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

SUBJECT:	SUBMITTED BY:
Zoning Map Amendment, Institutional Master Plan at O'Neill Middle School, 635 59th Street	Stan Popovich, AICP Director of Community Development

SYNOPSIS

Ordinances have been prepared to:

- Amend the zoning map to rezone the campus from R-1, Residential Detached House 1 to INP-2, Campus-Scale Institutional and Public District; and
- Adopt an Institutional Master Plan for O'Neill Middle School and Fairmount Elementary School Campus at 635 59th Street.

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 Village Council meeting. The Council requested that School District 58 provide additional information regarding the design and plan for bus operations on 59th Street as well as other options that were considered during the planning process.

An additional update from Wight & Company is attached to the end of this staff report.

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 O'Neill Middle School, the petitioner is proposing the following improvements:

- Main entrance addition (west façade)
- Gym/storm shelter addition (southwest façade)
- Kitchen addition (south façade)
- Classroom addition (east façade)
- South parking lot expansion
- New access point from Blodgett Avenue
- Various stormwater improvements

The petitioner is requesting a zoning map amendment to rezone the subject property from R-1, Residential Detached House 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. It should be noted that as part of this petition the petitioner is proposing improvements for O'Neill Middle School only and does not include any improvements for Fairmount Elementary School.

Map Amendment
O'Neill Middle School is located on 19.7 acres of land on the southwest corner of 59th Street and Blodgett Avenue. The property consists of the middle school to the north, shared recreational uses in the middle and Fairmount Elementary School to the south, with associated parking for all uses. The property housing O'Neill Middle School and Fairmount Elementary School is currently zoned R-1, Residential Detached Housing. 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 19 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 R-1 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: O'Neill and Fairmount Campus Regulations

Regulation Type	Requirement	Proposed
Building Coverage	32% maximum	15.9%
Open Space	N/A	60%
Floor Area Ratio	N/A	0.19
Transitional Area Building Height (within 150 feet of R zoning district)	35 feet	32 feet
Interior Area Building Height	35 feet	32 feet
Parking		
O'Neill	65 spaces	111 spaces
Fairmount	27 spaces	29 spaces (existing to remain)
O'Neill (Bicycle)	11 spaces	120 spaces
Fairmount (Bicycle)	2 spaces	90 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 Master Plan regulations:

Table 2: Relief Requested

Improvement	Relief Request	Petitioner's Rationale
Parking Lot	Requirement: Landscape island every 20 spaces. *Proposed: No landscape island for the southern row of parking*	No landscape island is proposed within the south row of 32 parking spaces to maximize the parking for the school. The entrance and exit drives off Fairmount have been extended to create a larger landscape island to offset the square footage of not having a center island within this parking row.

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.

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 four (4) inquiries from the public. Three of the inquiries were general in nature, requesting information about the project. The fourth inquirer expressed concern about the continuation of bus drop off along 59th Street.

During the public hearing, two (2) public comments were provided expressing concern about traffic circulation and parking. These were clarified by the petitioner during the meeting. Additionally, the Plan Commission requested a pedestrian connection from the middle school to the sidewalk that runs along the west property line of the campus. The petitioner has provided that sidewalk and an exhibit is attached showing the connection.

ATTACHMENTS

Update from Wight & Company
Ordinances
Aerial Map
Updated pedestrian connection plan showing western pedestrian connection
Staff Report with attachments dated November 6, 2023

Draft Minutes of the Plan Commission Hearing dated November 6, 2023

Downers Grove Grade School District 58
Referendum Projects
O'Neill Middle School – Safety Narrative
12/14/2023

INTRODUCTION

Downers Grove Grade School District 58 (D58) sought and received overwhelming 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.

O'Neill Middle School is located at 635 59th Street, within the Downers Grove community and embodies the notion of the neighborhood school concept. This facility currently serves approximately 430 students grades seventh and eighth with 70 staff. When sixth grade moves over to O'Neill Middle School, from D58's five feeder elementary schools, the anticipated future student enrollment projected is a total of 650 students with 86 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. However, in the past the current O'Neill building served an upwards of 650 total students. The District is familar with operating the school with additional students and the traffic that comes with increased enrollment.

The District has done its due diligence in seeking community involvement and understanding throughout the entire process. Prior to the community supporting this project back in November 2022, the District held multiple community engagement sessions. Shortly after the referendum passed (with 67% of the community in support), the District hosted a visioning session with the community to gain feedback for the projects. Additionally, in September of this year the District again invited neighbors and community members to see the plans and raise comments or concerns prior to presenting to the Village Plan Commission. The District received positive feedback at both the neighborhood meeting as well as the Plan Commission meeting.

The following paragraphs summarize the the proposed traffic operations and student safety improvements at O'Neill Middle School.

OPERATIONS

Traffic - AM

Buses currently utilize a lay-by lane located south side of 59th Street for AM drop off and PM staging/ pickup. When unloading students during the AM drop off, the buses release their stop sign which causes the traffic on 59th street (in both directions) to also stop. To reduced the resulting additional congestion on 59th Street, the school district, KLOA, Wight & Company and the Village discussed this matter with the Village requesting that the bus loading/staging be relocated from 59th Street to an internal location, particulary during the AM drop off period. To address this request, a new circulation road is proposed to extend along the south side of the school building between Blodgett Avenue and the expanded south parking lot where buses will drop off/pickup students south of the building. The new circulation road will be a one-way, westbound road and gated and controlled throughout the day for bus traffic only. Further,

the buses will drop off/pickup within that circulation road so the unloading/loading of students will be seperated from the parent drop off/pickup.

As proposed, all parents will utilize the south expanded parking lot for student drop off/pickup. By eliminating the use of the smaller west parking lot for parent drop off/pickup, at the intersection of Fairmount Avenue and 59th street will operate more efficiently by extending the queueing of parent traffic the entire length of the Faimount Avenue and in/around the expanded south parking lot. The south parking lot itself is dedicated to staff parking. Parents dropping off/picking up students will be forced to loop around the lot prior to dropping off/picking up their student. The south parking lot is expanding to the east to provide additional parking and queueing. The School will monitor the 59th Street lay-by lane to prohibit parent drop off/pickup. Additionally, the school will monitor parent drop off/pickup within the south parking lot to assure school proceedures are being followed. Violators will be notified by the school district on D58 traffic protocol identifying where acceptable drop off should occur.

Traffic – PM

The existing lay-by lane on 59th Street will remain and be expanded to the east to accommodate additional buses for PM bus pickup only. Busing will be stacked single file in a way where every bus lines up next to each other without space for pedestrians to cross out into 59th. School staff will also monitor students to assue school policies are being met.

The number of buses serving O'Neill is increasing to 19 total buses with the school expansion. The proposed east expansion of the 59th Street lay-by lane will accommodate 12 buses for PM staging and pickup. The other seven buses will stage along the new circulation road loacted on the south side of the school which will be restricted to one way westbound traffic flow. All students will load buses from the sidewalk adjacent to the bus loading lane and will never cross vehicular traffic. The seven buses staged in the new circulation road will be contained to this road and will be seperated from the parent drop off/pickup activity. When all buses in the drive are loaded and ready to be released, staff will hold parent traffic to allow the buses to exit onto Fairmount.

Parents will continue to use the south parking lot for PM pickup. Violators will be notified by the school district on D58 traffic protocol identifying where acceptable pickup should occur.

It is important to be noted that the parent drop off/pickup zone will have one loading lane and one through (by-pass) lane which will permit parents and buses to by-pass any vehicles that are unloading/loading students in the loading lane. In addition, each time a bus leaves the new circulation road, as the buses arrive and depart randomly in the AM, staff will hold parent traffic to allow the bus to exit the new circulation road into the through (by-pass) lane to travel through the south parking lot to Fairmount Avenue. In the afternoon, after all buses are loaded and ready to be released, staff will hold parent traffic to allow the all the buses to exit at once. Further, it is common for bus traffic and parent traffic to be co-mingled on school campuses, particularly schools with smaller campuses. Finally, the project team worked closely with Village staff on access to and from and circulation through the school campus and have received approval of the plan by both Village staff and the Village Plan Commission.

WHY ALTERNATIVE SOLUTIONS CONSIDERED WON'T WORK FOR O'NEILL

Alternative solutions to address pulling bussing off 59th street completely were considered and vetted by the District Administration; however they were not viable options.

North Bus Drive Loop

A North drive loop was considered to pull buses off 59th street completely but due to the total number of buses required to accommodate the students it would have to be a double stacking bus drive. The double stacked bus lane will cause safety concerns with students having to navigate through other buses to embark on their respective bus. There is also a concern this impacts too much green space in the front yard of O'Neill.

East Busing considerations off Blodgett Avenue

The East side of O'Neill Middle School is not ideal for creating a bus lot or loop as this side of the site has existing storm detention that serves the existing building and is planned to be expanded to be incorporated into the classroom addition's required storm detention. If improvements for busing where to occur on this side of the site major stormwater considerations would need to be taken into account and large underground detention chambers would need to be considered which would reduce green space and an opportunity for student learning on stormwater management. Not to mention the cost impact for this solution would be detrimental to the overall District budget and would not be able to be supported by the referendum dollars.

South Bus Lot

Expanding a dedicated bus lot to the south was considered; however due to the amount of green space the lot would take up would impede on the schools ability to deliver outdoor education, space for athletics, and space for overall outdoor activities before, after, and during school hours. This green space is shared with the local park district offering sports such as baseball and soccer. Limiting the green space in this area would be detramental to the community at large.

West

Unfortunately, the West side was not considered as a viable option for a bussing alternative due to the limited land and adjacency to Fairmount Avenue. Even if it was possible this would not be a good alternative because now 100% of the school's traffic will be entering down Fairmount Avenue and buses and vehicular traffic would be competing with one another even if separate lots were created.

WHY IS THE PROPOSED SOLUTION BEST FOR O'NEILL AND THE COMMUNITY

The proposed solution for O'Neill Middle School stands out as the optimal choice for addressing the challenges posed by the resulting increase in student population. By introducing a new bus drop-off point off Blodgett Avenue that is contained within the campus and re-routing parent traffic to the south expanded parking lot, the plan effectively mitigates congestion issues on 59th Street during morning and afternoon hours. The strategic allocation of bus and parent traffic, along with the implementation of safety measures such as gated drive aisles and expanded lanes, ensures a streamlined and secure flow of students. The careful consideration of alternative solutions, weighed against factors like safety, green space preservation, and cost implications, underscores the thoroughness of the decision-making process. In prioritizing both the functional needs of the school and the broader community's recreational and

environmental concerns, the proposed solution emerges as the most comprehensive and community-sensitive approach to enhancing O'Neill Middle School's infrastructure.

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

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

RECOMMENDATION FROM: Plan Commission **FILE REF:** 23-PCE-0027
(Board or Department)

NATURE OF ACTION:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE REZONING CERTAIN PROPERTY LOCATED AT 635 59th STREET FOR THE O'NEILL MIDDLE SCHOOL, as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance shall rezone 635 59th Street from R-1, Residential Detached House 1to INP-2, Campus-Scale Institutional and Public District.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

**AN ORDINANCE REZONING CERTAIN PROPERTY
LOCATED AT 635 59th STREET
FOR THE O'NEILL MIDDLE SCHOOL**

WHEREAS, the property located at the southwest corner of 59th Street and Blodgett Avenue, hereinafter described in Section 1 has been classified as "R-1, Residential Detached House 1" under the Zoning Ordinance of the Village of Downers Grove; and

WHEREAS, the owner or owners of said real estate have requested that such property be rezoned as hereinafter provided; and

WHEREAS, such petition was referred to the Plan Commission of the Village of Downers Grove, and said Plan Commission has given the required public notice, has conducted a public hearing respecting said petition on November 6, 2023 and has made its findings and recommendations all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and

WHEREAS, making due allowance for existing conditions, the conservation of property values, the development of the property in conformance to the official Comprehensive Plan of the Village of Downers Grove, and the current uses of the property affected, the Council, having considered the standards in Section 28.12.030(I), has determined that the proposed rezoning is for the public good and meets the standards for rezoning.

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

SECTION 1. The Zoning Map of the Village, pursuant to Section 28.12.030 of the Downers Grove Municipal Code, is hereby further amended by rezoning to "INP-2, Campus-Scale Institutional and Public District" the zoning classification of the following described real estate, to wit:

THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVENTEEN (17), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN. EXCEPT THAT PORTION TAKEN FOR ROAD RIGHT-OF-WAY PURPOSES AS SHOWN IN PLAT OF DEDICATION RECORDED OCTOBER 9, 1956 AS DOCUMENT NO. R1956-819355.

Commonly Known As: 635 59th Street, Downers Grove, IL

PINs: 09-17-400-004

SECTION 2. The official zoning map shall be amended to reflect the change in zoning classification effected by Section 1 of this ordinance, subject to the following conditions:

1. The Institutional Master Plan shall substantially conform to the staff report dated November 6, 2023 and with drawings prepared by Wight & Company dated May 18, 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. The petitioner shall complete a Plat of Dedication, dedicating the western thirty-three feet (33') feet of Blodgett Avenue, currently being used as public right of way, to the Village. Petitioner shall record the Plat of Dedication with DuPage County.

3. A Plat of Easement shall be required for modifications to the existing stormwater basin on the east side of the building and proposed stormwater basin under the south parking lot. Petitioner shall record the Plat of Easement with DuPage County once the infrastructure is constructed.

SECTION 3. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. 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

1\mw\ord.22\O/Neill-Rezone-23-PCE-0027

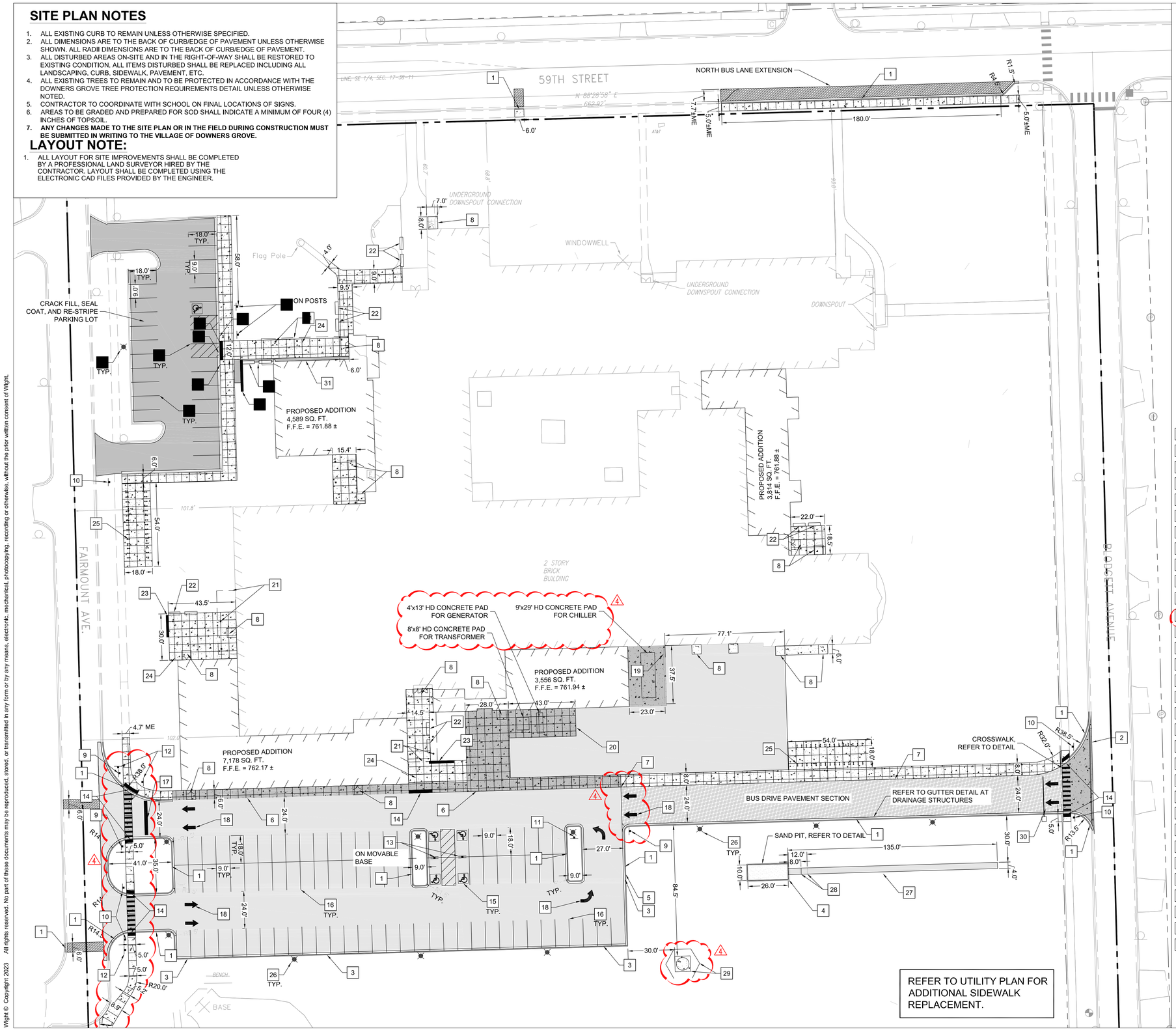

LYMAN AVE
59TH ST
FAIRMOUNT AVE
DEARBORN PKWY
60TH PL
CLYDE AVE
BLODGETT AVE
60TH ST
61ST ST
LYMAN AVE
SAGE AVE
R3
R1
N
0
135
270
540
Feet
635 59th Street - Location Map
Subject Property
Project Location

SITE PLAN NOTES

1. ALL EXISTING CURB TO REMAIN 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 IN ACCORDANCE WITH THE DOWNERS GROVE TREE PROTECTION REQUIREMENTS DETAIL UNLESS OTHERWISE NOTED.
5. CONTRACTOR TO COORDINATE WITH SCHOOL ON FINAL LOCATIONS OF SIGNS.
6. AREAS TO BE GRADED AND PREPARED FOR SOD 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.**

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.



LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- FULL DEPTH ROADWAY HMA PAVEMENT AND STONE BASE
- PCC SIDEWALK AND STONE BASE
- BUS DRIVE
- CRACK FILL, SEAL COAT AND RE-STRIPE PARKING LOT
- (XX) PARKING COUNT
- LIGHT POLE
- PROPERTY LINE

PROPOSED PARKING

	REGULAR	ADA
NORTHWEST PARKING LOT	25	2
SOUTH PARKING LOT	80	4
TOTAL PARKING	105	6

SITE KEY NOTES

1. B6.12 CURB AND GUTTER
2. DEPRESSED CURB AND GUTTER
3. MOUNTABLE CURB- 3"
4. FLUSH CURB
5. 3' CURB TRANSITION
6. CONCRETE SIDEWALK WITH THICKENED EDGE
7. INTEGRAL CURB AND SIDEWALK
8. FROST STOOP
9. DO NOT ENTER SIGN (R5-1 24"x24") ON NEW POST
10. ENTRANCE ONLY SIGN ON NEW POST
11. ONE WAY SIGN (R6-2L, 18"x12")
12. PEDESTRIAN CROSSING SIGN (S1-1)
13. ADA SIGN (24"x24")
14. ADA RAMP AND DETECTIBLE WARNINGS
15. ADA PARKING STRIPING, TYP.
16. 4" SOLID PARKING STRIPE, TRAFFIC WHITE PAINT
17. 24" STOP BAR, TRAFFIC WHITE PAINT
18. TRAFFIC ARROW, TRAFFIC WHITE PAINT
19. CHILLER SCREENING WALL, REFER TO ARCHITECTURE PLANS
20. MECHANICAL SCREENING WALL, REFER TO ARCHITECTURE PLANS
21. CANOPY AND FOUNDATIONAL SUPPORT COLUMNS, REFER TO ARCHITECTURE PLANS
22. CONCRETE BENCHES, REFER TO ARCHITECTURE PLANS
22. CONCRETE BENCHES, REFER TO ARCHITECTURE PLANS
23. MASONRY KNEE WALL, REFER TO ARCHITECTURE PLANS
24. REFER TO ARCHITECTURE PLANS FOR PROPOSED JOINT LAYOUT
25. BIKE RACK
26. LIGHT POLE, REFER TO ELECTRICAL PLANS
27. LONG JUMP
28. PAINTED TAKE OFF AREA, WHITE, 8" x 48"
29. DISCUS CONCRETE PAD & NETTING
30. 26' GATE ARM WITH ELECTRONIC CONTROL BOX
31. DECOMPOSED GRANITE, REFER TO ARCHITECTURE PLANS

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

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
4	ADDENDUM 4	11/15/2023
	ISSUE FOR BID - BG2	10/30/2023

O'NEILL Middle School Additions and Renovations

635 59TH ST
DOWNERS GROVE, IL 60516

SITE PLAN

Project Number: 220281
Drawn By: EN
Sheet: **C2.00**

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

SUBJECT:	TYPE:	SUBMITTED BY:
23-PCE-0027 635 59th Street O'Neill Middle School	Zoning Map Amendment and Institutional Master Plan	Emily Hepworth, AICP Planner

REQUEST
The petitioner is requesting the following approvals for O'Neill Middle School Campus:

1. A Zoning Map Amendment to rezone the campus from R-1, Residential Detached House 1 to INP-2, Campus-Scale Institutional and Public District; and
2. Institutional Master Plan

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 Rd. No. 200 NE
Downers Grove, IL 60516

PETITIONER: Kyle Buck
Wight & Company
2500 N. Frontage Road
Darien, IL 60561

PROPERTY INFORMATION

EXISTING ZONING: R-1, Residential Detached House 1
EXISTING LAND USE: Institutional
PROPERTY SIZE: 19.7 acres (858,500 square feet)
PIN: 09-17-400-004

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-3, Residential Detached House 3	Single Family Residential
SOUTH:	R-3, Residential Detached House 3	Single Family Residential
EAST:	R-3, Residential Detached House 3	Single Family Residential
WEST:	R-3, Residential Detached House 3	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 Dedication
6. Institutional Master Plan Drawings
7. Architectural Plans, Elevations, and Renderings
8. Engineering Plans
9. Landscaping Plan
10. Photometric Plan
11. Traffic Study

PROJECT DESCRIPTION

The petitioner is requesting a zoning map amendment to rezone the subject property from R-1, Residential Detached House 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.

O'Neill Middle School is located on 19.7 acres of land on the southwest corner of 59th Street and Blodgett Avenue. The property consists of the middle school to the north, shared recreational uses in the middle and Fairmount Elementary School to the south, with associated parking for all uses. Currently, the eastern property line extends to the centerline of Blodgett Avenue. A plat of dedication will be required dedicating the western 33 feet of Blodgett Avenue, currently being used as public right of way, to the Village. It should be noted that as part of this petition the petitioner is proposing improvements for O'Neill Middle School only and does not include improvements for Fairmount Elementary School.

The petitioner 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 include the following:

- Main entrance addition (west façade)
- Gym/storm shelter addition (southwest façade)
- Kitchen addition (south façade)
- Classroom addition (east façade)
- South parking lot expansion
- New access point from Blodgett Avenue
- Various stormwater improvements

O'Neill Middle School currently serves approximately 430 students between grades seven (7) and eight (8), with 70 staff members. The projected student enrollment with the addition of sixth (6th) grade is 650, with a total of 86 staff members. The petitioner's proposed improvements are intended to enhance educational needs inside the facility while also enhancing public safety and accessibility. As noted above, Fairmount Elementary School is located directly south of the athletic fields on the same property. No improvements are proposed for Fairmount Elementary School as a part of this project.

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 O'Neill 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
The property housing O'Neill Middle School and Fairmount Elementary School is currently zoned R-1, Residential Detached Housing. 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, this would be the development regulations of the R-1 zoning district to the west, and the R-3 zoning district to the north, south, and east. Any improvements after the first 150 feet of residential zoning 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: O'Neill and Fairmount Campus Regulations

Regulation Type	**Requirement**	**Proposed**
Building Coverage	32% maximum	15.9%
Open Space	N/A	60%
Floor Area Ratio	N/A	0.19
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O'Neill (Bicycle)	11 spaces	120 spaces
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COMPLIANCE WITH ZONING ORDINANCE

Zoning Map Amendment
Being that the size of the proposed INP-2 zoning district is over 19 acres and the subject property is primarily institution and public uses, the requested zoning map amendment is consistent with large public, civic and institutional uses as described. The petitioner has identified that the following land uses will be conducted on the campus:

- Schools, Associated Parking
- Parks and Recreational Fields

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

Table 2: O'Neill Proposed Building Additions

		Height		Setback	
Addition/Improvement	**Campus Area**	**Required**	**Proposed**	**Required**	**Proposed**
Main Entrance Addition	Transition	35' (max)	23'11"	10'	130'6"
Classroom Addition	Interior	35' (max)	13'9"	30'	162'4"
Storm Shelter Addition	Transition	35' (max)	32'	10'	63'8"
Kitchen Addition	Interior	35' (max)	14'	N/A	N/A

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 zoning districts. The location of the transitional areas are shown on the attached Zoning Exhibit/Institutional Master Plan drawings. The existing buildings and structures were approved and lawfully constructed under previous zoning ordinances and remain conforming. The location of existing structures within the transitional area include the O'Neill Middle School Building and Fairmount Elementary School Buildings and are shown on Sheet EXH3. As demonstrated in Table 2, the Main Entrance and Storm Shelter additions are the only additions proposed within the transition area.

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. A classroom addition and a kitchen addition are proposed in the interior setback.

Landscaping
It should be noted that the petitioner will meet all landscaping requirements, with the exception of the proposed deviation:

Table 3: O'Neill Proposed Deviation

Improvement	**Relief Request**	**Petitioner's Rationale**
Parking Lot	Requirement: Landscape island every 20 spaces. *Proposed: No landscape island for the southern row of parking*	No landscape island is proposed within the south row of 32 parking spaces to maximize the parking for the school. The entrance and exit drives off Fairmount have been extended to create a larger landscape island to offset the square footage of not having a center island within this parking row.

Lighting
Additional exterior lighting is proposed for the expanding parking area. A photometric study submitted by the petitioner shows compliance with the current standards.

Signage
With the Institutional Master Plan approval the petitioner is seeking approval of certain sign locations as demonstrated in the master sign package. The sign package includes an assortment of wall signage, ground signage and incidental signage to the primary identification signs for O'Neill Middle School. Please note that no sign changes are planned for Fairmount and not included in this request.

Lighting
Additional exterior lighting is proposed to be provided for the new drive aisle from Blodgett Avenue. A photometric study submitted by the petitioner shows compliance with the current standards.

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
O'Neill Middle School has two existing parking lots, one to the west of the building and one to the south, both of which are accessed from Fairmount Avenue. The following summarizes the proposed modifications to the school's circulation and parking systems:

- The south parking lot is proposed to be expanded further east, which will increase the total parking for O'Neill to 111 parking spaces. No changes are proposed for the western parking lot.
- A circulation road is proposed to be located along the south side of the school that will extend between Blodgett Avenue and the expanded south parking lot. The proposed circulation road is to be restricted to westbound circulation only and will be used exclusively for school bus unloading/loading and emergency access. Gates and appropriate signage are proposed to be installed at each end of the circulation road to restrict eastbound traffic flow and to prohibit the use of the circulation road by other vehicles.
- The 59th Street bus parking lane, is proposed to be lengthened so that it generally extends the whole block between Fairmount Avenue and Blodgett Avenue and will accommodate the stacking of 12 large school buses.
- School bus unloading in the morning will occur exclusively via the proposed circulation road to be located along the south side of the school and the school bus loading in the afternoon is proposed to occur along both the 59th Street lay-by lane and the proposed circulation road.
- All student drop-off/pick-up activity is proposed to occur within the expanded south parking lot and will be restricted from occurring in the northwest parking lot. The student drop-off/pick-up zone is proposed to be located along the south side of the school and the north side of the parking lot. All parents/caregivers will have to travel to/from the school via Fairmount Avenue and its intersection with 59th Street.
- Multiple staff members will be located in the south lot, along the proposed circulation road, and along the 59th Street lay-by lane 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.

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 relocation of the school bus unloading, in the AM, from the 59th Street lay-by lane to the proposed circulation road to be located on the south side of the school will eliminate the additional delay and queue along 59th Street associated with the bus unloading. Furthermore, the relocation of the student drop-off/pick up activity from the northwest parking lot to the expanded south parking lot, will provide for significantly more stacking and reduce the queueing that occurs along 59th Street.

ENGINEERING/PUBLIC IMPROVEMENTS

The proposed improvements will require stormwater site runoff storage and post construction best management practices (PCBMP). For site runoff of this addition, proposed is a reconfiguration of the east at grade grass stormwater basin. The 1993 addition will be incorporated into the computations and capacity of this re-configured east basin. A new outlet control structure with restrictor is proposed with a connection to the existing north flowing storm sewer. An overflow will be constructed directing the overflow to the northeast matching existing drainage patterns. The PCBMP will be via an aggregate trench along the bottom slope of the basin.

Site runoff storage for the proposed main entrance addition, storm shelter addition, kitchen addition and the proposed south parking lot expansion with drive to Blodgett will be within the proposed underground stormwater detention system under the proposed parking lot.. As with any development, during the site permitting process, all plans will be reviewed to ensure complete compliance to the Stormwater and Floodplain Ordinance.

PUBLIC SAFETY REQUIREMENTS

The Fire Department reviewed the proposed institutional master plans and determined that there is sufficient access for emergency vehicles to access the existing campus. The Fire Department can use the existing parking lots and streets to access the individual buildings and overall campus.

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 received four (4) inquiries from the public. Three of the inquires were general in nature, requesting information about the project. The fourth inquirer expressed concern about the continuation of bus drop off along 59th Street.

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 for a Zoning Ordinance Map Amendment to rezone the properties from R-1, Residential Detached House 1 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 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 28.12.040.C.6 Review and Approval Criteria

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 Sec. 12.030.I.*
b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.*
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

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-0027:

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for the Zoning Map Amendment and Institutional Master Plan 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-0027, subject to the following conditions:

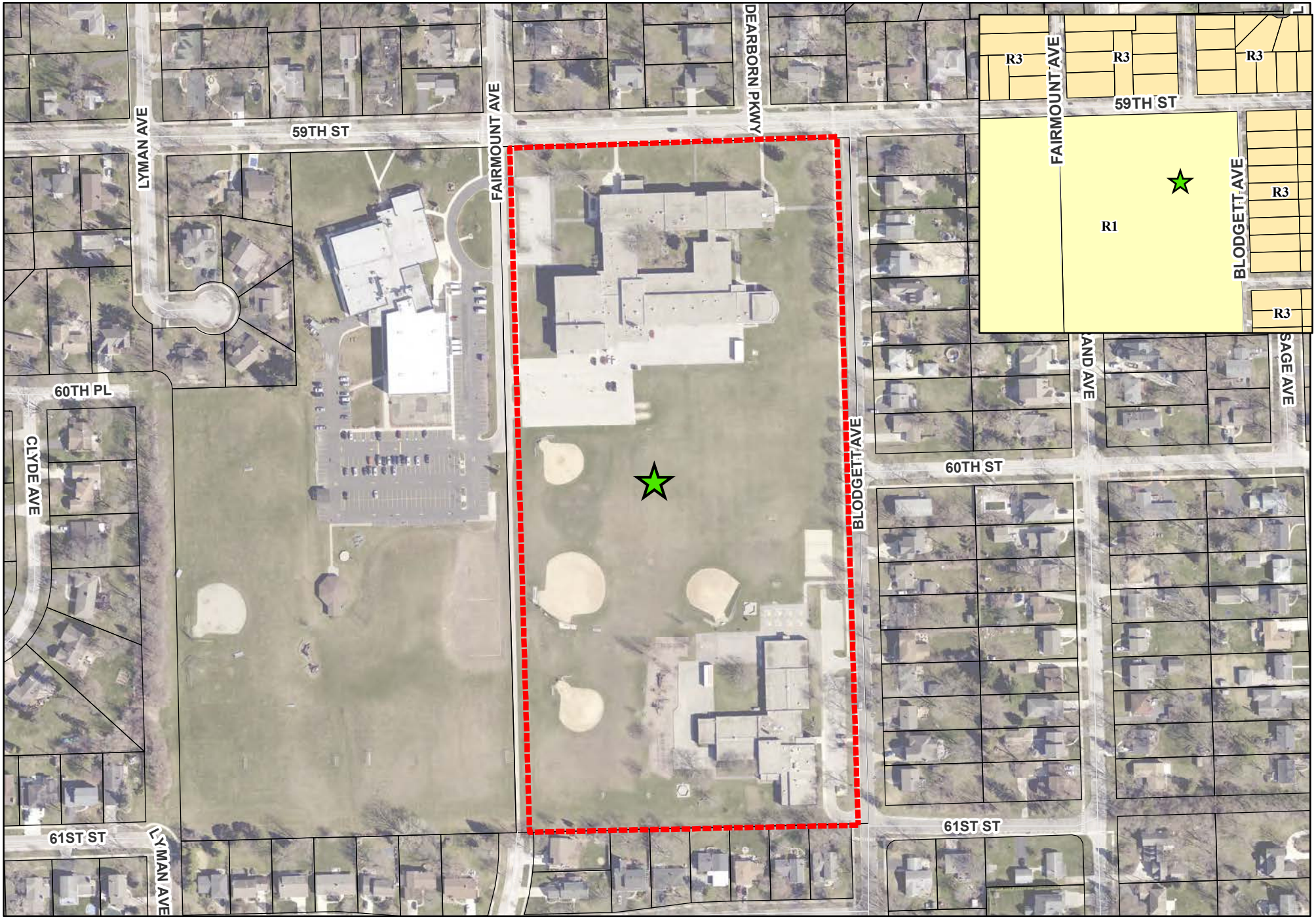
1. The Institutional Master Plan shall substantially conform to the staff report dated November 6, 2023 and with drawings prepared by Wight & Company dated May 18, 2023 and last revised on October 18, 2023 and attached to this staff report except as such plans may be modified to conform to Village Codes and Ordinances.
2. The petitioner shall complete a plat of dedication, dedicating the western 33 feet of Blodgett Avenue, currently being used as public right of way, to the Village.
3. A plat of easement is required for existing stormwater basin on the east side of the building and under the south parking lot and must be recorded with DuPage County once infrastructure is constructed.

Staff Report Approved By:

Stanley Popovich, AICP
Community Development Director

- SP:eh
-att

P:\P&CD\PROJECTS\PLAN COMMISSION\2023 PC Petition Files\23-PCE-0027 - 635 59th - District 58 O'Neill - Rezoning\23-PCE-0027_Staff Report.docx


59TH ST
LYMAN AVE
FAIRMOUNT AVE
DEARBORN PKWY
R3
R3
R3
FAIRMOUNT AVE
59TH ST
R1
BLODGETT AVE
R3
R3
60TH PL
CLYDE AVE
BLODGETT AVE
60TH ST
SAGE AVE
61ST ST
LYMAN AVE
61ST ST
N
0
135
270
540
Feet
635 59th Street - Location Map
Subject Property
Project Location

Downers Grove Grade School District 58
Referendum Projects
O'Neill 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.

O'Neill Middle School is located at 635 59th Street, within the Downers Grove community and embodies the notion of the neighborhood school concept. This facility currently serves approximately 430 students grades seventh and eight with 70 staff. When sixth grade moves over to O'Neill Middle School, from D58's five feeder elementary schools, the anticipated future student enrollment projected is a total of 650 students with 86 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 O'Neill Middle School from R-1 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. The O'Neill property is shared with Fairmount Elementary School under one PIN number and the lot will remain consolidated. The adjacent properties surrounding the site are single family housing and the YMCA – Community Center.

Fairmount elementary school currently serves roughly 320 students as a K-6th grade building. When sixth grade moves to O'Neill from the Fairmount facility the anticipated future student enrollment will decrease to approximately 270 students grade K-5th. Farimount Elementary School does not anticipate any building additions as part of this project; however, the building will have new HVAC systems installed to accommodate air condition on the existing building. Screening requirements per the village ordinance will be implemented for new units when applicable.

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

SITE/CIVIL DESIGN

Traffic - AM

Buses utilize a pull out lane south of 59th Street for AM drop off and PM staging pickup. During the AM drop off, the buses release their stop sign which causes the AM traffic of 59th street (in both directions) to also stop. The school district, KLOA, Wight & Company and the Village discussed this matter with the Village requesting the buses move off 59th Street in the AM only. To address, the proposed is a new drive off Blodgett Avenue where buses will enter and drop off south of the building. The existing pull out lane of 59th street will remain and be expanded to the east for PM bus Pickup only. All parents will utilize the south parking lot for drop off and pickup in the proposed improvements. The south parking lot is expanding to the east for longer queuing linear footage. The School will monitor the 59th Street pull out area so no parents drop off here. Violators will be notified by the school district on D58 traffic protocol identifying where acceptable drop off should occur.

Traffic – PM
The number of buses at O'Neill is increasing to 19 total buses. Proposed is an east expansion of the 59th Street pull out lane to accommodate 12 buses for PM staging and pickup. The other seven buses will stage along the new drive aisle off Blodgett Avenue which is a one way westbound pattern.
Parents will continue to use the south parking lot for PM pick up queuing. Violators will be notified by the school district on D58 traffic protocol identifying where acceptable pickup should occur.

Stormwater Management Systems
In accordance with the Village of Downers Grove Municipal Code Section 26, the proposed improvements of O'Neill's site and building additions will require stormwater site runoff storage and post construction best management practices (PCBMP). From site research, past improvements include a 1993 building addition within the southeast corner in which some stormwater detention was provided within a stormwater basin at grade in the east grass area.

A new classroom addition is proposed to the north of this addition. For site runoff of this addition, proposed is a reconfiguration of the east at grade grass stormwater basin. The 1993 addition will be incorporated into the computations and capacity of this re-configured east basin. A new outlet control structure with restrictor is proposed with a connection to the existing north flowing storm sewer. An overflow will be constructed directing the overflow to the northeast matching existing drainage patterns. The PCBMP will be via an aggregate trench along the bottom slope of the basin.

Site runoff storage for the proposed main entrance addition, storm shelter addition, kitchen addition and the proposed south parking lot expansion with drive to Blodgett will be within the proposed underground stormwater detention system under the proposed parking lot. The new sidewalk adjacent to the northwest parking lot will replace the existing HMA walks and match existing drainage towards this parking lot. Village code requires site runoff storage for the new walks. Existing building roof drainage re-routed into the underground detention system will be used as a "swap" area for the northwest walk area. A new outlet control structure with restrictor is proposed with a connection to the existing storm sewer at Blodgett and 60th Street. Existing contours indicate the area south of the school drains to the southeast towards this intersection. The Village has indicated that some overflow also travels west / northwest onto Fairmount. Thus, Wight will analyze two overflow structures for the system; one to the west and one to the east. PCBMP for the impervious areas will be via the aggregate under the system.

Within the fothcoming full DuPage tabular Stormwater Report, Wight will compute and model the PCBMP areas and drawdown time.

Parking Lot
The northwest lot will remain as existing except for a re-stripe of the parking lot to locate the ADA spaces closer to the main entrance.

The proposed improvements south of the building will remove the existing north parking row of the south parking lot. The south parking lot is being expanded to the east and reconfigured. The east expansion

will account for the existing parking spaces lost with the south improvements and provide additional queuing linear footage for the parent drop off and pick up traffic. Though the drive aisles are 24' wide, traffic patterns will be one way entering via the south aisle and wrapping to exit via the north aisle. This traffic pattern will be denoted via pavement marking arrows and signage of "do not enter" along with "one way". The access points off Fairmount are being modified for a longer neck creating a visible access and larger landscape island. Landscape islands are proposed within the center parking row to define the ADA and walking space to the south entrance and to define the turning movement of the traffic pattern. New lights are proposed for the south reconfigured parking lot and drive to Blodgett Avenue.

The following zoning deviations are requested for the parking lot.

1) O'Neill – Deviation of Village ordinance 28.8.030 Parking Lot Interior Landscaping
    a. No parking island is proposed within the south row of 32 parking spaces to maximum the parking for the school. The entrance and exit drives off Fairmount have been extended to create a larger landscape island to offset the square footage of not having a center island within this parking row.

Signage
The existing 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.

BUILDING ADDITIONS

Main Entrance Addition
The new building addition is connected to the West side of the existing building. The addition will be a mostly single-story building constructed of masonry brick and aluminum framed window systems consisting of vision glazing and spandrel glazing. A small portion of the addition will be a two-story stair tower building construction of limestone masonry units to connect the first and second floors together. The new main entrance shall have a canopy built. The canopy will be constructed of steel posts with metal panels and metal fascia. The adjacent existing two-story building is currently 23'-11" in height. The proposed single story addition will be 12'-1" tall. The two-story building section shall be 23'-11". Both existing and new comply with current regulations.

Storm Shelter Addition
The storm shelter addition will be utilized as the new main gym in the school. The existing small gym will be demolished and the new addition shall connect to the remaining portion of the Southwest side of the existing building. The addition will be a single-story building constructed of a combination of sandblaste precast concrete panels, integral stain precast concrete panels with formliners, and aluminum framed storm windows. The new fitness entrance and event entrance shall have a canopy constructed of similar materials and appearance of that at the new main entrance. The adjacent existing gym building is currently 27'-9" in height. The proposed addition will be 32'-0. Both exisitng and proposed buildings comply with the current regulations.

Kitchen Addition

In order to accommodate the increase in students and the ability for the district to satellite out food to the other elementary schools the kitchen addition needs to be provided. The new building addition is connected to the South 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 20'-3" in height. The proposed single story addition will be 14'-0" tall. Both existing and new comply with current regulations.

Classroom Addition
The new building addition is connected to the East side of the existing building. The addition will be a single-story building constructed of masonry brick and aluminum framed window system consisting of vision glazing and spandrel glazing. The adjacent existing two-story building is currently 23'-11" in height. The proposed single story addition will be 13'-9" tall. Both existing and new comply with current regulations.

At this time no deviations from the Village ordinance are being requested for O'Neill Middle School.

Below are zoning tables and bulk regulations table incorporating O'Neill Middle School and Fairmount Elementary School.

O'NEILL MIDDLE SCHOOL

		HEIGHT		SETBACK		
ADDITION / IMPROVEMENT	CAMPUS AREA	REQUIRED	PROPOSED	REQUIRED	PROPOSED	# OF DEVIATIONS
MAIN ENTRANCE ADDITION	TRANSITION	35'	23'-11"	10'	130'-6"	0
CLASSROOM ADDITION	INTERIOR	N/A	13'-9"	30'	162'-4"	0
STORM SHELTER ADDITION	TRANSITION	35'	32'-0"	10'	63'-8"	0
KITCHEN ADDITION	INTERIOR	N/A	14'-0"	N/A	N/A	0
					O'NEILL DEVIATIONS	0
					MAXIMUM INTERIOR HEIGHT	
					MAXIMUM TRANSITION HEIGHT	

FAIRMOUNT ELEMENTARY SCHOOL

		HEIGHT		SETBACK		
EXISTING	CAMPUS AREA	REQUIRED	EXISTING	REQUIRED	EXISTING	# OF DEVIATIONS
MAIN BUILDING	TRANSITION	35'	15'-9"	10'	61'-0"	0
MAIN BUILDING	INTERIOR	N/A	15'-9"	10'	41'-10"	0
					FAIRMONT DEVIATIONS	0
					MAXIMUM INTERIOR HEIGHT	
					MAXIMUM TRANSITION HEIGHT	

BULK REGULATIONS SUMMARY

REGULATION TYPE	REQUIREMENT	PROPOSED
BUILDING COVERAGE	32% MAX	15.9%
OPEN SPACE	N/A	66.0%
FLOOR AREA RATIO	N/A	0.19
TRANSITIONAL AREA BUILDING HEIGHT (WITHIN 150 FT OF R ZONING DISTRICT)	35 FEET	32'-0"
INTERIOR AREA BUILDING HEIGHT	35 FEET	32'-0"
O'NEILL PARKING	65 SPACES (650 STUDENTS*0.10 SPACES PER STUDENT)	111 SPACES
FAIRMOUNT PARKING	27 SPACES (270 STUDENTS*0.10 SPACES PER STUDENT)	29 (EXISTING TO REMAIN)
O'NEILL BICYCLE PARKING	(111-9= 102)*0.10 = 10.2 = 11 SPACES	120 SPACES
FAIRMOUNT BICYCLE PARKING	(29-9=20)*0.10 = 2 SPACES	EXISTING TO REMAIN
TOTAL SIGN ALLOWANCE	300	191.2

Zoning Map Amendments

Form #PC03

Review and Approval Criteria

Address of Project Site: 635 59th Street

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.

   R3 to north, east and south; R1 to west

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

   The Zoning restrictions will not have a negative affect on property values.

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

   The Zoning restrictions will not have a negative affect on property values.

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

   Refer to Zoning Map Amendment form PC03

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

   District 58 is requesting the change in zoning of O'Neill 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

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

   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.

7. The Comprehensive Plan.

   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

Planned Unit Development

Form #PC01

Review and Approval Criteria

Address of Project Site: 635 59th Street

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.

   Institution is a suitable zoning

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.

   The property has been schools and will continue to be schools.

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

   The proposed use is a benefit to the community

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.

   Institutional within the comprehensive plan

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

LEGAL DESCRIPTION

THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVENTEEN (17), TOWNSHIP THIRTY–EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN.

EXCEPT THAT PORTION TAKEN FOR ROAD RIGHT–OF–WAY PURPOSES AS SHOWN IN PLAT OF DEDICATION RECORDED OCTOBER 9, 1956 AS DOCUMENT NO. R1956–819355.

