1	1			1			1				
Conflicting Approach Left	SB	NB			EB			WB				
Conflicting Lanes Left	1	1			1			1				
Conflicting Approach Right	NB	SB			WB			EB				
Conflicting Lanes Right	1	1			1			1				
HCM Control Delay	10.7	10.1			18			11				
HCM LOS	B	B			C			B				
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	31%	12%	34%								
Vol Thru, %	85%	24%	0%	66%								
Vol Right, %	15%	45%	88%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	375	121	102	153								
LT Vol	0	38	12	52								
Through Vol	320	29	0	101								
RT Vol	55	54	90	0								
Lane Flow Rate	487	157	132	199								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.678	0.251	0.206	0.304								
Departure Headway (Hd)	5.015	5.755	5.599	5.514								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	721	622	638	650								
Service Time	3.051	3.809	3.654	3.562								
HCM Lane V/C Ratio	0.675	0.252	0.207	0.306								
HCM Control Delay	18	10.7	10.1	11								
HCM Lane LOS	C	B	B	B								
HCM 95th-tile Q	5.3	1	0.8	1.3								



## HCM 6th AWSC

















### 3: Washington Street & Rogers Street

01/28/2022

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	7	48	22	35	80	33	38	197	31	14	124	14
Future Vol, veh/h	7	48	22	35	80	33	38	197	31	14	124	14
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
Heavy Vehicles, %	0	4	0	0	3	9	3	1	7	0	2	0
Mvmt Flow	8	52	24	38	87	36	41	214	34	15	135	15
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	8.9			9.6			10.5			9.5		
HCM LOS	A			A			B			A		
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	9%	24%	9%							
Vol Thru, %	0%	86%	62%	54%	82%							
Vol Right, %	0%	14%	29%	22%	9%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	38	228	77	148	152							
LT Vol	38	0	7	35	14							
Through Vol	0	197	48	80	124							
RT Vol	0	31	22	33	14							
Lane Flow Rate	41	248	84	161	165							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.067	0.357	0.118	0.225	0.227							
Departure Headway (Hd)	5.824	5.191	5.087	5.038	4.945							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	611	689	697	706	719							
Service Time	3.594	2.959	3.171	3.11	3.022							
HCM Lane V/C Ratio	0.067	0.36	0.121	0.228	0.229							
HCM Control Delay	9	10.8	8.9	9.6	9.5							
HCM Lane LOS	A	B	A	A	A							
HCM 95th-tile Q	0.2	1.6	0.4	0.9	0.9							

## HCM Unsignalized Intersection Capacity Analysis

## 4: Mackie Place/Fleet Maintenance Access Drive &amp; Curtiss Street/Commuter Lot Access Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Stop			Yield			Stop	
Traffic Volume (vph)	8	2	15	1	2	0	64	14	1	0	2	3
Future Volume (vph)	8	2	15	1	2	0	64	14	1	0	2	3
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	12	3	22	1	3	0	94	21	1	0	3	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	37	4	116	7								
Volume Left (vph)	12	1	94	0								
Volume Right (vph)	22	0	1	4								
Hadj (s)	-0.01	0.47	0.22	0.39								
Departure Headway (s)	4.2	4.7	4.2	4.5								
Degree Utilization, x	0.04	0.01	0.14	0.01								
Capacity (veh/h)	835	743	835	786								
Control Delay (s)	7.4	7.7	7.9	7.5								
Approach Delay (s)	7.4	7.7	7.9	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			21.9%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC

5: Belden Avenue/Access Drive & Curtiss Street

01/28/2022

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	63	36	13	0	51	15	27	7	2	5	0	22
Future Vol, veh/h	63	36	13	0	51	15	27	7	2	5	0	22
Conflicting Peds, #/hr	3	0	3	3	0	3	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	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	31	20	0	10	0	25	4	50	0	0	0
Mvmt Flow	100	57	21	0	81	24	43	11	3	8	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	81	0	0	382	379	71	371	377	96
Stage 1	-	-	-	-	-	-	271	271	-	96	96	-
Stage 2	-	-	-	-	-	-	111	108	-	275	281	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.35	6.54	6.7	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.54	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.54	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.725	4.036	3.75	3.5	4	3.3
Pot Cap-1 Maneuver	1495	-	-	1529	-	-	536	550	873	589	558	966
Stage 1	-	-	-	-	-	-	687	682	-	916	819	-
Stage 2	-	-	-	-	-	-	841	802	-	736	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1525	-	-	488	508	871	545	516	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	488	508	-	545	516	-
Stage 1	-	-	-	-	-	-	637	632	-	849	817	-
Stage 2	-	-	-	-	-	-	811	800	-	670	632	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.3	0	13.1	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1491	-	-	1525	-	-	843
HCM Lane V/C Ratio	0.113	0.067	-	-	-	-	-	0.051
HCM Control Delay (s)	13.1	7.6	0	-	0	-	-	9.5
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.2

## HCM 6th TWSC

### 6: Curtiss Street & Westerly Access Drive

01/28/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	22	115	97	2	1	2
Future Vol, veh/h	22	115	97	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	52	52	52	52	52	52
Heavy Vehicles, %	0	9	7	0	0	25
Mvmt Flow	42	221	187	4	2	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	191	0	-	0	494	190
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1395	-	-	-	538	796
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1395	-	-	-	520	795
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	752	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.2	0	10.4			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1395	-	-	-	676	
HCM Lane V/C Ratio	0.03	-	-	-	0.009	
HCM Control Delay (s)	7.7	0	-	-	10.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

## HCM 6th TWSC

### 7: Curtiss Street & Middle Access Drive

01/28/2022

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	15	24	67	2	1	0
Future Vol, veh/h	15	24	67	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	7	3	0	0	0
Mvmt Flow	16	26	73	2	1	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	75	0	-	0	132	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	58	-
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	1537	-	-	-	867	993
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	857	993
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	970	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.8	0	9.2			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1537	-	-	-	-	857
HCM Lane V/C Ratio	0.011	-	-	-	-	0.001
HCM Control Delay (s)	7.4	0	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

