VILLAGE OF DOWNERS GROVE
Report for the Village
12/19/2023

SUBJECT:	SUBMITTED BY:
Zoning Map Amendment, Institutional Master Plan and Right-of-Way Vacation at Herrick Middle School, 4435 Middaugh Avenue	Stan Popovich, AICP Director of Community Development

SYNOPSIS

Ordinances have been prepared to:

- Amend the zoning map to rezone the Herrick Middle School campus from R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6 to INP-2, Campus-Scale Institutional and Public District;
- Adopt an Institutional Master Plan for Herrick Middle School at 4435 Middaugh Avenue; and
- Vacate portions of Middaugh Avenue and Linscott Avenue right-of-ways.

STRATEGIC PLAN ALIGNMENT

The goals for the 2023-2025 Strategic Plan include a *Steward of Financial, Environmental, and Neighborhood Sustainability, Continual Innovation and Exceptional Municipal Services* and *Strong and Diverse Local Economy*.

FISCAL IMPACT

N/A

RECOMMENDATION

UPDATE & RECOMMENDATION

This item was discussed at the December 12, 2023 Council meeting. Staff recommends approval on the December 19, 2023 Active Agenda

BACKGROUND

School District 58 is proposing to move sixth (6th) grade students from the existing elementary schools to the middle schools and to construct additions at the middle school campuses to accommodate the additional students. To accomplish this at Herrick Middle School, the petitioner is proposing the following improvements

- Entrance addition (west facade)
- Classroom addition (east façade)
- Gym/storm shelter addition (northeast façade)

- Kitchen addition (northwest façade)
- Western parking lot expansion
- New bus parking lot
- Northern circulation drive
- New eastern circle drive
- Various stormwater improvements

The petitioner is requesting a zoning map amendment to rezone the property from R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6 to INP-2, Campus-Scale Institutional and Public District. The petitioner also seeks approval of an Institutional Master Plan. This will guide any future improvements made on the site, allowing the petitioner to comprehensively plan for site design and development. Lastly, a plat of vacation is requested to vacate public right-of-way.

Map Amendment
Herrick Middle School has been operating at their current 11.3 acre location west of Saratoga Avenue and north of Grant Street since 1964. The property has been residentially zoned since that time. By rezoning to INP-2, Campus-scale Institutional and Public District, the petitioner is required to develop an Institutional Master Plan which provides a framework for development on the campus while protecting the character of the surrounding land uses. Being that the size of the proposed INP-2 zoning district is over 11 acres and the subject property is primarily institutional and public uses, the requested map amendment is consistent with large public, civic and institutional uses as described.

Institutional Master Plan
Under the INP-2 zoning district, an Institutional Master Plan provides a framework of development that protects the character and integrity of adjacent uses while allowing some flexibility in site development. If approved, the petitioner can apply for a permit for any development that has been approved through the Institutional Master Plan. Development reviews are not required for minor modifications to the approved Institutional Master Plan, such as modifications that do not increase the number of employees or students or the need for an increase in parking. Any other change or addition to the approved Institutional Master Plan would require Village approval.

<u>Compliance with the Zoning Ordinance</u>
To minimize impacts on adjacent properties, any improvements within 150 feet of a residential zoning district must adhere to the adjacent residential zoning lot and building regulations. In this case, that would be the development regulations of the R-4 zoning district (Transitional Area). Any improvements more than 150 feet from the residential zoning districts are subject to the approved institutional master plan regulations (Interior Area). The approved institutional master plan regulations will govern site improvements.

The petitioner has proposed the following development regulations for the site:

Table 1: Herrick Middle School Campus Regulations

Regulation Type	**Requirement**	**Proposed**
Building Coverage	32% (max)	18.4%
Open Space	N/A	49%
Floor Area Ratio	N/A	0.26
Transitional Area Building Height (within 150 feet of R zoning district)	35 feet (max)	**41 feet***
Interior Area Building Height	41 feet (max)	41 feet
Parking	99 spaces	172 spaces
Bicycle Parking	18 spaces	120 spaces

As highlighted in the table below the petitioner is requesting certain relief from the Zoning Ordinance. The following improvements require relief from the institutional plan master regulations:

Table 2: Relief Requested

Improvement	Relief Request	Petitioner's Rationale
Classroom Addition	Requirement: Interior Height: 40.42 feet Transitional Height: 35 feet *Proposed Height: 40.42 feet*	A new library will be located at the center of the classroom addition. As such there is no direct access to daylight. Relief from transitional height requirements is necessary to allow for daylight into the library and borrowed light into the interior classrooms via a slopped roof with clearstories and skylights.
Kitchen Addition	Requirement: Setback: 64.85 feet *Proposed Setback: 36.54 feet*	The increased kitchen area is intended to be used as a satellite kitchen for District 58. The addition will allow for an increase in capacity to distribute food to other elementary schools. Because of the cafeteria's existing location on the campus the proposed addition requires relief from the setback requirement.

Compliance with the Comprehensive Plan

The Comprehensive Plan designates the subject property as Institutional Public, which includes government facilities, community service providers and schools. The Comprehensive Plan recommends that the Village continue to promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.

Right-of-Way Vacation

Middaugh Avenue and Linscott Avenue right-of-ways, directly north of Herrick, were never vacated. These areas are used exclusively by School District 58. The petitioner is also requesting the vacation of the southern end of Linscott Avenue, which has also been almost exclusively used by School District 58. A small portion of the right-of-way has been used by the property owners at 1230 Grant Street as a yard. This portion of the right-of-way will be vacated to the property owners of 1230 Grant Street (920 square feet), which is not desired to be used by the petitioner. The remaining vacated area (7,734 square feet) will be used by the petitioner for the location of the proposed eastern circle drive and formalized pedestrian entrance to the campus.

Public Comment

The petitioner held a neighborhood meeting in accordance with Section 12.010(f)(3) of the Zoning Ordinance and provided a summary report of the meeting. Village staff received two inquiries about the proposed Herrick Middle School campus right-of-way vacation prior to the Plan Commission meeting. Both residents wanted more information on how the vacation would affect their road access. Staff explained the vacation proposal in detail and highlighted that all proposed vacated areas are currently not being used as drivable rights-of-way.

At the public hearing, a comment regarding the landscaping and traffic circulation along the proposed northeastern parking lot was raised. The petitioner noted that they would aim to maintain as many of the trees as possible along the northern property line adjacent to the proposed parking lot. They added, that tree removal would not occur unless construction requirements deemed this absolutely necessary. With regards to traffic circulation, the petitioner noted that the north end of Linscott Avenue would be gated and busses would enter and exit on Saratoga Avenue during the day.

ATTACHMENTS

Ordinances
Aerial Map
Staff Report with attachments dated November 6, 2023
Draft Minutes of the Plan Commission Hearing dated November 6, 2023

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Village Attorney **DATE:** December 19, 2023
(Name)

RECOMMENDATION FROM: _____ **FILE REF:** 23-PLC-0026
(Board or Department)

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to adopt "AN ORDINANCE VACATING CERTAIN PORTIONS OF PUBLIC RIGHTS-OF-WAY IN THE VILLAGE OF DOWNERS GROVE (ADJACENT TO 1230 GRANT STREET AND PORTIONS OF BOTH MIDDAUGH AND LINSCOTT AVENUES ADJACENT TO HERRICK MIDDLE SCHOOL)", as presented.

SUMMARY OF ITEM:

Adoption of this ordinance shall vacate a certain portions of public right-of-ways adjacent to Herrick Middle School.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

AN ORDINANCE VACATING A CERTAIN PORTIONS OF PUBLIC RIGHTS-OF-WAY IN THE VILLAGE OF DOWNERS GROVE (ADJACENT TO 1230 GRANT STREET AND PORTIONS OF BOTH MIDDAUGH AND LINSCOTT AVENUES ADJACENT TO HERRICK MIDDLE SCHOOL)

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 a 8,654 square foot unimproved right-of-way located adjacent to 1230 Grant Street and portions of both Middaugh and Linscott Avenues, Downers Grove, Illinois, in said Village hereinafter more particularly described (and as depicted in the areas adjacent to Herrick Middle School on the 4435 Middaugh Avenue Plat of Vacation attached hereto); and

WHEREAS, Downers Grove Grade School District 58 ("Owner") owns the Property located at 4435 Middaugh Avenue and 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 November 6, 2023 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:

PARCEL 1:
THAT PART OF MIDDAUGH AVENUE LYING BETWEEN BLOCKS 2 AND 3 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT NORTHWEST CORNER OF LOT 15 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE SOUTH 02 DEGREES 06 MINUTES 29 SECONDS EAST, ON THE WEST LINE OF SAID LOT 15, A DISTANCE OF 40.00 FEET TO THE NORTH LINE OF VACATED MIDDAUGH AVENUE AS VACATED BY DOCUMENT NUMBER R1955-750147; THENCE SOUTH 87 DEGREES 37 MINUTES 57 SECONDS WEST, ON SAID NORTH LINE, 66.00 FEET TO THE EAST LINE OF LOT 8 IN BLOCK 3 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 02 DEGREES 06 MINUTES 29 SECONDS WEST, ON SAID EAST LINE, 40.06 FEET TO THE NORTHEAST CORNER OF SAID LOT 8; THENCE NORTH 87 DEGREES 40 MINUTES 49 SECONDS EAST, 66.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL CONTAINING 2,641 SQ.FT. OR 0.061 ACRES MORE OR LESS

PARCEL 2:
THAT PART OF LINSCOTT AVENUE LYING BETWEEN BLOCKS 1 AND 2 IN POULIN'S

SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT NORTHWEST CORNER OF LOT 9 IN BLOCK 1 IN SAID POULIN'S SUBDIVISION; THENCE SOUTH 01 DEGREES 49 MINUTES 57 SECONDS EAST, ON THE WEST LINE OF SAID LOT 9, A DISTANCE OF 35.31 FEET TO THE NORTH LINE OF VACATED LINSCOTT AVENUE AS VACATED BY DOCUMENT NUMBER R1955-750147; THENCE SOUTH 87 DEGREES 37 MINUTES 57 SECONDS WEST, ON SAID NORTH LINE, 66.00 FEET TO THE EAST LINE OF LOT 34 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 01 DEGREES 49 MINUTES 57 SECONDS WEST, ON SAID EAST LINE, 40.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 34; THENCE SOUTH 88 DEGREES 17 MINUTES 47 SECONDS EAST, 66.13 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

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PARCEL 3:
THAT PART OF LINSCOTT AVENUE LYING ADJACENT TO LOT 25 IN REPP'S SUBDIVISION, BEING A SUBDIVISION OF THE SOUTH 15 ACRES OF LOT 1 OF THE DOWNER ESTATE, BEING PART OF SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 14, 1923 AS DOCUMENT NUMBER 164494, DESCRIBED AS FOLLOWS: BEGINNING AT SOUTHEAST CORNER OF SAID LOT 25; THENCE NORTH 02 DEGREES 06 MINUTES 29 SECONDS WEST, ON THE EAST LINE OF SAID LOT 25, A DISTANCE OF 85.00 FEET TO THE SOUTH LINE OF LOT 25 IN BLOCK 2 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 87 DEGREES 37 MINUTES 57 SECONDS EAST, ON SAID SOUTH LINE, 11.23 FEET TO THE SOUTHEAST CORNER OF SAID LOT 25; THENCE SOUTH 01 DEGREES 49 MINUTES 57 SECONDS EAST, ON THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN SAID POULIN'S SUBDIVISION, 85.00 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 25 IN SAID REPP'S SUBDIVISION; THENCE SOUTH 87 DEGREES 37 MINUTES 56 SECONDS WEST, ON SAID EASTERLY EXTENSION, 10.83 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

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ALSO BEING THE SOUTH LINE OF VACATED LINSCOTT AVENUE AS VACATED BY DOCUMENT NUMBER 705147; THENCE NORTH 87 DEGREES 37 MINUTES 57 SECONDS EAST, ON SAID SOUTH LINE, A DISTANCE OF 58.11 FEET TO THE EASTERLY LINE OF LINSCOTT AVENUE; THENCE SOUTH 09 DEGREES 23 MINUTES 28 SECONDS WEST, ON SAID EASTERLY LINE, 209.39 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 25 IN SAID REPP'S SUBDIVISION; THENCE SOUTH 87 DEGREES 37 MINUTES 56 SECONDS WEST, ON SAID EASTERLY EXTENSION, 17.35 FEET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 01 DEGREES 49 MINUTES 57 SECONDS WEST, ON SAID SOUTHERLY EXTENSION AND ON SAID EAST LINE, 205.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

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(hereinafter referred to as the "Vacated 4435 Middaugh Avenue"), 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 and that title shall be vested with the Downers Grove Grade School District 58 with the exception of Parcel 3, a 920 square foot section adjacent to the eastern lot line of PIN 09-06-409-012, to the Owners of the property located at 1230 Grant Street, as depicted on the plat of 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 4435 Middaugh Avenue Right-of-Way described herein.

SECTION 3. That a certified copy of this ordinance and an accurate map of the Vacated 4435 Middaugh 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, upon satisfaction of all conditions contained in Section 3 of this ordinance.

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

PLAT OF VACATION

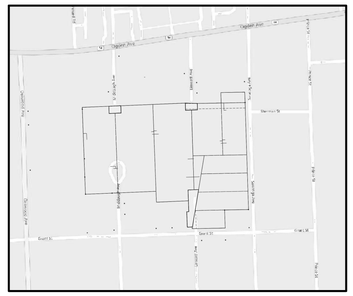
50 0 50 100

Scale: 1" = 50'

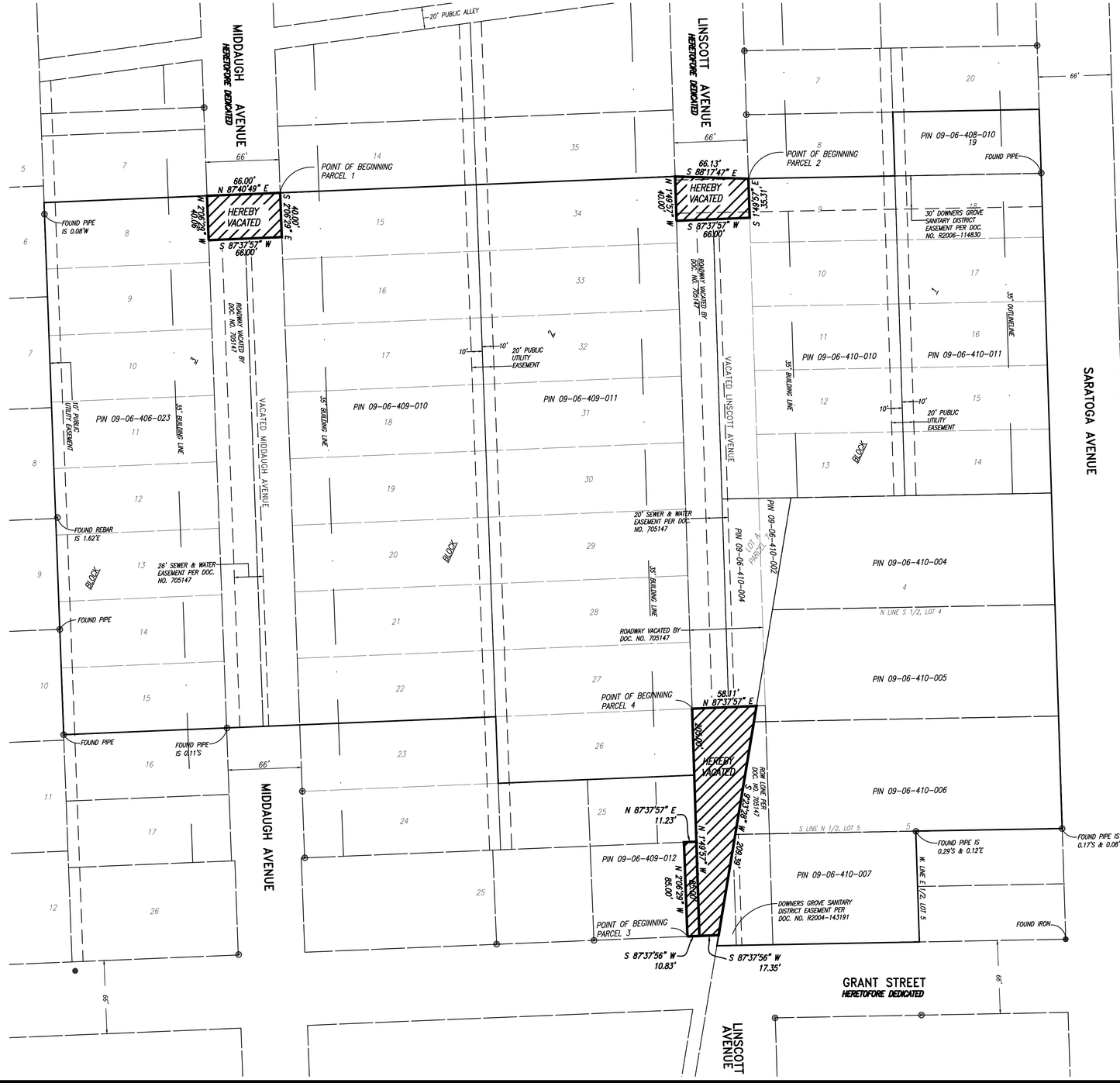
BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE

LEGEND

- FOUND IRON PIPE
- FOUND MAG NAIL
- FOUND REBAR
- VACATED AREA



LOCATION MAP
NOT TO SCALE



DUPAGE COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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 THE ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, ILLINOIS THIS _____ DAY OF _____ A.D. 20__

BY: _____
COUNTY CLERK

VILLAGE COUNCIL

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____ A.D. 20__, BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

_____
MAYOR

_____
VILLAGE CLERK

COUNTY RECORDER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT WAS FILLED 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

LEGAL DESCRIPTION

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SAID PARCEL CONTAINING 7,734 SQ.FT. OR 0.178 ACRES MORE OR LESS

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, ERIC C. COX, AN ILLINOIS LAND SURVEYOR, DO HEREBY ATTEST THAT I HAVE SUPERVISED THE SURVEY OF AND HAVE ASSEMBLED THE PLAT OF THE HEREON SHOWN AND DESCRIBED PARCEL AND TO THE BEST OF MY KNOWLEDGE AND BELIEF SAID PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 12TH DAY OF OCTOBER, 2023

_____
ERIC C. COX
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3604
RENEWAL DATE: NOVEMBER 30, 2024
DLZ INDUSTRIAL SURVEYING, INC. PROFESSIONAL DESIGN FIRM 184002815

DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

DOWNERS GROVE ILLINOIS

DOWNERS GROVE SCHOOL DISTRICT 58
HERRICK MIDDLE SCHOOL

4435 MIDDAUGH AVENUE
PLAT OF VACATION

DRAWN: DTL	CHK'D. ECC
DESIGNED:	APPRV'D: ECC
DATE: 10/12/2023	
SCALE: 1" = 50'	
PROJECT NUMBER	2250-7219-90

NO.	REVISION	BY	DATE

SHEET 1
OF 1
DRAWING NUMBER
HERRICK

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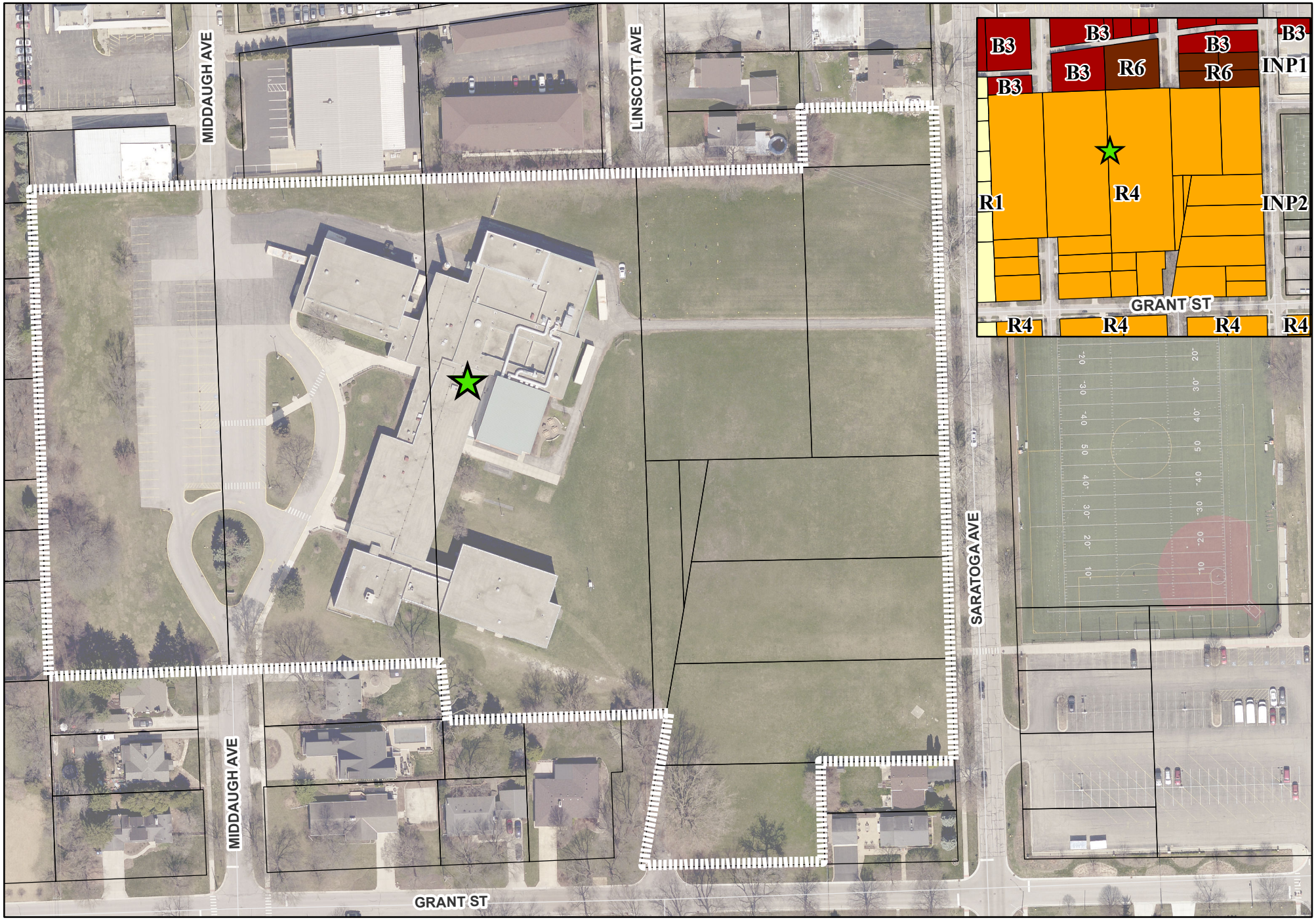

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4435 Middaugh Avenue - Location Map

Subject Property

Project Location

VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLAN COMMISSION
NOVEMBER 6TH, 2023 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
23-PCE-0026 4435 Middaugh Avenue Herrick Middle School	Zoning Map Amendment, Institutional Master Plan, and Vacation	Flora León, AICP Senior Planner

REQUEST
The petitioner is requesting the following for the Herrick Middle School Campus:

1) A zoning map amendment to rezone the campus from R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6 to INP-2, Campus-Scale Institutional and Public District;
2) Institutional Master Plan; and
3) A Plat of Vacation

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

GENERAL INFORMATION

OWNER: Downers Grove Grade School District 58
2300 Warrenville Road No. 200NE
Downers Grove, IL 60515

PETITIONER: David Evans
Wight & Company
2500 N. Frontage Road
Darien, IL 60561

PROPERTY INFORMATION

EXISTING ZONING: R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6
EXISTING LAND USE: Institutional
PROPERTY SIZE: 11.3 acres (492,853 square feet)
PINS: 09-06-406-023, 09-06-408-010, 09-06-409-010, -011 and 09-06-410-002, -004, -005, -006, -007, -010, -011

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	B-3, General Services and Highway Business & R-6, Residential Apartment/Condo 6	Corridor Commercial
SOUTH:	R-4, Residential Detached House 4	Single-Family Residential
EAST:	INP-2, Campus-Scale Institutional and Public District	Institutional Public
WEST:	R-1, Residential Detached House 1	Single Family Residential

ANALYSIS

SUBMITTALS

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

1. District 58 Project Narrative
2. Approval Criteria
3. Neighborhood Meeting Summary
4. Plat of Survey
5. Plat of Vacation
6. Plat of Subdivision for Administrative Lot Consolidation
7. Institutional Master Plan Drawings
8. Architectural Plans, Elevations, and Renderings
9. Engineering Plans
10. Landscaping Plan
11. Photometric Plan
12. Traffic Study

PROJECT DESCRIPTION

The petitioner is requesting a zoning map amendment to rezone the property from R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6 to INP-2, Campus-Scale Institutional and Public District. The petitioner also seeks approval of an Institutional Master Plan. This will guide any future improvements made on the site, allowing the petitioner to comprehensively plan for site design and development. Lastly, a plat of vacation is requested to vacate public right-of-way.

School District 58 is proposing to move sixth (6th) grade students from the existing elementary schools to the middle schools and to construct additions at the middle school campuses to accommodate the additional students. In order to accommodate the reorganization of these students, significant repairs and additions are required. The proposed improvements at Herrick Middle School will include the following:

- Entrance addition (west facade)
- Classroom addition (east façade)
- Gym/storm shelter addition (northeast façade)
- Kitchen addition (northwest façade)
- Western parking lot expansion
- New bus parking lot
- Northern circulation drive
- New eastern circle drive
- Various stormwater improvements

Herrick Middle School currently serves 655 students and 75 staff. The modernization of the campus will serve 985 students and 97 staff. The petitioner's proposed improvements are intended to enhance educational needs inside the facility while also enhancing public safety and accessibility.

Herrick Middle School is located on 11.3 acres of land located to the west of Saratoga Avenue and north of Grant Street. The property currently includes the middle school building, an athletic field, and associated parking. The Herrick campus consists of multiple lots of record that require an administrative lot consolidation.

The Institutional and Public (INP) zoning districts recognize the uniqueness of properties with public, civic and institutional uses. Specifically, the INP-2 district enables large public, civic and institutional uses in campus-like settings, such as Herrick Middle School, to comprehensively plan for site design and development. The INP-2 zoning classification allows flexibility for the institution while protecting the character and integrity of adjacent uses.

Zoning Map Amendment Request
Herrick Middle School has been operating at their current location since 1964. The property has been residentially zoned since that time. By rezoning to INP-2, Campus-scale Institutional and Public District, the petitioner is required to develop an Institutional Master Plan which provides a framework for development on the campus while protecting the character of the surrounding land uses.

Institutional Master Plan Request
Under the INP-2 zoning district, an Institutional Master Plan provides a framework of development that protects the character and integrity of adjacent uses while allowing some flexibility in site development. If approved, the petitioner can apply for a permit for any development that has been approved through the Institutional Master Plan. Development reviews are not required for minor modifications to the approved Institutional Master Plan, such as modifications that do not increase the number of employees or students or the need for an increase in parking. Any other change or addition to the approved Institutional Master Plan would require Village approval.

To minimize impacts on adjacent properties, any improvements within 150 feet of a residential zoning district must adhere to the adjacent residential zoning lot and building regulations. In this case, that would be the development regulations of the R-4 zoning district. Any improvements more than 150 feet from the residential zoning districts are subject to the approved institutional master plan regulations. The approved institutional master plan regulations will govern site improvements. The petitioner has proposed the following development regulations for the site:

Table 1: Herrick Middle School Campus Regulations

Regulation Type	**Requirement**	**Proposed**
Building Coverage	32% (max)	18.4%
Open Space	N/A	49%
Floor Area Ratio	N/A	0.26
Transitional Area Building Height (within 150 feet of R zoning district)	35 feet (max)	**41 feet***
Interior Area Building Height	41 feet (max)	41 feet
Parking	99 spaces	172 spaces
Bicycle Parking	18 spaces	120 spaces

As highlighted in the table above the petitioner is requesting certain relief from the Zoning Ordinance. A summary of the improvements and deviation requests will be further discussed under “Compliance with Zoning Ordinance”.

Right-of-Way Vacation
Middaugh Avenue and Linscott Avenue right-of-ways, directly north of Herrick, were never vacated. These areas are used exclusively by School District 58.

The petitioner is also requesting the vacation of the southern end of Linscott Avenue, which has also been almost exclusively used by School District 58. A small portion of the right-of-way has been used by the property owners at 1230 Grant Street as a yard. This portion of the right-of-way will be vacated to the

property owners of 1230 Grant Street (920 square feet), which is not desired to be used by the petitioner. The remaining vacated area (7,734 square feet) will be used by the petitioner for the location of the proposed eastern circle drive and formalized pedestrian entrance to the campus.

Per the Village's Right-of-Way Vacation Policy (Resolution #2003-58), 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, if required, on the redeveloped site to meet the Village's and utility companies' mutual needs. Due to the unique shape of this right-of-way, the petitioner has worked with the abutting property owner at 1230 Grant Street to determine the boundaries of the vacation. Except for the small portion of the right-of-way that has been used by 1230 Grant Street, the majority of the right-of-way will be vacated to District 58.

COMPLIANCE WITH ZONING ORDINANCE

Zoning Map Amendment Request
Being that the size of the proposed INP-2 zoning district is over 11 acres and the subject property is primarily institutional and public uses, the requested map amendment is consistent with large public, civic and institutional uses as described.

Institutional Master Plan
A summary of all planned improvements are provided in Table 2 and further described under the next two subsections.

Table 2: Herrick Middle School Campus Additions

		Height		Setback	
Addition/Improvement	**Campus Area**	**Required**	**Proposed**	**Required**	**Proposed**
Main Entrance Addition	Interior	35'	17'	20'	295.86'
Classroom Addition	Transition	35'	**40.42' ***	64.85'	87.33'
Storm Shelter Addition	Transition	35'	34.42'	64.85'	89.10'
Kitchen Addition	Transition	35'	19.08'	64.85'	**36.54' ***

**** Deviation required from the Zoning Ordinance***

Transitional Areas
As the subject property borders residential zoning districts, the Zoning Ordinance restricts development within 150 feet of residential zoning districts to the bulk requirements of the abutting residential district. This is in place to provide consistency with the scale of adjacent residential zoning districts. The Zoning Ordinance places no such restrictions on land adjacent to commercially zoned properties. The location of the transitional areas are shown on Sheet EXH3 of the Herrick Middle School Institutional Master Plan drawings and include portions of the middle school building.

As demonstrated on Sheet EX-A1.00 of the Herrick Middle School Institutional Master Plan drawings, the proposed main entrance addition and storm shelter addition will meet the requirements of the institutional master plan as shown in blue. The following improvements require relief from the institutional plan master regulations:

Building Addition	Relief Request	Petitioner's Rationale
Classroom Addition	Requirement: Interior Height: 40.42 feet	A new library will be located at the center of the classroom addition. As such there is no direct access to daylight. Relief from

	Transitional Height: 35 feet *Proposed Height: 40.42 feet*	transitional height requirements is necessary to allow for daylight into the library and borrowed light into the interior classrooms via a slopped roof with clearstories and skylights.
Kitchen Addition	Requirement: Setback: 64.85 feet *Proposed Setback: 36.54 feet*	The increased kitchen area is intended to be used as a satellite kitchen for District 58. The addition will allow for an increase in capacity to distribute food to other elementary schools. Because of the cafeteria's existing location on the campus the proposed addition requires relief from the setback requirement.

Interior Site Areas
The Zoning Ordinance allows areas of INP-2 districts that are greater than 150 feet from the boundary of a residential zoning district to be governed by regulations approved at the time of the Institutional Master Plan approval. The development regulations being proposed for the subject property and compliance with those regulations for future projects was shown in Table 1 above. The main entrance addition is proposed in the interior setback. An architectural plan set and renderings for these additions can be found on page EX-A1.00 through EX-A1.06.

Lighting
Exterior lighting provided for the proposed project improvements will be installed in accordance with the Village's lighting requirements.

Signage
With the Institutional Master Plan approval the petitioner is seeking approval of certain sign locations as demonstrated in the master sign package. The Herrick Middle School building is permitted up to 300 square feet of signage by right. The sign package includes an assortment of wall signage, ground signage and incidental signage to the primary identification signs for the campus.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan designates the subject property as Institutional Public, which includes government facilities, community service providers and schools. The Comprehensive Plan recommends that the Village continue to promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.

TRAFFIC AND PARKING

Currently, the primary entry to the middle school is on the west side of the building and the location of the parking lot reflects that, with parking lot access via Middaugh Avenue. Herrick currently uses this parking area as a pick up and drop off location. School bus drop off is also currently occurring along the west side of the school. The following summarizes the proposed modifications to the school's circulation and parking systems:

- The existing parking area along the west side of the building will be expanded to provide a total of 129 parking spaces. This parking area will serve as staff and visitor parking during school hours and open parking after 4 P.M.
- The one-way, northbound drop-off/pick-up lane for parents/caregivers located along the east side of the parking lot and immediately west of the school is proposed to be slightly relocated and extended.
- A new parking lot is also proposed at the northeast corner of the site and will provide a total of 43 parking spaces. This parking area will be used for bus loading/unloading before and after school. Primary access to the new parking lot will be provided via an access drive on the west side of Saratoga Avenue aligned opposite Sherman Street. The new parking area will also serve as

overflow parking for school events.

- The two primary parking areas on the east and west sides of the building are connected by an access drive, along the north property line, which will be gated to limit access under normal conditions.
- A one-way, counterclockwise circulation road for parent/caregiver use is proposed to extend in an approximate semicircle around the east side of the school campus. Inbound access will be provided via an access drive located on the west side of Saratoga Avenue approximately 100 feet south of Sherman Street and outbound access will be provided via an access drive located on the west side of Saratoga Avenue slightly north of the access drive serving the Downers Grove North High School (DGN) parking lot. The 24-foot wide circulation road will accommodate up to 35 stacked passenger vehicles.
- The new loading area, for deliveries and refuse, is proposed at the northwest corner of the building (for the kitchen). This will limit the potential for intersecting pedestrian and vehicle traffic and allows for managed loading drop off and pick up times.

A traffic study was provided and has been reviewed by the Village Transportation Manager. Village staff agrees with the traffic study's findings, recognizing that while the school is projected to experience some congestion, the above modifications to the proposed school operations and the school's access and circulation system will help mitigate the existing conditions and the impact of the additional traffic generated by the school expansion.

In particular, the combination of the school bus activity being isolated from the student drop-off/pick-up and the increased opportunities for stacking on the school campus will reduce the existing queuing/stacking along Middaugh Avenue and Grant Street and help mitigate the increase in the expansion generated traffic. Furthermore, with the access to the east side drop-off/pick-up lane on Saratoga Avenue, significantly more school-generated traffic will be concentrated along Saratoga Avenue between Ogden Avenue and Grant Street, which primarily serves institutional and commercial uses. This also allow direct access to the signalized intersection of Ogden Avenue with Saratoga Avenue, providing far greater access flexibility for busses and the parents/caregivers which may reduce travel through the neighborhood.

ENGINEERING/PUBLIC IMPROVEMENTS

With the proposed improvements, additional stormwater facilities will be required as depicted on Sheet EXH 5. The stormwater facilities will also provide sufficient storage to account for all three previous building additions from 1998, 2005, and 2015. An underground detention system will be placed below the grass field on the east side of the school. The detention system will release stormwater runoff into the existing 48" storm sewer located on Saratoga Avenue. Five best management practices (BMP's) areas will be constructed on site. As with any development, during the site permitting process, all plans will be reviewed to ensure complete compliance to the Stormwater and Floodplain Ordinance.

In addition, the two existing watermains running north-south through the site will be replaced. New sidewalk connections to the site are also proposed. One sidewalk connection is proposed to the intersection of Linscott Avenue and Grant Street. This connection will tie the existing sidewalk networks south of Grant Street to the northern pedestrian connection leading to the east side of the school. A set of sidewalk connections are also proposed leading from the eastern side of the school to the existing sidewalk on Saratoga Avenue.

PUBLIC SAFETY REQUIREMENTS

The Fire Department reviewed the proposed institutional master plan and determined that there is sufficient access for emergency vehicles to access the existing campus. The Fire Department can use the new parking lots and streets to access the school building.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in the *Daily Herald*. Staff has received (2) inquiries from the public. Both residents wanted more information on how the vacation would affect their road access. Staff explained the vacation proposal in detail and highlighted that all proposed vacated areas are currently not being used as driveable rights-of-way.

Additionally, the petitioner held one neighborhood meeting in accordance with Section 12.010(f)(3) of the Zoning Ordinance. A summary is attached.

STANDARDS OF APPROVAL

The petitioner is requesting approval of a right-of-way vacation, approval of a Map Amendment to rezone the properties from R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6 to INP-2, Campus-Scale Institutional and Public District. The petitioner is also requesting approval for an Institutional Master Plan to construct multiple building additions and site improvements. The review and approval criterion for each request is listed below. 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.

Zoning Map Amendment Request

Section 28.12.030(i). Review and Approval Criteria for 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 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; and*
7. *the comprehensive plan.*

Institutional Master Plan Request

Section 12.040.c.5 Review and Approval Criteria for Institutional Master Plans

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 DGMC Section 28.12.030(i) in the case of new Planned Unit Development proposals;*
b. *whether the proposed PUD development plan and map amendment would be consistent and in substantial compliance with the comprehensive plan, downtown design guidelines and any other adopted plans for the subject area;*
c. *whether PUD development plan complies with the PUD overlay district provisions of DGMC Section 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; and

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

Right-of-Way Vacation

Compliance with the Procedure to be followed in the Vacation of Streets, Alleys, and Public Rights-of-Way (Resolution #2003-58)

1. *Is there written consent of at least two property owners who abut the proposed parcel to be vacated?*
2. *Whether the Parcel or portion thereof, is no longer necessary for public use and whether the public interest will be served by such vacation request.*
3. *Whether the Parcel or portion thereof, should be vacated and whether public utility easements and any ingress-egress easements are to be maintained.*
4. *The amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel.*

DRAFT MOTION

Staff will provide a recommendation at the November 6, 2023 meeting. Should the Plan Commission find that the request is consistent with the Comprehensive Plan and meets the requirements of the Zoning Ordinance, staff has prepared a draft motion that the Plan Commission may make for the recommendation approval of 23-PCE-0026:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval a right-of-way vacation, an institutional master plan and a map amendment to rezone the property from R-4, Residential Detached House 4 and R-6, Residential Apartment/ Condo 6 to INP-2, Campus-Scale Institutional and Public District 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 23-PCE-0026, subject to the following conditions:

1. The Institutional Master Plan shall substantially conform to the staff report dated November 7, 2023 and with drawings prepared by Wight & Company dated August 22, 2023 and last revised on October, 18 2023 and attached to this staff report except as such plans may be modified to conform to Village Codes and Ordinances.
2. There are multiple lots of record on the subject property; a lot consolidation is required before permit issuance.
3. A plat of easement is required for the underground detention vault along Saratoga Avenue and the new watermains and must be recorded with DuPage County once infrastructure is constructed.
4. A plat of abrogation will be required for all abandoned sewer, water, and public utility easements once all new infrastructure is in place.

Staff Report Approved By:

Stanley Popovich, AICP
Community Development Director

- SP:fl
-att

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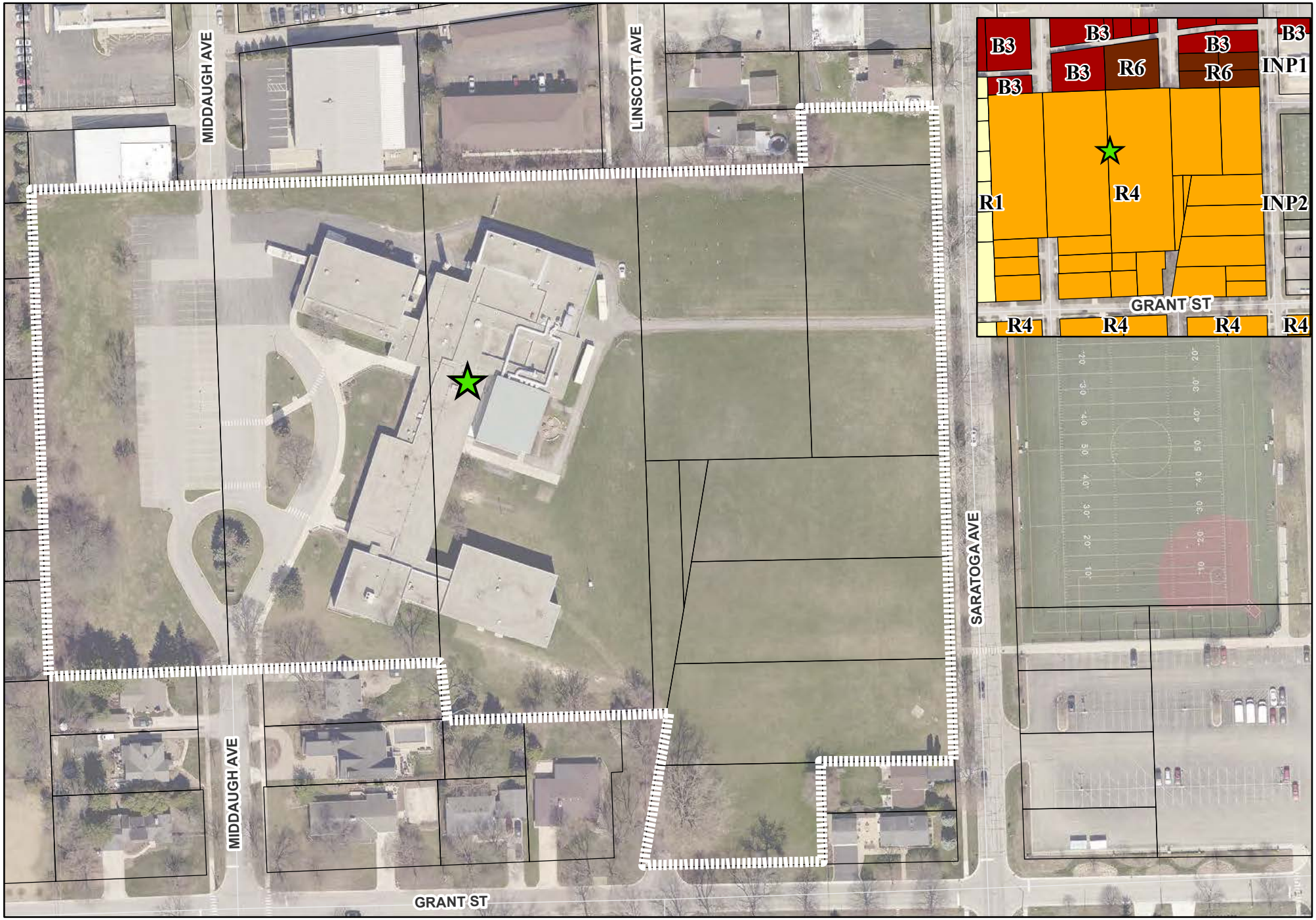
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4435 Middaugh Avenue - Location Map
Subject Property
Project Location

Downers Grove Grade School District 58
Referendum Projects
Herrick Middle School – Project Narrative
10/18/2023

INTRODUCTION

Downers Grove Grade School District 58 (D58) sought and received community support, via referendum in Fall 2022, to make significant repairs and renovations District wide. Additionally, with the approval of its constituents, the District has elected to relocate the sixth grade to the two middle school buildings, Herrick and O'Neill. Both middle schools will require multiple building additions and site improvements in order to improve the middle school experience and free up space at the existing elementary schools.

Herrick Middle School is located at 4435 Middaugh Ave, within the Downers Grove community and embodies the notion of the neighborhood school concept. This facility currently serves approximately 655 students grades seventh and eight with 75 staff. When sixth grade moves over to Herrick Middle School the anticipated future student enrollment projected is a total of 985 students with 97 staff. The resulting renovated and expanded school is one that will support the future-ready practices already in place throughout the District and sensitively engage its surroundings in an environmentally responsive manner.

At the Village of Downers Grove's request, D58 is requesting the change in zoning of Herrick Middle School from R-4 to an Institutional/Public Land Use, INP-2, in order to bring the site into conformance and the overall intent of the Village's comprehensive plan. As part of this project the school district will also consolidate the multiple lots on this existing property. The adjacent properties surrounding the site are commercial, multi-family housing, single family housing, Office Township and North High School.

The following paragraphs summarize the scope of work for the proposed improvements at Herrick Middle School along with a description of the requested relief from the INP-2 zoning requirements.

SITE/CIVIL DESIGN

Traffic

The existing school currently uses one parent pick up / drop off lane on the west side of the school. The school bus's also use the west parking lot for pick up and drop off. The propsed improvements include two parent pick up / drop off lanes, one on the west side of the school and one on the east side of the school. There is also a bus lot being proposed at the northeast corner of the site. The buses will enter the northeast bus lot off Saratoga Ave and then also exit onto Saratoga Ave.

Stormwater Management Systems

The site currently has no stormwater management provided for it. The proposed improvements will provide best management practices (BMP's) and stormwater detention for all areas being disturbed during the project. This will also include 3 previous building additions from 1998, 2005, and 2015. There will be five BMP's consturcted to meet the County and Village's stormwater retention requirements. The five BMP's will be bio-infiltration areas and will be designed to capture 1.25" of rainfall from all proposed impervious areas. An underground detention system (concrete vault or pipe system) will be used to capture and detain the stormwater runoff from the 100 year, 24 hour rainfall event. The underground detention system will be placed below the grass field on the east side of the school. The underground

detention system will detain the stormwater runoff and release it to the existing 48″ storm sewer within Saratoga Avenue.

Parking Lot Lighting
Site and parking lot lighting is being proposed as part of this project. The lighting is designed to have provide proper lighting for safety throughout the parking lots and site. All photometrics will meet the requirements of the Village of Downers Grove.

Signage
The exisitng and proposed building-mounted signage, the existing free-standing monument sign, and proposed free standing campus wayfinding signs are provided as identifiable visual cues to the entrances and provide branding for the facility. The existing and proposed new building and monument signage complys with current area regulations.

BUILDING ADDITIONS

Main Entrance Addition
The new building addition is connected to the West side of the existing building. The addition will be a single-story building constructed of masonry brick and aluminum framed window systems consisting of vision glazing and spandrel glazing. The new main entrance shall have a canopy built. The canopy will be construction of steel posts with metal panels and metal fascia . The adjacent existing buildings surrounding the addition are currently between 16′-4″ and 13′-8″ above adjacent grade. The proposed addition will be 17′-0″ above adjacent grade. It is important to note that the existing site grading varies significantly from East to West sides of the sites. Portions of the Existing West side of the building apear to be one story but are actually two. Both existing and new comply with current regulations.

Classroom Addition
Located on the East side of the site, the new classroom building addition shall be a two-story building constructed of masonry brick and aluminum framed window systems consisting of vision glazing and spandrel glazing. The adjacent existing building is currently 26′-8″ above adjacent grade. The proposed addition will be 28′-8″ above adjacent grade. Both existing and new comply with current regulations.

In the center of the classroom addition contains the new library. Without any direct access to daylight the proposed addition includes a taller volume of space to provide clearstories and skylights to allow for daylighting not only into the library but also borrowed daylight into what will now be interior classrooms. The proposed library roof shall be a sloped roof with top of skylight along the West (the high side) shall be 40′-5″ above finished floor. In this case, the applicant is requesting a deviation from the transition height requirement of 35 feet.

Storm Shelter Addition
The storm shelter addition will be utilized as the new main gym in the school. The new addition shall connect to the far Northeast side of the the existing building. The addition will be a single-story building constructed of a combination of Acid etched precast concrete panels, masonry brick, and aluminum framed storm windows. The new event entrance shall have a canopy constructed of similar materials and

appearance of that at the new main entrance. The adjacent existing building is currently 28′-7″ in height. The proposed addition will be 34′-5″. Both existing and new comply with current regulations.

Kitchen Addition
In order to accommodate the increase in students and the ability for the district to satelite out food to the other elementary schools the kitchen addition needs to be provided. The new building addition is connected to the North side of the existing building. The addition will be a single-story building constructed of masonry brick. The adjacent existing one-story building is currently 21′-9″ in height. The proposed single story addition will be 19′-1″ tall. The setback for this building addition is 36.54′ and the applicant is requesting a deviation from the required setback of 64.85 feet required.

Below is a summary of the bulk regulations and the deviations requested as seen in EXH4.

HERRICK MIDDLE SCHOOL

		HEIGHT		SETBACK		
ADDITION / IMPROVEMENT	CAMPUS AREA	REQUIRED	PROPOSED	REQUIRED	PROPOSED	# OF DEVIATIONS
MAIN ENTRANCE ADDITION	INTERIOR	35'	17'	20'	295.86'	0
CLASSROOM ADDITION	TRANSITION	35'	40' - 5"	64.85'	87.33'	1
STORM SHELTER ADDITION	TRANSITION	35'	34' - 5"	64.85'	89.10'	0
KITCHEN ADDITION	TRANSITION	35'	19' - 1"	64.85'	36.54'	1
					HERRICK DEVIATIONS*	2
					MAXIMUM INTERIOR HEIGHT	40' - 5"
					MAXIMUM TRANSITION HEIGHT	40' - 5"

BULK REGULATIONS SUMMARY

REGULATION TYPE	REQUIREMENT	PROPOSED
BUILDING COVERAGE	32% MAX	18.4%
OPEN SPACE	N/A	49%
FLOOR AREA RATIO	N/A	0.26
TRANSITIONAL AREA BUILDING HEIGHT (WITHIN 150 FT OF R ZONING DISTRICT)	35 FEET	40' - 5"
INTERIOR AREA BUILDING HEIGHT	TBD	40' - 5"
PARKING	99 SPACES	172 SPACES
BICYCLE PARKING	18 SPACES	120 SPACES
TOTAL SIGN ALLOWANCE	300 SQFT	296.24 SQFT

Downers Grove Grade School District 58
We Envision. We Seek. We Believe.

Administrative Service Center

October 24, 2023

***Via* Hand Delivery**

Mr. Dennis D. Keast
Mrs. Sharon Keast
1230 Grant Street
Downers Grove, Illinois 60515
Property Index Number 09-06-409-012

RE: Village of Downers Grove's Proposed Vacation of Land Adjacent to Herrick Middle School

Dear Mr. and Mrs. Keast:

As you may know, Downers Grove Grade School District No. 58 (the "**District**") is in the process of developing plans to renovate Herrick Middle School (the "**School**"). Pursuant to the District's plans and the District's discussions with the Village of Downers Grove (the "**Village**"), the Village has proposed vacating a portion of land adjacent to the School and your property (see highlighted area on the enclosed plat) (the "**Subject Property**"), which it owns, so that the District can proceed with its renovations.

Should the Village vacate the Subject Property, you will receive title to a portion of the Subject Property, free of charge, and, consequently, your property line will expand as indicated on the plat. The District will receive title to the remaining Subject Property.

For the Village to pursue the vacation of the Subject Property further, it has asked us to confirm with you that you are interested in acquiring a portion of the Subject Property. Thus, if you are interested in accepting the vacated property as summarized above and as illustrated on the enclosed plat, please sign your names on the signature block below. Please note that by executing this letter you are not obligated to accept the proposed vacated land or proceed in any fashion. Rather, your signatures signify your present interest in moving forward with the vacation. Should you execute this letter, we will provide the Village with a copy and work with both you and the Village to complete the vacation of the Subject Property, including obtaining a survey of the area and a title commitment, at the District's expense, to confirm ownership and ascertain any items of record.

If you have any questions or concerns regarding this matter, or if we can provide any additional details, please do not hesitate to contact me.

Sincerely,

Todd Drafall
Assistant Superintendent for Business
tdrafall@dg58.org
www.dg58.org
Phone 630-719-5828

Encl. (Plat of Subject Property)

By executing this letter, we are indicating our interest in pursuing the vacation of the Subject Property by the Village as described above. Nothing in this letter shall be construed to bind either signatory below to proceed with the vacation of the Subject Property.

DENNIS D. KEAST

By: _____
Dennis D. Keast

SHARON KEAST

By: _____
Sharon Keast

1200500.1

Zoning Map Amendments

Form #PC03

Review and Approval Criteria

Address of Project Site: 4435 MIDDAUGH AVENUE

A detailed response to all of the standards shall be provided, specifying how each standard is or is not met.

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)
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.

   B3/R6 TO THE NORTH, INP1/INP2 TO THE EAST, R4 TO THE SOUTH, AND R1 WEST

2. The extent to which the particular zoning restrictions affect property values.

   THE ZONING RESTRICTIONS WON'T HAVE A NEGATIVE AFFECT ON PROPERTY VALUE

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

   THE ZONING REVISIONS WON'T HAVE A NEGATIVE AFFECT ON ON PROPERTY VALUE

4. The suitability of the subject property for the zoned purposes.

   INSTITUTION IS A SUITABLE ZONING.

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

   SUBJECT PROPERTY HAS BEEN A SCHOOL AND WILL CONTINUE TO BE A SCHOOL.

6. The value to the community of the proposed use.

   THE PROPOSED USE IS A BENEFIT TO THE COMMUNITY

7. The Comprehensive Plan.

   INSTITUTIONAL WITHIN THE COMPREHENSIVE PLAN

Planned Unit Development

Form #PC01

Review and Approval Criteria

Address of Project Site: 4435 Middaugh Ave

A detailed response to all of the standards shall be provided, specifying how each standard is or is not met.

Section 28.12.040.C.6. Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD 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 separate document.

   Refer to Zoning Map Amendment form PC03

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

   District 58 is requesting the change in zoning of Herrick Middle School to Institutional/Public Land Use, INP-2, in order to bring the site into conformance and the overall intent of the Village's comprehensive plan. The use of the site will not be changing as the current use is Education / School use.

3. Whether PUD plan complies with the PUD overlay district provisions of Sec. 4.030.

   The institutional plan is consistent with the development that advances the goals and policies of the Comprehensive plan. The Comprehensive Plan notes the Village should support the operations and improvement of local schools.

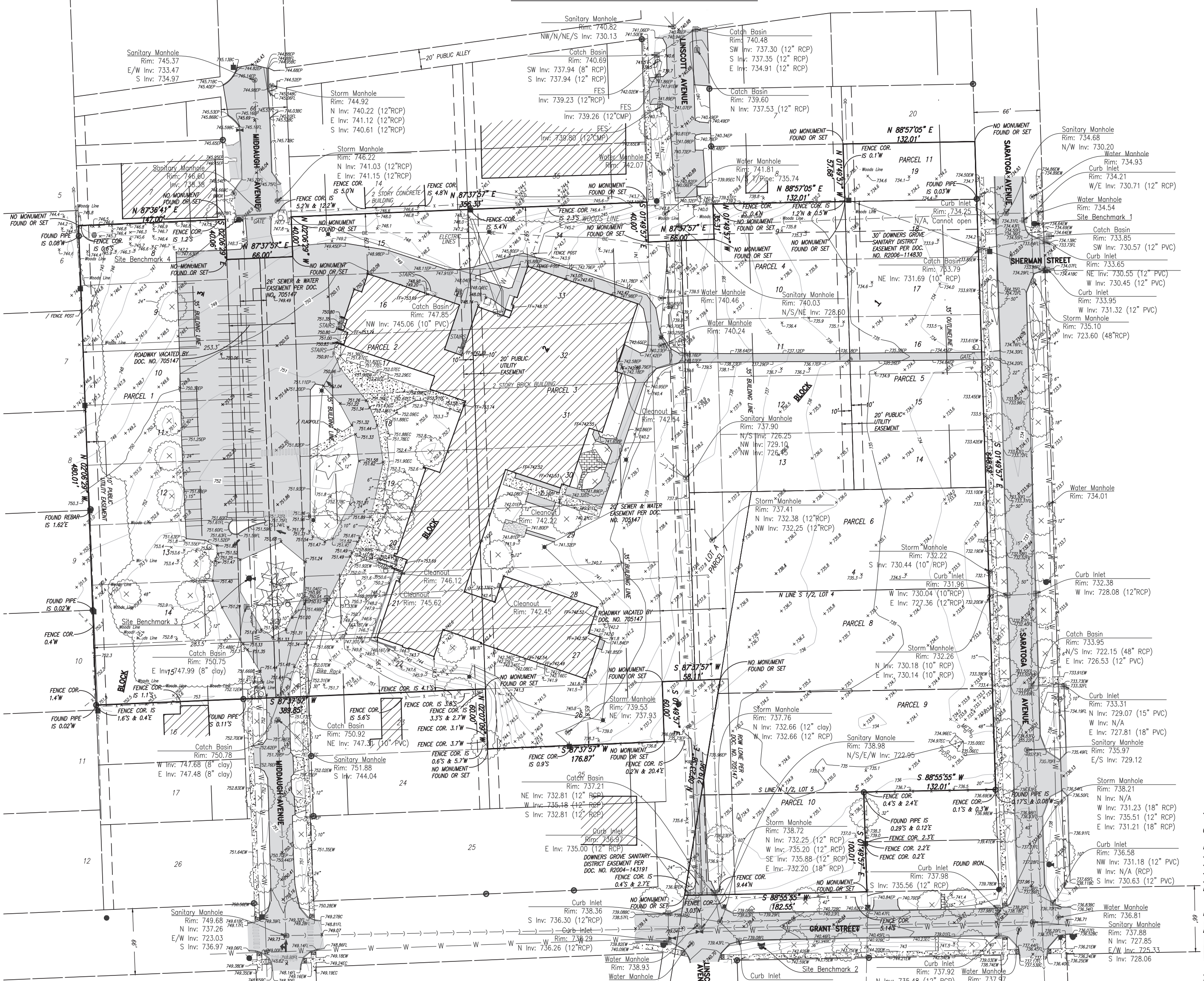
4. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.

   The INP2 zoning district serves as property specific zoning regulations, which minimizes the impact to the neighboring residential zoning districts while allowing flexibility in the development of institutions and public use. The proposed improvement will benefit the community as a whole by freeing up space at the neighboring elementary schools so the District only needs to add additions onto the middle schools.

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.

   The improvements will not cause negative impacts to the health, safety, or general welfare of any person residing or working in the vicinity.

PLAT OF SURVEY



THE SURVEYED PARCELS CONTAIN 492,853 SQ.FT. OR 11.314 ACRES MORE OR LESS.

Legal Description

PARCEL 1:
LOTS 8, 9, 10, 11, 12, 13, 14, AND 15 IN BLOCK 3, IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION SIX (6), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E. H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.
AND ALSO THAT PART OF THE WEST 1/2 OF VACATED MIDDAUGH AVENUE AS DEPICTED IN VACATION PLAT RECORDED MARCH 21, 1955 AS DOCUMENT R1955-150147, LYING EAST OF THE ABOVE DESCRIBED PARCEL.
PIN: 09-06-406-023

PARCEL 2:
LOT 15 TO LOT 22, INCLUSIVE, IN BLOCK 2 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE EAST 1/2 VACATED MIDDAUGH AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 15 THROUGH 22.
PIN: 09-06-409-010

PARCEL 3:
LOT 26 TO LOT 34, INCLUSIVE, IN BLOCK 2 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE WEST 1/2 VACATED LINSCOTT AVENUE LYING EAST OF AND ADJACENT TO SAID LOTS 26 THROUGH 35.
PIN: 09-06-409-011

PARCEL 4:
LOT 9 TO LOT 13, INCLUSIVE, IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE WEST 1/2 VACATED LINSCOTT AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 9 THROUGH 13.
PIN: 09-06-410-010

PARCEL 5:
LOT 14 TO LOT 18, INCLUSIVE, IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-011

PARCEL 6:
ONLY THAT PART LYING IN THE NORTH 1/2 OF LOT 4 BEING PART OF THE FOLLOWING DESCRIBED PARCEL:
LOT 4 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 4360, IN DUPAGE COUNTY, ILLINOIS, AND ALSO THE EAST ONE-HALF OF VACATED LINSCOTT AVENUE LYING WEST OF AND ADJOINING LOT A IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31, IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN.
PIN: 09-06-410-004

PARCEL 7:
LOT A IN BLOCK 1 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31, IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID POULIN'S SUBDIVISION, RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-002

PARCEL 8:
ONLY THAT PART LYING IN THE SOUTH 1/2 OF LOT 4 BEING PART OF THE FOLLOWING DESCRIBED PARCEL:
LOT 4 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-005

PARCEL 9:
THE NORTH HALF OF LOT 5 (AS MEASURED IN THE EAST LINE THEREOF) IN BLOCK 31 IN E.H.PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, IN SECTIONS 5 TO 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-006

PARCEL 10:
THE SOUTH HALF (EXCEPT THE EAST 132 FEET) OF LOT 5 IN BLOCK 31 IN E.H. PRINCE AN COMPANY'S ADDITION TO DOWNERS GROVE, IN SECTIONS 5 TO 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-007

PARCEL 11:
LOT 19 IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-408-010

NOTES:

1. THE SURVEYED PARCELS WERE PERFORMED WITH THE BENEFIT OF WHEATON TITLE COMPANY'S TITLE COMMITMENT FILE NUMBERS DLZ-2022DP-5483.0, 5484.0, 5485.0, 5486.0, 5487.0, 5488.0, 5489.0, 5490.0, 5491.0, 5492.0, 5493.0, EFFECTIVE DATE DECEMBER 19, 2022.
2. THE HORIZONTAL DATUM IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE NAD 83 AND THE VERTICAL DATUM IS NAVD 88.
3. FOR BUILDING RESTRICTIONS AS ESTABLISHED BY LOCAL ORDINANCES NOT SHOWN HEREON, CONSULT YOUR LOCAL MUNICIPAL AUTHORITIES.
4. DO NOT SCALE DIMENSIONS FROM THIS MAP.
5. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
6. UTILITIES AND IMPROVEMENTS SHOWN HEREON BASED ON VISIBLE FIELD VERIFIED STRUCTURES AND UTILITY MARKING BY BLOOD HOUND.
7. COMPARE ALL POINTS IN FIELD PRIOR TO ANY CONSTRUCTION AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
8. THE SURVEYED PARCELS ARE SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE AGREEMENT FOR ENFORCEMENT OF FIRE LANE RESTRICTIONS RECORDED MAY 3, 2006 AS DOCUMENT NO. R2006-081573.
9. THE SURVEYED PARCELS ARE SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE BUILDING SANITARY SERVICE ACCESS AGREEMENT RECORDED DECEMBER 7, 2016 AS DOCUMENT NO. R2016-136011.
10. PARCEL 2 IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE AT&T EASEMENT FOR FACILITIES RECORDED APRIL 17, 2008 AS DOCUMENT NO. R2008-063911, SAID EASEMENT BLANKETS PARCEL 2.
11. THE SURVEYED PARCELS LIE WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE OF FLOOD) AS GRAPHICALLY DEPICTED ON FEMA FLOOD INSURANCE RATE MAP 17043C0167J, EFFECTIVE DATE AUGUST 1, 2019.