SAID PARCEL CONTAINING 858,500 SQ.FT. OR 19.708 ACRES MORE OR LESS

PIN: 09–17–400–004

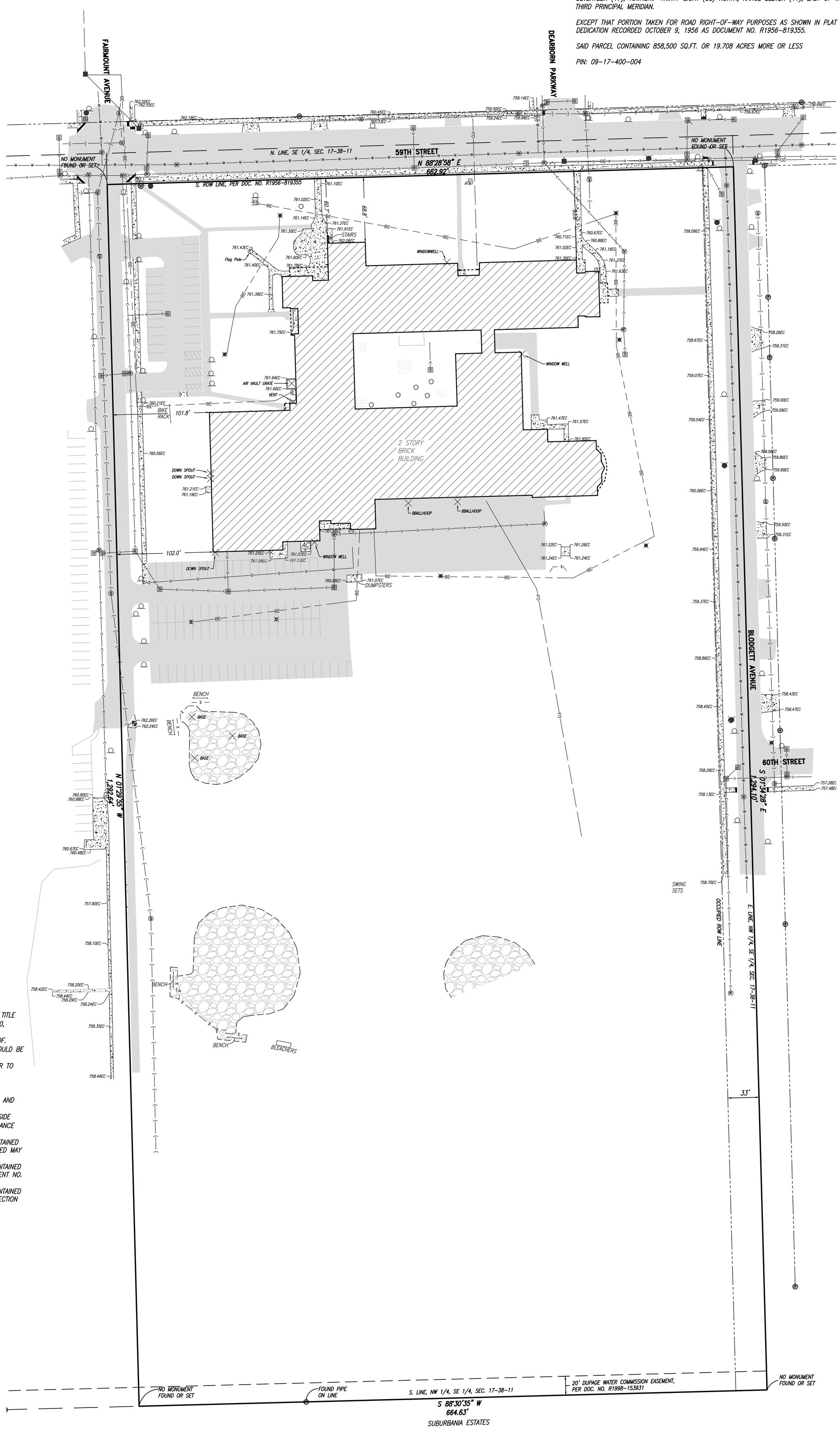
50 0 50 100

Scale: 1" = 50'

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

LEGEND

- FOUND IRON PIPE
- FOUND REBAR
- FOUND MAG NAIL
- TELEPHONE MANHOLE
- LIGHT POLE
- POWER POLE
- TELEPHONE PEDESTAL
- ELECTRIC BOX
- STORM MANHOLE
- SANITARY MANHOLE
- WATER MANHOLE
- CATCH BASIN
- FLARED END SECTION
- MANHOLE
- FIRE HYDRANT
- GAS SHUTOFF VALVE
- GAS METER
- CABLE PEDESTAL
- HANDHOLE
- SIGN
- DECIDUOUS TREE W/ DIAMETER
- CONIFEROUS TREE W/ DIAMETER
- BUSH
- FIBER OPTIC MARKER
- GUY POLE
- STORM LINE
- SANITARY LINE
- WATER LINE
- FENCE
- BURIED ELECTRIC LINE
- OVERHEAD ELECTRIC LINE
- FIBER OPTIC LINE
- GAS LINE
- OVERHANG
- PARKING LINE
- XXX.X GROUND SPOT ELEVATION
- XXX.XX HARD SURFACE ELEVATION
- XXX.XXEC EDGE OF CONCRETE ELEVATION
- XXX.XXEP EDGE OF PAVEMENT ELEVATION
- XXX.XXFL ELEVATION AT FLOWLINE
- XXX.XXBC BACK OF CURB ELEVATION
- XXX.XXEG EDGE OF GRAVEL ELEVATION
- CONCRETE
- PAVEMENT
- BUILDING
- GRAVEL
- ADA STRIP



NOTES:

1) THE SURVEYED PARCEL WAS PERFORMED WITH THE BENEFIT OF WHEATON TITLE INSURANCE COMPANY'S TITLE COMMITMENT FILE NUMBER DLZ–2022DP–5494.0, EFFECTIVE DATE DECEMBER 29, 2022.
2) THE DIMENSIONS SHOWN HEREON ARE FEET AND DECIMAL POINTS THEREOF.
3) ANY DISCREPANCY IN MEASUREMENT DISCOVERED UPON THE GROUND SHOULD BE PROMPTLY REPORTED TO THE SURVEYOR FOR EXPLANATION OR CORRECTION.
4) FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT, DEED, CONTRACTS AND ZONING ORDINANCES.
5) NOT ALL CORNERS WERE SET FOR THE PURPOSES OF THIS SURVEY.
6) THE TOPOGRAPHY LIMITS ARE BASED UPON THE REQUEST OF THE CLIENT.
7) THE UTILITIES SHOWN HEREON ARE BASED ON VISIBLE FIELD STRUCTURES AND UNDERGROUND MARKINGS BY BLOOD HOUND.
8) THE SURVEYED PARCEL LIES IN ZONE X (AREAS DETERMINED TO BE OUTSIDE 0.2% CHANCE OF FLOOD) AS GRAPHICALLY DEPICTED ON FEMA FLOOD INSURANCE RATE MAP 17043C0169J & 17043C0188J EFFECTIVE DATE AUGUST 1, 2019.
9) THE SURVEYED PARCEL IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE AGREEMENT FOR ENFORCEMENT OF FIRE LANE RESTRICTIONS RECORDED MAY 3, 2006 AS DOCUMENT NO. R2006–081560.
10) THE SURVEYED PARCEL IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE EASEMENT GRANTED TO AT&T RECORDED APRIL 18, 2008 AS DOCUMENT NO. R2008–063915, SAID EASEMENT BLANKETS THE SURVEYED PARCEL.
11) THE SURVEYED PARCEL IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE NO FURTHER REMEDIATION LATTER BY ILLINOIS ENVIRONMENTAL PROTECTION AGENCY RECORDED OCTOBER 1, 2021 AS DOCUMENT NO. R2021–146050

NO.	REVISION	BY	DATE
A	ADDED ADDITIONAL INFO PER COMMENTS	ECC	7/20/23

DOWNERS GROVE ILLINOIS
DOWNERS GROVE SCHOOL DISTRICT 58
O'NEILL MIDLE SCHOOL

635 59TH STREET
PLAT OF SURVEY

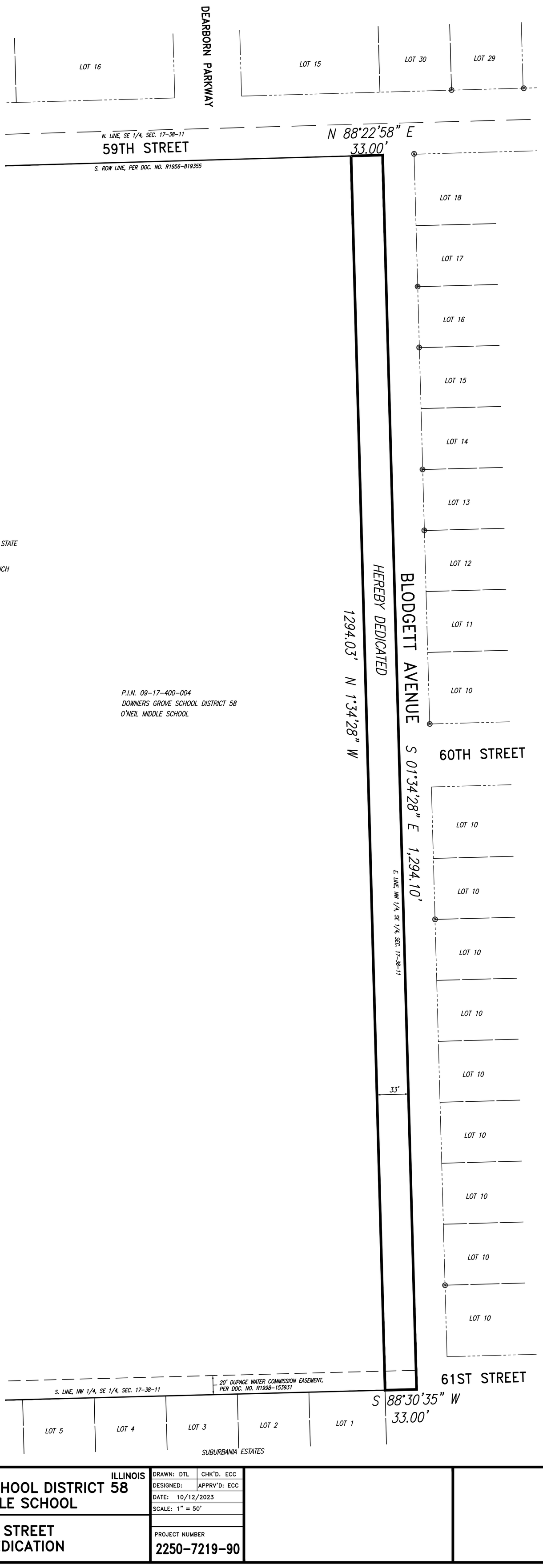
DRAWN: JTN	CHK'D. ECC
DESIGNED:	APPRV'D: ECC
DATE: 1/16/2023	
SCALE: 1" = 50'	
PROJECT NUMBER	
2250–7219–90	

DRAWING NUMBER 7219ONEILL
SHEET 2 OF 2

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

X:\PROJECTS\2022\2250\721990 DGSD SD 58\TOPOGRAPHIC\7219ONEILL.DWG

PLAT OF DEDICATION



50 0 50 100

Scale: 1" = 50'

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

LEGEND

- FOUND IRON PIPE
- FOUND REBAR
- FOUND MAG NAIL

LEGAL DESCRIPTION

THE EAST 33.00 FEET OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVENTEEN (17), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN.

EXCEPT THAT PORTION TAKEN FOR ROAD RIGHT-OF-WAY PURPOSES AS SHOWN IN PLAT OF DEDICATION RECORDED OCTOBER 9, 1956 AS DOCUMENT NO. R1956-819355.

SAID PARCEL CONTAINING 42,704 SQ.FT. OR 0.980 ACRES MORE OR LESS

PIN: 09-17-400-004

OWNERSHIP CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THE DOWNERS GROVE SCHOOL DISTRICT 58, AN ILLINOIS BODY POLITIC. HEREBY CERTIFIES THAT IT IS THE OWNER OF THE ABOVE DESCRIBED PROPERTY AND THAT IT HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS SHOWN ON THE PLAT HEREON DRAWN

DATED THIS _____ DAY OF _____, A.D. 20__

_____
(PRESIDENT)

_____
(SECRETARY)

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, _____ A NOTARY PUBLIC, IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT THE PEOPLE WHOSE SIGNATURES APPEAR IN THE "OWNERSHIP CERTIFICATE" ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS AND THAT THEY APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL IN DUPAGE COUNTY, ILLINOIS

DATED THIS _____ DAY OF _____, A.D. 20__

_____
NOTARY PUBLIC

P.I.N. 09-17-400-004
DOWNERS GROVE SCHOOL DISTRICT 58
O'NEIL MIDDLE SCHOOL

VILLAGE CERTIFICATION

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THE MAYOR AND COUNCIL OF THE VILLAGE OF DOWNERS GROVE, COUNTY OF DUPAGE, STATE OF ILLINOIS. HEREBY CERTIFY THAT THE SAID COUNCIL HAS DULY APPROVED AND ACCEPTED THE PLAT OF DEDICATION.

AUTHENTICATED AND PASSED

THIS _____ DAY OF _____, A.D. 20__.

_____
(VILLAGE MAYOR)

_____
(VILLAGE CLERK)

VILLAGE COLLECTOR

STATE OF ILLINOIS)
) SS
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.

THIS _____ DAY OF _____, A.D. 20__.

_____
(VILLAGE COLLECTOR)

COUNTY CLERK 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 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 _____, 20__.

_____
COUNTY CLERK

VILLAGE ENGINEER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

APPROVED AND ACCEPTED BY _____ THE VILLAGE ENGINEER OF THE VILLAGE OF DOWNERS GROVE, DUPAGE COUNTY, ILLINOIS.

THIS _____ DAY OF _____, 20__

_____
(VILLAGE ENGINEER)

COUNTY RECORDER

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

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

ON THIS _____ DAY OF _____ A.D. 20__, AT _____ O'CLOCK.

AS DOCUMENT NUMBER _____

_____
(COUNTY RECORDER)

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 18TH 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

NO.	REVISION	BY	DATE

DRAWING NUMBER 7219ONEILL
SHEET 1 OF 1

DOWNERS GROVE ILLINOIS
DOWNERS GROVE SCHOOL DISTRICT 58
O'NEILL MIDDLE SCHOOL

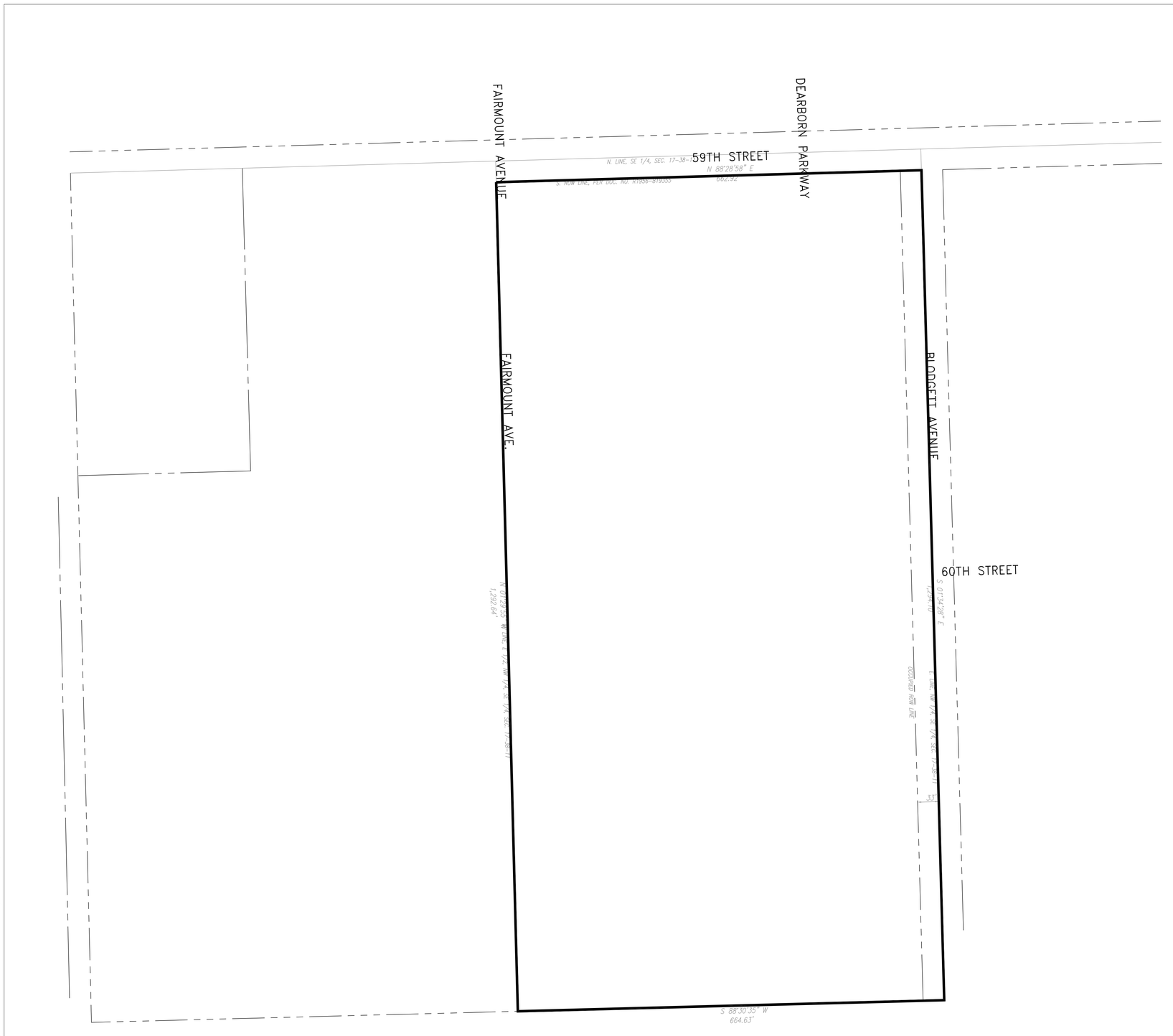
635 59TH STREET
PLAT OF DEDICATION

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

PROJECT NUMBER
2250-7219-90

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

X:\PROJECTS\2022\2250\721990 DGSD SD 58\TOPOGRAPHIC\7219ONEILL PD.DWG



LEGAL DESCRIPTION

THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVENTEEN (17), TOWNSHIP THIRTY-EIGHT (38) NORTH, RANGE ELEVEN (11), EAST OF THE THIRD PRINCIPAL MERIDIAN.

EXCEPT THAT PORTION TAKEN FOR ROAD RIGHT-OF-WAY PURPOSES AS SHOWN IN PLAT OF DEDICATION RECORDED OCTOBER 9, 1956 AS DOCUMENT NO. R1956-819355.

PIN: 09-17-400-004

GRAPHIC SCALE
80 0 40 80 160
1 INCH = 80 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

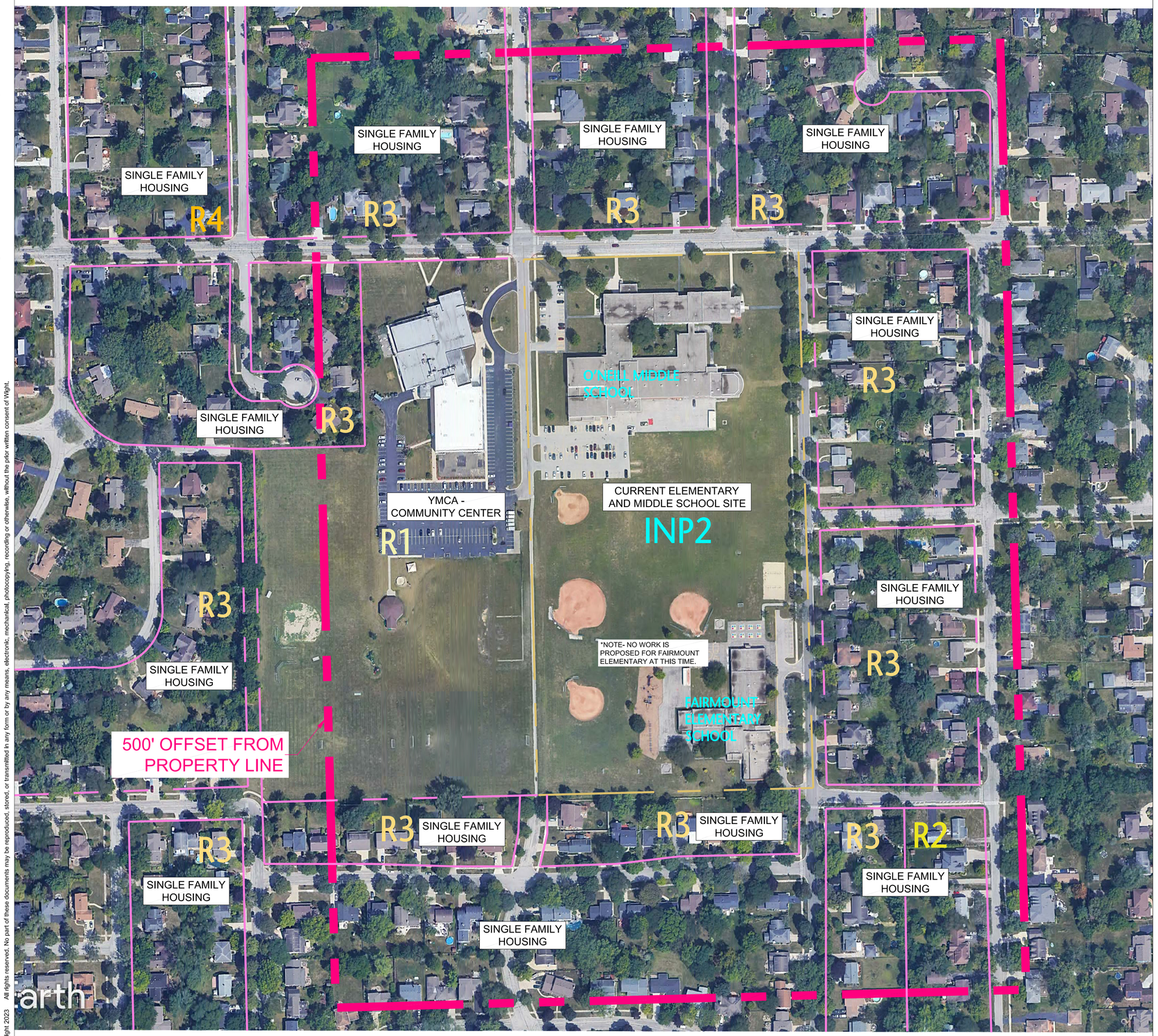
REV	DESCRIPTION	DATE
	PLAN COMMISION RESUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPERTY BOUNDARY EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:
EXH 1



ZONING DISTRICT SUMMARY

R1: RESIDENTIAL DETACHED HOUSE 1
R2: RESIDENTIAL DETACHED HOUSE 2
R3: RESIDENTIAL DETACHED HOUSE 3
R4: RESIDENTIAL DETACHED HOUSE 4
INP2: CAMPUS-SCALE INSTITUTIONAL AND PUBLIC DISTRICT

NORTH

GRAPHIC SCALE
120 0 60 120 240
1 INCH = 120 FEET

DOWNERS GROVE
SCHOOL DISTRICT 58

Wight & Company
wightco.com

2500 North Frontage Road
Darien, IL 60561

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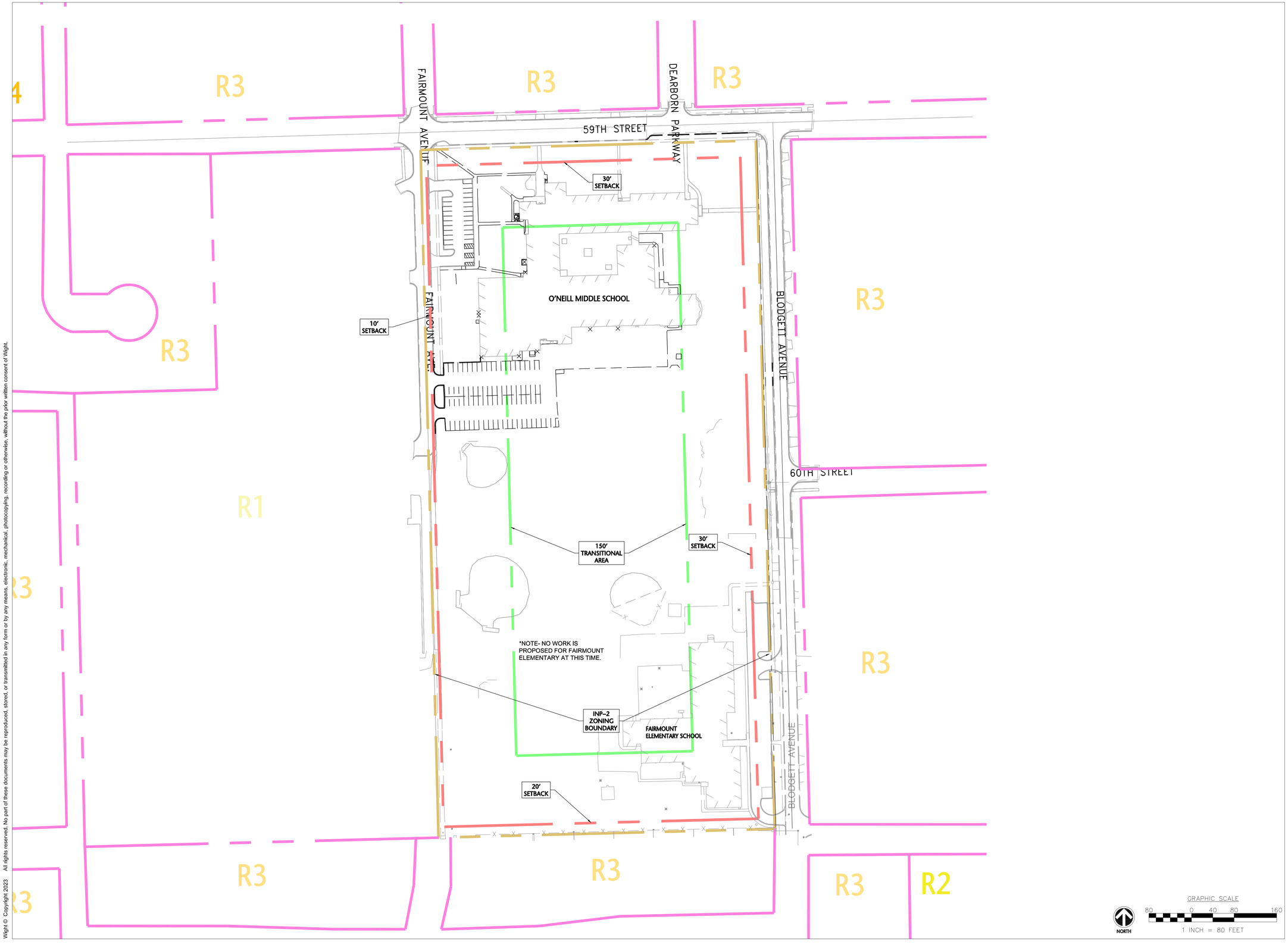
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PLANNING AREA EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 2



DOWNERS GROVE
SCHOOL DISTRICT 58

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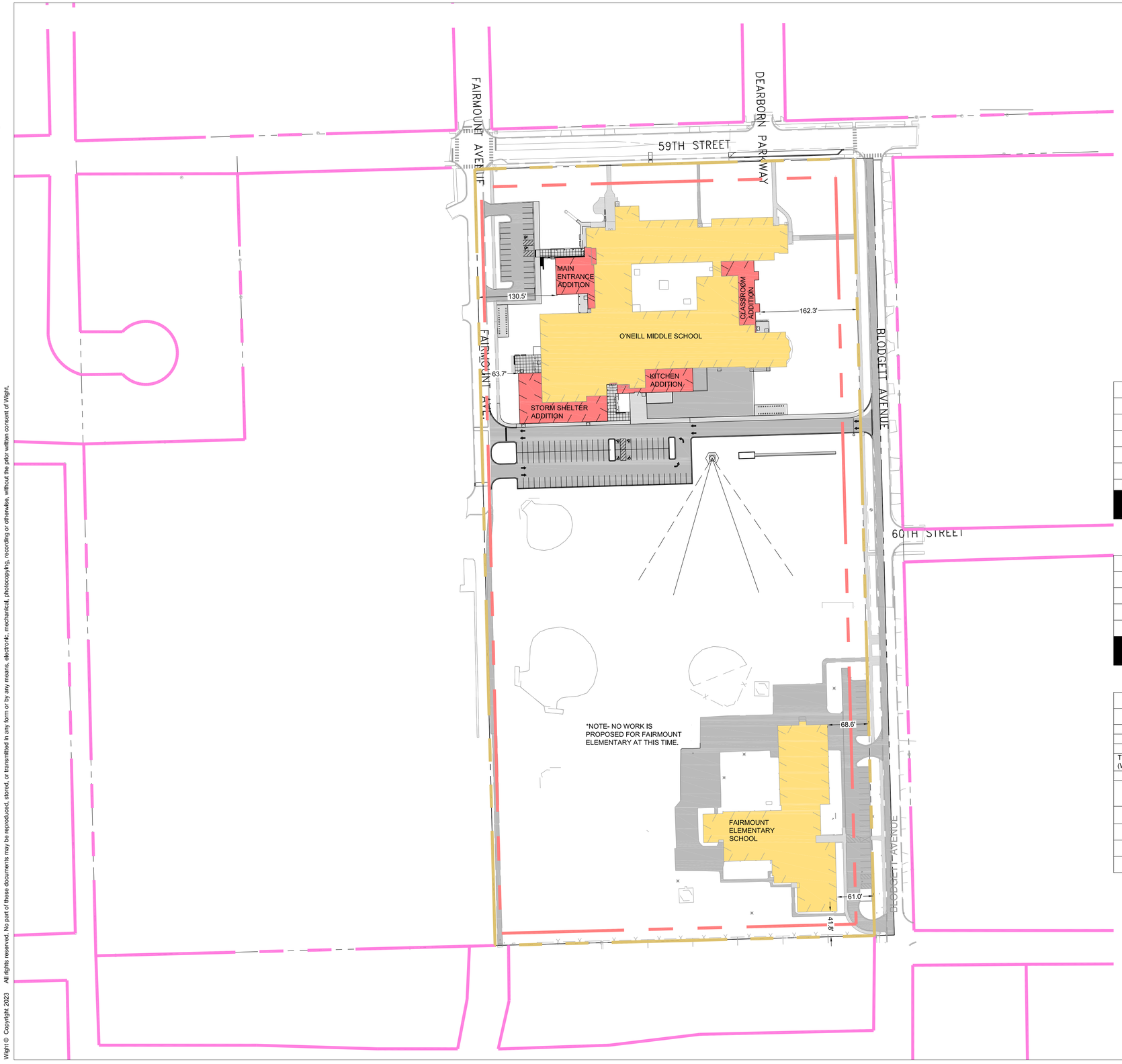
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPERTY SETBACKS AND TRANSITIONAL AREA EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 3



LEGEND

- ASPHALT
- PCC SIDEWALK
- BUILDING
- PROPOSED BUILDING ADDITION

EXISTING FACILITY SUMMARY

BUILDING	FLOOR AREA
MAIN O'NEILL SCHOOL BUILDING	90,362 SF
MAIN FAIRMOUNT SCHOOL BUILDING	35,400 SF
TOTAL SITE AREA (INCLUDING BLODGETT AVE)	858,500 SF
FLOOR AREA RATIO	0.15

PROPOSED FACILITY SUMMARY

BUILDING	PROPOSED FLOOR AREA
MAIN O'NEILL SCHOOL BUILDING	87,572 SF
MAIN ENTRANCE ADDITION	4,900 SF
CLASSROOM ADDITION	6,217 SF
STORM SHELTER ADDITION	12,506 SF
KITCHEN ADDITION	3,458 SF
TOTAL O'NEILL BUILDING	114,653 SF
EXISTING FAIRMOUNT BUILDING	35,400 SF
PROPOSED SITE AREA (EXCLUDING BLODGETT AVE)	815,795
FLOOR AREA RATIO	0.19

O'NEILL MIDDLE SCHOOL

		HEIGHT		SETBACK		
ADDITION / IMPROVEMENT	CAMPUS AREA	REQUIRED	PROPOSED	REQUIRED	PROPOSED	# OF DEVIATIONS
MAIN ENTRANCE ADDITION	TRANSITION	35'	23'-11"	10'	130'-6"	0
CLASSROOM ADDITION	INTERIOR	N/A	13'-9"	30'	162'-4"	0
STORM SHELTER ADDITION	TRANSITION	35'	32'-0"	10'	63'-8"	0
KITCHEN ADDITION	INTERIOR	N/A	14'-0"	N/A	N/A	0
					O'NEILL DEVIATIONS	0
					MAXIMUM INTERIOR HEIGHT	
					MAXIMUM TRANSITION HEIGHT	

FAIRMOUNT ELEMENTARY SCHOOL

		HEIGHT		SETBACK		
EXISTING	CAMPUS AREA	REQUIRED	EXISTING	REQUIRED	EXISTING	# OF DEVIATIONS
MAIN BUILDING	TRANSITION	35'	15'-9"	10'	61'-0"	0
MAIN BUILDING	INTERIOR	N/A	15'-9"	10'	41'-10"	0
					FAIRMONT DEVIATIONS	0
					MAXIMUM INTERIOR HEIGHT	
					MAXIMUM TRANSITION HEIGHT	

BULK REGULATIONS SUMMARY

REGULATION TYPE	REQUIREMENT	PROPOSED
BUILDING COVERAGE	32% MAX	15.9%
OPEN SPACE	N/A	66.0%
FLOOR AREA RATIO	N/A	0.19
TRANSITIONAL AREA BUILDING HEIGHT (WITHIN 150 FT OF R ZONING DISTRICT)	35 FEET	32'-0"
INTERIOR AREA BUILDING HEIGHT	35 FEET	32'-0"
O'NEILL PARKING	65 SPACES (650 STUDENTS*0.10 SPACES PER STUDENT)	111 SPACES
FAIRMOUNT PARKING	27 SPACES (270 STUDENTS*0.10 SPACES PER STUDENT)	29 (EXISTING TO REMAIN)
O'NEILL BICYCLE PARKING	(111-9= 102)*0.10 = 10.2 = 11 SPACES	120 SPACES
FAIRMOUNT BICYCLE PARKING	(29-9=20)*0.10 = 2 SPACES	EXISTING TO REMAIN
TOTAL SIGN ALLOWANCE	300	191.2

GRAPHIC SCALE
80 0 40 80 160
1 INCH = 80 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 COMMISION RESUBMITTAL	10/18/23
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	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED USES AND DEVELOPMENT ENVELOPE EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 4

S:\Darien\Downers Grove SD58\220281_Referendum Projects\O'Neill MS\01\11 Drawings\02 CD\EXHIBITS\ZONING EXHIBITS\220281 EXH4 PROPOSED USES AND DEVELOPMENT ENVELOPE EXHIBIT - ONEILL.dwg eneeson Oct 17, 2023 4:14:20 p

LEGEND

- PROPOSED DETENTION AREA
- PROPOSED PCBMP AREA
- AREAS WITH PROPOSED DETENTION PROVIDED
- PROPERTY LINE

PROPOSED STORM WATER MANAGEMENT

	UNDERGROUND-SOUTH	AT GRADE- EAST
TOTAL TRIBUTARY AREA (ACRES)	2.43	0.92
IMPERVIOUS AREA (ACRES)	1.88	0.27
EXISTING RELEASE RATE (CFS)	0.24	0.09
PROPOSED RELEASE RATE (CFS)	0.24	0.09
BMP VOLUME (CF)	8,524	1,245
TOTAL DETENTION VOLUME (AC-FT)	1.30	0.38
HIGH WATER LINE	757.8	759.04

NORTH

GRAPHIC SCALE
80 0 40 80 160
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DOWNERS GROVE
SCHOOL DISTRICT 58

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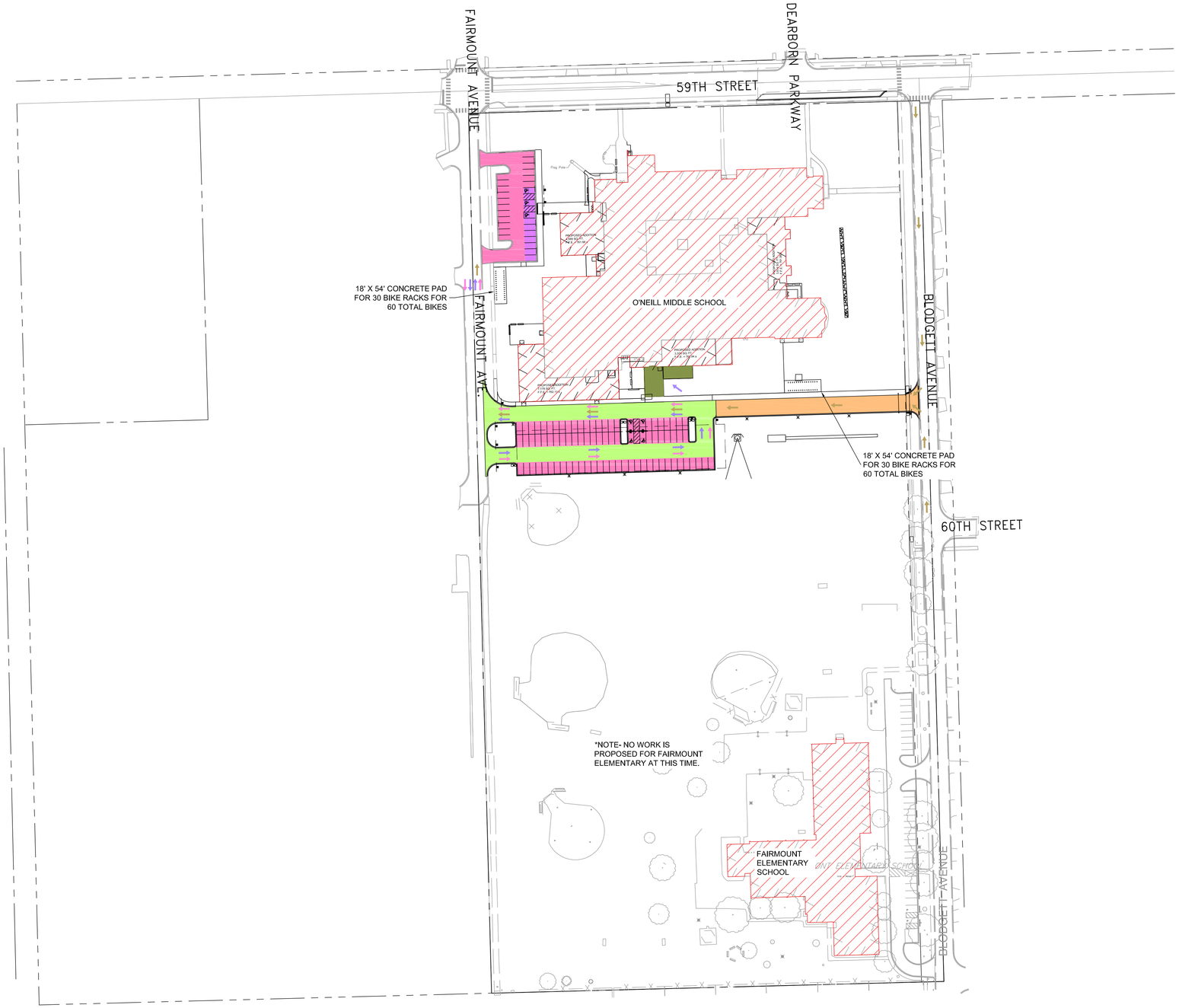
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED STORMWATER EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 5



LEGEND

- PARENT DROP OFF PROHIBITED AT ALL TIMES
- STAFF PARKING DURING SCHOOL HOURS/OPEN PARKING AFTER 4:00 P.M.
- PARENT DROP OFF 6:30 A.M. TO 8:00 A.M.
- VISITOR PARKING DURING SCHOOL HOURS/ OPEN PARKING AFTER 4:00 P.M.
- PRIMARY BUILDING
- BUS DROP OFF A.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
O'NEILL NORTHWEST PARKING LOT	23	3	26
O'NEILL SOUTH PARKING LOT	83	0	83
FAIRMOUNT PARKING LOT	27	2	29
TOTAL VEHICULAR	133	5	138
TOTAL BIKE PARKING	TRANSITION		
TOTAL BUS PARKING	TRANSITION		

PROPOSED O'NEILL PARKING SUMMARY

	REGULAR	ADA	TOTAL
O'NEILL NORTHWEST PARKING LOT	24	3	27
O'NEILL SOUTH PARKING LOT	80	4	84
TOTAL VEHICULAR	104	7	111
REQUIRED PARKING: 0.10 SPACES PER STUDENT * 650 STUDENTS = 65 SPACES			
TOTAL BIKE PARKING	NONE FOR FIRST 9 VEHICLE SPACES, THEN 10% OR 2 SPACES, WHICHEVER IS GREATER		120
TOTAL BUS PARKING	12+1+6 = 19		

NORTH

GRAPHIC SCALE
80 0 40 80 160
1 INCH = 80 FEET

DOWNERS GROVE
SCHOOL DISTRICT 58

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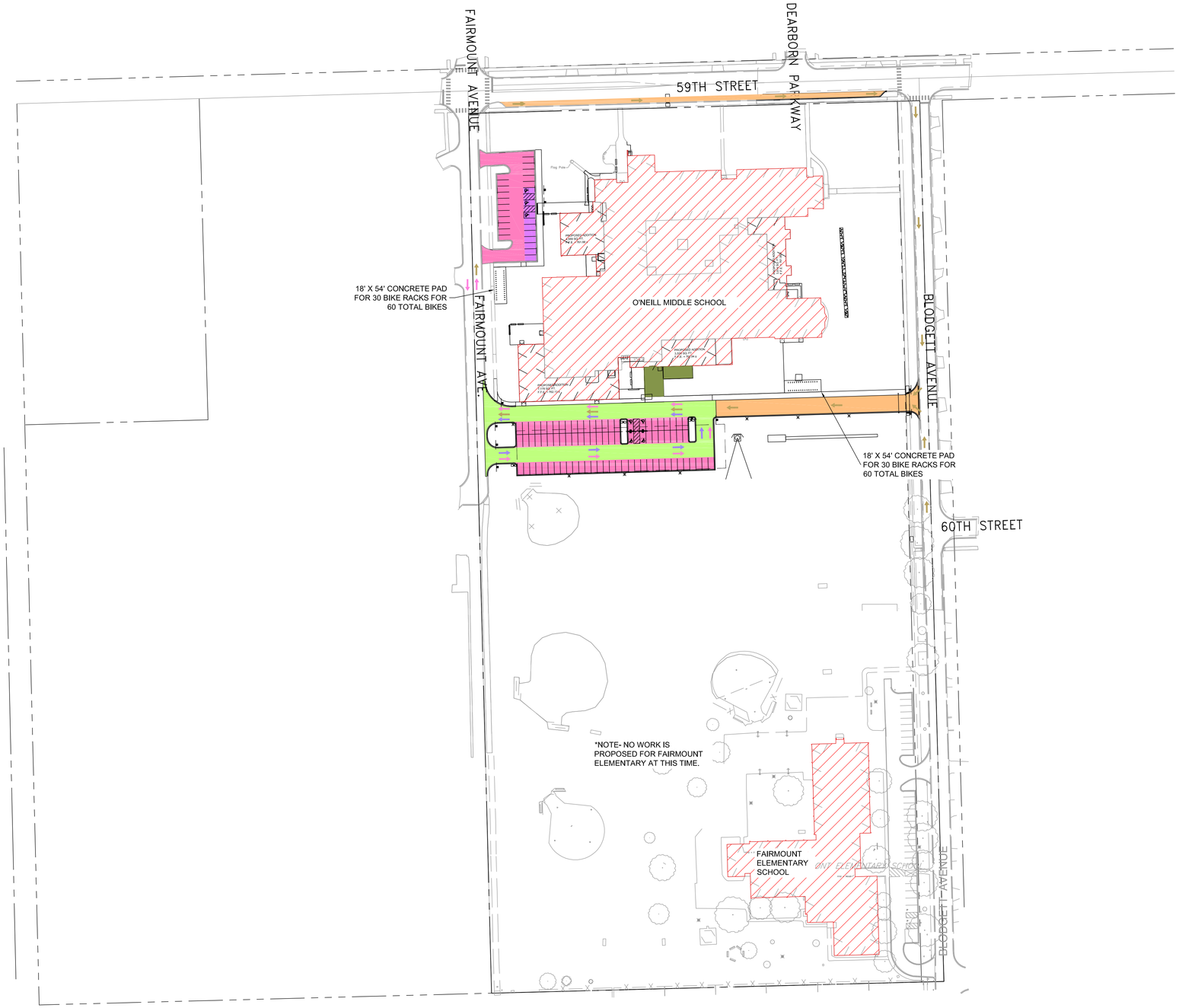
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED TRANSPORTATION EXHIBIT AM

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 6 AM



LEGEND

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

EXISTING PARKING SUMMARY

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O'NEILL SOUTH PARKING LOT	83	0	83
FAIRMOUNT PARKING LOT	27	2	29
TOTAL VEHICULAR	133	5	138
TOTAL BIKE PARKING	TRANSITION		
TOTAL BUS PARKING	TRANSITION		

PROPOSED O'NEILL PARKING SUMMARY

	REGULAR	ADA	TOTAL
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TOTAL BUS PARKING	12+1+6 = 19		

NORTH

GRAPHIC SCALE
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DOWNERS GROVE
SCHOOL DISTRICT 58

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DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

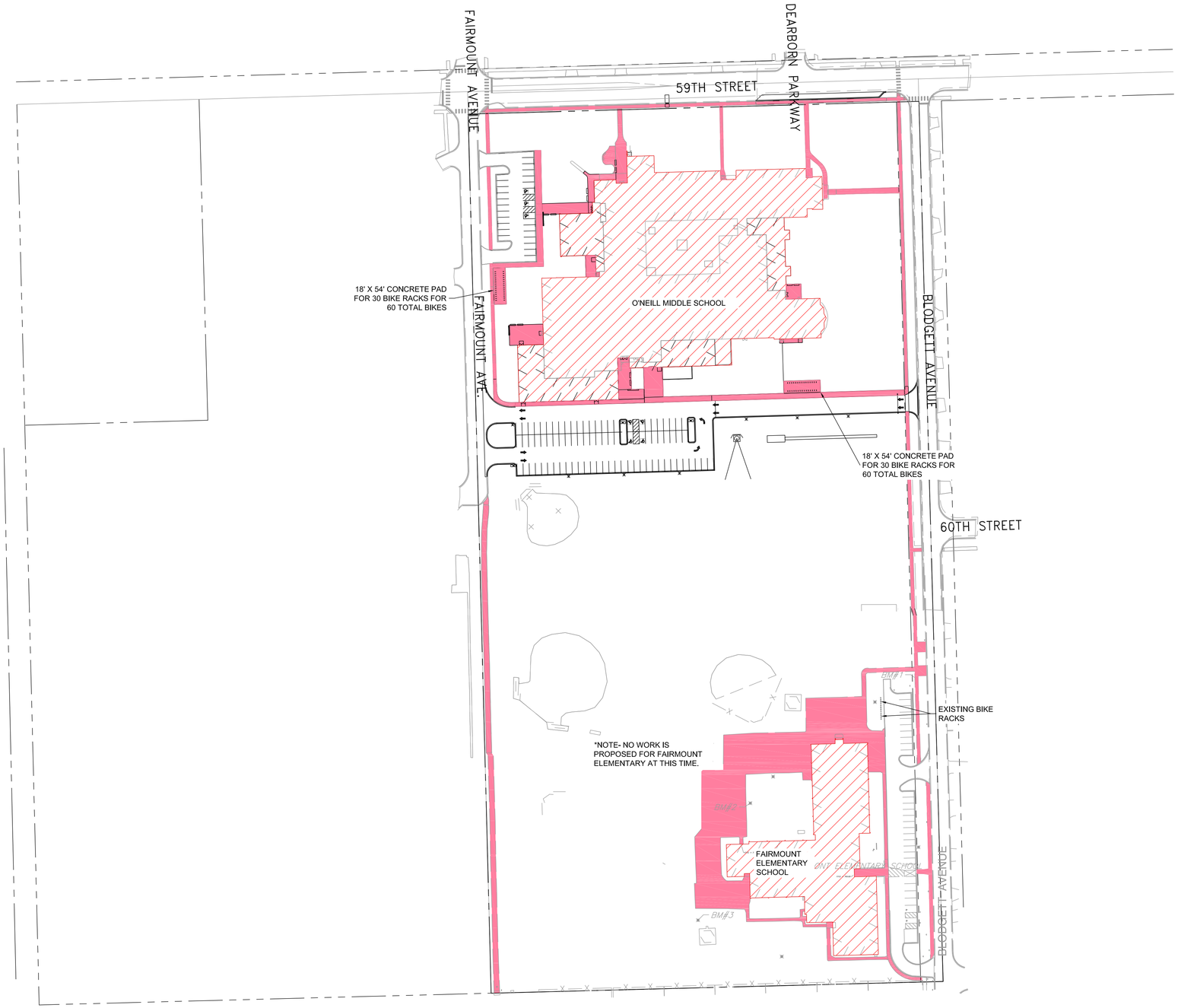
635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED TRANSPORTATION EXHIBIT PM

Project Number:
220281
Drawn By:
VL
Sheet:
EXH 6 PM

LEGEND

- PEDESTRIAN SIDEWALK/WALKING PATH
- PRIMARY BUILDING



NORTH

GRAPHIC SCALE
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DOWNERS GROVE
SCHOOL DISTRICT 58

Wight & Company
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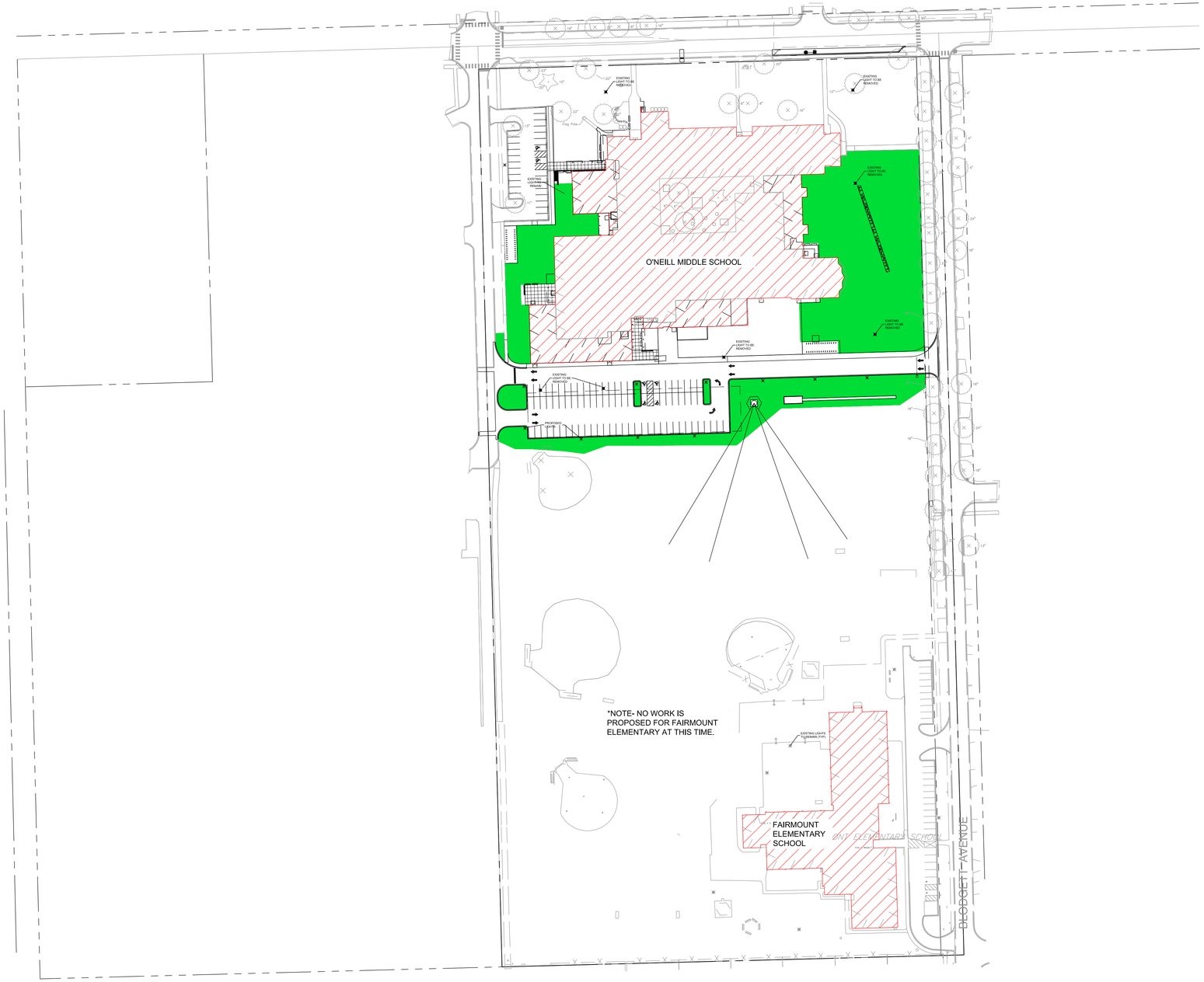
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED NON-MOTORIZED CIRCULATION EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 7



LEGEND

- PAVEMENT / BUILDING
- TURF & FOUNDATION PLANTING AREA
- LANDSCAPE SCREENING
- TURF GRASS
- PRIMARY BUILDING
- R.O.W. LINE
- LIGHT POLE

The following zoning deviations are requested for the parking lot.