## HCM 6th TWSC

### 8: Apartment Drive & Washinton Street

01/28/2022

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	286	2	6	180	4	2
Future Vol, veh/h	286	2	6	180	4	2
Conflicting Peds, #/hr	0	7	7	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	0	0	2	15	0
Mvmt Flow	349	2	7	220	5	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	358	0	591	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.1	-	6.55	6.2
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.2	-	3.635	3.3
Pot Cap-1 Maneuver	-	-	1212	-	449	692
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1204	-	443	687
Mov Cap-2 Maneuver	-	-	-	-	443	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	770	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.3	12.3			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	502	-	-	1204	-	
HCM Lane V/C Ratio	0.015	-	-	0.006	-	
HCM Control Delay (s)	12.3	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

# HCM Unsignalized Intersection Capacity Analysis

## 9: Washington Street & Burlington Street

01/28/2022

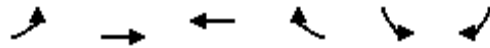


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	153	287	147	0
Future Volume (Veh/h)	0	0	153	287	147	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	174	326	167	0
Pedestrians	27					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	868	194	194			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	868	194	194			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	87			
cM capacity (veh/h)	282	847	1367			
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>			
Volume Total	174	326	167			
Volume Left	174	0	0			
Volume Right	0	0	0			
cSH	1367	1700	1700			
Volume to Capacity	0.13	0.19	0.10			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	8.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	2.8		0.0			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			2.1			
Intersection Capacity Utilization			26.2%	ICU Level of Service		A
Analysis Period (min)	15					

## HCM Unsignalized Intersection Capacity Analysis

### 10: Washington Street

01/28/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔					↔
Traffic Volume (veh/h)	288	0	0	0	0	186
Future Volume (Veh/h)	288	0	0	0	0	186
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	351	0	0	0	0	227
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	76					
pX, platoon unblocked						
vC, conflicting volume	0	0	227	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	227	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	66	100	100	100	100	
cM capacity (veh/h)	1021	896	672	1085	1623	
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>				
Volume Total	351	227				
Volume Left	351	0				
Volume Right	0	227				
cSH	1021	1700				
Volume to Capacity	0.34	0.13				
Queue Length 95th (ft)	39	0				
Control Delay (s)	10.4	0.0				
Lane LOS	B					
Approach Delay (s)	10.4	0.0				
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			6.3			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			



# Intersection Capacity Utilization

## 11: 0/Washington Street & Warren Avenue

01/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	7	3	14	3	5	2	23	256	10	1	170	9
Pedestrians	1		22	22		1	28		6	6		28
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	24	0	0	10	0	0	289	0	0	180	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.90	0.85	0.95	0.96	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	0	1708	0	0	1815	0	0	1883	0	0	1885	0
Ped Intf Time (s)	0.0	1.5	2.5	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.2	3.1
Pedestrian Frequency (%)		0.52			0.03			0.18			0.61	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1304		0	1356		0	943		0	1850	
Reference Time A (s)	0.0	3.7		0.0	0.9		0.0	36.8		0.0	11.8	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	8.5	11.2		8.2	8.7		NA	NA		NA	NA	
Reference Time (s)		3.7			0.9			36.8			11.8	
Adj Reference Time (s)		14.2			8.4			40.8			18.4	
Split Option												
Ref Time Combined (s)	0.0	3.2		0.0	0.7		0.0	18.4		0.0	11.6	
Ref Time Seperate (s)	0.5	1.7		0.2	0.4		1.5	16.3		0.1	11.0	
Reference Time (s)	3.2	3.2		0.7	0.7		18.4	18.4		11.6	11.6	
Adj Reference Time (s)	14.2	14.2		8.4	8.4		22.4	22.4		18.3	18.3	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	14.2		40.8									
Split Option (s)	22.6		40.7									
Minimum (s)	14.2		40.7		55.0							

### Right Turns

Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

### Intersection Summary

Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Reference Times and Phasing Options do not represent an optimized timing plan.			

Capacity Analysis Summary Reports  
Weekday Evening Peak Hour – Projected Conditions

## HCM 6th AWSC

## 1: Washington Street/Washington Street &amp; Maple Avenue

01/28/2022

Intersection												
Intersection Delay, s/veh	20.5											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	124	229	10	14	335	50	7	83	16	84	152	286
Future Vol, veh/h	124	229	10	14	335	50	7	83	16	84	152	286
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
Heavy Vehicles, %	5	1	0	0	1	0	0	0	0	0	1	1
Mvmt Flow	131	241	11	15	353	53	7	87	17	88	160	301
Number of Lanes	1	1	0	0	1	1	0	1	0	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			2		
HCM Control Delay	17.1			28.1			14.4			18.2		
HCM LOS	C			D			B			C		
Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2					
Vol Left, %	7%	100%	0%	4%	0%	36%	0%					
Vol Thru, %	78%	0%	96%	96%	0%	64%	0%					
Vol Right, %	15%	0%	4%	0%	100%	0%	100%					
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop					
Traffic Vol by Lane	106	124	239	349	50	236	286					
LT Vol	7	124	0	14	0	84	0					
Through Vol	83	0	229	335	0	152	0					
RT Vol	16	0	10	0	50	0	286					
Lane Flow Rate	112	131	252	367	53	248	301					
Geometry Grp	6	7	7	7	7	7	7					
Degree of Util (X)	0.26	0.296	0.527	0.763	0.099	0.525	0.563					
Departure Headway (Hd)	8.396	8.154	7.539	7.475	6.752	7.614	6.732					
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Cap	426	440	478	485	529	472	536					
Service Time	6.48	5.918	5.302	5.234	4.511	5.373	4.49					
HCM Lane V/C Ratio	0.263	0.298	0.527	0.757	0.1	0.525	0.562					
HCM Control Delay	14.4	14.3	18.5	30.6	10.3	18.5	17.9					
HCM Lane LOS	B	B	C	D	B	C	C					
HCM 95th-tile Q	1	1.2	3	6.6	0.3	3	3.5					