Scale: 1" = 50'

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE

LEGEND

- FOUND IRON PIPE
- FOUND MAG NAIL
- LIGHT POLE
- POWER POLE
- GUY POLESTAL
- STORM MANHOLE
- SANITARY MANHOLE
- WATER MANHOLE
- CATCH BASIN
- FLARED END SECTION
- MANHOLE
- CLEANOUT
- WATER SHUTOFF VALVE
- FIRE HYDRANT
- CABLE PEDESTAL
- GAS METER
- GUY ANCHOR
- SIGN
- BOLLARD
- DECIDUOUS TREE W/ DIAMETER
- CONIFEROUS TREE W/ DIAMETER
- STUMP
- BUSH
- XXX.X GROUND SPOT ELEVATION
- XXX.XX HARD SURFACE ELEVATION
- XXX.XXEC EDGE OF CONCRETE ELEVATION
- XXX.XXEP EDGE OF PAVEMENT ELEVATION
- XXX.XXEW EDGE OF WALK ELEVATION
- XXX.XXFL ELEVATION AT FLOWLINE
- XXX.XXBC BACK OF CURB ELEVATION
- XXX.XXT/W TOP OF WALL ELEVATION
- XXX EXISTING CONTOUR
- STORM LINE
- SANITARY LINE
- W WATER LINE
- X FENCE
- BE BURIED ELECTRIC LINE
- OE OVERHEAD ELECTRIC LINE
- G GAS LINE
- TREE LINE
- CONCRETE
- PAVEMENT
- BUILDING
- BRICK
- SAND
- WALL

BENCHMARKS:

REFERENCE BENCHMARK 1 – DUPAGE COUNTY BENCHMARK 0006 LOCATED NORTHEAST CORNER OF WASHINGTON STREET & WARREN AVENUE. ELEVATION 718.78 (NAVD 88)

REFERENCE BENCHMARK 2 – DUPAGE COUNTY BENCHMARK 0166 LOCATED ON THE EAST SIDE OF FINLEY ROAD ON THE SOUTH END OF THE EAST BRIDGE WALL. ELEVATION 771.01 (NAVD 88)

SITE BENCHMARK 1 – TAG BOLT ON FIRE HYDRANT LOCATED ON THE NORTHEAST CORNER OF SARATOGA AVENUE AND SHERMAN STREET. ELEVATION 736.35 (NAVD 88)

SITE BENCHMARK 2 – TAG BOLT ON FIRE HYDRANT LOCATED ON THE SOUTHEAST CORNER OF GRANT STREET AND LINSCOTT AVENUE. ELEVATION 742.87 (NAVD 88)

SITE BENCHMARK 3 – NORTHWEST BOLT ON FIRE HYDRANT LOCATED IN THE PAVEMENT ISLAND SOUTH OF THE SCHOOL PARKING LOT. ELEVATION 752.98 (NAVD 88)

SITE BENCHMARK 4 – TAG BOLT ON FIRE HYDRANT LOCATED ON WESTSIDE OF MIDDAUGH AVENUE NEAR NORTH LINE OF THE SURVEY PARCEL.
ELEVATION 748.78 (NAVD 88)

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, ERIC C. COX, AN ILLINOIS LAND SURVEYOR, DO HEREBY ATTEST THAT I HAVE SUPERVISED THE SURVEY OF AND HAVE ASSEMBLED THE PLAT OF THE HEREON SHOWN AND DESCRIBED PARCEL AND TO THE BEST OF MY KNOWLEDGE AND BELIEF SAID PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

FIELD WORK COMPLETED ON JANUARY 5TH, 2023

DATED THIS 25TH DAY OF JULY, 2023

ERIC C. COX
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3604
RENEWAL DATE: NOVEMBER 30, 2024
DLZ INDUSTRIAL SURVEYING, INC. PROFESSIONAL DESIGN FIRM 184002815

DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

DOWNERS GROVE — ILLINOIS

DOWNERS GROVE SCHOOL DISTRICT 58
HERRICK MIDDLE SCHOOL

4435 MIDDAUGH AVENUE
PLAT OF SURVEY

DRAWN: JTN | CHK'D. ECC
DESIGNED: | APPRV'D: ECC
DATE: 7/25/2023
SCALE: 1" = 50'

PROJECT NUMBER 2250-7219-90

NO.	REVISION	BY	DATE
1	REVISIONS PER CLIENT'S REQUEST	DKB	7/25/23
2	ADDED SQUARE FOOTAGE AND ACREAGE	ECC	9/22/23

SHEET 1 OF 3

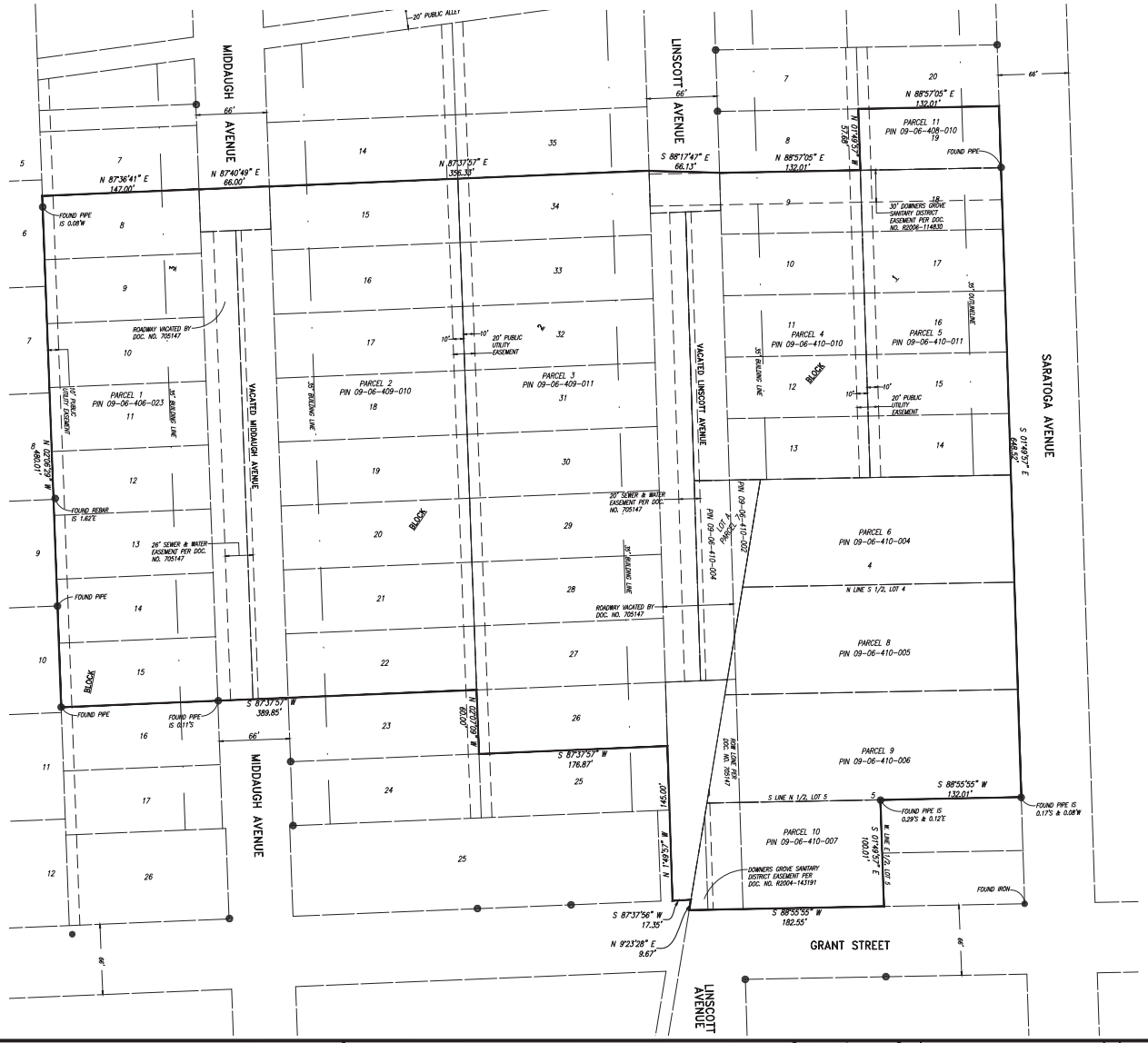
DRAWING NUMBER 7219HERRICK

PLAT OF CONSOLIDATION
DOWNERS GROVE GRADE SCHOOL DISTRICT #58

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, GRANTEES, THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEPARATELY, 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 GRANTEES' 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 GRANTEES. 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 GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.



BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE

LEGEND
- FOUND IRON PIPE
- FOUND MAG NAIL
- FOUND REBAR

NOTES:
1. THE SURVEYED PARCELS WERE PERFORMED WITH THE BENEFIT OF WHEATON TITLE COMPANY'S TITLE COMMITMENT FILE NUMBERS DLZ-20220F-5483.0, 5484.0, 5485.0, 5486.0, 5487.0, 5488.0, 5489.0, 5490.0, 5491.0, 5492.0, 5493.0, EFFECTIVE DATE DECEMBER 19, 2022.
2. FOR BUILDING RESTRICTIONS AS ESTABLISHED BY LOCAL ORDINANCES NOT SHOWN HEREON, CONSULT YOUR LOCAL MUNICIPAL AUTHORITIES.
3. DO NOT SCALE DIMENSIONS FROM THIS MAP.
4. CALL JULIE AT 1-800-892-0123 FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
5. COMPARE ALL POINTS IN FIELD PRIOR TO ANY CONSTRUCTION AND REPORT ANY DISCREPANCIES TO SURVEYOR AT ONCE.
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DLZ INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

DOWNERS GROVE ILLINOIS
DOWNERS GROVE SCHOOL DISTRICT 58
HERRICK MIDDLE SCHOOL

4435 MIDDAUGH AVENUE
PLAT OF CONSOLIDATION

DRAWN: JTH	CHK'D: ECC
DESIGNED:	APPRV'D: ECC
DATE: 2/2/2023	
SCALE: 1" = 50'	

PROJECT NUMBER 2250-7219-90

NO.	REVISION	BY	DATE

SHEET 1
OF 2
DRAWING NUMBER HERRICK

X:\PROJECTS\2022\2250\7219\90 DGSD 58\TOPOGRAPHIC\7219HERRICK PC.DWG

PLAT OF CONSOLIDATION
DOWNERS GROVE GRADE SCHOOL DISTRICT #58

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 GRANTEES FACILITIES OR IN, UPON OR OVER, THE PROPERTY WITHIN THE STORMWATER OR SEWER EASEMENT WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. 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 OF LAND COMPRISED WITHIN SAID PLAT, AND THEIR RESPECTIVE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS, GRANTEES 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 SUBJECTED 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 THEREON.

DATED THIS _____ DAY OF _____ A.D., 2023.

_____ _____
BY: ATTEST:

CONSOLIDATED LEGAL DESCRIPTION

THAT PART OF LOTS A, 9 TO 19 IN BLOCK 1, LOTS 15 TO 22 AND LOTS 26 TO 34 IN BLOCK 2, LOTS 8 TO 15 IN BLOCK 3, THAT PART OF MIDDAUGH AVENUE AS VACATED ON MARCH 21, 1955 AS DOCUMENT R1955–150147, THAT PART OF LINSCOTT AVENUE AS VACATED BY DOCUMENT NUMBER 705147, ALL IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF THE SOUTHEAST QUARTER OF SECTION SIX (6), TOWNSHIP THIRTY–EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 211948; ALSO THAT PART OF LOTS 4 AND 5 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600; DESCRIBED AS FOLLOWS; BEGINNING AT THE NORTHEAST CORNER OF LOT 19 IN BLOCK 1 OF SAID POULIN'S SUBDIVISION ALSO BEING THE WEST RIGHT OF WAY LINE OF SARATOGA STREET; THENCE SOUTH 01 DEGREES 49 MINUTES 57 SECONDS EAST, ON SAID WEST RIGHT OF WAY LINE, 648.52 FEET TO THE SOUTH LINE OF THE NORTH HALF OF LOT 5 IN BLOCK 31 OF SAID E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE; THENCE SOUTH 88 DEGREES 55 MINUTES 55 SECONDS WEST, ON SAID SOUTH LINE, 132.01 FEET TO THE WEST LINE OF THE EAST HALF OF SAID LOT 5; THENCE SOUTH 01 DEGREES 49 MINUTES 57 SECONDS EAST, ON SAID WEST LINE, 100.01 FEET TO THE SOUTH LINE OF SAID LOT 5 ALSO BEING THE NORTH RIGHT OF WAY LINE OF GRANT STREET; THENCE SOUTH 88 DEGREES 55 MINUTE 55 SECONDS WEST, ON SAID NORTH RIGHT OF WAY LINE, 182.55 FEET TO THE SOUTHWEST CORNER OF SAID LOT 5; THENCE NORTH 09 DEGREES 23 MINUTES 38 SECONDS EAST, ON THE NORTHWESTERLY LINE OF SAID LOT 5, A DISTANCE OF 9.67 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 25 IN KEPP'S SUBDIVISION, BEING A SUBDIVISION OF THE SOUTH 15 ACRES OF LOT 1 OF THE DOWNER ESTATE, BEING PART OF SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 14, 1923 AS DOCUMENT NUMBER 164494; THENCE SOUTH 87 DEGREES 37 MINUTES 56 SECONDS WEST, ON SAID EASTERLY EXTENSION, 17.35 FEET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 26 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 01 DEGREES 49 MINUTES 57 SECONDS WEST, ON SAID SOUTHERLY EXTENSION, 145.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 26; THENCE SOUTH 87 DEGREES 37 MINUTES 57 SECONDS WEST, ON THE SOUTH LINE OF SAID LOT 26, 176.87 FEET TO THE SOUTHWEST CORNER OF SAID LOT 26; THENCE NORTH 02 DEGREES 07 MINUTES 09 SECONDS WEST, ON THE WEST LINE OF SAID LOT 26, 60.00 FEET TO THE SOUTHEAST CORNER OF LOT 22 IN BLOCK 3 OF SAID POULIN'S SUBDIVISION; THENCE SOUTH 87 DEGREES 37 MINUTES 57 SECONDS WEST, ON THE SOUTH LINE OF SAID LOT 22 AND THE WESTERLY EXTENSION AND ON SOUTH LINE OF LOT 15 IN BLOCK 4 OF SAID POULIN'S SUBDIVISION, 389.85 FEET TO THE SOUTHWEST CORNER OF SAID LOT 15; THENCE NORTH 02 DEGREES 06 MINUTES 29 SECONDS WEST, ON THE WEST LINE OF SAID BLOCK 4, 480.01 FEET TO THE NORTHWEST CORNER OF LOT 8 IN SAID BLOCK 3; THENCE NORTH 87 DEGREES 36 MINUTES 41 SECONDS EAST, ON THE NORTH LINE OF SAID LOT 8, 147.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 8; THENCE NORTH 87 DEGREES 40 MINUTES 49 SECONDS EAST, 66.00 FEET TO THE NORTHWEST CORNER OF LOT 15 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 87 DEGREES 37 MINUTES 57 SECONDS EAST, ON THE NORTH LINE OF SAID LOT 15 AND THE NORTH LINE OF LOT 34 IN BLOCK 2 OF SAID POULIN'S SUBDIVISION, 356.33 FEET TO THE NORTHEAST CORNER OF SAID LOT 34; THENCE NORTH 88 DEGREES 17 MINUTES 47 SECONDS EAST, 66.13 FEET TO THE NORTHWEST CORNER OF LOT 9 IN BLOCK 1 OF SAID POULIN'S SUBDIVISION; THENCE NORTH 88 DEGREES 57 MINUTES 05 SECONDS EAST, ON THE NORTH LINE OF SAID LOT 9, 132.01 FEET TO THE SOUTHWEST CORNER OF LOT 19 IN SAID BLOCK 1; THENCE NORTH 01 DEGREES 49 MINUTES 57 SECONDS WEST, ON THE WEST LINE OF SAID LOT 19, 57.68 FEET TO THE NORTHWEST CORNER OF SAID LOT 19; THENCE NORTH 88 DEGREES 57 MINUTES 05 SECONDS EAST, ON THE NORTH LINE OF SAID LOT 19, 132.01 FEET TO THE POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL CONTAINS 11.610 ACRES MORE OR LESS

LEGAL DESCRIPTION

PARCEL 1:
LOTS 8, 9, 10, 11, 12, 13, 14, AND 15 IN BLOCK 3, IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION SIX (6), TOWNSHIP THIRTY–EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E. H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP THIRTY–EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.
AND ALSO THAT PART OF THE WEST 1/2 OF VACATED MIDDAUGH AVENUE AS DEPICTED IN VACATION PLAT RECORDED MARCH 21, 1955 AS DOCUMENT R1955–150147, LYING EAST OF THE ABOVE DESCRIBED PARCEL.
PIN: 09–06–406–023

PARCEL 2:
LOT 15 TO LOT 22, INCLUSIVE, IN BLOCK 2 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE EAST 1/2 VACATED MIDDAUGH AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 15 THROUGH 22.
PIN: 09–06–409–010

PARCEL 3:
LOT 26 TO LOT 34, INCLUSIVE, IN BLOCK 2 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE WEST 1/2 VACATED LINSCOTT AVENUE LYING EAST OF AND ADJACENT TO SAID LOTS 26 THROUGH 35.
PIN: 09–06–409–011

PARCEL 4:
LOT 9 TO LOT 13, INCLUSIVE, IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE WEST 1/2 VACATED LINSCOTT AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 9 THROUGH 13.
PIN: 09–06–410–010

PARCEL 5:
LOT 14 TO LOT 18, INCLUSIVE, IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
PIN: 09–06–410–011

PARCEL 6:
ONLY THAT PART LYING IN THE NORTH 1/2 OF LOT 4 BEING PART OF THE FOLLOWING DESCRIBED PARCEL:
LOT 4 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 4360, IN DUPAGE COUNTY, ILLINOIS, AND ALSO THE EAST ONE–HALF OF VACATED LINSCOTT AVENUE LYING WEST OF AND ADJOINING LOT A IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31, IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 2, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN.
PIN: 09–06–410–004

PARCEL 7:
LOT A IN BLOCK 1 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31, IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID POULIN'S SUBDIVISION, RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09–06–410–002

PARCEL 8:
ONLY THAT PART LYING IN THE SOUTH 1/2 OF LOT 4 BEING PART OF THE FOLLOWING DESCRIBED PARCEL:
LOT 4 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09–06–410–005

PARCEL 9:
THE NORTH HALF OF LOT 5 (AS MEASURED IN THE EAST LINE THEREOF) IN BLOCK 31 IN E.H.PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, IN SECTIONS 5 TO 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.
PIN: 09–06–410–006

PARCEL 10:
THE SOUTH HALF (EXCEPT THE EAST 132 FEET) OF LOT 5 IN BLOCK 31 IN E.H. PRINCE AN COMPANY'S ADDITION TO DOWNERS GROVE, IN SECTIONS 5 TO 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.
PIN: 09–06–410–007

PARCEL 11:
LOT 19 IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09–06–408–010

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

DOWNERS GROVE GRADE SCHOOL DISTRICT #58, HEREBY CERTIFY THAT THEY (OR IT) ARE THE OWNERS (OR OWNER) OF THE ABOVE DESCRIBED PROPERTY AND THEY (OR IT) HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN.

DATED THIS _____ DAY OF _____ A.D., 2023.

_____ _____
BY: ATTEST:

NOTARY PUBLIC'S CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____ IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS (ARE) SUBSCRIBED TO THE FORGOING INSTRUMENT APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE (THEY) SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS (THEIR) OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____ A.D., 2023.

_____
BY: NOTARY PUBLIC

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

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 NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

_____
BY: VILLAGE ENGINEER

_____
BY: OWNER

DOWNERS GROVE VILLAGE COLLECTOR CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

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.

DATED THIS _____ DAY OF _____ A.D., 2023.

_____
BY:

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

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., 2023.

_____
COUNTY CLERK

VILLAGE OF DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

APPROVED BY THE VILLAGE OF DOWNERS GROVE DIRECTOR OF COMMUNITY DEVELOPMENT,

DATED THIS _____ DAY OF _____ A.D., 2023.

_____ _____
DIRECTOR: VILLAGE CLERK:

COLLECTOR OF THE DOWNERS GROVE SANITARY DISTRICT CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

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.

DATED THIS _____ DAY OF _____ A.D., 2023.

_____
BY:

SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

THE UNDERSIGNED DO HEREBY CERTIFY THAT, AS OWNERS OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND KNOWN AS DOWNERS GROVE GRADE SCHOOL DISTRICT #58 TO THE BEST OF THEIR KNOWLEDGE, IS LOCATED WITHIN THE BOUNDARIES OF THE COMMUNITY HIGH SCHOOL DISTRICT 99, AND DOWNERS GROVE GRADE SCHOOL DISTRICT #58 IN DUPAGE COUNTY, ILLINOIS.
DATED AT _____, ILLINOIS THIS ___ DAY OF _____ A.D., 2023.

_____
BY:

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
S.S.
COUNTY OF DUPAGE)

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

ON THE _____ DAY OF _____ A.D. 2023, AT _____ O'CLOCK _____ M.

AS DOCUMENT NUMBER _____

_____
BY:

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, ERIC C. COX, PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 3604, HAVE SURVEYED AND SUBDIVIDED THE ABOVE DESCRIBED PROPERTY AS SHOWN ON THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION; ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 2023.

_____
ERIC C. COX
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035–3604
RENEWAL DATE: NOVEMBER 30, 2024
DLZ INDUSTRIAL SURVEYING, INC. PROFESSIONAL DESIGN FIRM 184002815
RENEWAL DATE APRIL 30, 2023

DLZ
INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725–8840 FAX (815) 725–8849

DOWNERS GROVE ILLINOIS
DOWNERS GROVE SCHOOL DISTRICT 58
HERRICK MIDDLE SCHOOL

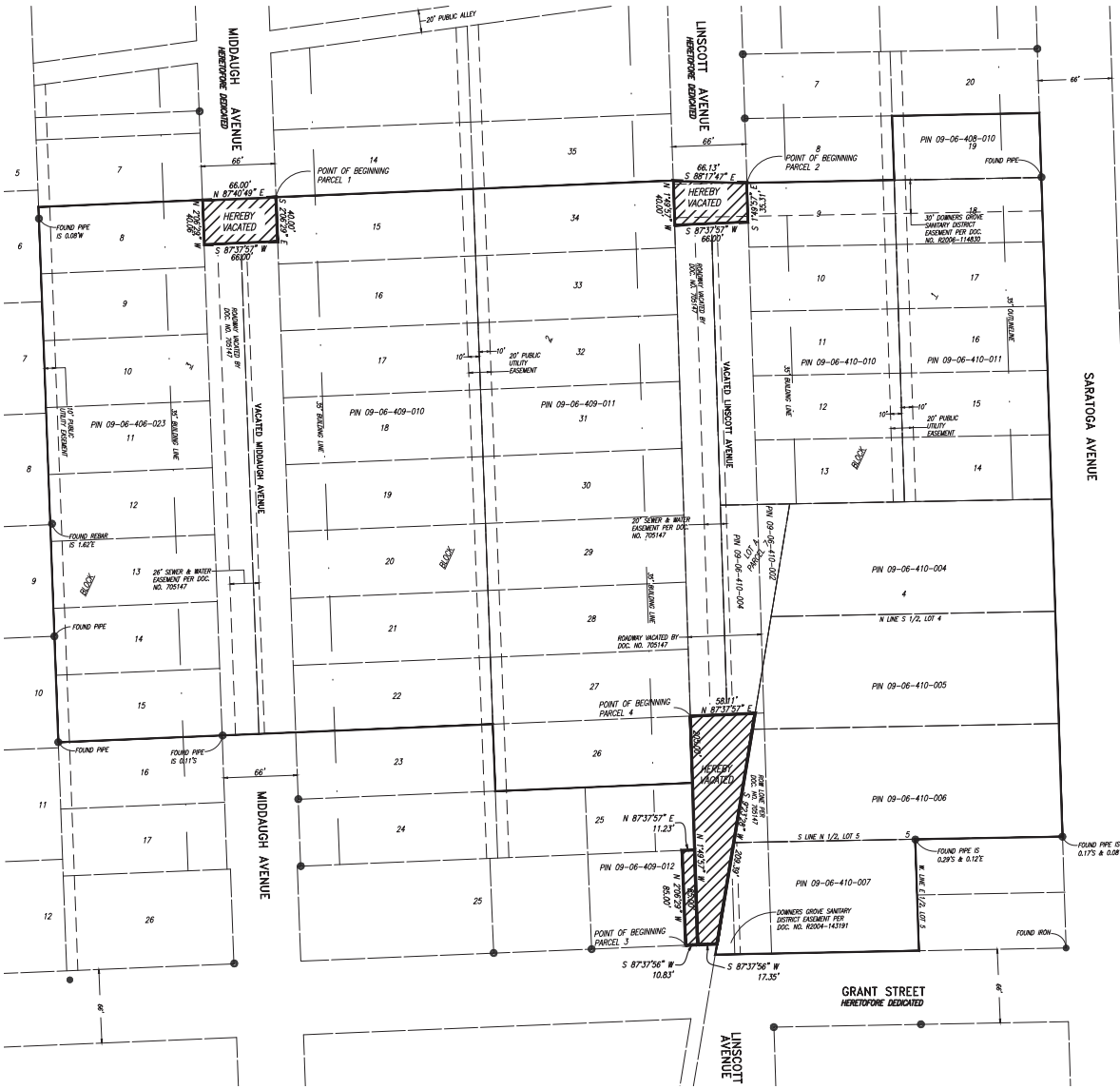
4435 MIDDAUGH AVENUE
PLAT OF CONSOLIDATION

DRAWN: JTH	CHK'D: ECC	NO.	REVISION	BY	DATE
DESIGNED:	APPRV'D: ECC				
DATE: 2/2/2023					
SCALE: 1" = 50'					
PROJECT NUMBER					
2250–7219–90					

SHEET 2
OF 2
DRAWING NUMBER
HERRICK

X:\PROJECTS\2022\2250\7219\90 DGSD 58\TOPOGRAPHIC\7219HERRICK PCP.DWG

PLAT OF VACATION



Scale: 1" = 50'

50 0 50 100

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE

LEGEND

- FOUND IRON PIPE
- FOUND MAG NAIL
- FOUND REBAR
- VACATED AREA

LOCATION MAP
NOT TO SCALE

DUPAGE COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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 THE ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, ILLINOIS THIS _____ DAY OF _____ A.D. 20___

BY: _____
COUNTY CLERK

VILLAGE COUNCIL

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED THIS _____ DAY OF _____ A.D. 20___, BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

_____
MAYOR

_____
VILLAGE CLERK

COUNTY RECORDER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS PLAT WAS FILLED 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

LEGAL DESCRIPTION

PARCEL 1:
THAT PART OF MIDDAUGH AVENUE LYING BETWEEN BLOCKS 2 AND 3 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT NORTHWEST CORNER OF LOT 15 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE SOUTH 02 DEGREES 06 MINUTES 29 SECONDS EAST, ON THE WEST LINE OF SAID LOT 15, A DISTANCE OF 40.00 FEET TO THE NORTH LINE OF VACATED MIDDAUGH AVENUE AS VACATED BY DOCUMENT NUMBER R1955-750147; THENCE SOUTH 87 DEGREES 37 MINUTES 57 SECONDS WEST, ON SAID NORTH LINE, 66.00 FEET TO THE EAST LINE OF LOT 8 IN BLOCK 3 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 02 DEGREES 06 MINUTES 29 SECONDS WEST, ON SAID EAST LINE, 40.06 FEET TO THE NORTHEAST CORNER OF SAID LOT 8; THENCE NORTH 87 DEGREES 40 MINUTES 49 SECONDS EAST, 66.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL CONTAINING 2,641 SQ.FT. OR 0.061 ACRES MORE OR LESS

PARCEL 2:
THAT PART OF LINSCOTT AVENUE LYING BETWEEN BLOCKS 1 AND 2 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT NORTHWEST CORNER OF LOT 9 IN BLOCK 1 IN SAID POULIN'S SUBDIVISION; THENCE SOUTH 01 DEGREES 49 MINUTES 57 SECONDS EAST, ON THE WEST LINE OF SAID LOT 9, A DISTANCE OF 35.31 FEET TO THE NORTH LINE OF VACATED LINSCOTT AVENUE AS VACATED BY DOCUMENT NUMBER R1955-750147; THENCE SOUTH 87 DEGREES 37 MINUTES 57 SECONDS WEST, ON SAID NORTH LINE, 66.00 FEET TO THE EAST LINE OF LOT 34 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 01 DEGREES 49 MINUTES 57 SECONDS WEST, ON SAID EAST LINE, 40.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 34; THENCE SOUTH 88 DEGREES 17 MINUTES 47 SECONDS EAST, 66.13 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL CONTAINING 2,485 SQ.FT. OR 0.057 ACRES MORE OR LESS

PARCEL 3:
THAT PART OF LINSCOTT AVENUE LYING ADJACENT TO LOT 25 IN REPP'S SUBDIVISION, BEING A SUBDIVISION OF THE SOUTH 15 ACRES OF LOT 1 OF THE DOWNER ESTATE, BEING PART OF SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 14, 1923 AS DOCUMENT NUMBER 164494, DESCRIBED AS FOLLOWS: BEGINNING AT SOUTHEAST CORNER OF SAID LOT 25; THENCE NORTH 02 DEGREES 06 MINUTES 29 SECONDS WEST, ON THE EAST LINE OF SAID LOT 25, A DISTANCE OF 85.00 FEET TO THE SOUTH LINE OF LOT 25 IN BLOCK 2 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN; THENCE NORTH 87 DEGREES 37 MINUTES 57 SECONDS EAST, ON SAID SOUTH LINE, 11.23 FEET TO THE SOUTHEAST CORNER OF SAID LOT 25; THENCE SOUTH 01 DEGREES 49 MINUTES 57 SECONDS EAST, ON THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 25 IN SAID POULIN'S SUBDIVISION, 85.00 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 25 IN SAID REPP'S SUBDIVISION; THENCE SOUTH 87 DEGREES 37 MINUTES 56 SECONDS WEST, ON SAID EASTERLY EXTENSION, 10.83 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL CONTAINING 920 SQ.FT. OR 0.021 ACRES MORE OR LESS

PARCEL 4:
THAT PART OF LINSCOTT AVENUE LYING BETWEEN BLOCKS 1 AND 2 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO LYING EAST OF LOT 25 IN REPP'S SUBDIVISION, BEING A SUBDIVISION OF THE SOUTH 15 ACRES OF LOT 1 OF THE DOWNER ESTATE, BEING PART OF SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 14, 1923 AS DOCUMENT NUMBER 164494, DESCRIBED AS FOLLOWS: BEGINNING AT NORTHEAST CORNER OF LOT 26 IN BLOCK 2 IN SAID POULIN'S SUBDIVISION, ALSO BEING THE SOUTH LINE OF VACATED LINSCOTT AVENUE AS VACATED BY DOCUMENT NUMBER 705147; THENCE NORTH 87 DEGREES 37 MINUTES 57 SECONDS EAST, ON SAID SOUTH LINE, A DISTANCE OF 58.11 FEET TO THE EASTERLY LINE OF LINSCOTT AVENUE; THENCE SOUTH 09 DEGREES 23 MINUTES 28 SECONDS WEST, ON SAID EASTERLY LINE, 209.39 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 25 IN SAID REPP'S SUBDIVISION; THENCE SOUTH 87 DEGREES 37 MINUTES 56 SECONDS WEST, ON SAID EASTERLY EXTENSION, 17.35 FEET TO THE SOUTHERLY EXTENSION OF THE EAST LINE OF BLOCK 2 IN SAID POULIN'S SUBDIVISION; THENCE NORTH 01 DEGREES 49 MINUTES 57 SECONDS WEST, ON SAID SOUTHERLY EXTENSION AND ON SAID EAST LINE, 205.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

SAID PARCEL CONTAINING 7,734 SQ.FT. OR 0.178 ACRES MORE OR LESS

STATE OF ILLINOIS)
) SS
COUNTY OF WILL)

I, ERIC C. COX, AN ILLINOIS LAND SURVEYOR, DO HEREBY ATTEST THAT I HAVE SUPERVISED THE SURVEY OF AND HAVE ASSEMBLED THE PLAT OF THE HEREON SHOWN AND DESCRIBED PARCEL AND TO THE BEST OF MY KNOWLEDGE AND BELIEF SAID PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED THIS 12TH DAY OF OCTOBER, 2023

_____
ERIC C. COX
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3604
RENEWAL DATE: NOVEMBER 30, 2024
DLZ INDUSTRIAL SURVEYING, INC. PROFESSIONAL DESIGN FIRM 184002815

DLZ
INDUSTRIAL SURVEYING, INC.
80 McDONALD AVENUE, UNIT D, JOLIET, IL 60431
TELEPHONE (815) 725-8840 FAX (815) 725-8849

DOWNERS GROVE ILLINOIS

DOWNERS GROVE SCHOOL DISTRICT 58
HERRICK MIDDLE SCHOOL

4435 MIDDAUGH AVENUE
PLAT OF VACATION

DRAWN: DTL	CHK'D: ECC
DESIGNED:	APPRV'D: ECC
DATE: 10/12/2023	
SCALE: 1" = 50'	

PROJECT NUMBER
2250-7219-90

NO.	REVISION	BY	DATE

SHEET 1
OF 1
DRAWING NUMBER
HERRICK

X:\PROJECTS\2022\2250\7219\90 DGSD 58\TOPOGRAPHIC\7219HERRICK PVT.DWG

LEGAL DESCRIPTION

PARCEL 1:
LOTS 5, 9, 10, 11, 12, 13, 14, AND 15 IN BLOCK 3, IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION SIX (6), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E. H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, A SUBDIVISION OF SECTIONS 5, 6, 7, AND 8, TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS. AND ALSO THAT PART OF THE WEST 1/2 OF VACATED MIDDAUGH AVENUE AS DEPICTED IN VACATION PLAT RECORDED MARCH 21, 1955 AS DOCUMENT R1955-150147, LYING EAST OF THE ABOVE DESCRIBED PARCEL.
PIN: 09-06-406-023

PARCEL 2:
LOT 15 TO LOT 22, INCLUSIVE, IN BLOCK 2 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE EAST 1/2 VACATED MIDDAUGH AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 15 THROUGH 22.
PIN: 09-06-409-010

PARCEL 3:
LOT 26 TO LOT 34, INCLUSIVE, IN BLOCK 2 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE WEST 1/2 VACATED LINSCOTT AVENUE LYING EAST OF AND ADJACENT TO SAID LOTS 26 THROUGH 35.
PIN: 09-06-409-011

PARCEL 4:
LOT 9 TO LOT 13, INCLUSIVE, IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
ALSO THAT PART OF THE WEST 1/2 VACATED LINSCOTT AVENUE LYING WEST OF AND ADJACENT TO SAID LOTS 9 THROUGH 13.
PIN: 09-06-410-010

PARCEL 5:
LOT 14 TO LOT 18, INCLUSIVE, IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOT 2 AND LOT 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, ALL IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-011

PARCEL 6:
ONLY THAT PART LYING IN THE NORTH 1/2 OF LOT 4 BEING PART OF THE FOLLOWING DESCRIBED PARCEL:
LOT 4 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 4360, IN DUPAGE COUNTY, ILLINOIS, AND ALSO THE EAST ONE-HALF OF VACATED LINSCOTT AVENUE LYING WEST OF AND ADJOINING LOT A IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31, IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN.
PIN: 09-06-410-004

PARCEL 7:
LOT A IN BLOCK 1 IN POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31, IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID POULIN'S SUBDIVISION, RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-002

PARCEL 8:
ONLY THAT PART LYING IN THE SOUTH 1/2 OF LOT 4 BEING PART OF THE FOLLOWING DESCRIBED PARCEL:
LOT 4 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, BEING A SUBDIVISION IN SECTIONS 5, 6, 7, AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 30, 1890 AS DOCUMENT 43600, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-005

PARCEL 9:
THE NORTH HALF OF LOT 5 (AS MEASURED IN THE EAST LINE THEREOF) IN BLOCK 31 IN E.H.PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, IN SECTIONS 5 TO 8, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-006

PARCEL 10:
THE SOUTH HALF (EXCEPT THE EAST 132 FEET) OF LOT 5 IN BLOCK 31 IN E.H. PRINCE AN COMPANY'S ADDITION TO DOWNERS GROVE, IN SECTIONS 5 TO 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-410-007

PARCEL 11:
LOT 19 IN BLOCK 1 OF POULIN'S SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND A RESUBDIVISION OF LOTS 2 AND 3 IN BLOCK 31 IN E.H. PRINCE AND COMPANY'S ADDITION TO DOWNERS GROVE, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 22, 1926 AS DOCUMENT 211948, IN DUPAGE COUNTY, ILLINOIS.
PIN: 09-06-408-010

GRAPHIC SCALE
60 0 30 60 120
1 INCH = 60 FEET
NORTH

DOWNERS GROVE SCHOOL DISTRICT 58

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
	BG2 75% CONSTRUCTION DOCS	10/03/23
	PLAN COMMISSION RE-SUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPERTY BOUNDARY EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 1

ZONING DISTRICT SUMMARY
R1: RESIDENTIAL DETACHED HOUSE 1
R4: RESIDENTIAL DETACHED HOUSE 3
R6: RESIDENTIAL APARTMENT / CONDO 6
B2: GENERAL RETAIL BUSINESS
B3: GENERAL SERVICES AND HIGHWAY BUSINESS
INP1: NEIGHBORHOOD-SCALE INSTITUTIONAL AND PUBLIC DISTRICT
INP2: CAMPUS-SCALE INSTITUTIONAL AND PUBLIC DISTRICT

NORTH

GRAPHIC SCALE
60 0 30 60 120
1 INCH = 60 FEET

DOWNERS GROVE
SCHOOL DISTRICT 58

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	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

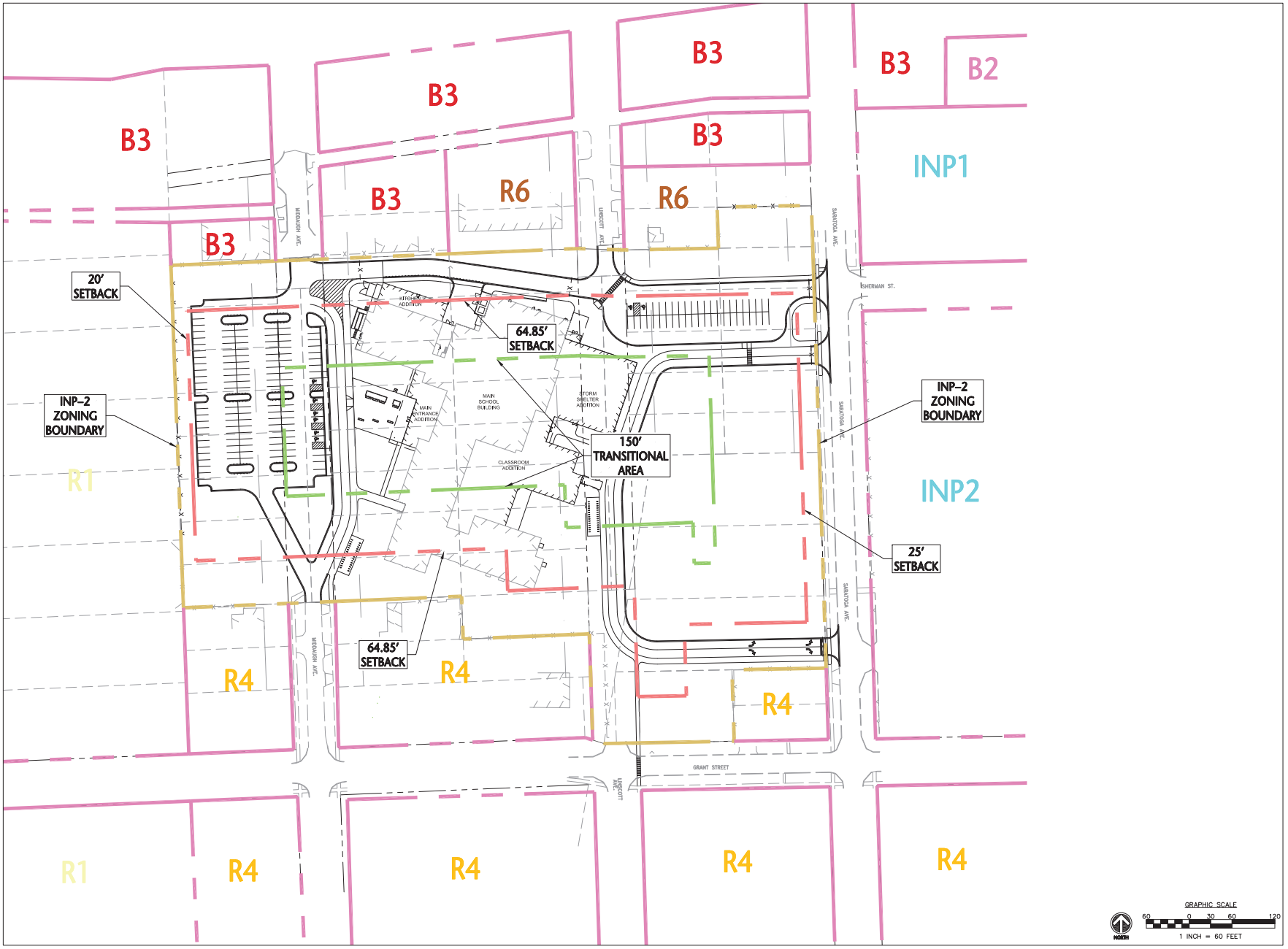
DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PLANNING AREA EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 2



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	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

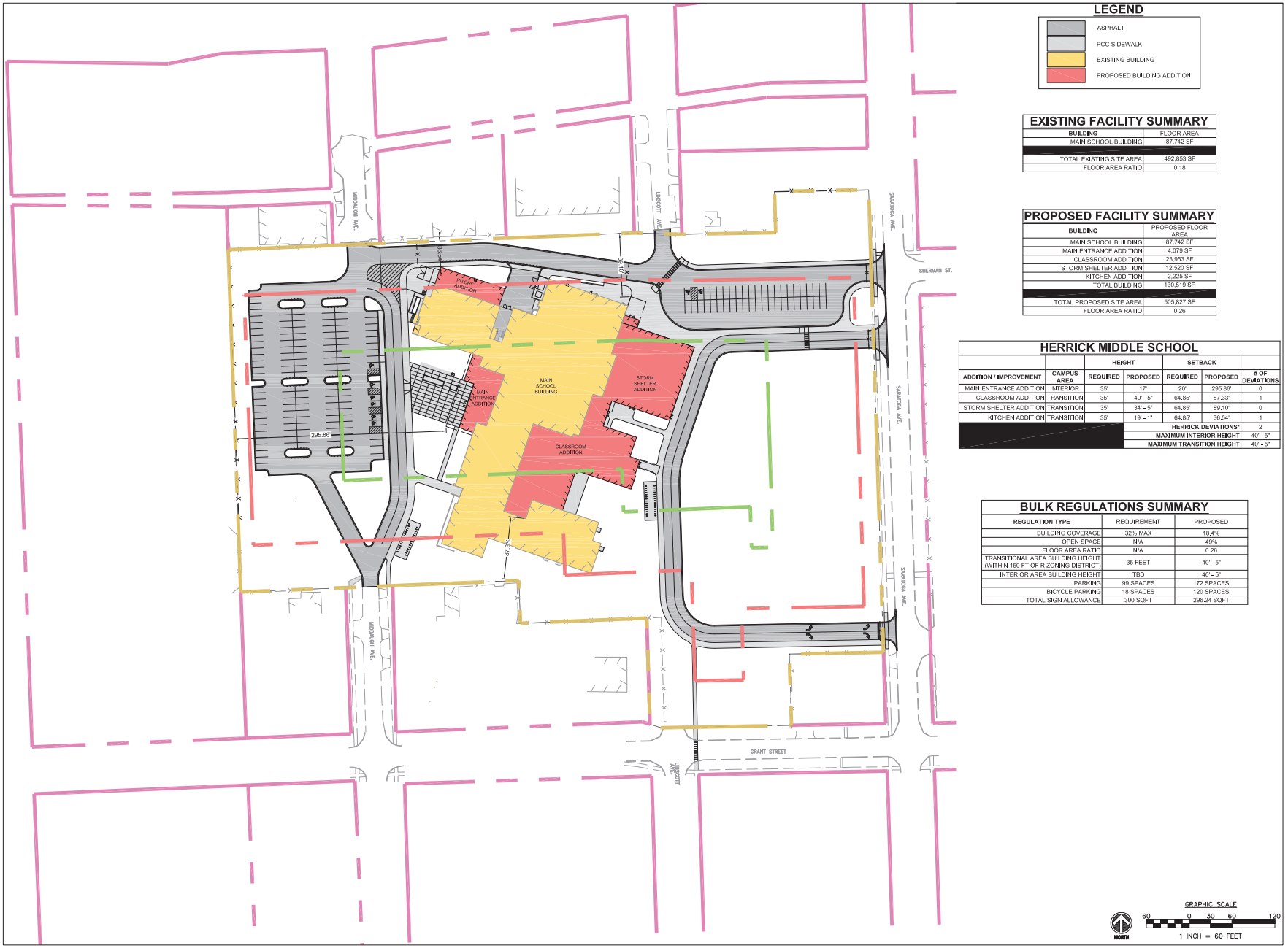
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPERTY SETBACKS AND TRANSITIONAL AREA EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 3



LEGEND

- ASPHALT
- PCC SIDEWALK
- EXISTING BUILDING
- PROPOSED BUILDING ADDITION

EXISTING FACILITY SUMMARY

BUILDING	FLOOR AREA
MAIN SCHOOL BUILDING	87,742 SF
TOTAL EXISTING SITE AREA	492,853 SF
FLOOR AREA RATIO	0.18

PROPOSED FACILITY SUMMARY

BUILDING	PROPOSED FLOOR AREA
MAIN SCHOOL BUILDING	87,742 SF
MAIN ENTRANCE ADDITION	4,079 SF
CLASSROOM ADDITION	23,953 SF
STORM SHELTER ADDITION	12,520 SF
KITCHEN ADDITION	2,225 SF
TOTAL BUILDING	130,519 SF
TOTAL PROPOSED SITE AREA	505,827 SF
FLOOR AREA RATIO	0.26

HERRICK MIDDLE SCHOOL

ADDITION / IMPROVEMENT	CAMPUS AREA	HEIGHT REQUIRED	HEIGHT PROPOSED	SETBACK REQUIRED	SETBACK PROPOSED	# OF DEVIATIONS
MAIN ENTRANCE ADDITION	INTERIOR	35'	17'	20'	295.86'	0
CLASSROOM ADDITION	TRANSITION	35'	40' - 5"	64.85'	87.33'	1
STORM SHELTER ADDITION	TRANSITION	35'	34' - 5"	64.85'	89.10'	0
KITCHEN ADDITION	TRANSITION	35'	19' - 1"	64.85'	36.54'	1
				HERRICK DEVIATIONS*		2
				MAXIMUM INTERIOR HEIGHT		40' - 5"
				MAXIMUM TRANSITION HEIGHT		40' - 5"

BULK REGULATIONS SUMMARY

REGULATION TYPE	REQUIREMENT	PROPOSED
BUILDING COVERAGE	32% MAX	18.4%
OPEN SPACE	N/A	49%
FLOOR AREA RATIO	N/A	0.26
TRANSITIONAL AREA BUILDING HEIGHT (WITHIN 150 FT OF R ZONING DISTRICT)	35 FEET	40' - 5"
INTERIOR AREA BUILDING HEIGHT	TBD	40' - 5"
PARKING	99 SPACES	172 SPACES
BICYCLE PARKING	18 SPACES	120 SPACES
TOTAL SIGN ALLOWANCE	300 SQFT	296.24 SQFT

NORTH

GRAPHIC SCALE
60 0 30 60 120
1 INCH = 60 FEET

DOWNERS GROVE SCHOOL DISTRICT 58

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	ZBA SUBMITTAL	08/22/23
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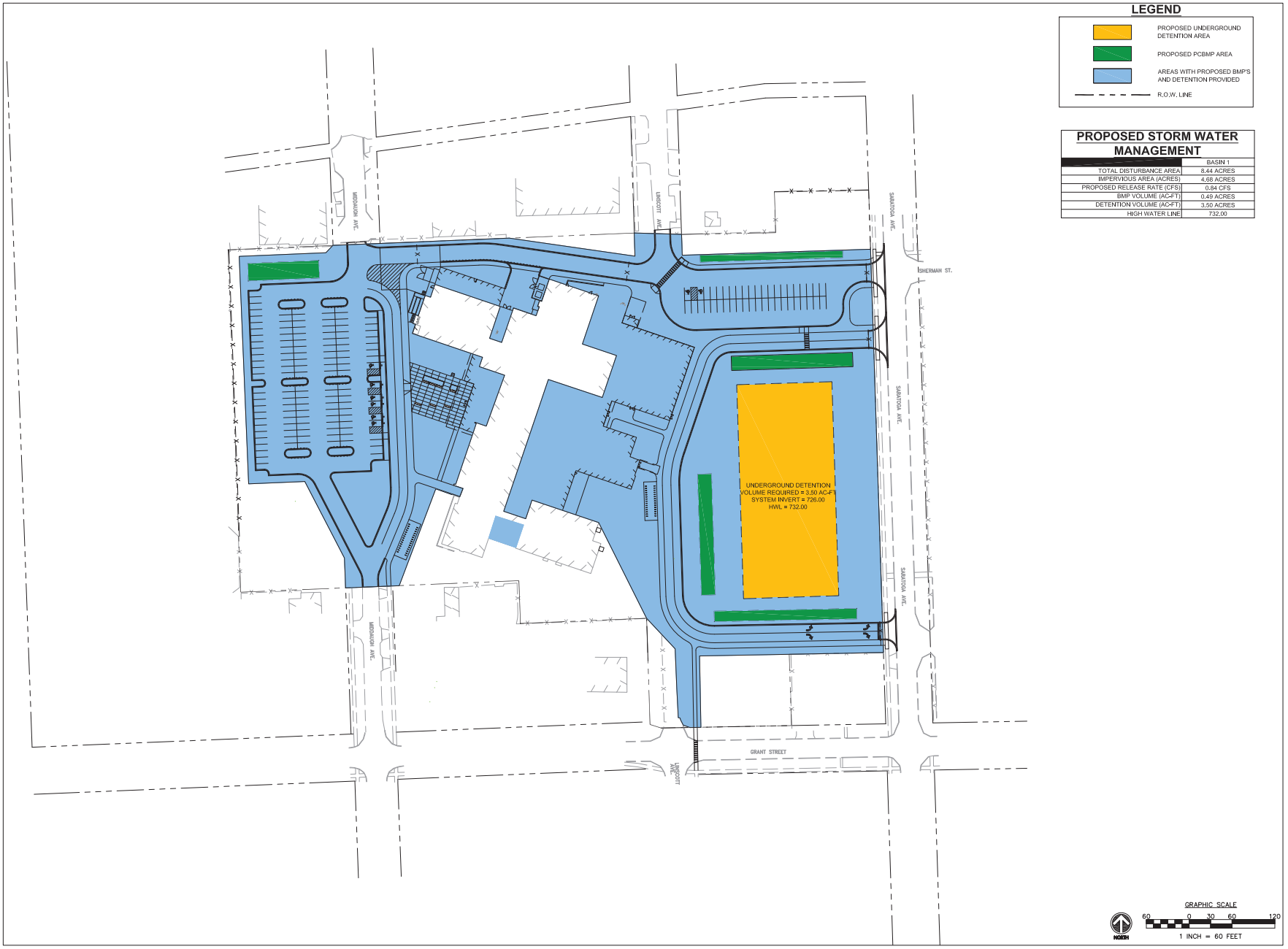
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPOSED USES AND DEVELOPMENT ENVELOPE EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 4



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DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

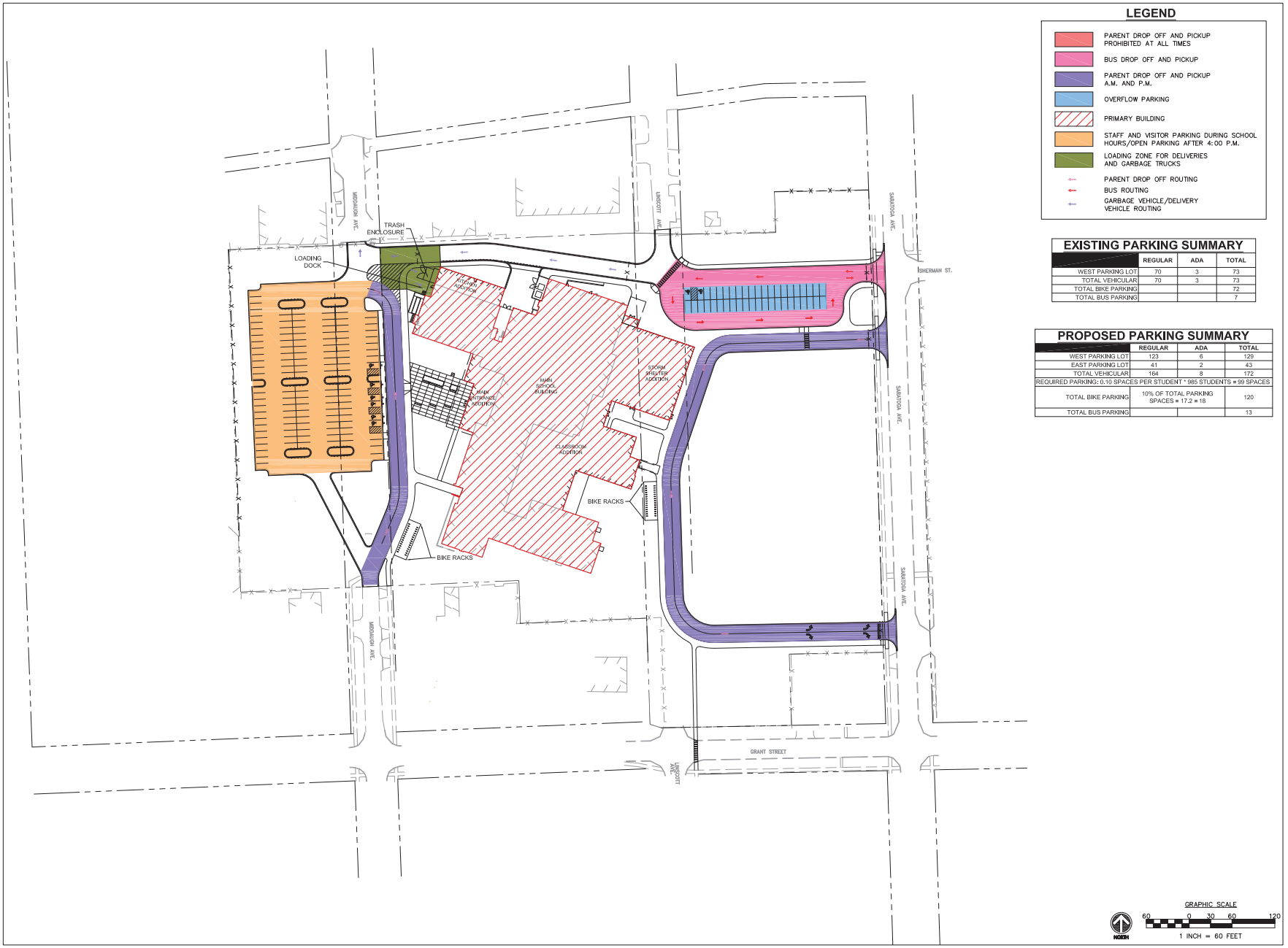
4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPOSED STORMWATER EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 5

S:\Darien\Downers Grove SD58\220281_Referendum Projects\Herrick MS\01\11 Drawings\02 CD\EXHIBITS\ZONING EXHIBITS\220281 EXH5 PROPOSED STORMWATER EXHIBIT – HERRICK.dwg devans Oct 18, 2023 3:56:20 pm



LEGEND

- PARENT DROP OFF AND PICKUP PROHIBITED AT ALL TIMES
- BUS DROP OFF AND PICKUP
- PARENT DROP OFF AND PICKUP A.M. AND P.M.
- OVERFLOW PARKING
- PRIMARY BUILDING
- STAFF AND VISITOR PARKING DURING SCHOOL HOURS/OPEN PARKING AFTER 4:00 P.M.
- LOADING ZONE FOR DELIVERIES AND GARBAGE TRUCKS
- PARENT DROP OFF ROUTING
- BUS ROUTING
- GARBAGE VEHICLE/DELIVERY VEHICLE ROUTING

EXISTING PARKING SUMMARY

	REGULAR	ADA	TOTAL
WEST PARKING LOT	70	3	73
TOTAL VEHICULAR	70	3	73
TOTAL BIKE PARKING			72
TOTAL BUS PARKING			7

PROPOSED PARKING SUMMARY

	REGULAR	ADA	TOTAL
WEST PARKING LOT	123	6	129
EAST PARKING LOT	41	2	43
TOTAL VEHICULAR	164	8	172
REQUIRED PARKING: 0.10 SPACES PER STUDENT * 985 STUDENTS = 99 SPACES			
TOTAL BIKE PARKING	10% OF TOTAL PARKING SPACES = 17.2 = 18		120
TOTAL BUS PARKING			13

GRAPHIC SCALE
60 0 30 60 120
1 INCH = 60 FEET
NORTH

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	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

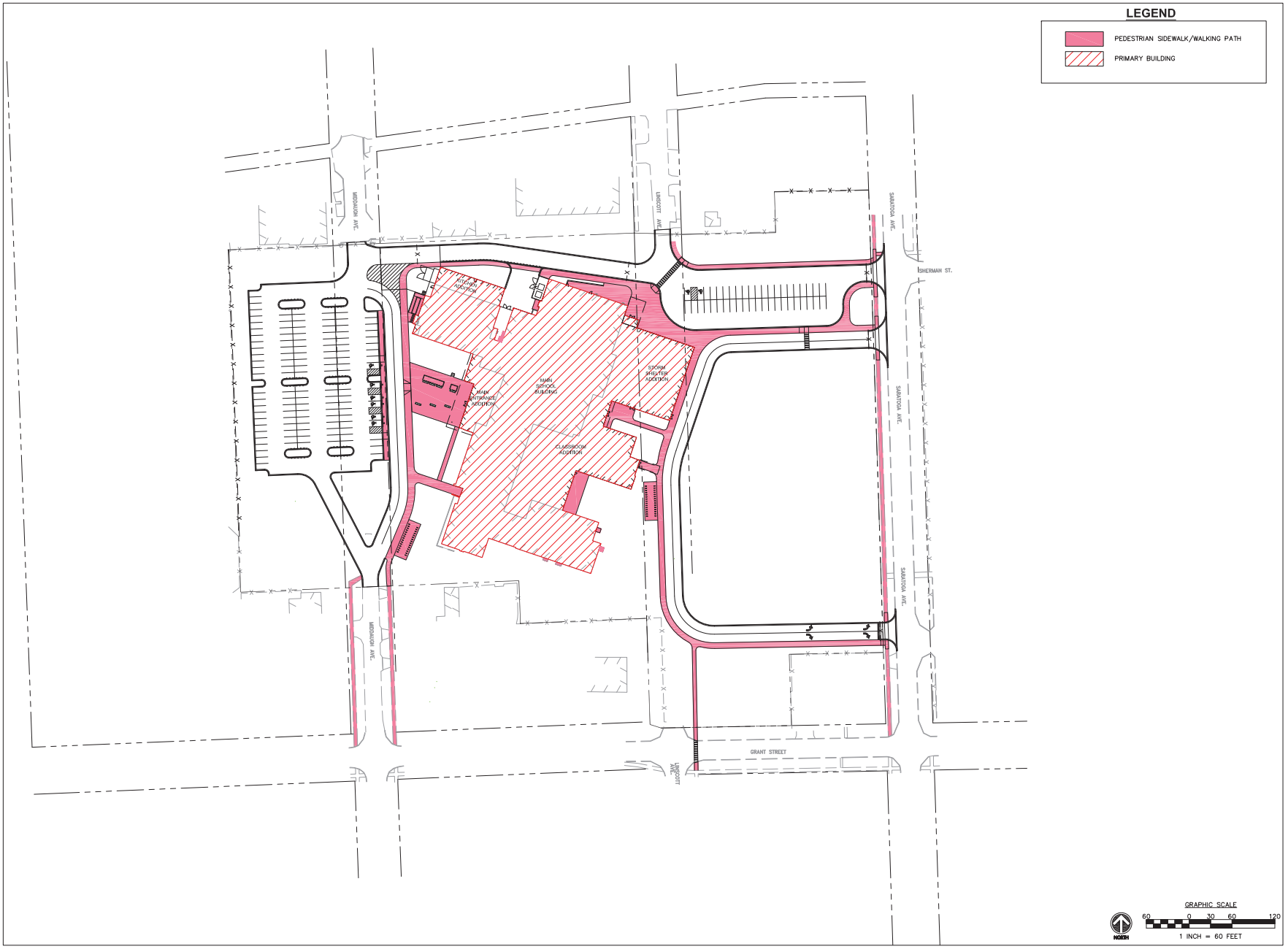
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPOSED TRANSPORTATION EXHIBIT

Project Number: 220281
Drawn By: VL
Sheet:

EXH 6



DOWNERS GROVE
SCHOOL DISTRICT 58

Wight & Company
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2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
	BG2 75% CONSTRUCTION DOCS	10/03/23
	PLAN COMMISSION RE-SUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

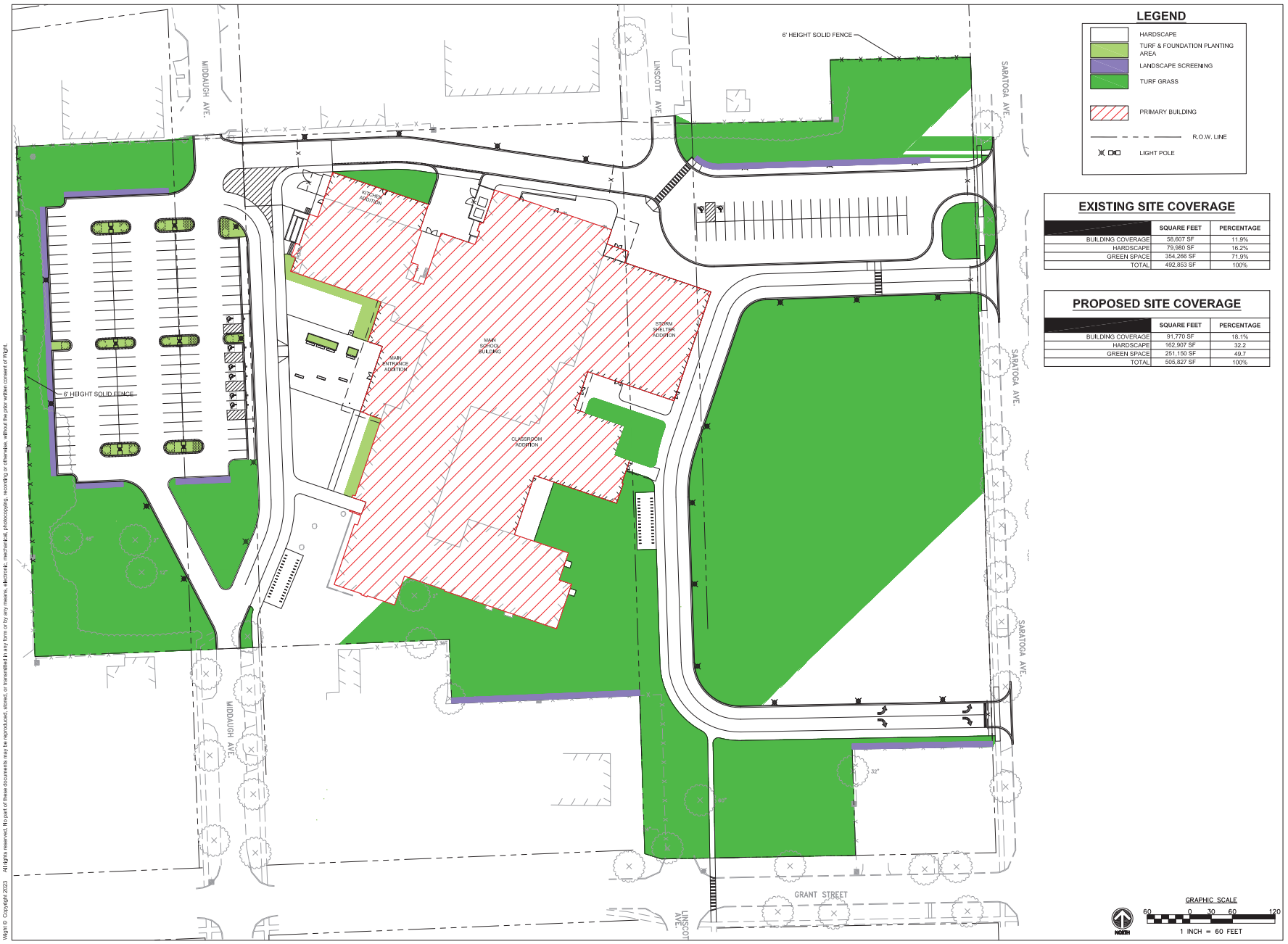
DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPOSED NON-MOTORIZED CIRCULATION EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 7