1) O'Neill - Deviation of Village ordinance 28.8.030 Parking Lot Interior Landscaping
   a. No parking island is proposed within the south row of 32 parking spaces to maximum the parking for the school. The entrance and exit drives off Fairmount have been extended to create a larger landscape island to offset the square footage of not having a center island within this parking row.

NORTH

GRAPHIC SCALE
80 0 40 80 160
1 INCH = 80 FEET

DOWNERS GROVE
SCHOOL DISTRICT 58

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REV	DESCRIPTION	DATE
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DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

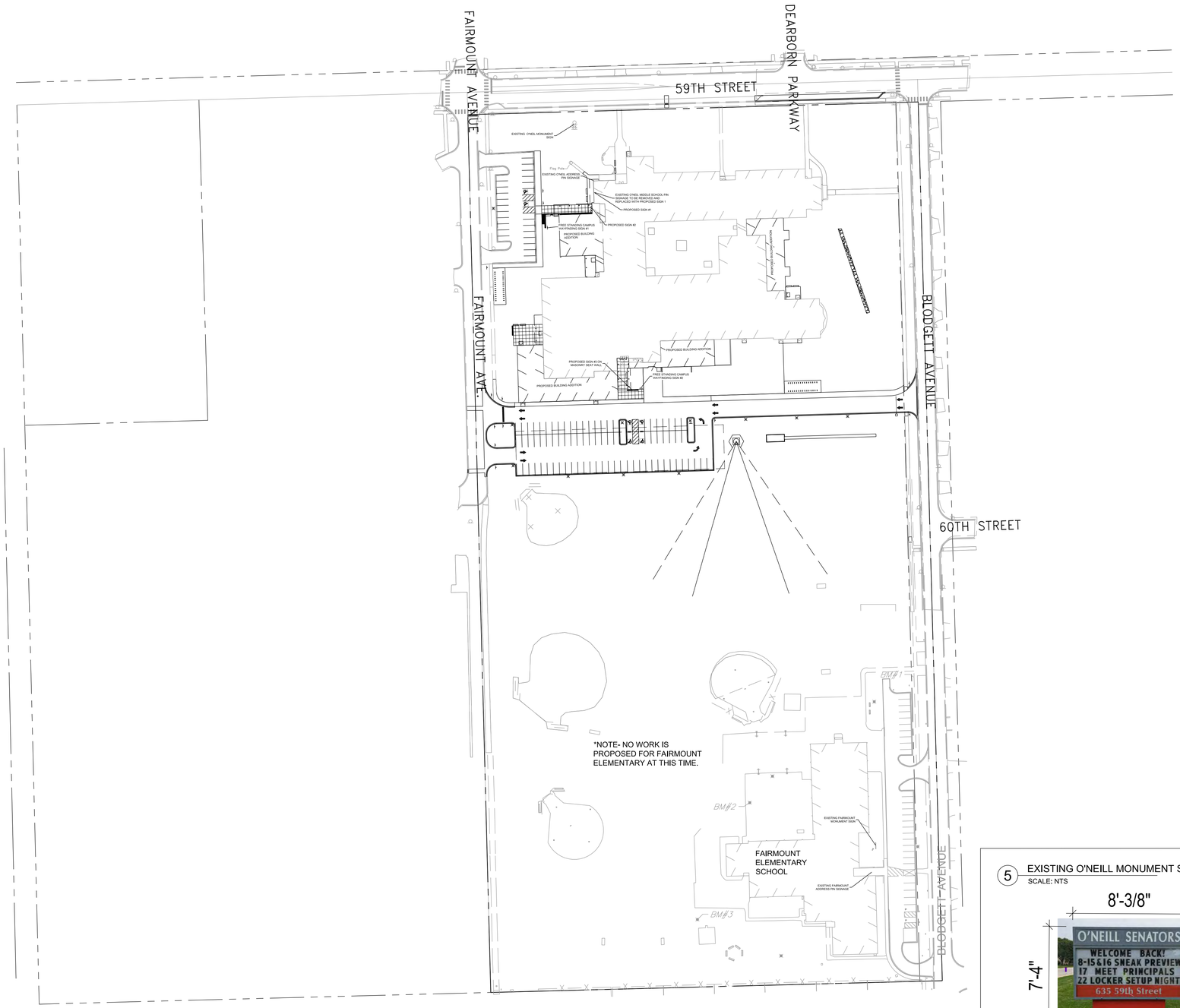
635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED LANDSCAPING AND LIGHTING EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 8

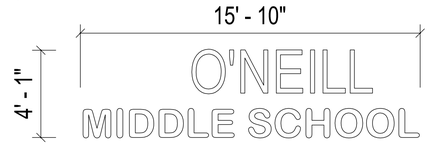
S:\Darien\Downers Grove SD58\220281_Referendum Projects\O'Neill MS\01\11 Drawings\02 CD\EXHIBITS\ZONING EXHIBITS\220281 EXH8 PROPOSED LANDSCAPING AND LIGHTING EXHIBIT - ONEILL.dwg eneeson Oct 18, 2023 2:02:46 pm



O'NEIL SIGNAGE SUMMARY

SIGNAGE LOCATION	BUILDING ELEVATION	CAMPUS AREA	AREA (SQFT)	NUMBER OF DEVIATIONS
EXISTING FAIRMOUNT MONUMENT SIGN (108" X 65")	EAST	TRANSITION	48.75	0
EXISTING FAIRMOUNT ADDRESS PIN SIGNAGE (12" X 6.5")	EAST	TRANSITION	0.54	0
EXISTING O'NEIL MOUNUMENT SIGN (96.38" X 88")	WEST	TRANSITION	58.90	0
EXISTING O'NEIL ADDRESS PIN SIGNAGE (13" X 6", EACH LETTER APPROX. 4" X 6")	NORTH	TRANSITION	0.54	0
~~EXISTING O'NEIL MIDDLE SCHOOL PIN SIGNAGE (TO BE REMOVED) (255.4" X 11.25")~~	~~WEST~~	~~TRANSITION~~	~~19.95~~	~~0~~
PROPOSED O'NEILL SIGN #1	WEST	TRANSITION	64.65	0
PROPOSED O'NEILL SIGN #2	WEST	INTERIOR	7.99	0
PROPOSED O'NEILL SIGN #3	SOUTH	INTERIOR	5.83	0
PROPOSED O'NEILL WAYFINDING SIGN #1	WEST	TRANSITION	2.0	0
PROPOSED O'NEILL WAYFINDING SIGN # 2	SOUTH	INTERIOR	2.0	0
		REQUIRED / PROPOSED		
		TOTAL	300 / 191.20	0

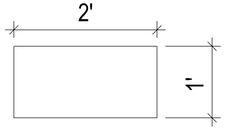
1 PROPOSED SIGN 1
SCALE: NTS



2 PROPOSED SIGN 2
SCALE: NTS

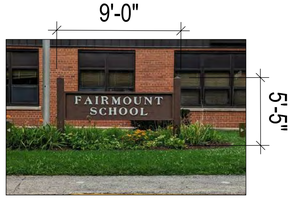
3 PROPOSED SIGN 3
SCALE: NTS

4 PROPOSED FREESTANDING WAYFINDING SIGN
SCALE: NTS



5 EXISTING O'NEILL MONUMENT SIGN
SCALE: NTS

6 EXISTING FAIRMOUNT MONUMENT SIGN
SCALE: NTS



GRAPHIC SCALE
80 0 40 80 160
1 INCH = 80 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 COMMISION RESUBMITTAL	10/18/23
	PLAN COMMISION RESUBMITTAL	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

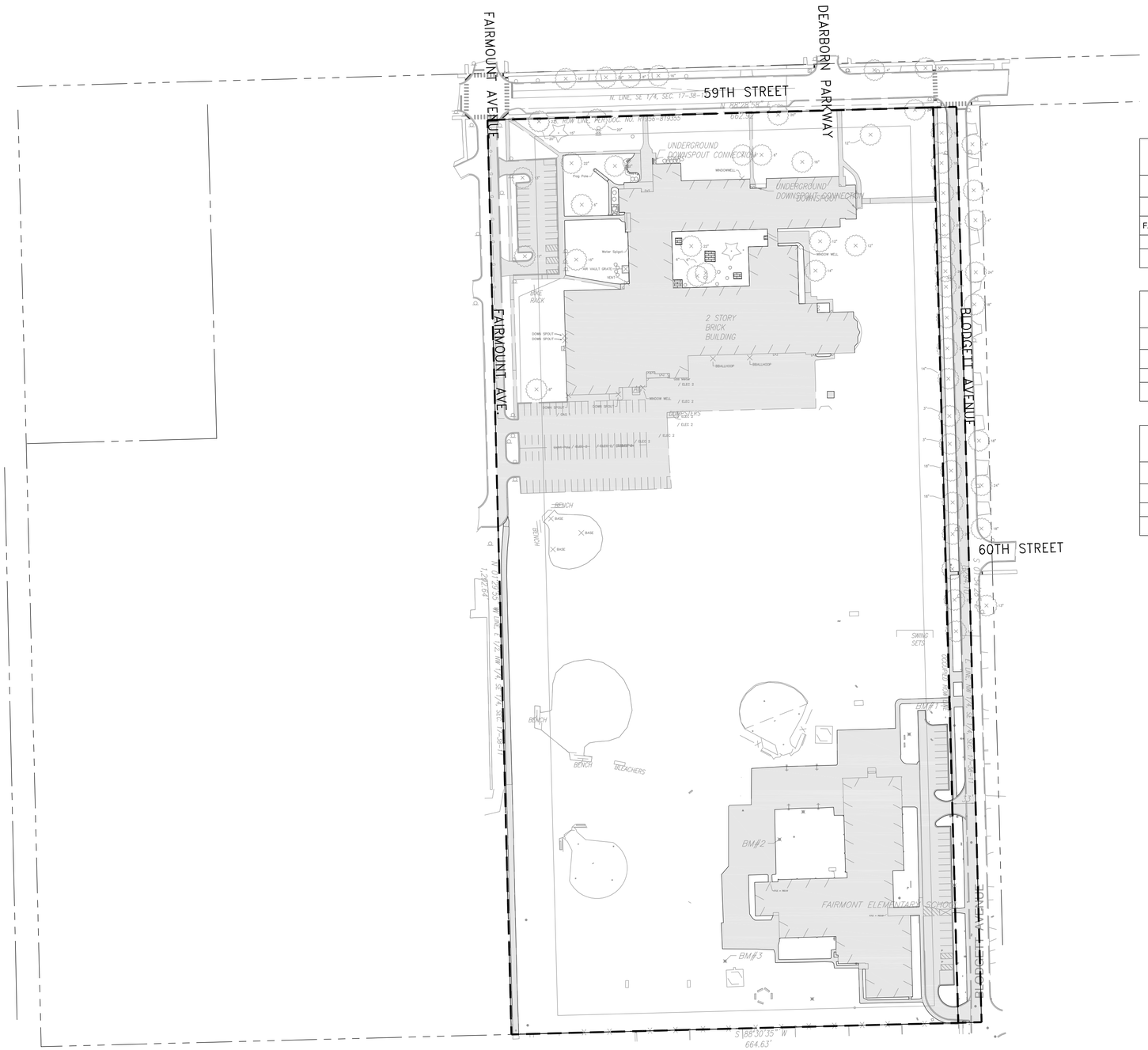
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

EXISTING AND PROPOSED SIGNS EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH 9



LEGEND

PROJECT AREA

IMPERVIOUS AREA

SCHOOL AREA EXISTING CONDITIONS

	AREA (SF)	AREA (AC)	CN	CN*A
O'NEIL IMPERVIOUS AREA	151,961	3.49	98	342.02
FAIRMOUNT IMPERVIOUS AREA	88,454	2.03	98	198.94
PERVIOUS AREA	575,380	13.2	74	976.80
SUBTOTAL AREA	815,795	18.73	81.0	1517.13

BLODGETT AVENUE EXISTING CONDITIONS

	AREA (SF)	AREA (AC)	CN	CN*A
IMPERVIOUS AREA	26,156	0.60	98	58.80
PERVIOUS AREA	16,549	0.38	74	28.12
SUBTOTAL AREA	42,705	0.98	88.7	86.93

SITE TOTAL EXISTING CONDITIONS

	AREA (SF)	AREA (AC)	CN	CN*A
TOTAL IMPERVIOUS AREA	266,571	6.12	98	599.76
TOTAL PERVIOUS AREA	591,929	13.59	74	1005.66
TOTAL AREA	858,500	19.71	81.5	1606.37

NORTH

GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

DOWNERS GROVE
SCHOOL DISTRICT 58

Wight & Company
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Darien, IL 60561

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REV	DESCRIPTION	DATE
	PLAN COMMISION RESUBMITTAL	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 O'NEILL MIDDLE SCHOOL ADDITIONS

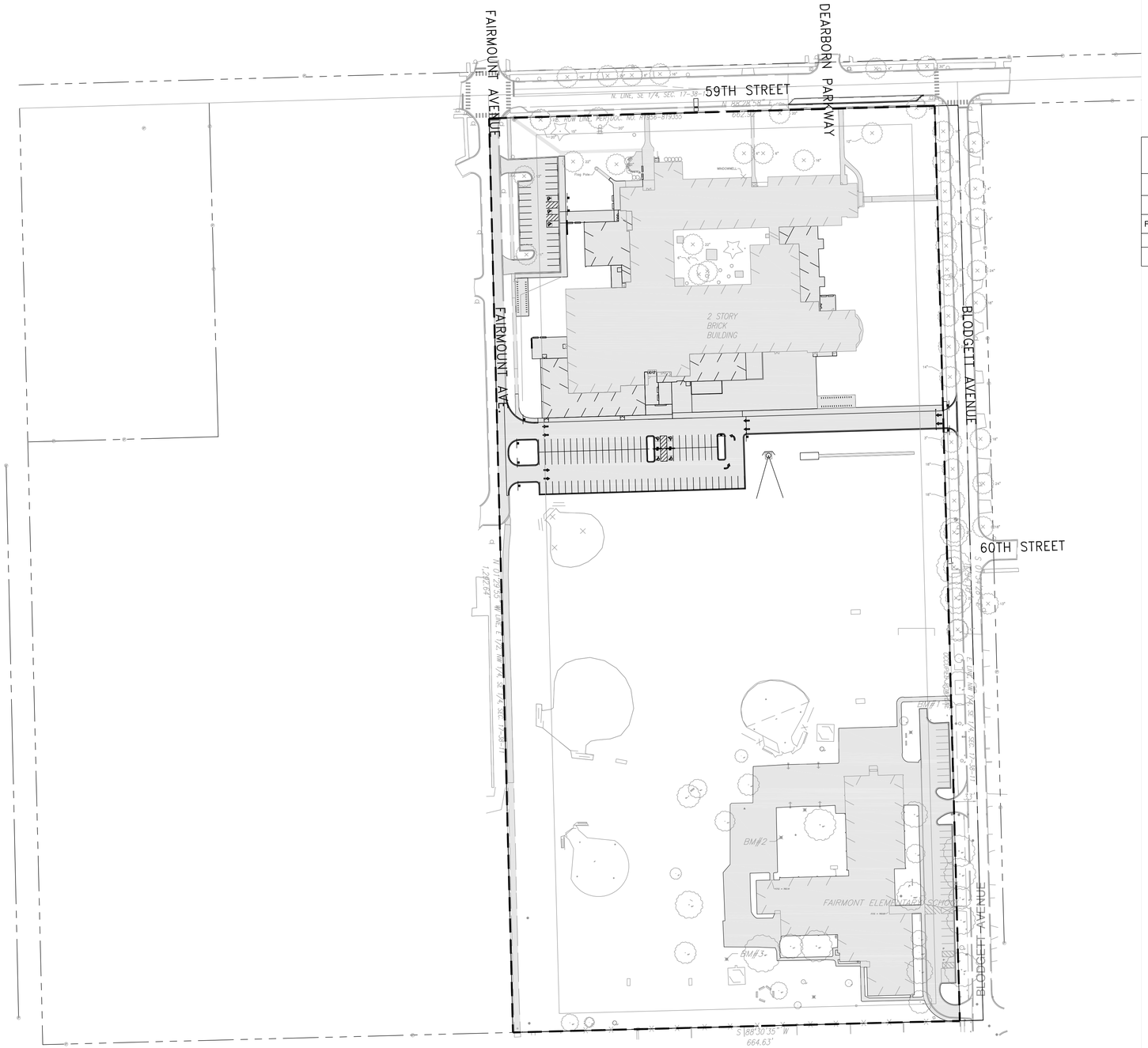
635 59TH STREET
DOWNERS GROVE, IL 60516

EXISTING CONDITIONS EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH EC

S:\Darien\Downers Grove SD58\220281_Referendum Projects\O'Neill MS\01\11 Drawings\02 CD\EXHIBITS\220281 EXH1 EXISTING CONDITIONS - O'NEILL.dwg eneeson Oct 02, 2023 2:27:08 pm



LEGEND

PROJECT AREA

IMPERVIOUS AREA

SCHOOL AREA PROPOSED CONDITIONS

	AREA (SF)	AREA (AC)	CN	CN*A
O'NEIL IMPERVIOUS AREA	188,819	4.33	98	424.3
FAIRMOUNT IMPERVIOUS AREA	88,454	2.03	98	198.9
PERVIOUS AREA	538,522	12.36	74	914.6
SUBTOTAL AREA	815,795	18.73	82.1	1537.7

GRAPHIC SCALE

80 0 40 80 160

1 INCH = 80 FEET

NORTH

DOWNERS GROVE
SCHOOL DISTRICT 58

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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 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

PROPOSED CONDITIONS EXHIBIT

Project Number:
220281
Drawn By:
VL
Sheet:

EXH PC

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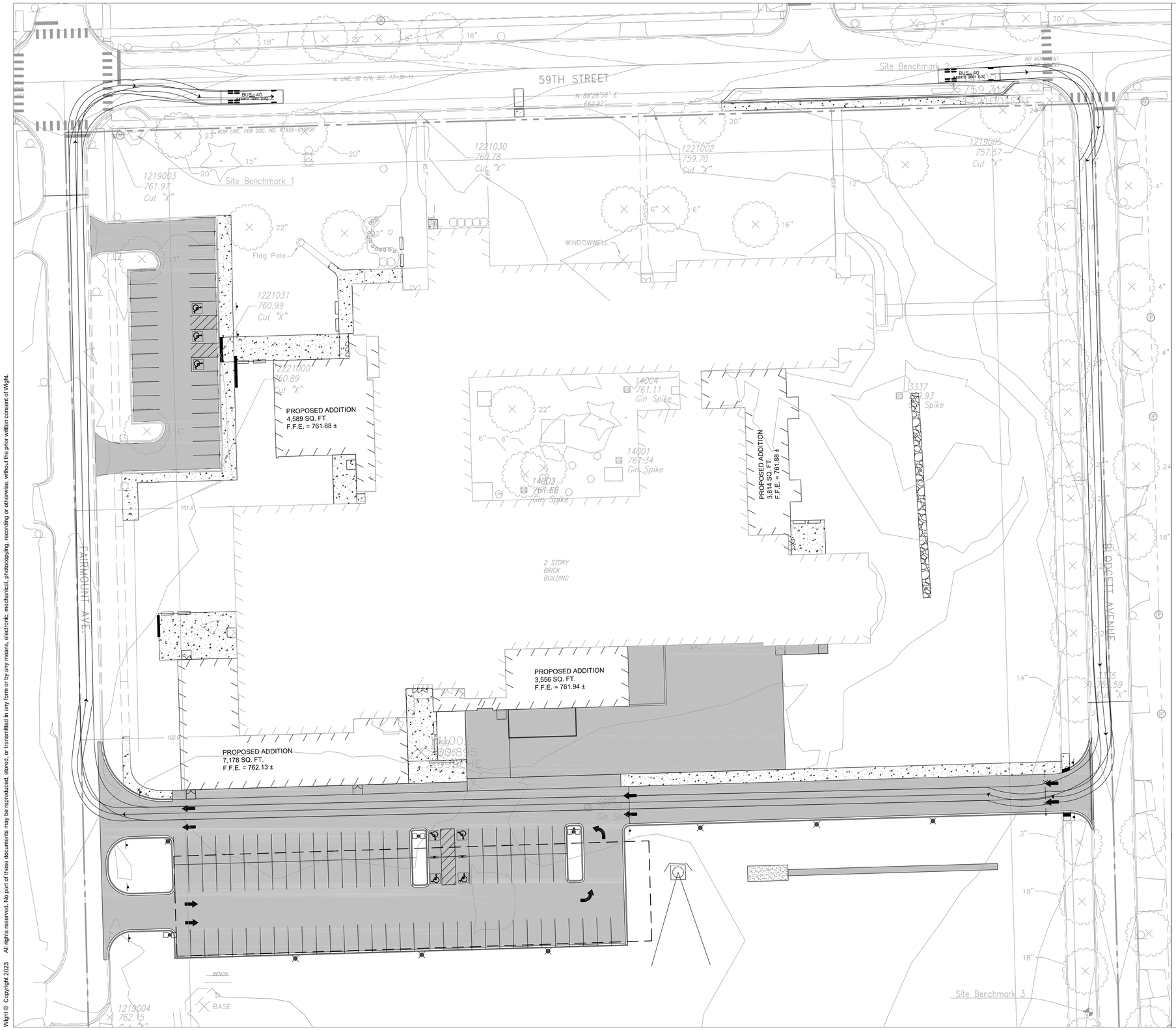
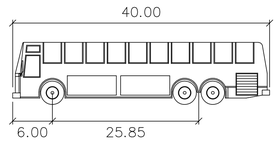


LEGEND

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



BUS-40

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 39.3

DOWNERS GROVE
SCHOOL DISTRICT 58

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F 630.969.7979

REV	DESCRIPTION	DATE
	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 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

AUTOTURN EXHIBIT– BUS / FIRETRUCK

Project Number:
220281
Drawn By:
EN
Sheet:
EXH

O'Neill Middle School - Additions and Renovations

Downers Grove School District 58
635 59th St.
Downers Grove, IL 60516
Project Number 220281
OCTOBER 18, 2023

PLAN COMMISSION RE-SUBMITTAL

PROJECT TEAM

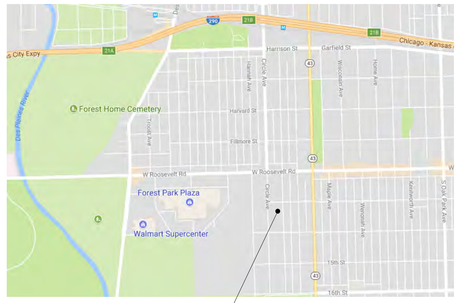
ARCHITECT
WIGHT & COMPANY
2500 NORTH FRONTAGE ROAD
DARIEN IL. 60561
PHONE: (630)969-7000
FAX: (630)969-7979
CONTACT:AMY TIBERI
Design Firm Registration #184-000451

CLIENT
DOWNERS GROVE GRADE SCHOOL STRICT 58
2300 WARRENVILLE RD, SUITE 200NE
DOWNERS GROVE, IL 60515
PHONE:(630)719-5800
FAX:(630)719-9857
CONTACT:

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

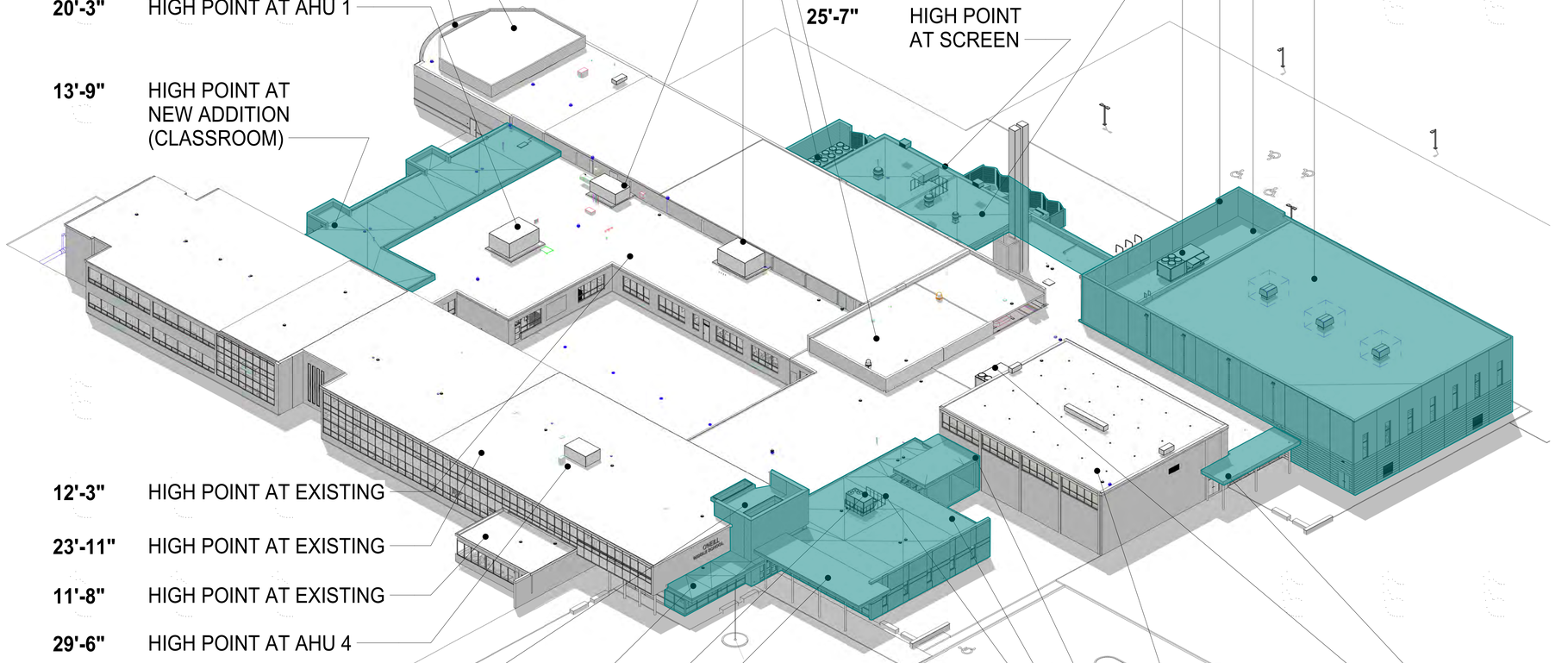


635 59th St.
Downers Grove, IL 60516

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)



22'-1" HIGH POINT AT EXISTING

18'-1" HIGH POINT AT EXISTING

20'-3" HIGH POINT AT AHU 1

13'-9" HIGH POINT AT NEW ADDITION (CLASSROOM)

16'-11" HIGH POINT AT EXISTING

8'-6" HIGH POINT AT CHILLER

20'-3" HIGH POINT AT AHU 2

18'-3" HIGH POINT AT AHU 3

32'-0" HIGH POINT AT NEW STORM SHELTER/GYM

22'-3" HIGH POINT AT NEW RTU 1 ROOF

35'-4" HIGH POINT AT NEW RTU 1 SCREEN

23'-7" HIGH POINT AT NEW RTU 1

14'-0" HIGH POINT AT NEW ADDITION (KITCHEN)

25'-7" HIGH POINT AT SCREEN

12'-3" HIGH POINT AT EXISTING

23'-11" HIGH POINT AT EXISTING

11'-8" HIGH POINT AT EXISTING

29'-6" HIGH POINT AT AHU 4

23'-11" HIGH POINT AT NEW ADDITION

12'- 1" HIGH POINT AT NEW ADDITION (FLEX)

19'-0" HIGH POINT AT RTU 3

16'-4" HIGH POINT AT NEW CANOPY

21'-0" HIGH POINT AT SCREEN

13'-7" HIGH POINT AT NEW ADDITION (OFFICES)

16'-3" HIGH POINT AT NEW CANOPY (STAFF DINING)

27'-9" HIGH POINT AT EXISTING

20'-0" HIGH POINT AT RTU 2

16'-0" HIGH POINT AT NEW CANOPY

1 NEW ADDITIONS DIAGRAM

SCALE:

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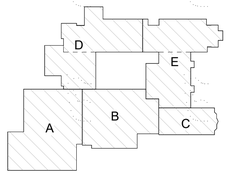


REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023
	PLAN COMMISSION	08/22/2023

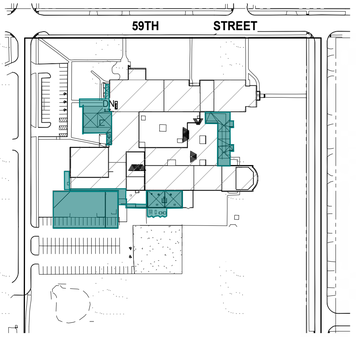
O'Neill Middle School - Additions and Renovations

635 59th St.
Downers Grove, IL 60516

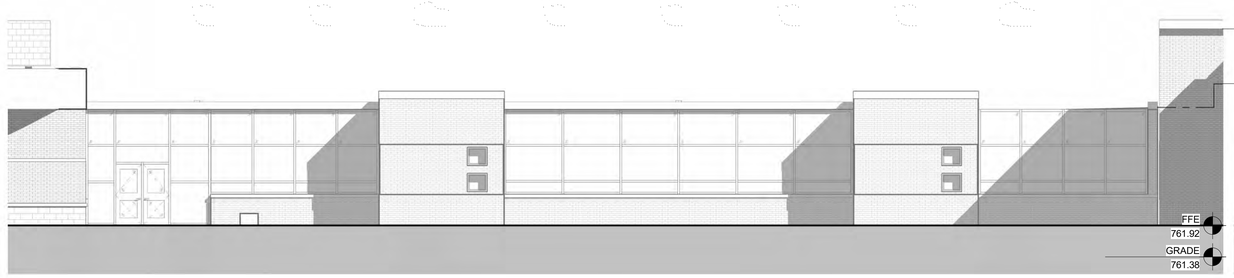
OVERALL AXON

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

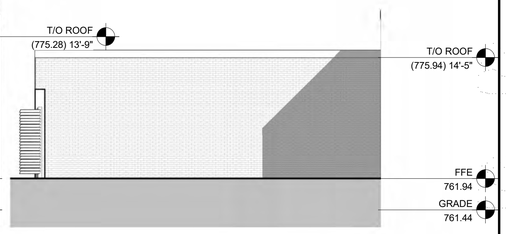
EX-A1.00



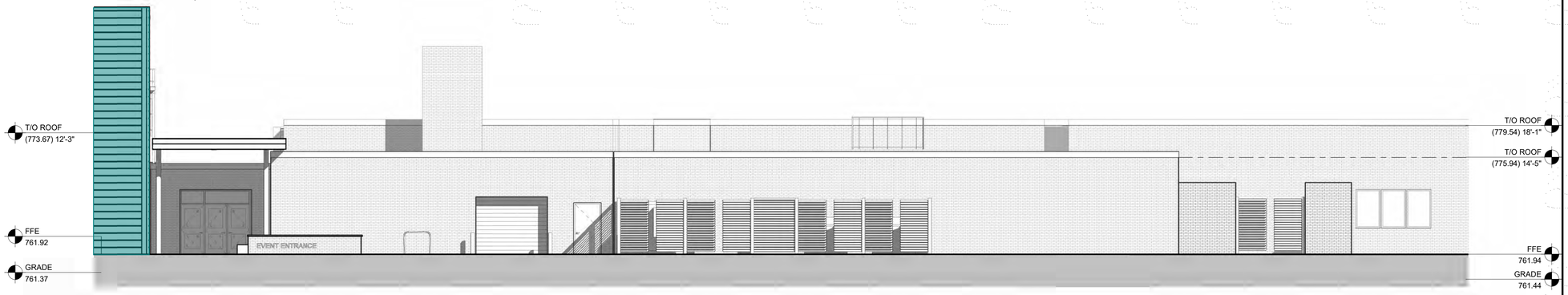
6 ARCHITECTURAL SITE PLAN
SCALE: 1" = 160'-0"



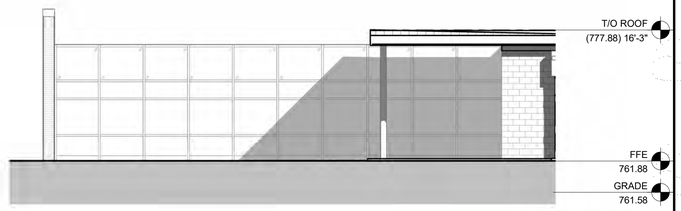
5 EXTERIOR ELEVATION - EAST (CLASSROOM)
SCALE: 1/8" = 1'-0"



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



3 EXTERIOR ELEVATION - SOUTH (KITCHEN)
SCALE: 1/8" = 1'-0"



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

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

58

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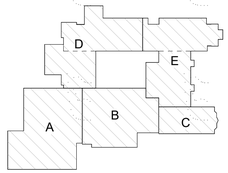


REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023
	PLAN COMMISSION	08/22/2023

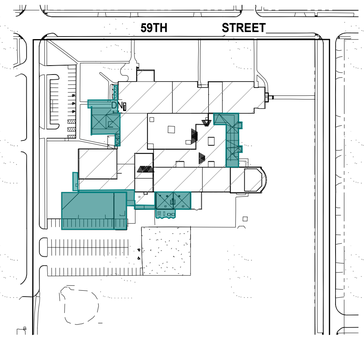
O'Neill Middle School - Additions and Renovations

635 59th St.
Downers Grove, IL 60516

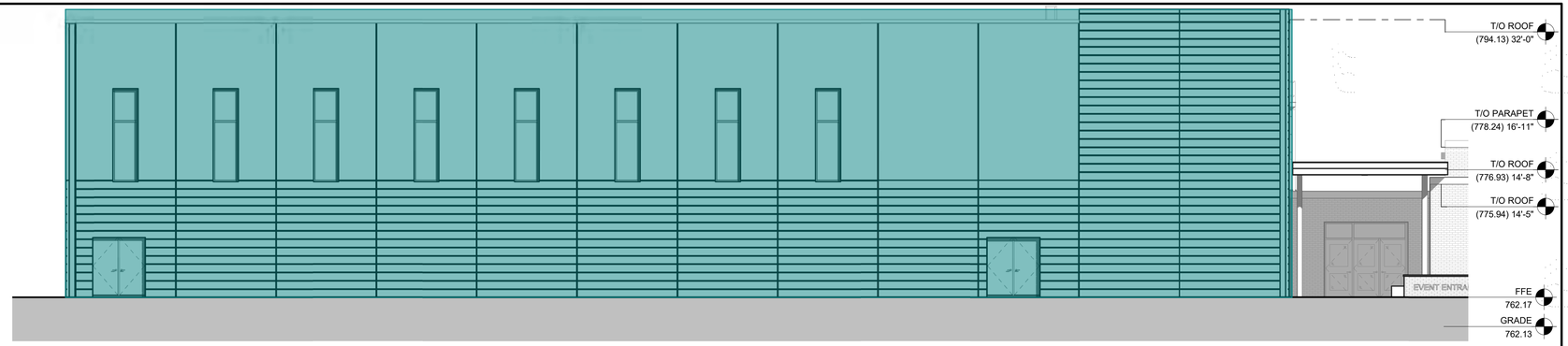
ELEVATIONS

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

EX-A1.02

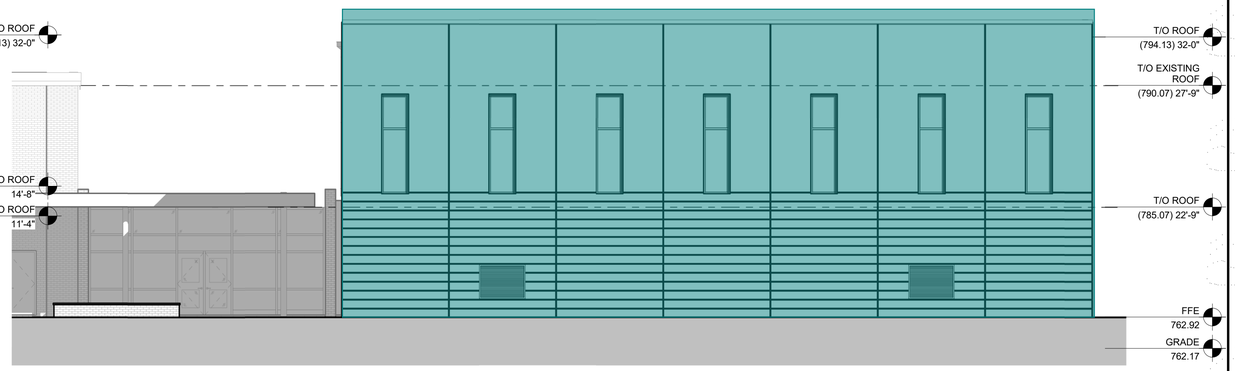


4 ARCHITECTURAL SITE PLAN
SCALE: 1" = 160'-0"

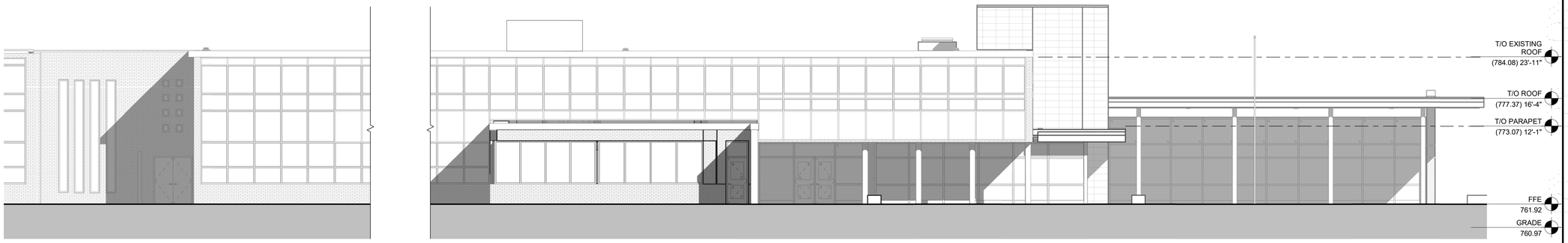


3 EXTERIOR ELEVATION - SOUTH (STORM SHELTER/GYM)
SCALE: 1/8" = 1'-0"

5 EXTERIOR ELEVATION - EAST (STORM SHELTER/GYM)
SCALE: 1/8" = 1'-0"



2 EXTERIOR ELEVATION - WEST (STORM SHELTER/GYM)
SCALE: 1/8" = 1'-0"



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

58

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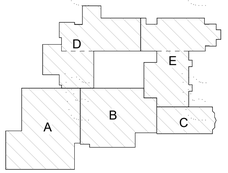


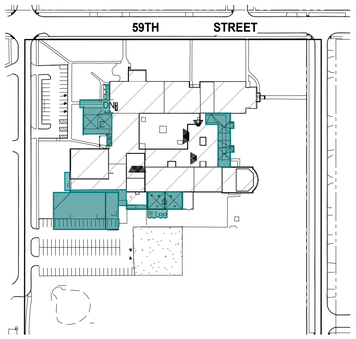
REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023
	PLAN COMMISSION	08/22/2023

O'Neill Middle School - Additions and Renovations

635 59th St.
Downers Grove, IL 60516

ELEVATIONS

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

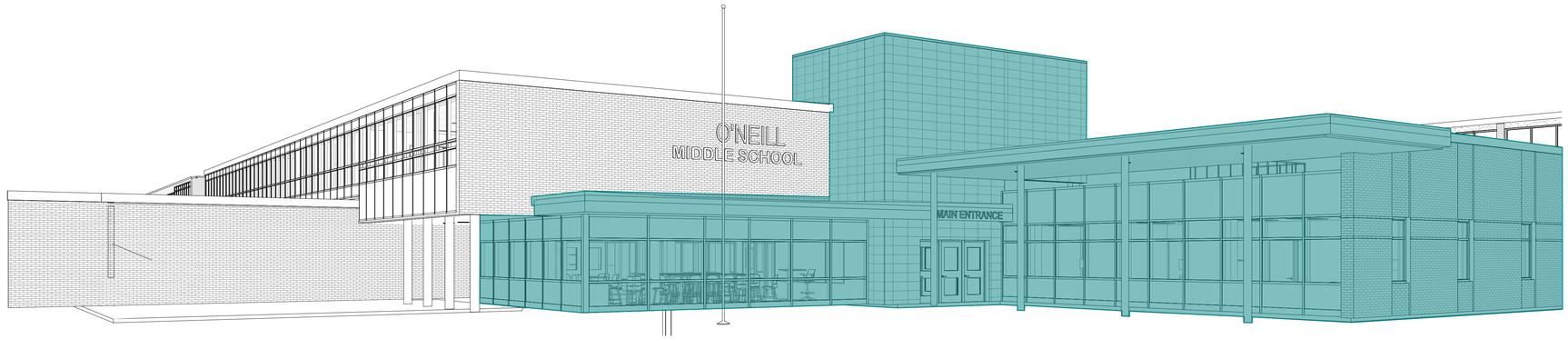


4 ARCHITECTURAL SITE PLAN
SCALE: 1" = 160'-0"

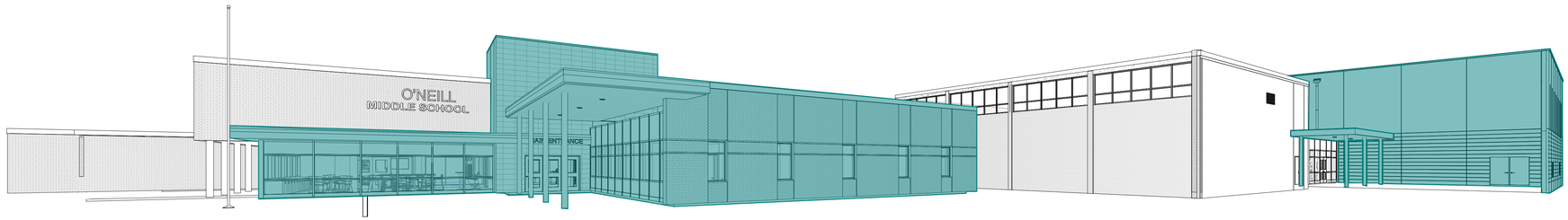
3 VIEW OF EXISTING CLASSROOMS
SCALE:

LEGEND

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



2 VIEW AT MAIN ENTRANCE
SCALE:



1 OVERALL VIEW FROM PARKING
SCALE:

58

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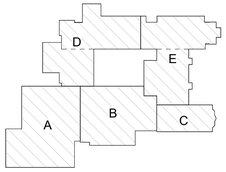

REV	DESCRIPTION	DATE
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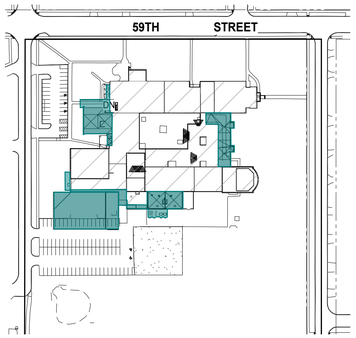
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023
	PLAN COMMISSION	08/22/2023

O'Neill Middle School - Additions and Renovations

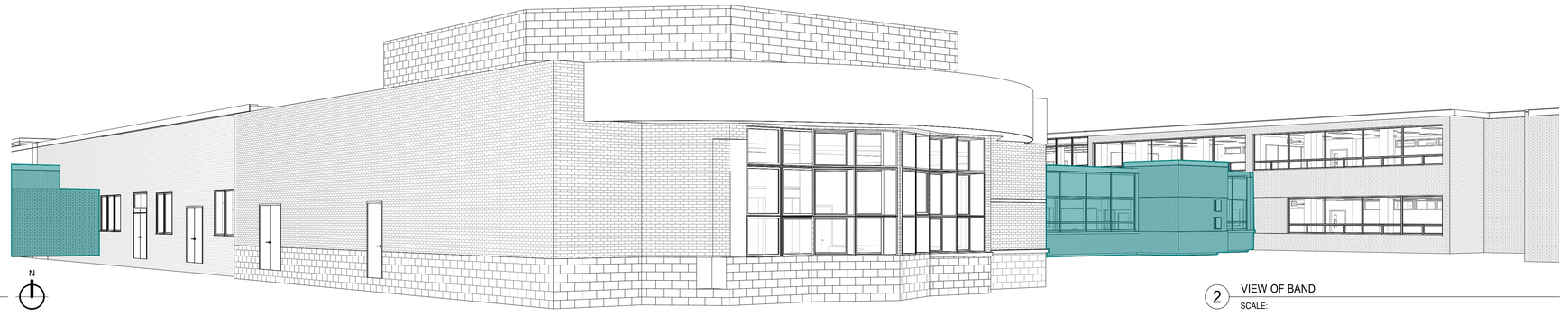
635 59th St.
Downers Grove, IL 60516

PERSPECTIVES

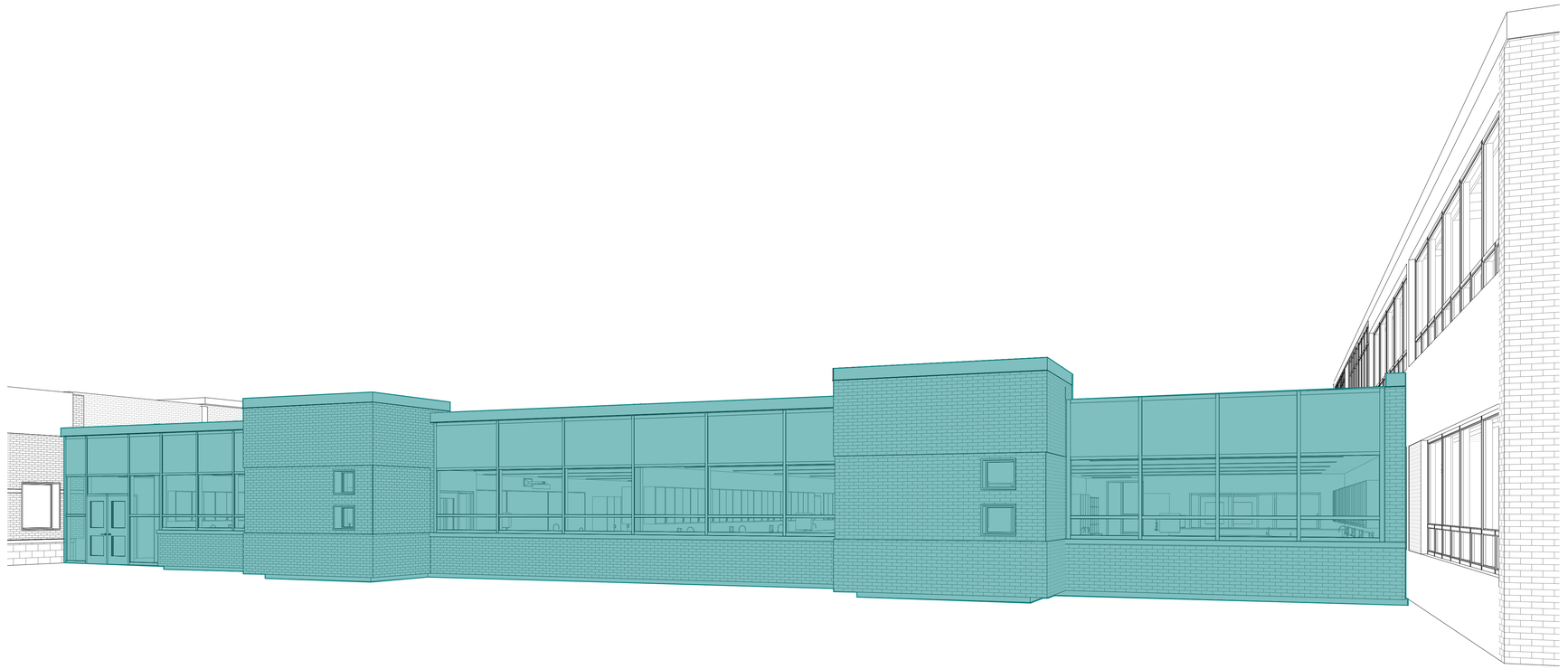
Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.04