## HCM 6th AWSC

### 2: Washington Street & Curtiss Street

01/28/2022

Intersection												
Intersection Delay, s/veh	12											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	18	98	72	0	75	0	161	15	74	188	0
Future Vol, veh/h	92	18	98	72	0	75	0	161	15	74	188	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	1	0	0	0	0	5	0	0	0	0
Mvmt Flow	108	21	115	85	0	88	0	189	18	87	221	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	11.7			10.7			11.4			13.3		
HCM LOS	B			B			B			B		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	0%	44%	49%	28%								
Vol Thru, %	91%	9%	0%	72%								
Vol Right, %	9%	47%	51%	0%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	176	208	147	262								
LT Vol	0	92	72	74								
Through Vol	161	18	0	188								
RT Vol	15	98	75	0								
Lane Flow Rate	207	245	173	308								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.323	0.37	0.267	0.469								
Departure Headway (Hd)	5.622	5.446	5.563	5.475								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	638	658	643	657								
Service Time	3.68	3.504	3.626	3.527								
HCM Lane V/C Ratio	0.324	0.372	0.269	0.469								
HCM Control Delay	11.4	11.7	10.7	13.3								
HCM Lane LOS	B	B	B	B								
HCM 95th-tile Q	1.4	1.7	1.1	2.5								

## HCM 6th AWSC

















### 3: Washington Street & Rogers Street

01/28/2022

Intersection												
Intersection Delay, s/veh	10.3											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	13	59	31	44	67	25	16	174	27	13	195	17
Future Vol, veh/h	13	59	31	44	67	25	16	174	27	13	195	17
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
Heavy Vehicles, %	0	2	0	2	0	0	0	1	0	0	0	0
Mvmt Flow	14	65	34	48	74	27	18	191	30	14	214	19
Number of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	9.3			9.9			10.7			10.7		
HCM LOS	A			A			B			B		
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	13%	32%	6%							
Vol Thru, %	0%	87%	57%	49%	87%							
Vol Right, %	0%	13%	30%	18%	8%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	16	201	103	136	225							
LT Vol	16	0	13	44	13							
Through Vol	0	174	59	67	195							
RT Vol	0	27	31	25	17							
Lane Flow Rate	18	221	113	149	247							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.029	0.327	0.166	0.222	0.341							
Departure Headway (Hd)	6.019	5.444	5.271	5.351	5.064							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	598	665	684	676	715							
Service Time	3.727	3.144	3.276	3.351	3.064							
HCM Lane V/C Ratio	0.03	0.332	0.165	0.22	0.345							
HCM Control Delay	8.9	10.8	9.3	9.9	10.7							
HCM Lane LOS	A	B	A	A	B							
HCM 95th-tile Q	0.1	1.4	0.6	0.8	1.5							

## HCM Unsignalized Intersection Capacity Analysis

## 4: Mackie Place/Fleet Maintenance Access Drive &amp; Curtiss Street/Commuter Lot Access Drive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Stop			Yield			Stop	
Traffic Volume (vph)	8	0	59	0	0	0	27	1	0	0	7	4
Future Volume (vph)	8	0	59	0	0	0	27	1	0	0	7	4
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	11	0	80	0	0	0	36	1	0	0	9	5
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	91	0	37	14								
Volume Left (vph)	11	0	36	0								
Volume Right (vph)	80	0	0	5								
Hadj (s)	-0.50	0.00	0.19	-0.21								
Departure Headway (s)	3.5	4.1	4.3	3.9								
Degree Utilization, x	0.09	0.00	0.04	0.02								
Capacity (veh/h)	1005	874	813	897								
Control Delay (s)	6.9	7.1	7.5	7.0								
Approach Delay (s)	6.9	0.0	7.5	7.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			27.0%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM 6th TWSC

5: Belden Avenue/Access Drive & Curtiss Street

01/28/2022

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	46	57	2	39	5	15	0	1	18	7	63
Future Vol, veh/h	7	46	57	2	39	5	15	0	1	18	7	63
Conflicting Peds, #/hr	0	0	5	5	0	0	7	0	0	0	0	7
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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	54	67	2	46	6	18	0	1	21	8	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	126	0	0	210	165	93	157	195	56
Stage 1	-	-	-	-	-	-	109	109	-	53	53	-
Stage 2	-	-	-	-	-	-	101	56	-	104	142	-
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	1567	-	-	1473	-	-	752	731	970	814	704	1016
Stage 1	-	-	-	-	-	-	901	809	-	965	855	-
Stage 2	-	-	-	-	-	-	910	852	-	907	783	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1567	-	-	1466	-	-	679	722	965	808	696	1009
Mov Cap-2 Maneuver	-	-	-	-	-	-	679	722	-	808	696	-
Stage 1	-	-	-	-	-	-	891	800	-	959	854	-
Stage 2	-	-	-	-	-	-	829	851	-	900	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.3			10.3			9.4		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	692	1567	-	-	1466	-	-	929
HCM Lane V/C Ratio	0.027	0.005	-	-	0.002	-	-	0.111
HCM Control Delay (s)	10.3	7.3	0	-	7.5	0	-	9.4
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

## HCM 6th TWSC

### 6: Curtiss Street & Westerly Access Drive

01/28/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	98	112	4	12	25
Future Vol, veh/h	6	98	112	4	12	25
Conflicting Peds, #/hr	0	0	0	0	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	113	129	5	14	29
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	134	0	-	0	260	134
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	128	-
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	1463	-	-	-	733	920
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	729	918
Mov Cap-2 Maneuver	-	-	-	-	729	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	903	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.4	0	9.5			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1463	-	-	-	847	
HCM Lane V/C Ratio	0.005	-	-	-	0.05	
HCM Control Delay (s)	7.5	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	



## HCM 6th TWSC

### 7: Curtiss Street & Middle Access Drive

01/28/2022

#### Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

Traffic Vol, veh/h 2 63 31 0 4 15

Future Vol, veh/h 2 63 31 0 4 15

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 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 2 68 34 0 4 16

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All 34 0 - 0 106 34

Stage 1 - - - - 34 -

Stage 2 - - - - 72 -

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 1591 - - - 897 1045

Stage 1 - - - - 994 -

Stage 2 - - - - 956 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1591 - - - 896 1045