EXISTING SITE COVERAGE

	SQUARE FEET	PERCENTAGE
BUILDING COVERAGE	58,607 SF	11.9%
HARDSCAPE	79,980 SF	16.2%
GREEN SPACE	354,266 SF	71.9%
TOTAL	492,853 SF	100%

PROPOSED SITE COVERAGE

	SQUARE FEET	PERCENTAGE
BUILDING COVERAGE	91,770 SF	18.1%
HARDSCAPE	162,907 SF	32.2
GREEN SPACE	251,150 SF	49.7
TOTAL	505,827 SF	100%

DOWNERS GROVE SCHOOL DISTRICT 58

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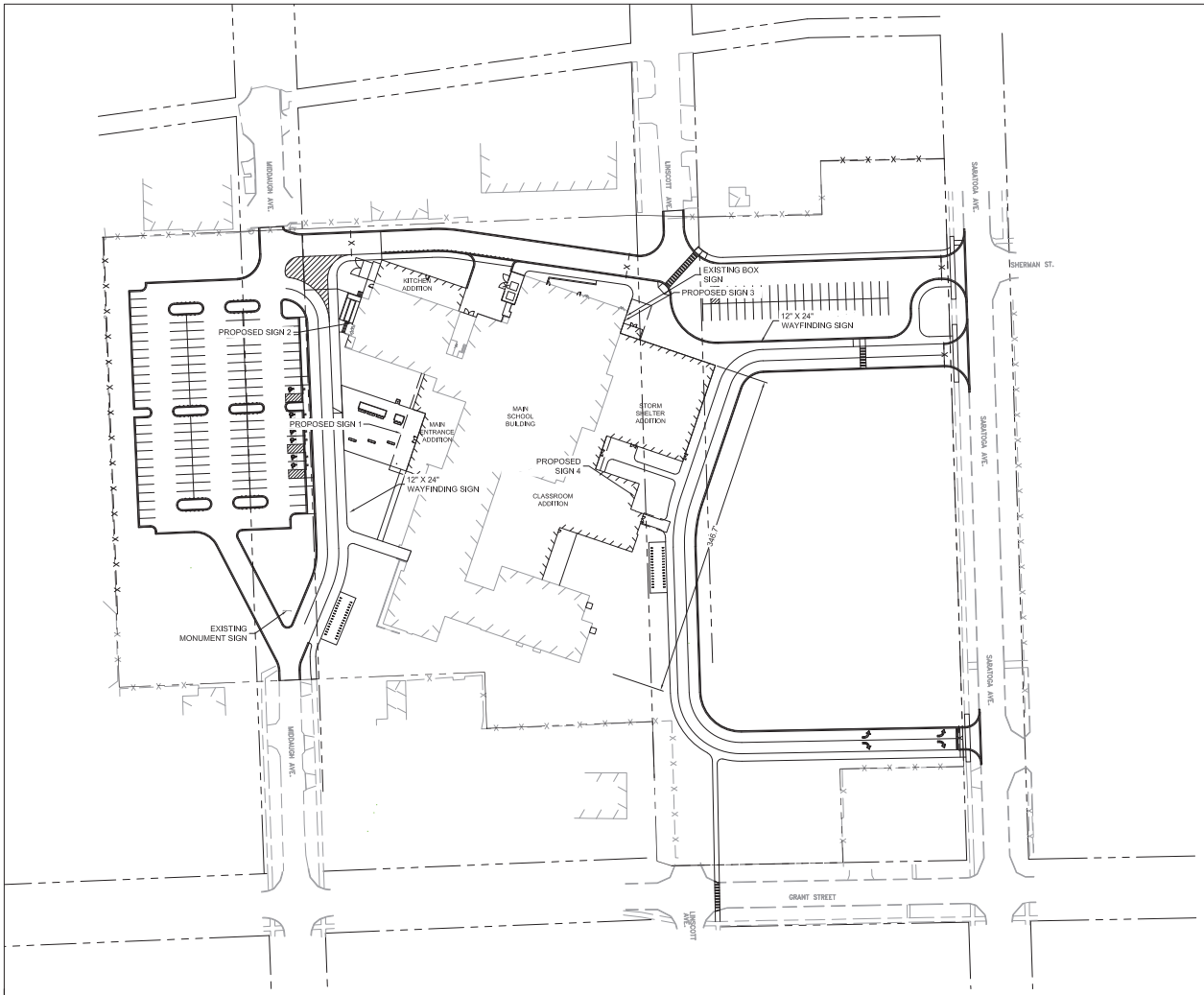
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

PROPOSED LANDSCAPING AND LIGHTING EXHIBIT

Project Number: 220281
Drawn By: VL
Sheet:

EXH 8



HERRICK SIGNAGE SUMMARY

SIGNAGE LOCATION	BUILDING ELEVATION	CAMPUS AREA	AREA (SQFT)	NUMBER OF DEVIATIONS
EXISTING MONUMENT SIGN	SOUTH	TRANSITION	17.44	0
EXISTING BOX SIGN	SOUTH	TRANSITION	19.48	0
PROPOSED SIGN 1	WEST	INTERIOR	95.45	0
PROPOSED SIGN 2	NORTH	TRANSITION	15.70	0
PROPOSED SIGN 3	EAST	TRANSITION	64.99	0
PROPOSED SIGN 4	EAST	TRANSITION	83.18	0
		REQUIRED / PROPOSED		
		TOTAL	300 / 296.24	0

1 EXISTING MONUMENT SIGN

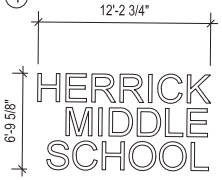
2 EXISTING BOX SIGN

1 PROPOSED SIGN 1

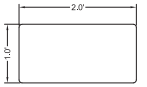
2 PROPOSED SIGN 2

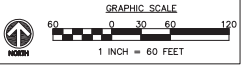
3 PROPOSED SIGN 3

4 PROPOSED SIGN 4



5 PROPOSED WAYFINDING SIGN





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REV	DESCRIPTION	DATE
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	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

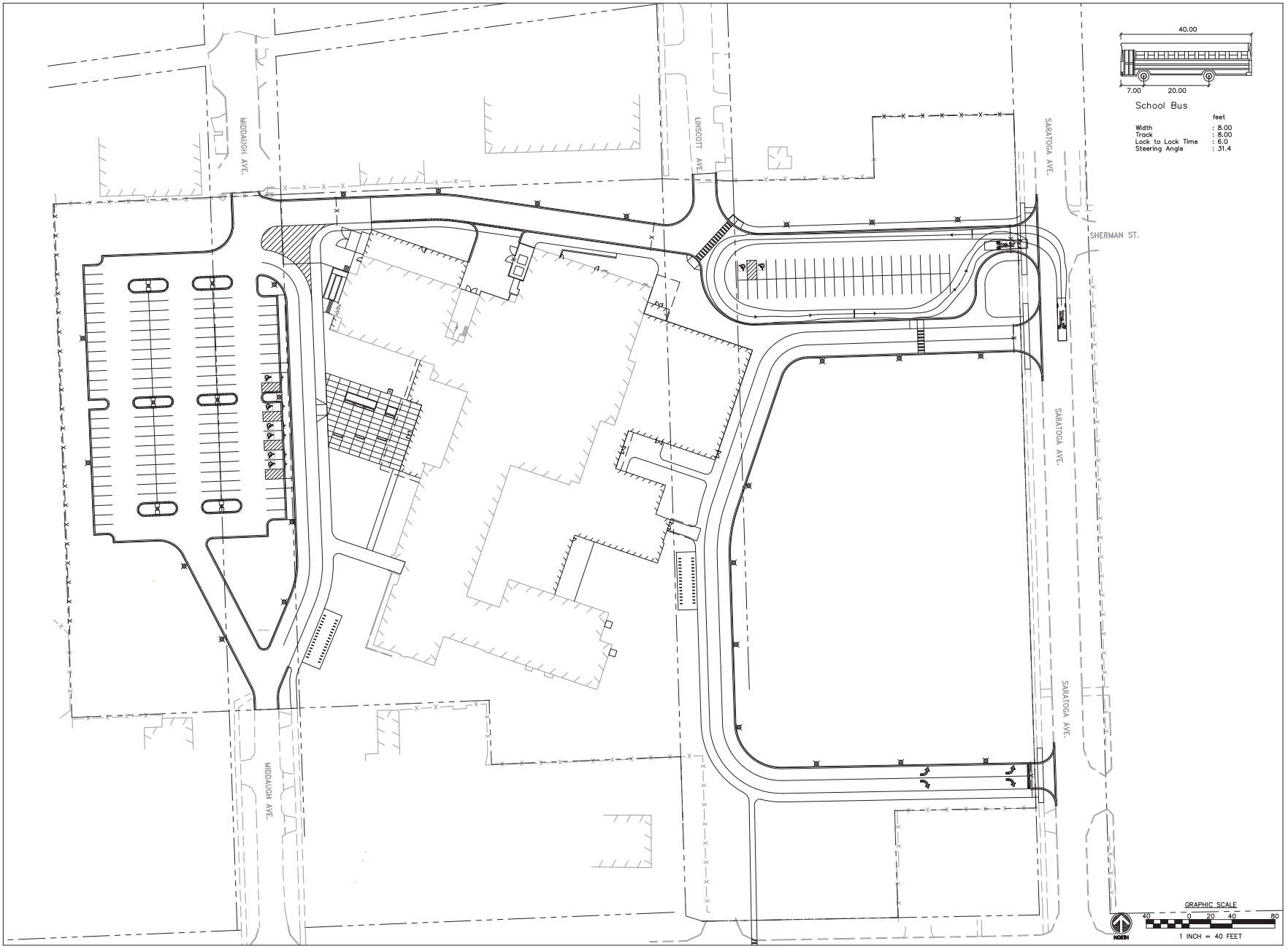
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

EXISTING AND PROPOSED SIGNS EXHIBIT

Project Number: 220281
Drawn By: VL
Sheet:

EXH 9



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SCHOOL DISTRICT 58

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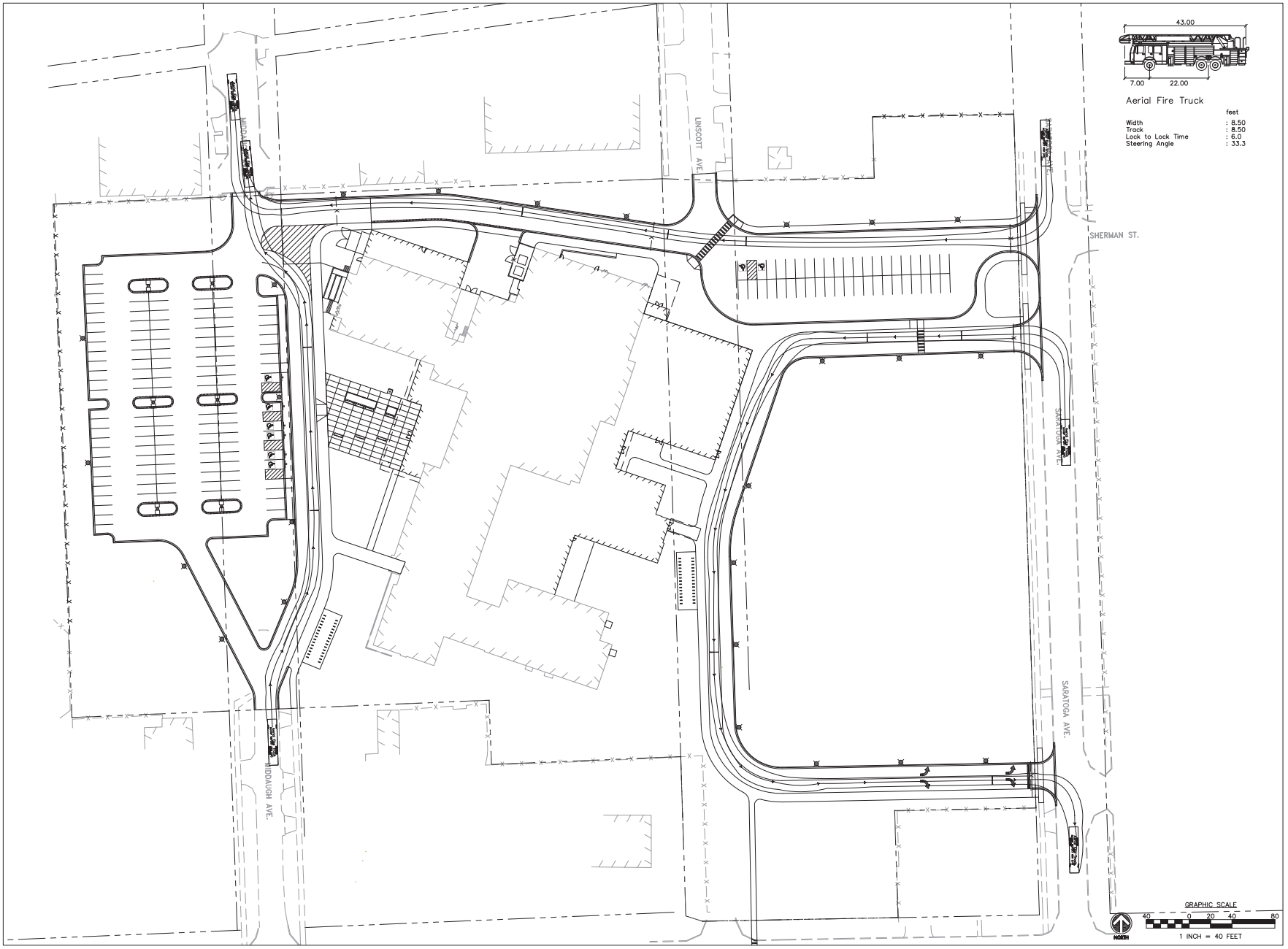
DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

SCHOOL BUS TURNING EXHIBIT

Project Number:
220281
Drawn By:
DE
Sheet:

BUS



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SCHOOL DISTRICT 58

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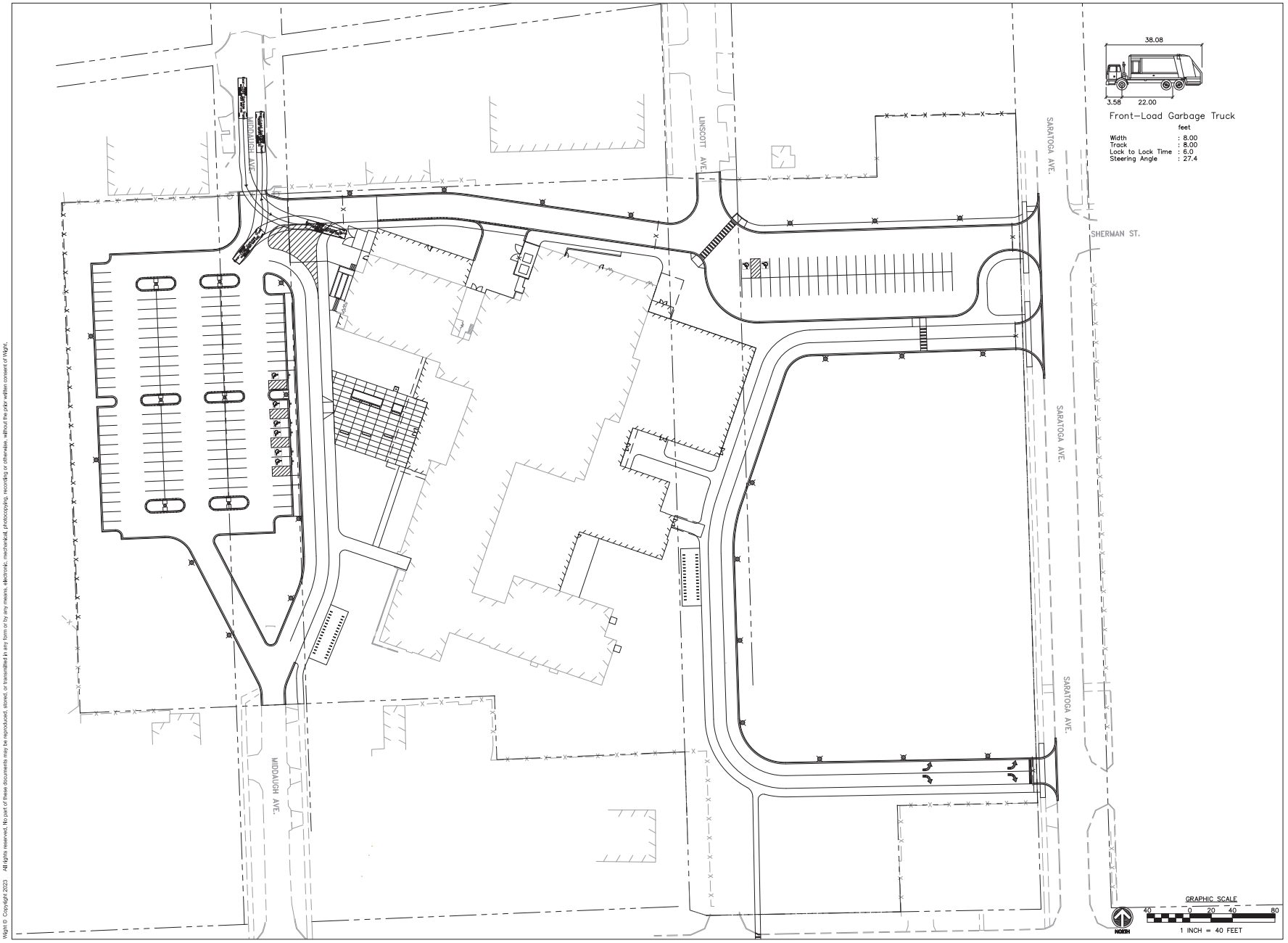
DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

FIRE TRUCK TURNING EXHIBIT

Project Number:
220281
Drawn By:
DE
Sheet:

FIRE



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REV	DESCRIPTION	DATE
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DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
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GARGABE TRUCK TURNING EXHIBIT

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220281
Drawn By:
DE
Sheet:

GARBAGE

Herrick Middle School - Additions and Renovations

Downer's Grove School District 58
4435 Middaugh Ave.
Downer's Grove, IL 60515
Project Number 220281
October 18, 2023

PLAN COMMISSION RE-SUBMITTAL

PROJECT TEAM

ARCHITECT
WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN IL. 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT: AMY TIBERI
Design Firm Registration #184-000451

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DOWNERS GROVE, IL 60515
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CIVIL ENGINEER
WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN IL. 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT:KYLE BUCK
Design Firm Registration #184-000451

INDEX OF DRAWINGS

LOCATION MAP

4435 Middaugh Ave.
Downer's Grove, IL 60515

NOTE: ELEVATIONS SHOWN ON THIS DRAWING, INCLUDING THE EXISTING STRUCTURE, ARE FROM THE ESTABLISHED GRADE TO TOP OF ROOF (TOPOGRAPHY HEIGHT VARIES ALONG PERIMETER OF THE BUILDING)

LEGEND

- EXISTING
- NEW CONSTRUCTION (COMPLIANT)
- NEW CONSTRUCTION (WITH DEVIATIONS)

34'-5" HIGH POINT AT STORM SHELTER/GYM ADDITION

12'-6" HIGH POINT AT NEW CANOPY

21'-8" HIGH POINT AT RTU 2

28'-8" HIGH POINT AT CLASSROOM ADDITION

26'-8" HIGH POINT AT CHILLER

27'-8" HIGH POINT AT SCREEN

28'-7" HIGH POINT AT EXISTING (ORCHESTRA)

41'-7" HIGH POINT AT EXISTING (SMOKE STACK)

33'-0" HIGH POINT AT EXISTING (BAND)

19'-9" HIGH POINT AT AHU 9

19'-8" HIGH POINT AT AHU 1

19'-1" HIGH POINT AT NEW KITCHEN AND SERVING ADDITION

25'-4" HIGH POINT AT SCREEN

20'-0" HIGH POINT AT RTU 3

21'-9" HIGH POINT AT EXISTING (CAFE)

16'-4" HIGH POINT AT EXISTING (CAFE EXIT)

17'-0" HIGH POINT AT NEW MAIN ENTRANCE CANOPY

23'-6" HIGH POINT AT RTU 1

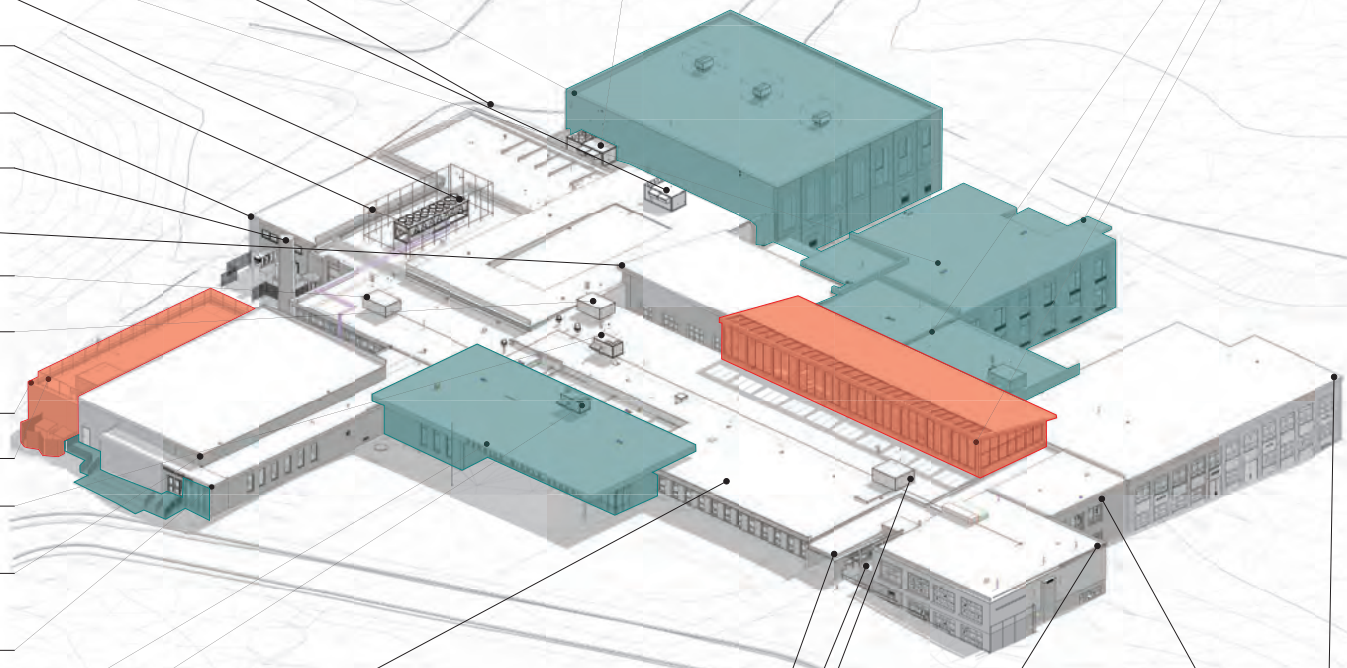
13-8" HIGH POINT AT EXISTING (CLASSROOMS)

27'-5" HIGH POINT AT RTU 4

40'-5" HIGH POINT AT LIBRARY SKYLIGHT ADDITION

11'-0" HIGH POINT AT NEW CANOPY

34'-8" HIGH POINT AT AHU 6



11'-8" HIGH POINT AT EXISTING (CANOPY ENTRANCE)

12'-8" HIGH POINT AT EXISTING (CANOPY)

21'-8" HIGH POINT AT AHU 8

25'-2" HIGH POINT AT EXISTING CLASSROOMS

26'-8" HIGH POINT AT EXISTING (CLASSROOMS)

27'-4" HIGH POINT AT EXISTING (CLASSROOMS)

1 NEW ADDITIONS DIAGRAM
SCALE:

PLAN PROJECT

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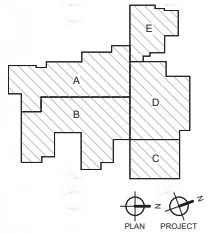

REV	DESCRIPTION	DATE
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	PLAN COMMISSION RE-SUBMITAL	10/02/2023
	PLAN COMMISSION	08/22/2023

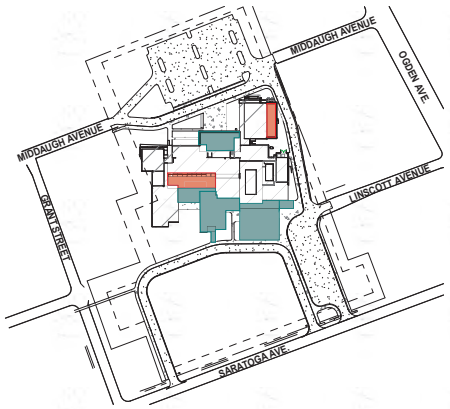
Herrick Middle School - Additions and Renovations

4435 Middaugh Ave.
Downer's Grove, IL 60515

OVERALL AXON

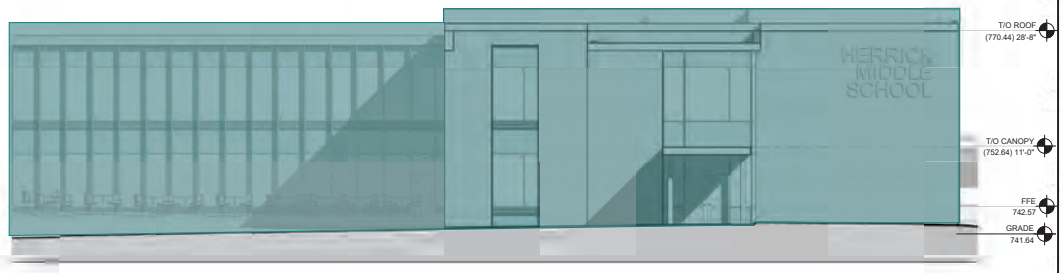
Project Number:
Project Number 220281
Drawn By:
Author
Sheet:

EX-A1.00

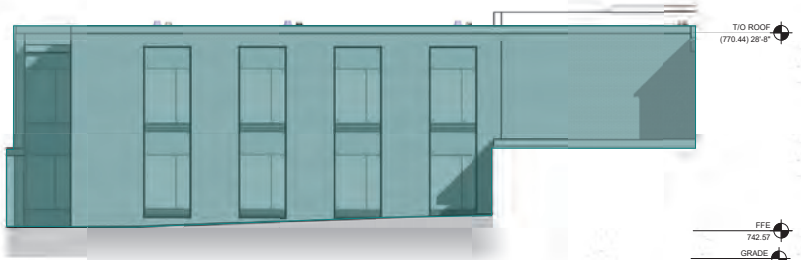


4 SITE PLAN
SCALE: 1" = 160'-0"

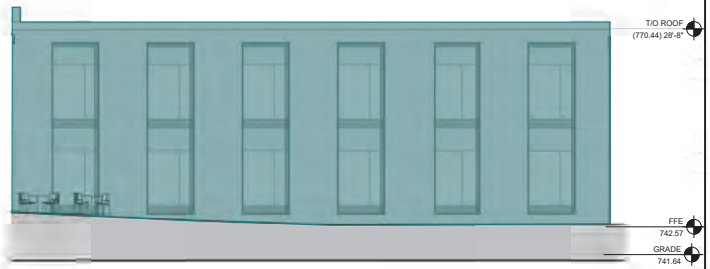
PLAN PROJECT



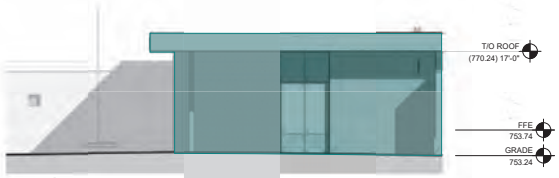
3 ELEVATION - EAST (CLASSROOMS)
SCALE: 1/8" = 1'-0"



5 ELEVATION - NORTH (CLASSROOMS)
SCALE: 1/8" = 1'-0"



2 ELEVATION - SOUTH (CLASSROOMS)
SCALE: 1/8" = 1'-0"



6 ELEVATION - SOUTH (MAIN ENTRANCE)
SCALE: 1/8" = 1'-0"

1 ELEVATION - WEST (MAIN ENTRANCE)
SCALE: 1/8" = 1'-0"

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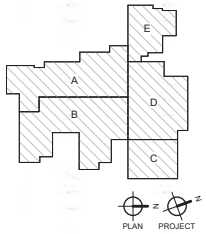

REV	DESCRIPTION	DATE
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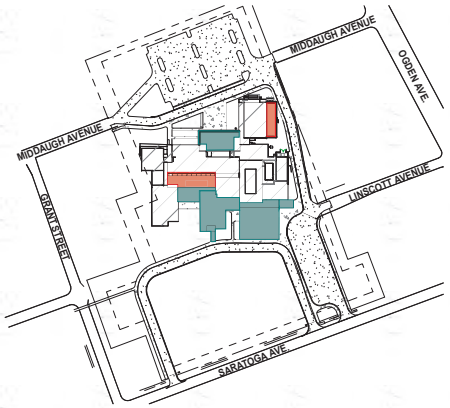
	PLAN COMMISSION RE-SUBMITAL	10/02/2023
	PLAN COMMISSION	08/22/2023

Herrick Middle School - Additions and Renovations

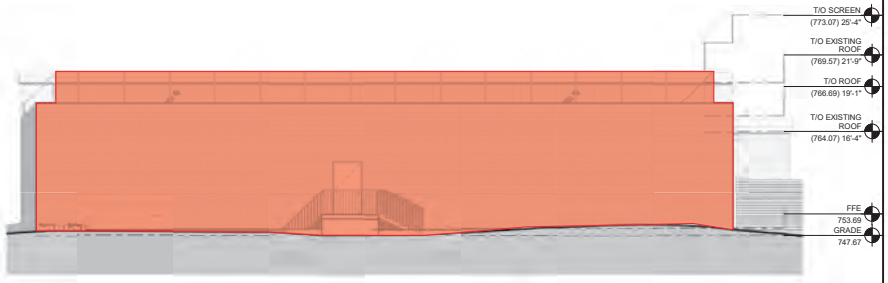
4435 Middaugh Ave.
Downer's Grove, IL 60515

ELEVATIONS

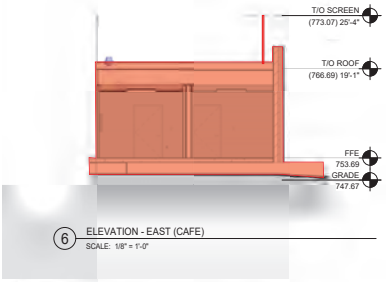
Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.01



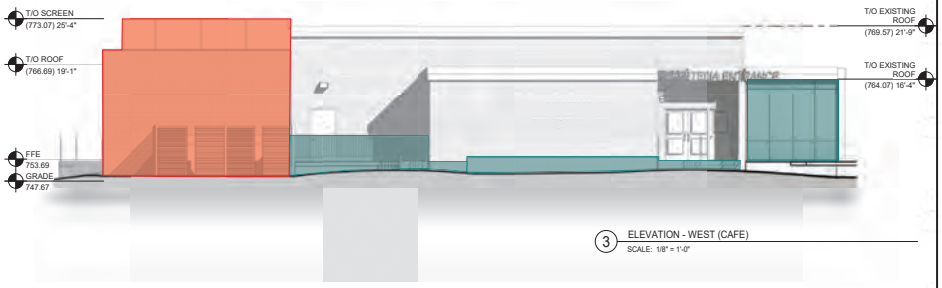
5 SITE PLAN
SCALE: 1" = 160'-0"



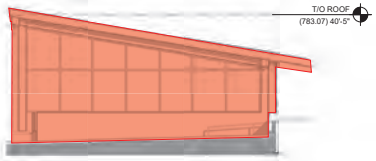
4 ELEVATION - NORTH (KITCHEN)
SCALE: 1/8" = 1'-0"



6 ELEVATION - EAST (CAFE)
SCALE: 1/8" = 1'-0"

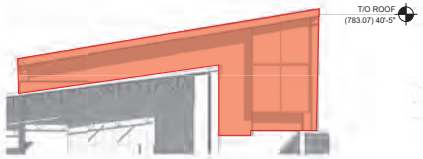


3 ELEVATION - WEST (CAFE)
SCALE: 1/8" = 1'-0"



7 ELEVATION - SOUTH (LIBRARY)
SCALE: 1/8" = 1'-0"

2 ELEVATION - EAST (LIBRARY)
SCALE: 1/8" = 1'-0"



8 ELEVATION - NORTH (LIBRARY)
SCALE: 1/8" = 1'-0"

1 ELEVATION - WEST (LIBRARY)
SCALE: 1/8" = 1'-0"

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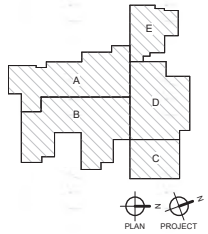

REV	DESCRIPTION	DATE
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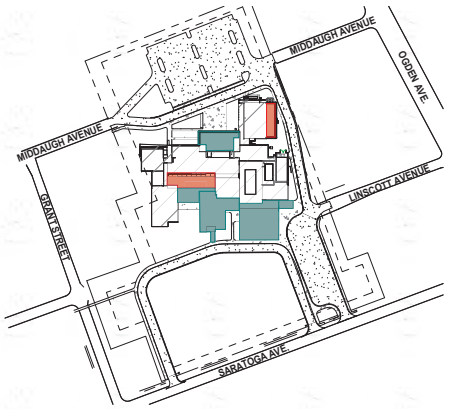
	PLAN COMMISSION	08/22/2023

Herrick Middle School - Additions and Renovations

4435 Middaugh Ave.
Downer's Grove, IL 60515

ELEVATIONS

Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.02



4 SITE PLAN
SCALE: 1" = 160'-0"

3 ELEVATION - NORTH (GYM)
SCALE: 1/8" = 1'-0"

2 ELEVATION - EAST (GYM)
SCALE: 1/8" = 1'-0"

5 ELEVATION - SOUTH (GYM)
SCALE: 1/8" = 1'-0"

1 ELEVATION -WEST (GYM)
SCALE: 1/8" = 1'-0"

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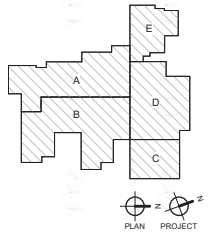

REV	DESCRIPTION	DATE
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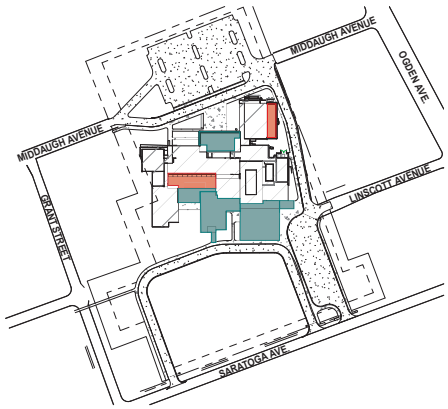
	PLAN COMMISSION RE-SUBMITAL	10/02/2023
	PLAN COMMISSION	08/22/2023

Herrick Middle School - Additions and Renovations

4435 Middaugh Ave.
Downer's Grove, IL 60515

ELEVATIONS

Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.03

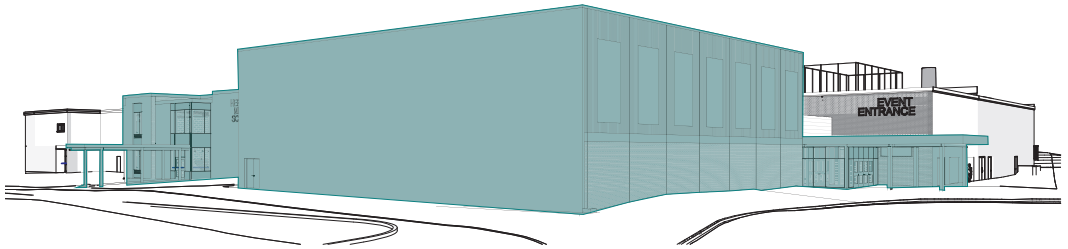


5 SITE PLAN
SCALE: 1" = 160'-0"

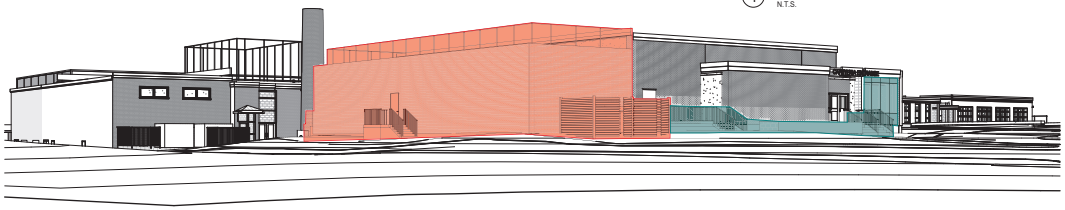
PLAN N PROJECT N

LEGEND

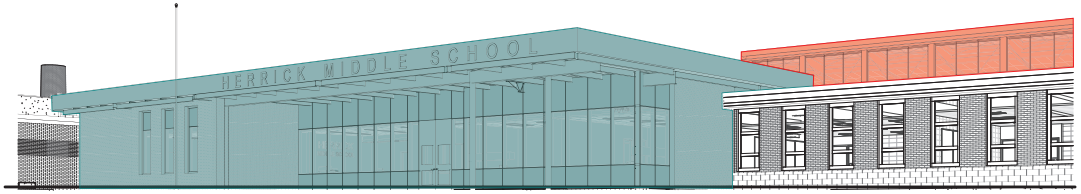
- EXISTING
- NEW CONSTRUCTION (COMPLIANT)
- NEW CONSTRUCTION (WITH DEVIATIONS)



4 VIEW FROM STORM SHELTER/GYM ADDITION
N.T.S.



3 VIEW FROM KITCHEN/SERVERY ADDITION
N.T.S.



2 VIEW FROM MAIN ENTRANCE CANOPY
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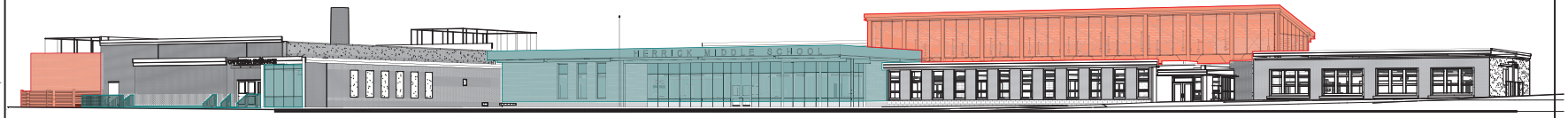

1 OVERALL VIEW FROM NEW PARKING AREA
N.T.S.

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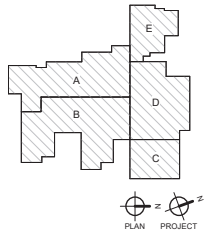
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979



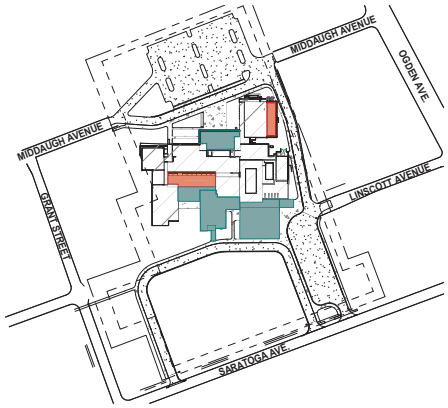
REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITAL	10/02/2023
	PLAN COMMISSION	08/22/2023

Herrick Middle School - Additions and Renovations

4435 Middaugh Ave.
Downer's Grove, IL 60515

EXTERIOR PERSPECTIVES

Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.04

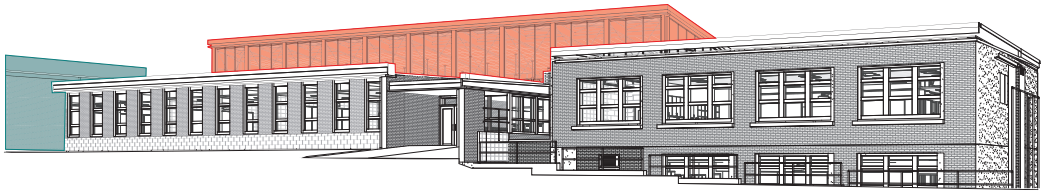


4 SITE PLAN
SCALE: 1" = 160'-0"

PLAN PROJECT

LEGEND

- EXISTING
- NEW CONSTRUCTION (COMPLIANT)
- NEW CONSTRUCTION (WITH DEVIATIONS)



3 VIEW FROM EXISTING AND LIBRARY SKYLIGHT ADDITION
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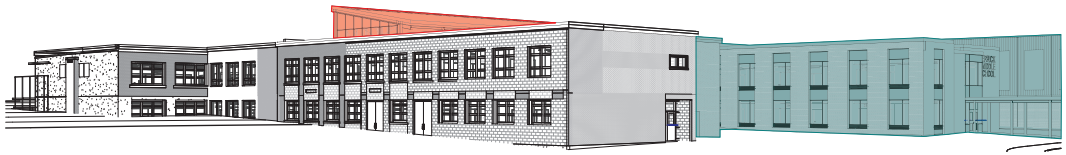

2 VIEW FROM EXISTING
N.T.S.

1 VIEW FROM NEW CLASSROOM ADDITION
N.T.S.

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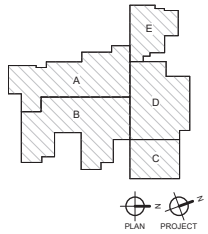
Darien, IL 60561
P 630.969.7000
F 630.969.7979



REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITAL	10/02/2023
	PLAN COMMISSION	08/22/2023

Herrick Middle School - Additions and Renovations

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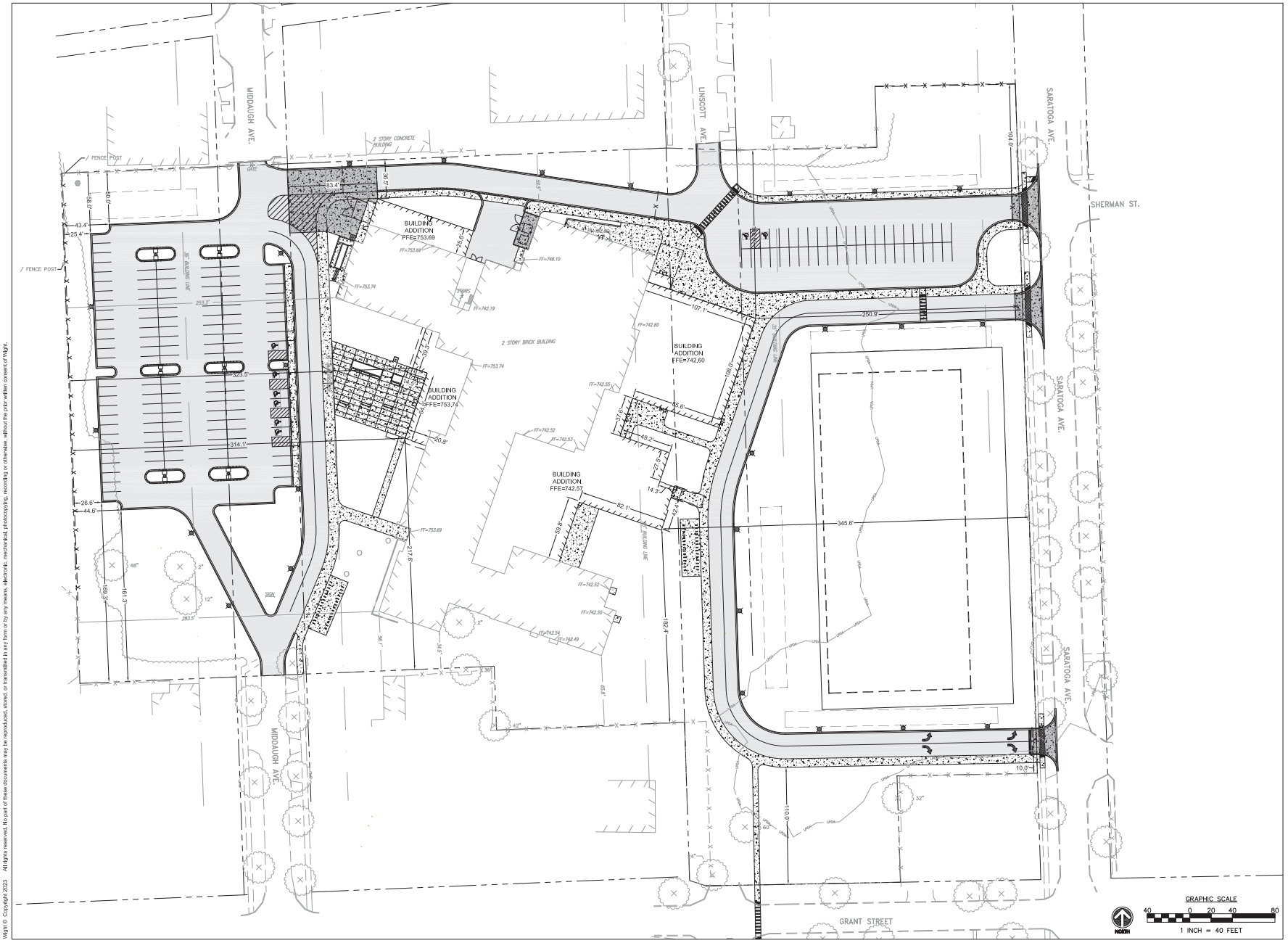
Downer's Grove, IL 60515

EXTERIOR PERSPECTIVES

Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.05


HERRICK MIDDLE SCHOOL


EVENT
ENTRANCE



DOWNERS GROVE SCHOOL DISTRICT 58

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2500 North Frontage Road
Darien, IL 60561
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F 630.969.7979

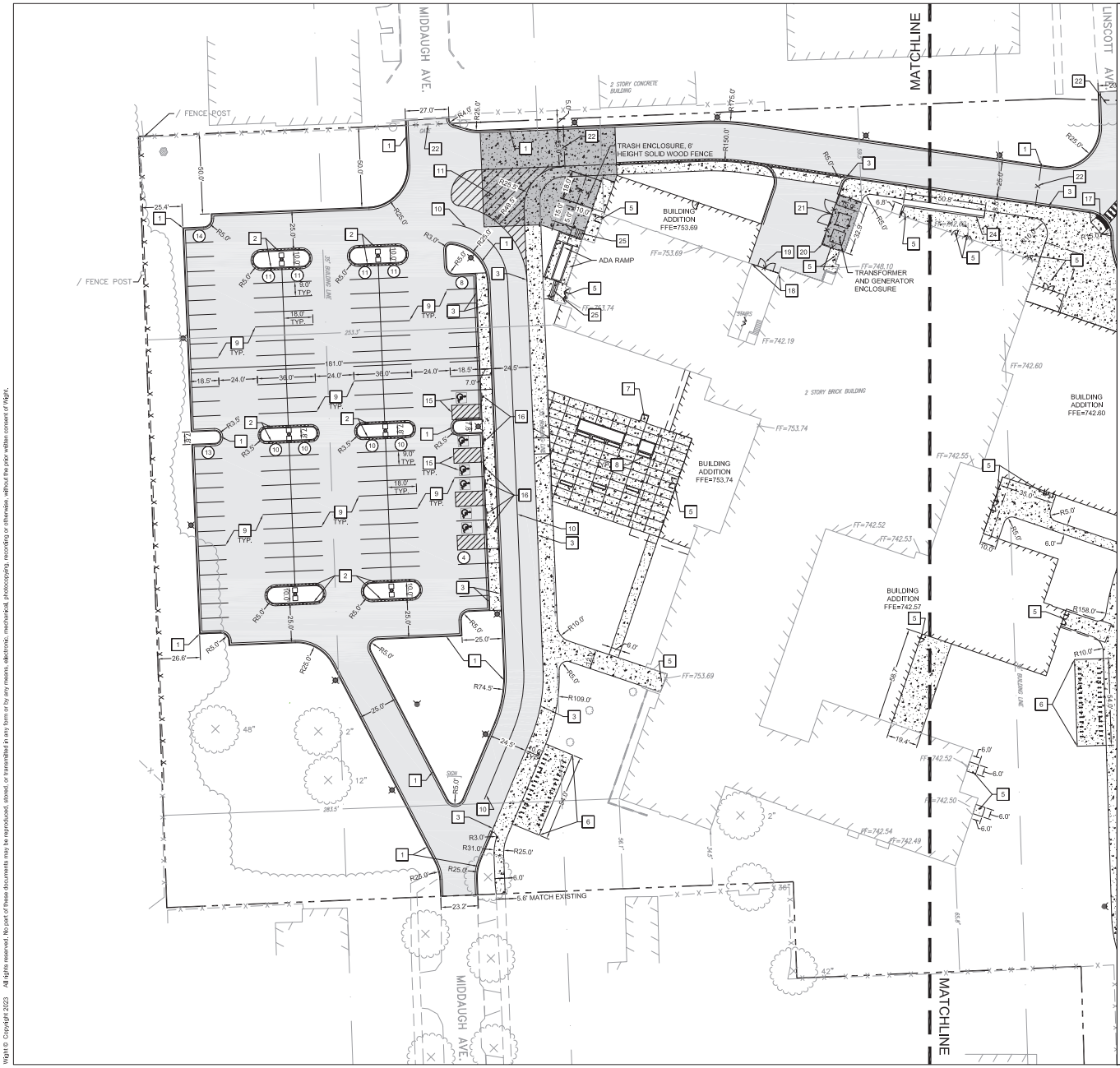
REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
	BG2 75% CONSTRUCTION DOCS	10/03/23
	PLAN COMMISSION RE-SUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

SITE PLAN – OVERALL

Project Number:
220281
Drawn By:
SS
Sheet:
C2.00



LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- PCC SIDEWALK AND STONE BASE
- BRICK PAVERS AND STONE BASE
- (XX) PARKING COUNT
- LIGHT POLE
- PROPERTY LINE

SITE KEY NOTES

1. B6.12 CURB AND GUTTER
2. DEPRESSED CURB AND GUTTER
3. INTEGRAL CURB AND SIDEWALK
4. BARRIER CURB
5. FROST STOOP
6. BIKE RACKS
7. FLAGPOLE, BASE, AND FOUNDATION
8. BENCHES
9. 4" SOLID PARKING STRIPE, TRAFFIC WHITE PAINT
10. 4" SOLID LANE LINE, TRAFFIC WHITE PAINT
11. 4" SOLID PARKING STRIPE, 4' O.C., 45° ANGLE, WHITE
12. 24" STOP BAR, TRAFFIC WHITE PAINT
13. 12" CROSSWALK STRIPING, TRAFFIC WHITE PAINT
14. TRAFFIC ARROW, TRAFFIC WHITE PAINT
15. ADA PARKING STRIPING, TYP.
16. ADA SIGN
17. ADA RAMP AND DETECTIBLE WARNINGS
18. 6' HEIGHT CHAIN LINK FENCE, BLACK VINYL COATED
19. 6' HEIGHT CHAIN LINK, 10' WIDE DOUBLE SWING GATE
20. 8' HEIGHT WOOD FENCE
21. 8' HEIGHT WOOD, 10' WIDE DOUBLE SWING GATE
22. A-FRAME SWING GATE
23. STOP SIGN
24. CONCRETE RETAINING WALL
25. STAIRS

SITE PLAN NOTES

1. ALL EXISTING CURB TO BE REMOVED UNLESS OTHERWISE SPECIFIED.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN. ALL RADII DIMENSIONS ARE TO THE BACK OF CURB/EDGE OF PAVEMENT.
3. ALL DISTURBED AREAS ON-SITE AND IN THE RIGHT-OF-WAY SHALL BE RESTORED TO EXISTING CONDITION. ALL ITEMS DISTURBED SHALL BE REPLACED INCLUDING ALL LANDSCAPING, CURB, SIDEWALK, PAVEMENT, ETC.
4. ALL EXISTING TREES TO REMAIN AND TO BE PROTECTED UNLESS OTHERWISE NOTED.
5. CONTRACTOR TO COORDINATE WITH SCHOOL ON FINAL LOCATIONS OF SIGNS.
6. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD WITHIN THE RIGHT-OF-WAY SHALL INDICATE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.
7. ANY CHANGES MADE TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.
8. **ANY CHANGES MADE TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE.**

LAYOUT NOTE:

1. ALL LAYOUT FOR SITE IMPROVEMENTS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR HIRED BY THE CONTRACTOR. LAYOUT SHALL BE COMPLETED USING THE ELECTRONIC CAD FILES PROVIDED BY THE ENGINEER.

GRAPHIC SCALE
30 0 15 30 60
1 INCH = 30 FEET

NORTH

DOWNERS GROVE SCHOOL DISTRICT 58

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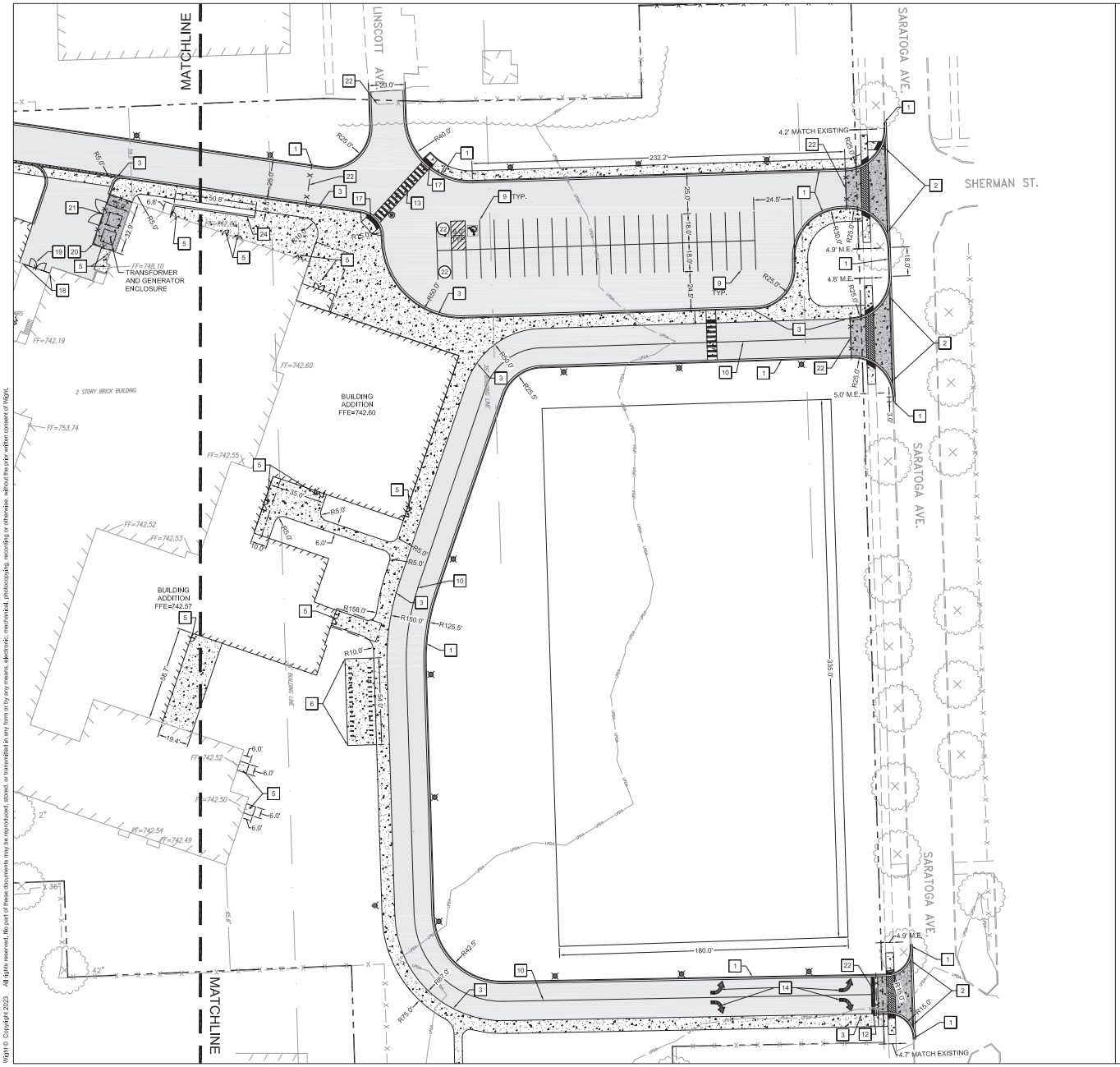
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

SITE PLAN – WEST

Project Number: 220281
Drawn By: SS
Sheet: C2.01



LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- PCC SIDEWALK AND STONE BASE
- BRICK PAVERS AND STONE BASE
- (XX) PARKING COUNT
- LIGHT POLE
- PROPERTY LINE

SITE KEY NOTES

1. B6.12 CURB AND GUTTER
2. DEPRESSED CURB AND GUTTER
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21. 8' HEIGHT WOOD, 10' WIDE DOUBLE SWING GATE
22. A-FRAME SWING GATE
23. STOP SIGN
24. CONCRETE RETAINING WALL
25. STAIRS

SITE PLAN NOTES

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GRAPHIC SCALE
30 0 15 30 60
1 INCH = 30 FEET

DOWNERS GROVE SCHOOL DISTRICT 58

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REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
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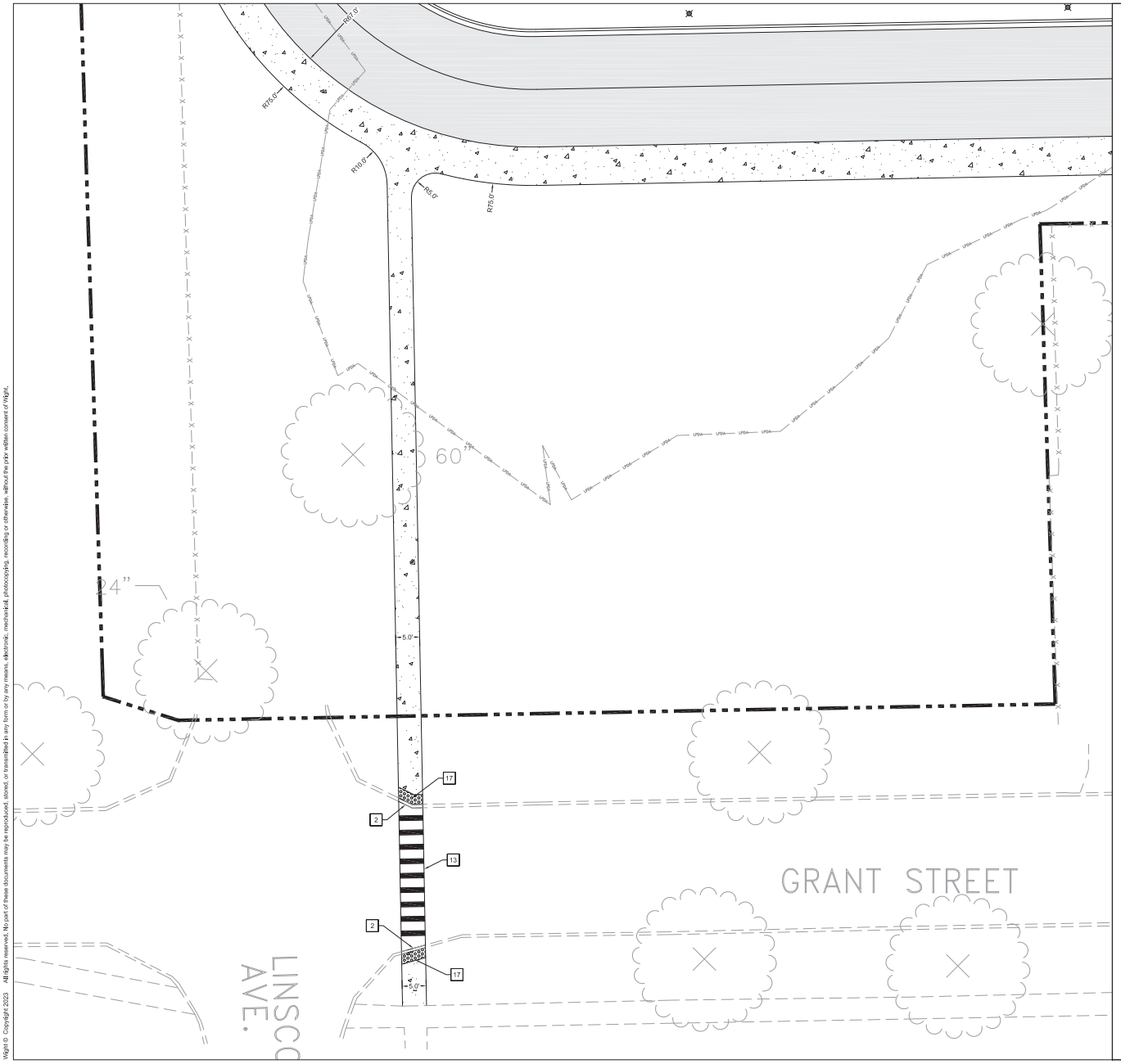
	PLAN COMMISSION RE-SUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

SITE PLAN – EAST

Project Number: 220281
Drawn By: SS
Sheet: C2.02



LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- PCC SIDEWALK AND STONE BASE
- (XX) PARKING COUNT
- LIGHT POLE
- PROPERTY LINE

SITE KEY NOTES

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2. DEPRESSED CURB AND GUTTER
3. INTEGRAL CURB AND SIDEWALK
4. BARRIER CURB
5. FROST STOOP
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21. 8' HEIGHT WOOD, 10' WIDE DOUBLE SWING GATE
22. A-FRAME SWING GATE
23. STOP SIGN
24. CONCRETE RETAINING WALL
25. STAIRS

SITE PLAN NOTES

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LAYOUT NOTE:

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GRAPHIC SCALE
10 0 5 10 20
1 INCH = 10 FEET

NORTH

DOWNERS GROVE SCHOOL DISTRICT 58

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REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
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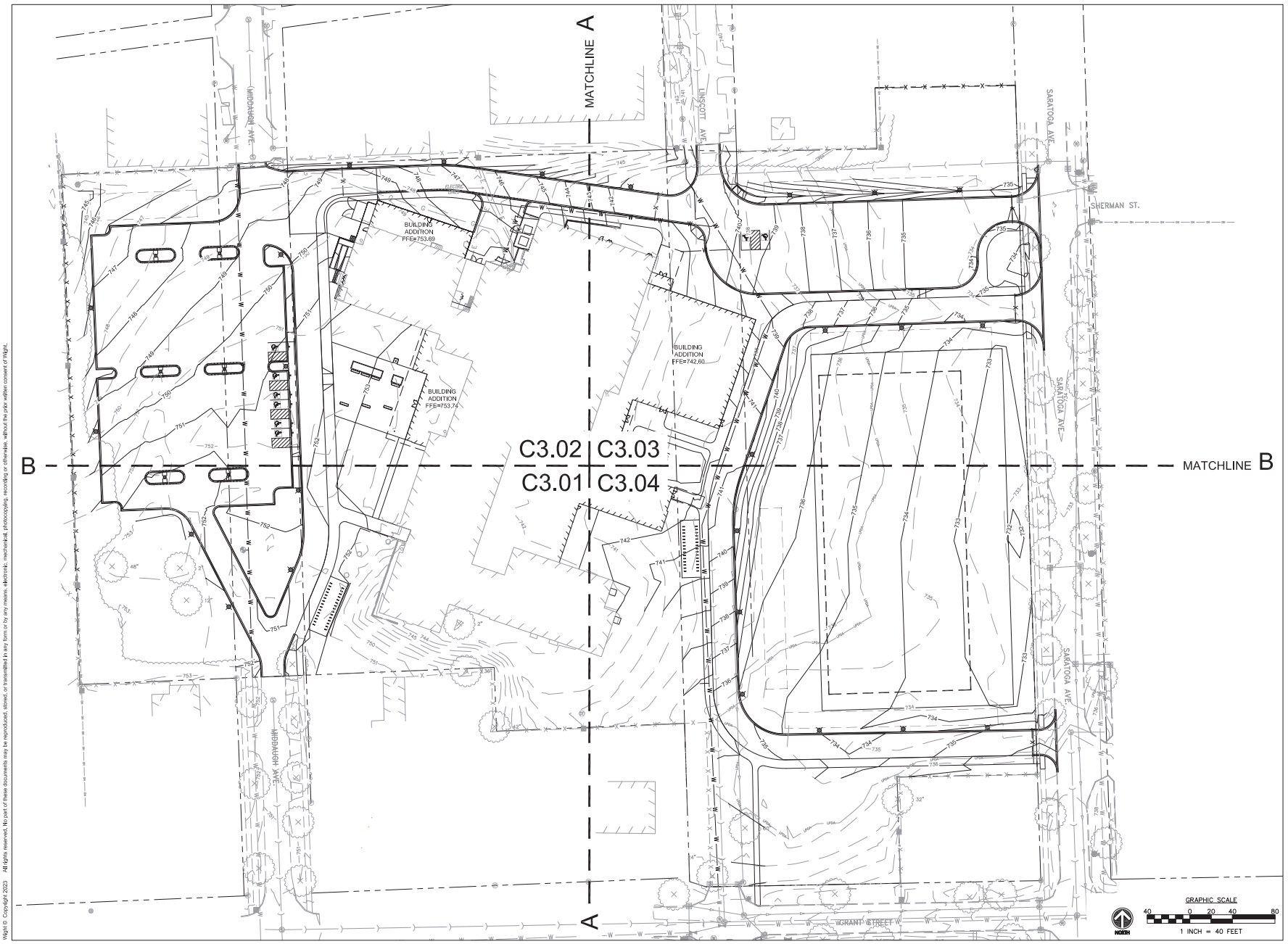
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

SITE PLAN ENLARGEMENT

Project Number: 220281
Drawn By: SS
Sheet: **C2.03**



DOWNERS GROVE
SCHOOL DISTRICT 58

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	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

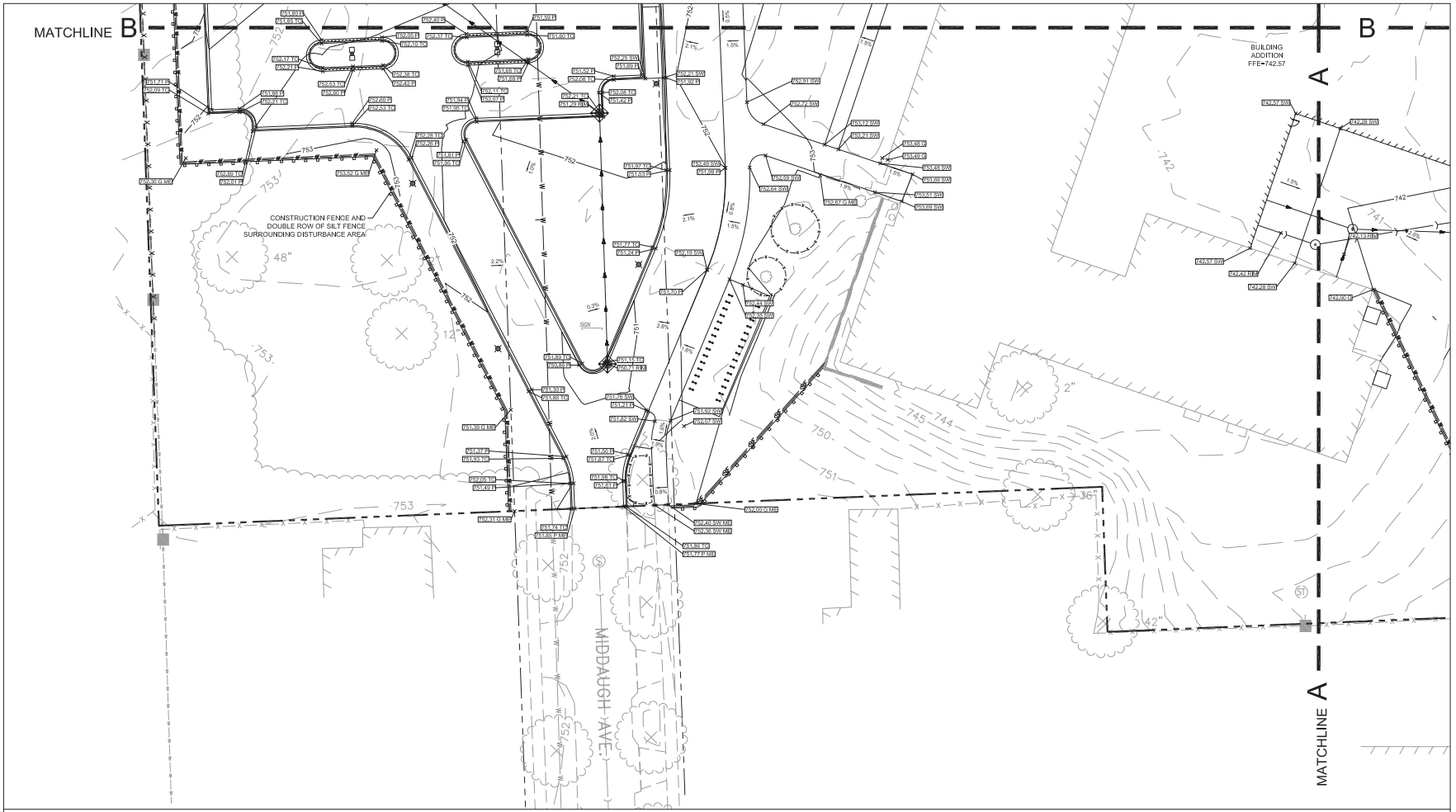
DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

GRADING AND EROSION CONTROL PLAN – OVERALL

Project Number:
220281
Drawn By:
SS
Sheet:

C3.00



LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
00.00 TP	TOP OF PAVEMENT ELEVATION
00.00 G	GROUND ELEVATION
00.00 SW	TOP OF SIDEWALK ELEVATION
00.00 RIM	RIM ELEVATION
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE
2.0%	SLOPE/FLOW DIRECTION
	OVERLAND FLOW ROUTE
	CATCH BASIN
	MANHOLE
	INLET PROTECTION
SF	SILT PROTECTION FENCE
TF	TREE PROTECTION FENCE

NOTES:

1. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, SLOPES, INVERTS, ETC. AND CONTACT ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS/DISCREPANCIES.
2. CONTRACTOR TO COORDINATE LOCATIONS, SIZE AND INVERTS WITH MEP PLANS.
3. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES EITHER SHOWN OR NOT SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED. MINIMUM PROTECTION FOR TREES SHALL BE 4' SNOW FENCE INSTALLED ALONG THE DRIP LINE OF TREES.
4. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES.
5. ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
6. ALL SITE WORK SHALL BE IN CONFORMANCE WITH THE ILLINOIS ACCESSIBILITY CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.
7. RAMPS SHALL NOT EXCEED A RUNNING SLOPE OF 1:12 (8.33%).
8. MAXIMUM CROSS-SLOPE ON ANY WALK OR RAMPS SHALL BE 2%. ALL ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
9. SEE SWPPP PLAN FOR ALL EROSION AND SEDIMENT CONTROL NOTES, STANDARDS, INSPECTIONS, MAINTENANCE AND PRACTICES THAT NEED TO BE FOLLOWED.