3 ARCHITECTURAL SITE PLAN
SCALE: 1" = 160'-0"



2 VIEW OF BAND
SCALE:



1 VIEW AT SCIENCE CLASSROOMS
SCALE:

LEGEND

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

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wightco.com
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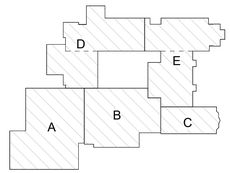


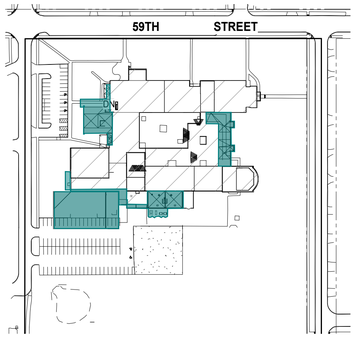
REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023
	PLAN COMMISSION	08/22/2023

O'Neill Middle School - Additions and Renovations

635 59th St.
Downers Grove, IL 60516

PERSPECTIVES

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

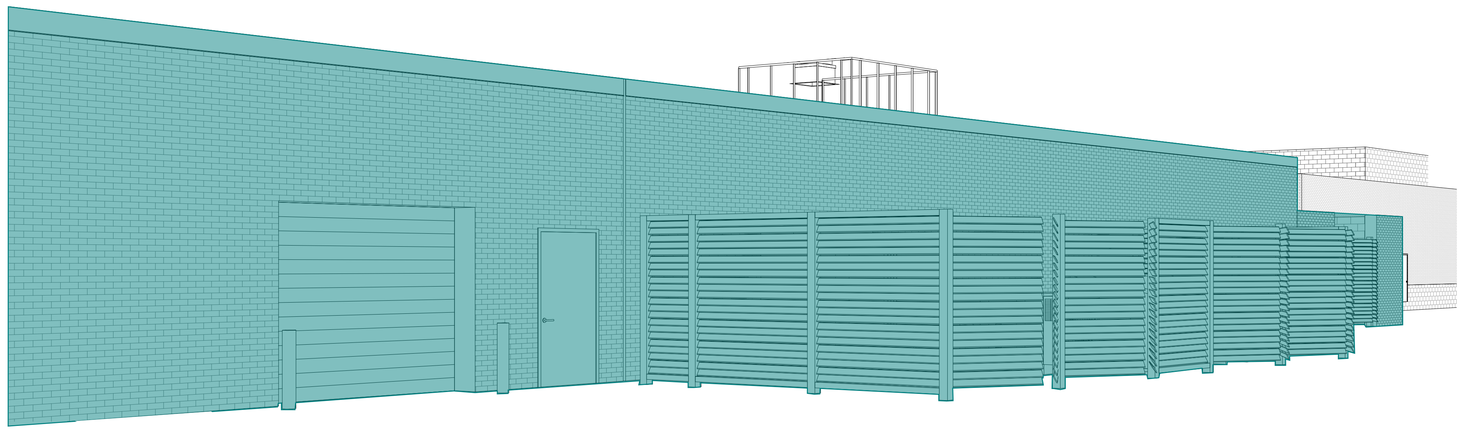


4 ARCHITECTURAL SITE PLAN
SCALE: 1" = 160'-0"

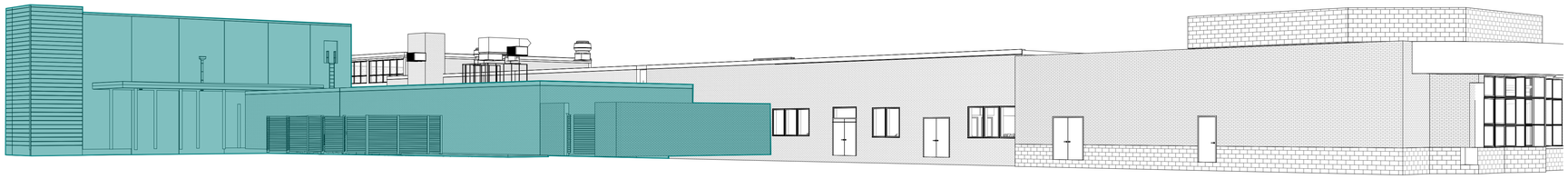
3 VIEW AT STORM SHELTER/GYM
SCALE:

LEGEND

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



2 VIEW AT KITCHEN
SCALE:



1 VIEW AT BAND, KITCHEN AND STORM SHELTER/GYM
SCALE:

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2500 North Frontage Road
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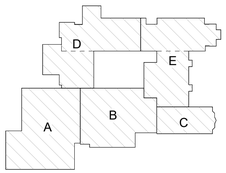

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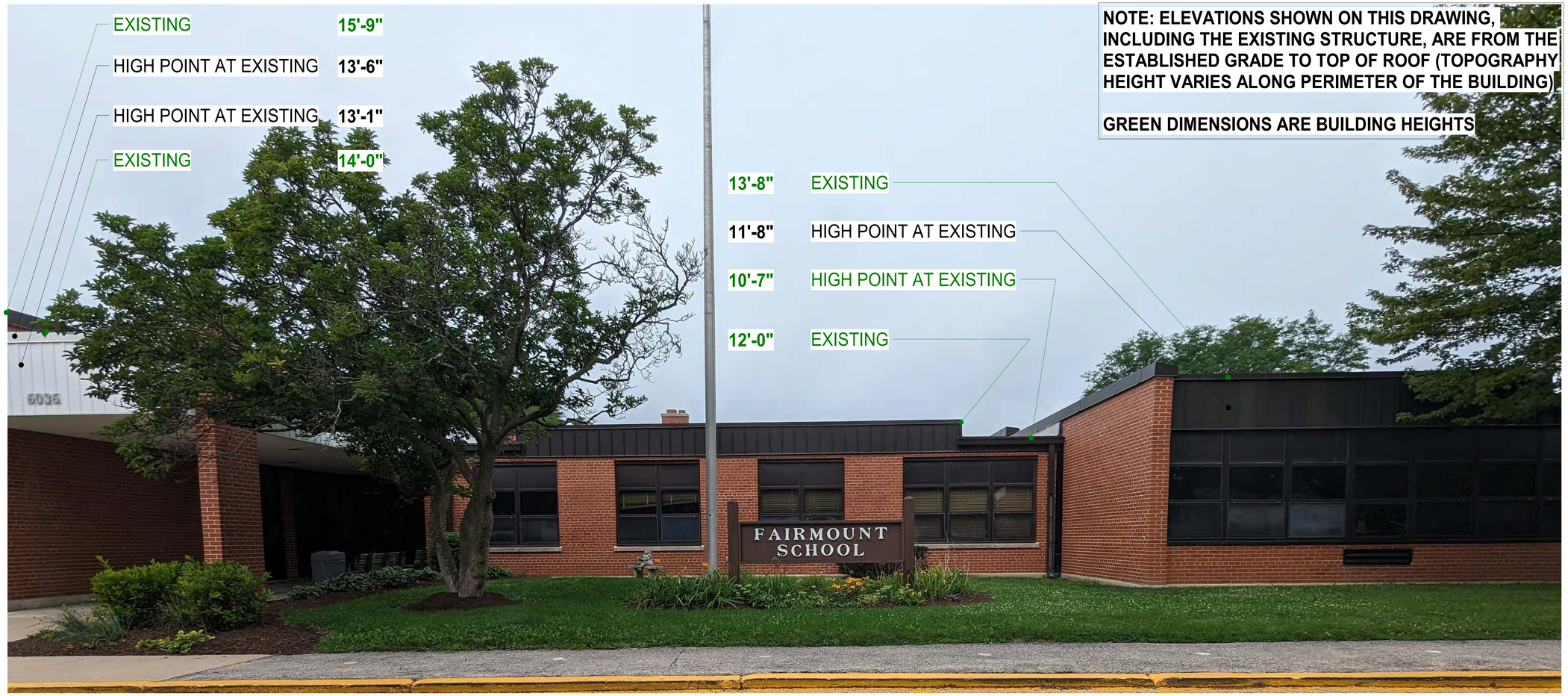
REV	DESCRIPTION	DATE
	PLAN COMMISSION RE-SUBMITTAL	10/18/2023
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023
	PLAN COMMISSION	08/22/2023

O'Neill Middle School - Additions and Renovations

635 59th St.
Downers Grove, IL 60516

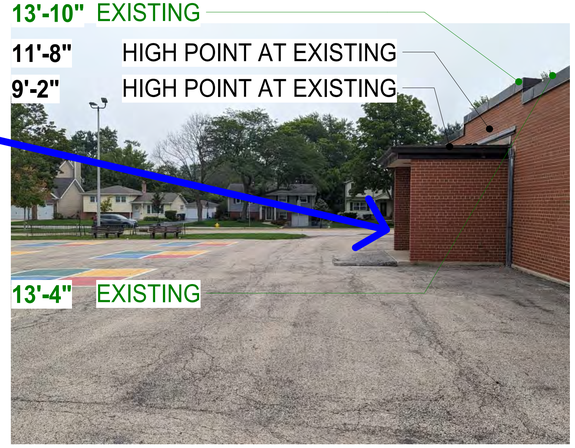
PERSPECTIVES

Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.06



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)

GREEN DIMENSIONS ARE BUILDING HEIGHTS



NO WORK IS PROPOSED FOR THE ELEMENTARY SCHOOL AT THIS TIME

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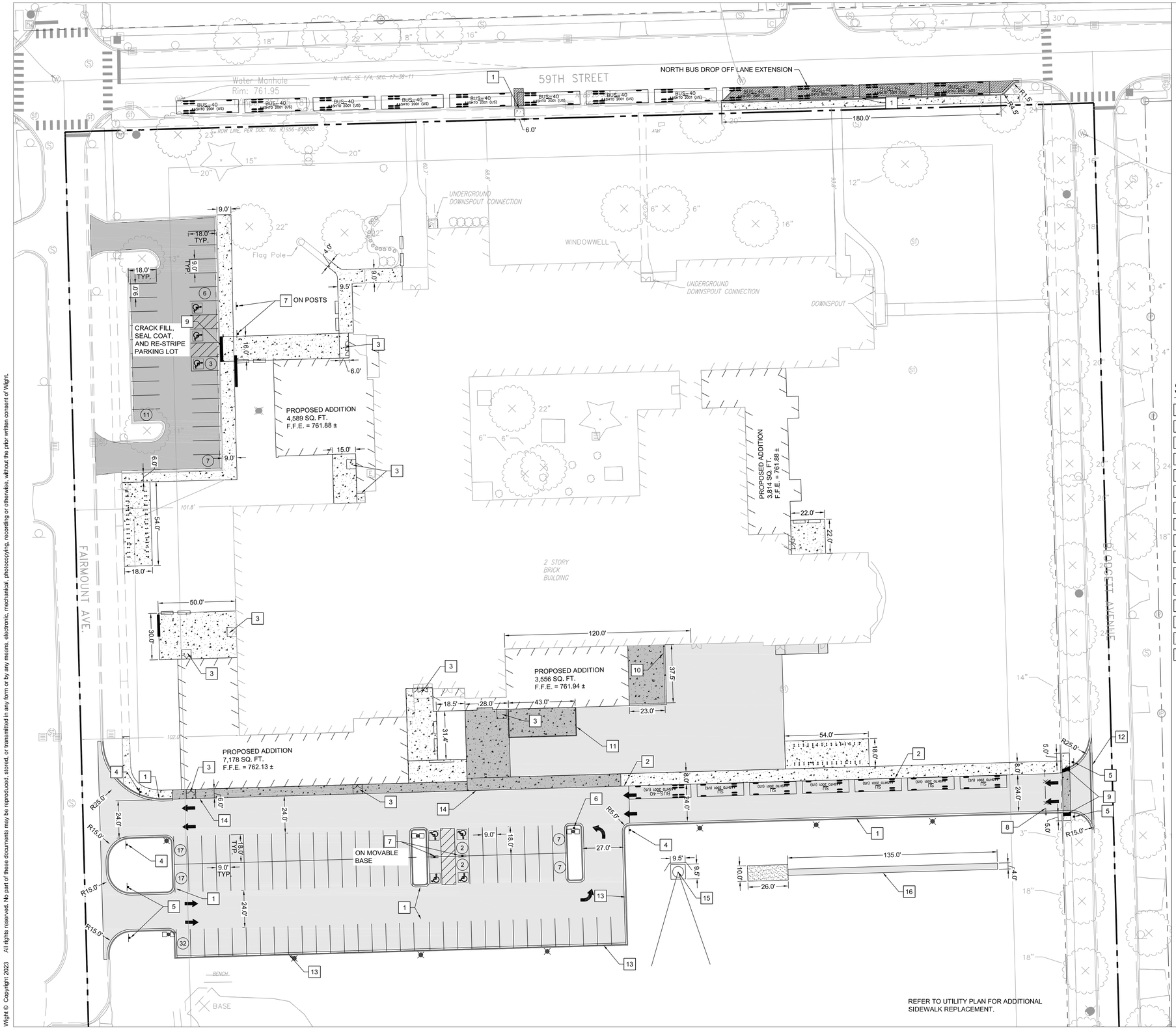
	PLAN COMMISSION RE-SUBMITTAL	09/02/2023

O'Neill Middle School - Additions and Renovations

635 59th St.
Downers Grove, IL 60516

FAIRMOUNT SCHOOL PHOTO ELEVATIONS

Project Number:
Project Number 220281
Drawn By:
Author
Sheet:
EX-A1.07



LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- FULL DEPTH ROADWAY HMA PAVEMENT AND STONE BASE
- PCC SIDEWALK AND STONE BASE
- SAND
- CRACK FILL, SEAL COAT AND RE-STRIPE PARKING LOT
- (XX) PARKING COUNT
- LIGHT POLE
- BUILDING SETBACK
- PROPERTY LINE

PROPOSED PARKING

	REGULAR	ADA
NORTHWEST PARKING LOT	24	3
SOUTH PARKING LOT	80	4
TOTAL PARKING	104	7

SITE KEY NOTES

1. B6.12 CURB AND GUTTER
2. INTEGRAL CURB AND SIDEWALK
3. FROST STOOP
4. DO NOT ENTER SIGN
5. ENTRANCE ONLY SIGN
6. ONE WAY SIGN
7. ADA SIGN
8. 28' WIDE TYPE "A" ELECTRONIC DOUBLE SWING GATE
9. ADA RAMP AND DETECTIBLE WARNINGS
10. CHILLER SCREENING WALL, REFER TO ARCHITECTURE PLANS
11. MECHANICAL SCREENING WALL, REFER TO ARCHITECTURE PLANS
12. DEPRESSED CURB AND GUTTER
13. MOUNTABLE CURB
14. THICKENED EDGE WALK
15. DISCUS CONCRETE PAD AND NETTING
16. LONG JUMP

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

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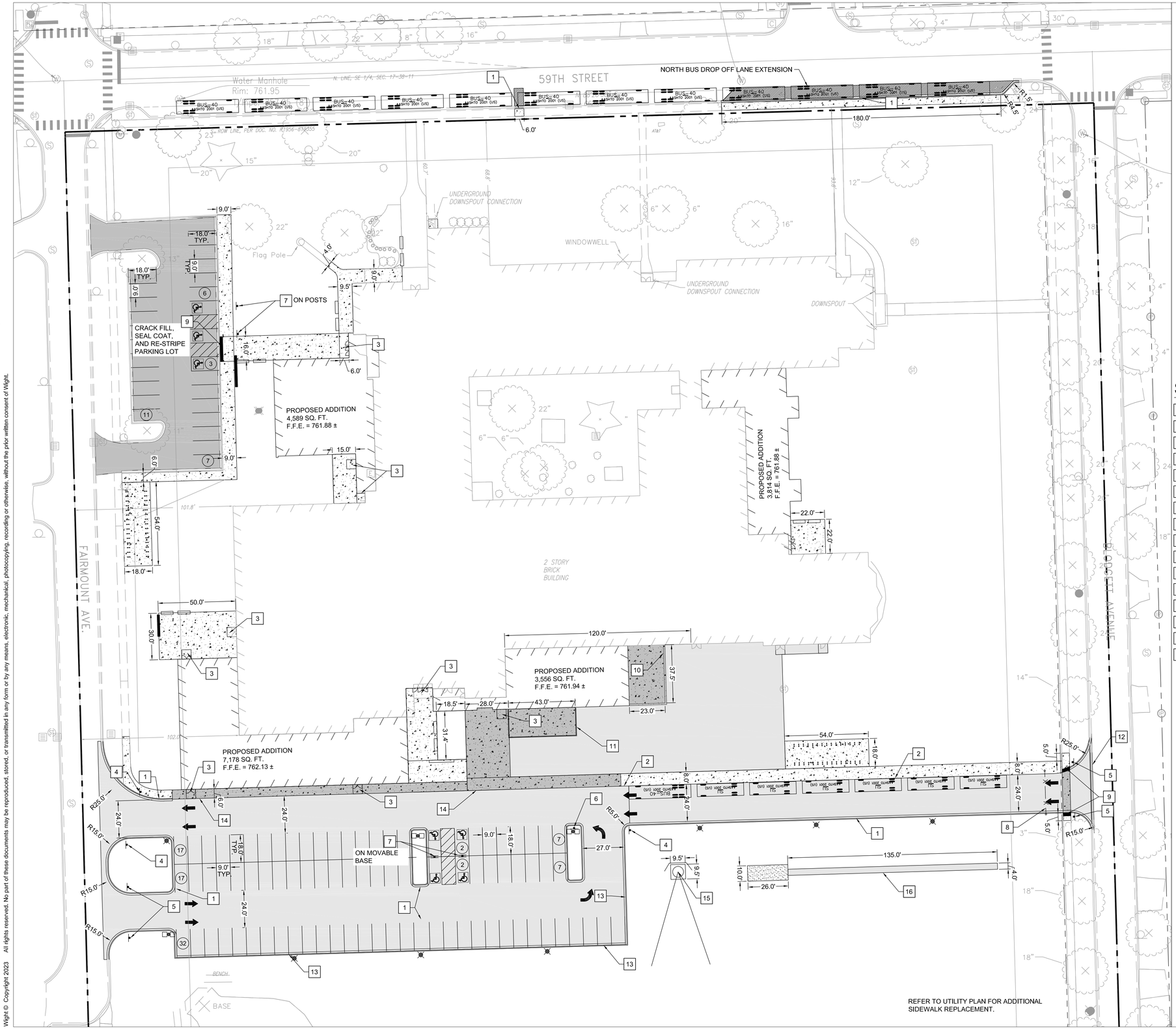
REV	DESCRIPTION	DATE
	PLAN COMMISION RESUBMITTAL	10/02/23
	BG2 50% CONSTRUCTION DOCS	08/22/23
	ZBA SUBMITTAL	08/22/23
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

SITE PLAN

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



LEGEND

- FULL DEPTH HMA PAVEMENT AND STONE BASE
- HEAVY DUTY CONCRETE PAVEMENT AND STONE BASE
- FULL DEPTH ROADWAY HMA PAVEMENT AND STONE BASE
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5. CONTRACTOR TO COORDINATE WITH SCHOOL ON FINAL

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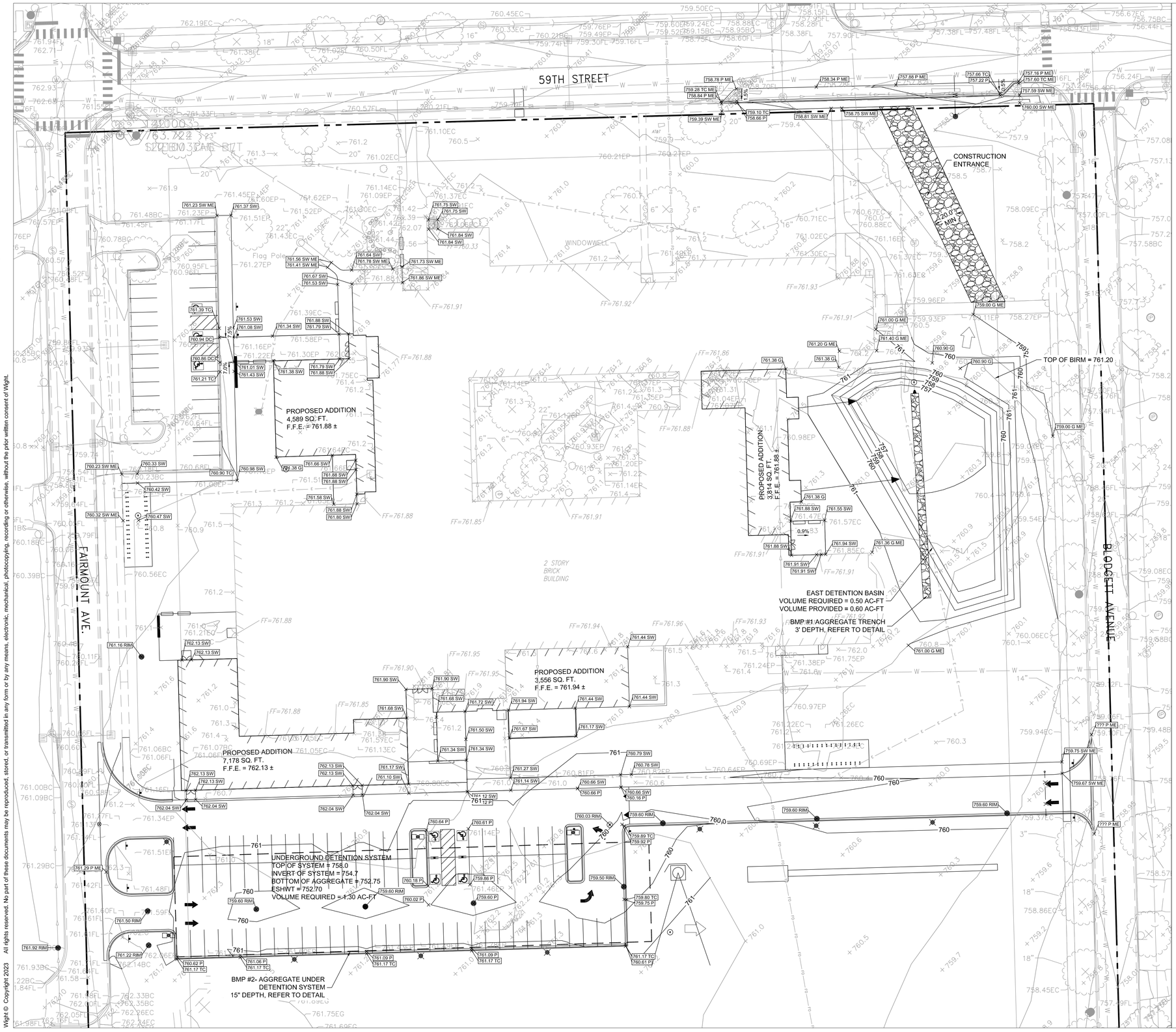
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

SITE PLAN

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



LEGEND

ME	MATCH EXISTING ELEVATION
HP	HIGH POINT
11.77 P	TOP OF PAVEMENT ELEVATION
11.77 G	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

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 "SUBSURFACE EXPLORATION AND GEOTECHNICAL ENGINEERING REPORT" PROVIDED BY ECS MIDWEST LLC. 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:

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.

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

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SCHOOL DISTRICT 58

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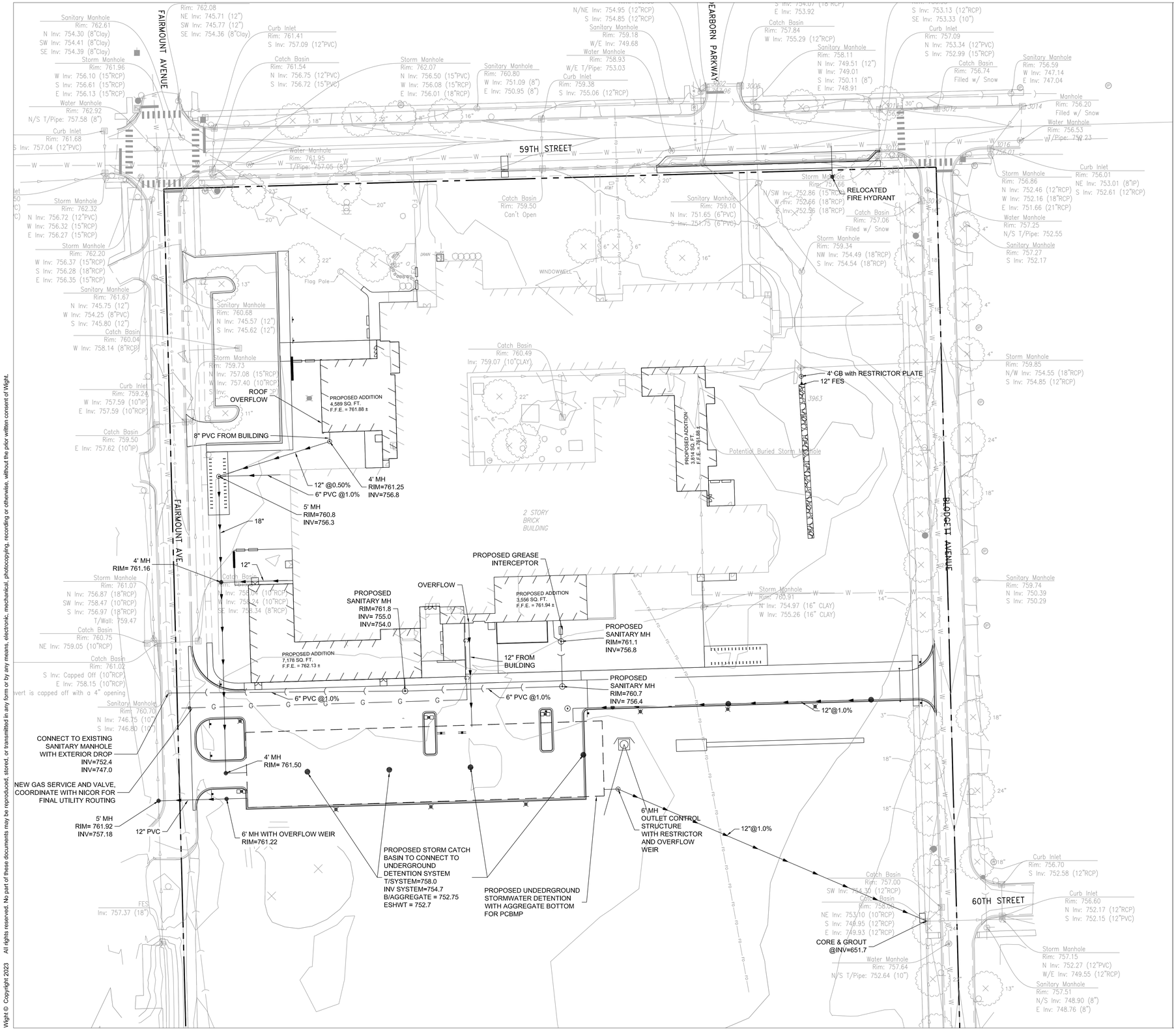
	100% DD	08/03/23
	VILLAGE MEETING	05/18/23

DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

GRADING AND EROSION CONTROL PLAN

Project Number:
220281
Drawn By:
SS
Sheet:
C3.00



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:

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.
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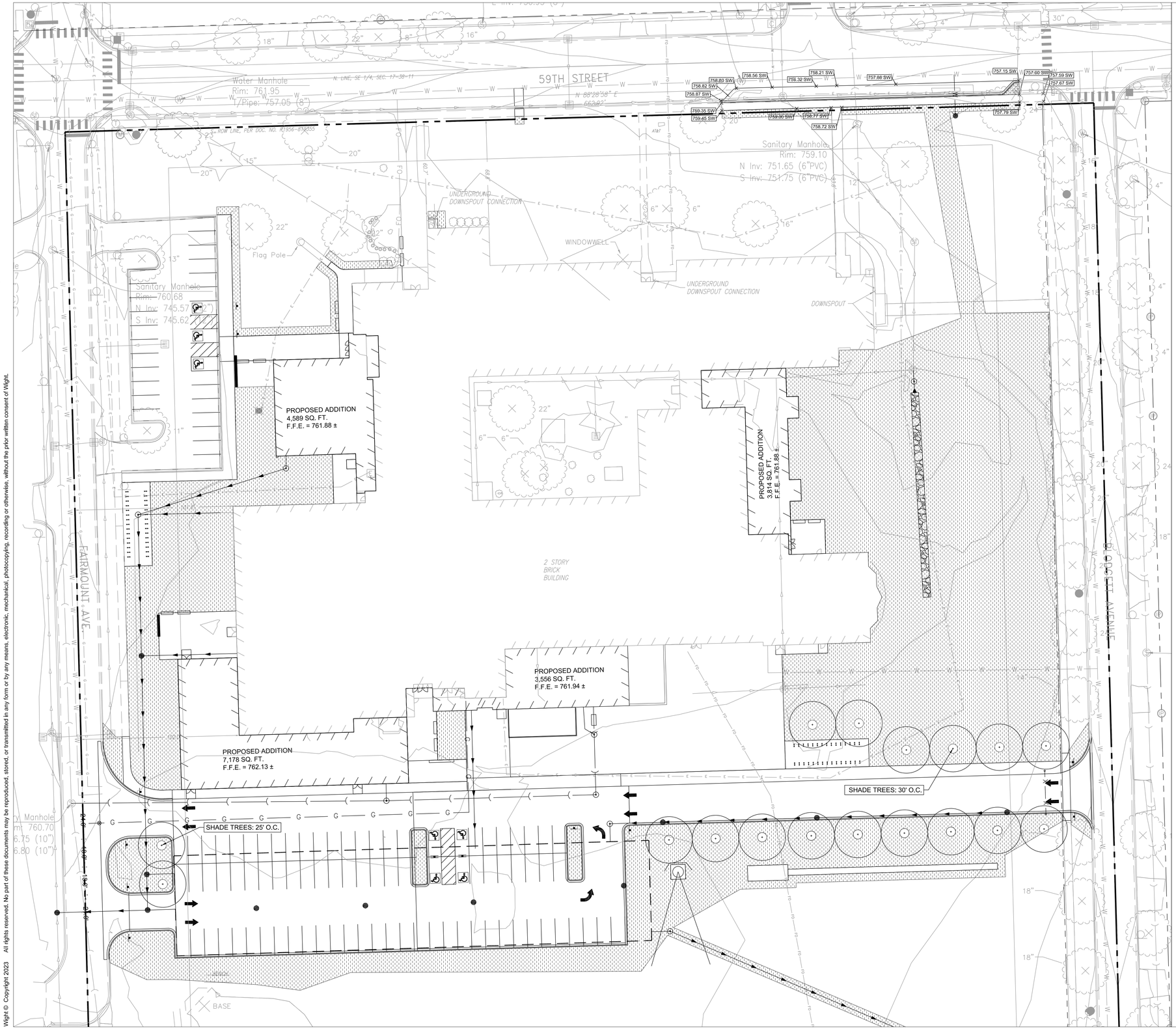
DOWNERS GROVE SD 58
O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

UTILITY PLAN

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



LEGEND

- SEED AND BLANKET
- SHADE TREE
- PROPERTY LINE

LANDSCAPE NOTES:

1. SEED AND BLANKET LIMIT LINE IS APPROXIMATE. RESTORE TO LIMITS OF DISTURBANCE. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 6" DEPTH), FERTILIZER, SEED AND BLANKET AS SHOWN.
2. CONTRACTOR RESPONSIBLE TO RESTORE ALL AREAS DISTURBED BY CONSTRUCTION, OUTSIDE SCOPE LIMIT, TO EXISTING CONDITION.
3. ALL PROPOSED PLANTING BED AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED WITH TOPSOIL (MIN. 10" DEPTH) PRIOR TO PERENNIAL AND SHRUB INSTALLATION.
4. THE CONTRACTOR SHALL PROTECT ANY AND ALL TREES NOT SHOWN ON THE PLANS TO BE SAVED FROM DAMAGE DUE TO THEIR OPERATIONS. CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING AS SHOWN ON PLANS AND DETAILS PRIOR TO BEGINNING WORK.
5. THE CONTRACTOR WILL MAKE NO SUBSTITUTIONS WITHOUT PRIOR WRITTEN CONSENT BY THE LANDSCAPE ARCHITECT. THE CONTRACTOR WILL SUBMIT ANY SUBSTITUTIONS IN WRITING TO THE LANDSCAPE ARCHITECT.
6. ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF "AMERICAN STANDARD FOR NURSERY STOCK" AND AS DETAILED ON THESE DRAWINGS. DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE LANDSCAPE ARCHITECT.
7. ALL PLANTING BEDS WILL RECEIVE 3" PREMIUM DOUBLE SHREDDED HARDWOOD BARK. GROUNDCOVERS SHALL RECEIVE 1-1/2" CAREFULLY PLACED AROUND BASE OF PLANT.
8. TREES PLACED IN TURF AREAS WILL HAVE 6' DIA. MULCH RING WITH 3" DEEP SPADE CUT EDGE.
9. ALL BEDLINES SHALL BE SPADE CUT TO A MIN. DEPTH OF 3". CURVED BEDLINES TO BE SMOOTH AND NOT SEGMENTED.
10. EXISTING TURF IN PROPOSED PLANTING AREAS SHALL BE STRIPPED AND REMOVED.
11. ALL PERENNIAL & SHRUB BEDS TO HAVE AMENDED TOPSOIL 2" MINIMUM ORGANIC MATTER SHALL BE TILLED INTO THE TOP 10" OF TOPSOIL. THOROUGHLY TILL TO BREAK UP CLUMPS AND SPREAD EVENLY OVER SURFACE.
12. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM NEAREST LIGHT POLE.
13. TREES SHALL BE INSTALLED A MINIMUM OF 5' HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES.
14. TREES SHALL BE INSTALLED A MINIMUM OF 10' HORIZONTALLY FROM UTILITY STRUCTURES AND APPURTENANCES, INCLUDING, BUT NOT LIMITED TO MANHOLES, VALVE VAULTS, VALVE BOXES, AND FIRE HYDRANTS.
15. ANY AREA COMPACTED BY CONSTRUCTION TRAFFIC SHALL BE TILLED OR RESTORED TO ALLOW FOR SUITABLE PLANTING CONDITIONS.
16. THE CROWNS AND ROOTS OF TREES WHICH ARE TO BE PRESERVED IN THE PROJECT AREA, BUT WHICH COULD BE NEGATIVELY AFFECTED DURING THE CONSTRUCTION PROCESS, SHALL BE PRUNED BY A QUALIFIED ARBORIST ACCORDING TO THE TREE PRUNING STANDARDS SET BY ANSI 2100 CODE.
17. PRIOR TO INSTALLATION, THE CONTRACTOR SHALL LAYOUT LANDSCAPE BED OF HEDGE, SHRUBS AND PERENNIALS FOR APPROVAL BY THE LANDSCAPE ARCHITECT. NOTIFY THE LANDSCAPE ARCHITECT AT LEAST SEVEN WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIALS. THE OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO HAVE THE CONTRACTOR REMOVE, RELOCATE OR REPOSITION ANY PLANT MATERIALS.

NORTH

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

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 COMMISION RESUBMITTAL	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

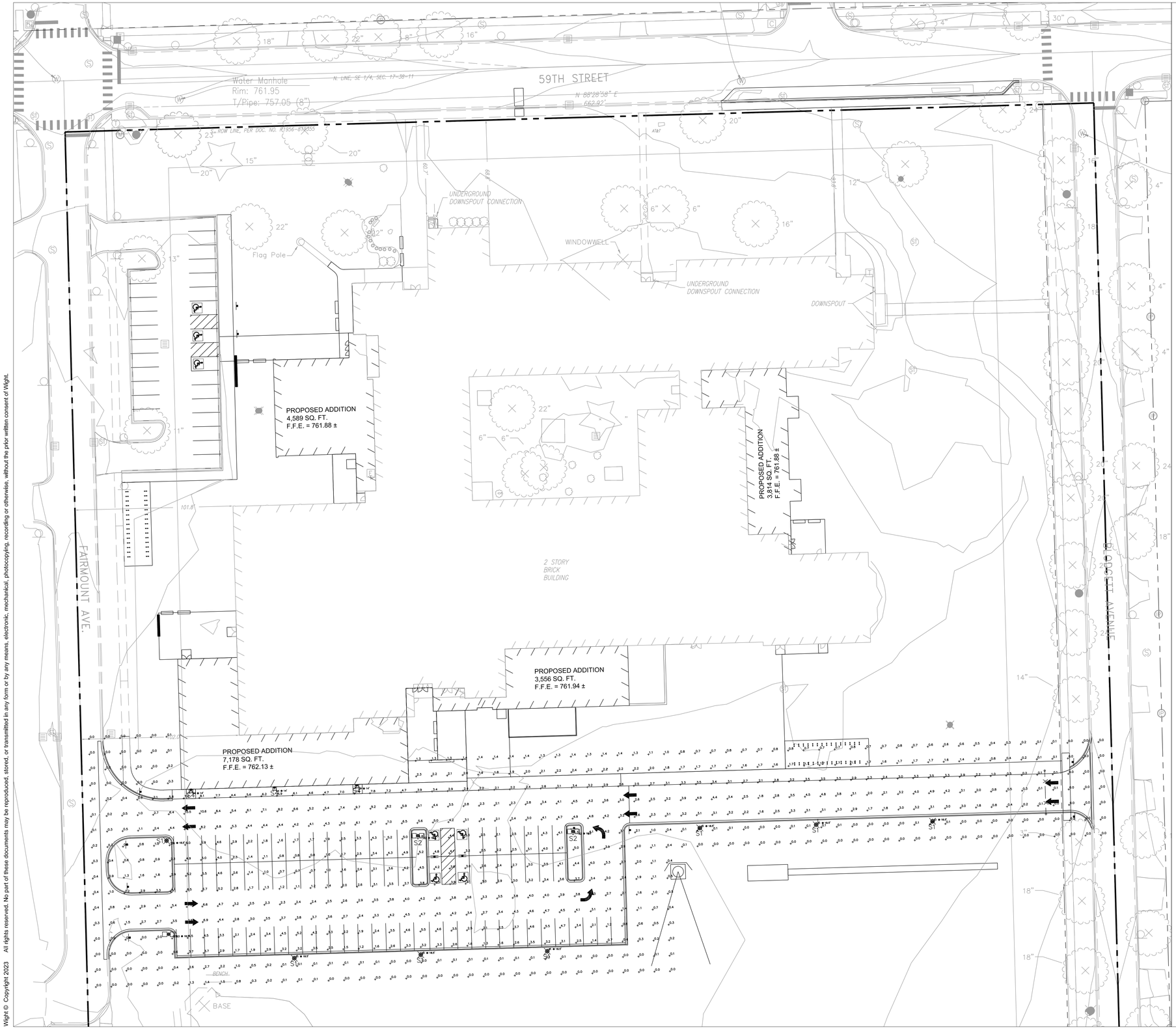
DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

LANDSCAPE PLAN

Project Number:
220281
Drawn By:
VO
Sheet:

L1.00



LEGEND

- LIGHT POLE
- PROPERTY LINE

NORTH

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

DOWNERS GROVE SCHOOL DISTRICT 58

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REV	DESCRIPTION	DATE
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DOWNERS GROVE SD 58 O'NEILL MIDDLE SCHOOL ADDITIONS

635 59TH STREET
DOWNERS GROVE, IL 60516

SITE PHOTOMETRIC PLAN

Project Number:
220281
Drawn By:
EN
Sheet:

E1.00

Light Loss Factor

Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Description	Lumens Per Lamp	Wattage
	S1	7	Lithonia Lighting	DSX1 LED P4 30K 80CRI BLC3	1	D-Series Size 1 Area Luminaire P4 Performance Package 3000K CCT 80 CRI Type 3 Extreme Backlight Control	10158	123.94
	S2	2	Lithonia Lighting	DSX1 LED P5 30K 80CRI T5M	1	D-Series Size 1 Area Luminaire P5 Performance Package 3000K CCT 80 CRI Type 5 Medium	16036	276.32
	S3	1	Lithonia Lighting	DSX1 LED P4 30K 80CRI BLC3 EGS	1	D-Series Size 1 Area Luminaire P4 Performance Package 3000K CCT 80 CRI Type 3 Extreme Backlight Control External Glare Shield	9453	247.88
	S4	3	Lithonia Lighting	DSX1 LED P4 30K 80CRI BLC3	1	D-Series Size 1 Area Luminaire P4 Performance Package 3000K CCT 80 CRI Type 3 Extreme Backlight Control	10158	123.94

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot	+	2.2 fc	10.6 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.**

LIGHTING & CONTROLS

KSA

O'neill Middle School

Designer
Kyser Mccrammer
Date
09/12/2023
Scale
Not to Scale
Version No.
001
Summary

DOWNERS GROVE
GRADE SCHOOL DISTRICT 58

O'NEILL MIDDLE SCHOOL REFERENDUM PROJECT

TO: Neighbors of O'Neill Middle School

RE: NEIGHBORHOOD SITE PLAN REVIEW MEETING

DATE: September 26 at 5:00 p.m.

LOCATION: O'Neill Middle School, 635 59th St, Downers Grove, IL 60516

O'Neill 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 O'Neill 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 plan along with District 58 and other project partners at 5 p.m. Sept. 26 at O'Neill.

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

Wight

ATTENDANCE SHEET

PROJECT NAME: D58 Referendum Project O'Neill
WIGHT PROJECT NO.: 220281
MEETING DATE: 9/26/2023
MEETING TIME: 5:00PM
MEETING PURPOSE OR TYPE: Neighborhood Meeting

Please provide your NAME, PHONE and EMAIL:

1. Rosemary Blessman [redacted]
2. Robert Blessman [redacted]
3. Kevin Russell
4. Kevin Barto
5. Lauryn Humphris
6. Michael Wathen
7. Amy Tiberi
8. Peter Kuhn
9. Ben Stutes

Please provide your NAME, COMPANY NAME, PHONE and EMAIL:

10. ERIC EICHLER

11. Heather Spang [redacted]

12. MARK DETTEN [redacted]

13. Dan McGoldrick [redacted]

14. LuAnn Costello [redacted]

15. Todd Drafall

16. Karen Lynde [redacted]

17. ~~Barry Tibski~~

18. KYLE BUCK

19.

20.

21.

22.

DOWNERS GROVE GRADE SCHOOL DISTRICT 58| **O'NEILL 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

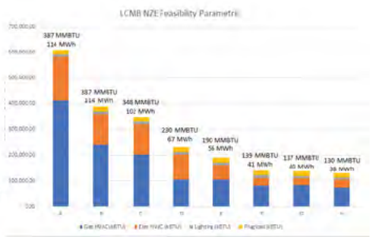
- Provide restorative spaces/ safe spaces
- Explore the incorporation of biophilic design - connection to nature

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

59TH STREET

BUS PARKING

STUDENT ENTRANCE

MAIN ENTRANCE

VISITOR PARKING

YMCA

COURTYARD

DETENTION

FAIRMOUNT AVE.

BLODGETT AVE.