Mov Cap-2 Maneuver - - - - 896 -

Stage 1 - - - - 993 -

Stage 2 - - - - 956 -

Approach	EB	WB	SB
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HCM Control Delay, s 0.2 0 8.6

HCM LOS A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h) 1591 - - - 1010

HCM Lane V/C Ratio 0.001 - - - 0.02

HCM Control Delay (s) 7.3 0 - - 8.6

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0.1

## HCM 6th TWSC

### 8: Apartment Drive & Washinton Street










01/28/2022

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	219	1	6	324	4	5
Future Vol, veh/h	219	1	6	324	4	5
Conflicting Peds, #/hr	0	38	38	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	77	77	77	77	77	77
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	284	1	8	421	5	6
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	323	0	760	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	437	-
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	-	-	1248	-	377	723
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1203	-	360	697
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	649	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.1	12.5			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	492	-	-	1203	-	
HCM Lane V/C Ratio	0.024	-	-	0.006	-	
HCM Control Delay (s)	12.5	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

## HCM Unsignalized Intersection Capacity Analysis

### 9: Washington Street & Burlington Street

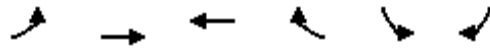
01/28/2022

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	102	219	273	0
Future Volume (Veh/h)	0	0	102	219	273	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	0	140	300	374	0
Pedestrians	16					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	970	390	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	970	390	390			
tC, single (s)	6.4	6.2	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	88			
cM capacity (veh/h)	247	658	1147			
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	140	300	374			
Volume Left	140	0	0			
Volume Right	0	0	0			
cSH	1147	1700	1700			
Volume to Capacity	0.12	0.18	0.22			
Queue Length 95th (ft)	10	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	2.7		0.0			
Approach LOS						
<b>Intersection Summary</b>						
Average Delay			1.5			
Intersection Capacity Utilization			26.7%	ICU Level of Service	A	
Analysis Period (min)			15			

## HCM Unsignalized Intersection Capacity Analysis

### 10: Washington Street

01/28/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖					↖
Traffic Volume (veh/h)	222	0	0	0	0	331
Future Volume (Veh/h)	222	0	0	0	0	331
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	288	0	0	0	0	430
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
None						
Median storage (veh)						
Upstream signal (ft)						
76						
pX, platoon unblocked						
vC, conflicting volume	0	0	430	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	430	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	72	100	100	100	100	
cM capacity (veh/h)	1021	896	518	1085	1623	
Direction, Lane #						
	EB 1	SB 1				
Volume Total	288	430				
Volume Left	288	0				
Volume Right	0	430				
cSH	1021	1700				
Volume to Capacity	0.28	0.25				
Queue Length 95th (ft)	29	0				
Control Delay (s)	9.9	0.0				
Lane LOS	A					
Approach Delay (s)	9.9	0.0				
Approach LOS	A					
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

# Intersection Capacity Utilization

## 11: 0/Washington Street & Warren Avenue

01/28/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	16	9	76	13	3	8	37	183	3	1	242	27
Pedestrians	4		66	66		4	27		14	14		27
Ped Button		Yes			Yes			Yes			Yes	
Pedestrian Timing (s)		16.0			16.0			16.0			16.0	
Free Right			No			No			No			No
Ideal Flow	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	0	101	0	0	24	0	0	223	0	0	270	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.88	0.85	0.95	0.92	0.85	0.95	0.99	0.85	0.95	0.98	0.85
Saturated Flow (vph)	0	1672	0	0	1756	0	0	1880	0	0	1871	0
Ped Intf Time (s)	0.0	4.3	5.7	0.0	0.2	0.5	0.0	0.0	1.7	0.0	0.3	3.0
Pedestrian Frequency (%)		0.89			0.12			0.37			0.59	
Protected Option Allowed		No			No			No			No	
Reference Time (s)			0.0			0.0			0.0			0.0
Adj Reference Time (s)			0.0			0.0			0.0			0.0
Permitted Option												
Adj Saturation A (vph)	0	1655		0	665		0	575		0	1861	
Reference Time A (s)	0.0	11.6		0.0	4.5		0.0	46.5		0.0	17.7	
Adj Saturation B (vph)	0	0		0	0		NA	NA		NA	NA	
Reference Time B (s)	9.1	19.5		8.9	9.8		NA	NA		NA	NA	
Reference Time (s)		11.6			4.5			46.5			17.7	
Adj Reference Time (s)		19.5			9.9			50.5			21.7	
Split Option												
Ref Time Combined (s)	0.0	11.5		0.0	1.8		0.0	14.3		0.0	17.6	
Ref Time Seperate (s)	1.1	5.0		0.9	0.4		2.5	11.6		0.1	15.8	
Reference Time (s)	11.5	11.5		1.8	1.8		14.3	14.3		17.6	17.6	
Adj Reference Time (s)	19.5	19.5		9.5	9.5		18.9	18.9		21.6	21.6	
Summary	EB WB		NB SB		Combined							
Protected Option (s)	NA		NA									
Permitted Option (s)	19.5		50.5									
Split Option (s)	29.0		40.5									
Minimum (s)	19.5		40.5		60.0							

### Right Turns

Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

### Intersection Summary

Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Reference Times and Phasing Options do not represent an optimized timing plan.			

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**VILLAGE OF DOWNERS GROVE  
PLAN COMMISSION MEETING**

**April 4, 2022, 7:00 P.M.**

Chairman Rickard called the April 4<sup>th</sup>, 2022 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance.

**ROLL CALL:**

**PRESENT:** Chairman Rickard, Commissioners Rector, Dmytryszyn, Boyle, Maurer, Toth

**ABSENT:** Commissioners Roche, Johnson, and Patel

**STAFF:** Director of Community Development Stan Popovich, Planning Manager Jason Zawila, Senior Planner Flora Leon

**OTHERS**

**PRESENT:** Ron Olson, Matt McDonald, Muhammad Starks, Nancy Gazelle, Liz Chalberg, Bill Chalberg, Brian Meade, David Yandel, Michael Werthman, Andy Sikich, Police Chief Shanon Gillette, and Fire Chief Scott Spinazola.

**APPROVAL OF MINUTES**

Chairman Rickard entertained a motion to approve the minutes.