GEOTECH NOTE:

FOLLOW ALL RECOMMENDATIONS, REQUIREMENTS, REMEDIATION, ETC. AS SPECIFIED IN THE "REPORT OF SUBSURFACE EXPLORATION AND GEOTECHNICAL ENGINEERING SERVICES" PROVIDED BY CGMT INC. ANY DISCREPANCIES BETWEEN THE REPORTS, NOTES AND SPECIFICATIONS, THE MORE STRINGENT SHALL APPLY.

EARTHWORK NOTES:

CONTRACTOR IS RESPONSIBLE FOR DETERMINING EXACT EARTHWORK REQUIREMENTS (CUT, FILL, HAUL IN/OFF, ETC.) TO BRING SITE TO FINISHED GRADE. ANY ON-SITE RE-USE OF ON-SITE DEMOLITION DEBRIS/MATERIALS MUST BE APPROVED BY THE GEOTECHNICAL ENGINEER.

AS-BUILT NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR ALL AS-BUILT SURVEYS. ALL AS-BUILT SURVEYS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR AND BE SIGNED AND SEALED. THE CONTRACTOR SHALL SUBMIT TWO SETS OF THE "AS-BUILT" FINAL ENGINEERING DRAWINGS (I.E. RECORD DRAWINGS) AND STORMWATER MANAGEMENT CALCULATIONS UPON COMPLETION OF IMPROVEMENTS AND INCLUDE ELECTRONIC CAD FILES. THE RECORD DRAWINGS SHOULD AT LEAST INCLUDE THE FOLLOWING INFORMATION: AS-BUILT DETENTION CONTOURS, ELEVATIONS (INCLUDING DETENTION BASIN TOP OF BERM AND OVERFLOW WEIR GRADES) AND VOLUME (VERIFIED, SIGNED, & SEALED BY A PROFESSIONAL ENGINEER (PE) OR PROFESSIONAL LAND SURVEYOR (PLS)); ELEVATION, AND LOCATION (TIES TO TWO POINTS) OF ALL NEW STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINESTOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), ALL STORM/SANITARY SEWER STRUCTURES (INCLUDING INVERTS AND PIPE SIZES), ALL PIPES (LOCATIONS, SLOPES, LENGTHS, ETC.), OUTLET CONTROL STRUCTURES (INCLUDING RESTRICTOR SIZES AND ELEVATIONS PLUS TOP OF WALL) AND ABANDONED WATER OR SANITARY SERVICE LINES. DETAILED TOPOGRAPHIC SURVEY OF ALL HIGH POINTS, LOW POINTS, CHANGE OF SLOPE INCLUDING GUTTER GRADES, TOP OF CURB GRADES, PAVEMENT GRADES, SIDEWALK GRADES, RAMP GRADES, ETC. TO VERIFY POSITIVE DRAINAGE. ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS. WITHIN DETENTION/BMP AREAS; FOR VERIFICATION OF DETENTION VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-7. THE CONTRACTOR SHALL PROVIDE ENGINEER WITH A CERTIFIED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-7 AGGREGATE.

2. ONE FULL SIZE HARD COPY OF THE AS-BUILT FINAL GRADING SURVEY (PRINTED TO SCALE) MUST BE SUBMITTED PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT-OF-WAY INSPECTION FOR THE PROJECT, AS APPLICABLE. IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE ITEMS LISTED IN SECTION 26.700.C OF THE DOWNERS GROVE MUNICIPAL CODE, AS APPLICABLE. IT SHALL ALSO INCLUDE THE AS-BUILT STORAGE VOLUME OF ANY RESIDENTIAL STORMWATER STORAGE (RSS) OR POST CONSTRUCTION BEST MANAGEMENT PRACTICES (PCBMPS). BEFORE THE PERMIT CAN BE CLOSED, AN ELECTRONIC COPY OF THE APPROVED AS-BUILT GRADING SURVEY IS REQUIRED.

GRAPHIC SCALE
20 0 10 20 40
1 INCH = 20 FEET

NORTH

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REV	DESCRIPTION	DATE
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	BG2 75% CONSTRUCTION DOCS	10/03/23
	PLAN COMMISSION RE-SUBMITTAL	10/02/23
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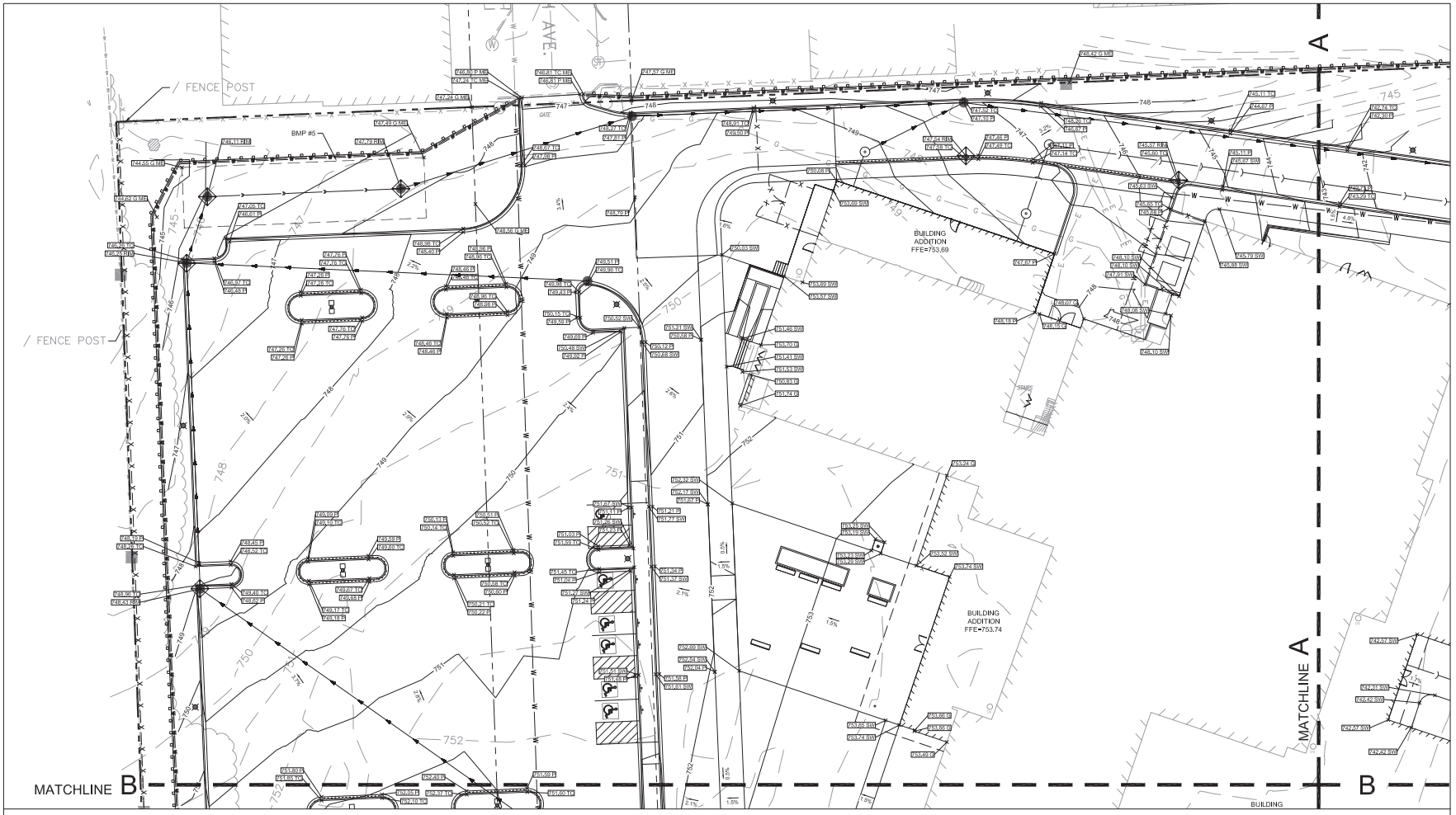
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

GRADING AND EROSION CONTROL PLAN – SOUTHWEST

Project Number: 220281
Drawn By: SS
Sheet: C3.01



LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
11.77 TP	TOP OF PAVEMENT ELEVATION
11.77 GE	GROUND ELEVATION
11.77 SW	TOP OF SIDEWALK ELEVATION
11.77 RIM	RIM ELEVATION
745	EXISTING CONTOUR LINE
745	PROPOSED CONTOUR LINE
2.0%	SLOPE/FLOW DIRECTION
	OVERLAND FLOW ROUTE
	CATCH BASIN
	MANHOLE
	INLET PROTECTION
W W	SILT PROTECTION FENCE
X X X	TREE PROTECTION FENCE

NOTES:

1. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, SLOPES, INVERTS, ETC. AND CONTACT ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS/DISCREPANCIES.
2. CONTRACTOR TO COORDINATE LOCATIONS, SIZE AND INVERTS WITH MEP PLANS.
3. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES EITHER SHOWN OR NOT SHOWN ON THE PLANS UNLESS OTHERWISE SPECIFIED. MINIMUM PROTECTION FOR TREES SHALL BE 4' SNOW FENCE INSTALLED ALONG THE DRIP LINE OF TREES.
4. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES.
5. ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
6. ALL SITE WORK SHALL BE IN CONFORMANCE WITH THE ILLINOIS ACCESSIBILITY CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.
7. RAMPS SHALL NOT EXCEED A RUNNING SLOPE OF 1:12 (8.33%).
8. MAXIMUM CROSS-SLOPE ON ANY WALK OR RAMPS SHALL BE 2%. ALL ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
9. SEE SWPPP PLAN FOR ALL EROSION AND SEDIMENT CONTROL NOTES, STANDARDS, INSPECTIONS, MAINTENANCE AND PRACTICES THAT NEED TO BE FOLLOWED.

GEOTECH NOTE:

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2. ONE FULL SIZE HARD COPY OF THE AS-BUILT FINAL GRADING SURVEY (PRINTED TO SCALE) MUST BE SUBMITTED PRIOR TO SCHEDULING THE FINAL STORMWATER/RIGHT-OF-WAY INSPECTION FOR THE PROJECT, AS APPLICABLE. IT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE ITEMS LISTED IN SECTION 26.700.C OF THE DOWNERS GROVE MUNICIPAL CODE. AS APPLICABLE, IT SHALL ALSO INCLUDE THE AS-BUILT STORAGE VOLUME OF ANY RESIDENTIAL STORMWATER STORAGE (RSS) OR POST CONSTRUCTION BEST MANAGEMENT PRACTICES (PCBMPS). BEFORE THE PERMIT CAN BE CLOSED, AN ELECTRONIC COPY OF THE APPROVED AS-BUILT GRADING SURVEY IS REQUIRED.

NORTH

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20 0 10 20 40
1 INCH = 20 FEET

DOWNERS GROVE SCHOOL DISTRICT 58

Wight & Company
wightco.com
2500 North Frontage Road
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REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
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	PLAN COMMISSION RE-SUBMITTAL	10/02/23
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DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

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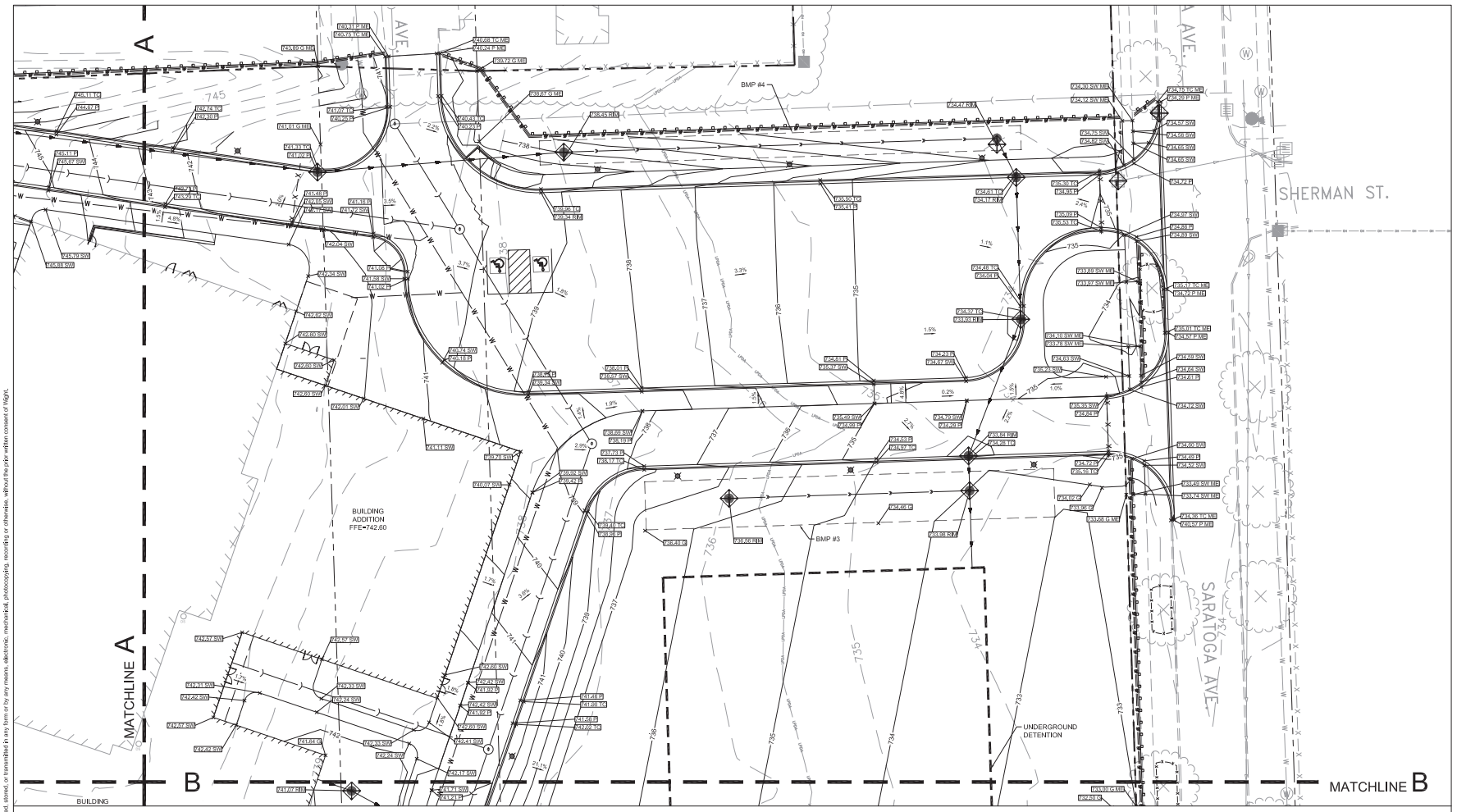
DOWNERS GROVE, IL 60515

GRADING AND EROSION CONTROL PLAN – NORTHWEST

Project Number: 220281
Drawn By: SS
Sheet: C3.02



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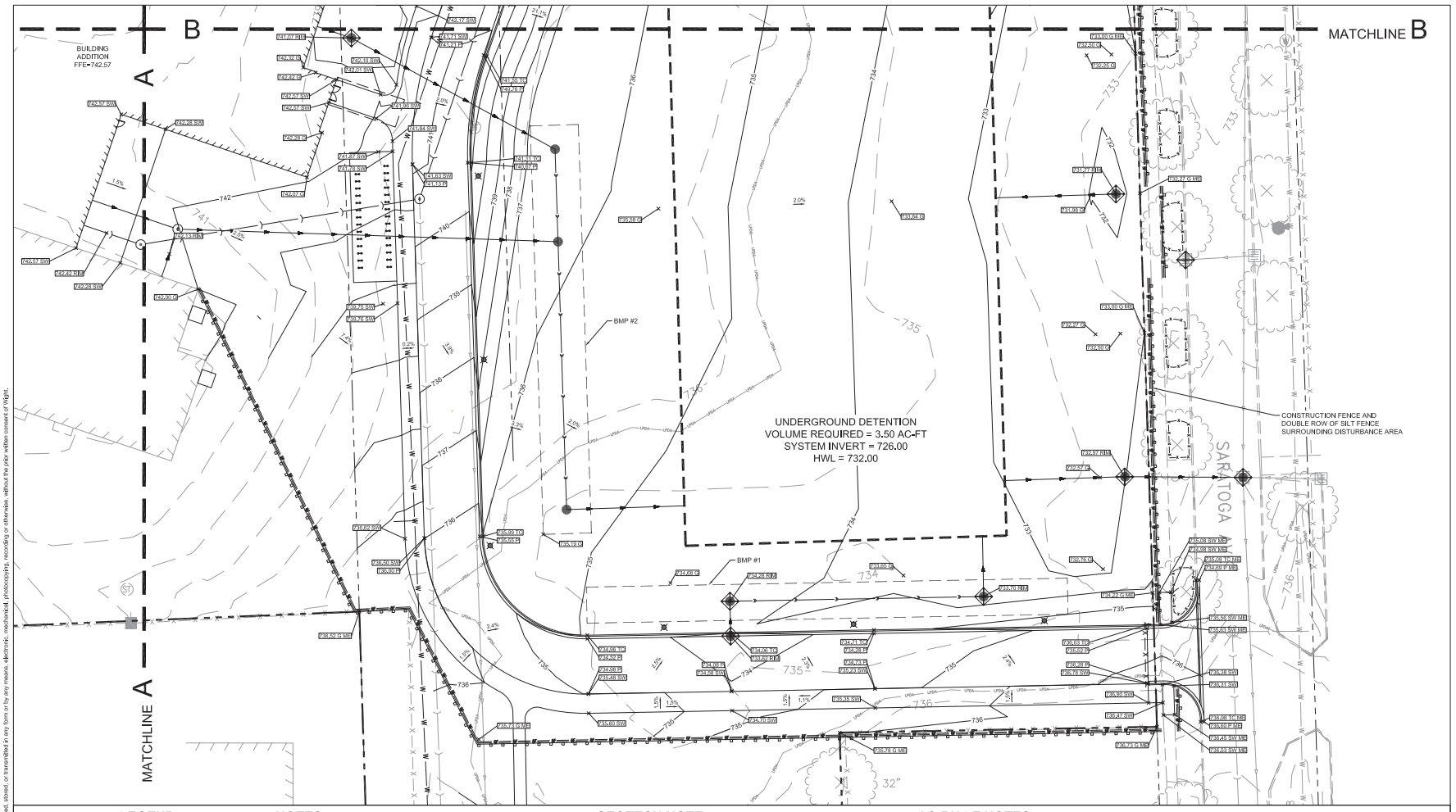
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

GRADING AND EROSION CONTROL PLAN – NORTHEAST

Project Number: 220281
Drawn By: SS
Sheet: C3.03



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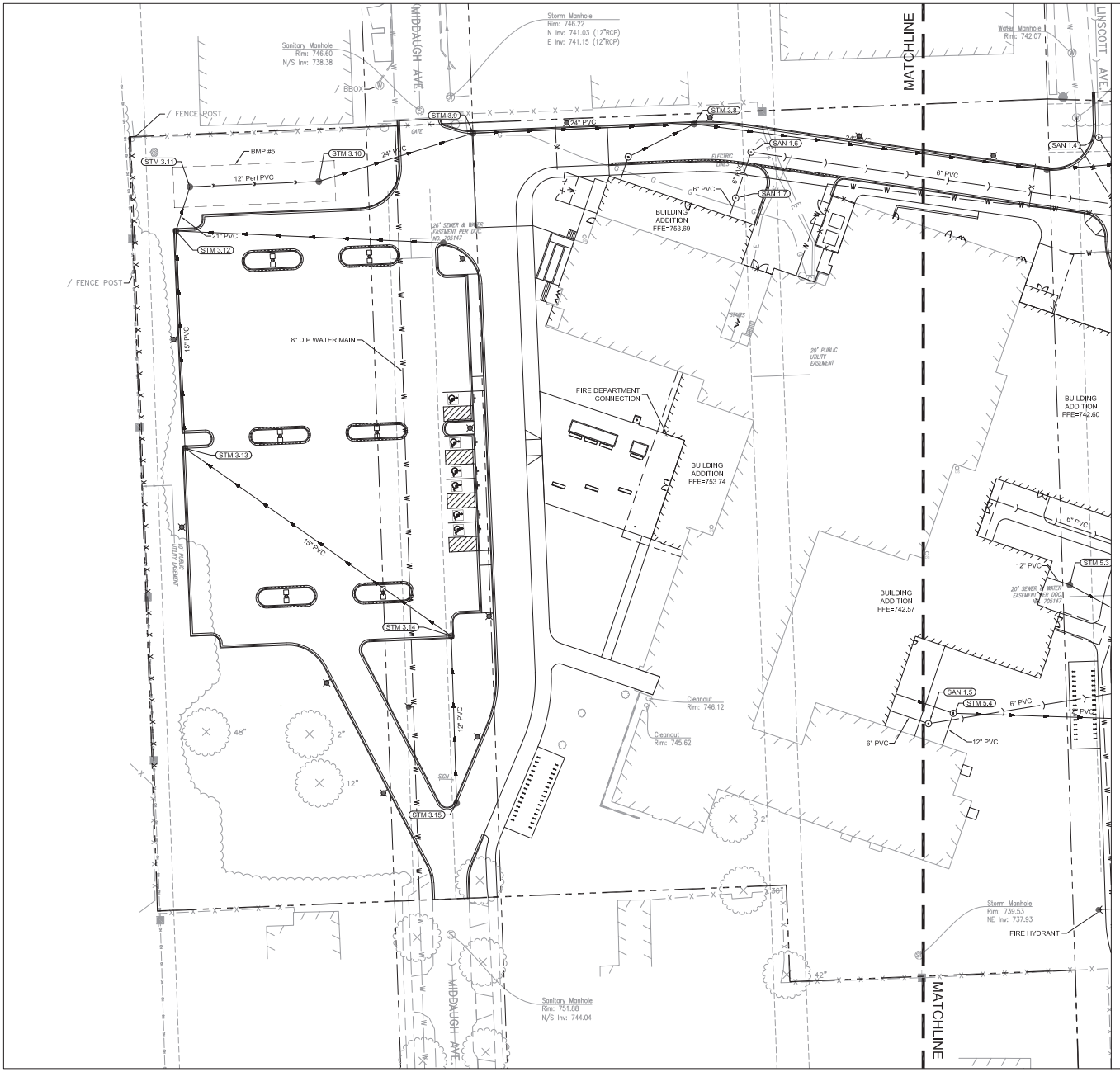
DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

GRADING AND EROSION CONTROL PLAN – SOUTHEAST

Project Number: 220281
Drawn By: SS
Sheet: C3.04



LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- W — W WATER SERVICE
- E ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
- FIRE HYDRANT
- WATER B-BOX
- DETENTION FOOTPRINT
- LIGHT POLE

UTILITY NOTES:

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4. CONTRACTOR TO COORDINATE ALL UTILITY CONNECTIONS AT THE BUILDING WITH THE MEP TO VERIFY CONNECTION LOCATION, PIPE SIZE, AND INVERT.
5. CONTRACTOR TO SEE MEP PLANS FOR ALL DETAILS, LOCATION, ROUTING, SIZE, ETC. REGARDING GAS, TELEPHONE, ELECTRIC, AND LIGHTING DESIGN. FOLLOW ALL REQUIREMENTS OF UTILITY PROVIDERS.
6. ALL STORM SEWER SHOULD BE PVC SDR 26 OR STRONGER.

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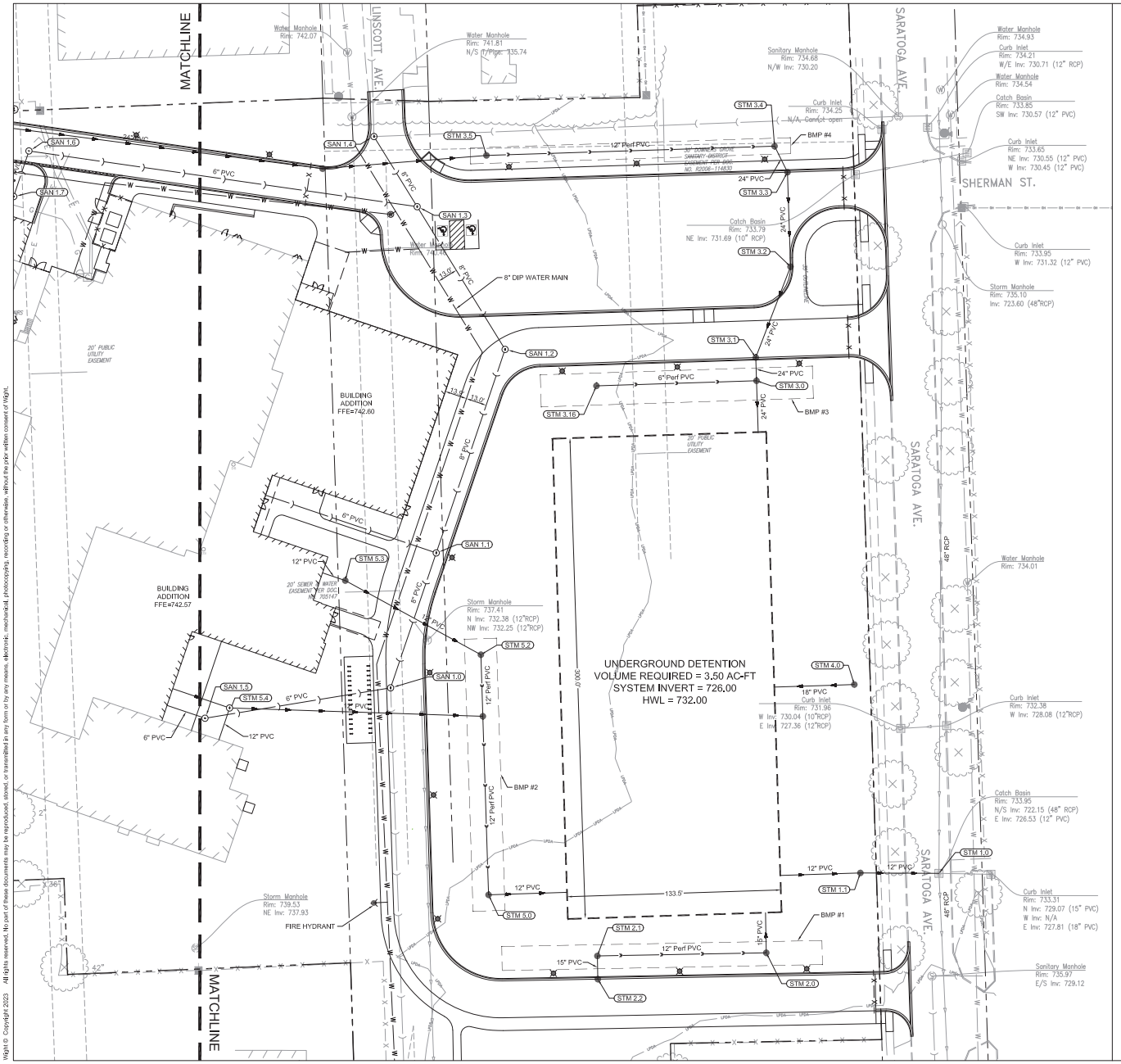
UTILITY PLAN – WEST

Project Number: 220281
Drawn By: SS
Sheet: C4.00



LEGEND

- STORM SEWER
- SANITARY SEWER
- UNDERDRAIN
- WATER SERVICE
- ELECTRIC
- OPEN LID STORM CATCH BASIN
- CLOSE LID MANHOLE
- CLEANOUT
- FIRE HYDRANT
- WATER B-BOX
- DETENTION FOOTPRINT
- LIGHT POLE

UTILITY NOTES:

1. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, SLOPES, INVERTS, ETC., AND CONTACT ENGINEER IMMEDIATELY IF THERE ARE ANY CONFLICTS/DISCREPANCIES.
2. CONTRACTOR TO PROTECT ALL EXISTING UTILITIES.
3. ALL EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH FINISH GRADE. ALL EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT OR RECONSTRUCTION SHALL BE COMPLETED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY OWNER. ADJUSTMENTS AND/OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, NO MORE THAN A TOTAL OF 12 INCHES OF ADJUSTING RINGS AND/OR 2 ADJUSTING RINGS SHALL BE ALLOWED.
4. CONTRACTOR TO COORDINATE ALL UTILITY CONNECTIONS AT THE BUILDING WITH THE MEP TO VERIFY CONNECTION LOCATION, PIPE SIZE, AND INVERT.
5. CONTRACTOR TO SEE MEP PLANS FOR ALL DETAILS, LOCATION, ROUTING, SIZE, ETC. REGARDING GAS, TELEPHONE, ELECTRIC, AND LIGHTING DESIGN. FOLLOW ALL REQUIREMENTS OF UTILITY PROVIDERS.
6. ALL STORM SEWER SHOULD BE PVC SDR 26 OR STRONGER.

AS-BUILT NOTES:

THE CONTRACTOR IS RESPONSIBLE FOR ALL AS-BUILT SURVEYS. ALL AS-BUILT SURVEYS SHALL BE COMPLETED BY A PROFESSIONAL LAND SURVEYOR AND BE SIGNED AND SEALED. THE CONTRACTOR SHALL SUBMIT TWO SETS OF THE "AS-BUILT" FINAL ENGINEERING DRAWINGS (I.E. RECORD DRAWINGS) AND STORMWATER MANAGEMENT CALCULATIONS UPON COMPLETION OF IMPROVEMENTS AND INCLUDE ELECTRONIC CAD FILES. THE RECORD DRAWINGS SHOULD AT LEAST INCLUDE THE FOLLOWING INFORMATION: AS-BUILT DETENTION CONTOURS, ELEVATIONS (INCLUDING DETENTION BASIN TOP OF BERM AND OVERFLOW WEIR GRADES) AND VOLUME (VERIFIED, SIGNED, & SEALED BY A PROFESSIONAL ENGINEER (PE) OR PROFESSIONAL LAND SURVEYOR (PLS)); ELEVATION, AND LOCATION (TIES TO TWO POINTS) OF ALL NEW STRUCTURES INCLUDING FIRE HYDRANTS, VALVE BOXES AND VAULTS, LINESTOP SLEEVES, WATER SERVICE CORPORATION STOPS, WATER MAIN FITTINGS/BENDS, MANHOLES, SANITARY SERVICE WYES (MEASURED FROM DOWNSTREAM MANHOLE), ALL STORM/SANITARY SEWER STRUCTURES (INCLUDING INVERTS AND PIPE SIZES), ALL PIPES (LOCATIONS, SLOPES, LENGTHS, ETC.), OUTLET CONTROL STRUCTURES (INCLUDING RESTRICTOR SIZES AND ELEVATIONS PLUS TOP OF WALL) AND ABANDONED WATER OR SANITARY SERVICE LINES, DETAILED TOPOGRAPHIC SURVEY OF ALL HIGH POINTS, LOW POINTS, CHANGE OF SLOPE INCLUDING GUTTER GRADES, TOP OF CURB GRADES, PAVEMENT GRADES, SIDEWALK GRADES, RAMP GRADES, ETC. TO VERIFY POSITIVE DRAINAGE; ALL ELEVATIONS SHOULD BE REFERENCED TO THE SAME BENCHMARK DATUM AS THE ORIGINAL DESIGN PLANS. HORIZONTAL TIES SHALL BE REFERENCED TO LOT LINES, BACK OF CURB, OR PROPERTY CORNERS. WITHIN DETENTION/BMP AREAS: FOR VERIFICATION OF DETENTION VOLUME AND SUBBASE GRADES, PRIOR TO BACK FILLING WITH CA-7, THE CONTRACTOR SHALL PROVIDE ENGINEER WITH A CERTIFIED TOPO SURVEY OF AS-BUILT SUBBASE GRADES FOR ENGINEER APPROVAL AND ALSO A COPY OF RECEIPT OF THE CA-7 AGGREGATE.

GRAPHIC SCALE
30 0 15 30 60
1 INCH = 30 FEET
NORTH

DOWNERS GROVE SCHOOL DISTRICT 58

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

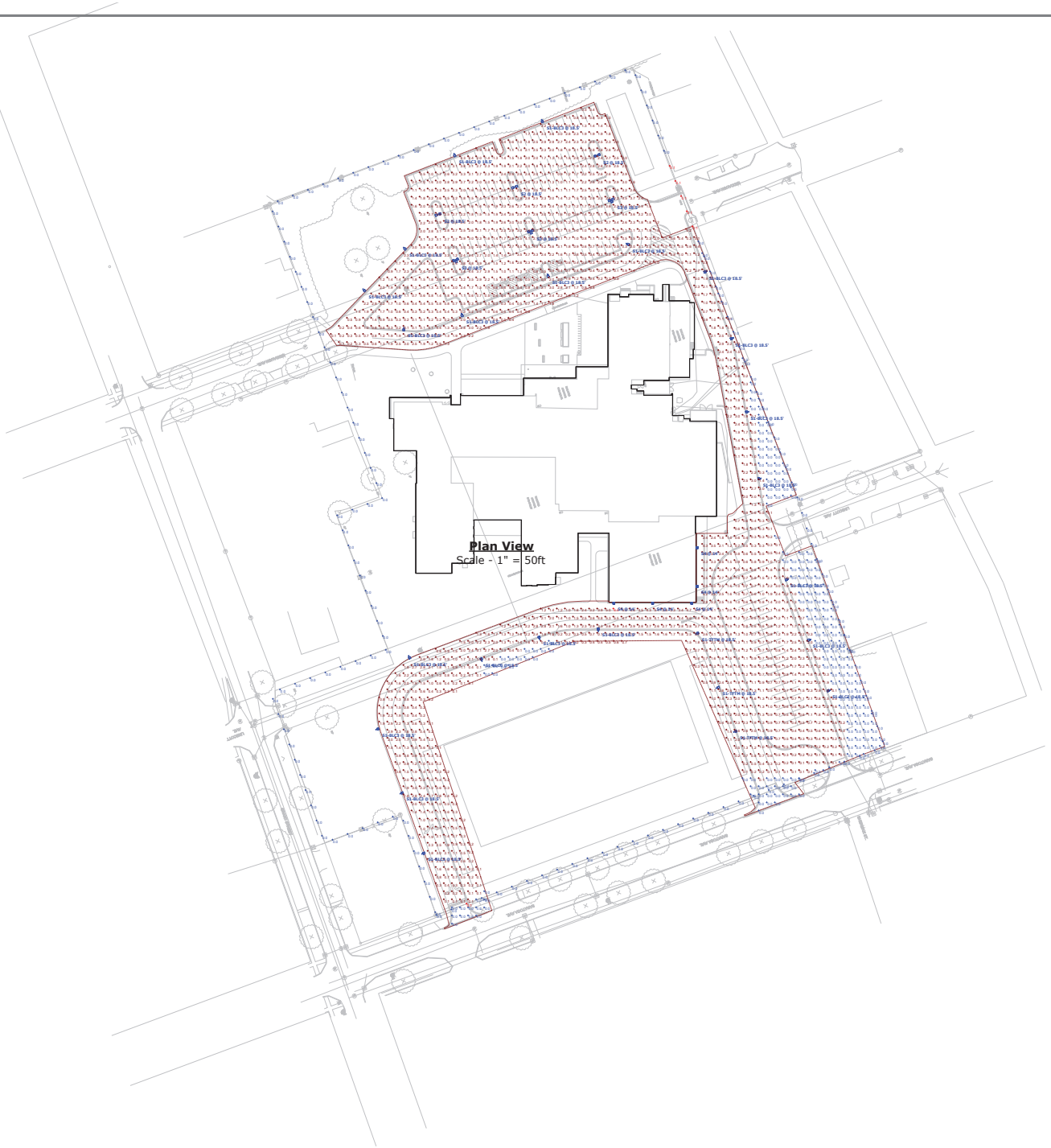
REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/23
	BG2 75% CONSTRUCTION DOCS	10/03/23
	PLAN COMMISSION RE-SUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

UTILITY PLAN – EAST

Project Number: 220281
Drawn By: SS
Sheet: C4.01



Plan View
Scale - 1" = 50ft

KSA LIGHTING & CONTROLS

Herrick Middle School Site

Designer
Kyser Mccrammer
Date
10/13/2023
Scale
Not to Scale
Version No.
001
Summary

Light Loss Factor								
Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Description	Lumens Per Lamp	Wattage
	S1-BLC3	22	Lithonia Lighting	DSX1 LED P2 30K 80CRI BLC3	1	D-Series Size 1 Area Luminaire P2 Performance Package 3000K CCT 80 CRI Type 3 Extreme Backlight Control	6186	67.79
	S1-TFTM	3	Lithonia Lighting	DSX1 LED P2 30K 80CRI TFTM	1	D-Series Size 1 Area Luminaire P2 Performance Package 3000K CCT 80 CRI Forward Throw	8691	67.79
	S2	3	Lithonia Lighting	DSX1 LED P2 30K 80CRI T5M	1	D-Series Size 1 Area Luminaire P2 Performance Package 3000K CCT 80 CRI Type 5 Medium	8880	135.58
	S3	3	Lithonia Lighting	DSX1 LED P2 30K 80CRI BLC3	1	D-Series Size 1 Area Luminaire P2 Performance Package 3000K CCT 80 CRI Type 3 Extreme Backlight Control	6186	203.37
	S4	5	Lithonia Lighting	DSX1 LED P2 30K 80CRI T4M	1	D-Series Size 1 Area Luminaire P2 Performance Package 3000K CCT 80 CRI Type 4 Medium	8631	67.79

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Property Line	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
PArking Lot	+	1.4 fc	6.4 fc	0.0 fc	N/A	N/A

NOTES:
1. CALCULATION POINT WORK PLANE: Ground Level
2. FIXTURE MOUNTING HEIGHT: Varies
3. SURFACE REFLECTANCES: 80/50/20
4. FURNITURE, EQUIPMENT, RACKING OR MILLWORK COULD CAUSE REDUCED LIGHT LEVELS FROM WHAT IS EXPECTED.
5. CALCULATIONS PROVIDED BY KSA ARE NOT A GUARANTEE OF PERFORMANCE. ACTUAL LIGHT LEVELS MAY VARY.**

Designer
Kyser Mccrammer
Date
10/13/2023
Scale
Not to Scale
Version No.
001
Summary

DOWNERS GROVE
GRADE SCHOOL DISTRICT 58

HERRICK MIDDLE SCHOOL REFERENDUM PROJECT

TO: Neighbors of Herrick Middle School

RE: NEIGHBORHOOD SITE PLAN REVIEW MEETING

DATE: September 26th at 7:00pm

LOCATION: Herrick Middle School, 4335 Middaugh Ave, Downers Grove, IL 60515

Herrick Middle School Neighbors,

The Referendum Project Team for Downers Grove Grade School District 58 has been working to refine the renovation and addition projects slated to begin at Herrick Middle School this spring of 2024. In the process of design and coordination, the team has met with the Village and is now ready to discuss the updated plans with the neighborhood before submitting the plans to the Plan Commission. We look forward to presenting the current design along with District 58 and other project partners at 7 p.m. on Sept. 26 at Herrick. The primary focus will be on the exterior elements, site circulation, off-site circulation and construction timeline.

The presentation will be followed by a time for questions. Please join us if you are interested.

Sincerely,

Jordan Schulz

Huffman Keel (Owners Representative for D58)

jschulz@huffmankeel.com

HUFFMAN KEEL FORGE PROJECTS LLC

Referendum Projects – Herrick Neighborhood Meeting

PROJECT NAME: D58 Referendum Project

MTG. DATE, TIME: 9/26/2023, 7:00PM
MEETING LOCATION: Herrick, Library

CLIENT: Downers Grove Grade School District 58

WIGHT PROJECT NUMBER: 220281

Dr. Kevin Russell – D58	Todd Drafall – D58	Kevin Barto - D58	Lauryn Humphris – D58
Amy Tiberi - Wight	David Evans – Wight	Michael Werthmann - KLOA	Eric Eichler - Forge
Peter Kuhn – B&A	Ben Steele – B&A	Paul Wegloski	Jan Wegloski

MEETING OVERVIEW:
The goal for this meeting is to inform the community about the general project scope for Herrick Middle School. The District mailed the attached invitation notice to neighbors within 250 feet of the property on September 26th, 2023. **Two community members attended the event; however, while the Village only requires one neighborhood meeting the District has continually kept the community informed through a series of well attended public meetings throughout the year to inform the public on the referendum progress.** Following are the meeting minutes along with a list of question and answers:

1. **Introductions/ Opening Remarks**
   a. Introduced the team.
   b. Provided background/ history of the project.
      i) Referendum supported by community back in November 2022.
2. **Project Goals**
   a. Explained the goals of the referendum project.
   b. Discussed the Guiding Principles and Sustainable Design Approach that came out of the community event back in January 2023 and set up the stage for the start of the design process.
3. **Site Plan/ Traffic**
   a. Reviewed the existing conditions.
   b. Discussed the proposed site plan layout: new addition locations and proposed traffic patterns.
      i) Discussed how the site would be monitors and where controlled access would be located.
      ii) Reviewed stormwater detention areas
      iii) Reviewed the benefit of the new proposed traffic plan.
4. **Design**
   a. Reviewed the existing and proposed plans highlighting the addition areas.
   b. Reviewed existing and proposed appearance of the building.
5. **Construction Updates**
   a. Discussed communications that would be available during construction and where to find information.
   b. Discussed Construction Phasing schedule.
   c. Reviewed site logistics plan
6. **Next Steps**
   a. Reviewed upcoming events including the November 6th Planning and Zoning Public Hearing.
7. **Questions**
   a. Will HVAC systems be upgraded even in areas not being architecturally renovated?
      A: Yes, the entire school will receive new HVAC.

b. Is the road on the north of the school towards Linscott a throughfare?
   A: No, this is only an access road for first responders.
c. Will students be dropped off on Middaugh or Saratoga?
   A: Both will be used. The District plans on splitting parent traffic 40% Middaugh / 60% Saratoga. There is also potential to use different entrances for different grades. The goal is for Saratoga buss lot entrance to be used for event traffic.
d. How far west does the parking lot expand?
   A: It's a slight expansion that leaves a 25'-30' landscape buffer between the lot and adjacent properties.
e. Will the gate at Middaugh towards Ogden be reinstituted?
   A: There will be a gate, but it will be open during drop-off and pick-up. It will be closed at other times to prevent the parking lot being used as a through street. This gate and other gates around the property will be automated.
f. Will the secure vestibule only be at the main entrance?
   A: Yes, during the school day, the only entrance that can be used by visitors is the main entrance.
g. How are storm shelters built?
   A: There are very specific structural requirements for storm shelters that the design must follow, and it will be built primarily of concrete and steel with some ornamental exterior materials.
h. What type of work is being done at the elementary schools?
   A: Secure entrances, HVAC, interior renovations. No additions.
i. Will the secured entrances be at every school?
   A: Yes. Staff are also being re-trained on active shooter protocols, with option-based training, and use of intercoms to be able to better respond to individual situations. Secure vestibules are designed to prevent Sandy Hook situations. Most visitors to the school will not need to pass beyond the secure vestibule because transactions can occur inside the vestibule.
j. Will the new bus drop-off be opened to Linscott?
   A: Yes, it will be open, but it will be managed with a gate that is closed outside of school hours.

Wight

ATTENDANCE SHEET

PROJECT NAME: D58 Referendum Project Herrick
WIGHT PROJECT NO.: 220281
MEETING DATE: 9/26/2023
MEETING TIME: 7:00PM
MEETING PURPOSE OR TYPE: Neighborhood Meeting

Please provide your NAME, PHONE and EMAIL:

1. Peter Kuhn
2. Ben Stu
3. Amy Tibari
4. Eric Eichler
5. David Evans
6. Todd Pratt
7. Kevin Russell
8. Kevin Barto
9. Michael Werthmann

Please provide your NAME, PHONE and EMAIL:

10. PAUL & JAN WEGLOSKI [redacted]

11.

12.

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

DOWNERS GROVE GRADE SCHOOL DISTRICT 58| **HERRICK MIDDLE SCHOOL**

NEIGHBORHOOD MEETING

09.26.2023

HUFFMAN KEEL BULLEY & ANDREWS Wight

AGENDA

01 INTRODUCTIONS/ OPENING REMARKS
02 PROJECT GOALS
03 SITE PLAN/ TRAFFIC
05 DESIGN
06 CONSTRUCTION UPDATES
07 NEXT STEPS

Project Goals

Create Secure Vestibules

Provide HVAC to All Schools

Implement 6th-8th Grade Middle Schools

Address Critical Infrastructure

Guiding Principles

Accommodate Flexibility & Agility

Foster Choice & Independence

Promote Safe & Sustainable Environments

Create Warm & Welcoming Spaces to Learn

Honor Tradition & Timeless Spaces

Sustainable Design Approach

In collaboration with the Downer's Grove Grade School District 58, the Design Team will take a **holistic approach** to the project to optimize occupant **wellbeing** and **environmental stewardship**.

Nourishment

- Incorporate healthy food options with nutritional information displayed
- Provide options for special diets (vegetarian, dairy free & gluten free)
- Provide areas for recycling and explore options for composting
- Water promotion & availability

Site & Landscape

- Incorporate Stormwater Management Best Practice: Bio-Infilltration
- Provide native plants where possible to minimize maintenance
- Provide outdoor classrooms & learning gardens

Building Reuse

- Saving a building is the most sustainable thing you can do; it reduces carbon and reduces waste in landfills
- Reuse existing schools when feasible

Air Quality

- Provide healthy materials where feasible
- Explore providing indoor air quality monitoring
- Explore increased ventilation & air filtration
- Consider green cleaning options

Mind

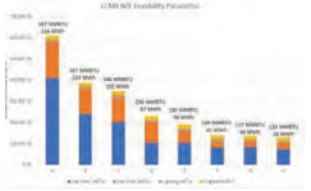
- Provide restorative spaces/ safe spaces
- Explore the incorporation of biophilic design - connection to nature

Daylighting

- High-quality lighting, combined with daylighting, can reduce energy consumption and provide even lighting that mitigates contrast and glare
- Provide access to daylight & biews
- Explore circadian lighting design
- Explore the use of clerestory windows & skylights

Energy

- Design team to run energy & daylight modeling
- Provide energy efficient mechanical systems
- Design new roofs to be solar ready
- Provide daylight and occupancy sensors on lighting
- Explore grant opportunites for solar and increased energy efficiency



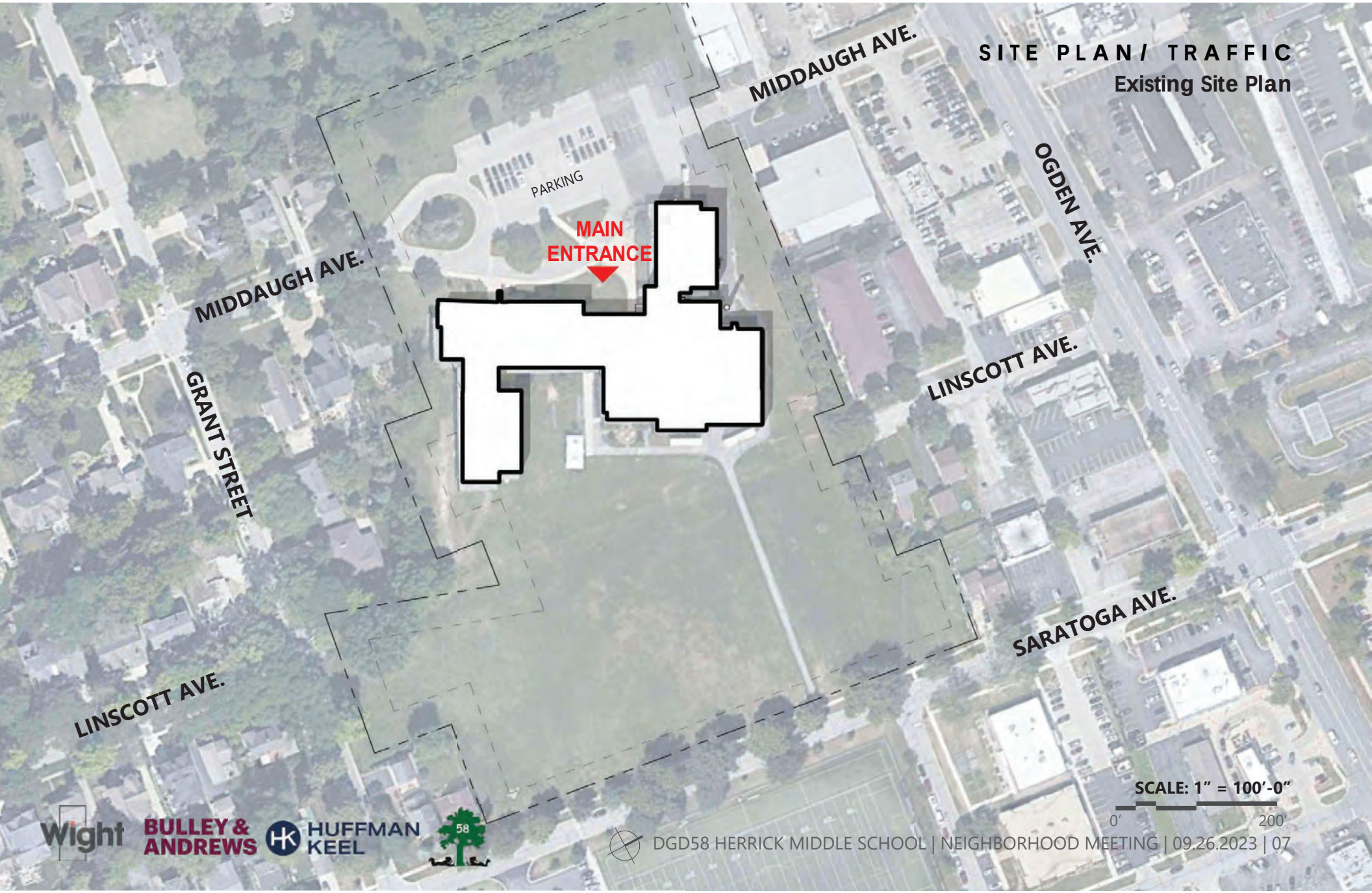
Movement

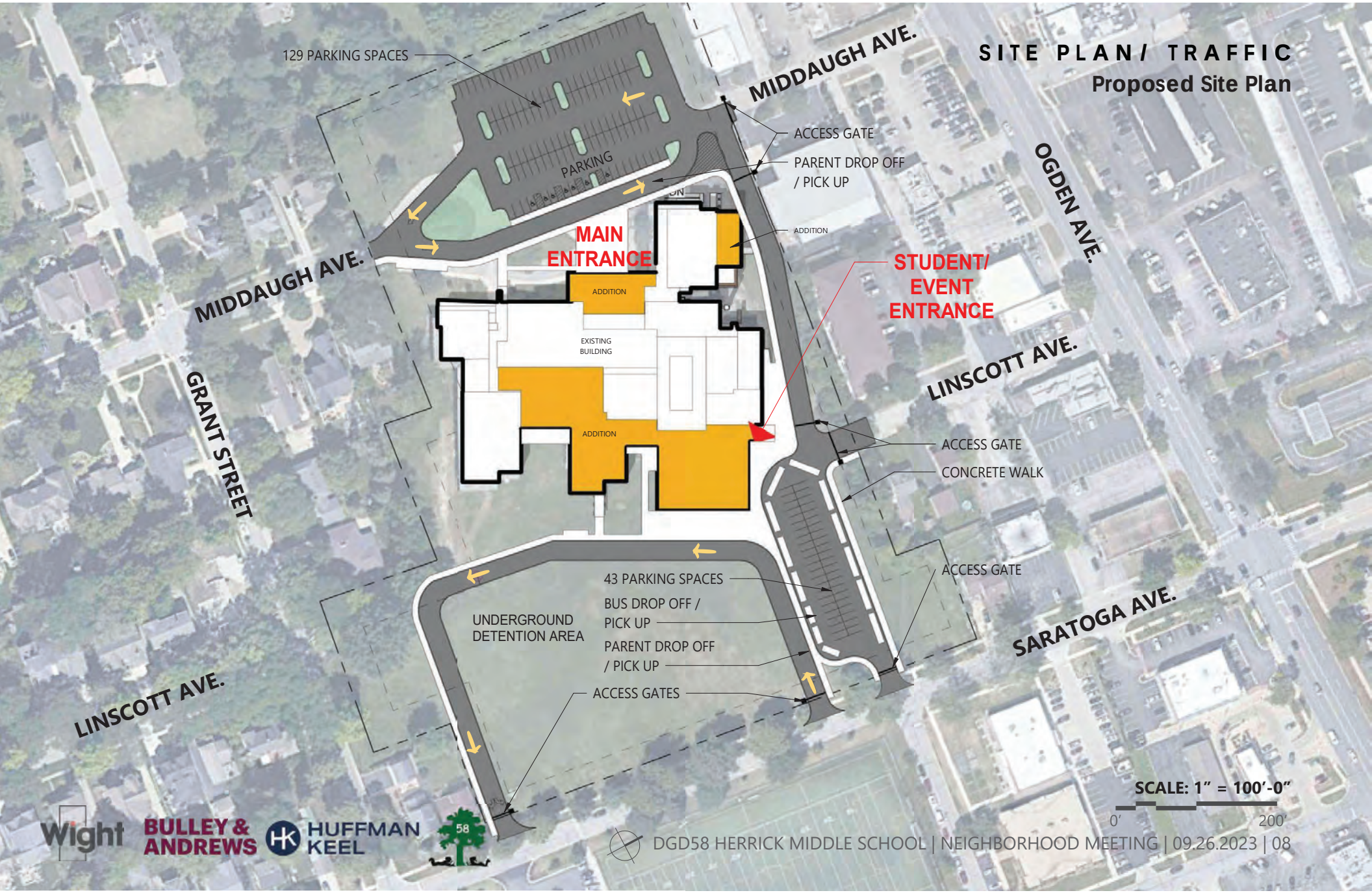
- Promote physical activity
- Provide lockable bike storage based on historic usage
- Provide safe, walkable paths

A Learning Tool

- Incorporate signage & displays as a teaching tool for sustainable features in the building and on site
- Explore connecting curriculum with the sustainable features
- Provide educational signage for the storm shelter

SITE PLAN/ TRAFFIC

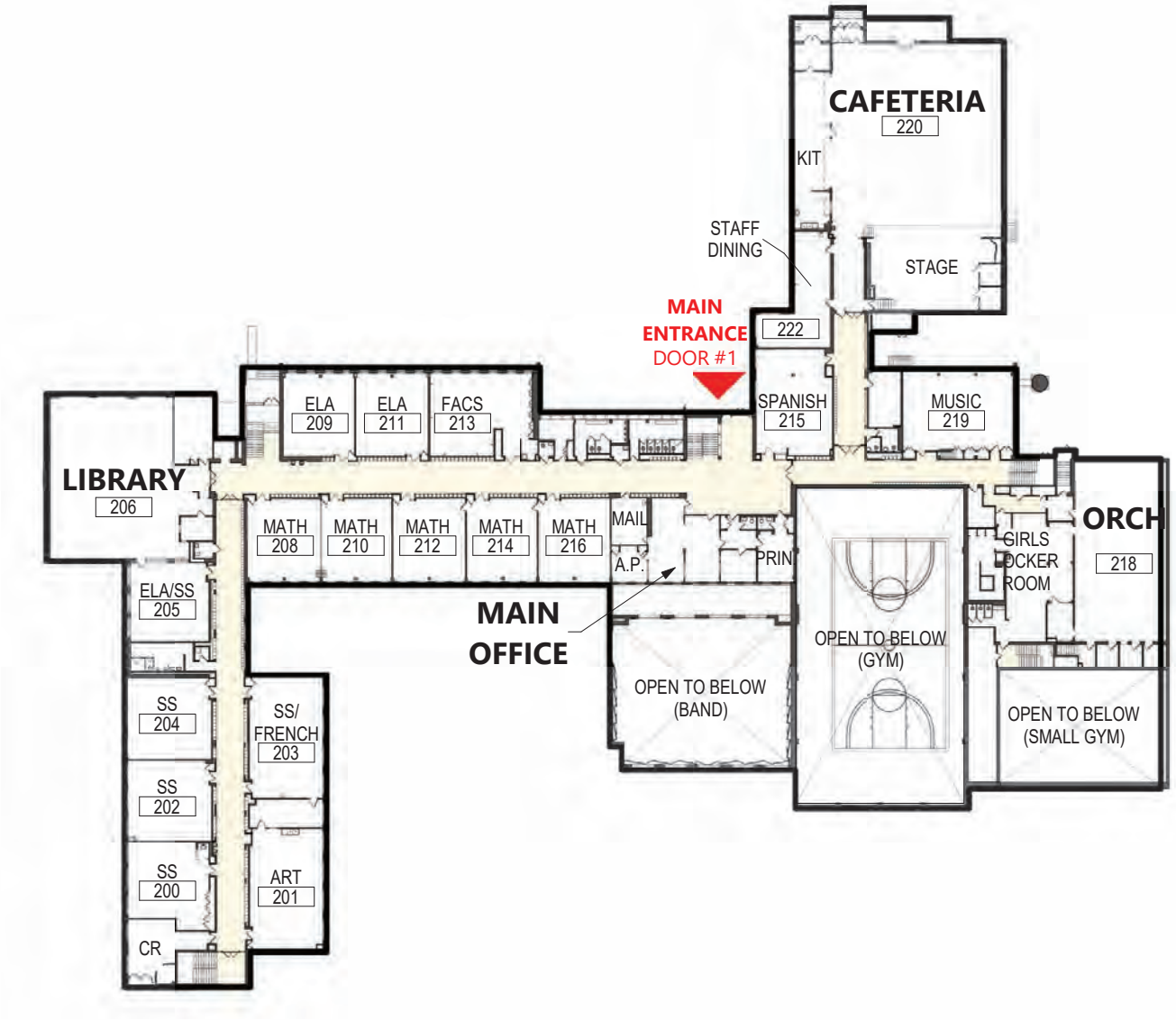

SITE PLAN / TRAFFIC
Existing Site Plan
MIDDAUGH AVE.
OGDEN AVE.
PARKING
MAIN ENTRANCE
MIDDAUGH AVE.
GRANT STREET
LINSCOTT AVE.
SARATOGA AVE.
LINSCOTT AVE.
SCALE: 1" = 100'-0"
0'
200'
Wight
BULLEY & ANDREWS
HUFFMAN KEEL
58
DGD58 HERRICK MIDDLE SCHOOL | NEIGHBORHOOD MEETING | 09.26.2023 | 07


SITE PLAN / TRAFFIC
Proposed Site Plan
129 PARKING SPACES
PARKING
MIDDAUGH AVE.
ACCESS GATE
PARENT DROP OFF
/ PICK UP
OGDEN AVE.
ADDITION
MAIN
ENTRANCE
STUDENT/
EVENT
ENTRANCE
MIDDAUGH AVE.
ADDITION
EXISTING
BUILDING
LINSCOTT AVE.
GRANT STREET
ADDITION
ACCESS GATE
CONCRETE WALK
43 PARKING SPACES
BUS DROP OFF /
PICK UP
PARENT DROP OFF
/ PICK UP
ACCESS GATE
UNDERGROUND
DETENTION AREA
SARATOGA AVE.
LINSCOTT AVE.
ACCESS GATES
SCALE: 1" = 100'-0"
0'
200'
Wight
BULLEY &
ANDREWS
HUFFMAN
KEEL
58
DGD58 HERRICK MIDDLE SCHOOL | NEIGHBORHOOD MEETING | 09.26.2023 | 08

DESIGN

DESIGN

Existing First Floor Plan



SCALE: 1" = 40'-0"

0' 80'

DESIGN

Proposed First Floor Improvements

SCALE: 1" = 40'-0"

0' 80'

Wight BULLEY & ANDREWS HUFFMAN KEEL

DESIGN

Proposed Lower Level Improvements

DESIGN
Existing Main Entrance

DESIGN

Proposed Main Entrance

DESIGN
Existing Classroom Exterior


DESIGN
Proposed Classroom Addition

DESIGN
Existing Gym Exterior

DESIGN
Proposed Gym Addition

CONSTRUCTION UPDATES

BULLEY & ANDREWS SD 58 - Herrick Middle School

CONSTRUCTION COLLABORATION DASHBOARD

Explore real-time insights, achievements, and progress in one click.