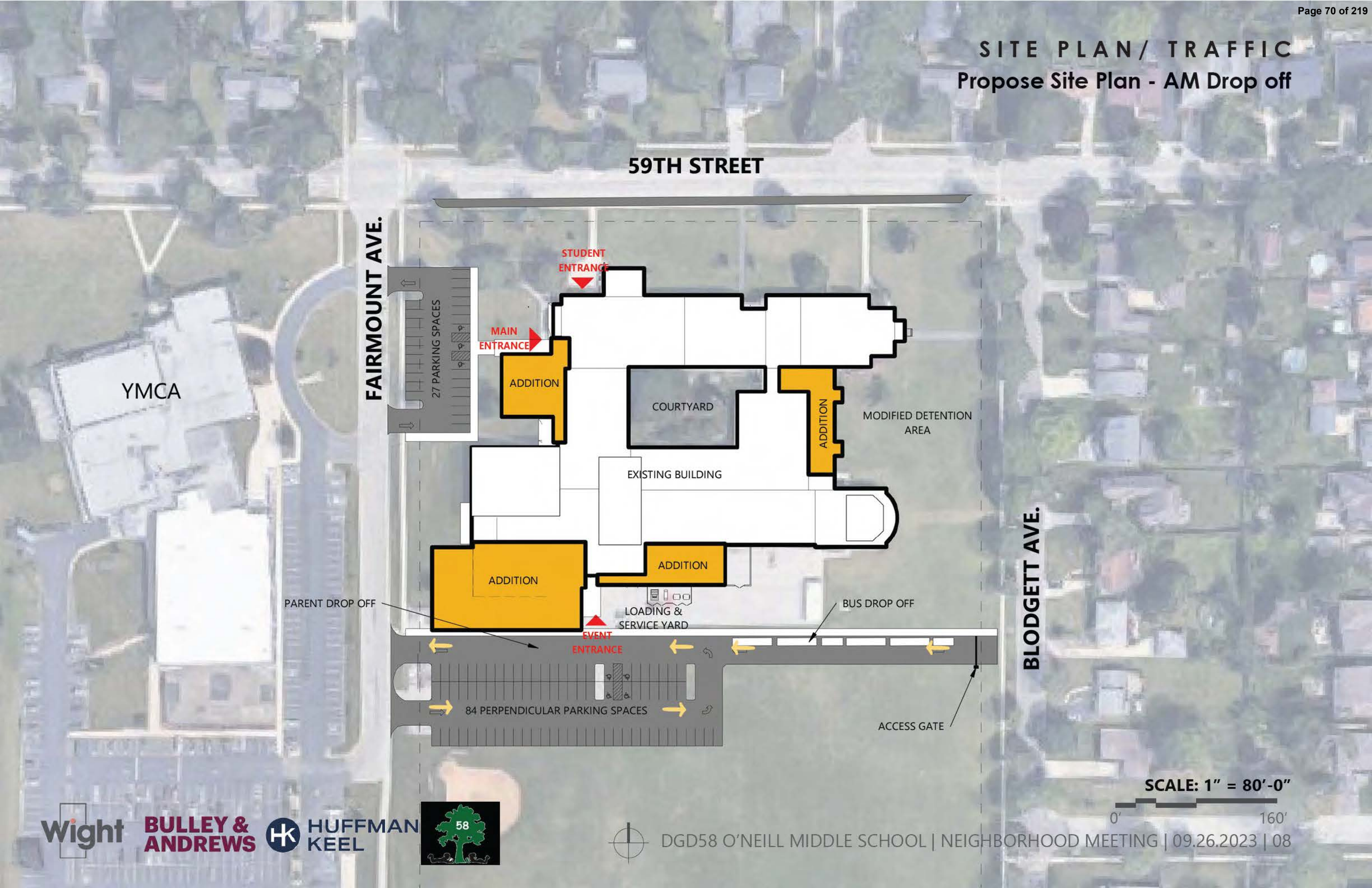
EVENT ENTRANCE

PARKING

SCALE: 1" = 80'-0"

0' 160'

SITE PLAN/ TRAFFIC
Propose Site Plan - AM Drop off



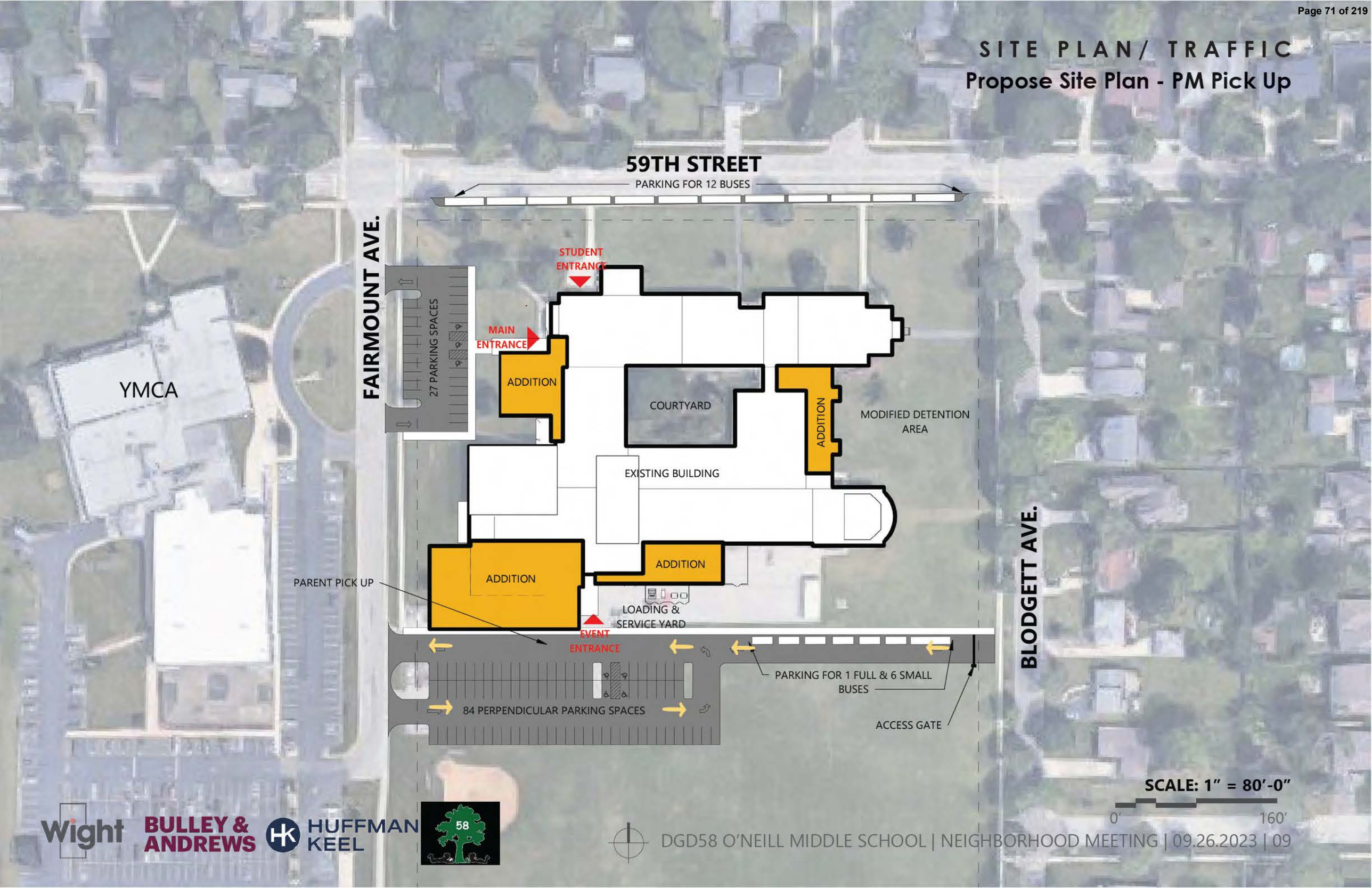
SCALE: 1" = 80'-0"

0' 160'

Wight BULLEY & ANDREWS HUFFMAN KEEL

SITE PLAN/ TRAFFIC

Propose Site Plan - PM Pick Up



SCALE: 1" = 80'-0"

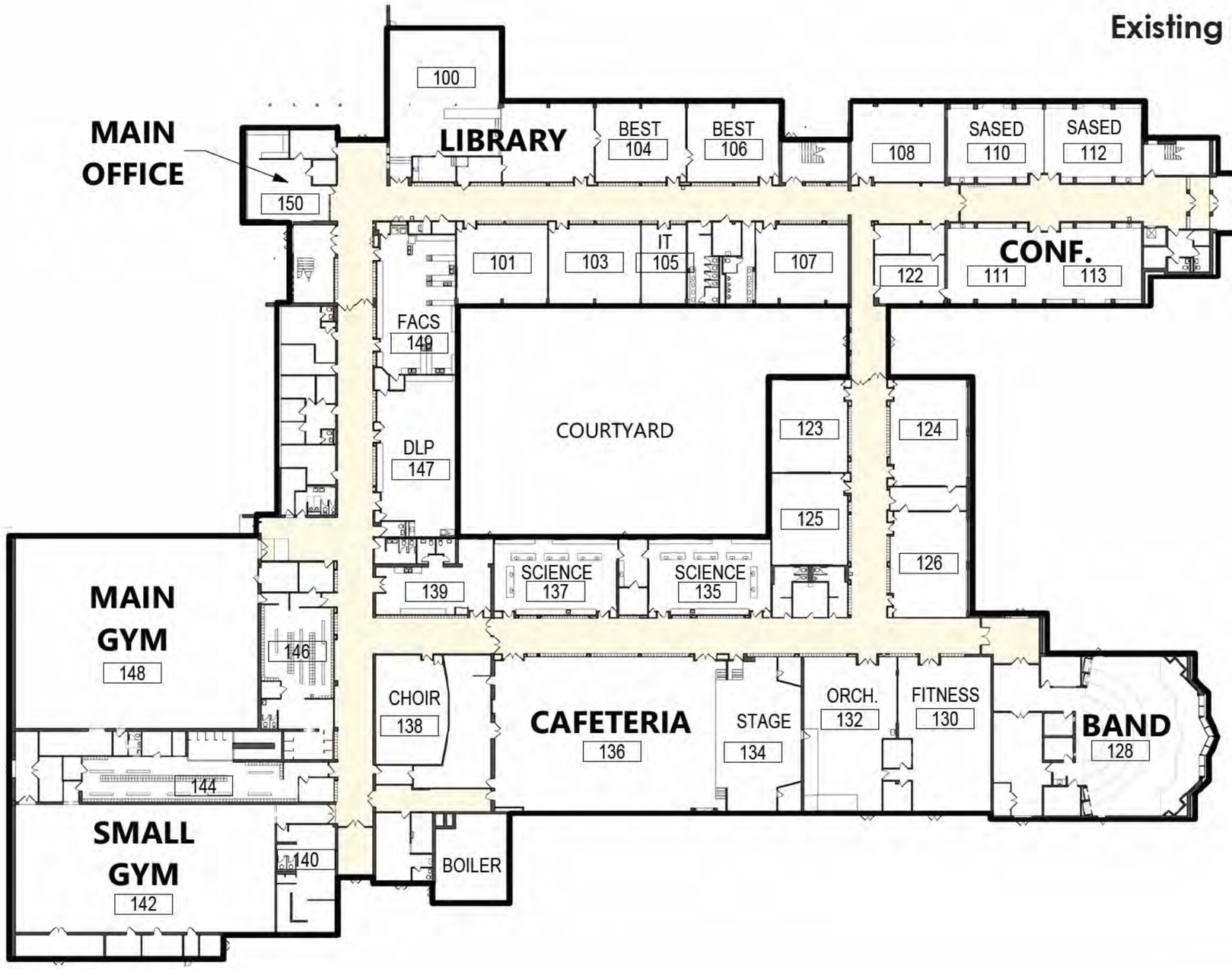
0' 160'

Wight BULLEY & ANDREWS HUFFMAN KEEL

DESIGN

DESIGN

Existing First Floor Plan



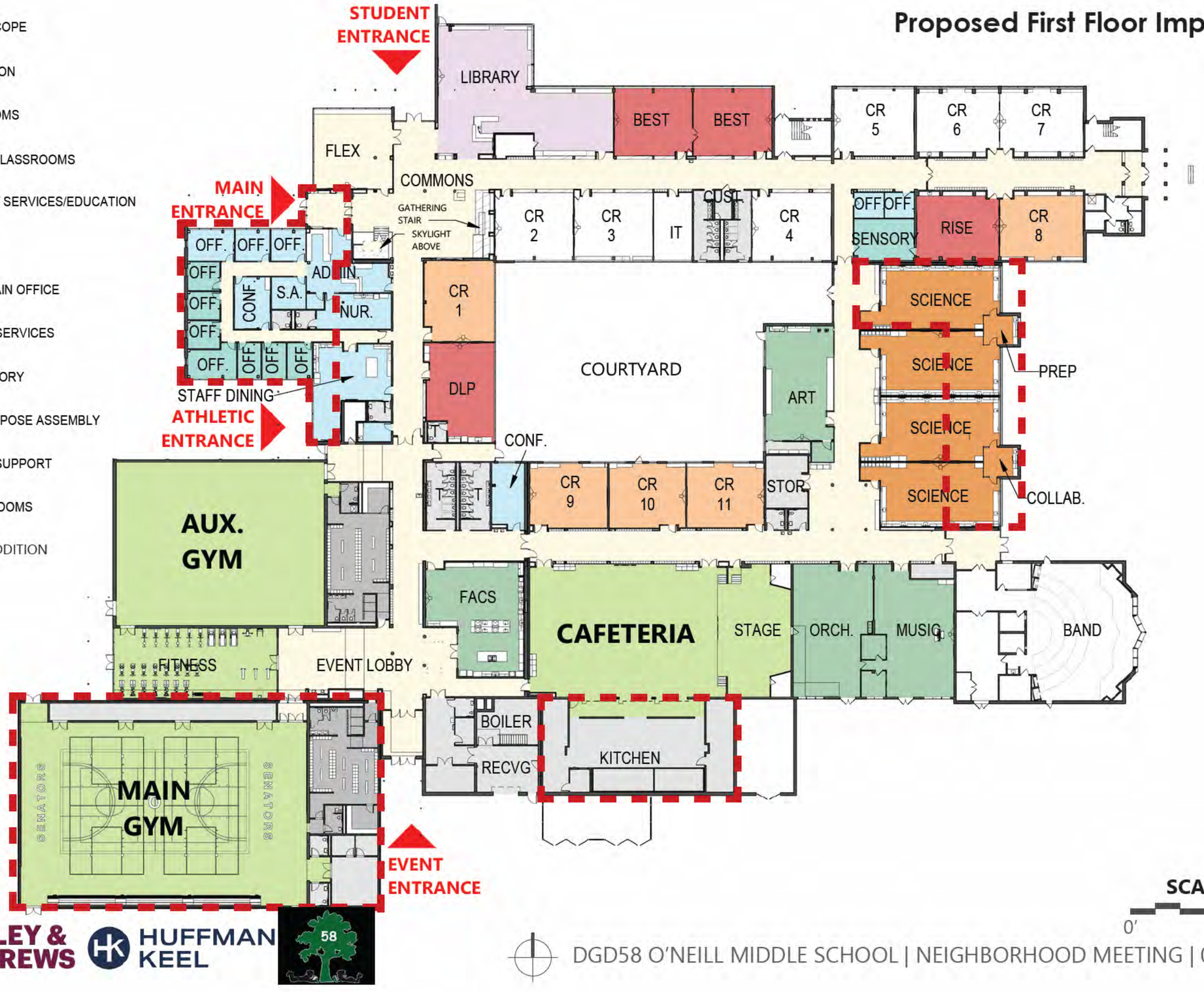
SCALE: 1" = 40'-0"

0' 80'

DESIGN

Proposed First Floor Improvements

- LIMITED SCOPE
- CIRCULATION
- CLASSROOMS
- SCIENCE CLASSROOMS
- SPECIALTY SERVICES/EDUCATION
- LIBRARY
- ADMIN / MAIN OFFICE
- STUDENT SERVICES
- EXPLORATORY
- MULTI-PURPOSE ASSEMBLY
- BUILDING SUPPORT
- LOCKER ROOMS
- NEW ADDITION



SCALE: 1" = 40'-0"

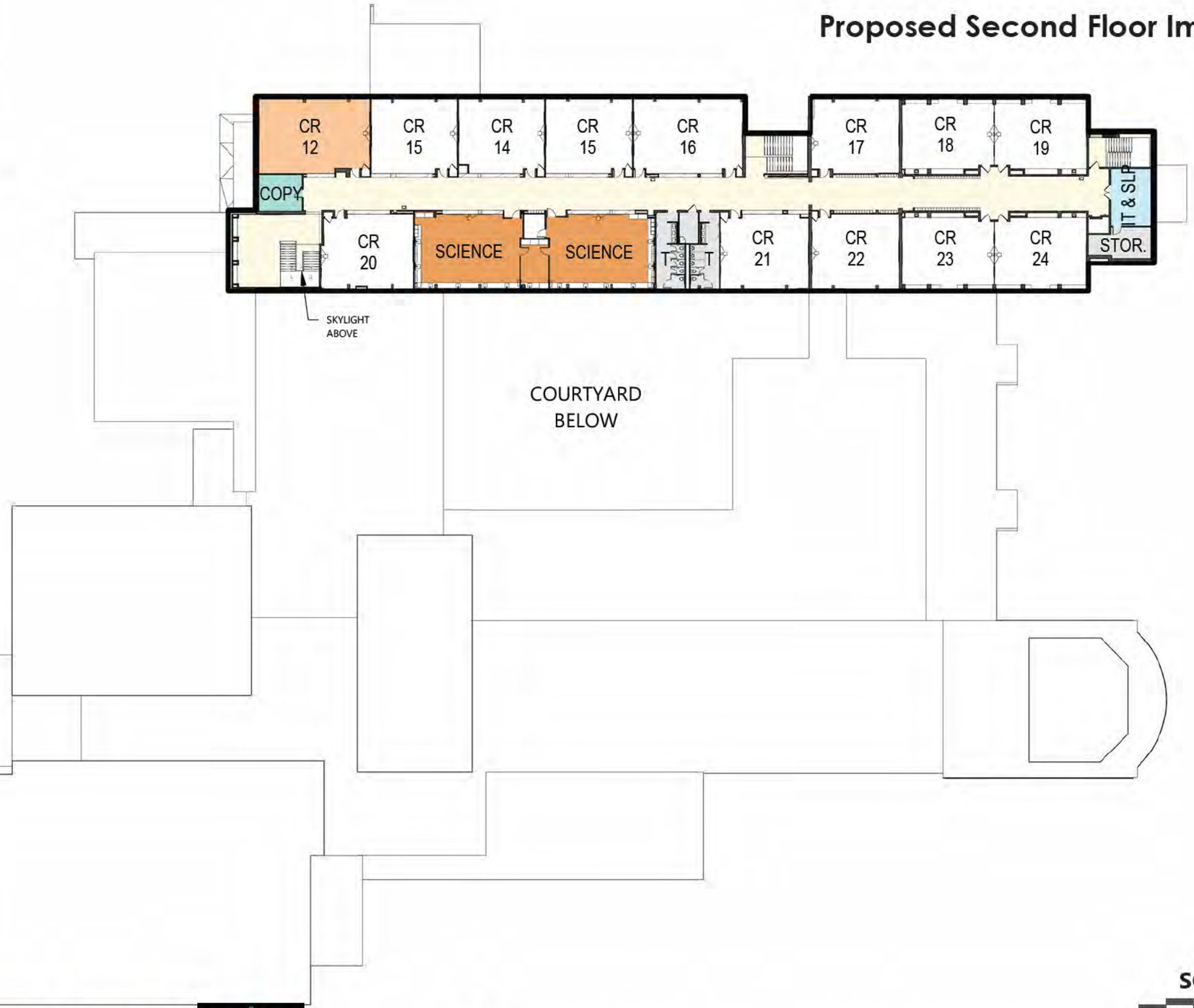
0' 80'

Wight BULLEY & ANDREWS HUFFMAN KEEL

DESIGN

Proposed Second Floor Improvements

- LIMITED SCOPE
- CIRCULATION
- CLASSROOMS
- SCIENCE CLASSROOMS
- STUDENT SERVICES
- BUILDING SUPPORT



SCALE: 1" = 40'-0"

0' 80'

Wight | BULLEY & ANDREWS | HUFFMAN KEEL | 58

DESIGN

Existing Main Entrance

DESIGN
Proposed Main Entrance

DESIGN
Existing Gym Exterior

DESIGN
Proposed Gym & Fitness

DESIGN

Existing Gym Exterior

DESIGN

Proposed Gym & Event Entrance

DESIGN
Existing East Facade

DESIGN
Proposed East Facade

CONSTRUCTION UPDATES

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***

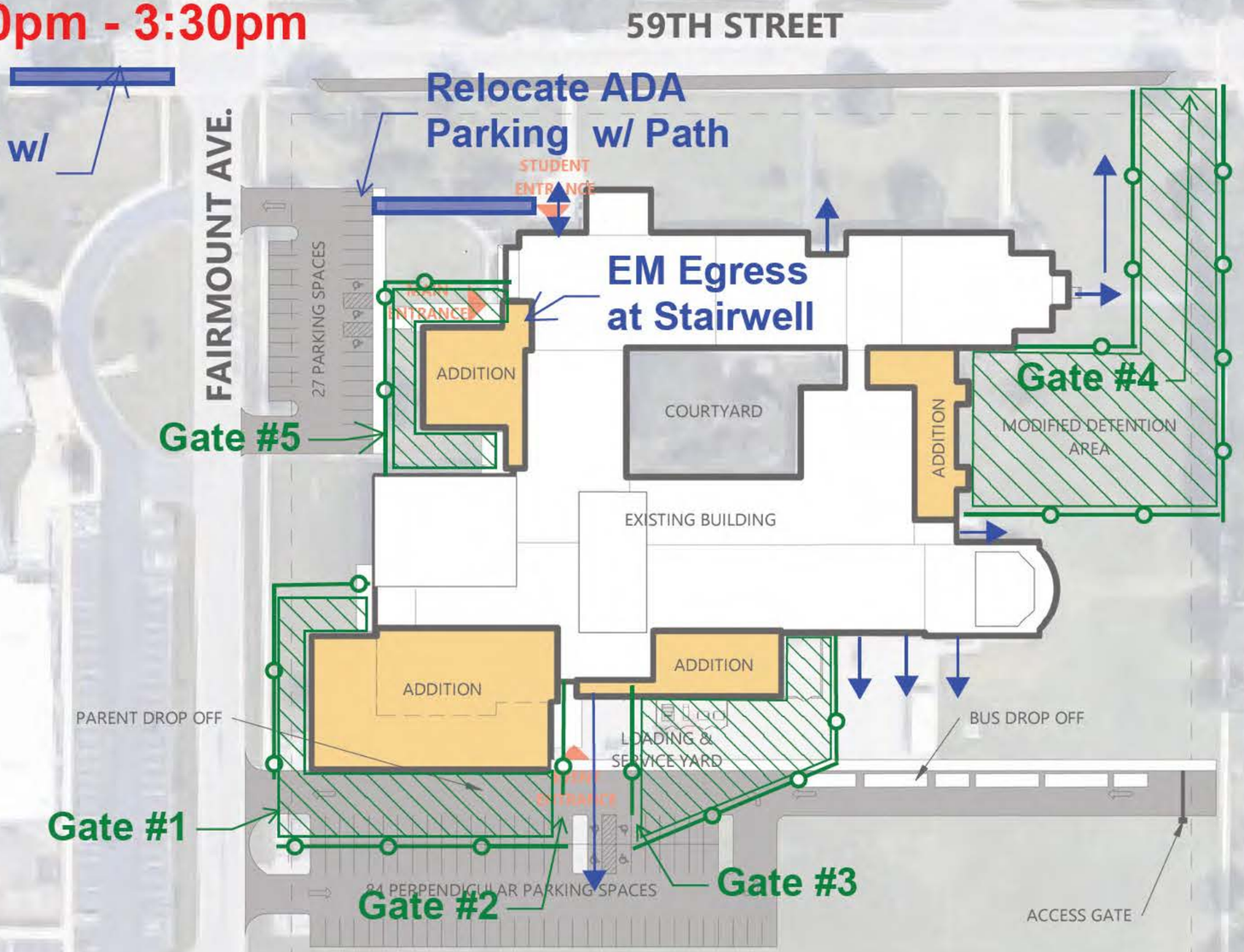
Fairmount, Indian Trail, Kingsley, and Lester

PHASE 3 ELEMENTARY SCHOOLS - ***Summer 2026***

Belle Aire, El Sierra, and Pierce Downer

CONSTRUCTION PHASING

Fence Install Spring Break 2024
No Deliveries
Drop Off - 7:30am - 8:45am
Pick Up - 2:30pm - 3:30pm



Contractor parking
59th & Fairview
63rd & Blodgett

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

Referendum Projects – O'Neill Neighborhood Meeting

PROJECT NAME: D58 Referendum Project

MTG. DATE, TIME: 9/26/2023, 5:00PM
MEETING LOCATION: O'Neill, PDC Room

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	Kyle Buck – Wight	Michael Werthmann - KLOA	Eric Eichler - Forge
Peter Kuhn – B&A	Ben Steele – B&A	Rosemary Blessman	Robert Blessman
Heather Spang	Mark Detjen	Dan M'Goldrick	Karen Lynde
LuAnn Costello			

MEETING OVERVIEW:
The goal for this meeting is to inform the community about the general project scope for O'Neill Middle School. The District mailed the attached invitation notice to neighbors within 250 feet of the property on September 26th, 2023. **Seven 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 for AM and PM
      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/Answers

a. Are the traffic plan designers the same group that is working on Fairmount Elementary School?
A: Yes, Fairmount would not be considered in isolation from O'Neill. None of the parent traffic will be pushed out to Blodgett, and Blodgett is used only as an entrance for buses which then exit on Fairmount. Exit times for O'Neill and Fairmount are staggered so traffic should not be additive between them.

b. With buses and cars intermingling, how do you manage the traffic? "Management Nightmare"
A: Moving buses off 59th will improve conditions even though it does require active management by admin staff at the school. This proposed design resembles current conditions at many other D58 buildings where this is managed by prioritizing cars over buses if too many conflicts arise, especially in the afternoon. Data shows that there is increasing bus ridership over 20-30 years ago, and we are now adding more queuing space which should be a net positive. Entrance off Blodgett will have gate to ensure that this is not a through street that will increase traffic on Blodgett. Police will be requested to assist with enforcement if repeat violators do not response to District's attempts to enforce the intended traffic patterns.

c. Neighbor on Blodgett – will there be more staff parking? Will added staff park on streets?
A: Teachers are encouraged to park in the school lot rather than on the street in the spirit of being good neighbors. Parking is expanded to included added staff.

d. How much overlap will there be between construction/school year?
A: Additions are March 2024 to August 2025 with no pauses. Renovations all occur during summer periods. Construction schedules generally respond to critical academic milestones, testing days, etc.

e. Construction parking on 63rd and Blodgett – is this on the street in front of the houses?
A: B&A will attempt to make agreements with nearby businesses/churches/YMCA to use their parking lots that are not in use during the day. Street parking will be coordinated with village.

Traffic Impact Study
Expansion of O'Neill Middle School

Downers Grove, Illinois

Prepared For:

DOWNERS GROVE
GRADE SCHOOL DISTRICT 58

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

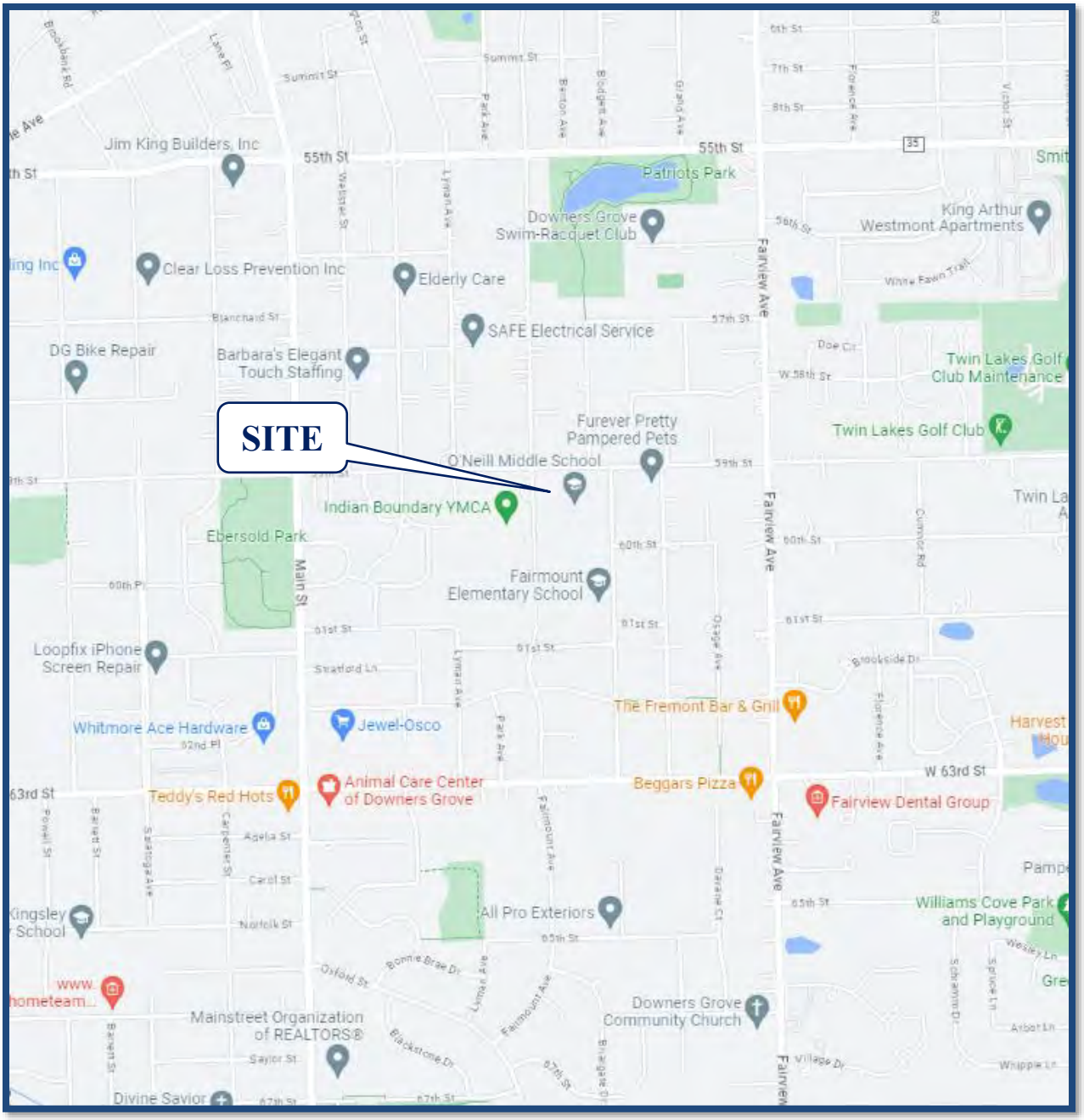
September 28, 2023

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 O'Neill Middle School located in Downers Grove, Illinois. The school campus is located on the south side of 59th Street bounded by Blodgett Avenue on the east and Fairmount Avenue on the west. O'Neill Middle School currently has an enrollment of approximately 430 students that attend seventh and eighth grades and approximately 70 staff/faculty. Parking for the school is provided via two parking lots located on the south and northwest sides of the school. Student drop-off/pick-up activity primarily occurs in the two lots and the bus loading occurs along 59th Street. Access to the parking lots is provided via Fairmount Avenue.

As proposed, the school expansion is primarily to occur along the south and west sides of the school and will increase the size of the school by approximately 19,140 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 650 students with 86 staff/faculty. As part of the expansion, the south lot is proposed to be expanded and will serve as the primary location for student drop-off/pick-up activity. In addition, a circulation road is proposed to be located along the south side of the school that will extend between Blodgett Avenue and the expanded south parking lot and is to be restricted to westbound circulation only and will be exclusively used for school bus unloading/loading and emergency access and circulation.

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

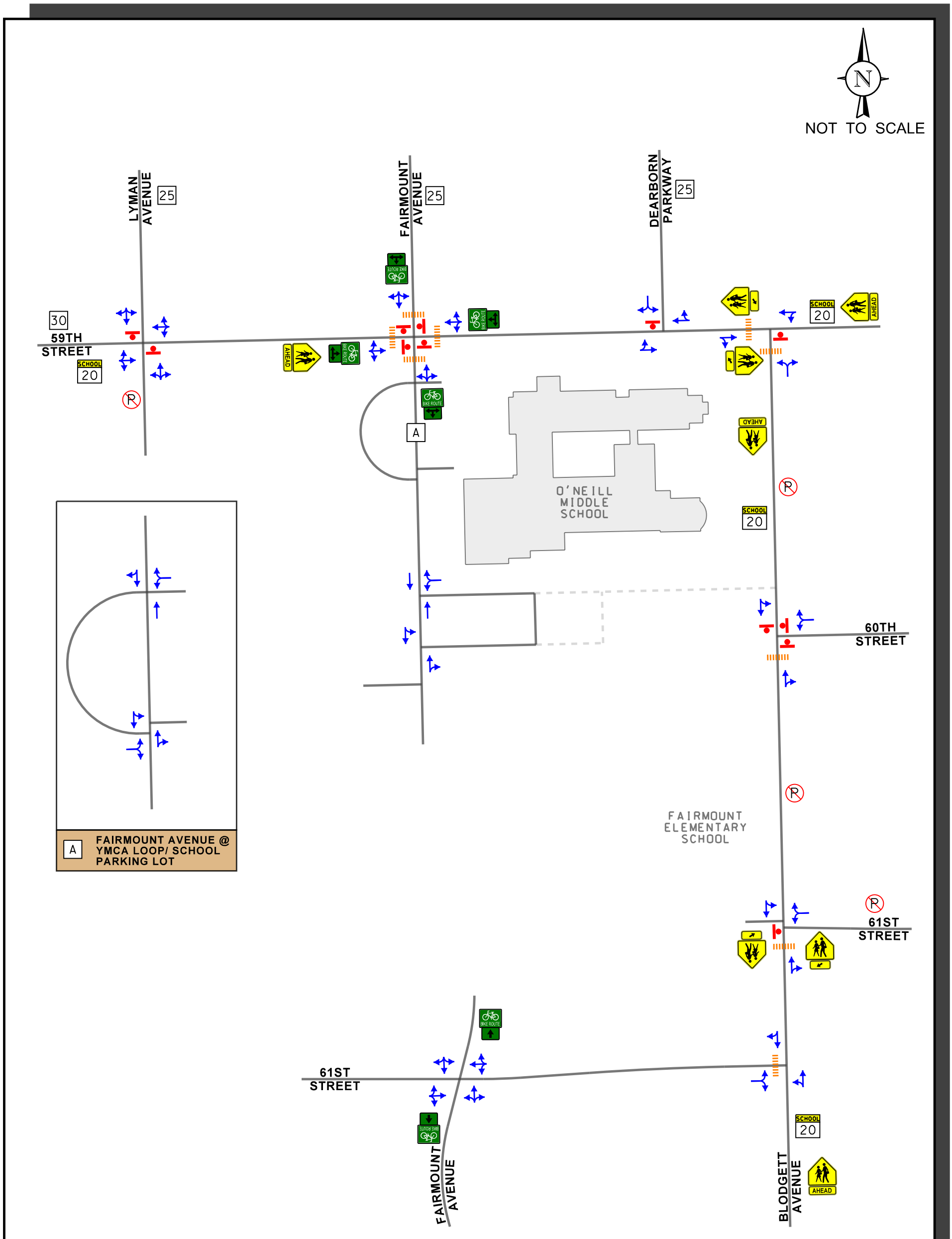
The O'Neill Middle School campus is located south of 59th Street bounded by Blodgett Avenue on the east and Fairmount Avenue on the west. Land uses in the area primarily consists of single-family homes. Fairmount Elementary School and Milnes Family Memorial Park are located directly south of the school campus and the Indian Boundary YMCA is located directly west of the school campus in the southwest quadrant of the 59th Street/Fairmont Avenue intersection. Access to the school and the Indian Boundary YMCA is provided via Fairmount Avenue.

Existing Roadway Characteristics

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

59th Street is an east-west, local roadway that has one lane in each direction. At its all-way stop sign controlled intersection with Fairmount Avenue, 59th Street has a separate left-turn 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 intersection with Lyman Avenue, 59th Street has a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. At its T-intersection with Dearborn Parkway, 59th Street has a combined left-turn/through lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. At its T-intersection with Blodgett Avenue, 59th Street has a combined through/right-turn lane on the eastbound approach and a combined left-turn/through lane on the westbound approach. A high-visibility crosswalk is provided on the west leg of the intersection. 59th Street is under the jurisdiction of the Village of Downers Grove, carries an Annual Average Daily Traffic (AADT) volume of 1,300 vehicles (IDOT 2021), and has a posted speed limit of 30 miles per hour (mph) and a posted 20 mph school speed limit within proximity to O'Neill Middle School. 59th Street is designated as a Bike Route by the Village of Downers Grove.

Fairmount Avenue is a north-south, local roadway that has one lane in each direction. The section of Fairmount Avenue from just south of 59th Street to just north of 61st Street has been vacated. At its all-way stop sign controlled intersection with 59th Street, Fairmount 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. At its intersection with 61st Street, Fairmount Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches. At its unsignalized intersections with the YMCA and O'Neill Middle School access drives, Fairmount Avenue does not provide any exclusive turn lanes. Fairmount Avenue is under the jurisdiction of the Village of Downers Grove, carries an AADT volume of 850 vehicles (IDOT 2016), and has a posted speed limit of 25 mph north of 59th Street. Fairmount Avenue is designated as a Bike Route by the Village of Downers Grove.



O'NEILL MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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

Job No: 23-034 Figure: 3

Blodgett Avenue is a north-south, local roadway that has one lane in each direction. At its unsignalized T-intersection with 59th Street, Blodgett Avenue has a combined left-turn/right-turn lane on the northbound approach that is under stop sign control. A high-visibility crosswalk is provided on the south leg of the intersection. At its all-way stop sign controlled T-intersection with 60th Street, Blodgett 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 the south leg of the intersection. At its intersection with the east leg of 61st Street and the Fairmount Elementary School access drive, Blodgett 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 the south leg of the intersection. At its T-intersection with the west leg of 61st Street, Blodgett Avenue has a combined left-turn/through lane on the northbound approach and a combined through/right-turn lane on the southbound approach. Blodgett Avenue is under the jurisdiction of the Village of Downers Grove and has a posted school speed limit of 25 mph and a posted 20 mph school speed limit within proximity to Fairmount Elementary School.

Lyman Avenue is a north-south, local roadway that has one lane in each direction. At its unsignalized intersection with 59th Street, Lyman Avenue has a combined left-turn/through/right-turn lane on the northbound and southbound approaches that are under stop sign control. Lyman Avenue is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 mph.

Dearborn Parkway is a north-south, local roadway that has one lane in each direction. At its unsignalized T-intersection with 59th Street, Dearborn Parkway has a combined left-turn/right-turn lane on the southbound approach that is under stop sign control. Dearborn Parkway is under the jurisdiction of the Village of Downers Grove and has a posted speed limit of 25 mph.

60th Street is an east-west, local roadway that has one lane in each direction. At its all-way stop sign controlled T-intersection with Blodgett Avenue, 60th Street has a combined left-turn/right-turn lane on the westbound approach. 60th Street is under the jurisdiction of the Village of Downers Grove.

61st Street is an east-west local roadway that has one lane in each direction that has an off-set intersection with Blodgett Avenue. At its T-intersection with Blodgett Avenue, the east leg of 61st Street is aligned opposite the Fairmount Elementary School access drive and has a combined left-turn/right-turn lane on the westbound approach. At its unsignalized T-intersection with Blodgett Avenue, the west leg of 61st Street has a combined left-turn/right-turn lane on the eastbound approach. A high-visibility crosswalk is also provided on the west leg of this intersection. At its unsignalized intersection with Fairmount Avenue, 61st Street has a combined left-turn/through/right-turn lane on the eastbound and westbound approaches. 61st 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 counts at the following intersections:

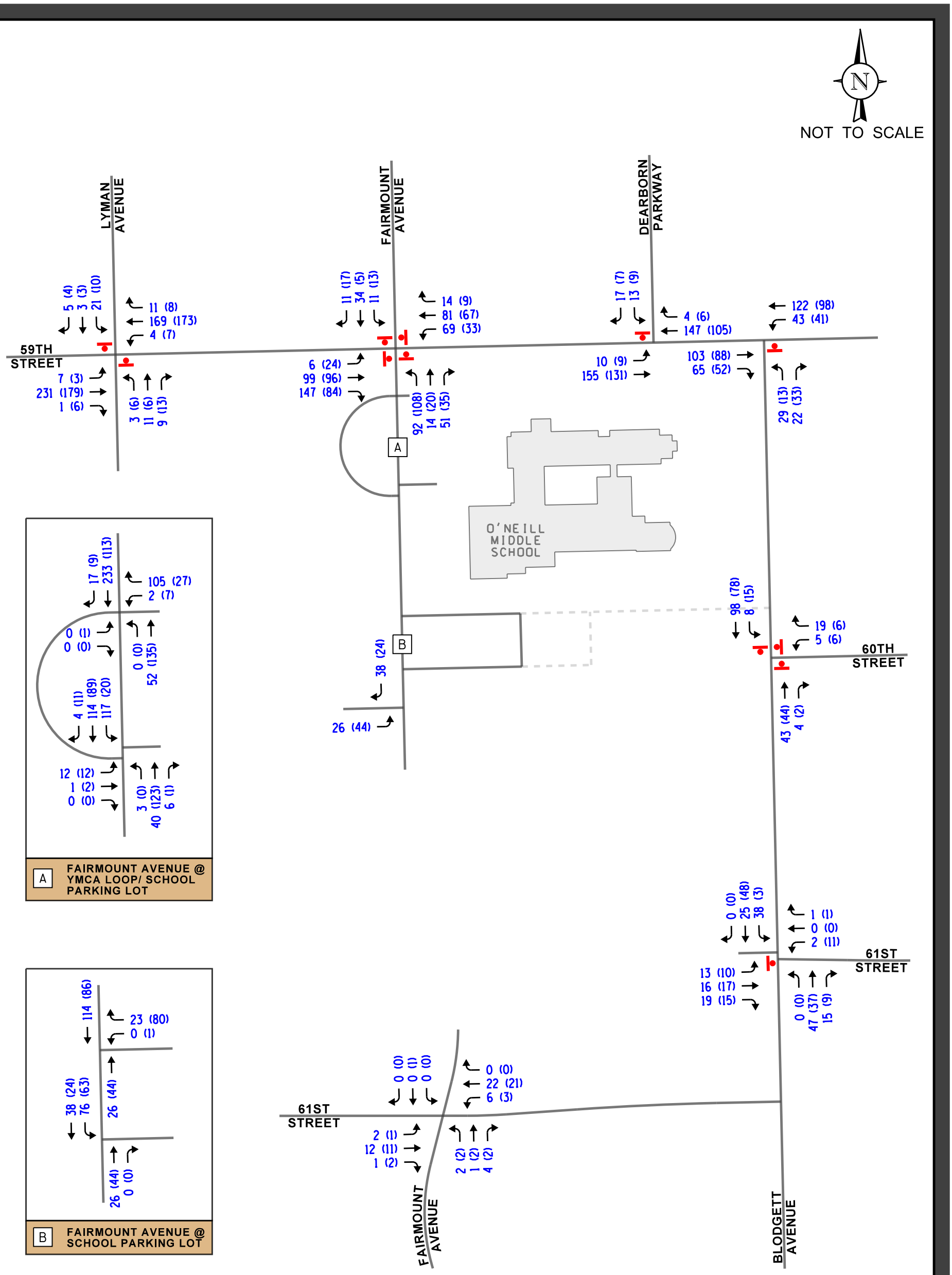
- 59th Street with Fairmount Avenue
- 59th Street with Lyman Avenue
- 59th Street with Dearborn Parkway
- 59th Street with Blodgett Avenue
- Blodgett Avenue with 60th Street
- Blodgett Avenue with 61st Street/Fairmount Elementary School Exit Drive
- Fairmount Avenue with 61st Street
- Fairmount Avenue with YMCA and O'Neill Middle School Access Drives

The traffic counts were performed on Wednesday, March 15, 2023 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 2:45 to 3:45 P.M. during the weekday afternoon peak period. The existing traffic volumes are illustrated in **Figure 4**. The existing pedestrian and bicycle volumes are illustrated in **Figure 5**. Copies of the traffic count summary sheets are included in the Appendix.

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 intersections. **Table 1** summarizes the crash data at the intersection of Fairmount Avenue with 61st Street. A review of the crash data showed that no fatalities occurred at the intersection during the review period. Further, no crashes were reported at any of the other intersections in the study area during the five-year period.

[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.



LEGEND

00 - MORNING PEAK HOUR (7:30-8:30 AM)

(00) - AFTERNOON PEAK HOUR (2:45-3:45 PM)

O'NEILL MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING TRAFFIC VOLUMES

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

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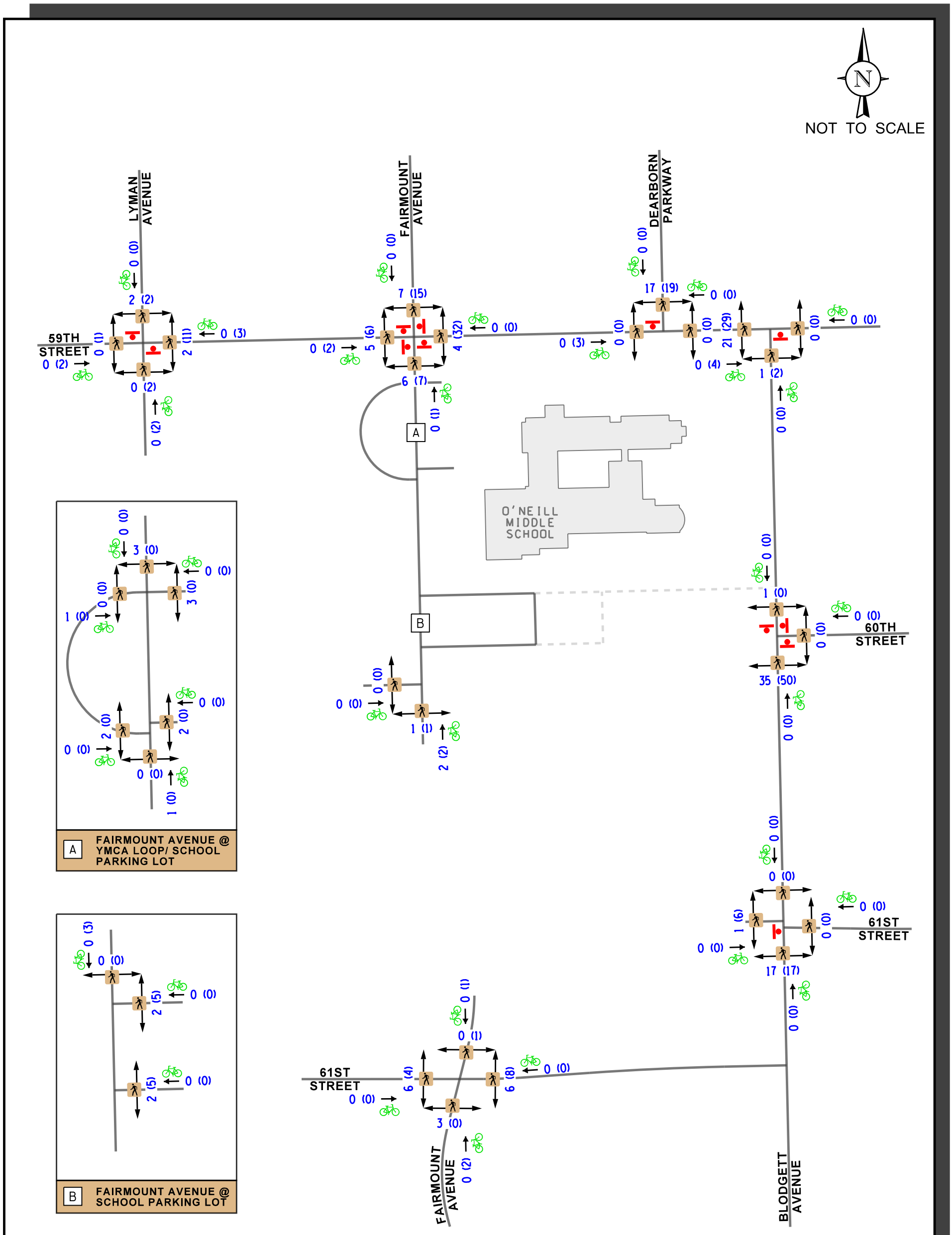


LEGEND

00 - MORNING PEAK HOUR (7:30-8:30 AM)

(00) - AFTERNOON PEAK HOUR (2:45-3:45 PM)

00 (00) - PEDESTRIAN VOLUME

00 (00) - BICYCLE VOLUME

O'NEILL MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

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

Job No: 23-034 Figure: 5

Table 1
FAIRMOUNT AVENUE WITH 61ST STREET – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	0	0	1	0	1
2018	0	0	0	0	0	0	0	0
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**	**1**	**0**	**1**
Average	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<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 activity and school bus loading operations.

School Characteristics

O'Neill Middle School currently has a total enrollment of approximately 430 students that attend seventh and eighth grades and approximately 70 staff/faculty. The school day extends from 8:30 A.M. to 3:17 P.M.

School Parking

The school campus currently has a total of 110 parking spaces that are located in two parking lots as summarized below:

- The south parking lot is located on the south side of the school on the east side of Fairmount Avenue and has a total of 83 parking spaces. Access to this parking lot is provided via two one-way access drives on Fairmount Avenue that results in one-way counterclockwise circulation through the parking lot. The south access drive is restricted to inbound movements only and the north access drive is restricted to outbound movements only. Both access drives have one lane.

- The northwest parking lot is located on the west side of the school just south of 59th Street and has a total of 27 parking spaces of which three spaces are designated as ADA parking. Access to this parking lot is provided via two one-way access drives on Fairmount Avenue that results in one-way counterclockwise circulation through the parking lot. The south access drive is restricted to inbound movements only and the north access drive is restricted to outbound movements only. Both access drives have one lane.

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

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

School Bus Loading Operations

The school is served via seven large school buses and three small school buses with the student unloading/loading from the large school buses occurring along 59th Street and student unloading/loading of the small school buses occurring in the south parking lot. An approximately 365-foot lay-by lane is provided on the south side of 59th Street that extends along the school frontage and can accommodate all seven buses during the afternoon pick-up period. All the school buses enter the lay-by lane from the west on 59th Street and exit to the east on 59th Street. The three small buses load in the northeast portion of the south parking lot and access the parking lot via Fairmount Avenue and its intersection with 59th Street.

Student Drop-Off/Pick-up Operations

Primary student drop-off activity in the morning occurs within the northwest parking lot with the south parking lot serving as the secondary location for the student drop-off activity. In addition, some limited student drop-off activity occurs within the YMCA parking lot and on Fairmount Avenue and Blodgett Avenue. Primary student pick-up activity in the afternoon occurs in both parking lots and along Fairmount Avenue. In addition, student pick-up activity occurs within the YMCA parking lot, along Fairmount Avenue north of 59th Street, and along Blodgett Avenue.

Most of the drop-off/pick-up activity occurs in the two parking lots or along Fairmount Avenue south of 59th Street. As such, most parents/caregivers traverse Fairmount Avenue south of 59th Street and its intersection with 59th Street when traveling to/from the school. The traffic counts and field observations have shown that approximately 60 to 65 percent of the parents/caregivers travel to/from the school via the west on 59th Street, 30 to 35 percent of the parents/caregivers travel to/from the school via the east on 59th Street, and five to 10 percent of the parents/caregivers travel to/from the school via Fairmount Avenue north of 59th Street.

Traffic Control Personnel

The school uses several staff members to assist with the unloading/loading of students, to manage the bus loading along 59th Street, and to direct/control traffic.

Evaluation of Existing Campus Operations

The traffic counts and field observations have revealed that the area roadway system, particularly 59th Street, Fairmount Avenue south of 59th Street, and the northwest parking lot, experience some congestion during both the morning drop-off and the afternoon pick-up periods as summarized below:

- Queues along 59th Street can extend for a block or two in each direction from the Fairmount Avenue intersection, particularly west of the intersection (eastbound traffic).

- The northbound queues along Fairmount Avenue can extend from 59th Street to the south parking lot.

However, the congestion typically dissipates quickly and occurs for only a 15 to 20-minute period before and after school. The following summarizes several of the operational factors that are contributing to the congestion along 59th Street and Fairmount Avenue and their all-way stop sign controlled intersection:

- The majority of the parent/caregiver traffic traverses the all-way stop sign controlled intersection of 59th Street with Fairmount Avenue when traveling to and from the school, which concentrates the school traffic at this intersection.

- As indicated previously, the northwest parking lot serves as one of the primary locations for student drop-off/pick-up activity. Due to the limited stacking within the parking lot and the proximity of the parking lot to 59th Street, the queue of parent/caregiver traffic often extends through this intersection, particularly during the morning drop-off period.

- Since the school bus loading occurs along a public road, state law requires that through traffic in both directions of 59th Street must stop before reaching the school buses, when the school buses are operating all appropriate warning devices indicating that students are exiting or boarding the school buses and may be crossing the roadway. The student unloading in the morning has a greater impact on the operation of 59th Street and its intersection with Fairmount Avenue than the student loading in the afternoon due to the following:

    - The school buses arrive randomly in the morning. As such, the school buses are unloaded at multiple different times during the morning which requires 59th Street through traffic to stop multiple times. On the other hand, all the school buses are loaded at the same time in the afternoon, which only requires the 59th Street through traffic to stop once.