**MINUTES OF THE MARCH 7, 2022 PLAN COMMISSION MEETING WERE APPROVED ON MOTION BY COMMISSIONER RECTOR, SECOND BY COMMISSIONER DMYTRYSZYN, MOTION PASSED BY VOICE VOTE OF 6-0.**

**PUBLIC HEARING**

Chairman Rickard explained the protocol for the public hearing process and swore in those individuals that would be speaking during the public hearing.

**FILE 22-PLC-0007: A PETITION SEEKING APPROVAL FOR A PLANNED UNIT DEVELOPMENT, A REZONING FROM DT TO DT/PUD, RIGHT-OF-WAY VACATION, FINAL PLAT OF SUBDIVISION AND A SPECIAL USE TO CONSTRUCT A WIRELESS TELECOMMUNICATIONS FACILITY. THE PETITIONER IS PROPOSING TO CONSTRUCT THE DOWNERS GROVE CIVIC CENTER BUILDING THAT WILL HOUSE THE OFFICES OF VILLAGE HALL, POLICE STATION AND SCHOOL DISTRICT 58, IN ADDITION TO REMOVING THE EXISTING TELECOMMUNICATION TOWER AND CONSTRUCTING A NEW TELECOMMUNICATION TOWER.**

**THE PROPERTY IS CURRENTLY ZONED DT, DOWNTOWN TRANSITION. THE PROPERTY IS LOCATED DIRECTLY EAST OF THE INTERSECTION OF**

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**WASHINGTON STREET AND BURLINGTON AVENUE, COMMONLY KNOWN AS 700 BURLINGTON AVENUE, 801 BURLINGTON AVENUE, 825 BURLINGTON AVENUE, AND 842 CURTISS STREET (PINS 09-08-131-018, 09-08-813-019, 09-08-211-001, 09-08-211-002, 09-08-211-003, 09-08-211-014, 09-08-211-015, 09-08-211-016, 09-08-211-001, 09-08-304-008). VILLAGE OF DOWNERS GROVE, OWNER AND PETITIONER.**

Petitioner, Mike Baker Deputy Village Manager for the Village of Downers Grove introduced himself as the Project Manager for the new Civic Center Facility Design and Construction. He then introduced the team that would partake in the petitioner's presentation.

Mr. Baker then thanked the public and board for their consideration of the petition. He then explained that the request from the Plan Commission was for a positive recommendation on the items listed on the screen, including: (1) plat of vacation; (2) final plat of subdivision; (3) final planned unit development; (4) map amendment from Downtown Transition to Transition/Planned Unit Development and a (5) special use.

Mr. Baker explained that the approvals would permit the construction of the new Downers Grove Civic Center, a new facility that would provide space for the Police Department, Village Hall and District 58 administrative offices. This would allow combining facilities that are currently in three separate buildings, into one and providing substantially more modern and efficient features and spaces to serve public safety, administrative and educational needs of this community for decades to come. These approvals would also allow for the construction of a new telecommunications tower, along with the removal of the existing tower.

Mr. Baker then noted that the subject property was located at the southeast corner of Burlington Avenue and Washington Street, commonly known as 700 Burlington Avenue, 801 Burlington Avenue, 825 Burlington Avenue and 842 Curtiss Street. As an overview of this project, he shared a three-minute video produced by the Village's Communications Department. He added at the end of the video that the neighborhood meeting mentioned occurred on March 21, 2022 and included approximately 50 residents in attendance.

Mr. Baker explained that his presentation would focus on three elements, the petition's (1) compliance with the recently adopted Downtown Design Guidelines, (2) compliance with the Comprehensive Plan; and (3) compliance with the Zoning Ordinance and how it meets the review and approval criteria for the planned unit development, zoning map amendment, and special use.

Mr. Baker then provided an overview on how the petition met the requirements of each entitlement request. As part of the presentation, Mr. Baker provided further explanation for the special use request related to the proposed telecommunications tower. He explained that after an evaluation of potential tower sites was conducted, this revealed that only a small area on the Civic Center site could serve as the future space for the telecommunications tower. Mr. Baker also provided photo renderings of the proposed new tower site compared to the existing tower site.

Mr. Baker then spoke about the improvements related to the Washington Crossing. He noted that the project would eliminate the eastern leg of Burlington Avenue and Washington Street intersection. Mr. Baker added that this option was reviewed thoroughly and that the Village Council considered and supported the configuration. He listed several benefits with the proposed

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configuration and noted that the improvements at the crossing represented just one of the many community benefits offered by the project. He added that the project provided environmentally sustainable features, consolidates existing public facilities, provides spaces that support modern work environments and improved customer interactions, along with landscaped paths and public plazas. Mr. Baker concluded his presentation by thanking the Plan Commission for their time and consideration.

Chairman Rickard invited public comment.

Mr. Ron Olson, 704 Maple Avenue, explained that his home would be directly backing up to the proposed tower. He noted that when they purchased their home the antenna was not right behind their house. Mr. Olson expressed his concern over the potential decrease in property values due to this proposal. As such, he suggested that there might be consideration for a real estate credit for the homes that would now have to bear the cost of the proposed tower. Mr. Olson asked about the required fall radius and how his research led him to believe the fall zone had to equal 300% of the height. Additionally, he requested additional screening to be provided in the form of a 12-foot fence and more landscaping. Finally, he expressed concern over the increase in height of the tower and the increased proximity the new tower would have with adjacent residential properties. To conclude, Mr. Olson expressed that the proposal appeared to give future residents of Downers Grove preference over existing residents considering the TIF district would only work if the future multi-family development on Lot 2 was not close to the tower.

Mr. Matt McDonald, 710 Maple Avenue, agreed with Mr. Olson's previous comments. He added that their properties were within the required setback for a new telecommunication tower. Specifically he noted that the requested relief would allow the tower four times closer than what would typically be allowed. Mr. McDonald then noted that the plans did not include any proposed landscaping. He added that additional buffer would make sense between the Public Works property and their backyards. He concluded by stating that the proposal did not preserve their property values or the pleasantness of their backyards.