PROJECT CONTACTS

SCHEDULE

DRAWINGS

PHOTOS

DRONE

WEBCAM

SITE LOGISTICS

CONSTRUCTION PHASING

CONSTRUCTION PHASING

MIDDLE SCHOOLS SCHEDULE - *Summer 2024-Fall 2025*

Additions (SY 2023/2024 - SY 2024/2025): Spring 2024-Fall 2025
Renovations (SY 2023/2024 - SY 2025/2026): June 2024 - January 2026

Anticipate 6th Grade Moves to Middle School SY 2026/2027

PHASE 1 ELEMENTARY SCHOOLS - *Summer 2024*

Henry Puffer, Highland, Hillcrest, and Whittier

PHASE 2 ELEMENTARY SCHOOLS - *Summer 2025*

Fairmount, Indian Trail, Kingsley, and Lester

PHASE 3 ELEMENTARY SCHOOLS - *Summer 2026*

Belle Aire, El Sierra, and Pierce Downer


CONSTRUCTION PHASING
April 2025 - August 2025
125 PARKING SPACES
Gates
MODIFIED
DETENTION AREA
PARKING
MIDDAUGH AVE.
ACCESS GATE
PARENT DROP
OFF / PICK UP
TBD Alt Dumpster
Locations
OGDEN AVE.
MAIN
ENTRANCE
ADDITION
STUDENT/
EVENT
ENTRANCE
EXISTING
BUILDING
LINSCOTT AVE.
Gate #1
ACCESS GATE
CONCRETE WALK
GRANT STREET
Fence Install Spring Break 2024
No Deliveries
Drop Off - 7:30am - 8:45am
Pick Up - 2:30pm - 3:30pm
42 PARKING SPACES
BUS DROP OFF /
PICK UP
PARENT DROP
OFF / PICK UP
ACCESS GATES
ACCESS GATE
SARATOGA AVE.
LINSCOTT AVE.
Gate #2
Wight
BULLEY &
ANDREWS
HUFFMAN
KEEL
58
DGD58 HERRICK MIDDLE SCHOOL | NEIGHBORHOOD MEETING | 09.26.2023 | 23

NEXT STEPS

NEXT STEPS

Public Bidding - ***(staggered bid releases) Fall 2023- Spring 2024***

Village Planning & Zonning - ***Fall/Winter 2023***

Permitting - ***Fall 2023- Spring 2024***

Start of Construction - ***Spring 2024***

Middle School Substantial Completion - ***January 2026***

**Anticipate 6th Grade Moves to Middle School SY 2026/2027*


Questions?
"The best way to predict your future is to create it."
Abraham Lincoln

Traffic Impact Study
Expansion of Herrick Middle School

Downers Grove, Illinois

Prepared For:

DOWNERS GROVE
GRADE SCHOOL DISTRICT 58

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

August 22, 2023

1. Introduction

This report presents the methodologies, findings, and recommendations of a traffic study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of Herrick Middle School located in Downers Grove, Illinois. The school campus is located on the west side of Saratoga Avenue just south of Ogden Avenue and just north of Grant Street. Herrick Middle School currently has an enrollment of approximately 655 students that attend seventh and eighth grades and approximately 75 staff/faculty. Parking for the school is provided via a parking lot located on the west side of the school campus with access provided via the extension of Middaugh Avenue into the parking lot from both the south and north sides of the parking lot. Student drop-off/pick-up activity and school bus unloading/loading occurs in the parking lot.

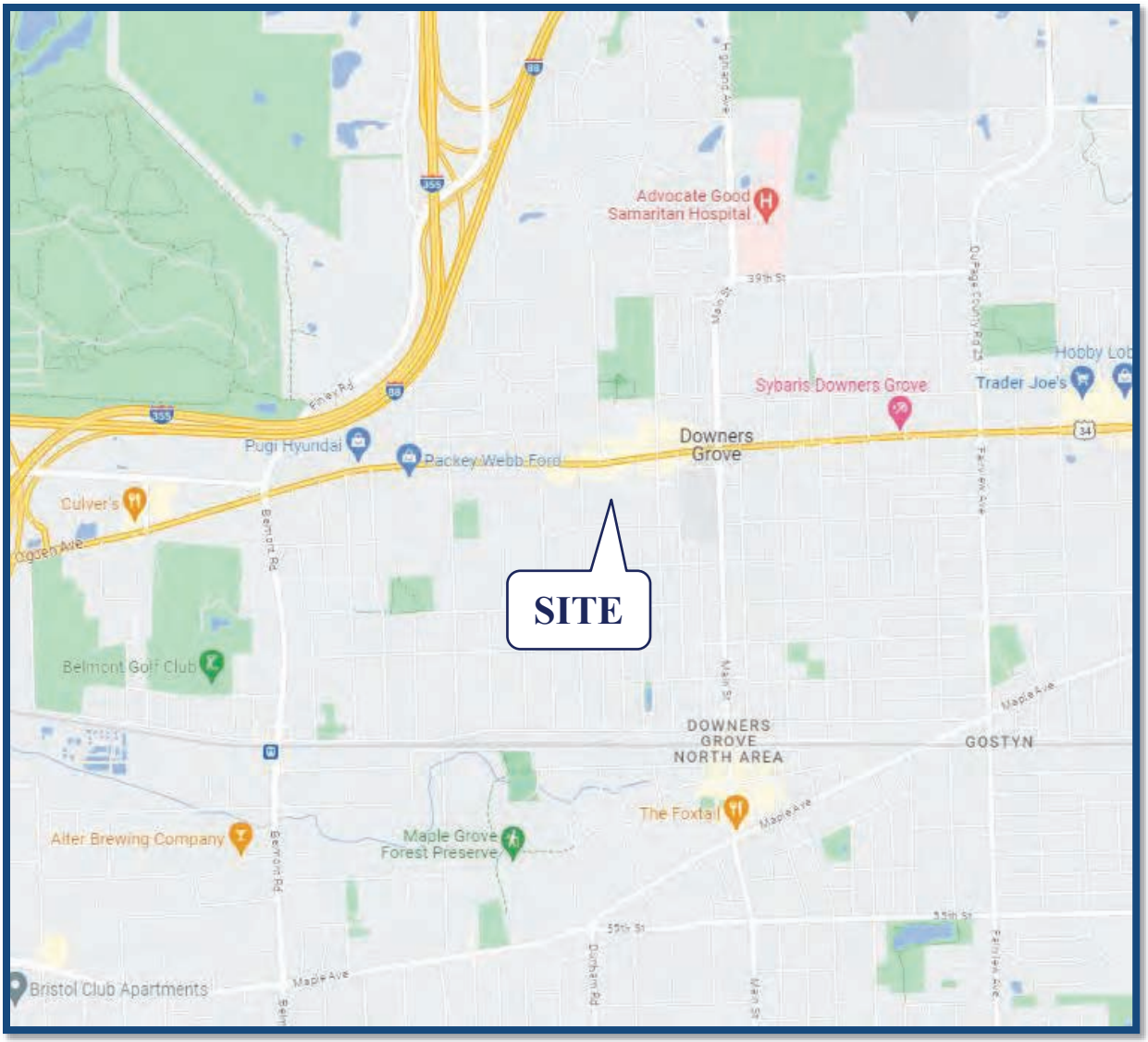
As proposed, the school expansion is primarily to occur along the east side of the school and will increase the size of the school by approximately 32,100 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 985 students with a total of 97 staff/faculty. As part of the expansion, the following modifications are proposed to the school's access, circulation, and parking systems:

- The existing parking lot located on the west side of the school campus is proposed to be reconfigured and expanded to provide a total of 129 parking spaces. In addition, the one-way, northbound drop-off/pick-up lane located along the east side of the parking lot is proposed to be slightly relocated and extended.

- A new parking lot is proposed to be located in the northeast corner of the school campus and will provide a total of 43 parking spaces. In addition, the parking lot will be used for bus unloading/loading before and after school. Access to the parking lot will be provided via Saratoga Avenue and a proposed one-way, eastbound circulation road that will extend along the north side of the school between the existing and proposed parking lots.

- A one-way, counterclockwise circulation road is proposed to extend in an approximate semicircle around the east side of the school campus. Inbound access will be provided via an access drive located on the west side of Saratoga Avenue approximately 100 feet south of Sherman Street and outbound access will be provided via an access drive located on the west side of Saratoga Avenue slightly north of the access drive serving the Downers Grove North High School (DGNHS) parking lot.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed expanded school will have on traffic conditions in the area, and determine if any roadway or access improvements and/or modifications to the school operations are necessary to accommodate traffic generated by the proposed expanded school. **Figure 1** shows the location of the school in relation to the area roadway system. **Figure 2** shows an aerial view of the school campus.



Location of School Campus **Figure 1**

Aerial View of School Campus **Figure 2**

2. Existing Conditions

Site Location

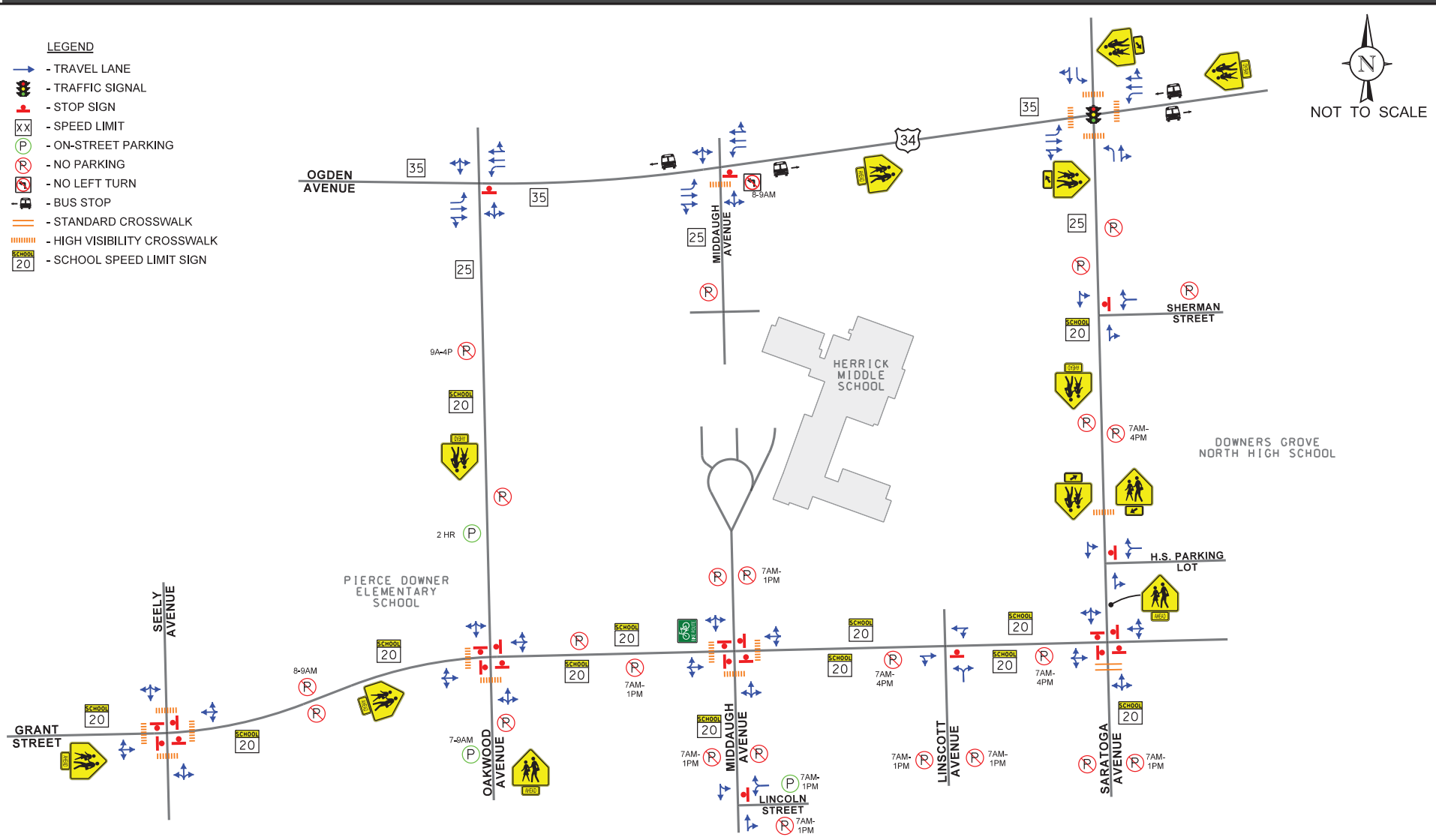
Herrick Middle School campus is generally located on the west side of Saratoga Avenue just south of Ogden Avenue and just north of Grant Street. It should be noted that Middaugh Avenue right-of-way has been vacated through the school campus. Land uses in the area primarily consists of single-family homes. Commercial uses are located north of the school campus primarily along Ogden Avenue and northeast of the school campus along Saratoga Avenue. DGNHS is located directly east of the school campus on the east side of Saratoga Avenue and Pierce Downer Elementary School is located one block west of the school campus in the northwest quadrant of the Grant Street/Oakwood Avenue intersection. Vehicle access to the school parking lot is provided via the extension of Middaugh Avenue into the parking lot from both the north and the south.

Existing Roadway Characteristics

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

Ogden Avenue (US Route 34) is an east-west, arterial roadway that has two through lanes in each direction separated by a two-way left-turn lane. At its signalized intersection with Saratoga Avenue, Ogden Avenue has a left-turn lane, a through lane, and a combined through/right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on the east and west legs of the intersection. At its intersections with Oakwood Avenue and Middaugh Avenue, Ogden Avenue has a through lane and a combined through/right-turn lane on the eastbound and westbound approaches. Left turns are accommodated via the two-way left-turn lane. The north leg of both of these unsignalized intersections are access drives to commercial uses fronting Ogden Avenue. Ogden Avenue is not classified as a Strategic Regional Arterial (SRA) by the Chicago Metropolitan Agency for Planning (CMAP), carries an annual average daily traffic (AADT) volume of 27,800 vehicles (IDOT 2021), is under the jurisdiction of the Illinois Department of Transportation (IDOT), and has a posted speed limit of 35 miles per hour (mph).

Middaugh Avenue is a north-south, local roadway that has one lane in each direction. The Middaugh Avenue right-of-way has been vacated through the school campus. At its all-way stop sign controlled intersection with Grant Street, Middaugh Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches. A high-visibility crosswalk is provided on the south leg of the intersection. At its intersection with Ogden Avenue, Middaugh Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches and the northbound approach is under stop sign control. The north leg of the intersection is an access drive to a commercial use along Ogden Avenue. Northbound left-turn movements are prohibited from 8:00 A.M. to 9:00 A.M. At its intersection with Lincoln Street, Middaugh Avenue has a combined through/right-turn lane on the northbound approach and a combined left-turn/through lane on the southbound approach. Middaugh Avenue is under the jurisdiction of the Village of Downers Grove, has a posted speed limit of 25 mph, and has a posted school speed limit of 20 mph in proximity to the school.



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
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Job No: 23-034 Figure: 3

Saratoga Avenue is a north-south, local roadway that has one lane in each direction. At its signalized intersection with Ogden Avenue, Saratoga Avenue has a left-turn lane and a combined through/right-turn lane on the northbound and southbound approaches. High-visibility crosswalks are provided on the north and south legs of the intersection. At its unsignalized all-way stop sign controlled intersection with Grant Street, Saratoga Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches. A standard-style crosswalk is provided on the south leg of the intersection. At its unsignalized T-intersection with Sherman Street, Saratoga Avenue has a combined through/right-turn lane on the northbound approach and a combined left-turn/through lane on the southbound approach. At its unsignalized T-intersection with the DGNHS parking lot access drive, Saratoga Avenue has a combined through/right-turn lane on the northbound approach and a combined left-turn/through lane on the southbound approach. A high-visibility crosswalk is provided on Saratoga Avenue midblock, approximately 100 feet north of the access drive. Saratoga Avenue is under the jurisdiction of the Village of Downers Grove, has a posted speed limit of 25 mph, and has a posted school speed limit of 20 mph in proximity to the two schools. Saratoga Avenue is designated as a Bike Route by the Village of Downers Grove.

Grant Street is an east-west, local roadway that has one lane in each direction. At its all-way stop sign controlled intersection with Saratoga Avenue, Grant Street has a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. At its all-way stop sign controlled intersection with Middaugh Avenue, Grant Street has a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on the east and west legs of the intersection. At its all-way stop sign controlled intersection with Oakwood Avenue, Grant Street has a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. A high-visibility crosswalk is provided on the west leg of the intersection. At its all-way stop sign controlled intersection with Seely Avenue, Grant Street has a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. High-visibility crosswalks are provided on the east and west legs of the intersection. At its intersection with Linscott Avenue, Grant Street has a combined through/right-turn lane on the eastbound approach and a combined left-turn/through lane on the westbound approach. Grant Street is under the jurisdiction of the Village of Downers Grove and has a posted school speed limit of 20 mph in the vicinity of the schools. Grant Street is designated as a Bike Route by the Village of Downers Grove.

Oakwood Avenue is a north-south, local roadway that has one lane in each direction. At its all-way stop sign controlled intersection with Grant Street, Oakwood Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches. A high-visibility crosswalk is provided on the south leg of the intersection. At its unsignalized intersection with Ogden Avenue, Oakwood Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches and the northbound approach is under stop sign control. The north leg of the intersection is an access drive to a commercial use along Ogden Avenue. Oakwood Avenue carries an AADT volume of 950 vehicles (IDOT 2016) south of Ogden Avenue, is under the jurisdiction of the Village of Downers Grove, and has a posted speed limit of 25 mph with a posted school speed limit of 20 mph within the vicinity of Pierce Downer Elementary School.

Seely Avenue is a north-south, local roadway that has one lane in each direction. At its all-way stop sign controlled intersection with Grant Street, Seely Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches. High-visibility crosswalks are provided on the north and south legs of the intersection. Seely Avenue is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 mph.

Linscott Avenue is a north-south, local roadway that has one lane in each direction. At its intersection with Grant Street, Linscott Avenue has a combined left-turn/right-turn lane on the northbound approach that is under stop sign control. Linscott Avenue is under the jurisdiction of the Village of Downers Grove.

Sherman Street is an east-west, local roadway that has one lane in each direction. At its intersection with Saratoga Avenue, Sherman Street has a combined left-turn/right-turn lane on the westbound approach that is under stop sign control. Sherman Street is under the jurisdiction of the Village of Downers Grove.

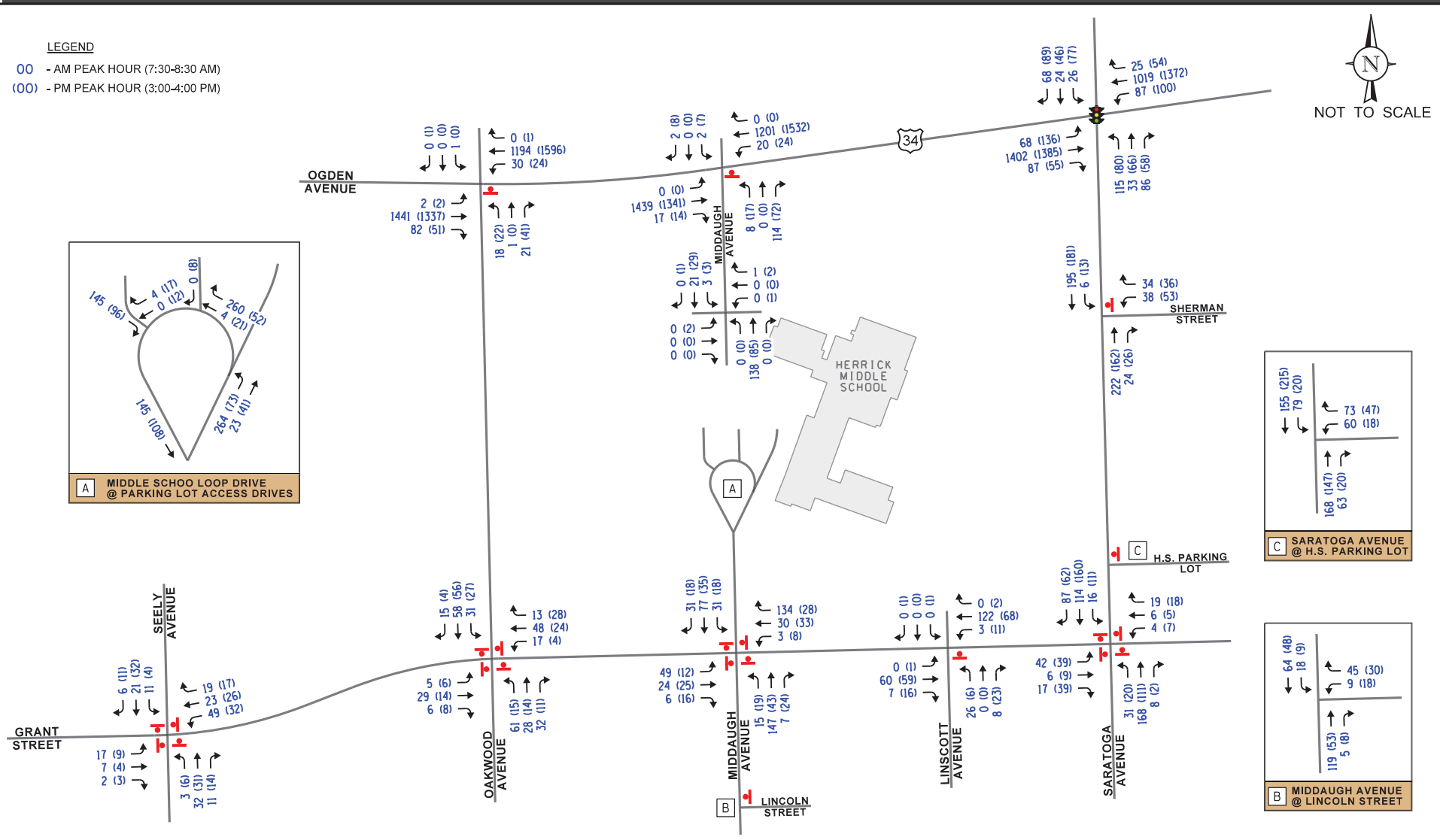
Lincoln Street is an east-west, local roadway that has one lane in each direction. At its unsignalized intersection with Middaugh Avenue, Lincoln Street has a combined left-turn/right-turn lane on the westbound approach that is under stop sign control. Lincoln Street is under the jurisdiction of the Village of Downers Grove.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic at the following intersections:

- Ogden Avenue with Saratoga Avenue (Tuesday, March 14, 2023)
- Ogden Avenue with Middaugh Avenue (Tuesday, March 14, 2023)
- Ogden Avenue with Oakwood Avenue (Tuesday, March 14, 2023)
- Grant Street with Saratoga Avenue (Tuesday, March 14, 2023)
- Grant Street with Linscott Avenue (Tuesday, March 14, 2023)
- Grant Street with Middaugh Avenue (Wednesday, March 15, 2023)
- Grant Street with Oakwood Avenue (Tuesday, March 14, 2023)
- Grant Street with Seeley Avenue (Thursday, May 11, 2023)
- Sherman Street with Saratoga Avenue (Tuesday, March 14, 2023)
- Saratoga Avenue with the D GNHS Parking Lot Access Drive (Tuesday, March 14, 2023)
- Middaugh Avenue with Lincoln Street (Thursday, May 11, 2023)
- Middaugh Avenue with school campus north access drive (Tuesday, March 14, 2023)
- Middaugh Avenue with school campus parking lot loop (Tuesday, March 14, 2023)

The traffic counts were performed during the school's weekday morning (7:00 A.M. to 9:00 A.M.) and weekday afternoon (2:00 P.M. to 4:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur from 7:30 to 8:30 A.M. during the weekday morning peak period and from 3:00 to 4:00 P.M. during the weekday afternoon peak period. The existing traffic volumes are illustrated in **Figure 4** and the existing pedestrian and bicycle volumes are illustrated in **Figure 5**. Copies of the traffic count summary sheets are included in the Appendix.



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING TRAFFIC VOLUMES

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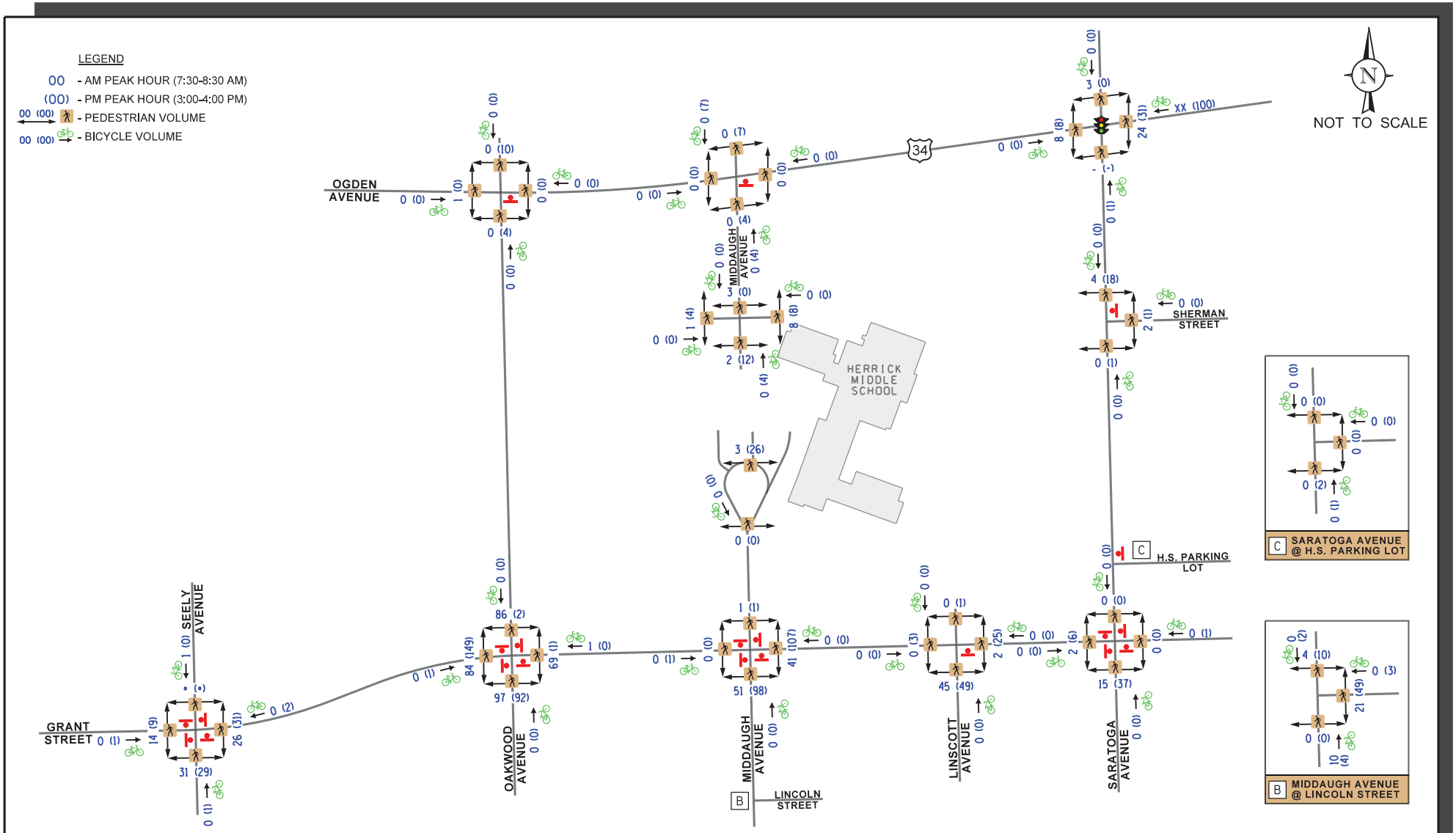

HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

KLOA
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Job No: 23-034 Figure: 5

Crash Data Summary

KLOA, Inc. obtained crash data from IDOT[1] for the most recent past five years available (2017 to 2021) for the existing study area roadway intersections. **Tables 1** through **5** summarize the crash data at the following intersections:

- Ogden Avenue with Saratoga Avenue
- Ogden Avenue with Middaugh Avenue
- Ogden Avenue with Oakwood Avenue
- Grant Street with Middaugh Avenue
- Grant Street with Linscott Avenue

No crashes were reported at any of the other intersections in the study area during the five-year period. A review of the crash data showed that no fatalities occurred at any of the included intersections during the review period.

Table 1
OGDEN AVENUE WITH SARATOGA AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	0	1	1	0	3
2018	1	0	0	0	0	3	3	7
2019	0	0	0	2	1	2	0	5
2020	0	0	0	1	0	2	1	4
2021	0	0	0	3	0	3	0	6
Total	**2**	**0**	**0**	**6**	**2**	**11**	**4**	**25**
Average	**<1.0**	**0.0**	**0.0**	**1.2**	**<1.0**	**2.2**	**<1.0**	**5.0**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). 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.

Table 2
OGDEN AVENUE WITH MIDDAUGH AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	2	1	3
2018	0	0	0	0	0	0	0	0
2019	0	0	0	1	0	0	0	1
2020	0	0	0	0	0	1	0	1
2021	0	0	0	1	0	0	0	1
Total	**0**	**0**	**0**	**2**	**0**	**3**	**1**	**6**
Average	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**<1.0**	**1.2**

Table 3
OGDEN AVENUE WITH OAKWOOD AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	1	0	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	1	0	1
Total	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**

Table 4
GRANT STREET WITH SARATOGA AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	1	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**<1.0**

Table 5
GRANT STREET WITH LINSCOTT AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	1	1
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**<1.0**

3. Existing School Operations

The following describes the school's existing operating characteristics, the access, circulation, and parking systems, and the student drop-off/pick-up and school bus loading operations.

School Characteristics

Herrick Middle School currently has a total enrollment of approximately 655 students that attend seventh and eighth grades and approximately 75 staff/faculty. The school day is from 8:30 A.M. to 3:17 P.M.

School Parking

Parking for the school is provided via a single parking lot located on the west side of the school and has a total of 79 parking spaces with three of the spaces designated for ADA parking. The parking lot also provides a separate drop-off/pick-up lane along the east side of the parking lot that is primarily used for school bus loading. Access to the parking lot is provided via the following access drives:

- Three access drives located on the Middaugh Avenue cul-de-sac located directly south of the parking lot. It should be noted that the cul-de-sac is on the school campus. The east access drive provides inbound access to the drop-off/pick-up lane and has one inbound lane. The middle and west access drives both provide inbound access to the parking lot and outbound access from the parking lot and the drop-off/pick-up lane. Both access drives have one inbound lane and one outbound lane.

- The extension of Middaugh Avenue into the north side of the parking lot. Access from Middaugh Avenue is restricted to outbound movements from the parking lot and the drop-off/pick-up lane only.

School Bus Loading and Student Drop-Off/Pick-Up Operations

The following summarizes the student drop-off/pick-up and school bus operations.

School Bus Loading Operations

The school is currently served via seven large school buses with the student unloading in the morning occurring via the drop-off/pick-up lane and the student loading in the afternoon occurring via the drop-off/pick-up lane and the parking lot. At approximately 190 to 200 feet long, the drop-off/pick-up lane can accommodate four to five large school buses.

Given the random arrival and the limited time it takes to unload a school bus, all student unloading in the morning is accommodated in the drop-off/pick-up lane. To accommodate the student loading in the afternoon, four school buses are stacked in the drop-off/pick-up lane and three school buses are parked along the west side of the school just north of the drop-off/pick-up zone. All school buses arrive at the drop-off/pick-up lane/parking lot from the south along Middaugh Avenue and exit the drop-off/pick-up lane/parking lot via the south along Middaugh Avenue or the north along Middaugh Avenue to Ogden Avenue.

Student Drop-Off/Pick-Up Operations

Primary student drop-off/pick-up activity occurs within the southeast portion of the parking lot. Currently two north-south, striped loading lanes extend along the southern half of the eastern section of the parking lot. Parents/caregivers enter the loading lanes from the south side and exit via the north side of the loading lanes. Each loading lane can accommodate approximately three vehicles. In addition, parents/caregivers also drop off/pick up students along the other portions of the parking lot. Similar to the school buses, all parents/caregivers enter the loading lanes/parking lot from the south on Middaugh Avenue and exit the loading lanes/parking lot via the south on Middaugh Avenue or the north on Middaugh Avenue to Ogden Avenue. Student drop-off/pick-up activity also occurs along area roads, particularly in the afternoon along both Middaugh Avenue and Grant Street.

Traffic Control Personnel

The school uses several staff members to assist with the unloading/loading of students, to manage the school bus loading lane, and to direct/control traffic though the school campus.

Evaluation of Existing Campus Operations

The traffic counts and field observations reveal that the area roadway system, particularly Middaugh Avenue and Grant Street, and the parking lot experience some congestion during both the morning drop-off and the afternoon pick-up periods as summarized below:

- Queues along Grant Street can extend for a block in each direction from the Middaugh Avenue intersection, particularly in the westbound direction. In the afternoon, parents/caregivers were observed to be parked/standing on both sides of Grant Street waiting to pick up students, which effectively reduces the width of the road to one through lane.

- The northbound queues along Middaugh Street can extend from the parking lot to just north of Lincoln Street.

- The northbound queues along Middaugh Street at the Ogden Avenue intersection can extend to just north of the school parking lot.

However, the congestion typically occurs for only a 15- to 20-minute period before and after school and is inherent with most schools given the fixed start and end times. The following summarizes several operational factors that are contributing to the congestion:

- The majority of the parent/caregiver traffic and all the school buses traveling to the school and a portion of the parent/caregiver traffic and some of the school buses traveling from the school must traverse the all-way stop sign controlled intersection of Middaugh Avenue with Grant Street, which concentrates a large percentage of the school traffic at this all-way stop sign controlled intersection.

- The limited vehicle stacking provided in the parking lot results in significant queuing along Middaugh Avenue and Grant Street.

- Given the limited size and design of the parking lot and the amount of activity occurring in the parking lot, it is difficult to segregate the activities. In the afternoon, several school buses must stack within the parking lot. All of this results in the commingling of the various activities.

- A significant amount of pedestrian circulation occurs within the parking lot, which is due to the fact that most of the student pick-up/drop-off activity and the loading of several school buses occurs within the parking lot as opposed to along a sidewalk adjacent to the school frontage.

4. Proposed School Expansion and Projected Volumes

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed school expansion and determine the projected traffic volumes with the expansion.

Proposed School Expansion

As proposed, the school expansion is primarily to occur along the east side of the school and will increase the size of the school by approximately 32,100 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 985 students with a total of 97 staff/faculty. In addition, the school will be served via 10 large school buses and three small school buses.

Proposed Modifications to the School Campus

The following summarizes and the preliminary plans located in the Appendix illustrate the proposed enhancements to the transportation and parking systems serving the school campus:

School Parking

Parking for the expanded school is to be provided via the following two parking lots that will provide a total of 172 parking spaces:

Existing Parking Lot. The existing parking lot located on the west side of the school campus is proposed to be reconfigured and expanded to provide a total of 129 parking spaces of which six spaces will be designated for ADA parking. In addition, the one-way, northbound drop-off/pick-up lane located along the east side of the parking lot is proposed to be slightly relocated and extended. Further, the Middaugh Avenue cul-de-sac, which is located on the school campus, will be eliminated. All access from the south on Middaugh Avenue is proposed to be provided via the extension of Middaugh Avenue north into the south side of the parking lot. Inbound access to the drop-off/pick-up lane and the parking lot will be from the south on Middaugh Avenue. Outbound access will be provided via the north on Middaugh Avenue to Ogden Avenue and the south on Middaugh Avenue. A gate is proposed to be located at the south end of Middaugh Avenue to control access to the parking lot to/from the north on Middaugh Avenue.

Proposed Parking Lot. A new parking lot is to be located in the northeast corner of the school campus. As proposed, the parking lot will have a total of 43 parking spaces, of which two of the spaces will be designated for ADA parking. In addition, the parking lot will be used for school bus unloading/loading before and after school. Access to the parking lot is to be provided as follows:

- An access drive located on the west side of Saratoga Avenue aligned opposite Sherman Street which will form the fourth leg of the Saratoga Avenue/Sherman Street intersection. The access drive is proposed to provide one inbound lane and one outbound lane. The Saratoga Avenue/Sherman Street intersection is proposed to be under two-way stop sign control with Sherman Street and the access drive under stop sign control.

- A one-way, eastbound circulation road that is proposed to extend along the north side of the school from the existing parking lot to Linscott Avenue/west side of the proposed parking lot. As proposed, the 25-foot wide eastbound circulation road will provide access from the main parking lot to both Linscott Avenue and the proposed parking lot. To control access to the eastbound circulation road, Linscott Avenue, and proposed parking lot, gates are proposed to be provided at the west end of the eastbound circulation road, at the entrance to the parking lot, and at the south end of Linscott Avenue. In addition, appropriate signage will be installed along the eastbound circulation road enforcing the one-way eastbound traffic flow.

School Bus Loading

All school bus unloading/loading is to occur via the proposed parking lot to be located in the northeast corner of the school campus. As proposed, unloading/loading of the school buses will occur via the circulation road that will extend around the periphery of the parking lot. The parking lot can accommodate the stacking of all 10 large school buses and three small school buses anticipated to be serving the school. To accommodate the unloading/loading of the school buses, a sidewalk is proposed to be installed around the entire periphery of the parking lot.

All school buses will enter and exit the proposed parking lot via the Saratoga Avenue access drive only. Access from the eastbound circulation road to the parking lot and the use of the parking lot for student drop-off/pick-up activity will be prohibited before and after school when the school bus unloading and loading occurs.

Relocating the school bus activity to the proposed parking lot will provide the following enhancements to the operations within the school campus and along the area roadways and help to mitigate the impact of the expansion-generated traffic:

- It will segregate the school bus activity from the student drop-off/pick-up activity, which will result in more efficient and orderly operations.

- With direct access to Saratoga Avenue, the school buses will be better distributed through the school campus and along the area roadway system, which will reduce the existing congestion experienced along Middaugh Avenue and Grant Street and their all-way stop sign controlled intersection.

- Outbound school buses will have direct access to the signalized intersection of Ogden Avenue with Saratoga Avenue, providing far greater access flexibility for the school buses which should reduce the travel through the area neighborhoods.

Student Drop-Off/Pick-Up

Student drop-off/pick up activity is proposed to occur at the following two locations within the school campus:

West Side of the School Campus. The proposed relocated and extended one-way, northbound drop-off/pick-up lane located in the existing parking lot. As proposed, the drop-off/pick-up lane will extend for approximately 450 feet and will accommodate 18 to 20 stacked passenger vehicles. A sidewalk is proposed to be provided along the entire length of the drop-off/pick-up lane. Inbound access to the drop-off/pick-up lane will be from the south on Middaugh Avenue. Outbound access will be provided via the north on Middaugh Avenue to Ogden Avenue and the south on Middaugh Avenue. In addition, with the proposed eastbound circulation road, the school has the option to allow traffic to exit the parking lot via the eastbound circulation road to Linscott Avenue to Ogden Avenue.

East Side of the School Campus. A one-way, counterclockwise circulation road that is proposed to extend in an approximate semicircle around the east side of the school campus. Inbound access to the circulation road will be provided via an access drive located on the west side of Saratoga Avenue approximately 100 feet south of Sherman Street and will provide one inbound lane. Outbound access from the circulation road will be provided via an access drive located on the west side of Saratoga Avenue located slightly north of the access drive serving the DGNHS parking lot. The outbound access drive will provide two lanes striped for a separate left-turn lane and a separate right-turn lane with both lanes under stop sign control. The 24-foot wide circulation road will extend for approximately 825 linear feet and will accommodate 34 to 35 stacked passenger vehicles. A sidewalk is proposed to be provided along the entire length of the circulation road.

North Side of the School Campus. If necessary, drop-off/pick-up activity can also occur along the proposed eastbound circulation road located along the north side of the school. Inbound access to this drop-off/pick-up lane will be provided via the existing parking lot with outbound access provided via Linscott Avenue to Ogden Avenue. It is likely that the proposed circulation road will only need to be used for student pick-up in the afternoon if additional stacking is needed within the school campus. The circulation road can accommodate 16 to 17 additional stacked vehicles.

The proposed drop-off/pick-up operations will provide the following enhancements to the operations within the school campus and along the area roadways and help to mitigate the impact of the expansion-generated traffic:

- The school-generated traffic will be better distributed through the school campus and along the area roadway system, which will reduce the existing congestion experienced along Middaugh Avenue and Grant Street and their all-way stop sign controlled intersection.

- The proposed drop-off/pick-up operations provide for significantly more stacking on the school campus, which will reduce the existing queuing/stacking along Middaugh Avenue and Grant Street and help mitigate the increase in the expansion-generated traffic.

- With the access to the east side drop-off/pick-up lane on Saratoga Avenue, significantly more school-generated traffic will be concentrated along Saratoga Avenue between Ogden Avenue and Grant Street, which primarily serves institutional and commercial uses.

- The Saratoga Avenue access drives will also allow direct access to the signalized intersection of Ogden Avenue with Saratoga Avenue, providing far greater access flexibility for the parents/caregivers which should reduce the travel through the neighborhood.

Traffic Control Personnel

Similar to existing conditions, multiple staff members will be located along the new parking lot and both drop-off/pickup lanes to assist with the loading/unloading of students, to manage the drop-off/pick-up activity and school bus operations, and to direct traffic, buses, and pedestrians.

School Special Events

The primary special events that will occur at the expanded school are sporting events, plays/performances, and other shows. Typically, the attendance at these special events will be accommodated via the expanded south parking lot and the northeast parking lot. The impact of these special events will be limited and much less than the traffic conditions associated with the school's morning drop-off and afternoon pick-up periods due to the following:

- The two parking lots will have a total of 172 parking spaces. As such, the traffic generated by these special events will be significantly less than the traffic generated by the school during the morning drop-off and afternoon pick-up periods.

- The traffic for the special events does not have the same surging characteristics as the traffic generated by the school during the morning drop-off and afternoon pick-up periods. As such, the traffic will be distributed over a longer time period than the school's morning drop-off and afternoon pick-up periods.

In addition, the school has several special events each year with large attendances that will require parking on the area roads. However, it is important to note that these large special events only occur a few times per year and are generally held in the evening when traffic volumes on the roadway system are much lower.

Expanded School Traffic Volumes

The additional traffic to be generated by the school expansion was based on the existing operations and the observed traffic volumes. As indicated previously, the student enrollment is projected to increase from approximately 655 students to 985 students and the number of staff/faculty is projected to increase from 75 to 97. Given that the school will now serve three grades as opposed to two, the number of new trips to be generated by the expansion was reduced by 20 percent due to the greater opportunity for carpooling in the same family or with multiple families. Further, the number of school buses serving the school is to increase by six school buses. **Table 6** shows the existing traffic, the projected increase in traffic, and the total traffic to be generated by the expanded school during the morning and afternoon peak hours.

Table 6
EXISTING AND PROJECTED SCHOOL-GENERATED TRAFFIC VOLUMES

	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Existing Traffic Volumes	310	280	590	170	220	390
Expansion Traffic Volumes	135	110	245	70	105	175
Total Traffic Volumes	**445**	**390**	**835**	**240**	**325**	**565**

Directional Distribution

The directions from which expansion-generated traffic will approach and depart the school were estimated based on existing travel patterns, as determined from the traffic counts.

5. Total Projected Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, the additional traffic generated by the expansion, and the redistribution of the existing traffic to account for the proposed modifications to the school campus.

Expansion Traffic Assignment

The estimated additional weekday morning and weekday afternoon peak hour traffic volumes that will be generated by the proposed expansion were assigned to the roadway system in accordance with the previously described directional distribution. It was assumed that approximately 55 percent of the total student pick-up/drop-off activity will occur along the drop-off/pick-up lane on the east side of the school and 45 percent of the total student pick-up/drop-off activity will occur along the drop-off/pick-up lane on the west side of the school. As such, all of the expansion-generated traffic was assigned to the drop-off/pick-up lane on the east side of the school. **Figure 6** illustrates the traffic assignment of the expansion-generated traffic.

Redistribution of Existing Traffic

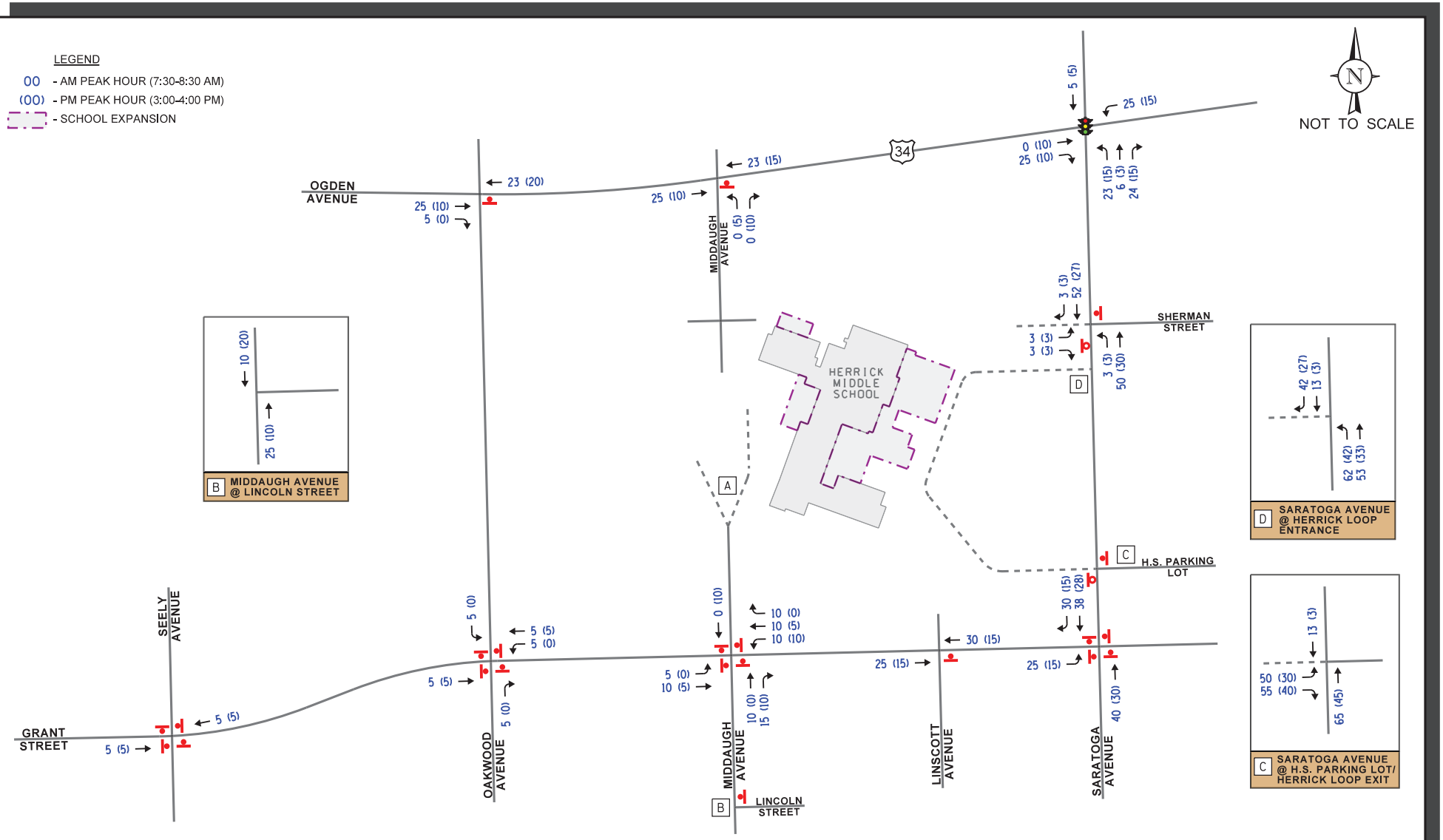
Since only 40 percent of the total student drop-off/pick-up activity is anticipated to use the drop-off/pick-up lane on the west side of the school, approximately 1/3 of the existing student drop-off/pick-up activity was redistributed from the drop-off/pick-up lane on the west side of the school to the proposed drop-off/pick-up lane on the east side of the school. In addition, the school bus traffic was redistributed from the existing parking lot to the proposed new parking lot. The redistributed traffic is illustrated in **Figure 7** and was based on the existing traffic counts and the existing and proposed roadway conditions.

Background (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 particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated March 28, 2023, the existing traffic volumes along Ogden Avenue and Oakwood Avenue were increased by an annually compounded growth rate of 0.4 percent per year for six years for a total of three percent. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

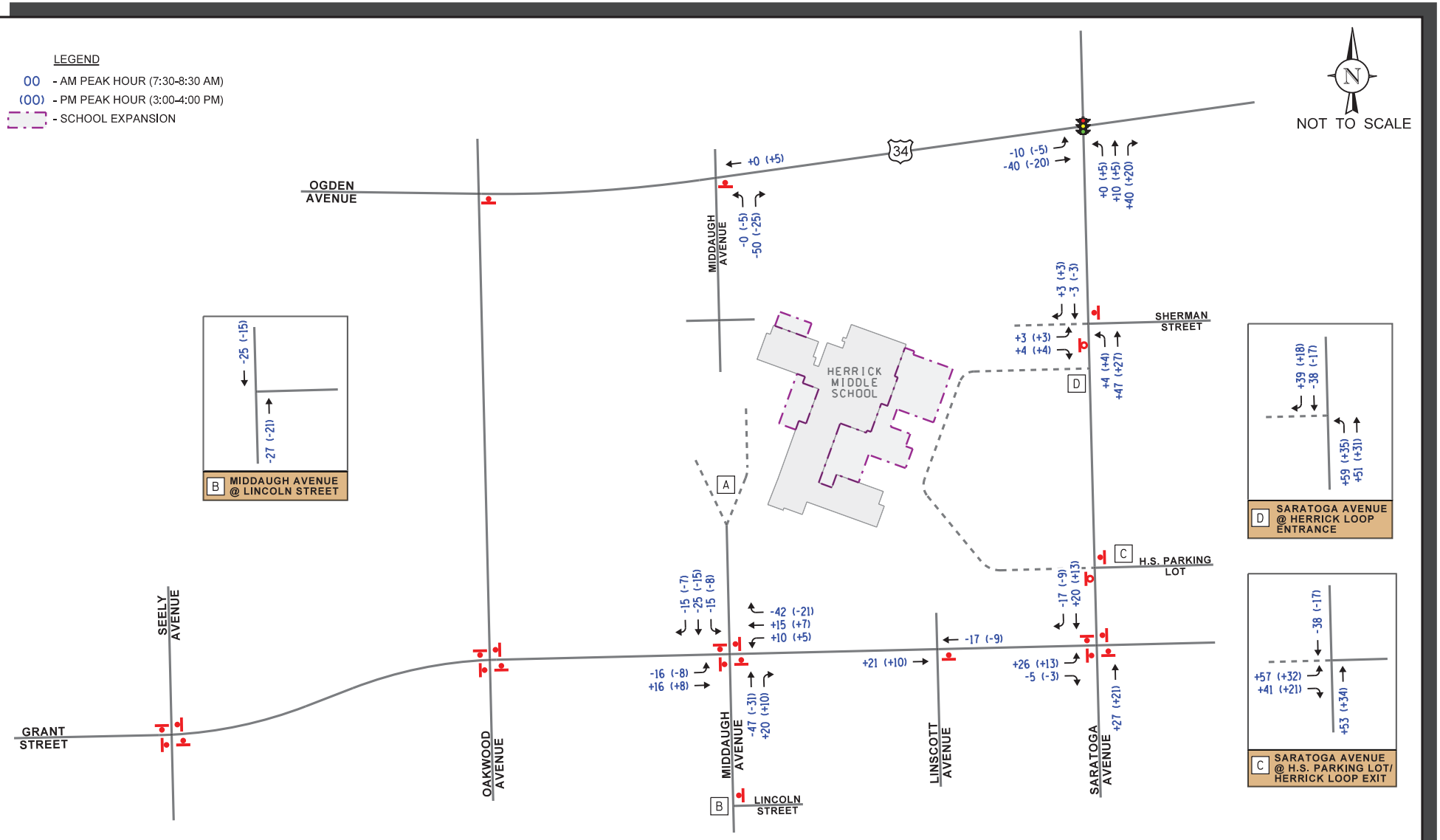
Figure 8 illustrates the total projected traffic volumes which include the existing traffic, plus the expansion-generated traffic, plus the redistribution of the existing traffic volumes, plus the five percent increase in the existing traffic volumes.



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXPANSION-GENERATED TRAFFIC VOLUMES

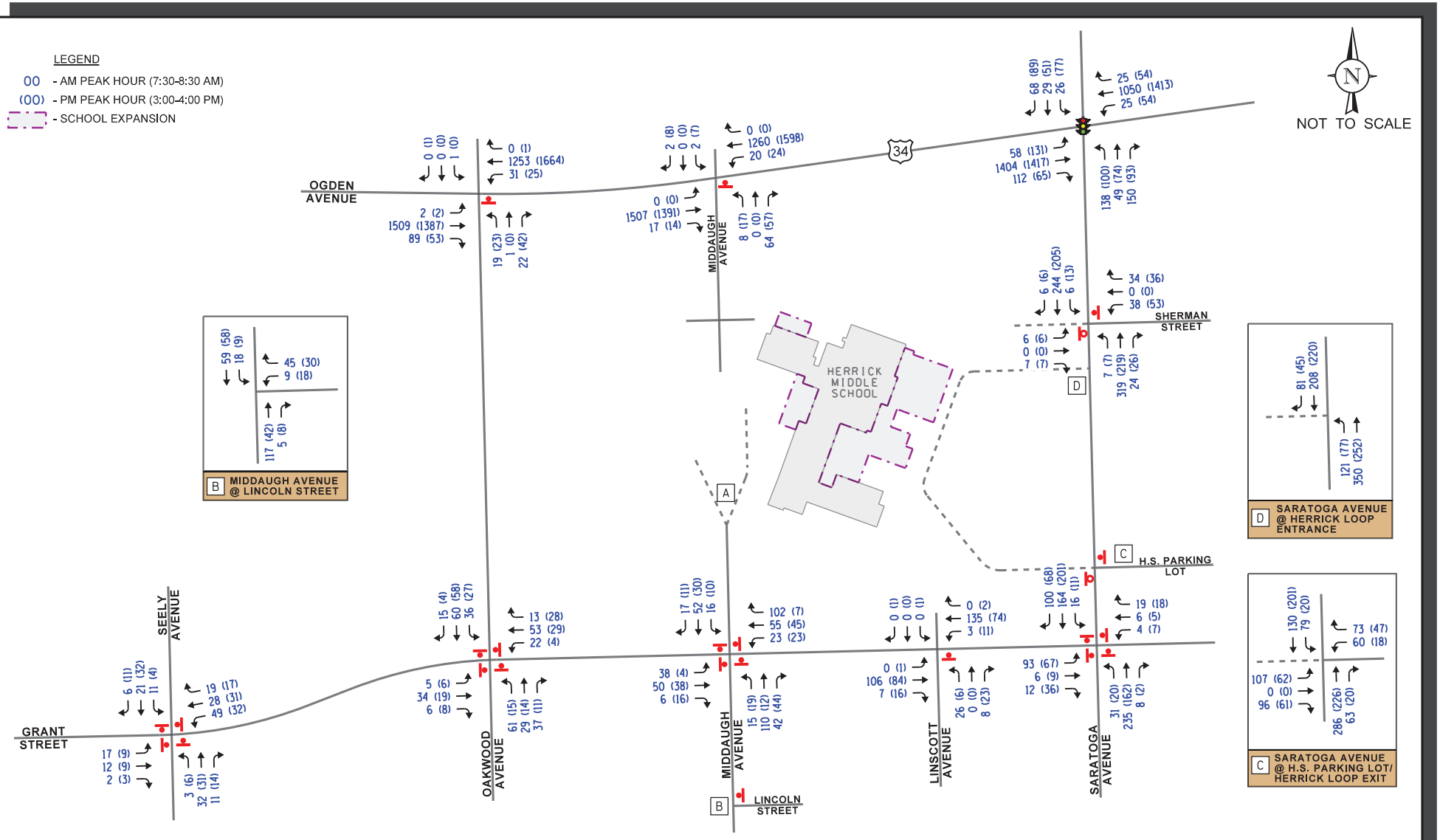
KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 6



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

REASSIGNMENT OF EXISTING TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 7



HERRICK MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
Job No: 23-034 Figure: 8

6. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday afternoon 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 afternoon peak hours for the existing and total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of services.