    - The school buses unload in the morning during the morning commuter peak period whereas the school bus loading in the afternoon occurs outside of the commuter morning and evening peak periods. As such, the 59th Street through traffic is higher when the school buses are unloaded in the morning compared to when the school buses are loaded in the afternoon.

    - Due to the location of the school's front door at the west end of the lay-by lane and the random arrival of the buses in the morning, buses do not always utilize the full extent of the lay-by lane. Field observations revealed that during the morning period, school buses were stopped in the eastbound lane of 59th Street waiting to enter the lay-by lane, which backed up traffic along 59th Street and through the critical intersection of 59th Street with Fairmount Avenue.

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 south and west sides of the school and will increase the size of the school by approximately 19,140 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 650 students with 86 staff/faculty. In addition, the school will be served via 13 large school buses and six 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

The south parking lot is proposed to be expanded further east and will provide a total of 84 parking spaces, of which four spaces will be designated for ADA parking. With the 27 parking spaces located in the northwest parking lot, the expanded school will have a total of 111 parking spaces, of which seven spaces will be designated for ADA parking. Primary access to the south parking lot will continue to be provided via the two one-way access drives located on Fairmount Avenue.

In addition, a 24-foot wide circulation road is proposed to be located along the south side of the school that will extend between Blodgett Avenue and the expanded south parking lot. The proposed circulation road is to be restricted to westbound circulation only and will be used exclusively for school bus unloading/loading and emergency access and circulation. Gates and/or appropriate signage are proposed to be installed at each end of the circulation road to restrict eastbound traffic flow and to prohibit the use of the circulation road by vehicles other than school buses.

Bus Loading

School bus unloading in the morning will occur exclusively via the proposed circulation road to be located along the south side of the school. As proposed, the circulation road will extend for approximately 270 feet, which can accommodate six large school buses. Given the random arrival of the school buses and the limited time it takes to unload students, the circulation road should be able to accommodate the peak school bus demand.

School bus loading in the afternoon is proposed to occur along both the 59th Street lay-by lane and the proposed circulation road. As proposed, the lay-by lane will be lengthened by 180 feet and will generally extend the whole block between Fairmount Avenue and Blodgett Avenue and will accommodate the stacking of 12 large school buses. The other large school bus and the six small school buses will load students from the proposed circulation road. All the school buses will arrive at the proposed circulation road via 59th Street to the south on Blodgett Avenue and will depart from the proposed circulation road via Fairmount Avenue to 59th Street.

The school bus unloading/loading from the proposed circulation road will have limited impact on the operation of Blodgett Avenue as (1) the expanded school is projected to be served by only 13 large school buses and six small school buses and (2) the school buses will only be traveling south along Blodgett Avenue for approximately 425 feet. Further, given the offset of the start and end times between O'Neill Middle School and Fairmount Elementary School, the school buses will be arriving outside of the Fairmount Elementary School peak activity and will not impact the elementary school operations.

However, the relocation of the school bus unloading from 59th Street to the proposed circulation road will have a significant benefit to the operation of 59th Street and its intersection with Fairmount Avenue. The additional delay and queuing along 59th Street associated with the school bus unloading in the morning will be eliminated, which will greatly improve the flow of traffic along 59th Street and subsequently the student drop-off/pick-up activity. Appropriate signage should be provided along the lay-by lane prohibiting parents/caregivers from using the lay-by lane to drop off students in the morning. As discussed previously, the impact of the school bus loading in the afternoon is far less on 59th Street traffic due to the fact that (1) all the school buses are loaded at one time, which minimizes the number of times and amount of time the 59th Street traffic is stopped and (2) the school buses are loaded in the afternoon when traffic volumes are lower on 59th Street.

Student Drop-Off/Pick-Up

All student drop-off/pick-up activity is proposed to occur within the expanded south parking lot and will be restricted from occurring in the northwest parking lot. The student drop-off/pick-up zone is proposed to be located along the south side of the school and the north side of the parking lot. Parents/caregivers will enter the parking lot via the Fairmount Avenue south access drive, circulate around the parking lot in a counterclockwise direction to reach the drop-off/pick-up zone, and then exit the lot via the Fairmount Avenue north access drive.

Similar to existing conditions, all parents/caregivers will have to travel to and from the school via Fairmount Avenue and its intersection with 59th Street, which will concentrate all the traffic through this intersection. However, the expanded south lot provides significantly more stacking than the northwest lot and is located further south of the 59th Street/Fairmount Avenue intersection. The additional stacking and the relocation of the bus unloading in the morning from 59th Street to the proposed circulation road should greatly improve the operation of 59th Street and its intersection with Fairmount Avenue and help to mitigate the impact of the additional traffic to be generated by the expanded school.

Appropriate signage should be installed at the northwest parking lot and along the 59th Street lay-by lane to prohibit parents from using the parking and lay-by lane to drop off or pick up students. In addition, access to the northwest lot should be prohibited via gates or temporary barriers during the morning drop-off and afternoon pick-up periods.

Traffic Control Personnel

Similar to existing conditions, multiple staff members will be located in the south lot, along the proposed circulation road, and along the 59th Street lay-by lane 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 northwest 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 111 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 do 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.

- Access to both parking lots is provided via Fairmount Avenue, which should minimize the event traffic that traverses the area local, residential roads.

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 430 students to 650 students and the number of staff/faculty is projected to increase from 70 to 86. 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 nine buses. **Table 2** 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 2
EXISTING AND PROJECTED SCHOOL-GENERATED TRAFFIC VOLUMES

	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Existing Traffic Volumes	210	140	350	125	190	315
Expansion Traffic Volumes	90	65	155	55	80	135
Total Traffic Volumes	**300**	**205**	**505**	**180**	**270**	**450**

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. **Figure 6** illustrates the traffic assignment of the expansion-generated traffic.

Redistribution of Existing Traffic

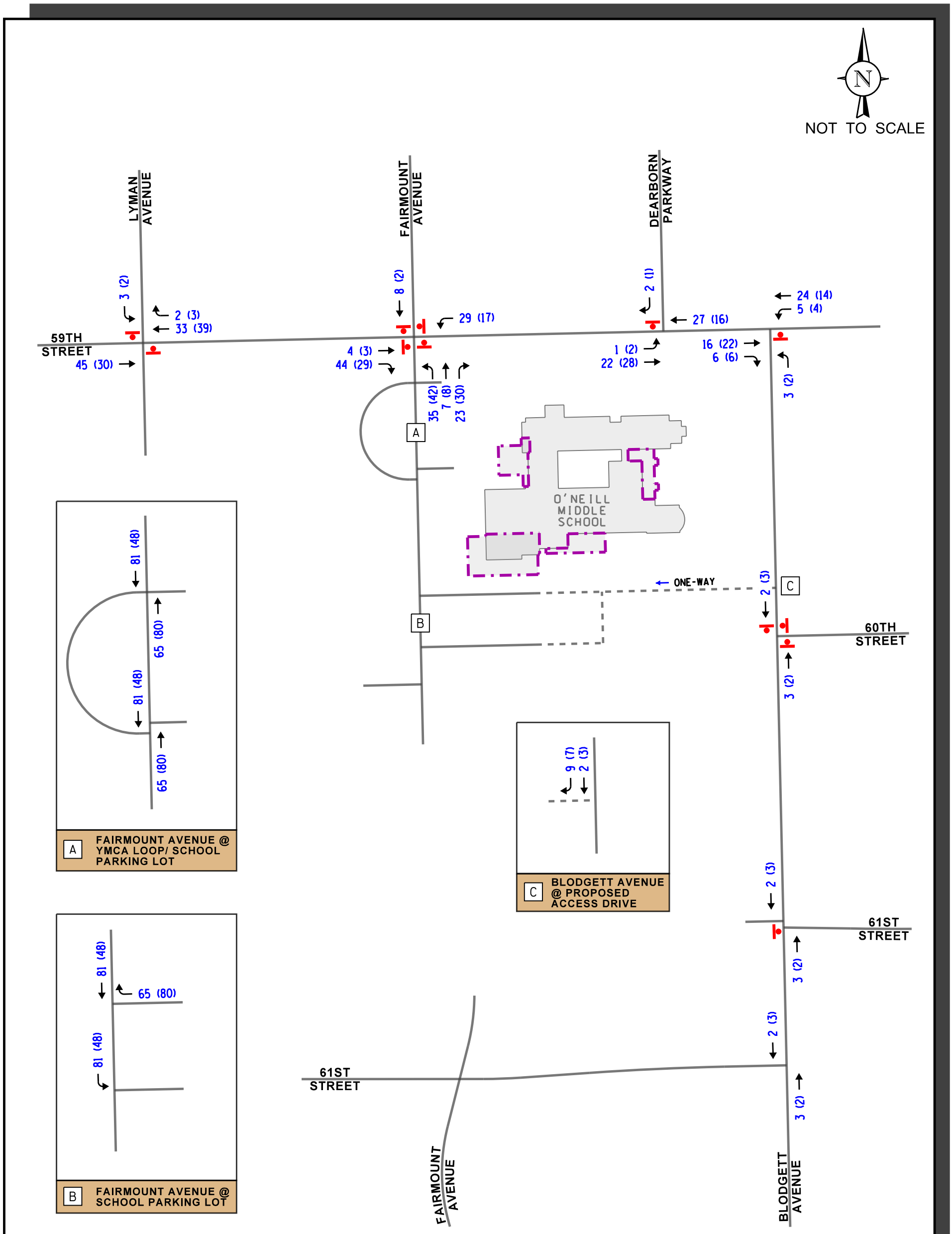
As part of the proposed expansion, the primary student drop-off/pick-up activity is to be relocated from the northwest parking lot to the expanded south parking lot and the bus unloading in the morning is to be relocated from 59th Street to the proposed circulation road to be located on the south side of the school. Based on the existing traffic patterns as determined from the traffic counts, the existing student drop-off/pick-up traffic and the school bus traffic in the morning was redistributed along the roadway system and the access drives and is illustrated in **Figure 7.**

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 29, 2023, the existing traffic volumes along 59th Street and Blodgett Avenue were increased by an annually compounded growth rate of 0.5 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.



LEGEND

00 - MORNING PEAK HOUR (7:30-8:30 AM)

(00) - AFTERNOON PEAK HOUR (2:45-3:45 PM)

- SCHOOL EXPANSION

O'NEILL MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

EXPANSION-GENERATED TRAFFIC VOLUMES

KLOA
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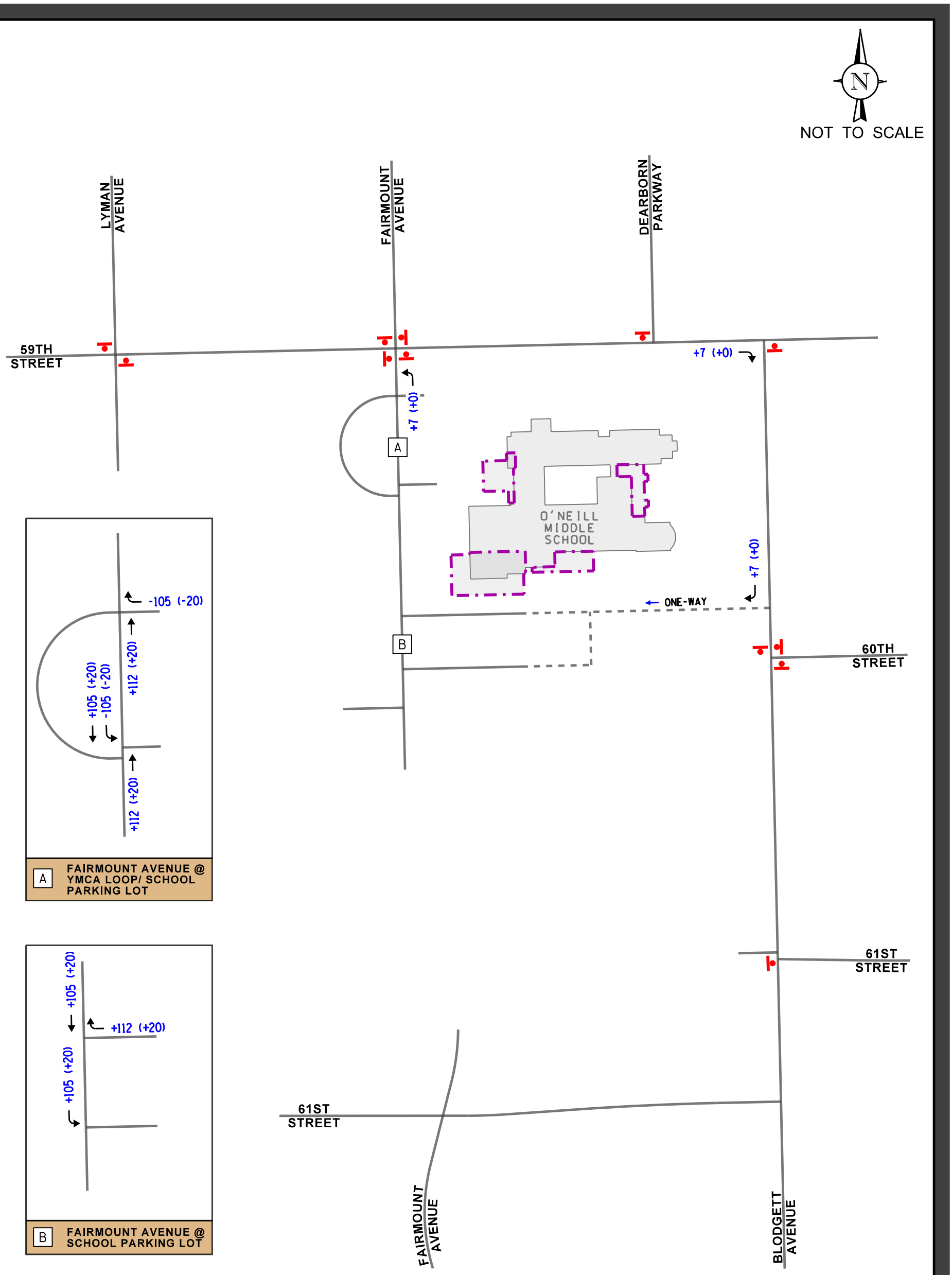
Job No: 23-034 Figure: 6



LEGEND

00 - MORNING PEAK HOUR (7:30-8:30 AM)

(00) - AFTERNOON PEAK HOUR (2:45-3:45 PM)

- SCHOOL EXPANSION

O'NEILL MIDDLE SCHOOL STUDY
DOWNERS GROVE, ILLINOIS

REDISTRIBUTION OF EXISTING TRAFFIC VOLUMES

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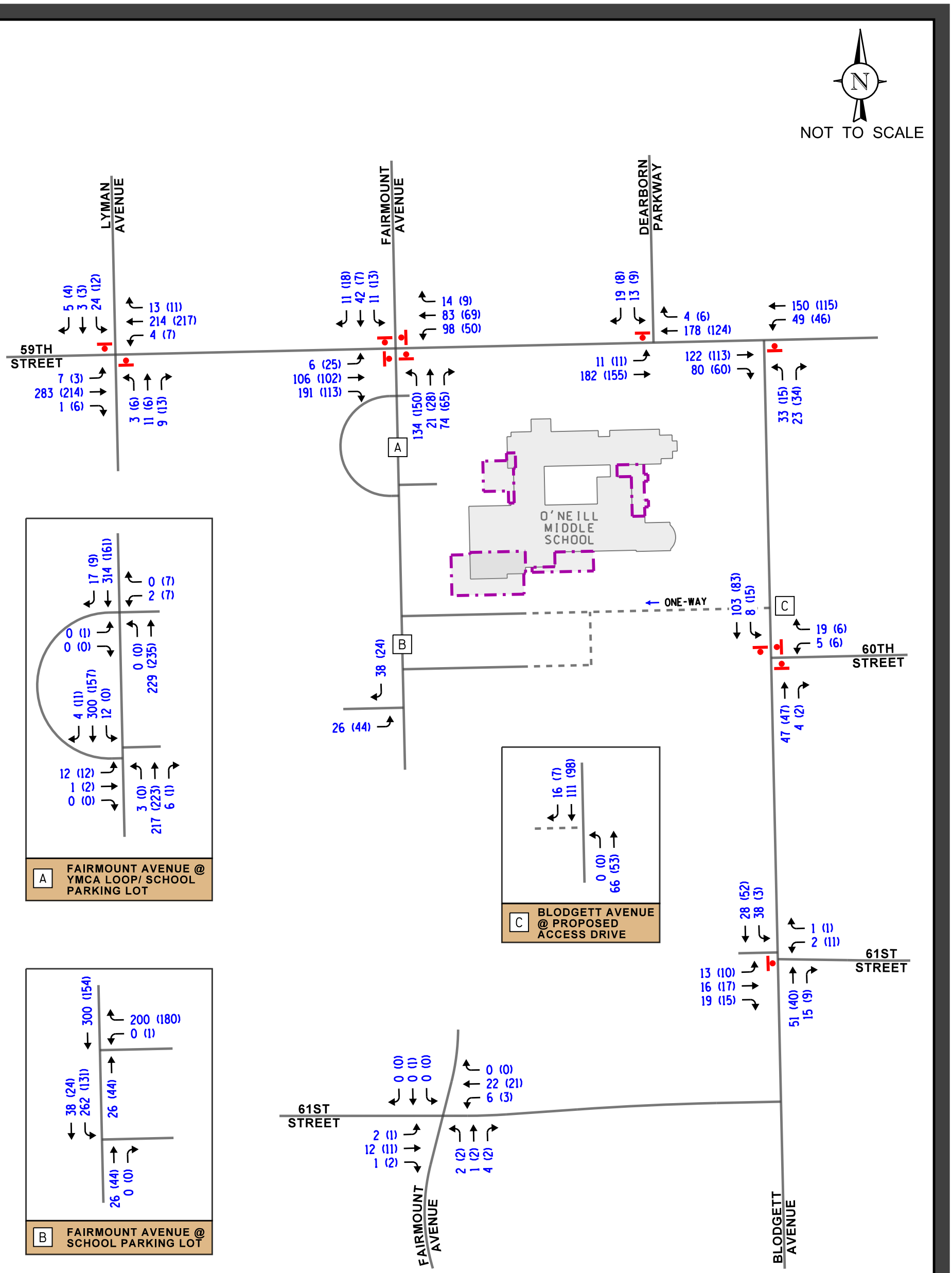
Job No: 23-034 Figure: 7



LEGEND

00 - MORNING PEAK HOUR (7:30-8:30 AM)

(00) - AFTERNOON PEAK HOUR (2:45-3:45 PM)

- SCHOOL EXPANSION

O'NEILL 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 service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 3** and **4**. 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 3
INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
59th Street with Fairmount Avenue[1]				
• Overall	C	15.3	B	10.3
• Eastbound Left Turn	A	9.5	A	9.1
• Eastbound Through/Right	C	20.1	B	11.0
• Westbound Left Turn	B	11.6	A	9.4
• Westbound Through/Right	B	11.3	A	9.4
• Northbound Approach	B	13.9	B	10.7
• Southbound Approach	B	10.9	A	8.9
60th Street with Blodgett Avenue[1]				
• Overall	A	7.7	A	8.1
• Westbound Approach	A	7.1	A	7.5
• Northbound Approach	A	7.5	A	7.8
• Southbound Approach	A	8.0	A	8.3
59th Street with Lyman Avenue[2]				
• Northbound Approach	B	14.1	B	11.8
• Southbound Approach	C	15.2	B	13.7
• Eastbound Left Turn	A	7.8	A	7.7
• Westbound Left Turn	A	8.0	A	7.8
59th Street with Dearborn Parkway[2]				
• Southbound Approach	B	10.7	B	10.4
• Eastbound Left Turn	A	7.7	B	7.9
59th Street with Blodgett Avenue[2]				
• Northbound Approach	B	11.4	B	10.5
• Westbound Left Turn	A	7.8	A	7.9

LOS = Level of Service
Delay is measured in seconds.

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

Table 3, Continued
INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Blodgett Avenue with 61st Street/Fairmount Elementary School Access Drive[2]				
• Eastbound Approach	B	10.0	A	9.9
• Westbound Approach	B	10.0	B	10.0
• Southbound Left Turn	A	7.4	A	7.3
• **61st Street with Fairmount Avenue[2]**				
• Northbound Approach	A	8.7	A	9.0
• Southbound Approach	A	0.0	A	9.5
• Eastbound Left Turn	A	7.3	A	7.3
• Westbound Left Turn	A	7.3	A	7.3
Fairmount Avenue with School South Parking Lot Inbound Access Drive[2]				
• Southbound Left Turn	A	7.5	A	7.5
Fairmount Avenue with School South Parking Lot Outbound Access Drive[2]				
• Westbound Approach	A	8.6	A	9.5
Fairmount Avenue with YMCA Outbound Drive/School Northwest Parking Lot Inbound Drive[2]				
• Eastbound Approach	B	13.6	B	10.9
• Northbound Left Turn	A	7.5	A	0.0
• Southbound Left Turn	A	7.6	A	7.6
Fairmount Avenue with YMCA Inbound Drive/School Northwest Parking Lot Outbound Drive[2]				
• Eastbound Approach	A	0.0	B	11.4
• Westbound Approach	A	9.4	A	9.8
• Northbound Left Turn	A	0.0	A	0.0

LOS = Level of Service
Delay is measured in seconds.

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

Table 4
INTERSECTION CAPACITY ANALYSES – PROPOSED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
59th Street with Fairmount Avenue[1]				
• Overall	D	31.1	B	13.1
• Eastbound Left Turn	B	10.4	A	9.7
• Eastbound Through/Right	F	50.5	B	13.8
• Westbound Left Turn	C	15.4	B	10.6
• Westbound Through/Right	B	13.7	B	10.3
• Northbound Approach	D	25.3	B	14.7
• Southbound Approach	B	13.3	A	9.7
60th Street with Blodgett Avenue[1]				
• Overall	A	7.8	A	8.1
• Westbound Approach	A	7.2	A	7.5
• Northbound Approach	A	7.5	A	7.8
• Southbound Approach	A	8.0	A	8.3
59th Street with Blodgett Avenue[1]				
• Overall	A	9.2	A	9.0
• Eastbound Approach	A	9.2	A	8.8
• Westbound Approach	A	9.4	A	9.4
• Northbound Approach	A	8.5	A	8.1
Blodgett Avenue with 61st Street/Fairmount Elementary School Access Drive[1]				
• Overall	A	7.6	A	7.8
• Eastbound Approach	A	7.4	A	8.4
• Westbound Approach	A	7.3	A	7.6
• Northbound Approach	A	7.5	A	7.6
• Southbound Approach	A	7.8	A	7.6

LOS = Level of Service
Delay is measured in seconds.

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

Table 4, Continued
INTERSECTION CAPACITY ANALYSES – PROPOSED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
59th Street with Lyman Avenue[2]				
• Northbound Approach	C	18.5	B	12.8
• Southbound Approach	C	18.2	C	15.5
• Eastbound Left Turn	A	7.9	A	7.9
• Westbound Left Turn	A	8.2	A	7.9
59th Street with Dearborn Parkway[2]				
• Southbound Approach	B	11.2	B	10.8
• Eastbound Left Turn	A	7.8	A	7.7
Fairmount Avenue with 61st Street[2]				
• Northbound Approach	A	8.7	A	9.0
• Southbound Approach	A	0.0	A	9.5
• Eastbound Left Turn	A	7.3	A	7.3
• Westbound Left Turn	A	7.3	A	7.3
Fairmount Avenue with School South Parking Inbound Access Drive[2]				
• Southbound Left Turn	A	8.1	A	7.7
Fairmount Avenue with School South Parking Outbound Access Drive[2]				
• Westbound Approach	B	10.1	B	10.7
Fairmount Avenue with YMCA Outbound Drive/School Northwest Parking Lot Inbound Drive[2]				
• Eastbound Approach	C	15.5	B	12.4
• Northbound Left Turn	A	8.2	A	0.0
• Southbound Left Turn	A	7.9	A	0.0
Fairmount Avenue with YMCA Inbound Drive/School Northwest Parking Lot Outbound Drive[2]				
• Eastbound Approach	A	0.0	B	13.3
• Westbound Approach	C	16.3	B	11.8
• Northbound Left Turn	A	0.0	A	0.0

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.

59th Street with Fairmount 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) C during the weekday morning peak hour and LOS B during the weekday afternoon peak hour. Further, all of the approaches and movements currently operate at LOS C or better during both peak hours. It is important to note that this intersection experiences some significant congestion during the school's peak periods, particularly during the morning peak hour. The eastbound queues along 59th Street can extend for one to two blocks and the northbound queues along Fairmount Avenue can extend to the south parking lot. As discussed previously, this is due to (1) the fact that most of the drop-off activity and a good portion of the pick-up activity must traverse this intersection and (2) the proximity of the 59th Street lay-by lane and the northwest parking lot to the intersection. 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 D during the weekday morning peak hour and LOS B during the weekday afternoon peak hour. Further, all of the approaches and movements are projected to operate at LOS D or better during both peak hours except the eastbound through/right-turn movement, which is projected to operate at LOS F during the morning peak hour. Similar to existing conditions, the intersection is anticipated to experience some additional congestion for 15 to 20 minutes before and after school, particularly eastbound 59th Street and northbound Fairmount Avenue. However, the following modifications to the proposed school operations and the school's access and circulation systems will help mitigate the existing conditions and the impact of the additional traffic generated by the school expansion:

- The relocation of the school bus unloading from the 59th Street lay-by lane to the proposed circulation road to be located on the south side of the school.

- The relocation of the student drop-off/pick up activity from the northwest parking lot to the expanded south parking lot.

Further, this intersection was also evaluated assuming the elimination of the left-turn lanes on 59th Street serving Fairmount Avenue. The results of the capacity analyses show that the overall intersection is projected to operate at a similar level of service and delay with or without the separate left-turn lanes on 59th Street. This is due to the fact that all-way stop sign controlled intersections often operate more efficiently with less lanes entering an intersection, as it reduces the hesitation/confusion of which lane has the right-of-way at the intersection. Further, the elimination of the left-turn lanes along 59th Street provides a number of potential benefits that are summarized below:

- The elimination of the left-turn lanes reduces the number of lanes pedestrians and bicyclists must traverse when crossing 59th Street, which is critical given that Fairmount Avenue is a signed bike route and the proximity of the 59th Street/Fairmount Avenue intersection to O'Neill Middle School, the Indian Boundary YMCA, and Milnes Family Memorial Park.

- The additional road width along 59th Street that will be provided with the elimination of the left-turn lanes can be utilized to provide additional on-street parking, buffered bike lanes, or curb extensions.

As such, consideration should be given to eliminating the left-turn lanes on 59th Street at this intersection.

59th Street with Blodgett Avenue

The critical movements at this one-way stop sign controlled intersection currently operate at LOS B or better during the weekday morning and afternoon peak hours. It should be noted that the intersection experiences some limited congestion given its proximity to O'Neill Middle School and the 59th Street school bus lay-by lane.

Given the proximity of the intersection to both O'Neill Middle School and Fairmount Elementary School and the pedestrian traffic generated by both schools, consideration should be given to converting the traffic control at this intersection from one-way to all-way stop sign control. Assuming the total projected volumes and the all-way stop sign control, the intersection is projected to operate at an overall LOS A during the weekday morning and afternoon peak hours. In addition, all the approaches are projected to operate at LOS A during the peak hours. The intersection will continue to experience some limited congestion due to the proximity of the intersection to O'Neill Middle School. However, this intersection generally has sufficient reserve capacity to accommodate the expansion-generated traffic.

59th Street with Dearborn Parkway

The results of the capacity analyses show that the 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 O'Neill Middle School and the 59th Street school bus lay-by lane.

Assuming the total projected conditions, the critical movements are projected 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 O'Neill Middle School. However, this intersection generally has sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

59th Street with Lyman Avenue

The results of the capacity analyses show that the critical movements at this two-way stop sign controlled intersection currently operate at LOS C or better during both the weekday morning and afternoon peak hours. Assuming the total projected conditions, the critical movements are projected to continue to operate at LOS C or better during both the weekday morning and afternoon peak hours. As such, this intersection has sufficient reserve capacity to accommodate the expansion generated traffic and no roadway improvements or traffic control modifications are required.

Blodgett Avenue with 61st Street and Fairmount Elementary School Access Drive

The results of the capacity analyses show that the critical movements at this two-way stop sign controlled intersection currently operate at LOS B or better during both the weekday morning and afternoon peak hours. However, it is important to note that this intersection experiences some significant congestion during the Fairmount Elementary School's peak periods, particularly during the morning peak hour. 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.

As part of the traffic study the Village is currently performing for the neighborhood (Neighborhood 9 traffic study), the traffic control at this intersection is recommended to be converted to all-way stop sign control. The change is recommended given the proximity of the intersection to Fairmount Elementary School.

Assuming the total projected traffic volumes and the all-way stop sign control, the intersection is projected to operate at an overall LOS A during the weekday morning and afternoon peak hours. In addition, all the approaches are projected to operate at LOS A during both peak hours. The intersection will continue to experience some significant congestion due to the proximity of the intersection to Fairmount Elementary School. However, this intersection generally has sufficient reserve capacity to accommodate the limited additional traffic to be generated by the expansion of O'Neill Middle School anticipated to traverse this intersection.

Blodgett Avenue with 60th Street

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, it is important to note that this intersection experiences some limited congestion during the Fairmount Elementary School's peak periods, particularly during the morning peak hour.

Assuming the total projected traffic conditions, the intersection is projected to operate at an overall LOS A during the weekday morning and afternoon peak hours. In addition, all the approaches are projected 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 O'Neill Middle School. However, this intersection has sufficient reserve capacity to accommodate the limited additional traffic to be generated by the expansion of O'Neill Middle School anticipated to traverse this intersection.

Fairmount Avenue with 61st Street

This intersection currently has no intersection traffic control. As part of the traffic study the Village is currently performing for the neighborhood (Neighborhood 9 traffic study), the intersection is recommended to be under two-way stop sign control with the Fairmount Avenue approaches under the stop sign control. As such, this intersection was evaluated assuming the recommended traffic control.

The results of the capacity analyses show that the critical movements at this intersection currently operate at LOS A during both the weekday morning and afternoon peak hours. Assuming the total projected conditions, the critical movements are projected to operate at an overall LOS A during both the weekday morning and afternoon peak hours. As such, this intersection has sufficient reserve capacity to accommodate the expansion-generated traffic and no roadway improvements or traffic control modifications are required.

Fairmount Avenue with School Access Drives and YMCA Access Drives

The results of the capacity analyses show that the critical movements at the intersections of Fairmount Avenue with the four school access drives and the three YMCA access drives currently operate at LOS B or better during the weekday morning and afternoon peak hours. It should be noted that Fairmount Avenue and the access drives experience some significant congestion during the school's peak periods, particularly during the morning peak hour. 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.

Assuming the total projected conditions, the critical movements at the various intersections are projected to operate at an overall LOS C or better during both the weekday morning and afternoon peak hours. The intersections will continue to experience some congestion during the school's peak periods. However, the intersections generally have sufficient reserve capacity to accommodate the additional traffic to be generated by the school expansion.

Blodgett Avenue with Proposed Circulation Road

The circulation road is proposed to be located along the south side of the school and will extend between Blodgett Avenue and the expanded south parking lot. As proposed, the circulation road is to be restricted to westbound circulation only and will be exclusively used for school bus unloading/loading and emergency access/circulation. At its intersection with Blodgett Avenue, the circulation road will provide one inbound lane. Gates and/or appropriate signage are proposed to be installed at each end of the circulation road to restrict eastbound traffic flow and to prohibit the use of the circulation road by vehicles other than school buses. Assuming the total projected conditions, the critical movements at the intersection of Blodgett Avenue with the proposed circulation road are projected to operate at a good level of service.

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 south and west sides of the school and will increase the size of the school by approximately 19,140 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 650 students with 86 staff/faculty. In addition, the school will be served via 13 large school buses and six small school buses.

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

    - The south parking lot is proposed to be expanded further east and will provide a total of 84 parking spaces, of which four spaces will be designated for ADA parking. With the 27 parking spaces located in the northwest parking lot, the expanded school will have a total of 111 parking spaces, of which seven spaces will be designated for ADA parking.

    - A circulation road is proposed to be located along the south side of the school that will extend between Blodgett Avenue and the expanded south parking lot. The proposed circulation road is to be restricted to westbound circulation only and will be used exclusively for school bus unloading/loading and emergency access and circulation. Gates and/or appropriate signage are proposed to be installed at each end of the circulation road to restrict eastbound traffic flow and to prohibit the use of the circulation road by other vehicles.

    - The 59th Street lay-by lane is proposed to be lengthened so that it generally extends the whole block between Fairmount Avenue and Blodgett Avenue and will accommodate the stacking of 12 large school buses.

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

    - School bus unloading in the morning will occur exclusively via the proposed circulation road to be located along the south side of the school and the school bus loading in the afternoon is proposed to occur along both the 59th Street lay-by lane and the proposed circulation road. All the school buses will arrive at the proposed circulation road via 59th Street to the south on Blodgett Avenue and will depart from the proposed circulation road via Fairmount Avenue to 59th Street.

- All student drop-off/pick-up activity is proposed to occur within the expanded south parking lot and will be restricted from occurring in the northwest parking lot. The student drop-off/pick-up zone is proposed to be located along the south side of the school and the north side of the parking lot. All parents/caregivers will have to travel to/from the school via Fairmount Avenue and its intersection with 59th Street.

- Multiple staff members will be located in the south lot, along the proposed circulation road, and along the 59th Street lay-by lane 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 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 relocation of the school bus unloading from the 59th Street lay-by lane to the proposed circulation road to be located on the south side of the school, which will eliminate the additional delay and queue along 59th Street associated with the bus unloading.

  - The relocation of the student drop-off/pick up activity from the northwest parking lot to the expanded south parking lot, which will provide for significantly more stacking and reduce the queueing that occurs along 59th Street.

- The school bus unloading/loading from the proposed circulation road will have limited impact on the operation of Blodgett Avenue as (1) the expanded school is projected to be served by only 13 large school buses and six small school buses and (2) the school buses will only be traveling south along Blodgett Avenue for approximately 425 feet. Further, given the offset of the start and end times between O'Neill Middle School and Fairmount Elementary School, the school buses will be arriving outside of the Fairmount Elementary School peak activity and will not impact the elementary school operations.

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

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

Count Name: 59th Street with Fairmount Avenue - Full
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	59th Street Eastbound						59th Street Westbound						Fairmount Avenue Northbound						Fairmount 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	13	11	1	25	0	5	10	5	1	20	0	7	2	4	2	13	0	0	6	0	1	6	64
7:15 AM	0	0	17	17	0	34	0	10	14	6	0	30	0	4	1	5	0	10	0	1	3	2	0	6	80
7:30 AM	0	1	25	41	0	67	0	21	18	3	0	42	0	14	2	18	0	34	0	3	7	3	0	13	156
7:45 AM	0	1	17	18	0	36	0	14	19	4	1	37	0	5	1	3	0	9	0	3	8	2	0	13	95
Hourly Total	0	3	72	87	1	162	0	50	61	18	2	129	0	30	6	30	2	66	0	7	24	7	1	38	395
8:00 AM	0	1	37	39	2	77	0	16	20	4	1	40	0	24	5	7	3	36	0	4	10	5	4	19	172
8:15 AM	0	3	20	49	3	72	0	18	21	3	2	42	0	49	6	23	3	78	0	1	5	1	2	7	199
8:30 AM	0	2	6	6	0	14	0	7	10	2	0	19	0	12	0	4	0	16	0	0	2	1	0	3	52
8:45 AM	0	1	13	3	0	17	0	8	10	2	0	20	0	4	0	5	0	9	0	2	2	0	1	4	50
Hourly Total	0	7	76	97	5	180	0	49	61	11	3	121	0	89	11	39	6	139	0	7	19	7	7	33	473
9:00 AM	0	2	15	2	0	19	0	3	13	3	1	19	0	7	2	8	0	17	0	0	1	2	0	3	58
9:15 AM	0	2	8	6	0	16	0	7	8	1	0	16	0	5	1	7	0	13	0	2	0	1	0	3	48
9:30 AM	0	1	7	5	0	13	0	5	7	1	0	13	0	7	1	3	0	11	0	2	0	2	0	4	41
9:45 AM	0	0	7	6	0	13	0	5	11	1	1	17	0	2	0	5	0	7	0	1	5	0	1	6	43
Hourly Total	0	5	37	19	0	61	0	20	39	6	2	65	0	21	4	23	0	48	0	5	6	5	1	16	190
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	16	6	0	23	0	2	10	2	1	14	0	5	1	6	1	12	0	3	2	1	0	6	55
2:15 PM	0	4	19	2	0	25	0	7	14	3	2	24	0	5	0	3	0	8	0	4	1	1	1	6	63
2:30 PM	0	1	12	6	0	19	0	7	11	6	0	24	0	4	1	4	1	9	0	4	1	0	0	5	57
2:45 PM	0	4	33	17	1	54	0	9	15	3	0	27	0	6	2	7	2	15	0	7	2	1	2	10	106
Hourly Total	0	10	80	31	1	121	0	25	50	14	3	89	0	20	4	20	4	44	0	18	6	3	3	27	281
3:00 PM	0	11	12	35	1	58	0	10	18	5	7	33	0	7	4	4	1	15	0	1	1	2	5	4	110
3:15 PM	0	8	21	23	2	52	0	7	13	1	25	21	0	72	8	13	2	93	0	3	1	11	6	15	181
3:30 PM	0	1	30	9	2	40	0	7	21	0	0	28	0	23	6	11	0	40	0	2	1	3	2	6	114
3:45 PM	0	1	17	8	4	26	0	14	20	4	2	38	0	21	3	10	4	34	0	3	3	1	0	7	105
Hourly Total	0	21	80	75	9	176	0	38	72	10	34	120	0	123	21	38	7	182	0	9	6	17	13	32	510
4:00 PM	0	1	19	9	0	29	0	4	20	2	0	26	0	13	3	9	0	25	0	2	3	6	0	11	91
4:15 PM	0	6	21	21	0	48	0	4	12	3	0	19	0	8	1	3	3	12	0	8	0	0	1	8	87
4:30 PM	0	3	21	11	0	35	0	8	16	3	1	27	0	28	4	6	0	38	0	3	2	4	3	9	109
4:45 PM	0	3	21	22	1	46	0	8	27	2	0	37	0	11	1	3	2	15	0	1	1	3	1	5	103
Hourly Total	0	13	82	63	1	158	0	24	75	10	1	109	0	60	9	21	5	90	0	14	6	13	5	33	390
Grand Total	0	59	427	372	17	858	0	206	358	69	45	633	0	343	55	171	24	569	0	60	67	52	30	179	2239
Approach %	0.0	6.9	49.8	43.4	-	-	0.0	32.5	56.6	10.9	-	-	0.0	60.3	9.7	30.1	-	-	0.0	33.5	37.4	29.1	-	-	-
Total %	0.0	2.6	19.1	16.6	-	38.3	0.0	9.2	16.0	3.1	-	28.3	0.0	15.3	2.5	7.6	-	25.4	0.0	2.7	3.0	2.3	-	8.0	-
Lights	0	56	393	365	-	814	0	197	351	66	-	614	0	333	55	161	-	549	0	58	63	50	-	171	2148

% Lights	-	94.9	92.0	98.1	-	94.9	-	95.6	98.0	95.7	-	97.0	-	97.1	100.0	94.2	-	96.5	-	96.7	94.0	96.2	-	95.5	95.9
Buses	0	1	23	7	-	31	0	7	3	0	-	10	0	7	0	9	-	16	0	2	2	1	-	5	62
% Buses	-	1.7	5.4	1.9	-	3.6	-	3.4	0.8	0.0	-	1.6	-	2.0	0.0	5.3	-	2.8	-	3.3	3.0	1.9	-	2.8	2.8
Single-Unit Trucks	0	2	2	0	-	4	0	0	1	2	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Single-Unit Trucks	-	3.4	0.5	0.0	-	0.5	-	0.0	0.3	2.9	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.2	0.0	-	0.1	-	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
Bicycles on Road	0	0	8	0	-	8	0	2	3	1	-	6	0	3	0	1	-	4	0	0	2	1	-	3	21
% Bicycles on Road	-	0.0	1.9	0.0	-	0.9	-	1.0	0.8	1.4	-	0.9	-	0.9	0.0	0.6	-	0.7	-	0.0	3.0	1.9	-	1.7	0.9
Pedestrians	-	-	-	-	17	-	-	-	-	-	45	-	-	-	-	-	24	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990

Count Name: 59th Street with Fairmount Avenue - Full
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	59th Street Eastbound						59th Street Westbound						Fairmount Avenue Northbound						Fairmount 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	1	25	41	0	67	0	21	18	3	0	42	0	14	2	18	0	34	0	3	7	3	0	13	156
7:45 AM	0	1	17	18	0	36	0	14	19	4	1	37	0	5	1	3	0	9	0	3	8	2	0	13	95
8:00 AM	0	1	37	39	2	77	0	16	20	4	1	40	0	24	5	7	3	36	0	4	10	5	4	19	172
8:15 AM	0	3	20	49	3	72	0	18	21	3	2	42	0	49	6	23	3	78	0	1	5	1	2	7	199
Total	0	6	99	147	5	252	0	69	78	14	4	161	0	92	14	51	6	157	0	11	30	11	6	52	622
Approach %	0.0	2.4	39.3	58.3	-	-	0.0	42.9	48.4	8.7	-	-	0.0	58.6	8.9	32.5	-	-	0.0	21.2	57.7	21.2	-	-	-
Total %	0.0	1.0	15.9	23.6	-	40.5	0.0	11.1	12.5	2.3	-	25.9	0.0	14.8	2.3	8.2	-	25.2	0.0	1.8	4.8	1.8	-	8.4	-
PHF	0.000	0.500	0.669	0.750	-	0.818	0.000	0.821	0.929	0.875	-	0.958	0.000	0.469	0.583	0.554	-	0.503	0.000	0.688	0.750	0.550	-	0.684	0.781
Lights	0	6	88	143	-	237	0	67	78	14	-	159	0	90	14	48	-	152	0	11	29	11	-	51	599
% Lights	-	100.0	88.9	97.3	-	94.0	-	97.1	100.0	100.0	-	98.8	-	97.8	100.0	94.1	-	96.8	-	100.0	96.7	100.0	-	98.1	96.3
Buses	0	0	10	4	-	14	0	2	0	0	-	2	0	2	0	3	-	5	0	0	1	0	-	1	22
% Buses	-	0.0	10.1	2.7	-	5.6	-	2.9	0.0	0.0	-	1.2	-	2.2	0.0	5.9	-	3.2	-	0.0	3.3	0.0	-	1.9	3.5
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	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	1.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	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	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: 59th Street with Fairmount Avenue - Full
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	59th Street Eastbound						59th Street Westbound						Fairmount Avenue Northbound						Fairmount 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
2:45 PM	0	4	33	17	1	54	0	9	15	3	0	27	0	6	2	7	2	15	0	7	2	1	2	10	106
3:00 PM	0	11	12	35	1	58	0	10	18	5	7	33	0	7	4	4	1	15	0	1	1	2	5	4	110
3:15 PM	0	8	21	23	2	52	0	7	13	1	25	21	0	72	8	13	2	93	0	3	1	11	6	15	181
3:30 PM	0	1	30	9	2	40	0	7	21	0	0	28	0	23	6	11	0	40	0	2	1	3	2	6	114
Total	0	24	96	84	6	204	0	33	67	9	32	109	0	108	20	35	5	163	0	13	5	17	15	35	511
Approach %	0.0	11.8	47.1	41.2	-	-	0.0	30.3	61.5	8.3	-	-	0.0	66.3	12.3	21.5	-	-	0.0	37.1	14.3	48.6	-	-	-
Total %	0.0	4.7	18.8	16.4	-	39.9	0.0	6.5	13.1	1.8	-	21.3	0.0	21.1	3.9	6.8	-	31.9	0.0	2.5	1.0	3.3	-	6.8	-
PHF	0.000	0.545	0.727	0.600	-	0.879	0.000	0.825	0.798	0.450	-	0.826	0.000	0.375	0.625	0.673	-	0.438	0.000	0.464	0.625	0.386	-	0.583	0.706
Lights	0	24	86	81	-	191	0	31	66	9	-	106	0	105	20	30	-	155	0	12	5	17	-	34	486
% Lights	-	100.0	89.6	96.4	-	93.6	-	93.9	98.5	100.0	-	97.2	-	97.2	100.0	85.7	-	95.1	-	92.3	100.0	100.0	-	97.1	95.1
Buses	0	0	8	3	-	11	0	2	1	0	-	3	0	1	0	5	-	6	0	1	0	0	-	1	21
% Buses	-	0.0	8.3	3.6	-	5.4	-	6.1	1.5	0.0	-	2.8	-	0.9	0.0	14.3	-	3.7	-	7.7	0.0	0.0	-	2.9	4.1
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
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	2	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Bicycles on Road	-	0.0	2.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	1.9	0.0	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	6	-	-	-	-	-	32	-	-	-	-	-	5	-	-	-	-	-	15	-	-
% 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 bmay@kloainc.com

Count Name: Blodgett Avenue with 60th Street
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	60th Street Westbound					Blodgett Avenue Northbound					Blodgett 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	0	0	0	0	6	1	2	7	0	0	4	0	4	11
7:15 AM	0	1	0	0	1	0	10	0	0	10	0	0	12	0	12	23
7:30 AM	0	1	0	0	1	0	13	3	0	16	0	0	20	0	20	37
7:45 AM	0	1	0	0	1	0	7	0	3	7	0	0	18	0	18	26
Hourly Total	0	3	0	0	3	0	36	4	5	40	0	0	54	0	54	97
8:00 AM	0	16	4	0	20	0	12	1	28	13	0	6	48	1	54	87
8:15 AM	0	1	1	0	2	0	11	0	4	11	0	2	12	0	14	27
8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
8:45 AM	0	0	0	0	0	0	6	0	0	6	0	1	1	0	2	8
Hourly Total	0	17	5	0	22	0	31	1	32	32	0	9	63	1	72	126
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	3	1	2	4	0	0	3	0	3	7
2:15 PM	0	0	0	0	0	0	4	1	0	5	1	0	6	0	7	12
2:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	14	0	14	18
2:45 PM	0	3	1	1	4	0	5	0	30	5	0	7	26	0	33	42
Hourly Total	0	4	1	1	5	0	15	2	32	17	1	7	49	0	57	79
3:00 PM	0	2	5	0	7	0	16	0	11	16	0	3	9	0	12	35
3:15 PM	0	0	0	0	0	0	7	1	4	8	0	5	25	0	30	38
3:30 PM	0	1	0	0	1	0	16	1	5	17	0	0	18	0	18	36
3:45 PM	0	0	0	0	0	0	13	1	5	14	0	3	3	0	6	20
Hourly Total	0	3	5	0	8	0	52	3	25	55	0	11	55	0	66	129
Grand Total	0	27	11	1	38	0	134	10	94	144	1	27	221	1	249	431
Approach %	0.0	71.1	28.9	-	-	0.0	93.1	6.9	-	-	0.4	10.8	88.8	-	-	-
Total %	0.0	6.3	2.6	-	8.8	0.0	31.1	2.3	-	33.4	0.2	6.3	51.3	-	57.8	-
Lights	0	26	10	-	36	0	131	8	-	139	1	22	210	-	233	408
% Lights	-	96.3	90.9	-	94.7	-	97.8	80.0	-	96.5	100.0	81.5	95.0	-	93.6	94.7
Buses	0	1	1	-	2	0	2	0	-	2	0	0	11	-	11	15
% Buses	-	3.7	9.1	-	5.3	-	1.5	0.0	-	1.4	0.0	0.0	5.0	-	4.4	3.5
Single-Unit Trucks	0	0	0	-	0	0	0	2	-	2	0	3	0	-	3	5
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	20.0	-	1.4	0.0	11.1	0.0	-	1.2	1.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	0	-	1	0	2	0	-	2	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	0.0	7.4	0.0	-	0.8	0.7
Pedestrians	-	-	-	1	-	-	-	-	94	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Blodgett Avenue with 60th Street
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	60th Street Westbound					Blodgett Avenue Northbound					Blodgett 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	1	0	0	1	0	13	3	0	16	0	0	20	0	20	37
7:45 AM	0	1	0	0	1	0	7	0	3	7	0	0	18	0	18	26
8:00 AM	0	16	4	0	20	0	12	1	28	13	0	6	48	1	54	87
8:15 AM	0	1	1	0	2	0	11	0	4	11	0	2	12	0	14	27
Total	0	19	5	0	24	0	43	4	35	47	0	8	98	1	106	177
Approach %	0.0	79.2	20.8	-	-	0.0	91.5	8.5	-	-	0.0	7.5	92.5	-	-	-
Total %	0.0	10.7	2.8	-	13.6	0.0	24.3	2.3	-	26.6	0.0	4.5	55.4	-	59.9	-
PHF	0.000	0.297	0.313	-	0.300	0.000	0.827	0.333	-	0.734	0.000	0.333	0.510	-	0.491	0.509
Lights	0	18	4	-	22	0	43	4	-	47	0	8	95	-	103	172
% Lights	-	94.7	80.0	-	91.7	-	100.0	100.0	-	100.0	-	100.0	96.9	-	97.2	97.2
Buses	0	1	1	-	2	0	0	0	-	0	0	0	3	-	3	5
% Buses	-	5.3	20.0	-	8.3	-	0.0	0.0	-	0.0	-	0.0	3.1	-	2.8	2.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	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	-	-	-	-	35	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Blodgett Avenue with 60th Street
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	60th Street Westbound					Blodgett Avenue Northbound					Blodgett 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
2:45 PM	0	3	1	1	4	0	5	0	30	5	0	7	26	0	33	42
3:00 PM	0	2	5	0	7	0	16	0	11	16	0	3	9	0	12	35
3:15 PM	0	0	0	0	0	0	7	1	4	8	0	5	25	0	30	38
3:30 PM	0	1	0	0	1	0	16	1	5	17	0	0	18	0	18	36
Total	0	6	6	1	12	0	44	2	50	46	0	15	78	0	93	151
Approach %	0.0	50.0	50.0	-	-	0.0	95.7	4.3	-	-	0.0	16.1	83.9	-	-	-
Total %	0.0	4.0	4.0	-	7.9	0.0	29.1	1.3	-	30.5	0.0	9.9	51.7	-	61.6	-
PHF	0.000	0.500	0.300	-	0.429	0.000	0.688	0.500	-	0.676	0.000	0.536	0.750	-	0.705	0.899
Lights	0	6	6	-	12	0	44	2	-	46	0	13	71	-	84	142
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	86.7	91.0	-	90.3	94.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	7	-	7	7
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	9.0	-	7.5	4.6
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	13.3	0.0	-	2.2	1.3
Pedestrians	-	-	-	1	-	-	-	-	50	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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