Mr. Muhammad Starks, 706 Maple Avenue, asked what the future of the third parcel would be. He noted that in the past, this area has been used for a number of different purposes and now it seemed that with the tower the parcel appeared more industrial. As such, Mr. Starks asked if the tower was placed back there what the future for that property would be. Mr. Starks, concluded by stating that he had previously attended a Village Council meeting when they were considering development options for that property. He then decided he would invest in his property and now he wanted to confirm what the future plans were for this parcel. Mr. Starks also noted that he agreed with Mr. Olson and Mr. McDonald's previous comments.

Ms. Nancy Gazelle, introduced herself and noted that she was not an adjacent neighbor to the proposed site. Instead, she explained that she lived on the other side of town but commuted through the area frequently. Specifically Ms. Gazelle explained that she used the designated bike path and believed that rerouting the Washington Street intersection did not adequately take into consideration southbound cyclist traffic. She concluded by stating that routing all of the traffic through the Burlington and Washington intersection was dangerous for cars, pedestrians, and cyclists.



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Chairman Rickard invited for any additional public comment. No additional public comment was received. Staff was invited to present.

Mr. Jason Zawila, Planning Manager, showed the location of the site on a map and noted that the property was zoned Downtown Transition (DT) was currently improved with Village Hall, the Village's Police Station, and a converted single family house that sits on the southwest corner of the subject property. He explained that the site also included the Village's fleet management facility and a telecommunication tower located immediately east of Village Hall. Mr. Zawila also explained that notice was properly provided to all property owners 250 feet from the property in addition to publishing a legal notice and posting the public hearing signs as shown on the screen. Additionally, he noted that as required by the Zoning Ordinance and highlighted with the first presentation, the petitioner held a neighborhood meeting, which was summarized in the packet and earlier in the evening.

Mr. Zawila shared that the Village of Downers Grove, as the petitioner, was requesting approval for a planned unit development, a rezoning from DT to DT/PUD, right-of-way vacation, final plat of subdivision and a special use to construct a wireless telecommunications facility. He then noted that the approvals would permit the construction of a combined Village Hall and Police Station facility and relocation of a telecommunication tower.

Mr. Zawila provided a slide showing the proposed subdivision. He explained that the proposal included vacating part of the Burlington Avenue right-of-way. Additionally, he shared that on Lot 1 the Village was proposing the construction of the Downers Grove Civic Center, which would meet the Downtown Design Guidelines. Lot 2 would remain vacant and any future private development proposal would be required to go through the complete public process. Finally, Mr. Zawila noted that Lot 3 would be designated for the newly proposed monopole communications tower.

Mr. Zawila moved on to describe the two sets of requested relief associated with the petition. The first included the parking lot. To maximize the parking on site, the setback would be reduced along the northern property line. The other relief requested was associated with the relocation of the telecommunications tower. He highlighted that the existing tower was a critical part of the emergency services response network used by DU-COMM, the Village, and adjacent communities. Staff found that the petition met the goals of the Zoning Ordinance, Downtown Design Guidelines, and Comprehensive Plan. As such, he recommended that the commission formulate a motion to approve the petition based on the draft motion provided on page eleven of the staff report.

Chairman Rickard asked if staff could talk more about the telecommunications tower. Perhaps noting how far it is moving and what physically would be different from what is there now. Additionally he asked about any other immediate construction plans for Lot 3. Mr. Zawila stated the petitioner would respond to the operation functions of the tower when they came back up to respond. Commissioner Rector asked for clarification on the required 300% setback. Mr. Zawila explained that it is an additional buffer. The first requirement of 200 feet is to clear the fall zone. He added that in this case the petition was requesting relief from the setback because there was not one physical location that would meet that setback on the site without that relief.

Chairman Rickard asked if there was any current relief given for the tower. Mr. Zawila said that he did not believe so.

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Commissioner Boyle asked if there was a surplus of commuter parking. Additionally, he asked if this became an issue later on if there was a plan to address this. Mr. Zawila noted that it appeared that there were other parking options in the current network that would make up for the loss of commuter parking. Commissioner Boyle asked if that ended up not being the case does the Comprehensive Plan have other options to explore if parking becomes an issue in the future. Mr. Zawila shared that there were a multitude of options available as it related to downtown parking. The Village has worked on reviewing this in the past and will continue to work on this as situations arise.

Commissioner Boyle asked for clarification on the proposed Washington intersection. Mr. Zawila indicated that it would be more appropriate for the petitioner to address this question in more detail when they came back up to the podium.

Commissioner Maurer asked why if there were only 164 spaces required a total 252 spaces proposed. He asked if a nice green space could have been proposed instead. Mr. Zawila explained that there were portions of the parking designated as secured and the provided spaces are required for Village Hall and the School District operations.

Commissioner Maurer asked about the available locations for the tower. He asked what made that area the available location. Mr. Zawila noted that the petitioner would speak in more detail on that.

Commissioner Maurer asked if Lot 2 were proposed as private development, if this would push vehicular Village traffic between Lot 1 and Lot 3 onto Curtis Street. Mr. Zawila confirmed that was correct.

Commissioner Maurer asked if Lot 2 was supposed to take advantage of transit-oriented development features why the building was oriented in the opposite direction. Additionally with the primary entrance, facing east and no sidewalk connection along the train tracks there is no access to easily get to the train station. Mr. Zawila stated that there was no final plan for Lot 2. The image for review is only a diagram. However, there was a potential entrance shown on the plans that could also lead to the existing sidewalk network.

Commissioner Maurer asked if the 4.4 feet would not be intended to include a sidewalk. Mr. Zawila said no a sidewalk along the northern lot line would not be included due to the location of the proposed secured parking area.

Commissioner Toth asked what the proposed square footage building as compared to the existing facilities. Mr. Zawila noted that the petitioner would speak to those square footage difference.

Chairman Rickard asked if the location of Lot 2 came about based on the phasing for the construction of this project. Mr. Zawila confirmed that was correct.

Chairman Rickard invited the petitioner to speak to some of the questions that came up.