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 7** through **9**. To account for the surging traffic associated with the school, the observed peak hour factors at each intersection were used when evaluating the existing and projected conditions. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7
OGDEN AVENUE WITH SARATOGA AVENUE – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A 5.5	B 16.3	A 9.0	B 11.2	E 67.7	E 57.7	D 47.4	D 52.9	B 19.0
		B – 15.8		B – 11.0		E – 62.6		D – 51.7		
	Weekday Evening	B 10.9	B 14.6	A 8.9	B 15.2	F 82.3	E 65.6	E 73.4	E 68.4	C 21.2
		B – 14.3		B – 14.8		E – 72.1		E – 70.2		
Projected Conditions	Weekday Morning	A 6.5	C 20.7	B 16.6	B 13.1	E 64.0	E 66.2	D 46.7	D 48.7	C 23.5
		C – 20.2		B – 13.4		E – 65.3		D – 48.3		
	Weekday Evening	B 14.9	B 18.7	B 14.4	B 18.4	E 78.3	E 67.7	E 74.1	E 61.0	C 24.9
		B – 18.4		B – 18.1		E – 71.6		E – 65.7		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 8
INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Grant Street with Saratoga Avenue[1]				
• Overall	A	9.6	B	10.6
• Eastbound Approach	A	8.9	A	9.2
• Westbound Approach	A	8.1	A	9.3
• Northbound Approach	A	9.7	A	9.4
• Southbound Approach	A	9.8	B	11.9
Grant Street with Middaugh Avenue[1]				
• Overall	B	13.9	A	8.6
• Eastbound Approach	B	11.9	A	8.5
• Westbound Approach	B	13.8	A	8.7
• Northbound Approach	B	14.9	A	8.7
• Southbound Approach	B	14.0	A	8.5
Grant Street with Oakwood Avenue[1]				
• Overall	A	8.9	A	7.8
• Eastbound Approach	A	8.4	A	7.5
• Westbound Approach	A	8.8	A	7.5
• Northbound Approach	A	9.1	A	7.6
• Southbound Approach	A	8.9	A	8.2
Grant Street with Seely Avenue[1]				
• Overall	A	7.5	A	7.4
• Eastbound Approach	A	7.5	A	7.3
• Westbound Approach	A	7.9	A	7.5
• Northbound Approach	A	7.4	A	7.3
• Southbound Approach	A	7.4	A	7.3

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 8, Continued
INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ogden Avenue with Oakwood Avenue[2]				
• Northbound Approach	E	42.7	E	49.9
• Southbound Approach	C	23.9	B	13.7
• Eastbound Left Turn	A	9.0	B	10.8
• Westbound Left Turn	B	15.0	B	13.1
Ogden Avenue with Middaugh Avenue[2]				
• Northbound Approach	D	28.8	D	30.6
• Southbound Approach	C	20.7	C	20.3
• Eastbound Left Turn	A	0.0	A	0.0
• Westbound Left Turn	B	14.0	B	12.9
Grant Street with Linscott Avenue[2]				
• Northbound Approach	B	10.9	B	10.3
• Westbound Approach	A	7.6	A	7.8
Saratoga Avenue with Sherman Street[2]				
• Westbound Approach	B	12.2	B	12.3
• Southbound Left Turn	A	8.1	A	7.8
Saratoga Avenue with DGNHS Parking Lot Access Drive[2]				
• Westbound Approach	C	17.7	B	10.9
• Southbound Left Turn	A	8.2	A	8.0
Middaugh Avenue with North School Access Drive[2]				
• Eastbound Approach	A	0.0	B	10.0
• Westbound Approach	A	9.9	A	9.5
• Northbound Left Turn	A	0.0	A	0.0
• Southbound Left Turn	A	7.9	A	7.5
Middaugh Avenue with Lincoln Street[2]				
• Westbound Approach	A	9.6	A	9.6
• Southbound Left Turn	A	7.6	A	7.6

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 9
INTERSECTION CAPACITY ANALYSES – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Grant Street with Saratoga Avenue[1]				
• Overall	B	11.6	B	12.8
• Eastbound Approach	B	10.4	B	10.6
• Westbound Approach	A	8.8	A	9.9
• Northbound Approach	B	11.9	B	11.1
• Southbound Approach	B	12.1	C	15.2
Grant Street with Middaugh Avenue[1]				
• Overall	B	12.7	A	8.4
• Eastbound Approach	B	11.4	A	8.4
• Westbound Approach	B	13.4	A	8.9
• Northbound Approach	B	13.6	A	8.2
• Southbound Approach	B	11.0	A	8.2
Grant Street with Oakwood Avenue[1]				
• Overall	A	9.2	A	7.6
• Eastbound Approach	A	8.6	A	7.5
• Westbound Approach	A	9.2	A	7.5
• Northbound Approach	A	9.3	A	7.5
• Southbound Approach	A	9.2	A	7.9
Grant Street with Seely Avenue[1]				
• Overall	A	7.6	A	7.4
• Eastbound Approach	A	7.5	A	7.4
• Westbound Approach	A	7.7	A	7.6
• Northbound Approach	A	7.4	A	7.3
• Southbound Approach	A	7.4	A	7.3

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control

Table 9, Continued
INTERSECTION CAPACITY ANALYSES – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ogden Avenue with Oakwood Avenue[2]				
• Northbound Approach	F	51.2	F	99+
• Southbound Approach	D	26.1	F	99+
• Eastbound Left Turn	A	9.1	B	11.1
• Westbound Left Turn	C	15.8	B	13.5
Ogden Avenue with Middaugh Avenue[2]				
• Northbound Approach	D	27.5	F	61.3
• Southbound Approach	C	19.6	C	21.5
• Eastbound Left Turn	A	0.0	A	0.0
• Westbound Left Turn	B	14.6	B	13.3
Grant Street with Linscott Avenue[2]				
• Northbound Approach	B	11.6	B	10.6
• Westbound Approach	A	7.8	A	7.9
Saratoga Avenue with Sherman Street and Proposed Parking Lot Access Drive[2]				
• Eastbound Approach	C	16.8	C	15.0
• Westbound Approach	C	16.4	C	15.1
• Northbound Left Turn	A	9.1	A	8.9
• Southbound Left Turn	A	8.5	A	8.0
Saratoga Avenue with DGNHS Parking Lot Access Drive/Proposed Circulation Road Outbound Access Drive[2]				
• Eastbound Left Turn	F	83.5	C	18.8
• Eastbound Right Turn	A	9,6	A	9.6
• Westbound Approach	E	39.8	B	13.0
• Southbound Left Turn	A	8.8	A	8.3

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control

Table 9, Continued
INTERSECTION CAPACITY ANALYSES – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Middaugh Avenue with North School Access Drive[2]				
• Eastbound Approach	A	0.0	B	10.0
• Westbound Approach	A	9.9	A	9.5
• Northbound Left Turn	A	0.0	A	0.0
• Southbound Left Turn	A	7.9	A	7.5
Middaugh Avenue with Lincoln Street[2]				
• Westbound Approach	A	9.6	A	9.5
• Southbound Left Turn	A	7.6	A	7.5
Saratoga Avenue with Proposed Circulation Road Inbound Access Drive[2]				
• Northbound Left Turn	A	9.6	A	8.9

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control

Discussion and Recommendations

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

Ogden Avenue with Saratoga Avenue

The results of the capacity analyses show that this signalized intersection currently operates at an overall Level of Service (LOS) B during the weekday morning peak hour and LOS C during the weekday afternoon peak hour. Further, all the Ogden Avenue movements currently operate at LOS B or better and the Saratoga Avenue movements currently operate at LOS E/F or better during both peak hours. The lower level of service for the Saratoga Avenue movements is due to the longer traffic signal cycle and the fact that Ogden Avenue is an arterial roadway that receives the majority of the green time at this intersection. It is important to note that the Saratoga Avenue northbound movements can experience some additional congestion during DGNHS's peak periods. However, the congestion only occurs for approximately 15 to 20 minutes before and after school and is inherent with most schools given the fixed start and end times of the school day.

Assuming the total projected conditions, the intersection is projected to operate at an overall LOS C during the weekday morning and afternoon peak hours. Further, all of the Ogden Avenue movements are projected to operate at LOS C or better and the Saratoga Avenue movements are projected to operate at LOS E or better during both peak hours. According to the results of the capacity analyses, the Saratoga Avenue northbound approach is projected to have a maximum queue of 250 to 300 feet. As such, the queue is not anticipated to extend to the Saratoga Avenue/Sherman Street/proposed parking lot access drive intersection, which is located approximately 380 feet south of the Saratoga Avenue northbound stop bar at its intersection with Ogden Avenue. Similar to existing conditions, the northbound approach of Saratoga Avenue is anticipated to experience some additional congestion for 15 to 20 minutes before and after the DGNHS and O'Neill Middle School school days. However, it is important to note that the peak periods of DGNHS and Herrick Middle School generally do not occur at the same time, given the offset between the start and end times of the two schools. As such, this intersection generally has sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

Grant Street with Middaugh Avenue

The results of the capacity analyses show that this all-way stop sign controlled intersection currently operates at an overall Level of Service (LOS) B during the morning peak hour and LOS A during the weekday afternoon peak hour. Further, all of the approaches and movements currently operate at LOS B or better during both peak hours. It is important to note that this intersection experiences some significant congestion during the Herrick Middle School's peak periods. The queues on all approaches of this intersection can extend for one to two blocks, particularly along northbound Middaugh Avenue and westbound Grant Street. This is due to (1) the fact that the majority of the drop-off/pick-up activity traverses this intersection, (2) the limited queuing provided on the school campus, and (3) the commingling of the school bus and drop-off/pick-up traffic. However, the congestion only occurs for approximately 15 to 20 minutes before and after school.

Assuming the total projected conditions, the intersection is projected to continue to operate at an overall LOS B during the weekday morning peak hour and LOS A during the weekday afternoon peak hour. Further, all of the approaches and movements are projected to operate at LOS B or better during both peak hours. Similar to existing conditions, the intersection is anticipated to experience some additional congestion for 15 to 20 minutes before and after the Herrick Middle School school day. However, with the new drop-off/pick-up lane located on the east side of the school campus and the relocation of all the school bus unloading/loading to the new parking lot, the volume of drop-off/pick-up activity and school bus traffic traversing this intersection and the stacking of traffic through this intersection is projected to be reduced. As such, the operation of this intersection should improve over existing conditions with the proposed expansion of the school.

Grant Street with Saratoga Avenue

The results of the capacity analyses show that this all-way stop sign controlled intersection currently operates at an overall LOS A during the weekday morning peak hour and LOS B during the weekday afternoon peak hour. Further, all the approaches currently operate at LOS B or better during both peak hours. However, given the intersection's proximity to DGNHS, the intersection experiences some additional congestion for approximately 15 to 20 minutes before and after the DGNHS school day.

Assuming the total projected traffic conditions, the intersection is projected to operate at an overall LOS B during the weekday morning and afternoon peak hours. In addition, all the approaches are projected to operate at LOS C or better during both peak hours. The intersection will continue to experience some additional congestion due to the proximity of the intersection to DGNHS. However, it is important to note that the peak periods of DGNHS and Herrick Middle School generally do not occur at the same time, given the offset between the start and end times of the two schools. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the expansion of Herrick Middle School.

Grant Street with Oakwood Avenue

The results of the capacity analyses show that this all-way stop sign controlled intersection currently operates at an overall LOS A during the weekday morning and afternoon peak hours. Further, all the approaches currently operate at LOS A during both peak hours. However, given its proximity to Pierce Downers Elementary School, this intersection experiences some significant congestion during the elementary school's peak periods. Additional delays and queuing occur on all the intersection approaches. However, the congestion only occurs for approximately 15 to 20 minutes before and after the elementary school day and is inherent with most schools given the fixed start and end times.

Assuming the total projected traffic conditions, the intersection is projected to continue to operate at an overall LOS A during the weekday morning and afternoon peak hours. In addition, all the approaches are projected to continue to operate at LOS A. The intersection will continue to experience some significant congestion due to the proximity of the intersection to Pierce Downers Elementary School. However, it is important to note that the peak periods of Pierce Downers Elementary School and Herrick Middle School generally do not occur at the same time, given the offset between the start and end times of the two schools. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the expansion of Herrick Middle School.

Grant Street with Seely Avenue

The results of the capacity analyses show that this all-way stop sign controlled intersection currently operates at an overall LOS A during the weekday morning and afternoon peak hours. Further, all the approaches currently operate at LOS A during both peak hours. However, given the intersection's proximity to Pierce Downers Elementary School, the intersection experiences some additional congestion for approximately 15 to 20 minutes before and after the elementary school day.

Assuming the total projected traffic conditions, the intersection is projected to continue to operate at an overall LOS A during the weekday morning and afternoon peak hours. In addition, all the approaches are projected to continue to operate at LOS A during both peak hours. The intersection will continue to experience some limited congestion due to the proximity of the intersection to Pierce Downers Elementary School. However, it is important to note that the peak periods of Pierce Downers Elementary School and Herrick Middle School generally do not occur at the same time, given the offset between the start and end times of the two schools. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by the expansion of Herrick Middle School.

Grant Street with Linscott Avenue

The results of the capacity analyses show that critical movements at this one-way stop sign controlled intersection currently operate at LOS B or better during both the weekday morning and afternoon peak hours. It should be noted that the intersection experiences some limited congestion given its proximity to Herrick Middle School and DGNHS.

Assuming the total projected conditions, the critical movements are projected to continue to operate at LOS B or better during both the weekday morning and afternoon peak hours. The intersection will continue to experience some limited congestion due to the proximity of the intersection to Herrick Middle School and DGNHS. However, this intersection has sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

Middaugh Avenue with Lincoln Street

The results of the capacity analyses show that the critical movements at this one-way stop sign controlled intersection currently operate at LOS A during the weekday morning and afternoon peak hours. It should be noted that the intersection experiences some limited congestion given its proximity to Herrick Middle School.

Assuming the total projected conditions, the critical movements are projected to continue to operate at LOS A during both the weekday morning and afternoon peak hours. The intersection will continue to experience some limited congestion due to the proximity of the intersection to Herrick Middle School. However, this intersection has sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

Saratoga Avenue with Sherman Street and Proposed Parking Lot Access Drive

The results of the capacity analyses show that critical movements at this one-way stop sign controlled intersection currently operate at LOS B or better during both the weekday morning and afternoon peak hours. It should be noted that the intersection experiences some additional congestion given its proximity to Herrick Middle School and DGNHS.

Primary access drive to the proposed new school parking lot is to be provided via an access drive located on the west side of Saratoga Avenue aligned opposite Sherman Street, which will form the fourth leg of the Saratoga Avenue/Sherman Street intersection. The access drive is proposed to provide one inbound lane and one outbound lane. The Saratoga Avenue/Sherman Street intersection is proposed to be under two-way stop sign control with Sherman Street and the access drive under stop sign control. It should be noted that during the morning drop-off and afternoon pick-up periods, the access drive will only be used by school buses.

Assuming the total projected conditions, the critical movements are projected to operate at LOS C during both the weekday morning and afternoon peak hours. The intersection will continue to experience some additional congestion due to the proximity of the intersection to Herrick Middle School and DGNHS. However, it is important to note that the peak periods of DGNHS and Herrick Middle School generally do not occur at the same time, given the offset between the start and end times of the two schools. As such, this intersection has sufficient reserve capacity to accommodate the expansion-generated traffic and the addition of the proposed access drive.

Saratoga Avenue with DGNHS Parking Lot Access Drive and Proposed Circulation Road Outbound Access Drive

The results of the capacity analyses show that critical movements at this one-way stop sign controlled intersection currently operate at LOS C or better during both the weekday morning and afternoon peak hours. It should be noted that the intersection experiences some additional congestion given its proximity to DGNHS.

Outbound access from the circulation road will be provided via an access drive located on the west side of Saratoga Avenue located slightly north of the access drive serving the DGNHS parking lot. The access drive will provide a separate left-turn lane and a separate right-turn lane. The intersection is proposed to be under two-way stop sign control with the two access drives under stop sign control.

Assuming the total projected conditions, the critical movements are projected to operate at LOS C or better during both the weekday morning and afternoon peak hours except the circulation road left-turn lane and the DGNHS parking lot access drive. The DGNHS parking lot access drive is projected to operate on the threshold between LOS D/E during the morning peak hour and the circulation road left-turn lane is projected to operate at LOS F during the morning peak hour. The poor level of service is due to the surging of traffic associated with both DGNHS and Herrick Middle School. The school traffic will be able to exit the two access drives. However, the traffic will likely experience some additional delay and queuing for approximately 15 to 20 minutes. It is important to note that the peak periods of DGNHS and Herrick Middle School do not occur at the same time, given the offset between the start and end times of the two schools.

Saratoga Avenue with Proposed Circulation Road Inbound Access Drive

Inbound access to the circulation road will be provided via an access drive located on the west side of Saratoga Avenue approximately 100 feet south of Sherman Street. The access drive will provide one inbound lane. Assuming the total projected conditions, the inbound left-turn movement is projected to operate at LOS A during both the weekday morning and afternoon peak hours.

Ogden Avenue with Middaugh Avenue

The results of the capacity analyses show that critical movements at this two-way stop sign controlled intersection currently operate at LOS D or better during both the weekday morning and afternoon peak hours. It should be noted that the Middaugh Avenue approach experiences some additional congestion given its proximity to Herrick Middle School. The queue of traffic can extend from Ogden Avenue to the school parking lot during the school peak periods.

Assuming the total projected conditions, the critical movements are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours except the Middaugh Avenue northbound approach, which is projected to operate at LOS F during the afternoon peak hour. The poor level of service is primarily due to the three percent background growth in traffic along Ogden Avenue, particularly considering that the volume of school traffic exiting the school via this intersection is projected to be reduced with the proposed expansion. Further, the additional congestion experienced along the Middaugh Avenue approach is projected to occur for only approximately 15 to 20 minutes before and after the middle school day.

Ogden Avenue with Oakwood Avenue

The results of the capacity analyses show that critical movements at this two-way stop sign controlled intersection currently operate at LOS D or better during both the weekday morning and afternoon peak hours except the northbound approach of Oakwood Avenue, which operates at LOS E during both peak hours. The lower level of service is due to the volume of traffic along Ogden Avenue and the reduced number of gaps in the traffic stream as well as the surging of traffic associated with Pierce Downers Elementary School.

Assuming the total projected conditions, the critical movements are projected to operate at LOS D or better during both the weekday morning and afternoon peak hours except the Oakwood Avenue northbound approach and the southbound approach, which are projected to operate at LOS F. The decrease in the operation of the two approaches is primarily due to the three percent background growth in traffic along Ogden Avenue and Oakwood Avenue.

7. Conclusion

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

- As proposed, the school expansion is primarily to occur along the east side of the school and will increase the size of the school by approximately 32,100 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 985 students with a total of 97 staff/faculty. In addition, the school will be served via 10 large school buses and three small school buses.

- The following summarizes the proposed modifications to the school's circulation and parking systems:

    - The existing parking lot located on the west side of the school campus is proposed to be reconfigured and expanded to provide a total of 129 parking spaces. In addition, the one-way, northbound drop-off/pick-up lane located along the east side of the parking lot is proposed to be slightly relocated and extended. Further, the Middaugh Avenue cul-de-sac will be eliminated, with all access from the south on Middaugh Avenue proposed to be provided via the extension of Middaugh Avenue north into the south side of the parking lot.

    - A new parking lot is proposed to be located in the northeast corner of the school campus. As proposed, the parking lot will have a total of 43 parking spaces. In addition, the parking lot will be used for school bus unloading/loading before and after school. Primary access to the new parking lot will be provided via an access drive on the west side of Saratoga Avenue aligned opposite Sherman Street.

    - A one-way, eastbound circulation road is proposed to extend along the north side of the school from the existing parking lot to Linscott Avenue/west side of the proposed parking lot. To control access to the eastbound circulation road, Linscott Avenue, and proposed parking lot, gates are proposed to be provided at the west end of the eastbound circulation road, at the entrance to the parking lot, and at the south end of Linscott Avenue.

    - A one-way, counterclockwise circulation road is proposed to extend in an approximate semicircle around the east side of the school campus. Inbound access to the circulation road will be provided via an access drive located on the west side of Saratoga Avenue approximately 100 feet south of Sherman Street and outbound access from the circulation road will be provided via an access drive located on the west side of Saratoga Avenue slightly north of the access drive serving the DGNHS parking lot. The 24-foot wide circulation road will extend for approximately 825 linear feet and will accommodate 34 to 35 stacked passenger vehicles.

- The following summarizes the proposed school bus loading/unloading and the student drop-off/pick-up operations:

    - All school bus unloading/loading is to occur via the proposed parking lot to be located in the northeast corner of the school campus. As proposed, unloading/loading of the school buses will occur via the circulation road that will extend around the periphery of the parking lot. The parking lot can accommodate the stacking of all 10 large school buses and three small school buses anticipated to be serving the school. All school buses will enter and exit the proposed parking lot via the Saratoga Avenue access drive only.

    - Student drop-off/pick-up activity is proposed to occur at both (1) the proposed relocated/extended one-way, northbound drop-off/pick-up lane located in the existing parking lot and (2) the one-way, counterclockwise circulation road proposed on the east side of the school campus. As proposed, the drop-off/pick-up lane on the west side of the campus will accommodate 18 to 20 stacked passenger vehicles and the drop-off/pick-up lane on the east side of the campus will accommodate 34 to 35 parked vehicles. If necessary, student drop-off/pick-up activity can also occur along the proposed eastbound circulation road located along the north side of the school.

    - Multiple staff members will be located along the new parking lot and both drop-off/pick-up lanes to assist with the loading/unloading of students, to manage the drop-off/pick-up activity and school bus operations, and to direct traffic, buses, and pedestrians.

- The results of the capacity analyses have shown that the roadway system generally has sufficient reserve capacity to accommodate the additional traffic to be generated by the school expansion. Similar to existing conditions, several of the intersections and roadways will experience some additional delay and queueing during the school's drop-off and pick-up periods. However, similar to existing conditions, the congestion should only occur for approximately 15 to 20 minutes before and after school and is inherent with most schools given the fixed start and end times of the school day.

- While the school is projected to experience some congestion, the following modifications to the proposed school operations and the school's access and circulation system will help mitigate the existing conditions and the impact of the additional traffic generated by the school expansion:

    - The school bus activity will be segregated from the student drop-off/pick-up activity, which will result in more efficient and orderly operations.

    - Outbound school buses will have direct access to the signalized intersection of Ogden Avenue with Saratoga Avenue, providing far greater access flexibility for the school buses which should reduce the travel through the area neighborhood.

- The school-generated traffic will be better distributed through the school campus and along the area roadway system which will reduce the existing congestion experienced along Middaugh Avenue and Grant Street and their all-way stop sign controlled intersection.

- The proposed drop-off/pick-up operations provide for significantly more stacking on the school campus, which will reduce the existing queuing/stacking along Middaugh Avenue and Grant Street and help mitigate the increase in the expansion-generated traffic.

- With the access to the east side drop-off/pick-up lane on Saratoga Avenue, significantly more school-generated traffic will be concentrated along Saratoga Avenue between Ogden Avenue and Grant Street, which primarily serves institutional and commercial uses.

- The Saratoga Avenue access will also allow direct access to the signalized intersection of Ogden Avenue with Saratoga Avenue, providing far greater access flexibility for the parents/caregivers which should reduce the travel through the neighborhood.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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Count Name: Saratoga Avenue with Ogden Avenue TMC
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Saratoga Avenue Northbound				Saratoga Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	10	212	9	1	231	0	10	189	5	0	204	13	1	1	15	0	4	0	6	0	10	460
7:15 AM	0	7	286	8	1	301	0	5	272	4	2	281	18	3	6	27	0	5	4	14	0	23	632
7:30 AM	0	12	324	11	0	347	0	22	258	4	0	284	24	2	18	44	0	9	2	22	0	33	708
7:45 AM	0	12	349	15	0	376	0	12	259	9	4	280	21	5	26	52	0	7	3	22	0	32	740
Hourly Total	0	41	1171	43	2	1255	0	49	978	22	6	1049	76	11	51	138	0	25	9	64	0	98	2540
8:00 AM	0	22	361	39	4	422	0	22	252	4	17	278	31	13	18	62	0	7	15	7	1	29	791
8:15 AM	0	22	368	22	4	412	0	31	250	8	3	289	39	13	24	76	0	3	4	17	2	24	801
8:30 AM	0	15	287	13	0	315	0	11	253	4	0	268	21	2	9	32	0	12	5	9	0	26	641
8:45 AM	0	15	304	5	0	324	0	8	233	4	0	245	14	3	14	31	0	5	2	14	0	21	621
Hourly Total	0	74	1320	79	8	1473	0	72	988	20	20	1080	105	31	65	201	0	27	26	47	3	100	2854
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	25	274	11	0	310	0	10	276	7	0	293	10	4	4	18	0	29	6	12	0	47	668
2:15 PM	0	21	258	3	0	282	0	11	300	17	0	328	27	10	11	48	0	15	11	13	2	39	697
2:30 PM	0	23	262	8	2	293	0	11	313	13	4	337	15	11	7	33	0	20	7	27	0	54	717
2:45 PM	0	20	252	11	0	283	0	27	273	14	3	314	11	7	8	26	0	15	8	18	1	41	664
Hourly Total	0	89	1046	33	2	1168	0	59	1162	51	7	1272	63	32	30	125	0	79	32	70	3	181	2746
3:00 PM	0	27	318	15	0	360	0	20	327	10	0	357	10	9	6	25	0	19	6	9	0	34	776
3:15 PM	0	42	359	16	2	417	0	32	333	8	10	373	15	19	13	47	0	18	13	29	0	60	897
3:30 PM	0	30	355	15	6	400	0	29	343	21	20	393	32	33	23	88	0	13	15	31	0	59	940
3:45 PM	0	37	353	9	0	399	0	19	369	15	1	403	23	5	16	44	0	27	12	20	0	59	905
Hourly Total	0	136	1385	55	8	1576	0	100	1372	54	31	1526	80	66	58	204	0	77	46	89	0	212	3518
Grand Total	0	340	4922	210	20	5472	0	280	4500	147	64	4927	324	140	204	668	0	208	113	270	6	591	11658
Approach %	0.0	6.2	89.9	3.8	-	-	0.0	5.7	91.3	3.0	-	-	48.5	21.0	30.5	-	0.0	35.2	19.1	45.7	-	-	-
Total %	0.0	2.9	42.2	1.8	-	46.9	0.0	2.4	38.6	1.3	-	42.3	2.8	1.2	1.7	5.7	0.0	1.8	1.0	2.3	-	5.1	-
Lights	0	340	4780	209	-	5329	0	270	4362	147	-	4779	312	138	195	645	0	207	110	266	-	583	11336
% Lights	-	100.0	97.1	99.5	-	97.4	-	96.4	96.9	100.0	-	97.0	96.3	98.6	95.6	96.6	-	99.5	97.3	98.5	-	98.6	97.2
Buses	0	0	44	1	-	45	0	10	32	0	-	42	11	1	8	20	0	0	3	0	-	3	110
% Buses	-	0.0	0.9	0.5	-	0.8	-	3.6	0.7	0.0	-	0.9	3.4	0.7	3.9	3.0	-	0.0	2.7	0.0	-	0.5	0.9
Single-Unit Trucks	0	0	73	0	-	73	0	0	74	0	-	74	1	0	1	2	0	1	0	3	-	4	153
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.3	-	0.0	1.6	0.0	-	1.5	0.3	0.0	0.5	0.3	-	0.5	0.0	1.1	-	0.7	1.3
Articulated Trucks	0	0	25	0	-	25	0	0	31	0	-	31	0	0	0	0	0	0	0	0	-	0	56
% Articulated Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.7	0.0	-	0.6	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	1	0	0	0	1	-	1	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	0.1	-	0.0	0.0	0.4	-	0.2	0.0
Pedestrians	-	-	-	-	20	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	6	-	-

% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Saratoga Avenue with Ogden Avenue TMC
Site Code:
Start Date: 03/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Saratoga Avenue Northbound				Saratoga Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	12	324	11	0	347	0	22	258	4	0	284	24	2	18	44	0	9	2	22	0	33	708
7:45 AM	0	12	349	15	0	376	0	12	259	9	4	280	21	5	26	52	0	7	3	22	0	32	740
8:00 AM	0	22	361	39	4	422	0	22	252	4	17	278	31	13	18	62	0	7	15	7	1	29	791
8:15 AM	0	22	368	22	4	412	0	31	250	8	3	289	39	13	24	76	0	3	4	17	2	24	801
Total	0	68	1402	87	8	1557	0	87	1019	25	24	1131	115	33	86	234	0	26	24	68	3	118	3040
Approach %	0.0	4.4	90.0	5.6	-	-	0.0	7.7	90.1	2.2	-	-	49.1	14.1	36.8	-	0.0	22.0	20.3	57.6	-	-	-
Total %	0.0	2.2	46.1	2.9	-	51.2	0.0	2.9	33.5	0.8	-	37.2	3.8	1.1	2.8	7.7	0.0	0.9	0.8	2.2	-	3.9	-
PHF	0.000	0.773	0.952	0.558	-	0.922	0.000	0.702	0.984	0.694	-	0.978	0.737	0.635	0.827	0.770	0.000	0.722	0.400	0.773	-	0.894	0.949
Lights	0	68	1365	86	-	1519	0	84	982	25	-	1091	108	33	81	222	0	26	22	67	-	115	2947
% Lights	-	100.0	97.4	98.9	-	97.6	-	96.6	96.4	100.0	-	96.5	93.9	100.0	94.2	94.9	-	100.0	91.7	98.5	-	97.5	96.9
Buses	0	0	12	1	-	13	0	3	8	0	-	11	7	0	5	12	0	0	2	0	-	2	38
% Buses	-	0.0	0.9	1.1	-	0.8	-	3.4	0.8	0.0	-	1.0	6.1	0.0	5.8	5.1	-	0.0	8.3	0.0	-	1.7	1.3
Single-Unit Trucks	0	0	19	0	-	19	0	0	20	0	-	20	0	0	0	0	0	0	0	1	-	1	40
% Single-Unit Trucks	-	0.0	1.4	0.0	-	1.2	-	0.0	2.0	0.0	-	1.8	0.0	0.0	0.0	0.0	-	0.0	0.0	1.5	-	0.8	1.3
Articulated Trucks	0	0	6	0	-	6	0	0	9	0	-	9	0	0	0	0	0	0	0	0	-	0	15
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.9	0.0	-	0.8	0.0	0.0	0.0	0.0	-	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	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	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Saratoga Avenue with Ogden Avenue TMC
Site Code:
Start Date: 03/14/2023
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Saratoga Avenue Northbound				Saratoga Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	27	318	15	0	360	0	20	327	10	0	357	10	9	6	25	0	19	6	9	0	34	776
3:15 PM	0	42	359	16	2	417	0	32	333	8	10	373	15	19	13	47	0	18	13	29	0	60	897
3:30 PM	0	30	355	15	6	400	0	29	343	21	20	393	32	33	23	88	0	13	15	31	0	59	940
3:45 PM	0	37	353	9	0	399	0	19	369	15	1	403	23	5	16	44	0	27	12	20	0	59	905
Total	0	136	1385	55	8	1576	0	100	1372	54	31	1526	80	66	58	204	0	77	46	89	0	212	3518
Approach %	0.0	8.6	87.9	3.5	-	-	0.0	6.6	89.9	3.5	-	-	39.2	32.4	28.4	-	0.0	36.3	21.7	42.0	-	-	-
Total %	0.0	3.9	39.4	1.6	-	44.8	0.0	2.8	39.0	1.5	-	43.4	2.3	1.9	1.6	5.8	0.0	2.2	1.3	2.5	-	6.0	-
PHF	0.000	0.810	0.964	0.859	-	0.945	0.000	0.781	0.930	0.643	-	0.947	0.625	0.500	0.630	0.580	0.000	0.713	0.767	0.718	-	0.883	0.936
Lights	0	136	1359	55	-	1550	0	94	1342	54	-	1490	76	65	55	196	0	77	45	89	-	211	3447
% Lights	-	100.0	98.1	100.0	-	98.4	-	94.0	97.8	100.0	-	97.6	95.0	98.5	94.8	96.1	-	100.0	97.8	100.0	-	99.5	98.0
Buses	0	0	11	0	-	11	0	6	10	0	-	16	3	0	3	6	0	0	1	0	-	1	34
% Buses	-	0.0	0.8	0.0	-	0.7	-	6.0	0.7	0.0	-	1.0	3.8	0.0	5.2	2.9	-	0.0	2.2	0.0	-	0.5	1.0
Single-Unit Trucks	0	0	13	0	-	13	0	0	14	0	-	14	1	0	0	1	0	0	0	0	-	0	28
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.8	-	0.0	1.0	0.0	-	0.9	1.3	0.0	0.0	0.5	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	2	0	-	2	0	0	5	0	-	5	0	0	0	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	1	0	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0	1.5	0.0	0.5	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	8	-	-	-	-	-	31	-	-	-	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Saratoga Avenue with Grant Street
TMC
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Grant Street Eastbound						Grant Street Westbound						Saratoga Avenue Northbound						Saratoga Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	1	2	1	5	0	0	0	2	0	2	0	0	18	0	0	18	0	1	3	6	0	10	35
7:15 AM	0	1	1	1	1	3	0	1	1	0	0	2	0	1	31	1	0	33	0	1	10	3	0	14	52
7:30 AM	0	5	2	5	0	12	0	1	0	3	0	4	0	5	33	0	0	38	0	2	20	22	0	44	98
7:45 AM	0	11	0	3	0	14	0	0	2	3	0	5	0	3	39	1	0	43	0	2	28	7	0	37	99
Hourly Total	0	19	4	11	2	34	0	2	3	8	0	13	0	9	121	2	0	132	0	6	61	38	0	105	284
8:00 AM	0	15	0	2	0	17	0	0	2	9	0	11	0	8	58	5	12	71	0	6	37	18	0	61	160
8:15 AM	0	11	4	7	2	22	0	3	2	4	0	9	0	15	38	2	3	55	0	6	29	40	0	75	161
8:30 AM	0	9	0	3	0	12	0	2	1	0	0	3	0	3	15	0	1	18	0	4	19	4	0	27	60
8:45 AM	0	7	0	1	0	8	0	0	1	1	0	2	0	0	18	0	0	18	0	1	15	3	0	19	47
Hourly Total	0	42	4	13	2	59	0	5	6	14	0	25	0	26	129	7	16	162	0	17	100	65	0	182	428
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	4	0	1	2	5	0	0	0	0	0	0	0	1	15	0	0	16	0	0	21	4	0	25	46
2:15 PM	0	4	2	2	0	8	0	0	0	3	0	3	0	2	28	0	0	30	0	4	27	3	0	34	75
2:30 PM	0	2	0	2	1	4	0	0	1	3	0	4	0	3	18	1	2	22	0	1	27	6	0	34	64
2:45 PM	0	1	0	0	0	1	0	0	0	2	0	2	0	4	10	0	0	14	0	2	28	14	0	44	61
Hourly Total	0	11	2	5	3	18	0	0	1	8	0	9	0	10	71	1	2	82	0	7	103	27	0	137	246
3:00 PM	0	6	1	4	0	11	0	0	1	1	0	2	0	6	23	0	6	29	0	1	31	14	0	46	88
3:15 PM	0	17	3	30	4	50	0	2	1	9	0	12	0	9	38	2	30	49	0	4	40	17	0	61	172
3:30 PM	0	11	4	3	2	18	0	5	3	7	0	15	0	3	31	0	1	34	0	4	54	20	0	78	145
3:45 PM	0	5	1	2	0	8	0	0	0	1	0	1	0	2	19	0	0	21	0	2	35	11	0	48	78
Hourly Total	0	39	9	39	6	87	0	7	5	18	0	30	0	20	111	2	37	133	0	11	160	62	0	233	483
Grand Total	0	111	19	68	13	198	0	14	15	48	0	77	0	65	432	12	55	509	0	41	424	192	0	657	1441
Approach %	0.0	56.1	9.6	34.3	-	-	0.0	18.2	19.5	62.3	-	-	0.0	12.8	84.9	2.4	-	-	0.0	6.2	64.5	29.2	-	-	-
Total %	0.0	7.7	1.3	4.7	-	13.7	0.0	1.0	1.0	3.3	-	5.3	0.0	4.5	30.0	0.8	-	35.3	0.0	2.8	29.4	13.3	-	45.6	-
Lights	0	108	17	68	-	193	0	11	13	40	-	64	0	65	422	12	-	499	0	34	414	185	-	633	1389
% Lights	-	97.3	89.5	100.0	-	97.5	-	78.6	86.7	83.3	-	83.1	-	100.0	97.7	100.0	-	98.0	-	82.9	97.6	96.4	-	96.3	96.4
Buses	0	3	1	0	-	4	0	3	1	6	-	10	0	0	9	0	-	9	0	5	7	6	-	18	41
% Buses	-	2.7	5.3	0.0	-	2.0	-	21.4	6.7	12.5	-	13.0	-	0.0	2.1	0.0	-	1.8	-	12.2	1.7	3.1	-	2.7	2.8
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	1	-	2	0	0	1	0	-	1	0	2	2	1	-	5	9
% Single-Unit Trucks	-	0.0	5.3	0.0	-	0.5	-	0.0	6.7	2.1	-	2.6	-	0.0	0.2	0.0	-	0.2	-	4.9	0.5	0.5	-	0.8	0.6
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	1	0	-	1	2

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.1	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.1
Pedestrians	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	55	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Saratoga Avenue with Grant Street
TMC
Site Code:
Start Date: 03/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Saratoga Avenue Northbound						Saratoga Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	5	2	5	0	12	0	1	0	3	0	4	0	5	33	0	0	38	0	2	20	22	0	44	98
7:45 AM	0	11	0	3	0	14	0	0	2	3	0	5	0	3	39	1	0	43	0	2	28	7	0	37	99
8:00 AM	0	15	0	2	0	17	0	0	2	9	0	11	0	8	58	5	12	71	0	6	37	18	0	61	160
8:15 AM	0	11	4	7	2	22	0	3	2	4	0	9	0	15	38	2	3	55	0	6	29	40	0	75	161
Total	0	42	6	17	2	65	0	4	6	19	0	29	0	31	168	8	15	207	0	16	114	87	0	217	518
Approach %	0.0	64.6	9.2	26.2	-	-	0.0	13.8	20.7	65.5	-	-	0.0	15.0	81.2	3.9	-	-	0.0	7.4	52.5	40.1	-	-	-
Total %	0.0	8.1	1.2	3.3	-	12.5	0.0	0.8	1.2	3.7	-	5.6	0.0	6.0	32.4	1.5	-	40.0	0.0	3.1	22.0	16.8	-	41.9	-
PHF	0.000	0.700	0.375	0.607	-	0.739	0.000	0.333	0.750	0.528	-	0.659	0.000	0.517	0.724	0.400	-	0.729	0.000	0.667	0.770	0.544	-	0.723	0.804
Lights	0	41	5	17	-	63	0	4	6	19	-	29	0	31	167	8	-	206	0	14	107	82	-	203	501
% Lights	-	97.6	83.3	100.0	-	96.9	-	100.0	100.0	100.0	-	100.0	-	100.0	99.4	100.0	-	99.5	-	87.5	93.9	94.3	-	93.5	96.7
Buses	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	2	7	4	-	13	15
% Buses	-	2.4	16.7	0.0	-	3.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	12.5	6.1	4.6	-	6.0	2.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	1.1	-	0.5	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	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Saratoga Avenue with Grant Street
TMC
Site Code:
Start Date: 03/14/2023
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Saratoga Avenue Northbound						Saratoga Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	6	1	4	0	11	0	0	1	1	0	2	0	6	23	0	6	29	0	1	31	14	0	46	88
3:15 PM	0	17	3	30	4	50	0	2	1	9	0	12	0	9	38	2	30	49	0	4	40	17	0	61	172
3:30 PM	0	11	4	3	2	18	0	5	3	7	0	15	0	3	31	0	1	34	0	4	54	20	0	78	145
3:45 PM	0	5	1	2	0	8	0	0	0	1	0	1	0	2	19	0	0	21	0	2	35	11	0	48	78
Total	0	39	9	39	6	87	0	7	5	18	0	30	0	20	111	2	37	133	0	11	160	62	0	233	483
Approach %	0.0	44.8	10.3	44.8	-	-	0.0	23.3	16.7	60.0	-	-	0.0	15.0	83.5	1.5	-	-	0.0	4.7	68.7	26.6	-	-	-
Total %	0.0	8.1	1.9	8.1	-	18.0	0.0	1.4	1.0	3.7	-	6.2	0.0	4.1	23.0	0.4	-	27.5	0.0	2.3	33.1	12.8	-	48.2	-
PHF	0.000	0.574	0.563	0.325	-	0.435	0.000	0.350	0.417	0.500	-	0.500	0.000	0.556	0.730	0.250	-	0.679	0.000	0.688	0.741	0.775	-	0.747	0.702
Lights	0	38	9	39	-	86	0	4	4	11	-	19	0	20	102	2	-	124	0	8	160	61	-	229	458
% Lights	-	97.4	100.0	100.0	-	98.9	-	57.1	80.0	61.1	-	63.3	-	100.0	91.9	100.0	-	93.2	-	72.7	100.0	98.4	-	98.3	94.8
Buses	0	1	0	0	-	1	0	3	1	6	-	10	0	0	9	0	-	9	0	3	0	1	-	4	24
% Buses	-	2.6	0.0	0.0	-	1.1	-	42.9	20.0	33.3	-	33.3	-	0.0	8.1	0.0	-	6.8	-	27.3	0.0	1.6	-	1.7	5.0
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	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	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	5.6	-	3.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	37	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Middaugh Avenue with Grant Street TMC
Site Code:
Start Date: 03/15/2023
Page No: 1

Turning Movement Data

Start Time	Grant Street Eastbound						Grant Street Westbound						Middaugh Avenue Northbound						Middaugh Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	1	3	0	6	0	0	2	1	0	3	0	2	4	3	0	9	0	0	0	0	0	0	18
7:15 AM	0	0	1	0	0	1	0	0	2	5	2	7	0	1	5	0	1	6	0	0	0	0	0	0	14
7:30 AM	0	10	1	2	0	13	0	0	4	33	6	37	0	1	50	1	2	52	0	10	20	12	0	42	144
7:45 AM	0	8	6	1	0	15	0	0	6	10	1	16	0	2	16	3	2	21	0	9	6	3	0	18	70
Hourly Total	0	20	9	6	0	35	0	0	14	49	9	63	0	6	75	7	5	88	0	19	26	15	0	60	246
8:00 AM	0	1	8	1	0	10	0	1	13	20	10	34	0	10	20	2	35	32	0	0	9	3	1	12	88
8:15 AM	0	30	9	2	0	41	0	2	7	71	24	80	0	2	61	1	12	64	0	12	42	29	0	83	268
8:30 AM	0	1	2	1	0	4	0	1	4	7	2	12	0	1	7	3	0	11	0	7	4	4	0	15	42
8:45 AM	0	1	2	3	0	6	0	3	1	1	0	5	0	2	1	4	2	7	0	2	1	0	0	3	21
Hourly Total	0	33	21	7	0	61	0	7	25	99	36	131	0	15	89	10	49	114	0	21	56	36	1	113	419
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	1	3	0	4	0	1	5	1	1	7	0	0	2	0	5	2	0	1	6	0	0	7	20
2:15 PM	0	1	1	2	0	4	0	0	1	3	0	4	0	1	3	4	1	8	0	0	1	0	0	1	17
2:30 PM	0	3	3	1	0	7	0	0	5	2	1	7	0	1	4	1	1	6	0	0	2	0	0	2	22
2:45 PM	0	0	2	1	0	3	0	2	6	14	0	22	0	8	6	3	3	17	0	2	0	0	0	2	44
Hourly Total	0	4	7	7	0	18	0	3	17	20	2	40	0	10	15	8	10	33	0	3	9	0	0	12	103
3:00 PM	0	5	8	4	0	17	0	1	4	7	2	12	0	3	20	6	34	29	0	0	1	1	0	2	60
3:15 PM	0	5	10	9	0	24	0	4	12	10	101	26	0	11	11	14	43	36	0	12	23	11	0	46	132
3:30 PM	0	1	2	1	0	4	0	2	15	9	3	26	0	2	7	3	7	12	0	3	5	5	0	13	55
3:45 PM	0	1	5	2	0	8	0	1	2	2	1	5	0	3	5	1	14	9	0	3	6	2	1	11	33
Hourly Total	0	12	25	16	0	53	0	8	33	28	107	69	0	19	43	24	98	86	0	18	35	19	1	72	280
Grand Total	0	69	62	36	0	167	0	18	89	196	154	303	0	50	222	49	162	321	0	61	126	70	2	257	1048
Approach %	0.0	41.3	37.1	21.6	-	-	0.0	5.9	29.4	64.7	-	-	0.0	15.6	69.2	15.3	-	-	0.0	23.7	49.0	27.2	-	-	-
Total %	0.0	6.6	5.9	3.4	-	15.9	0.0	1.7	8.5	18.7	-	28.9	0.0	4.8	21.2	4.7	-	30.6	0.0	5.8	12.0	6.7	-	24.5	-
Lights	0	67	56	35	-	158	0	17	88	192	-	297	0	50	209	49	-	308	0	60	119	70	-	249	1012
% Lights	-	97.1	90.3	97.2	-	94.6	-	94.4	98.9	98.0	-	98.0	-	100.0	94.1	100.0	-	96.0	-	98.4	94.4	100.0	-	96.9	96.6
Buses	0	2	3	0	-	5	0	0	0	4	-	4	0	0	13	0	-	13	0	1	7	0	-	8	30
% Buses	-	2.9	4.8	0.0	-	3.0	-	0.0	0.0	2.0	-	1.3	-	0.0	5.9	0.0	-	4.0	-	1.6	5.6	0.0	-	3.1	2.9
Single-Unit Trucks	0	0	2	1	-	3	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	3.2	2.8	-	1.8	-	5.6	1.1	0.0	-	0.7	-	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	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	0	0	-	0	0	0	0	0	-	0	1

% Bicycles on Road	-	0.0	1.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	154	-	-	-	-	-	162	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Middaugh Avenue with Grant Street TMC
Site Code:
Start Date: 03/15/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Middaugh Avenue Northbound						Middaugh Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	10	1	2	0	13	0	0	4	33	6	37	0	1	50	1	2	52	0	10	20	12	0	42	144
7:45 AM	0	8	6	1	0	15	0	0	6	10	1	16	0	2	16	3	2	21	0	9	6	3	0	18	70
8:00 AM	0	1	8	1	0	10	0	1	13	20	10	34	0	10	20	2	35	32	0	0	9	3	1	12	88
8:15 AM	0	30	9	2	0	41	0	2	7	71	24	80	0	2	61	1	12	64	0	12	42	29	0	83	268
Total	0	49	24	6	0	79	0	3	30	134	41	167	0	15	147	7	51	169	0	31	77	47	1	155	570
Approach %	0.0	62.0	30.4	7.6	-	-	0.0	1.8	18.0	80.2	-	-	0.0	8.9	87.0	4.1	-	-	0.0	20.0	49.7	30.3	-	-	-
Total %	0.0	8.6	4.2	1.1	-	13.9	0.0	0.5	5.3	23.5	-	29.3	0.0	2.6	25.8	1.2	-	29.6	0.0	5.4	13.5	8.2	-	27.2	-
PHF	0.000	0.408	0.667	0.750	-	0.482	0.000	0.375	0.577	0.472	-	0.522	0.000	0.375	0.602	0.583	-	0.660	0.000	0.646	0.458	0.405	-	0.467	0.532
Lights	0	48	23	6	-	77	0	3	30	131	-	164	0	15	141	7	-	163	0	30	75	47	-	152	556
% Lights	-	98.0	95.8	100.0	-	97.5	-	100.0	100.0	97.8	-	98.2	-	100.0	95.9	100.0	-	96.4	-	96.8	97.4	100.0	-	98.1	97.5
Buses	0	1	1	0	-	2	0	0	0	3	-	3	0	0	6	0	-	6	0	1	2	0	-	3	14
% Buses	-	2.0	4.2	0.0	-	2.5	-	0.0	0.0	2.2	-	1.8	-	0.0	4.1	0.0	-	3.6	-	3.2	2.6	0.0	-	1.9	2.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	41	-	-	-	-	-	51	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data (3:00 PM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Middaugh Avenue Northbound						Middaugh Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	5	8	4	0	17	0	1	4	7	2	12	0	3	20	6	34	29	0	0	1	1	0	2	60
3:15 PM	0	5	10	9	0	24	0	4	12	10	101	26	0	11	11	14	43	36	0	12	23	11	0	46	132
3:30 PM	0	1	2	1	0	4	0	2	15	9	3	26	0	2	7	3	7	12	0	3	5	5	0	13	55
3:45 PM	0	1	5	2	0	8	0	1	2	2	1	5	0	3	5	1	14	9	0	3	6	2	1	11	33
Total	0	12	25	16	0	53	0	8	33	28	107	69	0	19	43	24	98	86	0	18	35	19	1	72	280
Approach %	0.0	22.6	47.2	30.2	-	-	0.0	11.6	47.8	40.6	-	-	0.0	22.1	50.0	27.9	-	-	0.0	25.0	48.6	26.4	-	-	-
Total %	0.0	4.3	8.9	5.7	-	18.9	0.0	2.9	11.8	10.0	-	24.6	0.0	6.8	15.4	8.6	-	30.7	0.0	6.4	12.5	6.8	-	25.7	-
PHF	0.000	0.600	0.625	0.444	-	0.552	0.000	0.500	0.550	0.700	-	0.663	0.000	0.432	0.538	0.429	-	0.597	0.000	0.375	0.380	0.432	-	0.391	0.530
Lights	0	11	22	16	-	49	0	7	33	28	-	68	0	19	38	24	-	81	0	18	31	19	-	68	266
% Lights	-	91.7	88.0	100.0	-	92.5	-	87.5	100.0	100.0	-	98.6	-	100.0	88.4	100.0	-	94.2	-	100.0	88.6	100.0	-	94.4	95.0
Buses	0	1	1	0	-	2	0	0	0	0	-	0	0	0	5	0	-	5	0	0	4	0	-	4	11
% Buses	-	8.3	4.0	0.0	-	3.8	-	0.0	0.0	0.0	-	0.0	-	0.0	11.6	0.0	-	5.8	-	0.0	11.4	0.0	-	5.6	3.9
Single-Unit Trucks	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	4.0	0.0	-	1.9	-	12.5	0.0	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	4.0	0.0	-	1.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	107	-	-	-	-	-	98	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
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Count Name: Grant Street with Oakwood Avenue - AM
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Grant Street Eastbound						Grant Street Westbound						Oakwood Avenue Northbound						Oakwood Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	1	7	2	78	10	0	3	21	1	0	25	0	47	6	7	41	60	0	15	20	5	0	40	135
7:15 AM	0	0	15	0	4	15	0	10	21	9	0	40	0	8	6	18	4	32	0	10	21	4	0	35	122
7:30 AM	0	0	0	2	0	2	0	0	1	0	0	1	0	0	2	1	0	3	0	1	2	4	0	7	13
7:45 AM	0	1	1	0	2	2	0	0	1	2	0	3	0	1	1	0	4	2	0	1	2	1	0	4	11
Hourly Total	0	2	23	4	84	29	0	13	44	12	0	69	0	56	15	26	49	97	0	27	45	14	0	86	281
8:00 AM	0	2	1	0	0	3	0	1	0	0	0	1	0	0	1	1	0	2	0	0	2	0	0	2	8
8:15 AM	0	0	1	1	0	2	0	2	2	1	1	5	0	3	6	3	0	12	0	1	2	1	1	4	23
8:30 AM	0	0	2	1	0	3	0	1	1	0	0	2	0	2	2	1	0	5	0	1	2	0	0	3	13
8:45 AM	0	1	2	0	1	3	0	0	1	0	0	1	0	0	4	1	1	5	0	2	7	0	0	9	18
Hourly Total	0	3	6	2	1	11	0	4	4	1	1	9	0	5	13	6	1	24	0	4	13	1	1	18	62
Grand Total	0	5	29	6	85	40	0	17	48	13	1	78	0	61	28	32	50	121	0	31	58	15	1	104	343
Approach %	0.0	12.5	72.5	15.0	-	-	0.0	21.8	61.5	16.7	-	-	0.0	50.4	23.1	26.4	-	-	0.0	29.8	55.8	14.4	-	-	-
Total %	0.0	1.5	8.5	1.7	-	11.7	0.0	5.0	14.0	3.8	-	22.7	0.0	17.8	8.2	9.3	-	35.3	0.0	9.0	16.9	4.4	-	30.3	-
Lights	0	4	29	6	-	39	0	17	45	13	-	75	0	61	25	32	-	118	0	31	58	15	-	104	336
% Lights	-	80.0	100.0	100.0	-	97.5	-	100.0	93.8	100.0	-	96.2	-	100.0	89.3	100.0	-	97.5	-	100.0	100.0	100.0	-	100.0	98.0
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	3
% Buses	-	20.0	0.0	0.0	-	2.5	-	0.0	0.0	0.0	-	0.0	-	0.0	7.1	0.0	-	1.7	-	0.0	0.0	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	4.2	0.0	-	2.6	-	0.0	3.6	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	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	2.1	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	85	-	-	-	-	-	1	-	-	-	-	-	50	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Grant Street with Oakwood Avenue - AM
Site Code:
Start Date: 03/14/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Oakwood Avenue Northbound						Oakwood Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	0	2	0	2	0	0	1	0	0	1	0	0	2	1	0	3	0	1	2	4	0	7	13
7:45 AM	0	1	1	0	2	2	0	0	1	2	0	3	0	1	1	0	4	2	0	1	2	1	0	4	11
8:00 AM	0	2	1	0	0	3	0	1	0	0	0	1	0	0	1	1	0	2	0	0	2	0	0	2	8
8:15 AM	0	0	1	1	0	2	0	2	2	1	1	5	0	3	6	3	0	12	0	1	2	1	1	4	23
Total	0	3	3	3	2	9	0	3	4	3	1	10	0	4	10	5	4	19	0	3	8	6	1	17	55
Approach %	0.0	33.3	33.3	33.3	-	-	0.0	30.0	40.0	30.0	-	-	0.0	21.1	52.6	26.3	-	-	0.0	17.6	47.1	35.3	-	-	-
Total %	0.0	5.5	5.5	5.5	-	16.4	0.0	5.5	7.3	5.5	-	18.2	0.0	7.3	18.2	9.1	-	34.5	0.0	5.5	14.5	10.9	-	30.9	-
PHF	0.000	0.375	0.750	0.375	-	0.750	0.000	0.375	0.500	0.375	-	0.500	0.000	0.333	0.417	0.417	-	0.396	0.000	0.750	1.000	0.375	-	0.607	0.598
Lights	0	3	3	3	-	9	0	3	4	3	-	10	0	4	9	5	-	18	0	3	8	6	-	17	54
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	90.0	100.0	-	94.7	-	100.0	100.0	100.0	-	100.0	98.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	10.0	0.0	-	5.3	-	0.0	0.0	0.0	-	0.0	1.8
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	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Oakwood Avenue with Grant Street TMC
Site Code:
Start Date: 03/22/2023
Page No: 1

Turning Movement Data

Start Time	Grant Street Eastbound						Grant Street Westbound						Oakwood Avenue Northbound						Oakwood Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
2:00 PM	0	1	1	1	2	3	0	2	1	3	1	6	0	0	2	2	7	4	1	3	6	0	1	10	23
2:15 PM	0	0	4	2	1	6	0	1	3	1	1	5	0	0	6	1	1	7	0	2	4	4	1	10	28
2:30 PM	0	1	3	1	1	5	0	0	4	2	1	6	0	0	6	3	0	9	0	2	9	4	0	15	35
2:45 PM	0	2	0	3	7	5	0	1	3	3	0	7	0	0	4	6	5	10	0	3	6	2	2	11	33
Hourly Total	0	4	8	7	11	19	0	4	11	9	3	24	0	0	18	12	13	30	1	10	25	10	4	46	119
3:00 PM	0	2	9	3	143	14	0	0	2	4	0	6	0	10	6	4	68	20	0	13	26	1	0	40	80
3:15 PM	0	2	2	3	0	7	0	0	10	12	0	22	0	2	3	4	16	9	0	7	13	2	0	22	60
3:30 PM	0	0	1	2	2	3	0	2	10	9	0	21	0	3	3	1	5	7	0	4	8	1	0	13	44
3:45 PM	0	2	2	0	4	4	0	2	2	3	1	7	0	0	2	2	3	4	0	3	9	0	2	12	27
Hourly Total	0	6	14	8	149	28	0	4	24	28	1	56	0	15	14	11	92	40	0	27	56	4	2	87	211
Grand Total	0	10	22	15	160	47	0	8	35	37	4	80	0	15	32	23	105	70	1	37	81	14	6	133	330
Approach %	0.0	21.3	46.8	31.9	-	-	0.0	10.0	43.8	46.3	-	-	0.0	21.4	45.7	32.9	-	-	0.8	27.8	60.9	10.5	-	-	-
Total %	0.0	3.0	6.7	4.5	-	14.2	0.0	2.4	10.6	11.2	-	24.2	0.0	4.5	9.7	7.0	-	21.2	0.3	11.2	24.5	4.2	-	40.3	-
Lights	0	9	20	14	-	43	0	8	34	36	-	78	0	15	32	22	-	69	1	35	81	14	-	131	321
% Lights	-	90.0	90.9	93.3	-	91.5	-	100.0	97.1	97.3	-	97.5	-	100.0	100.0	95.7	-	98.6	100.0	94.6	100.0	100.0	-	98.5	97.3
Buses	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	2.9	2.7	-	2.5	-	0.0	0.0	0.0	-	0.0	0.0	5.4	0.0	0.0	-	1.5	1.2
Single-Unit Trucks	0	1	1	1	-	3	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	4
% Single-Unit Trucks	-	10.0	4.5	6.7	-	6.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	4.3	-	1.4	0.0	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	4.5	0.0	-	2.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	160	-	-	-	-	-	4	-	-	-	-	-	105	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Oakwood Avenue with Grant Street TMC
Site Code:
Start Date: 03/22/2023

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Oakwood Avenue Northbound						Oakwood Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	2	9	3	143	14	0	0	2	4	0	6	0	10	6	4	68	20	0	13	26	1	0	40	80
3:15 PM	0	2	2	3	0	7	0	0	10	12	0	22	0	2	3	4	16	9	0	7	13	2	0	22	60
3:30 PM	0	0	1	2	2	3	0	2	10	9	0	21	0	3	3	1	5	7	0	4	8	1	0	13	44
3:45 PM	0	2	2	0	4	4	0	2	2	3	1	7	0	0	2	2	3	4	0	3	9	0	2	12	27
Total	0	6	14	8	149	28	0	4	24	28	1	56	0	15	14	11	92	40	0	27	56	4	2	87	211
Approach %	0.0	21.4	50.0	28.6	-	-	0.0	7.1	42.9	50.0	-	-	0.0	37.5	35.0	27.5	-	-	0.0	31.0	64.4	4.6	-	-	-
Total %	0.0	2.8	6.6	3.8	-	13.3	0.0	1.9	11.4	13.3	-	26.5	0.0	7.1	6.6	5.2	-	19.0	0.0	12.8	26.5	1.9	-	41.2	-
PHF	0.000	0.750	0.389	0.667	-	0.500	0.000	0.500	0.600	0.583	-	0.636	0.000	0.375	0.583	0.688	-	0.500	0.000	0.519	0.538	0.500	-	0.544	0.659
Lights	0	6	13	7	-	26	0	4	23	27	-	54	0	15	14	11	-	40	0	26	56	4	-	86	206
% Lights	-	100.0	92.9	87.5	-	92.9	-	100.0	95.8	96.4	-	96.4	-	100.0	100.0	100.0	-	100.0	-	96.3	100.0	100.0	-	98.9	97.6
Buses	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	4.2	3.6	-	3.6	-	0.0	0.0	0.0	-	0.0	-	3.7	0.0	0.0	-	1.1	1.4
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	12.5	-	3.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
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	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	7.1	0.0	-	3.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	-	149	-	-	-	-	-	1	-	-	-	-	-	92	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Seeley Avenue with Grant Street
TMC
Site Code:
Start Date: 05/11/2023
Page No: 1

Turning Movement Data

Start Time	Grant Street Eastbound						Grant Street Westbound						Seeley Avenue Northbound						Seeley Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	2	0	4	4	0	2	1	1	0	4	0	0	9	1	1	10	0	0	4	2	0	6	24
7:15 AM	0	4	1	0	4	5	0	1	0	0	0	1	0	0	9	2	3	11	0	0	5	1	0	6	23
7:30 AM	0	3	0	0	1	3	0	5	2	2	0	9	0	1	9	2	1	12	0	3	5	0	0	8	32
7:45 AM	0	7	1	1	4	9	0	1	1	4	1	6	0	1	7	3	8	11	0	1	3	3	0	7	33
Hourly Total	0	16	4	1	13	21	0	9	4	7	1	20	0	2	34	8	13	44	0	4	17	6	0	27	112
8:00 AM	0	6	2	1	3	9	0	17	6	5	21	28	0	1	9	1	17	11	0	4	6	1	0	11	59
8:15 AM	0	1	4	0	6	5	0	26	14	8	4	48	0	0	7	5	5	12	0	3	7	2	1	12	77
8:30 AM	0	3	1	2	1	6	0	3	6	6	0	15	0	0	2	1	1	3	0	0	3	1	0	4	28
8:45 AM	0	2	0	0	0	2	0	2	2	1	3	5	0	0	6	1	3	7	0	0	3	2	0	5	19
Hourly Total	0	12	7	3	10	22	0	48	28	20	28	96	0	1	24	8	26	33	0	7	19	6	1	32	183
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	2	0	0	3	0	2	1	3	0	6	1	0	5	0	2	6	0	0	4	6	0	10	25
2:15 PM	0	4	0	0	0	4	0	3	4	1	0	8	0	0	5	3	2	8	0	0	12	2	0	14	34
2:30 PM	0	0	2	0	1	2	0	3	2	0	1	5	0	1	14	3	2	18	0	0	4	2	0	6	31
2:45 PM	0	3	0	1	0	4	0	3	3	2	4	8	0	2	5	2	4	9	0	1	9	0	1	10	31
Hourly Total	0	8	4	1	1	13	0	11	10	6	5	27	1	3	29	8	10	41	0	1	29	10	1	40	121
3:00 PM	0	2	1	2	2	5	0	16	5	6	24	27	0	4	6	1	11	11	0	1	8	6	0	15	58
3:15 PM	0	1	1	0	6	2	0	8	8	7	6	23	0	0	8	3	13	11	0	1	10	3	1	14	50
3:30 PM	0	2	1	1	1	4	0	2	9	1	1	12	1	1	9	2	5	13	0	1	7	2	0	10	39
3:45 PM	0	4	1	0	0	5	0	6	4	3	0	13	0	0	8	8	0	16	0	1	7	0	0	8	42
Hourly Total	0	9	4	3	9	16	0	32	26	17	31	75	1	5	31	14	29	51	0	4	32	11	1	47	189
Grand Total	0	45	19	8	33	72	0	100	68	50	65	218	2	11	118	38	78	169	0	16	97	33	3	146	605
Approach %	0.0	62.5	26.4	11.1	-	-	0.0	45.9	31.2	22.9	-	-	1.2	6.5	69.8	22.5	-	-	0.0	11.0	66.4	22.6	-	-	-
Total %	0.0	7.4	3.1	1.3	-	11.9	0.0	16.5	11.2	8.3	-	36.0	0.3	1.8	19.5	6.3	-	27.9	0.0	2.6	16.0	5.5	-	24.1	-
Lights	0	45	18	8	-	71	0	98	67	47	-	212	2	11	114	36	-	163	0	15	97	31	-	143	589
% Lights	-	100.0	94.7	100.0	-	98.6	-	98.0	98.5	94.0	-	97.2	100.0	100.0	96.6	94.7	-	96.4	-	93.8	100.0	93.9	-	97.9	97.4
Buses	0	0	0	0	-	0	0	1	0	2	-	3	0	0	2	2	-	4	0	0	0	0	-	0	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	1.0	0.0	4.0	-	1.4	0.0	0.0	1.7	5.3	-	2.4	-	0.0	0.0	0.0	-	0.0	1.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	2	-	2	3
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	0.0	-	0.6	-	0.0	0.0	6.1	-	1.4	0.5
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	0.0	0.8	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	0	-	1	0	1	1	1	-	3	0	0	0	0	-	0	0	1	0	0	-	1	5