Count Name: 59th Street and Lyman Avenue
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	59th Street Eastbound						59th Street Westbound						Lyman Avenue Northbound						Lyman 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	20	0	0	20	0	0	16	1	1	17	0	1	0	1	0	2	0	1	0	0	1	1	40
7:15 AM	0	1	25	0	1	26	0	0	21	0	0	21	0	0	1	0	0	1	0	3	0	0	0	3	51
7:30 AM	0	0	60	0	0	60	0	1	26	2	0	29	0	0	1	5	0	6	0	5	1	2	0	8	103
7:45 AM	0	3	42	0	0	45	0	0	31	1	0	32	0	0	1	0	0	1	0	4	0	0	0	4	82
Hourly Total	0	4	147	0	1	151	0	1	94	4	1	99	0	1	3	6	0	10	0	13	1	2	1	16	276
8:00 AM	0	2	51	1	0	54	0	1	33	4	2	38	0	2	6	3	0	11	0	8	2	2	1	12	115
8:15 AM	0	2	78	0	0	80	0	2	71	4	0	77	0	1	3	1	0	5	0	4	0	1	1	5	167
8:30 AM	0	0	9	0	0	9	0	1	29	0	0	30	0	0	0	1	0	1	0	1	0	1	1	2	42
8:45 AM	0	2	14	0	0	16	0	2	9	0	1	11	0	0	1	2	0	3	0	1	1	1	2	3	33
Hourly Total	0	6	152	1	0	159	0	6	142	8	3	156	0	3	10	7	0	20	0	14	3	5	5	22	357
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	20	1	0	21	0	0	16	0	1	16	0	1	1	0	1	2	0	2	1	1	2	4	43
2:15 PM	0	0	24	1	0	25	0	1	16	1	0	18	0	0	3	0	0	3	0	0	0	2	1	2	48
2:30 PM	0	0	20	0	0	20	0	1	13	0	2	14	0	3	0	1	0	4	0	1	1	1	1	3	41
2:45 PM	0	0	37	1	0	38	0	1	19	0	1	20	0	0	0	7	1	7	0	6	1	0	0	7	72
Hourly Total	0	0	101	3	0	104	0	3	64	1	4	68	0	4	4	8	2	16	0	9	3	4	4	16	204
3:00 PM	0	1	54	0	0	55	0	1	23	4	2	28	0	4	4	1	0	9	0	0	2	0	1	2	94
3:15 PM	0	1	50	3	0	54	0	2	82	1	6	85	0	0	2	3	0	5	0	2	0	1	1	3	147
3:30 PM	0	1	38	2	0	41	0	3	44	3	2	50	0	2	0	2	0	4	0	2	0	3	0	5	100
3:45 PM	0	1	34	0	0	35	0	2	38	1	0	41	0	0	0	0	1	0	0	0	0	1	16	1	77
Hourly Total	0	4	176	5	0	185	0	8	187	9	10	204	0	6	6	6	1	18	0	4	2	5	18	11	418
Grand Total	0	14	576	9	1	599	0	18	487	22	18	527	0	14	23	27	3	64	0	40	9	16	28	65	1255
Approach %	0.0	2.3	96.2	1.5	-	-	0.0	3.4	92.4	4.2	-	-	0.0	21.9	35.9	42.2	-	-	0.0	61.5	13.8	24.6	-	-	-
Total %	0.0	1.1	45.9	0.7	-	47.7	0.0	1.4	38.8	1.8	-	42.0	0.0	1.1	1.8	2.2	-	5.1	0.0	3.2	0.7	1.3	-	5.2	-
Lights	0	13	543	9	-	565	0	18	475	21	-	514	0	13	21	24	-	58	0	39	6	15	-	60	1197
% Lights	-	92.9	94.3	100.0	-	94.3	-	100.0	97.5	95.5	-	97.5	-	92.9	91.3	88.9	-	90.6	-	97.5	66.7	93.8	-	92.3	95.4
Buses	0	1	26	0	-	27	0	0	8	0	-	8	0	1	0	1	-	2	0	0	1	1	-	2	39
% Buses	-	7.1	4.5	0.0	-	4.5	-	0.0	1.6	0.0	-	1.5	-	7.1	0.0	3.7	-	3.1	-	0.0	11.1	6.3	-	3.1	3.1
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	2	0	-	2	0	1	2	0	-	3	8
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	-	0.0	8.7	0.0	-	3.1	-	2.5	22.2	0.0	-	4.6	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	4	0	-	4	0	0	3	1	-	4	0	0	0	2	-	2	0	0	0	0	-	0	10

% Bicycles on Road	-	0.0	0.7	0.0	-	0.7	-	0.0	0.6	4.5	-	0.8	-	0.0	0.0	7.4	-	3.1	-	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	1	-	-	-	-	-	18	-	-	-	-	-	3	-	-	-	-	-	28	-	-
% 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 bmay@kloainc.com

Count Name: 59th Street and Lyman Avenue
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	59th Street Eastbound						59th Street Westbound						Lyman Avenue Northbound						Lyman 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	60	0	0	60	0	1	26	2	0	29	0	0	1	5	0	6	0	5	1	2	0	8	103
7:45 AM	0	3	42	0	0	45	0	0	31	1	0	32	0	0	1	0	0	1	0	4	0	0	0	4	82
8:00 AM	0	2	51	1	0	54	0	1	33	4	2	38	0	2	6	3	0	11	0	8	2	2	1	12	115
8:15 AM	0	2	78	0	0	80	0	2	71	4	0	77	0	1	3	1	0	5	0	4	0	1	1	5	167
Total	0	7	231	1	0	239	0	4	161	11	2	176	0	3	11	9	0	23	0	21	3	5	2	29	467
Approach %	0.0	2.9	96.7	0.4	-	-	0.0	2.3	91.5	6.3	-	-	0.0	13.0	47.8	39.1	-	-	0.0	72.4	10.3	17.2	-	-	-
Total %	0.0	1.5	49.5	0.2	-	51.2	0.0	0.9	34.5	2.4	-	37.7	0.0	0.6	2.4	1.9	-	4.9	0.0	4.5	0.6	1.1	-	6.2	-
PHF	0.000	0.583	0.740	0.250	-	0.747	0.000	0.500	0.567	0.688	-	0.571	0.000	0.375	0.458	0.450	-	0.523	0.000	0.656	0.375	0.625	-	0.604	0.699
Lights	0	7	216	1	-	224	0	4	159	11	-	174	0	3	10	8	-	21	0	21	3	5	-	29	448
% Lights	-	100.0	93.5	100.0	-	93.7	-	100.0	98.8	100.0	-	98.9	-	100.0	90.9	88.9	-	91.3	-	100.0	100.0	100.0	-	100.0	95.9
Buses	0	0	14	0	-	14	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	16
% Buses	-	0.0	6.1	0.0	-	5.9	-	0.0	0.6	0.0	-	0.6	-	0.0	0.0	11.1	-	4.3	-	0.0	0.0	0.0	-	0.0	3.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	-	0.0	9.1	0.0	-	4.3	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	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	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: 59th Street and Lyman Avenue
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	59th Street Eastbound						59th Street Westbound						Lyman Avenue Northbound						Lyman 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
2:45 PM	0	0	37	1	0	38	0	1	19	0	1	20	0	0	0	7	1	7	0	6	1	0	0	7	72
3:00 PM	0	1	54	0	0	55	0	1	23	4	2	28	0	4	4	1	0	9	0	0	2	0	1	2	94
3:15 PM	0	1	50	3	0	54	0	2	82	1	6	85	0	0	2	3	0	5	0	2	0	1	1	3	147
3:30 PM	0	1	38	2	0	41	0	3	44	3	2	50	0	2	0	2	0	4	0	2	0	3	0	5	100
Total	0	3	179	6	0	188	0	7	168	8	11	183	0	6	6	13	1	25	0	10	3	4	2	17	413
Approach %	0.0	1.6	95.2	3.2	-	-	0.0	3.8	91.8	4.4	-	-	0.0	24.0	24.0	52.0	-	-	0.0	58.8	17.6	23.5	-	-	-
Total %	0.0	0.7	43.3	1.5	-	45.5	0.0	1.7	40.7	1.9	-	44.3	0.0	1.5	1.5	3.1	-	6.1	0.0	2.4	0.7	1.0	-	4.1	-
PHF	0.000	0.750	0.829	0.500	-	0.855	0.000	0.583	0.512	0.500	-	0.538	0.000	0.375	0.375	0.464	-	0.694	0.000	0.417	0.375	0.333	-	0.607	0.702
Lights	0	3	167	6	-	176	0	7	164	7	-	178	0	6	6	11	-	23	0	10	3	4	-	17	394
% Lights	-	100.0	93.3	100.0	-	93.6	-	100.0	97.6	87.5	-	97.3	-	100.0	100.0	84.6	-	92.0	-	100.0	100.0	100.0	-	100.0	95.4
Buses	0	0	10	0	-	10	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	-	0.0	5.6	0.0	-	5.3	-	0.0	1.2	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.9
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	2	0	-	2	0	0	2	1	-	3	0	0	0	2	-	2	0	0	0	0	-	0	7
% Bicycles on Road	-	0.0	1.1	0.0	-	1.1	-	0.0	1.2	12.5	-	1.6	-	0.0	0.0	15.4	-	8.0	-	0.0	0.0	0.0	-	0.0	1.7
Pedestrians	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: 59th Steet with Dearborn PkwyTMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	59th Street Eastbound					59th Street Westbound					Dearborn Prkwy Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	15	0	16	0	15	0	0	15	0	2	4	3	6	37
7:15 AM	0	1	16	0	17	0	27	0	0	27	0	1	3	0	4	48
7:30 AM	0	2	39	0	41	0	35	0	0	35	0	3	2	0	5	81
7:45 AM	0	3	30	0	33	0	36	1	0	37	0	0	5	2	5	75
Hourly Total	0	7	100	0	107	0	113	1	0	114	0	6	14	5	20	241
8:00 AM	0	3	39	0	42	0	38	1	0	39	0	10	7	10	17	98
8:15 AM	0	2	47	0	49	0	35	2	0	37	0	0	3	5	3	89
8:30 AM	0	1	17	0	18	0	20	1	0	21	0	1	2	1	3	42
8:45 AM	0	0	18	0	18	0	16	1	0	17	0	2	0	1	2	37
Hourly Total	0	6	121	0	127	0	109	5	0	114	0	13	12	17	25	266
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	3	24	0	27	0	9	2	0	11	0	0	3	5	3	41
2:15 PM	0	4	17	0	21	0	22	1	0	23	0	1	3	0	4	48
2:30 PM	0	2	20	0	22	0	21	2	0	23	0	0	2	0	2	47
2:45 PM	0	1	38	0	39	0	21	1	0	22	0	6	1	3	7	68
Hourly Total	0	10	99	0	109	0	73	6	0	79	0	7	9	8	16	204
3:00 PM	0	3	16	0	19	0	39	2	0	41	0	0	2	11	2	62
3:15 PM	0	3	32	0	35	0	17	2	0	19	0	2	2	4	4	58
3:30 PM	0	2	42	0	44	0	28	1	0	29	0	1	2	1	3	76
3:45 PM	0	2	32	0	34	0	33	4	0	37	0	3	2	6	5	76
Hourly Total	0	10	122	0	132	0	117	9	0	126	0	6	8	22	14	272
Grand Total	0	33	442	0	475	0	412	21	0	433	0	32	43	52	75	983
Approach %	0.0	6.9	93.1	-	-	0.0	95.2	4.8	-	-	0.0	42.7	57.3	-	-	-
Total %	0.0	3.4	45.0	-	48.3	0.0	41.9	2.1	-	44.0	0.0	3.3	4.4	-	7.6	-
Lights	0	31	406	-	437	0	397	20	-	417	0	30	43	-	73	927
% Lights	-	93.9	91.9	-	92.0	-	96.4	95.2	-	96.3	-	93.8	100.0	-	97.3	94.3
Buses	0	1	30	-	31	0	9	0	-	9	0	0	0	-	0	40
% Buses	-	3.0	6.8	-	6.5	-	2.2	0.0	-	2.1	-	0.0	0.0	-	0.0	4.1
Single-Unit Trucks	0	0	2	-	2	0	1	1	-	2	0	2	0	-	2	6
% Single-Unit Trucks	-	0.0	0.5	-	0.4	-	0.2	4.8	-	0.5	-	6.3	0.0	-	2.7	0.6
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	3.0	0.0	-	0.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	4	-	4	0	5	0	-	5	0	0	0	-	0	9
% Bicycles on Road	-	0.0	0.9	-	0.8	-	1.2	0.0	-	1.2	-	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	52	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: 59th Steet with Dearborn PkwyTMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	59th Street Eastbound					59th Street Westbound					Dearborn Prkwy Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	2	39	0	41	0	35	0	0	35	0	3	2	0	5	81
7:45 AM	0	3	30	0	33	0	36	1	0	37	0	0	5	2	5	75
8:00 AM	0	3	39	0	42	0	38	1	0	39	0	10	7	10	17	98
8:15 AM	0	2	47	0	49	0	35	2	0	37	0	0	3	5	3	89
Total	0	10	155	0	165	0	144	4	0	148	0	13	17	17	30	343
Approach %	0.0	6.1	93.9	-	-	0.0	97.3	2.7	-	-	0.0	43.3	56.7	-	-	-
Total %	0.0	2.9	45.2	-	48.1	0.0	42.0	1.2	-	43.1	0.0	3.8	5.0	-	8.7	-
PHF	0.000	0.833	0.824	-	0.842	0.000	0.947	0.500	-	0.949	0.000	0.325	0.607	-	0.441	0.875
Lights	0	9	141	-	150	0	142	4	-	146	0	13	17	-	30	326
% Lights	-	90.0	91.0	-	90.9	-	98.6	100.0	-	98.6	-	100.0	100.0	-	100.0	95.0
Buses	0	0	14	-	14	0	2	0	-	2	0	0	0	-	0	16
% Buses	-	0.0	9.0	-	8.5	-	1.4	0.0	-	1.4	-	0.0	0.0	-	0.0	4.7
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	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	10.0	0.0	-	0.6	-	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
% 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	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: 59th Steet with Dearborn PkwyTMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	59th Street Eastbound					59th Street Westbound					Dearborn Prkwy Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	1	38	0	39	0	21	1	0	22	0	6	1	3	7	68
3:00 PM	0	3	16	0	19	0	39	2	0	41	0	0	2	11	2	62
3:15 PM	0	3	32	0	35	0	17	2	0	19	0	2	2	4	4	58
3:30 PM	0	2	42	0	44	0	28	1	0	29	0	1	2	1	3	76
Total	0	9	128	0	137	0	105	6	0	111	0	9	7	19	16	264
Approach %	0.0	6.6	93.4	-	-	0.0	94.6	5.4	-	-	0.0	56.3	43.8	-	-	-
Total %	0.0	3.4	48.5	-	51.9	0.0	39.8	2.3	-	42.0	0.0	3.4	2.7	-	6.1	-
PHF	0.000	0.750	0.762	-	0.778	0.000	0.673	0.750	-	0.677	0.000	0.375	0.875	-	0.571	0.868
Lights	0	8	112	-	120	0	101	6	-	107	0	9	7	-	16	243
% Lights	-	88.9	87.5	-	87.6	-	96.2	100.0	-	96.4	-	100.0	100.0	-	100.0	92.0
Buses	0	1	13	-	14	0	3	0	-	3	0	0	0	-	0	17
% Buses	-	11.1	10.2	-	10.2	-	2.9	0.0	-	2.7	-	0.0	0.0	-	0.0	6.4
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	1.0	0.0	-	0.9	-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	-	3	0	0	0	-	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	2.3	-	2.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: 59th Street with Blodgett Avenue
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	59th Street Eastbound					59th Street Westbound					Blodgett Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	12	5	2	17	0	1	13	0	14	0	2	3	0	5	36
7:15 AM	0	14	4	0	18	0	4	17	0	21	0	9	4	0	13	52
7:30 AM	0	28	12	0	40	0	3	29	0	32	0	5	4	0	9	81
7:45 AM	0	20	11	8	31	0	7	28	0	35	0	10	3	0	13	79
Hourly Total	0	74	32	10	106	0	15	87	0	102	0	26	14	0	40	248
8:00 AM	0	14	31	10	45	0	25	34	0	59	0	5	4	1	9	113
8:15 AM	0	41	11	3	52	0	8	31	0	39	0	9	11	0	20	111
8:30 AM	0	14	3	0	17	0	0	20	0	20	0	2	1	0	3	40
8:45 AM	0	16	2	0	18	0	0	17	0	17	0	1	3	0	4	39
Hourly Total	0	85	47	13	132	0	33	102	0	135	0	17	19	1	36	303
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	29	0	1	29	0	2	8	0	10	0	1	3	0	4	43
2:15 PM	0	11	5	1	16	0	2	21	0	23	0	1	2	0	3	42
2:30 PM	0	14	6	0	20	0	6	21	0	27	0	2	2	0	4	51
2:45 PM	0	17	25	4	42	0	11	20	0	31	0	2	1	0	3	76
Hourly Total	0	71	36	6	107	0	21	70	0	91	0	6	8	0	14	212
3:00 PM	0	14	6	18	20	0	8	33	0	41	0	9	14	0	23	84
3:15 PM	0	20	7	3	27	1	11	16	0	28	0	0	6	1	6	61
3:30 PM	0	34	14	3	48	0	10	24	0	34	0	2	12	1	14	96
3:45 PM	0	36	3	5	39	0	6	35	0	41	0	8	8	0	16	96
Hourly Total	0	104	30	29	134	1	35	108	0	144	0	19	40	2	59	337
Grand Total	0	334	145	58	479	1	104	367	0	472	0	68	81	3	149	1100
Approach %	0.0	69.7	30.3	-	-	0.2	22.0	77.8	-	-	0.0	45.6	54.4	-	-	-
Total %	0.0	30.4	13.2	-	43.5	0.1	9.5	33.4	-	42.9	0.0	6.2	7.4	-	13.5	-
Lights	0	305	137	-	442	1	95	353	-	449	0	68	79	-	147	1038
% Lights	-	91.3	94.5	-	92.3	100.0	91.3	96.2	-	95.1	-	100.0	97.5	-	98.7	94.4
Buses	0	24	6	-	30	0	5	8	-	13	0	0	2	-	2	45
% Buses	-	7.2	4.1	-	6.3	0.0	4.8	2.2	-	2.8	-	0.0	2.5	-	1.3	4.1
Single-Unit Trucks	0	2	0	-	2	0	3	1	-	4	0	0	0	-	0	6
% Single-Unit Trucks	-	0.6	0.0	-	0.4	0.0	2.9	0.3	-	0.8	-	0.0	0.0	-	0.0	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	3	2	-	5	0	1	5	-	6	0	0	0	-	0	11
% Bicycles on Road	-	0.9	1.4	-	1.0	0.0	1.0	1.4	-	1.3	-	0.0	0.0	-	0.0	1.0
Pedestrians	-	-	-	58	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: 59th Street with Blodgett Avenue
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	59th Street Eastbound					59th Street Westbound					Blodgett Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	28	12	0	40	0	3	29	0	32	0	5	4	0	9	81
7:45 AM	0	20	11	8	31	0	7	28	0	35	0	10	3	0	13	79
8:00 AM	0	14	31	10	45	0	25	34	0	59	0	5	4	1	9	113
8:15 AM	0	41	11	3	52	0	8	31	0	39	0	9	11	0	20	111
Total	0	103	65	21	168	0	43	122	0	165	0	29	22	1	51	384
Approach %	0.0	61.3	38.7	-	-	0.0	26.1	73.9	-	-	0.0	56.9	43.1	-	-	-
Total %	0.0	26.8	16.9	-	43.8	0.0	11.2	31.8	-	43.0	0.0	7.6	5.7	-	13.3	-
PHF	0.000	0.628	0.524	-	0.808	0.000	0.430	0.897	-	0.699	0.000	0.725	0.500	-	0.638	0.850
Lights	0	89	65	-	154	0	40	121	-	161	0	29	22	-	51	366
% Lights	-	86.4	100.0	-	91.7	-	93.0	99.2	-	97.6	-	100.0	100.0	-	100.0	95.3
Buses	0	14	0	-	14	0	3	1	-	4	0	0	0	-	0	18
% Buses	-	13.6	0.0	-	8.3	-	7.0	0.8	-	2.4	-	0.0	0.0	-	0.0	4.7
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	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	-	-	-	21	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: 59th Street with Blodgett Avenue
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	59th Street Eastbound					59th Street Westbound					Blodgett Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	17	25	4	42	0	11	20	0	31	0	2	1	0	3	76
3:00 PM	0	14	6	18	20	0	8	33	0	41	0	9	14	0	23	84
3:15 PM	0	20	7	3	27	1	11	16	0	28	0	0	6	1	6	61
3:30 PM	0	34	14	3	48	0	10	24	0	34	0	2	12	1	14	96
Total	0	85	52	28	137	1	40	93	0	134	0	13	33	2	46	317
Approach %	0.0	62.0	38.0	-	-	0.7	29.9	69.4	-	-	0.0	28.3	71.7	-	-	-
Total %	0.0	26.8	16.4	-	43.2	0.3	12.6	29.3	-	42.3	0.0	4.1	10.4	-	14.5	-
PHF	0.000	0.625	0.520	-	0.714	0.250	0.909	0.705	-	0.817	0.000	0.361	0.589	-	0.500	0.826
Lights	0	76	44	-	120	1	39	89	-	129	0	13	33	-	46	295
% Lights	-	89.4	84.6	-	87.6	100.0	97.5	95.7	-	96.3	-	100.0	100.0	-	100.0	93.1
Buses	0	7	6	-	13	0	1	3	-	4	0	0	0	-	0	17
% Buses	-	8.2	11.5	-	9.5	0.0	2.5	3.2	-	3.0	-	0.0	0.0	-	0.0	5.4
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	1.1	-	0.7	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	2	-	4	0	0	0	-	0	0	0	0	-	0	4
% Bicycles on Road	-	2.4	3.8	-	2.9	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	28	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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(847)518-9990 bmay@kloainc.com

Count Name: Blodgett Avenue with 61st Street
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	Access Drive Eastbound						61st Street Westbound						Blodgett Avenue Northbound						Blodgett 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	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	1	0	3	0	0	4	9
7:15 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	13	1	2	14	0	0	7	0	0	7	23
7:30 AM	0	3	0	2	0	5	0	0	0	0	0	0	0	0	14	0	0	14	0	0	9	0	0	9	28
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	18	1	1	19	0	0	11	0	0	11	31
Hourly Total	0	6	0	3	1	9	0	0	0	0	0	0	0	0	49	2	3	51	1	0	30	0	0	31	91
8:00 AM	0	2	10	14	1	26	0	1	0	1	0	2	0	0	4	11	12	15	0	17	6	0	0	23	66
8:15 AM	0	7	6	3	0	16	0	0	0	0	0	0	0	0	11	3	4	14	0	8	12	0	0	20	50
8:30 AM	0	0	0	2	0	2	0	1	0	0	0	1	0	0	3	0	0	3	0	0	2	0	0	2	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	0	1	5
Hourly Total	0	9	16	19	1	44	0	2	0	1	0	3	0	0	21	15	16	36	0	26	20	0	0	46	129
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	4	0	0	1	0	0	0	1	0	0	5	0	0	5	0	0	3	0	0	3	9
2:15 PM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	5	1	0	6	0	0	4	0	0	4	12
2:30 PM	0	1	3	1	0	5	0	0	0	0	0	0	0	0	3	1	1	4	0	1	2	0	0	3	12
2:45 PM	0	0	1	0	0	1	0	3	0	0	0	3	0	0	5	2	3	7	0	0	9	0	0	9	20
Hourly Total	0	2	4	2	4	8	0	4	0	0	0	4	0	0	18	4	4	22	0	1	18	0	0	19	53
3:00 PM	0	5	15	11	0	31	0	4	0	1	0	5	0	0	10	3	12	13	0	2	6	0	0	8	57
3:15 PM	0	1	0	2	2	3	0	1	0	0	0	1	0	0	7	2	1	9	0	0	22	0	0	22	35
3:30 PM	0	4	1	2	4	7	0	3	0	0	0	3	0	0	15	2	1	17	0	1	11	0	0	12	39
3:45 PM	0	9	0	5	6	14	0	0	0	1	0	1	0	0	6	2	3	8	0	2	5	0	0	7	30
Hourly Total	0	19	16	20	12	55	0	8	0	2	0	10	0	0	38	9	17	47	0	5	44	0	0	49	161
Grand Total	0	36	36	44	18	116	0	14	0	3	0	17	0	0	126	30	40	156	1	32	112	0	0	145	434
Approach %	0.0	31.0	31.0	37.9	-	-	0.0	82.4	0.0	17.6	-	-	0.0	0.0	80.8	19.2	-	-	0.7	22.1	77.2	0.0	-	-	-
Total %	0.0	8.3	8.3	10.1	-	26.7	0.0	3.2	0.0	0.7	-	3.9	0.0	0.0	29.0	6.9	-	35.9	0.2	7.4	25.8	0.0	-	33.4	-
Lights	0	35	36	43	-	114	0	14	0	3	-	17	0	0	122	28	-	150	1	28	104	0	-	133	414
% Lights	-	97.2	100.0	97.7	-	98.3	-	100.0	-	100.0	-	100.0	-	-	96.8	93.3	-	96.2	100.0	87.5	92.9	-	-	91.7	95.4
Buses	0	1	0	1	-	2	0	0	0	0	-	0	0	0	2	2	-	4	0	4	7	0	-	11	17
% Buses	-	2.8	0.0	2.3	-	1.7	-	0.0	-	0.0	-	0.0	-	-	1.6	6.7	-	2.6	0.0	12.5	6.3	-	-	7.6	3.9
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	-	-	0.8	0.0	-	0.6	0.0	0.0	0.0	-	-	0.0	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.8	0.0	-	0.6	0.0	0.0	0.9	-	-	0.7	0.5
Pedestrians	-	-	-	-	18	-	-	-	-	-	0	-	-	-	-	-	40	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Blodgett Avenue with 61st Street
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Access Drive Eastbound						61st Street Westbound						Blodgett Avenue Northbound						Blodgett 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	2	0	5	0	0	0	0	0	0	0	0	14	0	0	14	0	0	9	0	0	9	28
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	18	1	1	19	0	0	11	0	0	11	31
8:00 AM	0	2	10	14	1	26	0	1	0	1	0	2	0	0	4	11	12	15	0	17	6	0	0	23	66
8:15 AM	0	7	6	3	0	16	0	0	0	0	0	0	0	0	11	3	4	14	0	8	12	0	0	20	50
Total	0	13	16	19	1	48	0	1	0	1	0	2	0	0	47	15	17	62	0	25	38	0	0	63	175
Approach %	0.0	27.1	33.3	39.6	-	-	0.0	50.0	0.0	50.0	-	-	0.0	0.0	75.8	24.2	-	-	0.0	39.7	60.3	0.0	-	-	-
Total %	0.0	7.4	9.1	10.9	-	27.4	0.0	0.6	0.0	0.6	-	1.1	0.0	0.0	26.9	8.6	-	35.4	0.0	14.3	21.7	0.0	-	36.0	-
PHF	0.000	0.464	0.400	0.339	-	0.462	0.000	0.250	0.000	0.250	-	0.250	0.000	0.000	0.653	0.341	-	0.816	0.000	0.368	0.792	0.000	-	0.685	0.663
Lights	0	13	16	19	-	48	0	1	0	1	-	2	0	0	47	15	-	62	0	23	37	0	-	60	172
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	-	100.0	100.0	-	100.0	-	92.0	97.4	-	-	95.2	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	1	0	-	3	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	8.0	2.6	-	-	4.8	1.7
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
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
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	-	-	-	-	-	17	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Blodgett Avenue with 61st Street
TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Access Drive Eastbound						61st Street Westbound						Blodgett Avenue Northbound						Blodgett 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	
2:45 PM	0	0	1	0	0	1	0	3	0	0	0	3	0	0	5	2	3	7	0	0	9	0	0	9	20
3:00 PM	0	5	15	11	0	31	0	4	0	1	0	5	0	0	10	3	12	13	0	2	6	0	0	8	57
3:15 PM	0	1	0	2	2	3	0	1	0	0	0	1	0	0	7	2	1	9	0	0	22	0	0	22	35
3:30 PM	0	4	1	2	4	7	0	3	0	0	0	3	0	0	15	2	1	17	0	1	11	0	0	12	39
Total	0	10	17	15	6	42	0	11	0	1	0	12	0	0	37	9	17	46	0	3	48	0	0	51	151
Approach %	0.0	23.8	40.5	35.7	-	-	0.0	91.7	0.0	8.3	-	-	0.0	0.0	80.4	19.6	-	-	0.0	5.9	94.1	0.0	-	-	-
Total %	0.0	6.6	11.3	9.9	-	27.8	0.0	7.3	0.0	0.7	-	7.9	0.0	0.0	24.5	6.0	-	30.5	0.0	2.0	31.8	0.0	-	33.8	-
PHF	0.000	0.500	0.283	0.341	-	0.339	0.000	0.688	0.000	0.250	-	0.600	0.000	0.000	0.617	0.750	-	0.676	0.000	0.375	0.545	0.000	-	0.580	0.662
Lights	0	10	17	15	-	42	0	11	0	1	-	12	0	0	37	9	-	46	0	1	42	0	-	43	143
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	-	100.0	100.0	-	100.0	-	33.3	87.5	-	-	84.3	94.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	6	0	-	8	8
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	66.7	12.5	-	-	15.7	5.3
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	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
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	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	17	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: Fairmount with 61st Street TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	61st Street Eastbound						61st Street Westbound						Fairmount Avenue Northbound						Fairmount 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	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	2	5
7:15 AM	0	0	2	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
7:30 AM	0	0	3	0	0	3	0	1	1	0	0	2	0	0	1	1	0	2	0	0	0	0	0	0	7
7:45 AM	0	0	2	0	0	2	1	0	3	0	1	4	0	0	0	1	0	1	0	0	0	0	0	0	7
Hourly Total	0	0	9	0	0	9	1	1	5	0	1	7	0	0	2	3	0	5	0	0	2	0	0	2	23
8:00 AM	0	2	6	0	3	8	0	4	11	0	2	15	0	2	0	1	3	3	0	0	0	0	0	0	26
8:15 AM	0	0	1	1	3	2	0	0	7	0	3	7	0	0	0	1	0	1	0	0	0	0	0	0	10
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	8	1	6	11	0	4	19	0	5	23	0	2	0	2	3	4	0	0	0	0	0	0	38
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	3	0	2	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	2	6
2:30 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	2	0	2	0	4	0	0	1	0	0	1	7
2:45 PM	0	0	5	1	1	6	1	0	1	0	2	2	0	1	2	1	0	4	0	0	0	0	1	0	12
Hourly Total	0	0	8	2	3	10	1	2	1	0	2	4	0	4	2	3	0	9	0	0	2	1	1	3	26
3:00 PM	0	0	1	0	0	1	0	1	11	0	4	12	0	0	0	1	0	1	0	0	0	0	0	0	14
3:15 PM	0	0	2	0	3	2	0	0	7	0	1	7	0	0	0	0	0	0	0	0	1	0	0	1	10
3:30 PM	0	1	3	1	0	5	0	1	2	0	1	3	0	1	0	0	0	1	0	0	0	0	0	0	9
3:45 PM	0	0	0	0	1	0	0	0	3	0	0	3	0	1	0	1	0	2	0	0	0	0	0	0	5
Hourly Total	0	1	6	1	4	8	0	2	23	0	6	25	0	2	0	2	0	4	0	0	1	0	0	1	38
Grand Total	0	3	31	4	13	38	2	9	48	0	14	59	0	8	4	10	3	22	0	0	5	1	1	6	125
Approach %	0.0	7.9	81.6	10.5	-	-	3.4	15.3	81.4	0.0	-	-	0.0	36.4	18.2	45.5	-	-	0.0	0.0	83.3	16.7	-	-	-
Total %	0.0	2.4	24.8	3.2	-	30.4	1.6	7.2	38.4	0.0	-	47.2	0.0	6.4	3.2	8.0	-	17.6	0.0	0.0	4.0	0.8	-	4.8	-
Lights	0	3	30	3	-	36	2	9	47	0	-	58	0	6	0	9	-	15	0	0	2	0	-	2	111
% Lights	-	100.0	96.8	75.0	-	94.7	100.0	100.0	97.9	-	-	98.3	-	75.0	0.0	90.0	-	68.2	-	-	40.0	0.0	-	33.3	88.8
Buses	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	25.0	-	2.6	0.0	0.0	2.1	-	-	1.7	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	1.6
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	3.2	0.0	-	2.6	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	10.0	-	4.5	-	-	0.0	0.0	-	0.0	1.6
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	2	4	0	-	6	0	0	3	1	-	4	10

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	25.0	100.0	0.0	-	27.3	-	-	60.0	100.0	-	66.7	8.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	14	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Fairmount with 61st Street TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	61st Street Eastbound						61st Street Westbound						Fairmount Avenue Northbound						Fairmount 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	3	0	0	3	0	1	1	0	0	2	0	0	1	1	0	2	0	0	0	0	0	0	7
7:45 AM	0	0	2	0	0	2	1	0	3	0	1	4	0	0	0	1	0	1	0	0	0	0	0	0	7
8:00 AM	0	2	6	0	3	8	0	4	11	0	2	15	0	2	0	1	3	3	0	0	0	0	0	0	26
8:15 AM	0	0	1	1	3	2	0	0	7	0	3	7	0	0	0	1	0	1	0	0	0	0	0	0	10
Total	0	2	12	1	6	15	1	5	22	0	6	28	0	2	1	4	3	7	0	0	0	0	0	0	50
Approach %	0.0	13.3	80.0	6.7	-	-	3.6	17.9	78.6	0.0	-	-	0.0	28.6	14.3	57.1	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	4.0	24.0	2.0	-	30.0	2.0	10.0	44.0	0.0	-	56.0	0.0	4.0	2.0	8.0	-	14.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.250	0.500	0.250	-	0.469	0.250	0.313	0.500	0.000	-	0.467	0.000	0.250	0.250	1.000	-	0.583	0.000	0.000	0.000	0.000	-	0.000	0.481
Lights	0	2	12	1	-	15	1	5	22	0	-	28	0	2	0	4	-	6	0	0	0	0	-	0	49
% Lights	-	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	-	100.0	0.0	100.0	-	85.7	-	-	-	-	-	-	98.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
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	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	100.0	0.0	-	14.3	-	-	-	-	-	-	2.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Fairmount with 61st Street TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	61st Street Eastbound						61st Street Westbound						Fairmount Avenue Northbound						Fairmount 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
2:45 PM	0	0	5	1	1	6	1	0	1	0	2	2	0	1	2	1	0	4	0	0	0	0	1	0	12
3:00 PM	0	0	1	0	0	1	0	1	11	0	4	12	0	0	0	1	0	1	0	0	0	0	0	0	14
3:15 PM	0	0	2	0	3	2	0	0	7	0	1	7	0	0	0	0	0	0	0	0	1	0	0	1	10
3:30 PM	0	1	3	1	0	5	0	1	2	0	1	3	0	1	0	0	0	1	0	0	0	0	0	0	9
Total	0	1	11	2	4	14	1	2	21	0	8	24	0	2	2	2	0	6	0	0	1	0	1	1	45
Approach %	0.0	7.1	78.6	14.3	-	-	4.2	8.3	87.5	0.0	-	-	0.0	33.3	33.3	33.3	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	2.2	24.4	4.4	-	31.1	2.2	4.4	46.7	0.0	-	53.3	0.0	4.4	4.4	4.4	-	13.3	0.0	0.0	2.2	0.0	-	2.2	-
PHF	0.000	0.250	0.550	0.500	-	0.583	0.250	0.500	0.477	0.000	-	0.500	0.000	0.500	0.250	0.500	-	0.375	0.000	0.000	0.250	0.000	-	0.250	0.804
Lights	0	1	10	2	-	13	1	2	20	0	-	23	0	2	0	2	-	4	0	0	0	0	-	0	40
% Lights	-	100.0	90.9	100.0	-	92.9	100.0	100.0	95.2	-	-	95.8	-	100.0	0.0	100.0	-	66.7	-	-	0.0	-	-	0.0	88.9
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	4.8	-	-	4.2	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	2.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	9.1	0.0	-	7.1	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	-	-	0.0	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	2	0	-	2	0	0	1	0	-	1	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	100.0	0.0	-	33.3	-	-	100.0	-	-	100.0	6.7
Pedestrians	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Fairmount Avenue with YMCA
Access Drives TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Data

Start Time	Eastbound Approach Eastbound						Westbound Approach Westbound						Fairmount Avenue Northbound						Fairmount 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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	0	1	8	1	0	10	18
2:45 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	13	0	0	13	0	1	19	1	0	21	35
Hourly Total	0	2	0	0	0	2	0	0	0	0	1	0	0	0	20	0	0	20	0	2	27	2	0	31	53
3:00 PM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	7	0	0	7	0	10	29	5	0	44	51
3:15 PM	0	9	2	0	1	11	0	0	0	0	11	0	0	2	47	1	2	50	0	9	16	2	1	27	88
3:30 PM	0	2	0	0	0	2	0	0	0	0	2	0	0	0	50	0	1	50	0	0	24	0	1	24	76
3:45 PM	0	1	0	0	0	1	0	1	0	0	2	1	0	0	21	0	0	21	0	2	16	0	0	18	41
Hourly Total	0	12	2	0	3	14	0	1	0	0	20	1	0	2	125	1	3	128	0	21	85	7	2	113	256
Grand Total	0	14	2	0	3	16	0	1	0	0	21	1	0	2	145	1	3	148	0	23	112	9	2	144	309
Approach %	0.0	87.5	12.5	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	1.4	98.0	0.7	-	-	0.0	16.0	77.8	6.3	-	-	-
Total %	0.0	4.5	0.6	0.0	-	5.2	0.0	0.3	0.0	0.0	-	0.3	0.0	0.6	46.9	0.3	-	47.9	0.0	7.4	36.2	2.9	-	46.6	-
Lights	0	12	2	0	-	14	0	1	0	0	-	1	0	2	137	1	-	140	0	23	106	9	-	138	293
% Lights	-	85.7	100.0	-	-	87.5	-	100.0	-	-	-	100.0	-	100.0	94.5	100.0	-	94.6	-	100.0	94.6	100.0	-	95.8	94.8
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	0	6	0	-	6	0	0	5	0	-	5	13
% Buses	-	14.3	0.0	-	-	12.5	-	0.0	-	-	-	0.0	-	0.0	4.1	0.0	-	4.1	-	0.0	4.5	0.0	-	3.5	4.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	3

% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	-	-	-	0.0	-	0.0	1.4	0.0	-	1.4	-	0.0	0.9	0.0	-	0.7	1.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	21	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% 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 bmay@kloainc.com

Count Name: Fairmount Avenue with YMCA
Access Drives TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Eastbound Approach Eastbound						Westbound Approach Westbound						Fairmount Avenue Northbound						Fairmount 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	-	-	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	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.000	-	0.000	0.000
Lights	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Lights	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Fairmount Avenue with YMCA
Access Drives TMC
Site Code:
Start Date: 03/15/2023

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Eastbound Approach Eastbound						Westbound Approach Westbound						Fairmount Avenue Northbound						Fairmount 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
2:45 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	13	0	0	13	0	1	19	1	0	21	35
3:00 PM	0	0	0	0	2	0	0	0	0	0	5	0	0	0	7	0	0	7	0	10	29	5	0	44	51
3:15 PM	0	9	2	0	1	11	0	0	0	0	11	0	0	2	47	1	2	50	0	9	16	2	1	27	88
3:30 PM	0	2	0	0	0	2	0	0	0	0	2	0	0	0	50	0	1	50	0	0	24	0	1	24	76
Total	0	12	2	0	3	14	0	0	0	0	19	0	0	2	117	1	3	120	0	20	88	8	2	116	250
Approach %	0.0	85.7	14.3	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.7	97.5	0.8	-	-	0.0	17.2	75.9	6.9	-	-	-
Total %	0.0	4.8	0.8	0.0	-	5.6	0.0	0.0	0.0	0.0	-	0.0	0.0	0.8	46.8	0.4	-	48.0	0.0	8.0	35.2	3.2	-	46.4	-
PHF	0.000	0.333	0.250	0.000	-	0.318	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.585	0.250	-	0.600	0.000	0.500	0.759	0.400	-	0.659	0.710
Lights	0	11	2	0	-	13	0	0	0	0	-	0	0	2	110	1	-	113	0	20	84	8	-	112	238
% Lights	-	91.7	100.0	-	-	92.9	-	-	-	-	-	-	-	100.0	94.0	100.0	-	94.2	-	100.0	95.5	100.0	-	96.6	95.2
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	5	0	-	5	0	0	4	0	-	4	10
% Buses	-	8.3	0.0	-	-	7.1	-	-	-	-	-	-	-	0.0	4.3	0.0	-	4.2	-	0.0	4.5	0.0	-	3.4	4.0
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
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
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0	1.7	0.0	-	1.7	-	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	3	-	-	-	-	-	19	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Study Name	Fairmount Avenue with YMCA Access Drives TMC
Start Date	Wednesday, March 15, 2023 7:00 AM
End Date	Wednesday, March 15, 2023 4:00 PM
Site Code	

Report Summary

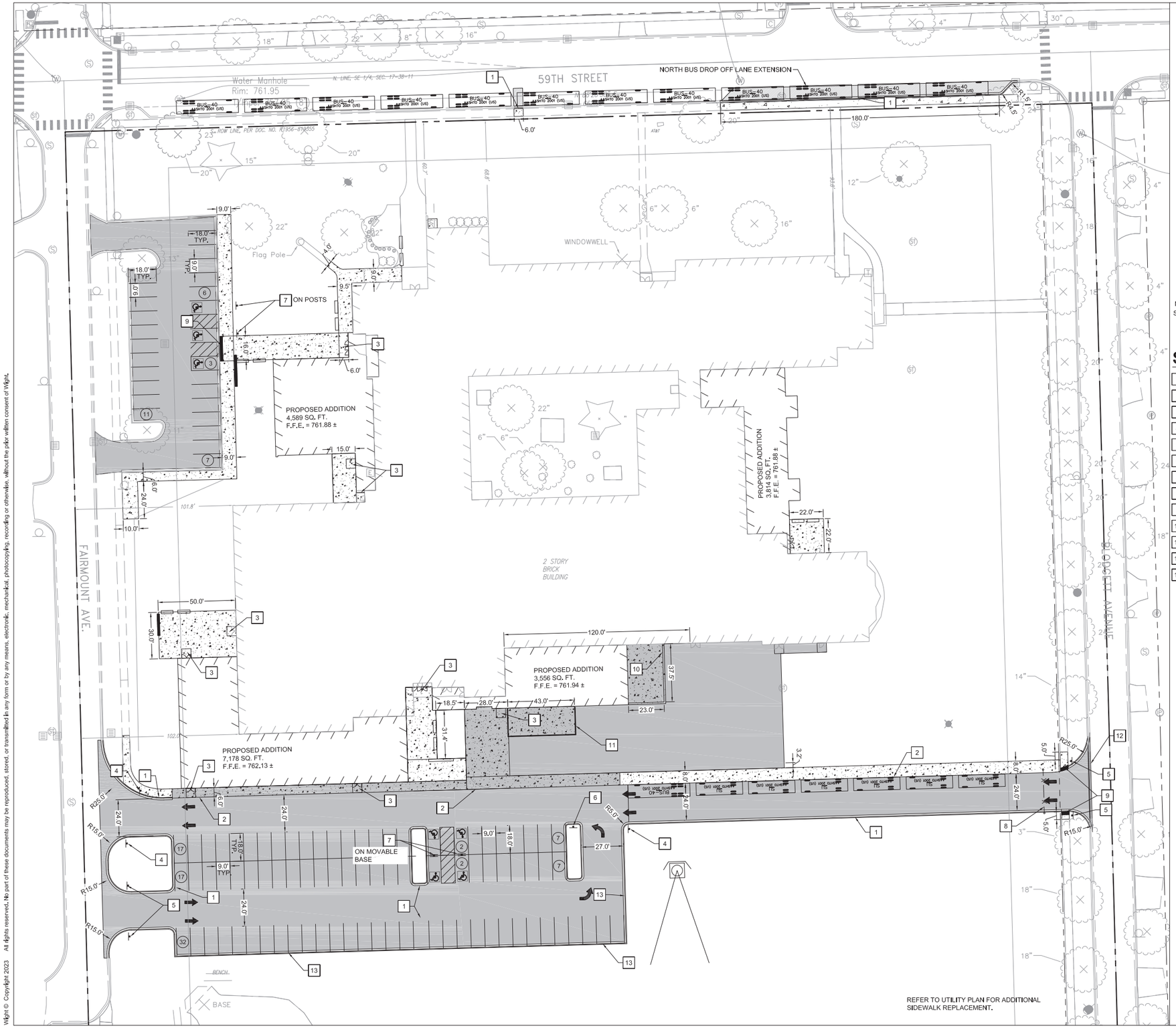
		Northbound								Southbound								Southeastbound								Northwestbound								Northeastbound								Southwestbound								Crosswalk	
Time Period	**Class.**	**U**	**HL**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**U**	**HL**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**HL**	**L**	**T**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**HR**	**I**	**O**	**U**	**L**	**BL**	**T**	**R**	**HR**	**I**	**O**	**Total**		**Pedestria**	**Total**
Peak 1	Lights	0	0	17	3	11	6	37	111	0	11	8	17	0	9	45	19	0	2	97	94	69	2	264	106	0	0	0	0	0	0	0	133	0	6	1	2	1	0	10	2	2	24	25	0	74	13	138	123	494	S	0	0
Specified Period	%	0%	0%	100%	100%	92%	100%	97%	97%	0%	100%	100%	100%	0%	100%	100%	100%	0%	100%	90%	100%	96%	100%	95%	98%	0%	0%	0%	0%	0%	0%	0%	100%	0%	86%	100%	50%	100%	0%	77%	100%	100%	100%	96%	0%	99%	100%	99%	90%	96%		0%	
7:30 AM - 8:30 AM	Buses	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	10	0	3	0	13	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	1	0	1	0	2	13	19	N	0	0
One Hour Peak	%	0%	0%	0%	0%	8%	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	4%	0%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	50%	0%	0%	23%	0%	0%	0%	4%	0%	1%	0%	1%	9%	4%		0%	
7:30 AM - 8:30 AM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	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	1	1	NW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%		0%	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	4	4
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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**	**17**	**3**	**12**	**6**	**38**	**115**	**0**	**11**	**8**	**17**	**0**	**9**	**45**	**19**	**0**	**2**	**108**	**94**	**72**	**2**	**278**	**108**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**0**	**7**	**1**	**4**	**1**	**0**	**13**	**2**	**2**	**24**	**26**	**0**	**75**	**13**	**140**	**137**	**514**	NE	**1**	**1**
	PHF	0	0	0.47	0.75	0.6	0.25	0.68	0.65	0	0.46	0.4	0.61	0	0.75	0.75	0.59	0	0.5	0.84	0.32	0.56	0.25	0.59	0.87	0	0	0	0	0	0	0	0.37	0	0.58	0.25	0.5	0.25	0	0.54	0.25	0.5	0.67	0.54	0	0.78	0.65	0.83	0.86	0.77		100%	
	Approach %							7%	22%							9%	4%							54%	21%							0%	26%							3%	0%							27%	27%			**5**	**5**
Peak 2	Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	0	0
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
2:45 PM - 3:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
2:45 PM - 3:45 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	NE	0	0
	PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0%	
	Approach %							0%	0%							0%	0%							0%	0%							0%	0%							0%	0%							0%	0%			**0**	**0**