Mr. Baker acknowledged that the comments that were expressed by the residents were very understandable, given the proximity of their homes to the construction of the new tower. He noted that there were some suggestions that were made and the Village would be open to enhancing buffering between the Village property and rear yard of residential properties. With the proposed

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use of Lot 3, Village staff and customers would be using the space to park during the construction. Mr. Baker noted that the comments received presented an opportunity to explore how the space could be used in the future.

Chairman Rickard asked if in general the property moving forward would function as it has in the past. Mr. Baker confirmed that was correct. He did add that the existing garage, currently used for salt storage would be demolished to accommodate space for the proposed telecommunications tower.

Commissioner Maurer asked what made the designated area as the only available location for the telecommunications tower. Mr. Baker explained that the area designated was deemed available space based on the 200-foot setback required from any residential structure or public safety facility.

Commissioner Maurer asked if in that case the proposal considered the future private development on Lot 2. Mr. Baker confirmed that was correct.

Commissioner Maurer asked if there were any ideas of what the private development would be. He added if it were multi-family, residential could there not be an easement that stated the telecommunications tower must go on their roof. Mr. Baker stated that Lot 2 was anticipated to be an apartment building. As such, that would not accommodate the needs of the telecommunications tower.

Brian Meade, FGM Architects, explained that the phasing would be challenging because the tower would need to be in operations sooner than the private development is constructed. Commissioner Maurer noted that the existing tower is not on Lot 2. So he asked if the phasing could not proceed simply by keeping the exiting tower in operation. Mr. Meade explained that the existing tower was on Lot 2. He added that with demolition the issue of adjacency would come up.

Commissioner Maurer asked if Mr. Baker could address the traffic moving onto Curtiss Street and why the proposal included 30% more than what the required parking was. Mr. Baker explained that the main factors driving the additional parking included: public parking for police services, Village Hall, and District 58 services. Additionally, he added that with the council chambers being designed as more of an accessible and multifunctional space this would allow for more programming of this space during the day.

Commissioner Maurer asked if there was a continuous fence along the eastern lot line. Mr. Baker noted that as the plans were further refined and there was a better understanding for could be constructed on Lot 2, there could be an opportunity for sort of pedestrian access from the building, through and around the Village Hall site. Commissioner Maurer further stated that the suggested design would be an improvement. However, he noted the future development of Lot 2 would have a building giving its back to the civic center, the downtown, and the train station instead of embracing the civic center. Mr. Baker agreed and noted that staff could look at the eastern portion of the lot to encourage and promote more of a connection between the private development lot and civic center property.

Commissioner Maurer added that if more could be done for Lot 2 to embrace the civic center lot this could make lot 2 a more desirable development site for the developer, tenants, and Village. Mr. Baker offered to address a comment regarding cyclist safety. He noted that the width of the

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pathway on the west side of the building was such that it could be very multimodal in nature, and accommodate not just pedestrian traffic, but also bicycles as well. Mr. Baker added that as the design was further developed; they would make sure that the signage properly indicated and maintained safe bicycle access onto the site. He stated that this was just one opportunity to make sure that cyclists had the opportunity to navigate the site in ways that did not force them along the curve on Washington Street.

Commissioner Dmytryszyn thanked the petitioner for the detailed Telecommunication Tower FAQ that was provided. He asked if more detail could be provided on the proposed increased height of the new tower. Mr. Baker referred back to the proposed tower elevation. He explained that the proposed tower was a monopole design, thus making it more narrow vertically. Mr. Baker shared that the existing tower was a lattice design. He stated that the monopole tower required more height to accommodate the equipment necessary to support the use of the tower. Mr. Baker added that the priority was to accommodate the public safety communications required equipment to allow police fire and EMS to continue to interact and communicate with dispatch and Downers Grove and neighboring communities. Additionally, Mr. Baker explained that the Village wanted to accommodate existing private telecommunications providers. He said that the thought process behind doing this was that if they were not afforded opportunities here, it is likely that they would pursue other tower construction in the immediate vicinity to make sure that their coverage could be provided.

Commissioner Dmytryszyn asked if there were any requirements to upgrade the current tower. Mr. Baker stated that he did not believe any upgrades were required. Commissioner Dmytryszyn asked if the existing tower facilitated the current needs. Mr. Baker explained that the tower does meet the current needs but he noted that it was also forty years old. Commissioner Dmytryszyn asked if the Village was going to continue to lease the space and make revenue off that. Mr. Baker confirmed that was correct.

Commissioner Toth asked if the tower had to remain on this site. Mr. Baker confirmed that yes the tower had to remain on this site. David Yandel, FGM Architects, confirmed that the tower had to remain in close proximity to the police station. If the tower located further away additional fiber lines would have to be installed.

Chairman Rickard invited the petitioner to provide a closing statement.

Mr. Baker thanked the residents and the Plan Commission for the comments and questions and noted that this would help improve the project moving forward.

Chairman Rickard requested that the Plan Commission move on to deliberation. After receiving a request from the public, he instead allowed for additional public comment.

Mr. Ron Olson, 704 Maple Avenue, asked for clarification on three items. The first was regarding the setback requirement of 300%. He asked why an exception was being made to reduce from 600 feet to 145 feet. Next, he asked about the placement of the tower. He noted that if the only barrier to relocate the tower was running fiber, he was certain that with today's technology running fiber would be possible. Lastly, Mr. Olson asked about the height of the tower and if the maximum permitted is 140 feet, why this tower was allowed to exceed that.

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Mr. Muhammad Starks, 706 Maple Avenue, noted that if the city was willing to work with residents if there was another process to continue this dialogue. Chairman Rickard explained that the Plan Commission was a recommending body and that there would be additional meetings at the Village Council level where a final decision would be made. He noted that there are an addition two opportunities to participate and ask question. Mr. Starks asked if there would be an additional opportunity for the public to review design changes and offer their opinions. Chairman Rickard noted that the Village staff is available via email. He added that if residents wanted to reach out to share their concerns or participate at the Village Council hearing those were options to ask for consideration.

Chairman Rickard invited the petitioner to provide any closing statements.