% Bicycles on Road	-	0.0	5.3	0.0	-	1.4	-	1.0	1.5	2.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	-	6.3	0.0	0.0	-	0.7	0.8
Pedestrians	-	-	-	-	33	-	-	-	-	-	65	-	-	-	-	-	78	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Seeley Avenue with Grant Street
TMC
Site Code:
Start Date: 05/11/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Seeley Avenue Northbound						Seeley Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	3	0	0	1	3	0	5	2	2	0	9	0	1	9	2	1	12	0	3	5	0	0	8	32
7:45 AM	0	7	1	1	4	9	0	1	1	4	1	6	0	1	7	3	8	11	0	1	3	3	0	7	33
8:00 AM	0	6	2	1	3	9	0	17	6	5	21	28	0	1	9	1	17	11	0	4	6	1	0	11	59
8:15 AM	0	1	4	0	6	5	0	26	14	8	4	48	0	0	7	5	5	12	0	3	7	2	1	12	77
Total	0	17	7	2	14	26	0	49	23	19	26	91	0	3	32	11	31	46	0	11	21	6	1	38	201
Approach %	0.0	65.4	26.9	7.7	-	-	0.0	53.8	25.3	20.9	-	-	0.0	6.5	69.6	23.9	-	-	0.0	28.9	55.3	15.8	-	-	-
Total %	0.0	8.5	3.5	1.0	-	12.9	0.0	24.4	11.4	9.5	-	45.3	0.0	1.5	15.9	5.5	-	22.9	0.0	5.5	10.4	3.0	-	18.9	-
PHF	0.000	0.607	0.438	0.500	-	0.722	0.000	0.471	0.411	0.594	-	0.474	0.000	0.750	0.889	0.550	-	0.958	0.000	0.688	0.750	0.500	-	0.792	0.653
Lights	0	17	7	2	-	26	0	49	23	19	-	91	0	3	32	10	-	45	0	10	21	5	-	36	198
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	90.9	-	97.8	-	90.9	100.0	83.3	-	94.7	98.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	9.1	-	2.2	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	16.7	-	2.6	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	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	-	9.1	0.0	0.0	-	2.6	0.5
Pedestrians	-	-	-	-	14	-	-	-	-	-	26	-	-	-	-	-	31	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Seeley Avenue with Grant Street
TMC
Site Code:
Start Date: 05/11/2023
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Seeley Avenue Northbound						Seeley Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	2	1	2	2	5	0	16	5	6	24	27	0	4	6	1	11	11	0	1	8	6	0	15	58
3:15 PM	0	1	1	0	6	2	0	8	8	7	6	23	0	0	8	3	13	11	0	1	10	3	1	14	50
3:30 PM	0	2	1	1	1	4	0	2	9	1	1	12	1	1	9	2	5	13	0	1	7	2	0	10	39
3:45 PM	0	4	1	0	0	5	0	6	4	3	0	13	0	0	8	8	0	16	0	1	7	0	0	8	42
Total	0	9	4	3	9	16	0	32	26	17	31	75	1	5	31	14	29	51	0	4	32	11	1	47	189
Approach %	0.0	56.3	25.0	18.8	-	-	0.0	42.7	34.7	22.7	-	-	2.0	9.8	60.8	27.5	-	-	0.0	8.5	68.1	23.4	-	-	-
Total %	0.0	4.8	2.1	1.6	-	8.5	0.0	16.9	13.8	9.0	-	39.7	0.5	2.6	16.4	7.4	-	27.0	0.0	2.1	16.9	5.8	-	24.9	-
PHF	0.000	0.563	1.000	0.375	-	0.800	0.000	0.500	0.722	0.607	-	0.694	0.250	0.313	0.861	0.438	-	0.797	0.000	1.000	0.800	0.458	-	0.783	0.815
Lights	0	9	3	3	-	15	0	30	26	16	-	72	1	5	31	13	-	50	0	4	32	11	-	47	184
% Lights	-	100.0	75.0	100.0	-	93.8	-	93.8	100.0	94.1	-	96.0	100.0	100.0	100.0	92.9	-	98.0	-	100.0	100.0	100.0	-	100.0	97.4
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	3.1	0.0	0.0	-	1.3	0.0	0.0	0.0	7.1	-	2.0	-	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	25.0	0.0	-	6.3	-	3.1	0.0	5.9	-	2.7	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.6
Pedestrians	-	-	-	-	9	-	-	-	-	-	31	-	-	-	-	-	29	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Ogden Avenue with Oakwood Avenue TMC
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Oakwood Avenue 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	0	258	5	0	263	0	2	219	0	0	221	0	1	0	1	0	2	0	0	0	0	0	0	486
7:15 AM	0	0	288	3	0	291	0	4	303	0	0	307	0	5	0	5	0	10	0	0	0	0	0	0	608
7:30 AM	0	0	372	11	0	383	0	5	292	0	0	297	0	3	0	2	0	5	0	0	0	0	0	0	685
7:45 AM	0	1	370	16	0	387	0	11	299	0	0	310	0	2	0	7	0	9	0	0	0	0	0	0	706
Hourly Total	0	1	1288	35	0	1324	0	22	1113	0	0	1135	0	11	0	15	0	26	0	0	0	0	0	0	2485
8:00 AM	0	0	389	41	1	430	0	6	295	0	0	301	0	7	1	3	0	11	0	0	0	0	0	0	742
8:15 AM	0	1	310	14	0	325	0	8	308	0	0	316	0	6	0	9	0	15	0	1	0	0	0	1	657
8:30 AM	0	0	277	1	0	278	0	5	270	0	0	275	0	1	0	4	0	5	0	0	0	2	0	2	560
8:45 AM	0	0	326	5	0	331	0	3	254	2	0	259	0	3	1	2	0	6	0	2	0	0	0	2	598
Hourly Total	0	1	1302	61	1	1364	0	22	1127	2	0	1151	0	17	2	18	0	37	0	3	0	2	0	5	2557
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	313	8	0	322	0	3	323	0	0	326	0	0	0	2	0	2	0	0	0	0	0	0	650
2:15 PM	0	0	279	13	0	292	0	6	297	0	0	303	0	2	0	4	0	6	0	0	0	0	0	0	601
2:30 PM	0	0	295	18	0	313	0	8	348	0	0	356	0	4	0	6	0	10	0	0	0	0	0	0	679
2:45 PM	0	0	302	12	0	314	0	9	264	0	0	273	0	1	0	4	0	5	0	1	0	0	0	1	593
Hourly Total	0	1	1189	51	0	1241	0	26	1232	0	0	1258	0	7	0	16	0	23	0	1	0	0	0	1	2523
3:00 PM	1	0	324	18	0	343	0	7	361	1	0	369	0	2	0	7	0	9	0	0	0	0	2	0	721
3:15 PM	0	0	337	12	0	349	0	5	384	0	0	389	0	5	0	18	0	23	0	0	0	1	0	1	762
3:30 PM	0	0	341	11	0	352	0	6	419	0	0	425	0	9	0	9	3	18	0	0	0	0	5	0	795
3:45 PM	0	1	335	10	0	346	1	5	432	0	0	438	0	6	0	7	1	13	0	0	0	0	3	0	797
Hourly Total	1	1	1337	51	0	1390	1	23	1596	1	0	1621	0	22	0	41	4	63	0	0	0	1	10	1	3075
Grand Total	1	4	5116	198	1	5319	1	93	5068	3	0	5165	0	57	2	90	4	149	0	4	0	3	10	7	10640
Approach %	0.0	0.1	96.2	3.7	-	-	0.0	1.8	98.1	0.1	-	-	0.0	38.3	1.3	60.4	-	-	0.0	57.1	0.0	42.9	-	-	-
Total %	0.0	0.0	48.1	1.9	-	50.0	0.0	0.9	47.6	0.0	-	48.5	0.0	0.5	0.0	0.8	-	1.4	0.0	0.0	0.0	0.0	-	0.1	-
Lights	1	4	4976	194	-	5175	1	91	4922	3	-	5017	0	55	2	88	-	145	0	4	0	3	-	7	10344
% Lights	100.0	100.0	97.3	98.0	-	97.3	100.0	97.8	97.1	100.0	-	97.1	-	96.5	100.0	97.8	-	97.3	-	100.0	-	100.0	-	100.0	97.2
Buses	0	0	47	3	-	50	0	2	50	0	-	52	0	1	0	1	-	2	0	0	0	0	-	0	104
% Buses	0.0	0.0	0.9	1.5	-	0.9	0.0	2.2	1.0	0.0	-	1.0	-	1.8	0.0	1.1	-	1.3	-	0.0	-	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	65	1	-	66	0	0	64	0	-	64	0	1	0	1	-	2	0	0	0	0	-	0	132
% Single-Unit Trucks	0.0	0.0	1.3	0.5	-	1.2	0.0	0.0	1.3	0.0	-	1.2	-	1.8	0.0	1.1	-	1.3	-	0.0	-	0.0	-	0.0	1.2
Articulated Trucks	0	0	28	0	-	28	0	0	32	0	-	32	0	0	0	0	-	0	0	0	0	0	-	0	60
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Ogden Avenue with Oakwood Avenue TMC
Site Code:
Start Date: 03/14/2023
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Oakwood Avenue Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	372	11	0	383	0	5	292	0	0	297	0	3	0	2	0	5	0	0	0	0	0	0	685
7:45 AM	0	1	370	16	0	387	0	11	299	0	0	310	0	2	0	7	0	9	0	0	0	0	0	0	706
8:00 AM	0	0	389	41	1	430	0	6	295	0	0	301	0	7	1	3	0	11	0	0	0	0	0	0	742
8:15 AM	0	1	310	14	0	325	0	8	308	0	0	316	0	6	0	9	0	15	0	1	0	0	0	1	657
Total	0	2	1441	82	1	1525	0	30	1194	0	0	1224	0	18	1	21	0	40	0	1	0	0	0	1	2790
Approach %	0.0	0.1	94.5	5.4	-	-	0.0	2.5	97.5	0.0	-	-	0.0	45.0	2.5	52.5	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	0.1	51.6	2.9	-	54.7	0.0	1.1	42.8	0.0	-	43.9	0.0	0.6	0.0	0.8	-	1.4	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.500	0.926	0.500	-	0.887	0.000	0.682	0.969	0.000	-	0.968	0.000	0.643	0.250	0.583	-	0.667	0.000	0.250	0.000	0.000	-	0.250	0.940
Lights	0	2	1410	81	-	1493	0	29	1165	0	-	1194	0	17	1	20	-	38	0	1	0	0	-	1	2726
% Lights	-	100.0	97.8	98.8	-	97.9	-	96.7	97.6	-	-	97.5	-	94.4	100.0	95.2	-	95.0	-	100.0	-	-	-	100.0	97.7
Buses	0	0	8	1	-	9	0	1	14	0	-	15	0	0	0	1	-	1	0	0	0	0	-	0	25
% Buses	-	0.0	0.6	1.2	-	0.6	-	3.3	1.2	-	-	1.2	-	0.0	0.0	4.8	-	2.5	-	0.0	-	-	-	0.0	0.9
Single-Unit Trucks	0	0	16	0	-	16	0	0	8	0	-	8	0	1	0	0	-	1	0	0	0	0	-	0	25
% Single-Unit Trucks	-	0.0	1.1	0.0	-	1.0	-	0.0	0.7	-	-	0.7	-	5.6	0.0	0.0	-	2.5	-	0.0	-	-	-	0.0	0.9
Articulated Trucks	0	0	7	0	-	7	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.6	-	-	0.6	-	0.0	0.0	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	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Ogden Avenue with Oakwood Avenue TMC
Site Code:
Start Date: 03/14/2023
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Turning Movement Peak Hour Data (3:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Oakwood Avenue Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	1	0	324	18	0	343	0	7	361	1	0	369	0	2	0	7	0	9	0	0	0	0	2	0	721
3:15 PM	0	0	337	12	0	349	0	5	384	0	0	389	0	5	0	18	0	23	0	0	0	1	0	1	762
3:30 PM	0	0	341	11	0	352	0	6	419	0	0	425	0	9	0	9	3	18	0	0	0	0	5	0	795
3:45 PM	0	1	335	10	0	346	1	5	432	0	0	438	0	6	0	7	1	13	0	0	0	0	3	0	797
Total	1	1	1337	51	0	1390	1	23	1596	1	0	1621	0	22	0	41	4	63	0	0	0	1	10	1	3075
Approach %	0.1	0.1	96.2	3.7	-	-	0.1	1.4	98.5	0.1	-	-	0.0	34.9	0.0	65.1	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	43.5	1.7	-	45.2	0.0	0.7	51.9	0.0	-	52.7	0.0	0.7	0.0	1.3	-	2.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.250	0.250	0.980	0.708	-	0.987	0.250	0.821	0.924	0.250	-	0.925	0.000	0.611	0.000	0.569	-	0.685	0.000	0.000	0.000	0.250	-	0.250	0.965
Lights	1	1	1303	50	-	1355	1	23	1554	1	-	1579	0	21	0	40	-	61	0	0	0	1	-	1	2996
% Lights	100.0	100.0	97.5	98.0	-	97.5	100.0	100.0	97.4	100.0	-	97.4	-	95.5	-	97.6	-	96.8	-	-	-	100.0	-	100.0	97.4
Buses	0	0	14	1	-	15	0	0	15	0	-	15	0	1	0	0	-	1	0	0	0	0	-	0	31
% Buses	0.0	0.0	1.0	2.0	-	1.1	0.0	0.0	0.9	0.0	-	0.9	-	4.5	-	0.0	-	1.6	-	-	-	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	16	0	-	16	0	0	22	0	-	22	0	0	0	1	-	1	0	0	0	0	-	0	39
% Single-Unit Trucks	0.0	0.0	1.2	0.0	-	1.2	0.0	0.0	1.4	0.0	-	1.4	-	0.0	-	2.4	-	1.6	-	-	-	0.0	-	0.0	1.3
Articulated Trucks	0	0	4	0	-	4	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	9
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	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	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Middaugh Avenue with Ogden Avenue TMC
Site Code:
Start Date: 03/14/2023
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Turning Movement Data

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Middaugh Avenue 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	0	245	2	0	247	0	1	196	0	0	197	0	3	0	3	0	6	0	0	0	0	0	0	450
7:15 AM	0	0	304	2	0	306	0	2	281	0	0	283	0	1	0	3	1	4	0	0	0	0	0	0	593
7:30 AM	0	0	301	4	0	305	0	3	308	0	0	311	0	2	0	26	0	28	0	2	0	1	0	3	647
7:45 AM	0	0	382	3	0	385	0	4	287	0	0	291	0	2	0	11	0	13	0	0	0	1	0	1	690
Hourly Total	0	0	1232	11	0	1243	0	10	1072	0	0	1082	0	8	0	43	1	51	0	2	0	2	0	4	2380
8:00 AM	0	0	395	5	0	400	0	4	288	0	0	292	0	3	0	12	0	15	0	0	0	0	0	0	707
8:15 AM	0	0	361	5	0	366	0	9	318	0	0	327	0	1	0	65	0	66	0	0	0	0	0	0	759
8:30 AM	0	0	286	1	0	287	0	2	285	0	0	287	0	0	0	39	0	39	0	0	0	1	0	1	614
8:45 AM	0	0	334	2	0	336	0	1	265	0	0	266	0	1	0	1	0	2	0	0	0	0	0	0	604
Hourly Total	0	0	1376	13	0	1389	0	16	1156	0	0	1172	0	5	0	117	0	122	0	0	0	1	0	1	2684
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	298	1	0	299	0	1	301	0	0	302	0	1	0	7	0	8	0	2	0	3	1	5	614
2:15 PM	0	0	280	2	0	282	0	0	338	0	0	338	0	1	0	3	0	4	0	3	0	6	2	9	633
2:30 PM	0	0	282	1	0	283	0	2	339	0	0	341	0	2	0	1	0	3	0	3	0	8	0	11	638
2:45 PM	0	0	287	3	0	290	0	2	311	0	0	313	0	1	0	3	1	4	0	1	0	3	0	4	611
Hourly Total	0	0	1147	7	0	1154	0	5	1289	0	0	1294	0	5	0	14	1	19	0	9	0	20	3	29	2496
3:00 PM	0	0	318	8	0	326	0	4	322	0	0	326	0	1	0	2	0	3	0	1	0	1	1	2	657
3:15 PM	0	0	348	4	0	352	0	15	384	0	0	399	0	9	0	25	0	34	0	3	0	1	0	4	789
3:30 PM	0	0	319	2	0	321	0	1	423	0	0	424	0	3	0	28	2	31	0	2	0	3	5	5	781
3:45 PM	0	0	356	0	0	356	0	4	403	0	0	407	0	4	0	17	2	21	0	1	0	3	1	4	788
Hourly Total	0	0	1341	14	0	1355	0	24	1532	0	0	1556	0	17	0	72	4	89	0	7	0	8	7	15	3015
Grand Total	0	0	5096	45	0	5141	0	55	5049	0	0	5104	0	35	0	246	6	281	0	18	0	31	10	49	10575
Approach %	0.0	0.0	99.1	0.9	-	-	0.0	1.1	98.9	0.0	-	-	0.0	12.5	0.0	87.5	-	-	0.0	36.7	0.0	63.3	-	-	-
Total %	0.0	0.0	48.2	0.4	-	48.6	0.0	0.5	47.7	0.0	-	48.3	0.0	0.3	0.0	2.3	-	2.7	0.0	0.2	0.0	0.3	-	0.5	-
Lights	0	0	4955	44	-	4999	0	55	4913	0	-	4968	0	33	0	233	-	266	0	18	0	31	-	49	10282
% Lights	-	-	97.2	97.8	-	97.2	-	100.0	97.3	-	-	97.3	-	94.3	-	94.7	-	94.7	-	100.0	-	100.0	-	100.0	97.2
Buses	0	0	41	0	-	41	0	0	46	0	-	46	0	0	0	12	-	12	0	0	0	0	-	0	99
% Buses	-	-	0.8	0.0	-	0.8	-	0.0	0.9	-	-	0.9	-	0.0	-	4.9	-	4.3	-	0.0	-	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	77	1	-	78	0	0	55	0	-	55	0	1	0	1	-	2	0	0	0	0	-	0	135
% Single-Unit Trucks	-	-	1.5	2.2	-	1.5	-	0.0	1.1	-	-	1.1	-	2.9	-	0.4	-	0.7	-	0.0	-	0.0	-	0.0	1.3
Articulated Trucks	0	0	23	0	-	23	0	0	34	0	-	34	0	1	0	0	-	1	0	0	0	0	-	0	58
% Articulated Trucks	-	-	0.5	0.0	-	0.4	-	0.0	0.7	-	-	0.7	-	2.9	-	0.0	-	0.4	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	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	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Middaugh Avenue with Ogden Avenue TMC
Site Code:
Start Date: 03/14/2023
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Middaugh Avenue Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	301	4	0	305	0	3	308	0	0	311	0	2	0	26	0	28	0	2	0	1	0	3	647
7:45 AM	0	0	382	3	0	385	0	4	287	0	0	291	0	2	0	11	0	13	0	0	0	1	0	1	690
8:00 AM	0	0	395	5	0	400	0	4	288	0	0	292	0	3	0	12	0	15	0	0	0	0	0	0	707
8:15 AM	0	0	361	5	0	366	0	9	318	0	0	327	0	1	0	65	0	66	0	0	0	0	0	0	759
Total	0	0	1439	17	0	1456	0	20	1201	0	0	1221	0	8	0	114	0	122	0	2	0	2	0	4	2803
Approach %	0.0	0.0	98.8	1.2	-	-	0.0	1.6	98.4	0.0	-	-	0.0	6.6	0.0	93.4	-	-	0.0	50.0	0.0	50.0	-	-	-
Total %	0.0	0.0	51.3	0.6	-	51.9	0.0	0.7	42.8	0.0	-	43.6	0.0	0.3	0.0	4.1	-	4.4	0.0	0.1	0.0	0.1	-	0.1	-
PHF	0.000	0.000	0.911	0.850	-	0.910	0.000	0.556	0.944	0.000	-	0.933	0.000	0.667	0.000	0.438	-	0.462	0.000	0.250	0.000	0.500	-	0.333	0.923
Lights	0	0	1400	17	-	1417	0	20	1172	0	-	1192	0	8	0	110	-	118	0	2	0	2	-	4	2731
% Lights	-	-	97.3	100.0	-	97.3	-	100.0	97.6	-	-	97.6	-	100.0	-	96.5	-	96.7	-	100.0	-	100.0	-	100.0	97.4
Buses	0	0	12	0	-	12	0	0	15	0	-	15	0	0	0	4	-	4	0	0	0	0	-	0	31
% Buses	-	-	0.8	0.0	-	0.8	-	0.0	1.2	-	-	1.2	-	0.0	-	3.5	-	3.3	-	0.0	-	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	21	0	-	21	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	26
% Single-Unit Trucks	-	-	1.5	0.0	-	1.4	-	0.0	0.4	-	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.9
Articulated Trucks	0	0	6	0	-	6	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	-	-	0.4	0.0	-	0.4	-	0.0	0.7	-	-	0.7	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.1	-	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data (3:00 PM)

Start Time	Ogden Avenue Eastbound						Ogden Avenue Westbound						Middaugh Avenue Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	0	318	8	0	326	0	4	322	0	0	326	0	1	0	2	0	3	0	1	0	1	1	2	657
3:15 PM	0	0	348	4	0	352	0	15	384	0	0	399	0	9	0	25	0	34	0	3	0	1	0	4	789
3:30 PM	0	0	319	2	0	321	0	1	423	0	0	424	0	3	0	28	2	31	0	2	0	3	5	5	781
3:45 PM	0	0	356	0	0	356	0	4	403	0	0	407	0	4	0	17	2	21	0	1	0	3	1	4	788
Total	0	0	1341	14	0	1355	0	24	1532	0	0	1556	0	17	0	72	4	89	0	7	0	8	7	15	3015
Approach %	0.0	0.0	99.0	1.0	-	-	0.0	1.5	98.5	0.0	-	-	0.0	19.1	0.0	80.9	-	-	0.0	46.7	0.0	53.3	-	-	-
Total %	0.0	0.0	44.5	0.5	-	44.9	0.0	0.8	50.8	0.0	-	51.6	0.0	0.6	0.0	2.4	-	3.0	0.0	0.2	0.0	0.3	-	0.5	-
PHF	0.000	0.000	0.942	0.438	-	0.952	0.000	0.400	0.905	0.000	-	0.917	0.000	0.472	0.000	0.643	-	0.654	0.000	0.583	0.000	0.667	-	0.750	0.955
Lights	0	0	1311	14	-	1325	0	24	1499	0	-	1523	0	17	0	68	-	85	0	7	0	8	-	15	2948
% Lights	-	-	97.8	100.0	-	97.8	-	100.0	97.8	-	-	97.9	-	100.0	-	94.4	-	95.5	-	100.0	-	100.0	-	100.0	97.8
Buses	0	0	11	0	-	11	0	0	13	0	-	13	0	0	0	4	-	4	0	0	0	0	-	0	28
% Buses	-	-	0.8	0.0	-	0.8	-	0.0	0.8	-	-	0.8	-	0.0	-	5.6	-	4.5	-	0.0	-	0.0	-	0.0	0.9
Single-Unit Trucks	0	0	16	0	-	16	0	0	13	0	-	13	0	0	0	0	-	0	0	0	0	0	-	0	29
% Single-Unit Trucks	-	-	1.2	0.0	-	1.2	-	0.0	0.8	-	-	0.8	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.0
Articulated Trucks	0	0	3	0	-	3	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	10
% Articulated Trucks	-	-	0.2	0.0	-	0.2	-	0.0	0.5	-	-	0.4	-	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	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Linscott Avenue with Grant Street
TMC
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Grant Street Eastbound						Grant Street Westbound						Linscott Avenue Northbound						Linscott Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	1	0	0	1	0	0	6	0	0	6	0	1	1	2	0	4	0	0	0	0	0	0	11
7:15 AM	0	0	3	3	0	6	0	0	5	0	0	5	0	0	0	1	0	1	0	0	1	0	0	1	13
7:30 AM	0	0	11	2	0	13	0	0	28	0	0	28	0	3	0	1	2	4	0	0	0	0	0	0	45
7:45 AM	0	0	13	0	0	13	0	1	10	0	0	11	0	3	0	1	4	4	0	0	0	0	0	0	28
Hourly Total	0	0	28	5	0	33	0	1	49	0	0	50	0	7	1	5	6	13	0	0	1	0	0	1	97
8:00 AM	0	0	17	3	0	20	0	0	29	0	1	29	0	12	0	3	33	15	0	0	0	0	1	0	64
8:15 AM	0	0	19	2	0	21	0	2	55	0	1	57	0	8	0	3	6	11	0	0	0	0	0	0	89
8:30 AM	0	0	7	1	0	8	0	1	7	0	0	8	0	1	0	1	3	2	0	0	0	0	0	0	18
8:45 AM	0	0	2	0	0	2	0	0	3	0	0	3	0	0	0	5	1	5	0	0	0	0	0	0	10
Hourly Total	0	0	45	6	0	51	0	3	94	0	2	97	0	21	0	12	43	33	0	0	0	0	1	0	181
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	4	0	0	4	0	1	6	0	0	7	0	0	0	1	1	1	0	0	0	0	0	0	12
2:15 PM	0	0	3	1	0	4	0	0	4	0	0	4	0	1	0	3	1	4	0	0	0	0	0	0	12
2:30 PM	0	0	2	0	0	2	0	0	11	0	0	11	0	3	0	3	3	6	0	0	0	0	0	0	19
2:45 PM	0	1	2	1	0	4	0	3	15	0	1	18	0	1	0	0	1	1	0	0	0	1	0	1	24
Hourly Total	0	1	11	2	0	14	0	4	36	0	1	40	0	5	0	7	6	12	0	0	0	1	0	1	67
3:00 PM	0	0	10	3	0	13	0	5	14	1	0	20	0	0	0	5	11	5	0	0	0	0	0	0	38
3:15 PM	0	0	27	10	3	37	0	3	25	1	25	29	0	3	0	17	33	20	0	1	0	1	0	2	88
3:30 PM	0	0	16	2	0	18	0	1	22	0	0	23	0	1	0	1	5	2	0	0	0	0	0	0	43
3:45 PM	0	1	6	1	0	8	0	2	7	0	0	9	0	2	0	0	0	2	0	0	0	0	0	0	19
Hourly Total	0	1	59	16	3	76	0	11	68	2	25	81	0	6	0	23	49	29	0	1	0	1	0	2	188
Grand Total	0	2	143	29	3	174	0	19	247	2	28	268	0	39	1	47	104	87	0	1	1	2	1	4	533
Approach %	0.0	1.1	82.2	16.7	-	-	0.0	7.1	92.2	0.7	-	-	0.0	44.8	1.1	54.0	-	-	0.0	25.0	25.0	50.0	-	-	-
Total %	0.0	0.4	26.8	5.4	-	32.6	0.0	3.6	46.3	0.4	-	50.3	0.0	7.3	0.2	8.8	-	16.3	0.0	0.2	0.2	0.4	-	0.8	-
Lights	0	2	139	28	-	169	0	19	237	2	-	258	0	39	1	46	-	86	0	1	1	2	-	4	517
% Lights	-	100.0	97.2	96.6	-	97.1	-	100.0	96.0	100.0	-	96.3	-	100.0	100.0	97.9	-	98.9	-	100.0	100.0	100.0	-	100.0	97.0
Buses	0	0	4	0	-	4	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	-	0.0	2.8	0.0	-	2.3	-	0.0	2.8	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.1
Single-Unit Trucks	0	0	0	1	-	1	0	0	3	0	-	3	0	0	0	1	-	1	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.0	3.4	-	0.6	-	0.0	1.2	0.0	-	1.1	-	0.0	0.0	2.1	-	1.1	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	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	-	-	-	-	3	-	-	-	-	-	28	-	-	-	-	-	104	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Linscott Avenue with Grant Street
TMC
Site Code:
Start Date: 03/14/2023
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Linscott Avenue Northbound						Linscott Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	11	2	0	13	0	0	28	0	0	28	0	3	0	1	2	4	0	0	0	0	0	0	45
7:45 AM	0	0	13	0	0	13	0	1	10	0	0	11	0	3	0	1	4	4	0	0	0	0	0	0	28
8:00 AM	0	0	17	3	0	20	0	0	29	0	1	29	0	12	0	3	33	15	0	0	0	0	1	0	64
8:15 AM	0	0	19	2	0	21	0	2	55	0	1	57	0	8	0	3	6	11	0	0	0	0	0	0	89
Total	0	0	60	7	0	67	0	3	122	0	2	125	0	26	0	8	45	34	0	0	0	0	1	0	226
Approach %	0.0	0.0	89.6	10.4	-	-	0.0	2.4	97.6	0.0	-	-	0.0	76.5	0.0	23.5	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	26.5	3.1	-	29.6	0.0	1.3	54.0	0.0	-	55.3	0.0	11.5	0.0	3.5	-	15.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.789	0.583	-	0.798	0.000	0.375	0.555	0.000	-	0.548	0.000	0.542	0.000	0.667	-	0.567	0.000	0.000	0.000	0.000	-	0.000	0.635
Lights	0	0	59	6	-	65	0	3	116	0	-	119	0	26	0	8	-	34	0	0	0	0	-	0	218
% Lights	-	-	98.3	85.7	-	97.0	-	100.0	95.1	-	-	95.2	-	100.0	-	100.0	-	100.0	-	-	-	-	-	-	96.5
Buses	0	0	1	0	-	1	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	-	1.7	0.0	-	1.5	-	0.0	4.1	-	-	4.0	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	2.7
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	-	0.0	14.3	-	1.5	-	0.0	0.8	-	-	0.8	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.0
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	-	-	-	-	-	2	-	-	-	-	-	45	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Linscott Avenue with Grant Street
TMC
Site Code:
Start Date: 03/14/2023
Page No: 4

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Grant Street Eastbound						Grant Street Westbound						Linscott Avenue Northbound						Linscott Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	0	10	3	0	13	0	5	14	1	0	20	0	0	0	5	11	5	0	0	0	0	0	0	38
3:15 PM	0	0	27	10	3	37	0	3	25	1	25	29	0	3	0	17	33	20	0	1	0	1	0	2	88
3:30 PM	0	0	16	2	0	18	0	1	22	0	0	23	0	1	0	1	5	2	0	0	0	0	0	0	43
3:45 PM	0	1	6	1	0	8	0	2	7	0	0	9	0	2	0	0	0	2	0	0	0	0	0	0	19
Total	0	1	59	16	3	76	0	11	68	2	25	81	0	6	0	23	49	29	0	1	0	1	0	2	188
Approach %	0.0	1.3	77.6	21.1	-	-	0.0	13.6	84.0	2.5	-	-	0.0	20.7	0.0	79.3	-	-	0.0	50.0	0.0	50.0	-	-	-
Total %	0.0	0.5	31.4	8.5	-	40.4	0.0	5.9	36.2	1.1	-	43.1	0.0	3.2	0.0	12.2	-	15.4	0.0	0.5	0.0	0.5	-	1.1	-
PHF	0.000	0.250	0.546	0.400	-	0.514	0.000	0.550	0.680	0.500	-	0.698	0.000	0.500	0.000	0.338	-	0.363	0.000	0.250	0.000	0.250	-	0.250	0.534
Lights	0	1	58	16	-	75	0	11	67	2	-	80	0	6	0	23	-	29	0	1	0	1	-	2	186
% Lights	-	100.0	98.3	100.0	-	98.7	-	100.0	98.5	100.0	-	98.8	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.9
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	1.7	0.0	-	1.3	-	0.0	1.5	0.0	-	1.2	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
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	-	-	-	-	3	-	-	-	-	-	25	-	-	-	-	-	49	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Saratoga with Sherman Street TMC
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Sherman Street Westbound					Saratoga Avenue Northbound					Saratoga Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	5	3	0	8	0	12	5	0	17	0	0	17	0	17	42
7:15 AM	0	8	4	1	12	0	24	9	0	33	0	0	16	1	16	61
7:30 AM	0	8	8	0	16	0	43	2	0	45	0	0	34	0	34	95
7:45 AM	0	8	4	0	12	0	41	4	0	45	0	2	28	0	30	87
Hourly Total	0	29	19	1	48	0	120	20	0	140	0	2	95	1	97	285
8:00 AM	0	10	8	1	18	0	66	9	0	75	0	1	74	4	75	168
8:15 AM	0	12	14	1	26	0	72	9	0	81	0	3	59	0	62	169
8:30 AM	0	5	3	0	8	0	28	3	0	31	0	0	25	0	25	64
8:45 AM	0	7	7	0	14	0	22	3	0	25	0	0	15	1	15	54
Hourly Total	0	34	32	2	66	0	188	24	0	212	0	4	173	5	177	455
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	7	4	0	11	0	16	0	0	16	0	3	22	1	25	52
2:15 PM	0	8	13	0	21	0	36	5	0	41	0	1	20	0	21	83
2:30 PM	0	5	3	0	8	0	27	2	0	29	0	0	22	0	22	59
2:45 PM	0	11	5	1	16	0	18	1	1	19	0	0	40	0	40	75
Hourly Total	0	31	25	1	56	0	97	8	1	105	0	4	104	1	108	269
3:00 PM	0	5	3	0	8	0	27	4	0	31	1	1	41	0	43	82
3:15 PM	0	13	8	1	21	0	46	11	0	57	0	6	52	14	58	136
3:30 PM	0	20	19	0	39	0	55	8	0	63	0	3	55	1	58	160
3:45 PM	0	15	6	0	21	0	34	3	0	37	0	2	33	3	35	93
Hourly Total	0	53	36	1	89	0	162	26	0	188	1	12	181	18	194	471
Grand Total	0	147	112	5	259	0	567	78	1	645	1	22	553	25	576	1480
Approach %	0.0	56.8	43.2	-	-	0.0	87.9	12.1	-	-	0.2	3.8	96.0	-	-	-
Total %	0.0	9.9	7.6	-	17.5	0.0	38.3	5.3	-	43.6	0.1	1.5	37.4	-	38.9	-
Lights	0	144	112	-	256	0	544	76	-	620	1	21	533	-	555	1431
% Lights	-	98.0	100.0	-	98.8	-	95.9	97.4	-	96.1	100.0	95.5	96.4	-	96.4	96.7
Buses	0	1	0	-	1	0	21	0	-	21	0	0	16	-	16	38
% Buses	-	0.7	0.0	-	0.4	-	3.7	0.0	-	3.3	0.0	0.0	2.9	-	2.8	2.6
Single-Unit Trucks	0	2	0	-	2	0	1	2	-	3	0	1	3	-	4	9
% Single-Unit Trucks	-	1.4	0.0	-	0.8	-	0.2	2.6	-	0.5	0.0	4.5	0.5	-	0.7	0.6
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	1	0	-	1	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	0.0	0.0	0.2	-	0.2	0.1
Pedestrians	-	-	-	5	-	-	-	-	1	-	-	-	-	25	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Saratoga with Sherman Street TMC
Site Code:
Start Date: 03/14/2023
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Sherman Street Westbound					Saratoga Avenue Northbound					Saratoga Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	8	8	0	16	0	43	2	0	45	0	0	34	0	34	95
7:45 AM	0	8	4	0	12	0	41	4	0	45	0	2	28	0	30	87
8:00 AM	0	10	8	1	18	0	66	9	0	75	0	1	74	4	75	168
8:15 AM	0	12	14	1	26	0	72	9	0	81	0	3	59	0	62	169
Total	0	38	34	2	72	0	222	24	0	246	0	6	195	4	201	519
Approach %	0.0	52.8	47.2	-	-	0.0	90.2	9.8	-	-	0.0	3.0	97.0	-	-	-
Total %	0.0	7.3	6.6	-	13.9	0.0	42.8	4.6	-	47.4	0.0	1.2	37.6	-	38.7	-
PHF	0.000	0.792	0.607	-	0.692	0.000	0.771	0.667	-	0.759	0.000	0.500	0.659	-	0.670	0.768
Lights	0	38	34	-	72	0	209	24	-	233	0	5	188	-	193	498
% Lights	-	100.0	100.0	-	100.0	-	94.1	100.0	-	94.7	-	83.3	96.4	-	96.0	96.0
Buses	0	0	0	-	0	0	12	0	-	12	0	0	6	-	6	18
% Buses	-	0.0	0.0	-	0.0	-	5.4	0.0	-	4.9	-	0.0	3.1	-	3.0	3.5
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	1	1	-	2	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.5	0.0	-	0.4	-	16.7	0.5	-	1.0	0.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Saratoga with Sherman Street TMC
Site Code:
Start Date: 03/14/2023
Page No: 3

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Sherman Street Westbound					Saratoga Avenue Northbound					Saratoga Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
3:00 PM	0	5	3	0	8	0	27	4	0	31	1	1	41	0	43	82
3:15 PM	0	13	8	1	21	0	46	11	0	57	0	6	52	14	58	136
3:30 PM	0	20	19	0	39	0	55	8	0	63	0	3	55	1	58	160
3:45 PM	0	15	6	0	21	0	34	3	0	37	0	2	33	3	35	93
Total	0	53	36	1	89	0	162	26	0	188	1	12	181	18	194	471
Approach %	0.0	59.6	40.4	-	-	0.0	86.2	13.8	-	-	0.5	6.2	93.3	-	-	-
Total %	0.0	11.3	7.6	-	18.9	0.0	34.4	5.5	-	39.9	0.2	2.5	38.4	-	41.2	-
PHF	0.000	0.663	0.474	-	0.571	0.000	0.736	0.591	-	0.746	0.250	0.500	0.823	-	0.836	0.736
Lights	0	52	36	-	88	0	154	26	-	180	1	12	173	-	186	454
% Lights	-	98.1	100.0	-	98.9	-	95.1	100.0	-	95.7	100.0	100.0	95.6	-	95.9	96.4
Buses	0	1	0	-	1	0	7	0	-	7	0	0	8	-	8	16
% Buses	-	1.9	0.0	-	1.1	-	4.3	0.0	-	3.7	0.0	0.0	4.4	-	4.1	3.4
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	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	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.6	0.0	-	0.5	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	18	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Saratoga Avenue with High School Parking Lot Access Drive TMC
Site Code:
Start Date: 03/14/2023
Page No: 1

Turning Movement Data

Start Time	Highschool Parking Lot Access Drive Westbound					Northbound Approach Northbound					Saratoga Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	1	0	1	0	17	8	0	25	0	10	11	0	21	47
7:15 AM	0	1	11	0	12	0	24	8	0	32	0	12	13	0	25	69
7:30 AM	0	7	14	0	21	0	34	6	0	40	0	9	35	0	44	105
7:45 AM	0	16	12	0	28	0	31	19	0	50	0	10	23	0	33	111
Hourly Total	0	24	38	0	62	0	106	41	0	147	0	41	82	0	123	332
8:00 AM	0	20	24	0	44	0	53	31	0	84	0	48	40	0	88	216
8:15 AM	0	17	23	0	40	0	50	7	0	57	0	12	57	0	69	166
8:30 AM	0	0	4	0	4	0	23	1	0	24	0	2	27	0	29	57
8:45 AM	0	0	1	0	1	0	26	0	0	26	0	1	19	0	20	47
Hourly Total	0	37	52	0	89	0	152	39	0	191	0	63	143	0	206	486
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	2	0	2	0	18	1	0	19	0	1	25	0	26	47
2:15 PM	0	3	6	0	9	0	32	3	0	35	0	0	31	0	31	75
2:30 PM	0	5	8	0	13	1	22	1	0	24	0	1	28	0	29	66
2:45 PM	0	0	3	0	3	0	13	0	0	13	0	3	45	0	48	64
Hourly Total	0	8	19	0	27	1	85	5	0	91	0	5	129	0	134	252
3:00 PM	0	3	4	0	7	0	27	2	0	29	0	4	42	0	46	82
3:15 PM	0	4	15	0	19	0	56	9	0	65	0	10	57	0	67	151
3:30 PM	0	3	14	0	17	0	39	9	0	48	0	3	74	0	77	142
3:45 PM	0	8	14	0	22	0	25	0	2	25	0	3	42	0	45	92
Hourly Total	0	18	47	0	65	0	147	20	2	167	0	20	215	0	235	467
Grand Total	0	87	156	0	243	1	490	105	2	596	0	129	569	0	698	1537
Approach %	0.0	35.8	64.2	-	-	0.2	82.2	17.6	-	-	0.0	18.5	81.5	-	-	-
Total %	0.0	5.7	10.1	-	15.8	0.1	31.9	6.8	-	38.8	0.0	8.4	37.0	-	45.4	-
Lights	0	80	140	-	220	1	480	93	-	574	0	123	552	-	675	1469
% Lights	-	92.0	89.7	-	90.5	100.0	98.0	88.6	-	96.3	-	95.3	97.0	-	96.7	95.6
Buses	0	7	16	-	23	0	6	12	-	18	0	6	11	-	17	58
% Buses	-	8.0	10.3	-	9.5	0.0	1.2	11.4	-	3.0	-	4.7	1.9	-	2.4	3.8
Single-Unit Trucks	0	0	0	-	0	0	3	0	-	3	0	0	5	-	5	8
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.9	-	0.7	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.2	-	0.1	0.1
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Saratoga Avenue with High School Parking Lot Access Drive TMC
Site Code:
Start Date: 03/14/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Highschool Parking Lot Access Drive Westbound					Northbound Approach Northbound					Saratoga Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	7	14	0	21	0	34	6	0	40	0	9	35	0	44	105
7:45 AM	0	16	12	0	28	0	31	19	0	50	0	10	23	0	33	111
8:00 AM	0	20	24	0	44	0	53	31	0	84	0	48	40	0	88	216
8:15 AM	0	17	23	0	40	0	50	7	0	57	0	12	57	0	69	166
Total	0	60	73	0	133	0	168	63	0	231	0	79	155	0	234	598
Approach %	0.0	45.1	54.9	-	-	0.0	72.7	27.3	-	-	0.0	33.8	66.2	-	-	-
Total %	0.0	10.0	12.2	-	22.2	0.0	28.1	10.5	-	38.6	0.0	13.2	25.9	-	39.1	-
PHF	0.000	0.750	0.760	-	0.756	0.000	0.792	0.508	-	0.688	0.000	0.411	0.680	-	0.665	0.692
Lights	0	53	63	-	116	0	166	63	-	229	0	79	148	-	227	572
% Lights	-	88.3	86.3	-	87.2	-	98.8	100.0	-	99.1	-	100.0	95.5	-	97.0	95.7
Buses	0	7	10	-	17	0	1	0	-	1	0	0	6	-	6	24
% Buses	-	11.7	13.7	-	12.8	-	0.6	0.0	-	0.4	-	0.0	3.9	-	2.6	4.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.6	0.0	-	0.4	-	0.0	0.6	-	0.4	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Saratoga Avenue with High School Parking Lot Access Drive TMC
Site Code:
Start Date: 03/14/2023
Page No: 3

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Highschool Parking Lot Access Drive Westbound					Northbound Approach Northbound					Saratoga Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
3:00 PM	0	3	4	0	7	0	27	2	0	29	0	4	42	0	46	82
3:15 PM	0	4	15	0	19	0	56	9	0	65	0	10	57	0	67	151
3:30 PM	0	3	14	0	17	0	39	9	0	48	0	3	74	0	77	142
3:45 PM	0	8	14	0	22	0	25	0	2	25	0	3	42	0	45	92
Total	0	18	47	0	65	0	147	20	2	167	0	20	215	0	235	467
Approach %	0.0	27.7	72.3	-	-	0.0	88.0	12.0	-	-	0.0	8.5	91.5	-	-	-
Total %	0.0	3.9	10.1	-	13.9	0.0	31.5	4.3	-	35.8	0.0	4.3	46.0	-	50.3	-
PHF	0.000	0.563	0.783	-	0.739	0.000	0.656	0.556	-	0.642	0.000	0.500	0.726	-	0.763	0.773
Lights	0	18	44	-	62	0	141	9	-	150	0	15	211	-	226	438
% Lights	-	100.0	93.6	-	95.4	-	95.9	45.0	-	89.8	-	75.0	98.1	-	96.2	93.8
Buses	0	0	3	-	3	0	5	11	-	16	0	5	4	-	9	28
% Buses	-	0.0	6.4	-	4.6	-	3.4	55.0	-	9.6	-	25.0	1.9	-	3.8	6.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.6	-	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Middaugh Avenue with N School Access Dr
Site Code:
Start Date: 03/14/2023
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Turning Movement Data

Start Time	Eastbound St. Eastbound						Westbound Approach Westbound						Northbound St. Northbound						Southbound St. Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	2	0	0	3	8
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	3	0	0	4	7
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0	3	0	0	3	36
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	4	0	0	4	15
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	2	12	0	0	14	66
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	19	0	1	19	1	0	5	0	2	6	25
8:15 AM	0	0	0	0	1	0	0	0	0	1	3	1	0	0	75	0	1	75	1	1	9	0	1	11	87
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27	0	1	27	0	0	1	0	0	1	28
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	2
Hourly Total	0	0	0	0	2	0	0	0	0	1	8	1	0	0	122	0	3	122	2	1	16	0	3	19	142
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	2	0	0	3	5
2:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	4	0	0	4	8
Hourly Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	10	0	0	10	1	0	7	0	0	8	20
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	3	2	2	1	13	1	0	17	20
3:15 PM	0	2	0	0	4	2	0	0	0	0	7	0	0	0	43	0	9	43	0	0	11	0	0	11	56
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	19	0	0	19	0	0	3	0	0	3	23
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	21	0	0	21	0	0	2	0	0	2	24
Hourly Total	0	2	0	0	4	2	0	1	0	2	8	3	0	0	85	0	12	85	2	1	29	1	0	33	123
Grand Total	0	2	0	0	6	2	0	1	0	5	16	6	0	0	269	0	15	269	5	4	64	1	3	74	351
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	16.7	0.0	83.3	-	-	0.0	0.0	100.0	0.0	-	-	6.8	5.4	86.5	1.4	-	-	-
Total %	0.0	0.6	0.0	0.0	-	0.6	0.0	0.3	0.0	1.4	-	1.7	0.0	0.0	76.6	0.0	-	76.6	1.4	1.1	18.2	0.3	-	21.1	-
Lights	0	2	0	0	-	2	0	1	0	3	-	4	0	0	257	0	-	257	5	4	64	1	-	74	337
% Lights	-	100.0	-	-	-	100.0	-	100.0	-	60.0	-	66.7	-	-	95.5	-	-	95.5	100.0	100.0	100.0	100.0	-	100.0	96.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	12	0	-	12	0	0	0	0	-	0	12
% Buses	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	4.5	-	-	4.5	0.0	0.0	0.0	0.0	-	0.0	3.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	0.0	-	20.0	-	16.7	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	-	-	-	0.0	-	0.0	-	20.0	-	16.7	-	-	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	0	0	-	0	0

% Bicycles on Road	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	16	-	-	-	-	-	15	-	-	-	-	-	3	-	-
% 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 kpachowicz@kloainc.com

Count Name: Middaugh Avenue with N School Access Dr
Site Code:
Start Date: 03/14/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Eastbound St. Eastbound						Westbound Approach Westbound						Northbound St. Northbound						Southbound St. Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0	3	0	0	3	36
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	4	0	0	4	15
8:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	19	0	1	19	1	0	5	0	2	6	25
8:15 AM	0	0	0	0	1	0	0	0	0	1	3	1	0	0	75	0	1	75	1	1	9	0	1	11	87
Total	0	0	0	0	1	0	0	0	0	1	8	1	0	0	138	0	2	138	2	1	21	0	3	24	163
Approach %	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	0.0	0.0	100.0	0.0	-	-	8.3	4.2	87.5	0.0	-	-	-
Total %	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.6	-	0.6	0.0	0.0	84.7	0.0	-	84.7	1.2	0.6	12.9	0.0	-	14.7	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.460	0.000	-	0.460	0.500	0.250	0.583	0.000	-	0.545	0.468
Lights	0	0	0	0	-	0	0	0	0	1	-	1	0	0	134	0	-	134	2	1	21	0	-	24	159
% Lights	-	-	-	-	-	-	-	-	-	100.0	-	100.0	-	-	97.1	-	-	97.1	100.0	100.0	100.0	-	-	100.0	97.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	4
% Buses	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	2.9	-	-	2.9	0.0	0.0	0.0	-	-	0.0	2.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Middaugh Avenue with N School Access Dr
Site Code:
Start Date: 03/14/2023

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Eastbound St. Eastbound						Westbound Approach Westbound						Northbound St. Northbound						Southbound St. Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	3	2	2	1	13	1	0	17	20
3:15 PM	0	2	0	0	4	2	0	0	0	0	7	0	0	0	43	0	9	43	0	0	11	0	0	11	56
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	19	0	0	19	0	0	3	0	0	3	23
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	21	0	0	21	0	0	2	0	0	2	24
Total	0	2	0	0	4	2	0	1	0	2	8	3	0	0	85	0	12	85	2	1	29	1	0	33	123
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	33.3	0.0	66.7	-	-	0.0	0.0	100.0	0.0	-	-	6.1	3.0	87.9	3.0	-	-	-
Total %	0.0	1.6	0.0	0.0	-	1.6	0.0	0.8	0.0	1.6	-	2.4	0.0	0.0	69.1	0.0	-	69.1	1.6	0.8	23.6	0.8	-	26.8	-
PHF	0.000	0.250	0.000	0.000	-	0.250	0.000	0.250	0.000	0.500	-	0.750	0.000	0.000	0.494	0.000	-	0.494	0.250	0.250	0.558	0.250	-	0.485	0.549
Lights	0	2	0	0	-	2	0	1	0	2	-	3	0	0	81	0	-	81	2	1	29	1	-	33	119
% Lights	-	100.0	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	-	95.3	-	-	95.3	100.0	100.0	100.0	100.0	-	100.0	96.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	4
% Buses	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	4.7	-	-	4.7	0.0	0.0	0.0	0.0	-	0.0	3.3
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
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Study Name Middaugh Avenue with School Access Drives TMC
Start Date Tuesday, March 14, 2023 7:00 AM
End Date Tuesday, March 14, 2023 4:00 PM
Site Code

Report Summary

		Eastbound							Northbound						Southbound				Southeastbound				Southwestbound						Crosswalk	
Time Period	Class.	U	HL	L	BL	R	I	O	L	BL	T	BR	I	O	R	HR	I	O	HR	I	O	BR	R	HR	I	O	Total		destria	Total
Peak 1	Lights	0	0	5	2	126	133	145	2	0	260	14	276	126	0	0	0	267	143	143	0	0	0	2	2	16	554	EB	0	0
Specified Period	%	0%	0%	100%	100%	98%	98%	97%	50%	0%	100%	61%	96%	98%	0%	0%	0%	100%	99%	99%	0%	0%	0%	100%	100%	64%	97%		0%	
7:30 AM - 9:00 AM	Buses	0	0	0	0	2	2	3	1	0	0	8	9	2	0	0	0	0	2	2	0	0	0	0	0	8	13	NB	0	0
One Hour Peak	%	0%	0%	0%	0%	2%	1%	2%	25%	0%	0%	35%	3%	2%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	32%	2%		0%	
7:30 AM - 8:30 AM	ıgle-Unit Truc	0	0	0	0	1	1	1	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	3	SB	11	11
	%	0%	0%	0%	0%	1%	1%	1%	25%	0%	0%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	1%		100%	
	ticulated 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	SEB	3	3
	%	0%	0%	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%	
	icycles 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	SWB	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**0**	**5**	**2**	**129**	**136**	**149**	**4**	**0**	**260**	**23**	**287**	**129**	**0**	**0**	**0**	**267**	**145**	**145**	**0**	**0**	**0**	**2**	**2**	**25**	**570**		**14**	**14**
	PHF	0	0	0.62	0.25	0.41	0.42	0.4	0.5	0	0.44	0.72	0.46	0.41	0	0	0	0.45	0.4	0.4	0	0	0	0.25	0.25	0.78	0.43			
	Approach %						24%	26%					50%	23%			0%	47%		25%	0%				0%	4%				
Peak 2	Lights	0	1	4	6	88	99	104	4	15	52	35	106	88	7	1	8	56	92	92	17	1	0	0	1	41	306	EB	0	0
Specified Period	%	0%	100%	100%	100%	96%	96%	96%	100%	88%	100%	85%	93%	96%	100%	100%	100%	100%	96%	96%	89%	100%	0%	0%	100%	87%	95%		0%	
3:00 PM - 4:00 PM	Buses	0	0	0	0	4	4	4	0	2	0	6	8	4	0	0	0	0	4	4	2	0	0	0	0	6	16	NB	6	6
One Hour Peak	%	0%	0%	0%	0%	4%	4%	4%	0%	12%	0%	15%	7%	4%	0%	0%	0%	0%	4%	4%	11%	0%	0%	0%	0%	13%	5%		100%	
3:00 PM - 4:00 PM	ıgle-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	SB	20	20
	%	0%	0%	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%	
	ticulated 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	SEB	3	3
	%	0%	0%	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%	
	icycles 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	SWB	3	3
	%	0%	0%	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%	
	Total	**0**	**1**	**4**	**6**	**92**	**103**	**108**	**4**	**17**	**52**	**41**	**114**	**92**	**7**	**1**	**8**	**56**	**96**	**96**	**19**	**1**	**0**	**0**	**1**	**47**	**322**		**32**	**32**
	PHF	0	0.25	0.25	0.5	0.53	0.55	0.54	0.33	0.35	0.45	0.43	0.71	0.53	0.35	0.25	0.4	0.42	0.53	0.53	0.37	0.25	0	0	0.25	0.44	0.6			
	Approach %						32%	34%					35%	29%			2%	17%		30%	6%				0%	15%				

Downers Grove, IL Weather: Warm and Dry 05/18/23
Lincoln St and Middaugh Ave 18:14:12
Tuesday May 16, 2023

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 1 lincoln/middaugh

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	0	2	2	0	0	1	0	7	0	0	0	0	12
715	0	3	1	5	0	1	2	10	0	0	0	0	22
730	0	12	3	11	0	0	1	34	0	0	0	0	61
745	0	2	1	2	0	0	1	9	0	0	0	0	15
800	0	10	3	8	0	6	2	17	0	0	0	0	46
815	0	40	11	14	0	2	1	36	0	0	0	0	104
830	0	1	1	1	0	1	0	4	0	0	0	0	8
845	0	3	1	3	0	0	1	4	0	0	0	0	12
1400	0	5	1	3	0	2	0	0	0	0	0	0	11
1415	0	5	0	1	0	1	0	3	0	0	0	0	10
1430	0	1	2	1	0	1	1	4	0	0	0	0	10
1445	0	3	1	4	0	2	1	7	0	0	0	0	18
1500	0	5	1	6	0	2	1	18	0	0	0	0	33
1515	0	21	5	5	0	10	5	9	0	0	0	0	55
1530	0	12	1	6	0	4	0	4	0	0	0	0	27
1545	0	10	2	3	0	2	2	2	0	0	0	0	21
Total	0	135	36	73	0	35	18	168	0	0	0	0	465

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 1 lincoln/middaugh

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	4	1	7	0	7	2	3	0	12
715	4	6	12	0	15	3	4	0	22
730	15	11	35	0	45	4	12	0	61
745	3	2	10	0	11	2	2	0	15
800	13	14	19	0	25	5	16	0	46
815	51	16	37	0	50	12	42	0	104
830	2	2	4	0	5	1	2	0	8
845	4	3	5	0	7	2	3	0	12
1400	6	5	0	0	3	1	7	0	11
1415	5	2	3	0	4	0	6	0	10
1430	3	2	5	0	5	3	2	0	10
1445	4	6	8	0	11	2	5	0	18
1500	6	8	19	0	24	2	7	0	33
1515	26	15	14	0	14	10	31	0	55
1530	13	10	4	0	10	1	16	0	27
1545	12	5	4	0	5	4	12	0	21
Total	171	108	186	0	241	54	170	0	465

Downers Grove, IL Weather: Warm and Dry 05/18/23
Lincoln St and Middaugh Ave 18:14:12
Tuesday May 16, 2023

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 1 lincoln/middaugh

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	0	8	8	0	0	4	0	28	0	0	0	0	48
715	0	12	4	20	0	4	8	40	0	0	0	0	88
730	0	48	12	44	0	0	4	136	0	0	0	0	244
745	0	8	4	8	0	0	4	36	0	0	0	0	60
800	0	40	12	32	0	24	8	68	0	0	0	0	184
815	0	160	44	56	0	8	4	144	0	0	0	0	416
830	0	4	4	4	0	4	0	16	0	0	0	0	32
845	0	12	4	12	0	0	4	16	0	0	0	0	48
1400	0	20	4	12	0	8	0	0	0	0	0	0	44
1415	0	20	0	4	0	4	0	12	0	0	0	0	40
1430	0	4	8	4	0	4	4	16	0	0	0	0	40
1445	0	12	4	16	0	8	4	28	0	0	0	0	72
1500	0	20	4	24	0	8	4	72	0	0	0	0	132
1515	0	84	20	20	0	40	20	36	0	0	0	0	220
1530	0	48	4	24	0	16	0	16	0	0	0	0	108
1545	0	40	8	12	0	8	8	8	0	0	0	0	84

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 1 lincoln/middaugh

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	16	4	28	0	28	8	12	0	48
715	16	24	48	0	60	12	16	0	88
730	60	44	140	0	180	16	48	0	244
745	12	8	40	0	44	8	8	0	60
800	52	56	76	0	100	20	64	0	184
815	204	64	148	0	200	48	168	0	416
830	8	8	16	0	20	4	8	0	32
845	16	12	20	0	28	8	12	0	48
1400	24	20	0	0	12	4	28	0	44
1415	20	8	12	0	16	0	24	0	40
1430	12	8	20	0	20	12	8	0	40
1445	16	24	32	0	44	8	20	0	72
1500	24	32	76	0	96	8	28	0	132
1515	104	60	56	0	56	40	124	0	220
1530	52	40	16	0	40	4	64	0	108
1545	48	20	16	0	20	16	48	0	84

Downers Grove, IL Weather: Warm and Dry 05/18/23
Lincoln St and Middaugh Ave 18:14:12
Tuesday May 16, 2023

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 1 lincoln/middaugh

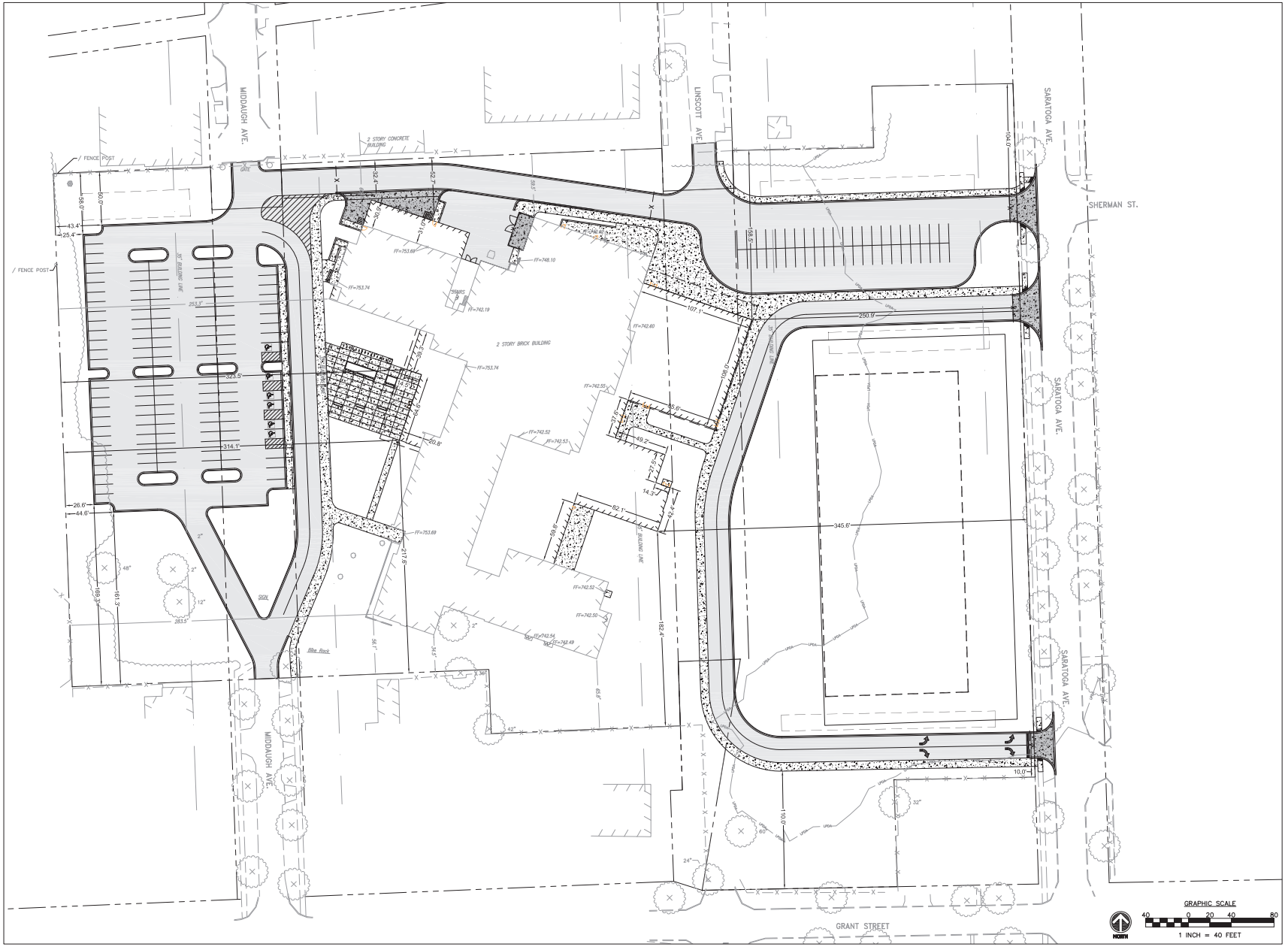
Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
700	0	19	7	18	0	2	4	60	0	0	0	0	110
715	0	27	8	26	0	7	6	70	0	0	0	0	144
730	0	64	18	35	0	8	5	96	0	0	0	0	226
745	0	53	16	25	0	9	4	66	0	0	0	0	173
800	0	54	16	26	0	9	4	61	0	0	0	0	170
815	0	44	13	18	0	3	2	44	0	0	0	0	124*
830	0	4	2	4	0	1	1	8	0	0	0	0	20*
845	0	3	1	3	0	0	1	4	0	0	0	0	12*
1400	0	14	4	9	0	6	2	14	0	0	0	0	49
1415	0	14	4	12	0	6	3	32	0	0	0	0	71
1430	0	30	9	16	0	15	8	38	0	0	0	0	116
1445	0	41	8	21	0	18	7	38	0	0	0	0	133
1500	0	48	9	20	0	18	8	33	0	0	0	0	136
1515	0	43	8	14	0	16	7	15	0	0	0	0	103*
1530	0	22	3	9	0	6	2	6	0	0	0	0	48*
1545	0	10	2	3	0	2	2	2	0	0	0	0	21*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 1 lincoln/middaugh

Begin Time	Approach Totals N	Approach Totals E	Approach Totals S	Approach Totals W	Exit Totals N	Exit Totals E	Exit Totals S	Exit Totals W	Int Total
700	26	20	64	0	78	11	21	0	110
715	35	33	76	0	96	14	34	0	144
730	82	43	101	0	131	23	72	0	226
745	69	34	70	0	91	20	62	0	173
800	70	35	65	0	87	20	63	0	170
815	57	21	46	0	62	15	47	0	124*
830	6	5	9	0	12	3	5	0	20*
845	4	3	5	0	7	2	3	0	12*
1400	18	15	16	0	23	6	20	0	49
1415	18	18	35	0	44	7	20	0	71
1430	39	31	46	0	54	17	45	0	116
1445	49	39	45	0	59	15	59	0	133
1500	57	38	41	0	53	17	66	0	136
1515	51	30	22	0	29	15	59	0	103*
1530	25	15	8	0	15	5	28	0	48*
1545	12	5	4	0	5	4	12	0	21*

Site Plan



DOWNERS GROVE SCHOOL DISTRICT 58

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979

REV	DESCRIPTION	DATE
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58
HERRICK MS ADDITIONS

4435 MIDDAUGH AVENUE
DOWNERS GROVE, IL 60515

SITE PLAN – OVERALL

Project Number:
220281
Drawn By:
SS
Sheet:
C2.00

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

March 28, 2023

Kelly Pachowicz
Consultant
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Ogden Avenue @ Oakwood Avenue***
IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated March 28, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Ogden Ave (US 34), @ Oakwood Ave	27,000	30,700
Oakwood Ave south of Ogden Ave (US 34)	950	1,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Rios (IDOT)
2023_TrafficForecasts\DownersGrove\du-21-23\du-21-23.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 6th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

04/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	1402	87	87	1019	25	115	33	86	26	24	68
Future Volume (vph)	68	1402	87	87	1019	25	115	33	86	26	24	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	310		0	90		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	115			80			75			70		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99	0.97		0.97	0.98	
Frt		0.991			0.996			0.892			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3472	0	1752	3458	0	1703	1569	0	1805	1613	0
Flt Permitted	0.226			0.102			0.685			0.598		
Satd. Flow (perm)	429	3472	0	188	3458	0	1214	1569	0	1103	1613	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		757			730			455			655	
Travel Time (s)		14.7			14.2			12.4			17.9	
Confl. Peds. (#/hr)	3		1	1		3	8		24	24		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	3%	4%	0%	6%	0%	6%	0%	8%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1568	0	92	1099	0	121	126	0	27	97	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	9.5	23.0		9.5	26.0		32.0	32.0		31.0	31.0	
Total Split (s)	17.0	79.0		17.0	79.0		34.0	34.0		34.0	34.0	
Total Split (%)	13.1%	60.8%		13.1%	60.8%		26.2%	26.2%		26.2%	26.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	96.1	86.8		98.9	89.7		19.8	19.8		19.8	19.8	
Actuated g/C Ratio	0.74	0.67		0.76	0.69		0.15	0.15		0.15	0.15	

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

04/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.68		0.39	0.46		0.66	0.53		0.16	0.40	
Control Delay	5.5	16.3		9.0	11.2		67.7	57.7		47.4	52.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.5	16.3		9.0	11.2		67.7	57.7		47.4	52.9	
LOS	A	B		A	B		E	E		D	D	
Approach Delay		15.8			11.0			62.6			51.7	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)	12	381		16	212		97	99		20	75	
Queue Length 95th (ft)	30	602		37	321		155	155		46	123	
Internal Link Dist (ft)		677			650			375			575	
Turn Bay Length (ft)	200			310			90			75		
Base Capacity (vph)	474	2317		308	2385		261	337		237	347	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.68		0.30	0.46		0.46	0.37		0.11	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Saratoga Avenue & Ogden Avenue

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	6	17	4	6	19	31	168	8	16	114	87
Future Vol, veh/h	42	6	17	4	6	19	31	168	8	16	114	87
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	17	0	0	0	0	0	1	0	13	6	6
Mvmt Flow	53	8	21	5	8	24	39	210	10	20	143	109
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	8.9	8.1	9.7	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	65%	14%	7%
Vol Thru, %	81%	9%	21%	53%
Vol Right, %	4%	26%	66%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	65	29	217
LT Vol	31	42	4	16
Through Vol	168	6	6	114
RT Vol	8	17	19	87
Lane Flow Rate	259	81	36	271
Geometry Grp	1	1	1	1
Degree of Util (X)	0.323	0.116	0.049	0.337
Departure Headway (Hd)	4.498	5.136	4.837	4.475
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	696	737	803
Service Time	2.533	3.185	2.89	2.509
HCM Lane V/C Ratio	0.325	0.116	0.049	0.337
HCM Control Delay	9.7	8.9	8.1	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.4	0.2	1.5

HCM 6th AWSC
3: Middaugh Avenue & Grant Street

06/14/2023

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	24	6	3	30	134	15	147	7	31	77	47
Future Vol, veh/h	49	24	6	3	30	134	15	147	7	31	77	47
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Heavy Vehicles, %	2	4	0	0	0	2	0	4	0	3	3	0
Mvmt Flow	92	45	11	6	57	253	28	277	13	58	145	89
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	11.9	13.8	14.9	14
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	62%	2%	20%
Vol Thru, %	87%	30%	18%	50%
Vol Right, %	4%	8%	80%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	79	167	155
LT Vol	15	49	3	31
Through Vol	147	24	30	77
RT Vol	7	6	134	47
Lane Flow Rate	319	149	315	292
Geometry Grp	1	1	1	1
Degree of Util (X)	0.511	0.268	0.487	0.474
Departure Headway (Hd)	5.893	6.476	5.562	5.836
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	615	556	649	620
Service Time	3.893	4.506	3.576	3.855
HCM Lane V/C Ratio	0.519	0.268	0.485	0.471
HCM Control Delay	14.9	11.9	13.8	14
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.9	1.1	2.7	2.5

HCM 6th AWSC
4: Oakwood Avenue & Grant Street 06/14/2023

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	29	6	17	48	13	61	28	32	31	58	15
Future Vol, veh/h	5	29	6	17	48	13	61	28	32	31	58	15
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	0	0	0
Mvmt Flow	8	48	10	28	80	22	102	47	53	52	97	25
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	8.4	8.8	9.1	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	12%	22%	30%
Vol Thru, %	23%	72%	62%	56%
Vol Right, %	26%	15%	17%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	40	78	104
LT Vol	61	5	17	31
Through Vol	28	29	48	58
RT Vol	32	6	13	15
Lane Flow Rate	202	67	130	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.253	0.09	0.173	0.221
Departure Headway (Hd)	4.522	4.864	4.787	4.582
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	733	747	782
Service Time	2.559	2.914	2.832	2.621
HCM Lane V/C Ratio	0.255	0.091	0.174	0.221
HCM Control Delay	9.1	8.4	8.8	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.3	0.6	0.8

HCM 6th AWSC
5: Seely Avenue & Grant Street 06/14/2023

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	7	2	49	23	19	3	32	11	11	21	6
Future Vol, veh/h	17	7	2	49	23	19	3	32	11	11	21	6
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	7	2	52	24	20	3	34	12	12	22	6
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	7.5	7.6	7.4	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	65%	54%	29%
Vol Thru, %	70%	27%	25%	55%
Vol Right, %	24%	8%	21%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	26	91	38
LT Vol	3	17	49	11
Through Vol	32	7	23	21
RT Vol	11	2	19	6
Lane Flow Rate	48	27	96	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.032	0.109	0.046
Departure Headway (Hd)	4.047	4.246	4.091	4.147
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	836	872	854
Service Time	2.119	2.309	2.139	2.22
HCM Lane V/C Ratio	0.055	0.032	0.11	0.047
HCM Control Delay	7.4	7.5	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4	0.1

HCM 6th TWSC
6: Oakwood Avenue & Ogden Avenue 06/14/2023

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1441	82	30	1194	0	18	1	21	1	0	0
Future Vol, veh/h	2	1441	82	30	1194	0	18	1	21	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
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	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	3	2	0	6	0	5	0	0	0
Mvmt Flow	2	1533	87	32	1270	0	19	1	22	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1270	0	0	1620	0	0	2281	2915	810	2105	2958	636
Stage 1	-	-	-	-	-	-	1581	1581	-	1334	1334	-
Stage 2	-	-	-	-	-	-	700	1334	-	771	1624	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.62	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.62	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.62	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.23	-	-	3.56	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	*911	-	-	393	-	-	*31	9	317	57	8	*607
Stage 1	-	-	-	-	-	-	*109	171	-	565	496	-
Stage 2	-	-	-	-	-	-	*563	496	-	363	163	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*911	-	-	393	-	-	*24	7	317	41	6	*606
Mov Cap-2 Maneuver	-	-	-	-	-	-	*83	107	-	192	88	-
Stage 1	-	-	-	-	-	-	*106	167	-	551	359	-
Stage 2	-	-	-	-	-	-	*407	359	-	327	159	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.3	42.7	23.9
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	137	* 911	-	-	393	-	-	192
HCM Lane V/C Ratio	0.311	0.002	-	-	0.081	-	-	0.006
HCM Control Delay (s)	42.7	9	0.1	-	15	2	-	23.9
HCM Lane LOS	E	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	1.2	0	-	-	0.3	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
7: Middaugh Avenue & Ogden Avenue 06/14/2023

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑			↑↑↑	
Traffic Vol, veh/h	0	1439	17	20	1201	0	8	0	114	2	0	2
Future Vol, veh/h	0	1439	17	20	1201	0	8	0	114	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	2	0	0	0	4	0	0	0
Mvmt Flow	0	1564	18	22	1305	0	9	0	124	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1305	0	0	1582	0	0	2270	2922	791	2131	2931	653
Stage 1	-	-	-	-	-	-	1573	1573	-	1349	1349	-
Stage 2	-	-	-	-	-	-	697	1349	-	782	1582	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.98	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.34	3.5	4	3.3
Pot Cap-1 Maneuver	*911	-	-	421	-	-	*35	9	328	53	9	*607
Stage 1	-	-	-	-	-	-	*117	172	-	545	483	-
Stage 2	-	-	-	-	-	-	*572	483	-	358	171	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*911	-	-	421	-	-	*29	8	328	28	8	*607
Mov Cap-2 Maneuver	-	-	-	-	-	-	*93	112	-	144	101	-
Stage 1	-	-	-	-	-	-	*117	172	-	545	391	-
Stage 2	-	-	-	-	-	-	*462	391	-	223	171	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.5	28.8	20.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	* 911	-	-	421	-	-	233
HCM Lane V/C Ratio	0.472	-	-	-	0.052	-	-	0.019
HCM Control Delay (s)	28.8	0	-	-	14	1.3	-	20.7
HCM Lane LOS	D	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	2.4	0	-	-	0.2	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
8: Linscott Avenue & Grant Street 06/14/2023

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	7	3	122	26	8
Future Vol, veh/h	60	7	3	122	26	8
Conflicting Peds, #/hr	0	45	45	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	14	0	5	0	0
Mvmt Flow	94	11	5	191	41	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	346	147
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	201	-
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	-	-	1444	-	655	905
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1382	-	624	865
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	835	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	-	-	1382	-
HCM Lane V/C Ratio	0.08	-	-	0.003	-
HCM Control Delay (s)	10.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
9: Saratoga Avenue & Sherman Street 06/14/2023

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	34	222	24	6	195
Future Vol, veh/h	38	34	222	24	6	195
Conflicting Peds, #/hr	0	4	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	6	0	17	4
Mvmt Flow	49	44	288	31	8	253

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	575	310	0	0	321	0
Stage 1	306	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.27	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.353	-
Pot Cap-1 Maneuver	510	735	-	-	1159	-
Stage 1	751	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	504	731	-	-	1157	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	591	1157	-
HCM Lane V/C Ratio	-	-	0.158	0.007	-
HCM Control Delay (s)	-	-	12.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

HCM 6th TWSC
10: Saratoga Avenue & High School Lot 06/14/2023

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	73	168	63	79	155
Future Vol, veh/h	60	73	168	63	79	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	12	14	1	0	0	5
Mvmt Flow	87	106	243	91	114	225

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	742	289	0	0	334	0
Stage 1	289	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.52	6.34	-	-	4.1	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.426	-	-	2.2	-
Pot Cap-1 Maneuver	375	722	-	-	1237	-
Stage 1	738	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	335	722	-	-	1237	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	2.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	1237	-
HCM Lane V/C Ratio	-	-	0.406	0.093	-
HCM Control Delay (s)	-	-	17.7	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.3	-

HCM 6th TWSC
11: North School Access /Middaugh Avenue 06/14/2023

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	138	0	3	21	0
Future Vol, veh/h	0	0	0	0	0	1	0	138	0	3	21	0
Conflicting Peds, #/hr	3	0	2	2	0	3	1	0	8	8	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	47	47	47	47	47	47	47	47	47
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	0	0	0	0	0	2	0	294	0	6	45	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	356	360	48	361	360	305	46	0	0	302	0	0
Stage 1	58	58	-	302	302	-	-	-	-	-	-	-
Stage 2	298	302	-	59	58	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	603	570	1027	598	570	740	1575	-	-	1270	-	-
Stage 1	959	851	-	712	668	-	-	-	-	-	-	-
Stage 2	715	668	-	958	851	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	562	1024	590	562	732	1574	-	-	1260	-	-
Mov Cap-2 Maneuver	597	562	-	590	562	-	-	-	-	-	-	-
Stage 1	958	846	-	706	663	-	-	-	-	-	-	-
Stage 2	711	663	-	951	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.9	0	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1574	-	-	-	732	1260	-	-
HCM Lane V/C Ratio	-	-	-	-	0.003	0.005	-	-
HCM Control Delay (s)	0	-	-	0	9.9	7.9	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

HCM 6th TWSC
13: Middaugh Avenue & Lincoln Street 06/14/2023

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	45	119	5	18	64
Future Vol, veh/h	9	45	119	5	18	64
Conflicting Peds, #/hr	0	4	0	4	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	47	125	5	19	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	153	0	0	151	0
Stage 1	149	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	735	893	-	-	1430	-
Stage 1	879	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	710	872	-	-	1401	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	906	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	840	1401	-
HCM Lane V/C Ratio	-	-	0.068	0.014	-
HCM Control Delay (s)	-	-	9.6	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Capacity Analysis Summary Sheets

Existing Weekday Afternoon Peak Hour

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

04/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1385	55	100	1372	54	80	66	58	77	46	89
Future Volume (vph)	136	1385	55	100	1372	54	80	66	58	77	46	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	310		0	90		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	115			80			75			70		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99	0.97		0.96	0.98	
Frt		0.994			0.994			0.930			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3517	0	1703	3518	0	1719	1676	0	1805	1672	0
Flt Permitted	0.117			0.118			0.510			0.549		
Satd. Flow (perm)	222	3517	0	212	3518	0	913	1676	0	1002	1672	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		757			730			455			655	
Travel Time (s)		14.7			14.2			12.4			17.9	
Confl. Peds. (#/hr)			1	1			8		31	31		8
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	6%	2%	0%	5%	0%	5%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	1532	0	106	1517	0	85	132	0	82	144	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	9.5	23.0		9.5	26.0		32.0	32.0		31.0	31.0	
Total Split (s)	18.0	84.0		18.0	84.0		38.0	38.0		38.0	38.0	
Total Split (%)	12.9%	60.0%		12.9%	60.0%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	108.6	96.4		106.8	95.5		19.3	19.3		19.3	19.3	
Actuated g/C Ratio	0.78	0.69		0.76	0.68		0.14	0.14		0.14	0.14	

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

04/10/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.52	0.63		0.42	0.63		0.68	0.57		0.59	0.63	
Control Delay	10.9	14.6		8.9	15.2		82.3	65.6		73.4	68.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.9	14.6		8.9	15.2		82.3	65.6		73.4	68.4	
LOS	B	B		A	B		F	E		E	E	
Approach Delay		14.3			14.8			72.1			70.2	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	25	363		18	361		75	114		71	126	
Queue Length 95th (ft)	53	568		39	582		130	175		124	190	
Internal Link Dist (ft)		677			650			375			575	
Turn Bay Length (ft)	200			310			90			75		
Base Capacity (vph)	341	2422		321	2400		208	383		229	382	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.63		0.33	0.63		0.41	0.34		0.36	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 88.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Saratoga Avenue & Ogden Avenue

HCM 6th AWSC
2: Saratoga Avenue & Grant Street

06/14/2023

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	9	39	7	5	18	20	111	2	11	160	62
Future Vol, veh/h	39	9	39	7	5	18	20	111	2	11	160	62
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	3	0	0	43	20	33	0	8	0	27	0	2
Mvmt Flow	56	13	56	10	7	26	29	159	3	16	229	89
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	9.2	9.3	9.4	11.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	45%	23%	5%
Vol Thru, %	83%	10%	17%	69%
Vol Right, %	2%	45%	60%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	87	30	233
LT Vol	20	39	7	11
Through Vol	111	9	5	160
RT Vol	2	39	18	62
Lane Flow Rate	190	124	43	333
Geometry Grp	1	1	1	1
Degree of Util (X)	0.251	0.175	0.069	0.45
Departure Headway (Hd)	4.76	5.082	5.756	4.867
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	701	617	736
Service Time	2.819	3.152	3.838	2.919
HCM Lane V/C Ratio	0.253	0.177	0.07	0.452
HCM Control Delay	9.4	9.2	9.3	11.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.6	0.2	2.3

HCM 6th AWSC
3: Middaugh Avenue & Grant Street

06/14/2023

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	25	16	8	33	28	19	43	24	18	35	19
Future Vol, veh/h	12	25	16	8	33	28	19	43	24	18	35	19
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Heavy Vehicles, %	8	8	0	13	0	0	0	12	0	0	11	0
Mvmt Flow	23	47	30	15	62	53	36	81	45	34	66	36
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	8.5	8.7	8.7	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	23%	12%	25%
Vol Thru, %	50%	47%	48%	49%
Vol Right, %	28%	30%	41%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	53	69	72
LT Vol	19	12	8	18
Through Vol	43	25	33	35
RT Vol	24	16	28	19
Lane Flow Rate	162	100	130	136
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.132	0.17	0.171
Departure Headway (Hd)	4.488	4.742	4.705	4.532
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	754	760	791
Service Time	2.521	2.782	2.744	2.566
HCM Lane V/C Ratio	0.203	0.133	0.171	0.172
HCM Control Delay	8.7	8.5	8.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.6	0.6

HCM 6th AWSC
4: Oakwood Avenue & Grant Street 06/14/2023

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	14	8	4	24	28	15	14	11	27	56	4
Future Vol, veh/h	6	14	8	4	24	28	15	14	11	27	56	4
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	0	0	13	0	4	4	0	0	0	4	0	0
Mvmt Flow	9	21	12	6	36	42	23	21	17	41	85	6
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	7.5	7.5	7.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	21%	7%	31%
Vol Thru, %	35%	50%	43%	64%
Vol Right, %	28%	29%	50%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	28	56	87
LT Vol	15	6	4	27
Through Vol	14	14	24	56
RT Vol	11	8	28	4
Lane Flow Rate	61	42	85	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.051	0.097	0.156
Departure Headway (Hd)	4.237	4.295	4.095	4.27
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	838	880	829
Service Time	2.237	2.299	2.098	2.353
HCM Lane V/C Ratio	0.072	0.05	0.097	0.159
HCM Control Delay	7.6	7.5	7.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.6

HCM 6th AWSC
5: Seely Avenue & Grant Street 06/14/2023

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	3	32	26	17	6	31	14	4	32	11
Future Vol, veh/h	9	4	3	32	26	17	6	31	14	4	32	11
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	3	34	27	18	6	33	15	4	34	12
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	7.3	7.5	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	56%	43%	9%
Vol Thru, %	61%	25%	35%	68%
Vol Right, %	27%	19%	23%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	16	75	47
LT Vol	6	9	32	4
Through Vol	31	4	26	32
RT Vol	14	3	17	11
Lane Flow Rate	54	17	79	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.02	0.089	0.055
Departure Headway (Hd)	3.997	4.174	4.075	4.018
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	850	874	884
Service Time	2.053	2.236	2.124	2.076
HCM Lane V/C Ratio	0.061	0.02	0.09	0.055
HCM Control Delay	7.3	7.3	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

HCM 6th TWSC
6: Oakwood Avenue & Ogden Avenue 06/14/2023

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1337	51	24	1596	1	22	0	41	0	0	1
Future Vol, veh/h	2	1337	51	24	1596	1	22	0	41	0	0	1
Conflicting Peds, #/hr	10	0	4	4	0	10	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	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	2	0	3	100	5	0	2	0	0	0
Mvmt Flow	2	1393	53	25	1663	1	23	0	43	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1674	0	0	1450	0	0	2310	3152	727	2425	3178	842
Stage 1	-	-	-	-	-	-	1428	1428	-	1724	1724	-
Stage 2	-	-	-	-	-	-	882	1724	-	701	1454	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.6	6.5	6.94	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.55	4	3.32	3.5	4	3.3
Pot Cap-1 Maneuver	*631	-	-	473	-	-	*52	*3	366	*32	*3	*420
Stage 1	-	-	-	-	-	-	*138	*203	-	*397	*347	-
Stage 2	-	-	-	-	-	-	*391	*347	-	*400	*197	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*625	-	-	471	-	-	*~ 22	*1	365	*12	*1	*416
Mov Cap-2 Maneuver	-	-	-	-	-	-	*67	*62	-	*166	*59	-
Stage 1	-	-	-	-	-	-	*135	*199	-	*386	*103	-
Stage 2	-	-	-	-	-	-	*117	*103	-	*347	*193	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	4.5	49.9	13.7
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	* 625	-	-	471	-	-	416
HCM Lane V/C Ratio	0.459	0.003	-	-	0.053	-	-	0.003
HCM Control Delay (s)	49.9	10.8	0.1	-	13.1	4.4	-	13.7
HCM Lane LOS	E	B	A	-	B	A	-	B
HCM 95th %tile Q(veh)	2.1	0	-	-	0.2	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
7: Middaugh Avenue & Ogden Avenue 06/14/2023

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1341	14	24	1532	0	17	0	72	7	0	8
Future Vol, veh/h	0	1341	14	24	1532	0	17	0	72	7	0	8
Conflicting Peds, #/hr	7	0	4	4	0	7	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	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	6	0	0	0
Mvmt Flow	0	1412	15	25	1613	0	18	0	76	7	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1620	0	0	1431	0	0	2281	3094	718	2376	3101	814
Stage 1	-	-	-	-	-	-	1424	1424	-	1670	1670	-
Stage 2	-	-	-	-	-	-	857	1670	-	706	1431	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.02	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.36	3.5	4	3.3
Pot Cap-1 Maneuver	*698	-	-	481	-	-	*50	*4	363	*35	*4	*465
Stage 1	-	-	-	-	-	-	*145	*204	-	*438	*384	-
Stage 2	-	-	-	-	-	-	*438	*384	-	*397	*202	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*693	-	-	479	-	-	*30	*2	362	*16	*2	*462
Mov Cap-2 Maneuver	-	-	-	-	-	-	*92	*90	-	*165	*84	-
Stage 1	-	-	-	-	-	-	*144	*203	-	*435	*190	-
Stage 2	-	-	-	-	-	-	*215	*190	-	*314	*201	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.3	30.6	20.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	* 693	-	-	479	-	-	251
HCM Lane V/C Ratio	0.404	-	-	-	0.053	-	-	0.063
HCM Control Delay (s)	30.6	0	-	-	12.9	3.1	-	20.3
HCM Lane LOS	D	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
8: Linscott Avenue & Grant Street 06/14/2023

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	16	11	70	6	23
Future Vol, veh/h	60	16	11	70	6	23
Conflicting Peds, #/hr	0	1	49	0	3	25
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	53	53	53	53	53	53
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	113	30	21	132	11	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	354	202
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	177	-
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	-	-	1394	-	648	844
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1329	-	605	785
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1329	-
HCM Lane V/C Ratio	0.074	-	-	0.016	-
HCM Control Delay (s)	10.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

HCM 6th TWSC
9: Saratoga Avenue & Sherman Street 06/14/2023

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	36	162	26	13	181
Future Vol, veh/h	53	36	162	26	13	181
Conflicting Peds, #/hr	1	18	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	0	4	0	0	4
Mvmt Flow	72	49	219	35	18	245

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	520	256	0	0	255	0
Stage 1	238	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	548	788	-	-	1322	-
Stage 1	802	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	538	774	-	-	1321	-
Mov Cap-2 Maneuver	538	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	614	1321	-
HCM Lane V/C Ratio	-	-	0.196	0.013	-
HCM Control Delay (s)	-	-	12.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

HCM 6th TWSC
10: Saratoga Avenue & High School Lot 06/14/2023

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	47	147	20	20	215
Future Vol, veh/h	18	47	147	20	20	215
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	6	3	55	25	2
Mvmt Flow	25	64	201	27	27	295

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	566	215	0	0	228	0
Stage 1	215	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	4.35	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	2.425	-
Pot Cap-1 Maneuver	520	815	-	-	1216	-
Stage 1	826	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	505	815	-	-	1216	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	697	1216	-
HCM Lane V/C Ratio	-	-	0.128	0.023	-
HCM Control Delay (s)	-	-	10.9	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

HCM 6th TWSC
11: North School Access /Middaugh Avenue 06/14/2023

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	1	0	2	0	85	0	3	29	1
Future Vol, veh/h	2	0	0	1	0	2	0	85	0	3	29	1
Conflicting Peds, #/hr	0	0	12	12	0	0	4	0	8	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	4	0	0	2	0	4	0	155	0	5	53	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	225	231	70	239	232	163	59	0	0	163	0	0
Stage 1	68	68	-	163	163	-	-	-	-	-	-	-
Stage 2	157	163	-	76	69	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	735	672	998	719	672	887	1558	-	-	1428	-	-
Stage 1	947	842	-	844	767	-	-	-	-	-	-	-
Stage 2	850	767	-	938	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	727	661	983	703	661	880	1552	-	-	1417	-	-
Mov Cap-2 Maneuver	727	661	-	703	661	-	-	-	-	-	-	-
Stage 1	943	835	-	837	761	-	-	-	-	-	-	-
Stage 2	846	761	-	924	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9.5	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	727	812	1417	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.007	0.004	-	-
HCM Control Delay (s)	0	-	-	10	9.5	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
13: Middaugh Avenue & Lincoln Street 06/14/2023

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	30	53	8	9	48
Future Vol, veh/h	18	30	53	8	9	48
Conflicting Peds, #/hr	0	10	0	10	49	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	32	56	8	9	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	178	119	0	0	113	0
Stage 1	109	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	812	933	-	-	1476	-
Stage 1	916	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	768	881	-	-	1407	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	947	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	1407	-
HCM Lane V/C Ratio	-	-	0.061	0.007	-
HCM Control Delay (s)	-	-	9.6	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

08/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1404	112	112	1050	25	138	49	150	26	29	68
Future Volume (vph)	58	1404	112	112	1050	25	138	49	150	26	29	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	310		0	90		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	115			80			75			70		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99	0.96		0.98	0.98	
Frt		0.989			0.997			0.887			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3465	0	1752	3461	0	1703	1555	0	1805	1621	0
Flt Permitted	0.214			0.083			0.677			0.413		
Satd. Flow (perm)	407	3465	0	153	3461	0	1200	1555	0	767	1621	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		757			730			455			655	
Travel Time (s)		14.7			14.2			12.4			17.9	
Confl. Peds. (#/hr)	3		1	1		3	8		24	24		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	3%	4%	0%	6%	0%	6%	0%	8%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	1596	0	118	1131	0	145	210	0	27	103	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	9.5	23.0		9.5	26.0		32.0	32.0		31.0	31.0	
Total Split (s)	17.0	79.0		17.0	79.0		34.0	34.0		34.0	34.0	
Total Split (%)	13.1%	60.8%		13.1%	60.8%		26.2%	26.2%		26.2%	26.2%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	90.7	81.5		96.2	86.0		23.6	23.6		23.6	23.6	
Actuated g/C Ratio	0.70	0.63		0.74	0.66		0.18	0.18		0.18	0.18	

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

08/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.17	0.73		0.52	0.49		0.67	0.74		0.19	0.35	
Control Delay	6.5	20.7		16.6	13.1		64.0	66.2		46.7	48.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.5	20.7		16.6	13.1		64.0	66.2		46.7	48.7	
LOS	A	C		B	B		E	E		D	D	
Approach Delay		20.2			13.4			65.3			48.3	
Approach LOS		C			B			E			D	
Queue Length 50th (ft)	12	464		25	248		114	168		19	76	
Queue Length 95th (ft)	27	657		70	337		184	250		47	128	
Internal Link Dist (ft)		677			650			375			575	
Turn Bay Length (ft)	200			310			90			75		
Base Capacity (vph)	445	2172		279	2289		258	334		165	349	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.73		0.42	0.49		0.56	0.63		0.16	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Saratoga Avenue & Ogden Avenue

HCM 6th AWSC
2: Saratoga Avenue & Grant Street

07/28/2023

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	93	6	12	4	6	19	31	235	8	16	164	100
Future Vol, veh/h	93	6	12	4	6	19	31	235	8	16	164	100
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	17	0	0	0	0	0	1	0	13	6	6
Mvmt Flow	116	8	15	5	8	24	39	294	10	20	205	125
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	10.4	8.8	11.9	12.1
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	84%	14%	6%
Vol Thru, %	86%	5%	21%	59%
Vol Right, %	3%	11%	66%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	274	111	29	280
LT Vol	31	93	4	16
Through Vol	235	6	6	164
RT Vol	8	12	19	100
Lane Flow Rate	342	139	36	350
Geometry Grp	1	1	1	1
Degree of Util (X)	0.457	0.223	0.055	0.467
Departure Headway (Hd)	4.804	5.78	5.507	4.808
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	624	654	742
Service Time	2.893	3.782	3.513	2.896
HCM Lane V/C Ratio	0.462	0.223	0.055	0.472
HCM Control Delay	11.9	10.4	8.8	12.1
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.4	0.8	0.2	2.5

HCM 6th AWSC
3: Middaugh Avenue & Grant Street

08/07/2023

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	50	6	23	55	102	15	110	42	16	52	17
Future Vol, veh/h	38	50	6	23	55	102	15	110	42	16	52	17
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Heavy Vehicles, %	2	4	0	0	0	2	0	4	0	3	3	0
Mvmt Flow	72	94	11	43	104	192	28	208	79	30	98	32
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	11.4	13.4	13.6	11
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	40%	13%	19%
Vol Thru, %	66%	53%	31%	61%
Vol Right, %	25%	6%	57%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	94	180	85
LT Vol	15	38	23	16
Through Vol	110	50	55	52
RT Vol	42	6	102	17
Lane Flow Rate	315	177	340	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.48	0.291	0.496	0.261
Departure Headway (Hd)	5.484	5.901	5.253	5.863
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	605	683	608
Service Time	3.551	3.977	3.318	3.942
HCM Lane V/C Ratio	0.483	0.293	0.498	0.263
HCM Control Delay	13.6	11.4	13.4	11
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.6	1.2	2.8	1

HCM 6th AWSC
4: Oakwood Avenue & Grant Street 07/28/2023

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	34	6	22	53	13	61	29	37	36	60	15
Future Vol, veh/h	5	34	6	22	53	13	61	29	37	36	60	15
Peak Hour Factor	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.60
Heavy Vehicles, %	0	0	0	0	0	0	0	10	0	0	0	0
Mvmt Flow	8	57	10	37	88	22	102	48	62	60	100	25
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	8.6	9.2	9.3	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	11%	25%	32%
Vol Thru, %	23%	76%	60%	54%
Vol Right, %	29%	13%	15%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	45	88	111
LT Vol	61	5	22	36
Through Vol	29	34	53	60
RT Vol	37	6	13	15
Lane Flow Rate	212	75	147	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.27	0.103	0.199	0.24
Departure Headway (Hd)	4.587	4.956	4.876	4.677
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	719	732	764
Service Time	2.635	3.019	2.931	2.727
HCM Lane V/C Ratio	0.272	0.104	0.201	0.242
HCM Control Delay	9.3	8.6	9.2	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.3	0.7	0.9

HCM 6th AWSC
5: Seely Avenue & Grant Street

07/28/2023

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	12	2	49	28	19	3	32	11	11	21	6
Future Vol, veh/h	17	12	2	49	28	19	3	32	11	11	21	6
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	13	2	52	29	20	3	34	12	12	22	6
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	7.5	7.7	7.4	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	55%	51%	29%
Vol Thru, %	70%	39%	29%	55%
Vol Right, %	24%	6%	20%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	31	96	38
LT Vol	3	17	49	11
Through Vol	32	12	28	21
RT Vol	11	2	19	6
Lane Flow Rate	48	33	101	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.055	0.038	0.115	0.046
Departure Headway (Hd)	4.067	4.237	4.096	4.167
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	870	837	870	849
Service Time	2.142	2.303	2.147	2.244
HCM Lane V/C Ratio	0.055	0.039	0.116	0.047
HCM Control Delay	7.4	7.5	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4	0.1

HCM 6th TWSC
6: Oakwood Avenue & Ogden Avenue 07/28/2023

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1509	89	31	1253	0	19	1	22	1	0	0
Future Vol, veh/h	2	1509	89	31	1253	0	19	1	22	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
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	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	1	3	2	0	6	0	5	0	0	0
Mvmt Flow	2	1605	95	33	1333	0	20	1	23	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1333	0	0	1700	0	0	2391	3056	850	2206	3103	668
Stage 1	-	-	-	-	-	-	1657	1657	-	1399	1399	-
Stage 2	-	-	-	-	-	-	734	1399	-	807	1704	-
Critical Hdwy	4.1	-	-	4.16	-	-	7.62	6.5	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.62	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.62	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.23	-	-	3.56	4	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	*876	-	-	366	-	-	*23	6	298	44	5	*583
Stage 1	-	-	-	-	-	-	*98	157	-	543	477	-
Stage 2	-	-	-	-	-	-	*541	477	-	346	149	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*876	-	-	366	-	-	*~ 16	4	298	29	3	*583
Mov Cap-2 Maneuver	-	-	-	-	-	-	*72	93	-	172	74	-
Stage 1	-	-	-	-	-	-	*93	149	-	515	311	-
Stage 2	-	-	-	-	-	-	*352	311	-	300	141	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.9	51.2	26.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	121	* 876	-	-	366	-	-	172
HCM Lane V/C Ratio	0.369	0.002	-	-	0.09	-	-	0.006
HCM Control Delay (s)	51.2	9.1	0.2	-	15.8	2.6	-	26.1
HCM Lane LOS	F	A	A	-	C	A	-	D
HCM 95th %tile Q(veh)	1.5	0	-	-	0.3	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
7: Middaugh Avenue & Ogden Avenue 07/28/2023

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑			↑↑↑	
Traffic Vol, veh/h	0	1507	17	20	1260	0	8	0	64	2	0	2
Future Vol, veh/h	0	1507	17	20	1260	0	8	0	64	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	2	0	0	0	4	0	0	0
Mvmt Flow	0	1638	18	22	1370	0	9	0	70	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1370	0	0	1656	0	0	2376	3061	828	2233	3070	685
Stage 1	-	-	-	-	-	-	1647	1647	-	1414	1414	-
Stage 2	-	-	-	-	-	-	729	1414	-	819	1656	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.98	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.34	3.5	4	3.3
Pot Cap-1 Maneuver	*840	-	-	395	-	-	*27	*6	310	*44	*6	*559
Stage 1	-	-	-	-	-	-	*105	*158	-	*528	*462	-
Stage 2	-	-	-	-	-	-	*528	*462	-	*340	*157	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*840	-	-	395	-	-	*22	*5	310	*28	*4	*559
Mov Cap-2 Maneuver	-	-	-	-	-	-	*82	*102	-	*162	*91	-
Stage 1	-	-	-	-	-	-	*105	*158	-	*528	*354	-
Stage 2	-	-	-	-	-	-	*403	*354	-	*264	*157	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	27.5	19.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	* 840	-	-	395	-	-	251
HCM Lane V/C Ratio	0.33	-	-	-	0.055	-	-	0.017
HCM Control Delay (s)	27.5	0	-	-	14.6	1.7	-	19.6
HCM Lane LOS	D	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
8: Linscott Avenue & Grant Street 07/28/2023

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	106	7	3	135	26	8
Future Vol, veh/h	106	7	3	135	26	8
Conflicting Peds, #/hr	0	45	45	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	14	0	5	0	0
Mvmt Flow	166	11	5	211	41	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	222	0	438	219
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	221	-
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	-	-	1359	-	580	826
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	553	789
Mov Cap-2 Maneuver	-	-	-	-	553	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1301	-
HCM Lane V/C Ratio	0.089	-	-	0.004	-
HCM Control Delay (s)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
9: Saratoga Avenue & School Access Drive/Sherman Street 08/07/2023

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	7	38	0	34	7	319	24	6	244	6
Future Vol, veh/h	6	0	7	38	0	34	7	319	24	6	244	6
Conflicting Peds, #/hr	4	0	0	0	0	4	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	100	0	100	0	0	0	100	6	0	17	4	100
Mvmt Flow	8	0	9	49	0	44	9	414	31	8	317	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	811	802	321	792	791	436	325	0	0	447	0	0
Stage 1	337	337	-	450	450	-	-	-	-	-	-	-
Stage 2	474	465	-	342	341	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.2	7.1	6.5	6.2	5.1	-	-	4.27	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	4.2	3.5	4	3.3	3.1	-	-	2.353	-	-
Pot Cap-1 Maneuver	223	322	655	324	327	625	898	-	-	1038	-	-
Stage 1	610	686	-	592	575	-	-	-	-	-	-	-
Stage 2	423	566	-	768	683	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	203	314	655	314	319	621	898	-	-	1036	-	-
Mov Cap-2 Maneuver	203	314	-	314	319	-	-	-	-	-	-	-
Stage 1	602	680	-	583	566	-	-	-	-	-	-	-
Stage 2	386	558	-	751	677	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	16.4	0.2	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	323	410	1036	-	-
HCM Lane V/C Ratio	0.01	-	-	0.052	0.228	0.008	-	-
HCM Control Delay (s)	9.1	0	-	16.8	16.4	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0	-	-

HCM 6th TWSC
10: Saratoga Avenue & Herrick School Loop Exit/High School Lot 07/31/2023

Intersection	
Int Delay, s/veh	17.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	107	0	96	60	0	73	0	286	63	79	130	0
Future Vol, veh/h	107	0	96	60	0	73	0	286	63	79	130	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	2	2	2	12	2	14	2	1	0	0	5	2
Mvmt Flow	155	0	139	87	0	106	0	414	91	114	188	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	929	921	188	946	876	460	-	0	0	505	0	0
Stage 1	416	416	-	460	460	-	-	-	-	-	-	-
Stage 2	513	505	-	486	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.22	6.52	6.34	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.22	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.22	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.608	4.018	3.426	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	246	265	927	230	284	577	0	-	-	1070	-	0
Stage 1	642	602	-	563	566	-	0	-	-	-	-	0
Stage 2	544	540	-	565	602	-	0	-	-	-	-	0
Platoon blocked, %	1	1	1	1	1			-	-		-	
Mov Cap-1 Maneuver	183	233	927	178	250	577	-	-	-	1070	-	-
Mov Cap-2 Maneuver	183	233	-	178	250	-	-	-	-	-	-	-
Stage 1	642	530	-	563	566	-	-	-	-	-	-	-
Stage 2	444	540	-	423	530	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.6	39.8	0	3.3
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	183	927	287	1070	-
HCM Lane V/C Ratio	-	-	0.847	0.15	0.672	0.107	-
HCM Control Delay (s)	-	-	83.5	9.6	39.8	8.8	0
HCM Lane LOS	-	-	F	A	E	A	A
HCM 95th %tile Q(veh)	-	-	6.1	0.5	4.5	0.4	-

HCM 6th TWSC
11: North School Access /Middaugh Avenue 07/28/2023

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	138	0	3	21	0
Future Vol, veh/h	0	0	0	0	0	1	0	138	0	3	21	0
Conflicting Peds, #/hr	3	0	2	2	0	3	1	0	8	8	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	47	47	47	47	47	47	47	47	47
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	0	0	0	0	0	2	0	294	0	6	45	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	356	360	48	361	360	305	46	0	0	302	0	0
Stage 1	58	58	-	302	302	-	-	-	-	-	-	-
Stage 2	298	302	-	59	58	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	603	570	1027	598	570	740	1575	-	-	1270	-	-
Stage 1	959	851	-	712	668	-	-	-	-	-	-	-
Stage 2	715	668	-	958	851	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	562	1024	590	562	732	1574	-	-	1260	-	-
Mov Cap-2 Maneuver	597	562	-	590	562	-	-	-	-	-	-	-
Stage 1	958	846	-	706	663	-	-	-	-	-	-	-
Stage 2	711	663	-	951	846	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.9	0	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1574	-	-	-	732	1260	-	-
HCM Lane V/C Ratio	-	-	-	-	0.003	0.005	-	-
HCM Control Delay (s)	0	-	-	0	9.9	7.9	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

HCM 6th TWSC
13: Middaugh Avenue & Lincoln Street 07/28/2023

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	45	117	5	18	59
Future Vol, veh/h	9	45	117	5	18	59
Conflicting Peds, #/hr	0	4	0	4	21	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	47	123	5	19	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	247	151	0	0	149	0
Stage 1	147	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	741	895	-	-	1432	-
Stage 1	880	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	874	-	-	1403	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1403	-
HCM Lane V/C Ratio	-	-	0.067	0.014	-
HCM Control Delay (s)	-	-	9.6	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 6th TWSC
14: Saratoga Avenue & Herrick School Loop Entrance 07/28/2023

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	121	350	208	81
Future Vol, veh/h	0	0	121	350	208	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	228	660	392	153

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1585	469	545	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	1116	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	101	643	1014	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	65	643	1014	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1014	-	-	-	-
HCM Lane V/C Ratio	0.225	-	-	-	-
HCM Control Delay (s)	9.6	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Afternoon Peak Hour

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

08/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1417	65	115	1413	54	100	74	93	77	51	89
Future Volume (vph)	131	1417	65	115	1413	54	100	74	93	77	51	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	310		0	90		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	115			80			75			70		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99	0.97		0.97	0.98	
Frt		0.993			0.995			0.917			0.904	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3514	0	1703	3521	0	1719	1637	0	1805	1678	0
Flt Permitted	0.102			0.099			0.527			0.447		
Satd. Flow (perm)	194	3514	0	177	3521	0	944	1637	0	820	1678	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		757			730			455			655	
Travel Time (s)		14.7			14.2			12.4			17.9	
Confl. Peds. (#/hr)			1	1			8		31	31		8
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	6%	2%	0%	5%	0%	5%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1576	0	122	1560	0	106	178	0	82	149	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	9.5	23.0		9.5	26.0		32.0	32.0		31.0	31.0	
Total Split (s)	18.0	84.0		18.0	84.0		38.0	38.0		38.0	38.0	
Total Split (%)	12.9%	60.0%		12.9%	60.0%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	104.4	91.7		104.6	91.8		22.5	22.5		22.5	22.5	
Actuated g/C Ratio	0.75	0.66		0.75	0.66		0.16	0.16		0.16	0.16	

Lanes, Volumes, Timings
1: Saratoga Avenue & Ogden Avenue

08/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.53	0.68		0.50	0.68		0.70	0.68		0.63	0.55	
Control Delay	14.9	18.7		14.4	18.4		78.3	67.7		74.1	61.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.9	18.7		14.4	18.4		78.3	67.7		74.1	61.0	
LOS	B	B		B	B		E	E		E	E	
Approach Delay		18.4			18.1			71.6			65.7	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)	27	435		24	421		93	155		71	127	
Queue Length 95th (ft)	75	683		67	672		152	222		123	188	
Internal Link Dist (ft)		677			650			375			575	
Turn Bay Length (ft)	200			310			90			75		
Base Capacity (vph)	318	2302		295	2309		215	374		187	383	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.68		0.41	0.68		0.49	0.48		0.44	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Saratoga Avenue & Ogden Avenue

HCM 6th AWSC
2: Saratoga Avenue & Grant Street 07/28/2023

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	9	36	7	5	18	20	162	2	11	201	68
Future Vol, veh/h	67	9	36	7	5	18	20	162	2	11	201	68
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	3	0	0	43	20	33	0	8	0	27	0	2
Mvmt Flow	96	13	51	10	7	26	29	231	3	16	287	97
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	10.6	9.9	11.1	15.2
HCM LOS	B	A	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	60%	23%	4%
Vol Thru, %	88%	8%	17%	72%
Vol Right, %	1%	32%	60%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	112	30	280
LT Vol	20	67	7	11
Through Vol	162	9	5	201
RT Vol	2	36	18	68
Lane Flow Rate	263	160	43	400
Geometry Grp	1	1	1	1
Degree of Util (X)	0.372	0.252	0.076	0.58
Departure Headway (Hd)	5.092	5.668	6.363	5.224
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	634	562	696
Service Time	3.122	3.705	4.409	3.224
HCM Lane V/C Ratio	0.372	0.252	0.077	0.575
HCM Control Delay	11.1	10.6	9.9	15.2
HCM Lane LOS	B	B	A	C
HCM 95th-tile Q	1.7	1	0.2	3.8

HCM 6th AWSC
3: Middaugh Avenue & Grant Street

08/07/2023

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	38	16	23	45	7	19	12	44	10	30	11
Future Vol, veh/h	4	38	16	23	45	7	19	12	44	10	30	11
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Heavy Vehicles, %	8	8	0	13	0	0	0	12	0	0	11	0
Mvmt Flow	8	72	30	43	85	13	36	23	83	19	57	21
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	8.4	8.9	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	7%	31%	20%
Vol Thru, %	16%	66%	60%	59%
Vol Right, %	59%	28%	9%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	58	75	51
LT Vol	19	4	23	10
Through Vol	12	38	45	30
RT Vol	44	16	7	11
Lane Flow Rate	142	109	142	96
Geometry Grp	1	1	1	1
Degree of Util (X)	0.17	0.14	0.188	0.122
Departure Headway (Hd)	4.314	4.591	4.788	4.572
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	780	749	783
Service Time	2.343	2.626	2.823	2.604
HCM Lane V/C Ratio	0.171	0.14	0.19	0.123
HCM Control Delay	8.2	8.4	8.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.7	0.4

HCM 6th AWSC
4: Oakwood Avenue & Grant Street

07/28/2023

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	19	8	4	29	28	15	14	11	27	28	4
Future Vol, veh/h	6	19	8	4	29	28	15	14	11	27	28	4
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	0	0	13	0	4	4	0	0	0	4	0	0
Mvmt Flow	9	29	12	6	44	42	23	21	17	41	42	6
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	7.5	7.5	7.5	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	18%	7%	46%
Vol Thru, %	35%	58%	48%	47%
Vol Right, %	28%	24%	46%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	33	61	59
LT Vol	15	6	4	27
Through Vol	14	19	29	28
RT Vol	11	8	28	4
Lane Flow Rate	61	50	92	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.059	0.101	0.107
Departure Headway (Hd)	4.125	4.223	3.934	4.312
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	853	895	822
Service Time	2.216	2.223	2.031	2.391
HCM Lane V/C Ratio	0.071	0.059	0.103	0.108
HCM Control Delay	7.5	7.5	7.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0.4

HCM 6th AWSC
5: Seely Avenue & Grant Street 07/28/2023

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	9	3	32	31	17	6	31	14	4	32	11
Future Vol, veh/h	9	9	3	32	31	17	6	31	14	4	32	11
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	9	3	34	33	18	6	33	15	4	34	12
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	7.4	7.6	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	43%	40%	9%
Vol Thru, %	61%	43%	39%	68%
Vol Right, %	27%	14%	21%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	21	80	47
LT Vol	6	9	32	4
Through Vol	31	9	31	32
RT Vol	14	3	17	11
Lane Flow Rate	54	22	84	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.026	0.096	0.055
Departure Headway (Hd)	4.016	4.179	4.083	4.038
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	849	872	879
Service Time	2.079	2.242	2.133	2.101
HCM Lane V/C Ratio	0.061	0.026	0.096	0.056
HCM Control Delay	7.3	7.4	7.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

HCM 6th TWSC
6: Oakwood Avenue & Ogden Avenue 07/28/2023

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑↑↑			↑↑↑	
Traffic Vol, veh/h	2	1387	53	25	1664	1	23	0	42	0	0	1
Future Vol, veh/h	2	1387	53	25	1664	1	23	0	42	0	0	1
Conflicting Peds, #/hr	10	0	4	4	0	10	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	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	2	0	3	100	5	0	2	0	0	0
Mvmt Flow	2	1445	55	26	1733	1	24	0	44	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1744	0	0	1504	0	0	2400	3277	754	2523	3304	877
Stage 1	-	-	-	-	-	-	1481	1481	-	1796	1796	-
Stage 2	-	-	-	-	-	-	919	1796	-	727	1508	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.6	6.5	6.94	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.55	4	3.32	3.5	4	3.3
Pot Cap-1 Maneuver	*598	-	-	451	-	-	*38	*1	352	*22	*1	*398
Stage 1	-	-	-	-	-	-	*128	*191	-	*376	*329	-
Stage 2	-	-	-	-	-	-	*371	*329	-	*386	*185	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*592	-	-	449	-	-	-	*0	351	-	*0	*395
Mov Cap-2 Maneuver	-	-	-	-	-	-	*~ -3	~	-	*151	*0	-
Stage 1	-	-	-	-	-	-	*125	*186	-	*364	*0	-
Stage 2	-	-	-	-	-	-	-	*0	-	*331	*180	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	6.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	* 592	-	-	449	-	-	-
HCM Lane V/C Ratio	-	0.004	-	-	0.058	-	-	-
HCM Control Delay (s)	-	11.1	0.1	-	13.5	6.6	-	-
HCM Lane LOS	-	B	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
7: Middaugh Avenue & Ogden Avenue 07/28/2023

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1391	14	24	1598	0	17	0	57	7	0	8
Future Vol, veh/h	0	1391	14	24	1598	0	17	0	57	7	0	8
Conflicting Peds, #/hr	7	0	4	4	0	7	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	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	6	0	0	0
Mvmt Flow	0	1464	15	25	1682	0	18	0	60	7	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1689	0	0	1483	0	0	2367	3215	744	2471	3222	848
Stage 1	-	-	-	-	-	-	1476	1476	-	1739	1739	-
Stage 2	-	-	-	-	-	-	891	1739	-	732	1483	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.02	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.36	3.5	4	3.3
Pot Cap-1 Maneuver	*631	-	-	460	-	-	*42	*2	348	*27	*2	*420
Stage 1	-	-	-	-	-	-	*135	*192	-	*397	*347	-
Stage 2	-	-	-	-	-	-	*397	*347	-	*383	*191	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*627	-	-	458	-	-	*~ 12	*0	347	*~ 7	*0	*418
Mov Cap-2 Maneuver	-	-	-	-	-	-	*45	*41	-	*156	*39	-
Stage 1	-	-	-	-	-	-	*134	*191	-	*394	*58	-
Stage 2	-	-	-	-	-	-	*65	*58	-	*317	*190	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5.5	61.3	21.5
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	137	* 627	-	-	458	-	-	234
HCM Lane V/C Ratio	0.569	-	-	-	0.055	-	-	0.067
HCM Control Delay (s)	61.3	0	-	-	13.3	5.4	-	21.5
HCM Lane LOS	F	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	2.9	0	-	-	0.2	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
8: Linscott Avenue & Grant Street 07/28/2023

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	16	11	74	6	23
Future Vol, veh/h	84	16	11	74	6	23
Conflicting Peds, #/hr	0	1	49	0	3	25
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	53	53	53	53	53	53
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	158	30	21	140	11	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	237	0	407	247
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	185	-
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	-	-	1342	-	604	797
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1279	-	564	742
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	834	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	-	-	1279	-
HCM Lane V/C Ratio	0.079	-	-	0.016	-
HCM Control Delay (s)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 6th TWSC
9: Saratoga Avenue & School Access Drive/Sherman Street 08/07/2023

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	7	53	0	36	7	219	26	13	205	6
Future Vol, veh/h	6	0	7	53	0	36	7	219	26	13	205	6
Conflicting Peds, #/hr	0	0	0	1	0	18	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	100	0	100	2	0	0	100	4	0	0	4	100
Mvmt Flow	8	0	9	72	0	49	9	296	35	18	277	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	691	667	282	656	654	333	285	0	0	332	0	0
Stage 1	317	317	-	333	333	-	-	-	-	-	-	-
Stage 2	374	350	-	323	321	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	7.2	7.12	6.5	6.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	4.2	3.518	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	280	395	670	407	403	713	925	-	-	1239	-	-
Stage 1	606	691	-	681	647	-	-	-	-	-	-	-
Stage 2	488	636	-	761	687	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	250	384	669	392	391	700	925	-	-	1238	-	-
Mov Cap-2 Maneuver	250	384	-	392	391	-	-	-	-	-	-	-
Stage 1	598	679	-	672	639	-	-	-	-	-	-	-
Stage 2	441	628	-	737	676	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	15.1	0.2	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	925	-	-	377	477	1238	-	-
HCM Lane V/C Ratio	0.01	-	-	0.047	0.252	0.014	-	-
HCM Control Delay (s)	8.9	0	-	15	15.1	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

HCM 6th TWSC
10: Saratoga Avenue & Herrick School Loop Exit/High School Lot 07/31/2023

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	0	61	18	0	47	0	226	20	20	201	0
Future Vol, veh/h	62	0	61	18	0	47	0	226	20	20	201	0
Conflicting Peds, #/hr	0	0	0	2	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	6	0	3	55	25	2	0
Mvmt Flow	85	0	84	25	0	64	0	310	27	27	275	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	685	666	277	697	653	324	-	0	0	337	0	0
Stage 1	329	329	-	324	324	-	-	-	-	-	-	-
Stage 2	356	337	-	373	329	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.26	-	-	-	4.35	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.354	-	-	-	2.425	-	-
Pot Cap-1 Maneuver	389	395	866	380	404	708	0	-	-	1104	-	0
Stage 1	759	681	-	692	653	-	0	-	-	-	-	0
Stage 2	666	645	-	712	681	-	0	-	-	-	-	0
Platoon blocked, %	1	1	1	1	1			-	-		-	
Mov Cap-1 Maneuver	346	384	864	335	392	708	-	-	-	1104	-	-
Mov Cap-2 Maneuver	346	384	-	335	392	-	-	-	-	-	-	-
Stage 1	759	662	-	692	653	-	-	-	-	-	-	-
Stage 2	605	645	-	623	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	13	0	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	864	541	1104	-
HCM Lane V/C Ratio	-	-	0.245	0.097	0.165	0.025	-
HCM Control Delay (s)	-	-	18.8	9.6	13	8.3	0
HCM Lane LOS	-	-	C	A	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.3	0.6	0.1	-

HCM 6th TWSC
11: North School Access /Middaugh Avenue 07/28/2023

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	1	0	2	0	85	0	3	29	1
Future Vol, veh/h	2	0	0	1	0	2	0	85	0	3	29	1
Conflicting Peds, #/hr	0	0	12	12	0	0	4	0	8	8	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	55	55	55	55	55	55	55	55	55
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	0	0
Mvmt Flow	4	0	0	2	0	4	0	155	0	5	53	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	225	231	70	239	232	163	59	0	0	163	0	0
Stage 1	68	68	-	163	163	-	-	-	-	-	-	-
Stage 2	157	163	-	76	69	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	735	672	998	719	672	887	1558	-	-	1428	-	-
Stage 1	947	842	-	844	767	-	-	-	-	-	-	-
Stage 2	850	767	-	938	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	727	661	983	703	661	880	1552	-	-	1417	-	-
Mov Cap-2 Maneuver	727	661	-	703	661	-	-	-	-	-	-	-
Stage 1	943	835	-	837	761	-	-	-	-	-	-	-
Stage 2	846	761	-	924	834	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9.5	0	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	727	812	1417	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.007	0.004	-	-
HCM Control Delay (s)	0	-	-	10	9.5	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

HCM 6th TWSC
13: Middaugh Avenue & Lincoln Street 07/28/2023

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	30	42	8	9	58
Future Vol, veh/h	18	30	42	8	9	58
Conflicting Peds, #/hr	0	10	0	10	49	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	32	44	8	9	61

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	176	107	0	0	101	0
Stage 1	97	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	814	947	-	-	1491	-
Stage 1	927	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	770	894	-	-	1421	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1421	-
HCM Lane V/C Ratio	-	-	0.06	0.007	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 6th TWSC
14: Saratoga Avenue & Herrick School Loop Entrance 07/28/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	77	252	220	45
Future Vol, veh/h	0	0	77	252	220	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	145	475	415	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1223	458	500	0	-	0
Stage 1	458	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	182	654	1060	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	148	654	1060	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1060	-	-	-	-
HCM Lane V/C Ratio	0.137	-	-	-	-
HCM Control Delay (s)	8.9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	-

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

November 6, 2023, 7:00 P.M.

23-PCE-0026: A PETITION SEEKING APPROVAL OF THE FOLLOWING ITEMS: 1) A MAP AMENDMENT FROM R-4, RESIDENTIAL DETACHED HOUSE 4 AND R-6, RESIDENTIAL APARTMENT/ CONDO 6, TO INP-2, CAMPUS-SCALE INSTITUTIONAL AND PUBLIC DISTRICT AT HERRICK MIDDLE SCHOOL; 2) INSTITUTIONAL MASTER PLAN FOR HERRICK MIDDLE SCHOOL; AND A 3) PLAT OF VACATION OF PUBLIC RIGHTS-OF-WAY. HERRICK MIDDLE SCHOOL IS LOCATED AT THE SOUTHWEST INTERSECTION OF SHERMAN STREET AND SARATOGA AVENUE, COMMONLY KNOWN AS 4435 MIDDAUGH AVENUE, DOWNERS GROVE, IL (PINS: 09-06-406-023, 09-06-408-010, 09-06-409-010, -011 AND 09-06-410-002, -004, -005, -006, -007, -010, -011). WIGHT & COMPANY, PETITIONER AND DOWNERS GROVE GRAD SCHOOL DISTRICT 58, OWNER

Dr. Kevin Russell, District 58 Superintendent, discussed the proposal for Herrick Middle School for a zoning map amendment, institutional master plan, and plat of vacation. He discussed some of the biggest components, including overhauling the entire HVAC system, bringing sixth graders over to the middle schools, and addressing critical infrastructure, including plumbing and electrical. He discussed guiding principles and reasoning for the proposal, including flexibility, to offer a variety of courses for the students, have a safe and sustainable environment, and to create welcoming spaces to learn.

Amy Tiberi, architect with Wight & Company, first discussed Herrick's Middle School and the sustainability initiatives and noted they looked at landscaping, infiltration systems, safe ways to move around the site, bike racks, air quality and energy, and increasing ventilation throughout the building. Ms. Tiberi discussed the current zoning. She said the current zoning request did not affect the property in any way and the property was suitable for institutional use. She assured that the proposed use would benefit the community and would not cause any negative impacts to health, safety, or general welfare in the area.

David Evans, engineer with Wight & Company, discussed vacating three separate areas and showed aerial views of the site for reference. He provided a summary of the setbacks in the transitional areas. He discussed the proposed site plan, including expansion of the west parking lot for additional parking, building additions, bus parking lot, and a loop drive along the east side of the school. He displayed and explained the proposed stormwater management, best management green infrastructure practices, underground retention system, and drop-off for vehicles and buses to increase safety.

Amy Tiberi then went through the proposed look of the building. She said they were requesting a deviation from height to allow daylight into the center of the school and to get some natural daylight into the interior classroom spaces. She provided an overview of the proposed additions including the entrance and overhang, a two-story classroom addition, additional parent drop-off area entrance, storm shelter addition to the gym and event space, bus loop, and visitor parking.

Peter Kuhn, construction manager with Bulley & Andrews, stated they would keep the community informed on the schedule, drawings, progress photos of the construction, and give real time updates from a construction standpoint. He said they were scheduled to start in March 2024, with the overall project to be completed by January 2026, with sixth graders to move over in August 2026. He noted they would not have any construction deliveries during drop-off or pickup times.

Chairman Rickard opened up the meeting to public comment.

Trisha Catalina (ph) asked how they were going to prevent people from cutting through the parking lot addition because there was a smaller street with no parking there. She also asked if they were going to cut down or keep the trees up for privacy reasons.

Chairman Rickard asked for the staff report.

Flora Leon, Senior Planner with Village of Downers Grove, discussed the petition. She stated the existing zoning was predominantly R-4 and one R-6 parcel. She said they sent out all mailed notices to all residents within 250 feet of the site and a legal notice in the newspaper. She said they received two inquiries requesting more information and wanted to know how it would affect their road access. She said the petitioner held one neighborhood meeting. She displayed and explained the proposed map amendment with a master plan that provided framework of a development that protected the character and integrity of the adjacent uses with flexibility for development. Ms. Leon stated the plan created regulations for two areas within the master plan, the interior site area and the transition area. She also noted and discussed the entrance addition, classroom addition, gym and storm shelter addition, kitchen addition, expansion of the western parking lot, a new bus parking lot, and circle drive. She discussed traffic and circulation, stormwater improvements. Lastly, she provided the approval criteria for the case and noted that staff did recommend approval of the case.

Chairman Rickard asked if the skylight addition fell within the interior lot area. Ms. Leon stated that was correct.

Chairman Rickard called the petitioner up to address any comments or questions and provide any closing statements.

Dr. Kevin Russell said the interior of the building is where they would be going above the height limit and the skylight would provide light into the library and interior rooms. He said the District intended to keep as many trees as possible unless necessary and most traffic would be entering off of Saratoga and exiting out of Linscott. He said one of the reasons for the loop was to help with traffic.

Commissioner Toth said it seemed very appropriate and did not have any problems with it.

Commissioner Dmytryszyn said the petitioner had done a good job of trying to provide a means to alleviate some of the traffic congestion with a sound design and said improving the stormwater was a benefit to the community. He said he believed all standards had been met.

Commissioner Frankovic said stormwater infrastructure would be beneficial and the extra entrances would help with traffic. She stated she believed all standards had been met.

Chairman Richard said the petitioner did a good job of addressing all the standards and agreed they had been met and supported it.

BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, COMMISSIONER DMYTRYSZYN MADE A MOTION THAT FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR THE RIGTH OF WAY, VACATION, AND INSTUTIONAL MASTER PLAN AND MAP AMENDMENT TO REZONE THE PROPERTY FROM R-4, RESIDENTIAL DETACHED HOUSE 4 AND R-6 RESIDENTIAL APARTMENT/CONDO 6 TO INP-2, CAMPUS-SCALE INSTITUTIONAL AND PUBLIC DISTRICT AS REQURIED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST AND THEREFORE THAT THE PLAN COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF 23-PCE-0026, SUBJECT TO CONDITIONS 1-4 OF STAFF PROPOSAL.

SECOND BY COMMISSIONER FRANKOVIC

ROLL CALL:

AYE: DMYTRYSZYN, FRANKOVIC, K. PATEL, V. PATEL, TOTH, ROCHE, BOYLE, CHAIRMAN RICKARD

NAY: NONE

MOTION APPROVED. VOTE: 8-0

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)