Mr. Baker expressed his willingness to continue a dialogue with residents to understand and see what could be done to accommodate some of their concerns. He added that from the Village standpoint, the tower location as proposed was viewed as critical, because it supports public safety communications. Mr. Baker further noted that with the proposed development the existing tower would need to come down. As such, he explained that having the existing services on the tower accommodated somewhere else needed to be considered. For this reason, the location proposed, after evaluation, was determined to be the most desirable site for the proposed tower to accommodate the requirements of public safety, telecommunications, and for the private telecommunications providers as well. Mr. Baker concluded his statement by thanking the board for their time and consideration.

Commissioner Toth asked if a study had been prepared considering a relocation of the tower with added fiber optic cables to connect it back to the police station. Mr. Baker stated that a study did not exist looking at those types of alternatives. He added that the basis of the proposed location had to do with a number of factors that are not just limited to the public safety requirements. He added that the tower location was also based on the colocation capabilities of the tower.

Chairman Rickard moved to Plan Commission deliberation.

Commissioner Rector shared that she liked the proposal and the idea of having a building for multiple uses. She added that the design appears have been well thought out as it met the goals of the Village. Additionally, she noted that she was not thrilled with the tower option; however, she understood why the tower had to be replaced in the proposed location. Commissioner Rector noted that she was in favor of the proposal and felt that the standards were met.

Commissioner Dmytryszyn stated that it was a great proposal and believed a lot of care was put into the plans. He added that as he read through the standards of approval he could not argue that they had not been met. Commissioner Dmytryszyn noted that he would like to see more detail around the tower and why it needed to be placed where it is proposed. He stated that the petitioner should be prepared to answer more questions about additional options such as running fiber as Commissioner Toth proposed. Commissioner Dmytryszyn concluded by agreeing that the standards had been met.

Commissioner Boyle shared that he would like more detail on how to create buffering between the tower area and residential properties. Additionally, he added that there should be more details focused on how Lot 2 can be designed to be more in line with transit-oriented development. He stated that the plan met all of the criteria and supported the police, school, and Village staff.

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Commissioner Maurer agreed with the previous Commissioners. He noted that the new proposal would create better working conditions and increase efficiency. Commissioner Maurer added that the proposal did not contribute to the nature of the downtown. While he agreed with the intersection improvements, he did not believe the proposed arrival point of two blank facades was appropriate. Commissioner Maurer stated that even flipping the plan 180 degrees in either direction would be an improvement and would make the proposed park more accessible to the downtown.

Commissioner Toth stated that it was a great plan and an improvement to the current facilities. He noted that he believed the tower setback was still an issue. Commissioner Toth concluded by stating that a better explanation for the tower location should be prepared for the Council.

Chairman Rickard stated that he believed the standards had been met. He added that he agreed with Commissioner Maurer in the orientation of the building so that the park is more accessible. With regards to the tower he added that it appeared that the most appropriate location would be to place it near the police and Village facilities. Chairman Rickard stated that the reality was that there has been a tower there for forty years. Residents who live around that area purchased their homes understanding that there was a tower there. Chairman Rickard noted that the tower was getting slightly taller but he added that it is also getting more slender.

Chairman Rickard addressed a comment from the audience and stated that the public comment period had concluded and that the Plan Commission was now deliberating. He then suggested if the public had any additional comments they would have an opportunity at the Village Council meeting. Chairman Rickard concluded his statement by noting that he supported the project, that the standards had been met, and that this would be a huge improvement.

Chairman Rickard entertained a motion

**WITH RESPECT TO FILE 22-PLC-0007 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, I FIND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT, ACCOMPANYING REZONING, AND SPECIAL USE, PLAT OF VACATION AND PLAT OF SUBDIVISION AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST COMMISSIONER RECTOR MADE A MOTION THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF 22-PLC-0007, SUBJECT TO THE FOLLOWING CONDITIONS:**

- 1. THE SPECIAL USE, PLANNED UNIT DEVELOPMENT AND MAP AMENDMENT SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, RENDERINGS, ARCHITECTURE PLANS, LANDSCAPING PLANS AND ENGINEERING PLANS PREPARED BY FGM ARCHITECTS, DATED THROUGH MARCH 25, 2022, AND TRAFFIC PLANS PREPARED BY KLOA DATED MARCH 25, 2022 EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
- 2. THE PETITIONER SHALL SUBDIVIDE THE LOT INTO THE THREE LOTS OF RECORD PURSUANT TO SECTION 20.5 OF THE SUBDIVISION ORDINANCE**

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**PRIOR TO THE ISSUANCE OF ANY SITE DEVELOPMENT OR BUILDING PERMITS.**

- 3. A DEVELOPMENT APPLICATION FOR LOT 2 SHALL BE SUBMITTED TO THE PLAN COMMISSION AS A PUD AMENDMENT, AND ALONG WITH ANY OTHER REQUIRED ENTITLEMENTS, WITH FINAL APPROVAL BY THE DOWNERS GROVE VILLAGE COUNCIL.**
- 4. A PLAT OF EASEMENT IS PROVIDED FOR PUBLIC UTILITY PURPOSES AND RECORDED WITH DUPAGE COUNTY ONCE INFRASTRUCTURE IS CONSTRUCTED.**
- 5. A PLAT OF EASEMENT IS PROVIDED FOR TELECOMMUNICATION PURPOSES AND RECORDED WITH DUPAGE COUNTY ONCE TELECOMMUNICATIONS EQUIPMENT IS CONSTRUCTED.**
- 6. A PLAT OF EASEMENT IS PROVIDED FOR STORMWATER PURPOSES AND MUST BE RECORDED WITH DUPAGE COUNTY ONCE INFRASTRUCTURE IS CONSTRUCTED.**

**SECOND BY COMMISSIONER RECTOR. ROLL CALL:**

**AYE: COMMISSIONERS RECTOR, DMYTRYSZYN, BOYLE, MAURER, TOTH, CHAIRMAN RICKARD**

**NAY: NONE**

**MOTION PASSED. VOTE: 6-0**

**THE MEETING WAS ADJOURNED AT 8:28 P.M. UPON MOTION BY COMMISSIONER PATEL. SECOND BY COMMISSIONER TOTH. A VOICE VOTE FOLLOWED AND THE MOTION PASSED UNANIMOUSLY.**

/s/ Village Staff  
Recording Secretary  
(As transcribed by MP-3 audio)