Study Name	Fairmount Avenue with South School Access Drive TMC
Start Date	Wednesday, March 15, 2023 7:00 AM
End Date	Wednesday, March 15, 2023 4:00 PM
Site Code	

Report Summary

		Eastbound							Northbound							Southbound							Northwestbound							Southwestbound								Crosswalk	
Time Period	**Class.**	**U**	**L**	**BL**	**BR**	**R**	**I**	**O**	**U**	**L**	**T**	**BR**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**T**	**R**	**I**	**O**	**U**	**HL**	**BL**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**BR**	**HR**	**I**	**O**	**Total**		**:destria**	**Total**
Peak 1	Lights	0	16	0	0	0	16	39	0	0	0	0	0	0	0	0	3	70	0	38	111	39	0	0	0	1	0	1	70	0	0	0	1	22	23	3	151	W	1	1
Specified Period	%	0%	94%	0%	0%	0%	94%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%	96%	0%	100%	97%	95%	0%	0%	0%	100%	0%	100%	96%	0%	0%	0%	100%	100%	100%	75%	96%		100%	
7:30 AM - 8:30 AM	Buses	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	S	4	4
One Hour Peak	%	0%	6%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	3%		100%	
7:30 AM - 8:30 AM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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	0	0	0	0	0	0	0	0	0	0	SE	10	10
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	NE	10	10
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	1%		100%	
	Total	**0**	**17**	**0**	**0**	**0**	**17**	**39**	**0**	**0**	**1**	**1**	**0**	**2**	**0**	**0**	**3**	**73**	**0**	**38**	**114**	**41**	**0**	**0**	**0**	**1**	**0**	**1**	**73**	**0**	**0**	**0**	**1**	**22**	**23**	**4**	**157**		**26**	**26**
	PHF	0	0.61	0	0	0	0.61	0.57	0	0	0.25	0.25	0	0.25	0	0	0.75	0.52	0	0.59	0.66	0.6	0	0	0	0.25	0	0.25	0.52	0	0	0	0.25	0.39	0.41	1	0.64			
	Approach %						11%	25%						1%	0%						73%	26%						1%	46%						15%	3%				
Peak 2	Lights	0	35	0	0	0	35	24	0	0	0	0	0	0	0	1	1	57	0	24	83	114	0	0	0	4	0	4	58	0	1	0	0	74	75	1	197	W	0	0
Specified Period	%	0%	97%	0%	0%	0%	97%	96%	0%	0%	0%	0%	0%	0%	0%	100%	100%	93%	0%	100%	95%	94%	0%	0%	0%	100%	0%	100%	94%	0%	100%	0%	0%	94%	94%	100%	94%		0%	
2:45 PM - 3:45 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0	0	0	0	0	0	4	0	0	0	0	5	5	0	9	S	3	3
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%	5%	4%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	6%	6%	0%	4%		100%	
2:45 PM - 3:45 PM	ngle-Unit Truc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	13	13
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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	0	0	0	0	0	0	0	0	0	0	SE	9	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	1	0	0	0	1	1	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	NE	29	29
	%	0%	3%	0%	0%	0%	3%	4%	0%	100%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%		100%	
	Total	**0**	**36**	**0**	**0**	**0**	**36**	**25**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**1**	**1**	**61**	**0**	**24**	**87**	**121**	**0**	**0**	**0**	**4**	**0**	**4**	**62**	**0**	**1**	**0**	**0**	**79**	**80**	**1**	**209**		**54**	**54**
	PHF	0	0.69	0	0	0	0.69	0.62	0	0.25	0.25	0	0	0.5	0	0.25	0.25	0.76	0	0.67	0.81	0.62	0	0	0	0.5	0	0.5	0.74	0	0.25	0	0	0.51	0.5	0.25	0.71			
	Approach %						17%	12%						1%	0%						42%	58%						2%	30%						38%	0%				

Site Plan



LEGEND

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

PROPOSED PARKING

	REGULAR	ADA
NORTH (STAFF) PARKING LOT	24	3
SOUTH (GUEST) PARKING LOT	79	4
TOTAL PARKING	103	7

SITE KEY NOTES

1. B6.12 CURB AND GUTTER
2. INTEGRAL CURB AND SIDEWALK
3. FROST STOOP
4. DO NOT ENTER SIGN
5. ENTRANCE ONLY SIGN
6. ONE WAY SIGN
7. ADA SIGN
8. 28' WIDE TYPE "A" ELECTRONIC DOUBLE SWING GATE
9. ADA RAMP AND DETECTIBLE WARNINGS
10. CHILLER SCREENING WALL, REFER TO ARCHITECTURE PLANS
11. MECHANICAL SCREENING WALL, REFER TO ARCHITECTURE PLANS
12. DEPRESSED CURB AND GUTTER
13. MOUNTABLE CURB

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

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

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 29, 2023

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

Subject: ***Fairmount Avenue @ 59th Street***
IDOT

Dear Ms. Pachowicz:

In response to a request made on your behalf and dated March 29, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Blodgett Ave south of 59th St	775	910
Fairmount Ave north of 59th St	850	1,000

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-22-23\du-22-23.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

HCM 6th AWSC
1: Fairmount Avenue & 59th Street 07/31/2023

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	99	147	69	81	14	92	14	51	11	34	11
Future Vol, veh/h	6	99	147	69	81	14	92	14	51	11	34	11
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles, %	0	11	3	2	0	0	3	0	3	0	0	0
Mvmt Flow	10	168	249	117	137	24	156	24	86	19	58	19
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.8	11.4	13.9	10.9
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	59%	100%	0%	100%	0%	20%
Vol Thru, %	9%	0%	40%	0%	85%	61%
Vol Right, %	32%	0%	60%	0%	15%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	6	246	69	95	56
LT Vol	92	6	0	69	0	11
Through Vol	14	0	99	0	81	34
RT Vol	51	0	147	0	14	11
Lane Flow Rate	266	10	417	117	161	95
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.445	0.019	0.677	0.222	0.276	0.172
Departure Headway (Hd)	6.027	6.586	5.842	6.824	6.175	6.505
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	593	541	613	523	578	555
Service Time	4.112	4.358	3.614	4.61	3.96	4.505
HCM Lane V/C Ratio	0.449	0.018	0.68	0.224	0.279	0.171
HCM Control Delay	13.9	9.5	20.1	11.6	11.3	10.9
HCM Lane LOS	B	A	C	B	B	B
HCM 95th-tile Q	2.3	0.1	5.2	0.8	1.1	0.6

HCM 6th AWSC
2: Blodgett Avenue & 60th Street 07/31/2023

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	19	43	4	8	98
Future Vol, veh/h	5	19	43	4	8	98
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	8	29	65	6	12	148
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.1	7.5	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	21%	8%
Vol Thru, %	91%	0%	92%
Vol Right, %	9%	79%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	47	24	106
LT Vol	0	5	8
Through Vol	43	0	98
RT Vol	4	19	0
Lane Flow Rate	71	36	161
Geometry Grp	1	1	1
Degree of Util (X)	0.081	0.04	0.18
Departure Headway (Hd)	4.084	3.965	4.032
Convergence, Y/N	Yes	Yes	Yes
Cap	872	908	888
Service Time	2.132	1.965	2.063
HCM Lane V/C Ratio	0.081	0.04	0.181
HCM Control Delay	7.5	7.1	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.1	0.7

HCM 6th TWSC
6: Blodgett Avenue & Fairmount ES Access Drive/61st Street 07/31/2023

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	16	19	2	0	1	0	47	15	38	25	0
Future Vol, veh/h	13	16	19	2	0	1	0	47	15	38	25	0
Conflicting Peds, #/hr	0	0	17	17	0	0	1	0	0	0	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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	2	50	0	0	0
Mvmt Flow	18	22	26	3	0	1	0	64	21	52	34	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	213	223	51	254	213	75	-	0	0	85	0	0
Stage 1	138	138	-	75	75	-	-	-	-	-	-	-
Stage 2	75	85	-	179	138	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	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	-	-
Pot Cap-1 Maneuver	748	679	1023	703	688	992	0	-	-	1524	-	0
Stage 1	870	786	-	939	836	-	0	-	-	-	-	0
Stage 2	939	828	-	827	786	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	727	655	1006	639	664	992	-	-	-	1524	-	-
Mov Cap-2 Maneuver	727	655	-	639	664	-	-	-	-	-	-	-
Stage 1	870	758	-	939	836	-	-	-	-	-	-	-
Stage 2	938	828	-	743	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10	0	4.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	784	725	1524	-
HCM Lane V/C Ratio	-	-	0.084	0.006	0.034	-
HCM Control Delay (s)	-	-	10	10	7.4	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	0.1	-

HCM 6th TWSC
3: Lyman Avenue & 59th Street 07/31/2023

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	231	1	4	169	11	3	11	9	21	3	5
Future Vol, veh/h	7	231	1	4	169	11	3	11	9	21	3	5
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	3	0	0	2	0	100	0	17	0	0	0
Mvmt Flow	10	345	1	6	252	16	4	16	13	31	4	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	270	0	0	346	0	0	644	648	348	656	640	262
Stage 1	-	-	-	-	-	-	366	366	-	274	274	-
Stage 2	-	-	-	-	-	-	278	282	-	382	366	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.5	6.37	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	4.4	4	3.453	3.5	4	3.3
Pot Cap-1 Maneuver	1305	-	-	1224	-	-	278	392	662	382	396	782
Stage 1	-	-	-	-	-	-	493	626	-	736	687	-
Stage 2	-	-	-	-	-	-	558	681	-	645	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1224	-	-	270	385	661	356	389	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	385	-	356	389	-
Stage 1	-	-	-	-	-	-	488	620	-	727	682	-
Stage 2	-	-	-	-	-	-	546	676	-	608	620	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	14.1	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	432	1303	-	-	1224	-	-	397
HCM Lane V/C Ratio	0.079	0.008	-	-	0.005	-	-	0.109
HCM Control Delay (s)	14.1	7.8	0	-	8	0	-	15.2
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.4

HCM 6th TWSC
4: 59th Street & Dearborn Parkway 07/31/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	155	147	4	13	17
Future Vol, veh/h	10	155	147	4	13	17
Conflicting Peds, #/hr	17	0	0	17	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	6	2	0	0	0
Mvmt Flow	14	209	199	5	18	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	221	0	-	0	456	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	237	-
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	1360	-	-	-	566	826
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1338	-	-	-	542	813
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1338	-	-	-	668
HCM Lane V/C Ratio	0.01	-	-	-	0.061
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
5: Blodgett Avenue & 59th Street 07/31/2023

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	103	65	43	122	29	22
Future Vol, veh/h	103	65	43	122	29	22
Conflicting Peds, #/hr	0	1	1	0	21	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	8	0	0	2	0	7
Mvmt Flow	134	84	56	158	38	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	219	0	468	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1362	-	557	853
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1361	-	521	852
Mov Cap-2 Maneuver	-	-	-	-	521	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	714	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	626	-	-	1361	-
HCM Lane V/C Ratio	0.106	-	-	0.041	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 6th TWSC
7: Fairmount Avenue & 61st Street 07/31/2023

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	12	1	6	22	0	2	1	4	0	0	0
Future Vol, veh/h	2	12	1	6	22	0	2	1	4	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	6	0	6	6	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	15	1	7	27	0	2	1	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	19	0	0	70	64	25	70	64	33
Stage 1	-	-	-	-	-	-	23	23	-	41	41	-
Stage 2	-	-	-	-	-	-	47	41	-	29	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1600	-	-	1611	-	-	927	831	1057	927	831	1046
Stage 1	-	-	-	-	-	-	1000	880	-	979	865	-
Stage 2	-	-	-	-	-	-	972	865	-	993	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1606	-	-	916	824	1048	913	824	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	824	-	913	824	-
Stage 1	-	-	-	-	-	-	996	876	-	978	862	-
Stage 2	-	-	-	-	-	-	963	862	-	980	876	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.6	8.7	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	970	1600	-	-	1606	-	-	-
HCM Lane V/C Ratio	0.009	0.002	-	-	0.005	-	-	-
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	0
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
9: Fairmount Avenue & School Lot Entrance 07/31/2023

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	26	0	76	38
Future Vol, veh/h	0	0	26	0	76	38
Conflicting Peds, #/hr	0	0	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	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	41	0	121	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	345	43	0	0	43	0
Stage 1	43	-	-	-	-	-
Stage 2	302	-	-	-	-	-
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	656	1033	-	-	1579	-
Stage 1	985	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	603	1031	-	-	1576	-
Mov Cap-2 Maneuver	603	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1576	-
HCM Lane V/C Ratio	-	-	-	0.077	-
HCM Control Delay (s)	-	-	0	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-

HCM 6th TWSC
10: Fairmount Avenue & School Lot Exit 07/31/2023

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	23	26	0	0	114
Future Vol, veh/h	0	23	26	0	0	114
Conflicting Peds, #/hr	0	0	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	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	37	41	0	0	181

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	41	0	-	-	-
Stage 1	41	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	771	1036	-	0	0	-
Stage 1	987	-	-	0	0	-
Stage 2	855	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	771	1036	-	-	-	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	855	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1036	-
HCM Lane V/C Ratio	-	0.035	-
HCM Control Delay (s)	-	8.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

HCM 6th TWSC
11: Fairmount Avenue & YMCA Loop Exit/School Lot Entrance 07/31/2023

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	0	0	0	0	3	40	6	117	114	4
Future Vol, veh/h	12	1	0	0	0	0	3	40	6	117	114	4
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1	0	0	0	0	4	56	8	163	158	6

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	557	563	163	166	0	0	66	0	0
Stage 1	489	489	-	-	-	-	-	-	-
Stage 2	68	74	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	495	438	887	1424	-	-	1549	-	-
Stage 1	621	553	-	-	-	-	-	-	-
Stage 2	960	837	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	435	0	885	1421	-	-	1549	-	-
Mov Cap-2 Maneuver	435	0	-	-	-	-	-	-	-
Stage 1	618	0	-	-	-	-	-	-	-
Stage 2	847	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.5	3.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1421	-	-	435	1549	-	-
HCM Lane V/C Ratio	0.003	-	-	0.042	0.105	-	-
HCM Control Delay (s)	7.5	-	-	13.6	7.6	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	-	-

HCM 6th TWSC
12: Fairmount Avenue & YMCA Loop Entrance/School Lot Exit 07/31/2023

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	2	0	105	0	52	0	0	233	17
Future Vol, veh/h	0	0	0	2	0	105	0	52	0	0	233	17
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	3	3	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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	7	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	0	146	0	72	0	0	324	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	484	408	336	408	420	75	348	0	-	-	-	0
Stage 1	336	336	-	72	72	-	-	-	-	-	-	-
Stage 2	148	72	-	336	348	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.2	7.1	6.5	6.23	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.3	3.5	4	3.327	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	485	536	711	557	528	984	1222	-	0	0	-	-
Stage 1	668	645	-	943	839	-	-	-	0	0	-	-
Stage 2	843	839	-	682	638	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	412	536	711	557	528	981	1222	-	-	-	-	-
Mov Cap-2 Maneuver	412	536	-	557	528	-	-	-	-	-	-	-
Stage 1	668	645	-	943	839	-	-	-	-	-	-	-
Stage 2	716	839	-	682	638	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.4	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1222	-	-	967	-	-
HCM Lane V/C Ratio	-	-	-	0.154	-	-
HCM Control Delay (s)	0	-	0	9.4	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	-	-

Capacity Analysis Summary Sheets

Existing Weekday Afternoon Peak Hour

HCM 6th AWSC
1: Fairmount Avenue & 59th Street

05/02/2023

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	96	84	33	67	9	108	20	35	13	5	17
Future Vol, veh/h	24	96	84	33	67	9	108	20	35	13	5	17
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, %	0	6	3	3	1	0	2	0	8	11	0	0
Mvmt Flow	34	137	120	47	96	13	154	29	50	19	7	24
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10.8	9.4	10.7	8.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	66%	100%	0%	100%	0%	37%
Vol Thru, %	12%	0%	53%	0%	88%	14%
Vol Right, %	21%	0%	47%	0%	12%	49%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	24	180	33	76	35
LT Vol	108	24	0	33	0	13
Through Vol	20	0	96	0	67	5
RT Vol	35	0	84	0	9	17
Lane Flow Rate	233	34	257	47	109	50
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.331	0.056	0.37	0.08	0.165	0.075
Departure Headway (Hd)	5.113	5.912	5.181	6.104	5.48	5.433
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	696	601	687	581	647	664
Service Time	3.189	3.698	2.966	3.902	3.277	3.433
HCM Lane V/C Ratio	0.335	0.057	0.374	0.081	0.168	0.075
HCM Control Delay	10.7	9.1	11	9.4	9.4	8.9
HCM Lane LOS	B	A	B	A	A	A
HCM 95th-tile Q	1.4	0.2	1.7	0.3	0.6	0.2

HCM 6th AWSC
2: Blodgett Avenue & 60th Street 05/02/2023

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	44	2	15	78
Future Vol, veh/h	6	6	44	2	15	78
Peak Hour Factor	0.47	0.47	0.47	0.47	0.47	0.47
Heavy Vehicles, %	0	0	7	50	0	4
Mvmt Flow	13	13	94	4	32	166
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	7.8	8.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	16%
Vol Thru, %	96%	0%	84%
Vol Right, %	4%	50%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	12	93
LT Vol	0	6	15
Through Vol	44	0	78
RT Vol	2	6	0
Lane Flow Rate	98	26	198
Geometry Grp	1	1	1
Degree of Util (X)	0.114	0.031	0.223
Departure Headway (Hd)	4.187	4.34	4.051
Convergence, Y/N	Yes	Yes	Yes
Cap	850	830	883
Service Time	2.243	2.34	2.09
HCM Lane V/C Ratio	0.115	0.031	0.224
HCM Control Delay	7.8	7.5	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.1	0.9

HCM 6th TWSC
6: Blodgett Avenue & Fairmount ES Access Drive/61st Street 07/31/2023

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	17	15	11	0	1	0	37	9	3	48	0
Future Vol, veh/h	10	17	15	11	0	1	0	37	9	3	48	0
Conflicting Peds, #/hr	0	0	17	17	0	0	6	0	0	0	0	6
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	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	50	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	15	26	23	17	0	2	0	56	14	5	73	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	147	153	90	188	146	63	-	0	0	70	0	0
Stage 1	83	83	-	63	63	-	-	-	-	-	-	-
Stage 2	64	70	-	125	83	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	724	742	973	777	749	1007	0	-	-	1544	-	0
Stage 1	819	830	-	953	846	-	0	-	-	-	-	0
Stage 2	839	841	-	884	830	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	721	740	957	725	747	1007	-	-	-	1544	-	-
Mov Cap-2 Maneuver	721	740	-	725	747	-	-	-	-	-	-	-
Stage 1	819	828	-	953	846	-	-	-	-	-	-	-
Stage 2	838	841	-	820	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10	0	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	800	742	1544	-
HCM Lane V/C Ratio	-	-	0.08	0.025	0.003	-
HCM Control Delay (s)	-	-	9.9	10	7.3	0
HCM Lane LOS	-	-	A	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

HCM 6th TWSC
3: Lyman Avenue & 59th Street 05/02/2023

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	179	6	7	173	8	6	6	13	10	3	4
Future Vol, veh/h	3	179	6	7	173	8	6	6	13	10	3	4
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	11	11	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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	8	0	0	2	0	0	0	0	11	67	25
Mvmt Flow	4	252	8	10	244	11	8	8	18	14	4	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	262	0	0	542	543	269	560	542	253
Stage 1	-	-	-	-	-	-	266	266	-	272	272	-
Stage 2	-	-	-	-	-	-	276	277	-	288	270	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.21	7.17	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.21	6.17	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.21	6.17	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.599	4.603	3.525
Pot Cap-1 Maneuver	1320	-	-	1314	-	-	454	450	775	426	368	733
Stage 1	-	-	-	-	-	-	744	692	-	715	581	-
Stage 2	-	-	-	-	-	-	735	685	-	700	582	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1311	-	-	441	442	765	401	362	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	441	442	-	401	362	-
Stage 1	-	-	-	-	-	-	740	688	-	711	575	-
Stage 2	-	-	-	-	-	-	717	677	-	665	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	11.8	13.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	566	1317	-	-	1311	-	-	439
HCM Lane V/C Ratio	0.062	0.003	-	-	0.008	-	-	0.055
HCM Control Delay (s)	11.8	7.7	0	-	7.8	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

HCM 6th TWSC
4: 59th Street & Dearborn Parkway 05/02/2023

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	131	105	6	9	7
Future Vol, veh/h	9	131	105	6	9	7
Conflicting Peds, #/hr	19	0	0	19	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	3	7	17	14	0
Mvmt Flow	12	175	140	8	12	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	167	0	-	0	362	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	4.1	-	-	-	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	2.2	-	-	-	3.626	3.3
Pot Cap-1 Maneuver	1423	-	-	-	614	887
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1397	-	-	-	586	871
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1397	-	-	-	684
HCM Lane V/C Ratio	0.009	-	-	-	0.031
HCM Control Delay (s)	7.6	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
5: Blodgett Avenue & 59th Street 05/02/2023

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	88	52	41	98	13	33
Future Vol, veh/h	88	52	41	98	13	33
Conflicting Peds, #/hr	0	2	2	0	29	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	3	0	10	7	0	13
Mvmt Flow	126	74	59	140	19	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	202	0	452	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	-	-	4.2	-	6.4	6.33
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.417
Pot Cap-1 Maneuver	-	-	1323	-	569	852
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1320	-	525	850
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1320	-
HCM Lane V/C Ratio	0.091	-	-	0.044	-
HCM Control Delay (s)	10.5	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
7: Fairmount Avenue & 61st Street 05/02/2023

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	11	2	3	21	0	2	2	2	0	1	0
Future Vol, veh/h	1	11	2	3	21	0	2	2	2	0	1	0
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	8	8	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	0	50	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	20	4	6	39	0	4	4	4	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	24	0	0	82	78	30	90	80	44
Stage 1	-	-	-	-	-	-	26	26	-	52	52	-
Stage 2	-	-	-	-	-	-	56	52	-	38	28	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1583	-	-	1604	-	-	910	816	1050	900	814	1032
Stage 1	-	-	-	-	-	-	997	878	-	966	856	-
Stage 2	-	-	-	-	-	-	961	856	-	982	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1604	-	-	902	811	1042	883	809	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	811	-	883	809	-
Stage 1	-	-	-	-	-	-	996	877	-	964	852	-
Stage 2	-	-	-	-	-	-	951	852	-	966	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.9	9	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	909	1581	-	-	1604	-	-	809
HCM Lane V/C Ratio	0.012	0.001	-	-	0.003	-	-	0.002
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
9: Fairmount Avenue & School Lot Entrance 05/02/2023

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	44	0	63	24
Future Vol, veh/h	0	0	44	0	63	24
Conflicting Peds, #/hr	0	0	0	5	5	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	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	72	0	103	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	322	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	245	-	-	-	-	-
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	676	990	-	-	1535	-
Stage 1	951	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	626	985	-	-	1528	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	5.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1528	-
HCM Lane V/C Ratio	-	-	-	0.068	-
HCM Control Delay (s)	-	-	0	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-

HCM 6th TWSC
10: Fairmount Avenue & School Lot Exit 05/02/2023

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	80	44	0	0	86
Future Vol, veh/h	1	80	44	0	0	86
Conflicting Peds, #/hr	0	0	0	5	5	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	61	61	61	61	61	61
Heavy Vehicles, %	0	25	0	0	0	12
Mvmt Flow	2	131	72	0	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	213	72	0	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.4	6.45	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	-	-	-	-
Pot Cap-1 Maneuver	780	930	-	0	0	-
Stage 1	956	-	-	0	0	-
Stage 2	891	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	780	930	-	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	928	-
HCM Lane V/C Ratio	-	0.143	-
HCM Control Delay (s)	-	9.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.5	-

HCM 6th TWSC
11: Fairmount Avenue & YMCA Loop Exit/School Lot Entrance 05/02/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	2	0	0	0	0	0	123	1	20	89	11
Future Vol, veh/h	12	2	0	0	0	0	0	123	1	20	89	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	3	0	0	0	0	0	171	1	28	124	15

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	360	360	132	-	0	0	172	0	0
Stage 1	188	188	-	-	-	-	-	-	-
Stage 2	172	172	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	643	570	923	0	-	-	1417	-	-
Stage 1	849	748	-	0	-	-	-	-	-
Stage 2	863	760	-	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	629	0	923	-	-	-	1417	-	-
Mov Cap-2 Maneuver	629	0	-	-	-	-	-	-	-
Stage 1	849	0	-	-	-	-	-	-	-
Stage 2	845	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	629	1417	-	-
HCM Lane V/C Ratio	-	-	0.031	0.02	-	-
HCM Control Delay (s)	-	-	10.9	7.6	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	-

HCM 6th TWSC
12: Fairmount Avenue & YMCA Loop Entrance/School Lot Exit 05/02/2023

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	7	0	27	0	135	0	0	113	9
Future Vol, veh/h	1	0	0	7	0	27	0	135	0	0	113	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	0	10	0	38	0	188	0	0	157	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	352	164	352	358	188	170	0	-	-	-	0
Stage 1	164	164	-	188	188	-	-	-	-	-	-	-
Stage 2	207	188	-	164	170	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	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	-	-	-	-	-
Pot Cap-1 Maneuver	589	576	886	607	572	859	1420	-	0	0	-	-
Stage 1	843	766	-	818	748	-	-	-	0	0	-	-
Stage 2	800	748	-	843	762	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	563	576	886	607	572	859	1420	-	-	-	-	-
Mov Cap-2 Maneuver	563	576	-	607	572	-	-	-	-	-	-	-
Stage 1	843	766	-	818	748	-	-	-	-	-	-	-
Stage 2	765	748	-	843	762	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	9.8	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1420	-	563	791	-	-
HCM Lane V/C Ratio	-	-	0.002	0.06	-	-
HCM Control Delay (s)	0	-	11.4	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.2	-	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Morning Peak Hour

HCM 6th AWSC
1: Fairmount Avenue & 59th Street 07/28/2023

Intersection	
Intersection Delay, s/veh	31.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	106	191	98	83	14	127	21	74	11	42	11
Future Vol, veh/h	6	106	191	98	83	14	127	21	74	11	42	11
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles, %	0	11	3	2	0	0	3	0	3	0	0	0
Mvmt Flow	10	180	324	166	141	24	215	36	125	19	71	19
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	49.7	14.6	25.3	13.3
HCM LOS	E	B	D	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	57%	100%	0%	100%	0%	17%
Vol Thru, %	9%	0%	36%	0%	86%	66%
Vol Right, %	33%	0%	64%	0%	14%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	6	297	98	97	64
LT Vol	127	6	0	98	0	11
Through Vol	21	0	106	0	83	42
RT Vol	74	0	191	0	14	11
Lane Flow Rate	376	10	503	166	164	108
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.714	0.021	0.936	0.37	0.336	0.237
Departure Headway (Hd)	6.827	7.478	6.695	8.02	7.364	7.849
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	527	476	539	452	492	460
Service Time	4.92	5.27	4.486	5.72	5.064	5.862
HCM Lane V/C Ratio	0.713	0.021	0.933	0.367	0.333	0.235
HCM Control Delay	25.3	10.4	50.5	15.4	13.7	13.3
HCM Lane LOS	D	B	F	C	B	B
HCM 95th-tile Q	5.7	0.1	11.7	1.7	1.5	0.9

HCM 6th AWSC
2: Blodgett Avenue & 60th Street 07/28/2023

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	19	47	4	8	103
Future Vol, veh/h	5	19	47	4	8	103
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	0	0	3	0	0	2
Mvmt Flow	8	29	71	6	12	156
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.2	7.5	8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	21%	7%
Vol Thru, %	92%	0%	93%
Vol Right, %	8%	79%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	51	24	111
LT Vol	0	5	8
Through Vol	47	0	103
RT Vol	4	19	0
Lane Flow Rate	77	36	168
Geometry Grp	1	1	1
Degree of Util (X)	0.088	0.04	0.189
Departure Headway (Hd)	4.093	3.994	4.036
Convergence, Y/N	Yes	Yes	Yes
Cap	870	902	888
Service Time	2.143	1.994	2.068
HCM Lane V/C Ratio	0.089	0.04	0.189
HCM Control Delay	7.5	7.2	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.1	0.7

HCM 6th AWSC
5: Blodgett Avenue & 59th Street 07/28/2023

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	80	49	150	33	23
Future Vol, veh/h	122	80	49	150	33	23
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	8	0	0	2	0	7
Mvmt Flow	158	104	64	195	43	30
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.2	9.4	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	59%	0%	25%
Vol Thru, %	0%	60%	75%
Vol Right, %	41%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	56	202	199
LT Vol	33	0	49
Through Vol	0	122	150
RT Vol	23	80	0
Lane Flow Rate	73	262	258
Geometry Grp	1	1	1
Degree of Util (X)	0.099	0.31	0.316
Departure Headway (Hd)	4.895	4.251	4.397
Convergence, Y/N	Yes	Yes	Yes
Cap	732	847	819
Service Time	2.926	2.27	2.416
HCM Lane V/C Ratio	0.1	0.309	0.315
HCM Control Delay	8.5	9.2	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1.3	1.4

HCM 6th AWSC
6: Blodgett Avenue & Fairmount ES Access Drive/61st 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	13	16	19	2	0	1	0	51	15	38	28	0
Future Vol, veh/h	13	16	19	2	0	1	0	51	15	38	28	0
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	0	0	0	0	2	50	0	0	0
Mvmt Flow	18	22	26	3	0	1	0	70	21	52	38	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	67%	58%
Vol Thru, %	77%	33%	0%	42%
Vol Right, %	23%	40%	33%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	48	3	66
LT Vol	0	13	2	38
Through Vol	51	16	0	28
RT Vol	15	19	1	0
Lane Flow Rate	90	66	4	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.074	0.005	0.106
Departure Headway (Hd)	3.988	4.029	4.298	4.205
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	875	838	847
Service Time	2.044	2.117	2.298	2.257
HCM Lane V/C Ratio	0.101	0.075	0.005	0.106
HCM Control Delay	7.5	7.4	7.3	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0.4

HCM 6th TWSC
3: Lyman Avenue & 59th Street 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	7	283	1	4	207	13	10	11	9	24	3	5
Future Vol, veh/h	7	283	1	4	207	13	10	11	9	24	3	5
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	3	0	0	2	0	100	0	17	0	0	0
Mvmt Flow	10	422	1	6	309	19	15	16	13	36	4	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	330	0	0	423	0	0	779	785	425	792	776	321
Stage 1	-	-	-	-	-	-	443	443	-	333	333	-
Stage 2	-	-	-	-	-	-	336	342	-	459	443	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.5	6.37	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	4.4	4	3.453	3.5	4	3.3
Pot Cap-1 Maneuver	1241	-	-	1147	-	-	220	327	598	309	331	724
Stage 1	-	-	-	-	-	-	442	579	-	685	647	-
Stage 2	-	-	-	-	-	-	514	642	-	586	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1239	-	-	1147	-	-	213	321	597	286	325	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	321	-	286	325	-
Stage 1	-	-	-	-	-	-	437	573	-	676	642	-
Stage 2	-	-	-	-	-	-	502	637	-	549	573	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	18.5	18.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1239	-	-	1147	-	-	320
HCM Lane V/C Ratio	0.144	0.008	-	-	0.005	-	-	0.149
HCM Control Delay (s)	18.5	7.9	0	-	8.2	0	-	18.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5

HCM 6th TWSC
4: 59th Street & Dearborn Parkway 07/28/2023

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	182	178	4	13	19
Future Vol, veh/h	11	182	178	4	13	19
Conflicting Peds, #/hr	17	0	0	17	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	6	2	0	0	0
Mvmt Flow	15	246	241	5	18	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	537	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	276	-
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	1313	-	-	-	508	783
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1292	-	-	-	486	770
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1292	-	-	-	622
HCM Lane V/C Ratio	0.012	-	-	-	0.07
HCM Control Delay (s)	7.8	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
7: Fairmount Avenue & 61st Street 07/28/2023

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	12	1	6	22	0	2	1	4	0	0	0
Future Vol, veh/h	2	12	1	6	22	0	2	1	4	0	0	0
Conflicting Peds, #/hr	0	0	3	3	0	0	6	0	6	6	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	15	1	7	27	0	2	1	5	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	19	0	0	70	64	25	70	64	33
Stage 1	-	-	-	-	-	-	23	23	-	41	41	-
Stage 2	-	-	-	-	-	-	47	41	-	29	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1600	-	-	1611	-	-	927	831	1057	927	831	1046
Stage 1	-	-	-	-	-	-	1000	880	-	979	865	-
Stage 2	-	-	-	-	-	-	972	865	-	993	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1606	-	-	916	824	1048	913	824	1040
Mov Cap-2 Maneuver	-	-	-	-	-	-	916	824	-	913	824	-
Stage 1	-	-	-	-	-	-	996	876	-	978	862	-
Stage 2	-	-	-	-	-	-	963	862	-	980	876	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.6	8.7	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	970	1600	-	-	1606	-	-	-
HCM Lane V/C Ratio	0.009	0.002	-	-	0.005	-	-	-
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	0
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 6th TWSC
9: Fairmount Avenue & School Lot Entrance 07/28/2023

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	26	0	262	38
Future Vol, veh/h	0	0	26	0	262	38
Conflicting Peds, #/hr	0	0	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	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	41	0	416	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	935	43	0	0	43	0
Stage 1	43	-	-	-	-	-
Stage 2	892	-	-	-	-	-
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	297	1033	-	-	1579	-
Stage 1	985	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	1031	-	-	1576	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	294	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	7.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1576	-
HCM Lane V/C Ratio	-	-	-	0.264	-
HCM Control Delay (s)	-	-	0	8.1	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	1.1	-

HCM 6th TWSC
10: Fairmount Avenue & School Lot Exit 07/28/2023

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	200	26	0	0	300
Future Vol, veh/h	0	200	26	0	0	300
Conflicting Peds, #/hr	0	0	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	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	328	43	0	0	492

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	535	43	0	-	-	-
Stage 1	43	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	510	1033	-	0	0	-
Stage 1	985	-	-	0	0	-
Stage 2	619	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	510	1033	-	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1033	-
HCM Lane V/C Ratio	-	0.317	-
HCM Control Delay (s)	-	10.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	1.4	-

HCM 6th TWSC
11: Fairmount Avenue & YMCA Loop Exit/School Lot Entrance 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	12	1	0	0	0	0	3	217	6	12	300	4
Future Vol, veh/h	12	1	0	0	0	0	3	217	6	12	300	4
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	1	0	0	0	0	4	301	8	17	417	6

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	769	775	422	425	0	0	311	0	0
Stage 1	456	456	-	-	-	-	-	-	-
Stage 2	313	319	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	372	331	636	1145	-	-	1261	-	-
Stage 1	643	572	-	-	-	-	-	-	-
Stage 2	746	657	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	362	0	635	1143	-	-	1261	-	-
Mov Cap-2 Maneuver	362	0	-	-	-	-	-	-	-
Stage 1	639	0	-	-	-	-	-	-	-
Stage 2	731	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.1	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	362	1261	-	-
HCM Lane V/C Ratio	0.004	-	-	0.05	0.013	-	-
HCM Control Delay (s)	8.2	-	-	15.5	7.9	0	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-

HCM 6th TWSC
12: Fairmount Avenue & YMCA Loop Entrance/School Lot Exit 07/28/2023

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	2	0	0	0	229	0	0	314	17
Future Vol, veh/h	0	0	0	2	0	0	0	229	0	0	314	17
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	3	3	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	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	7	0	0	0	0	3	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	0	0	0	318	0	0	436	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	769	766	448	766	778	321	460	0	-	-	-	0
Stage 1	448	448	-	318	318	-	-	-	-	-	-	-
Stage 2	321	318	-	448	460	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.2	7.1	6.5	6.23	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.3	3.5	4	3.327	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	312	335	615	322	330	718	1112	-	0	0	-	-
Stage 1	580	576	-	698	657	-	-	-	0	0	-	-
Stage 2	680	657	-	594	569	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	311	335	615	322	330	716	1112	-	-	-	-	-
Mov Cap-2 Maneuver	311	335	-	322	330	-	-	-	-	-	-	-
Stage 1	580	576	-	698	657	-	-	-	-	-	-	-
Stage 2	678	657	-	594	569	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	16.3	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1112	-	-	322	-	-
HCM Lane V/C Ratio	-	-	-	0.009	-	-
HCM Control Delay (s)	0	-	0	16.3	-	-
HCM Lane LOS	A	-	A	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-

HCM 6th TWSC
13: Blodgett Avenue & O'Neill Parking Lot Entrance Drive 07/28/2023

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	66	111	16
Future Vol, veh/h	0	0	0	66	111	16
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	75	75	75	75	75	92
Heavy Vehicles, %	0	0	100	2	2	100
Mvmt Flow	0	0	0	88	148	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	157	165	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	748	894	986	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	894	986	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	940	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	986	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Capacity Analysis Summary Sheets

Year 2029 Total Projected Weekday Afternoon Peak Hour

HCM 6th AWSC
1: Fairmount Avenue & 59th Street 07/28/2023

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	102	113	50	69	9	155	28	65	13	7	18
Future Vol, veh/h	25	102	113	50	69	9	155	28	65	13	7	18
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, %	0	6	3	3	1	0	2	0	8	11	0	0
Mvmt Flow	36	146	161	71	99	13	221	40	93	19	10	26
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.4	10.4	14.7	9.7
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	62%	100%	0%	100%	0%	34%
Vol Thru, %	11%	0%	47%	0%	88%	18%
Vol Right, %	26%	0%	53%	0%	12%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	248	25	215	50	78	38
LT Vol	155	25	0	50	0	13
Through Vol	28	0	102	0	69	7
RT Vol	65	0	113	0	9	18
Lane Flow Rate	354	36	307	71	111	54
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.537	0.064	0.488	0.134	0.19	0.091
Departure Headway (Hd)	5.453	6.493	5.715	6.765	6.139	6.009
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	659	551	630	529	583	594
Service Time	3.496	4.237	3.459	4.518	3.891	4.072
HCM Lane V/C Ratio	0.537	0.065	0.487	0.134	0.19	0.091
HCM Control Delay	14.7	9.7	13.8	10.6	10.3	9.7
HCM Lane LOS	B	A	B	B	B	A
HCM 95th-tile Q	3.2	0.2	2.7	0.5	0.7	0.3

HCM 6th AWSC
2: Blodgett Avenue & 60th Street 07/28/2023

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	6	47	2	15	83
Future Vol, veh/h	6	6	47	2	15	83
Peak Hour Factor	0.47	0.47	0.47	0.47	0.47	0.47
Heavy Vehicles, %	0	0	7	50	0	4
Mvmt Flow	13	13	100	4	32	177
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	7.8	8.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	15%
Vol Thru, %	96%	0%	85%
Vol Right, %	4%	50%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	49	12	98
LT Vol	0	6	15
Through Vol	47	0	83
RT Vol	2	6	0
Lane Flow Rate	104	26	209
Geometry Grp	1	1	1
Degree of Util (X)	0.122	0.031	0.235
Departure Headway (Hd)	4.196	4.377	4.054
Convergence, Y/N	Yes	Yes	Yes
Cap	848	823	882
Service Time	2.255	2.377	2.095
HCM Lane V/C Ratio	0.123	0.032	0.237
HCM Control Delay	7.8	7.5	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.1	0.9

HCM 6th AWSC
5: Blodgett Avenue & 59th Street 07/28/2023

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	60	46	115	15	34
Future Vol, veh/h	113	60	46	115	15	34
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	3	0	10	7	0	13
Mvmt Flow	161	86	66	164	21	49
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	9.4	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	31%	0%	29%
Vol Thru, %	0%	65%	71%
Vol Right, %	69%	35%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	49	173	161
LT Vol	15	0	46
Through Vol	0	113	115
RT Vol	34	60	0
Lane Flow Rate	70	247	230
Geometry Grp	1	1	1
Degree of Util (X)	0.089	0.285	0.291
Departure Headway (Hd)	4.584	4.154	4.552
Convergence, Y/N	Yes	Yes	Yes
Cap	782	867	793
Service Time	2.61	2.171	2.552
HCM Lane V/C Ratio	0.09	0.285	0.29
HCM Control Delay	8.1	8.8	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1.2	1.2

HCM 6th AWSC
6: Blodgett Avenue & Fairmount ES Access Drive/61st Street 07/28/2023

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	10	17	15	11	0	1	0	40	9	3	52	0
Future Vol, veh/h	10	17	15	11	0	1	0	40	9	3	52	0
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, %	50	0	0	0	0	0	0	6	0	0	0	0
Mvmt Flow	15	26	23	17	0	2	0	61	14	5	79	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.6	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	24%	92%	5%
Vol Thru, %	82%	40%	0%	95%
Vol Right, %	18%	36%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	42	12	55
LT Vol	0	10	11	3
Through Vol	40	17	0	52
RT Vol	9	15	1	0
Lane Flow Rate	74	64	18	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.086	0.023	0.095
Departure Headway (Hd)	4.098	4.87	4.46	4.11
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	727	807	859
Service Time	2.188	2.954	2.46	2.198
HCM Lane V/C Ratio	0.086	0.088	0.022	0.097
HCM Control Delay	7.6	8.4	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.1	0.3

HCM 6th TWSC
3: Lyman Avenue & 59th Street 07/28/2023

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	214	6	7	217	11	6	6	13	12	3	4
Future Vol, veh/h	3	214	6	7	217	11	6	6	13	12	3	4
Conflicting Peds, #/hr	2	0	2	2	0	2	1	0	11	11	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	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	0	8	0	0	2	0	0	0	0	11	67	25
Mvmt Flow	4	301	8	10	306	15	8	8	18	17	4	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	311	0	0	655	658	318	673	655	317
Stage 1	-	-	-	-	-	-	315	315	-	336	336	-
Stage 2	-	-	-	-	-	-	340	343	-	337	319	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.21	7.17	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.21	6.17	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.21	6.17	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.599	4.603	3.525
Pot Cap-1 Maneuver	1248	-	-	1261	-	-	382	387	727	357	313	673
Stage 1	-	-	-	-	-	-	700	659	-	660	541	-
Stage 2	-	-	-	-	-	-	679	641	-	659	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1246	-	-	1259	-	-	370	380	718	334	307	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	380	-	334	307	-
Stage 1	-	-	-	-	-	-	696	655	-	656	535	-
Stage 2	-	-	-	-	-	-	661	633	-	625	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	499	1246	-	-	1259	-	-	368
HCM Lane V/C Ratio	0.071	0.003	-	-	0.008	-	-	0.073
HCM Control Delay (s)	12.8	7.9	0	-	7.9	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

HCM 6th TWSC
4: 59th Street & Dearborn Parkway 07/28/2023

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	155	124	6	9	8
Future Vol, veh/h	11	155	124	6	9	8
Conflicting Peds, #/hr	19	0	0	19	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	3	7	17	14	0
Mvmt Flow	15	207	165	8	12	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	192	0	-	0	425	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.1	-	-	-	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	2.2	-	-	-	3.626	3.3
Pot Cap-1 Maneuver	1394	-	-	-	564	859
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1369	-	-	-	537	843
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1369	-	-	-	648
HCM Lane V/C Ratio	0.011	-	-	-	0.035
HCM Control Delay (s)	7.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
7: Fairmount Avenue & 61st Street 07/28/2023

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	11	2	3	21	0	2	2	2	0	1	0
Future Vol, veh/h	1	11	2	3	21	0	2	2	2	0	1	0
Conflicting Peds, #/hr	1	0	0	0	0	1	4	0	8	8	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	0	50	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	20	4	6	39	0	4	4	4	0	2	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	24	0	0	82	78	30	90	80	44
Stage 1	-	-	-	-	-	-	26	26	-	52	52	-
Stage 2	-	-	-	-	-	-	56	52	-	38	28	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1583	-	-	1604	-	-	910	816	1050	900	814	1032
Stage 1	-	-	-	-	-	-	997	878	-	966	856	-
Stage 2	-	-	-	-	-	-	961	856	-	982	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1604	-	-	902	811	1042	883	809	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	811	-	883	809	-
Stage 1	-	-	-	-	-	-	996	877	-	964	852	-
Stage 2	-	-	-	-	-	-	951	852	-	966	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.9	9	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	909	1581	-	-	1604	-	-	809
HCM Lane V/C Ratio	0.012	0.001	-	-	0.003	-	-	0.002
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
9: Fairmount Avenue & School Lot Entrance 07/28/2023

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	44	0	131	24
Future Vol, veh/h	0	0	44	0	131	24
Conflicting Peds, #/hr	0	0	0	5	5	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	61	61	61	61	61	61
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	72	0	215	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	546	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	469	-	-	-	-	-
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	502	990	-	-	1535	-
Stage 1	951	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	428	985	-	-	1528	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	6.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1528	-
HCM Lane V/C Ratio	-	-	-	0.141	-
HCM Control Delay (s)	-	-	0	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.5	-

HCM 6th TWSC
10: Fairmount Avenue & School Lot Exit 07/28/2023

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	180	44	0	0	154
Future Vol, veh/h	1	180	44	0	0	154
Conflicting Peds, #/hr	0	0	0	5	5	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	61	61	61	61	61	61
Heavy Vehicles, %	0	25	0	0	0	12
Mvmt Flow	2	295	72	0	0	252

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	324	72	0	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.4	6.45	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	-	-	-	-
Pot Cap-1 Maneuver	674	930	-	0	0	-
Stage 1	956	-	-	0	0	-
Stage 2	795	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	674	930	-	-	-	-
Mov Cap-2 Maneuver	674	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	928	-
HCM Lane V/C Ratio	-	0.32	-
HCM Control Delay (s)	-	10.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	1.4	-

HCM 6th TWSC
11: Fairmount Avenue & YMCA Loop Exit/School Lot Entrance 07/28/2023

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	2	0	0	0	0	0	223	1	0	157	11
Future Vol, veh/h	12	2	0	0	0	0	0	223	1	0	157	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	17	3	0	0	0	0	0	310	1	0	218	15

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	537	537	226	-	0	0	311	0	0
Stage 1	226	226	-	-	-	-	-	-	-
Stage 2	311	311	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	508	453	818	0	-	-	1261	-	-
Stage 1	816	721	-	0	-	-	-	-	-
Stage 2	748	662	-	0	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	508	0	818	-	-	-	1261	-	-
Mov Cap-2 Maneuver	508	0	-	-	-	-	-	-	-
Stage 1	816	0	-	-	-	-	-	-	-
Stage 2	748	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	508	1261	-	-
HCM Lane V/C Ratio	-	-	0.038	-	-	-
HCM Control Delay (s)	-	-	12.4	0	-	-
HCM Lane LOS	-	-	B	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

HCM 6th TWSC
12: Fairmount Avenue & YMCA Loop Entrance/School Lot Exit 07/28/2023

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	7	0	7	0	235	0	0	161	9
Future Vol, veh/h	1	0	0	7	0	7	0	235	0	0	161	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	0	10	0	10	0	326	0	0	224	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	562	557	231	557	563	326	237	0	-	-	-	0
Stage 1	231	231	-	326	326	-	-	-	-	-	-	-
Stage 2	331	326	-	231	237	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	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	-	-	-	-	-
Pot Cap-1 Maneuver	441	442	813	444	438	720	1342	-	0	0	-	-
Stage 1	776	717	-	691	652	-	-	-	0	0	-	-
Stage 2	687	652	-	776	713	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	435	442	813	444	438	720	1342	-	-	-	-	-
Mov Cap-2 Maneuver	435	442	-	444	438	-	-	-	-	-	-	-
Stage 1	776	717	-	691	652	-	-	-	-	-	-	-
Stage 2	678	652	-	776	713	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	11.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1342	-	435	549	-	-
HCM Lane V/C Ratio	-	-	0.003	0.035	-	-
HCM Control Delay (s)	0	-	13.3	11.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

HCM 6th TWSC
13: Blodgett Avenue & O'Neill Parking Lot Entrance Drive 07/28/2023

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	53	98	7
Future Vol, veh/h	0	0	0	53	98	7
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	75	75	75	75	75	75
Heavy Vehicles, %	0	0	100	2	2	100
Mvmt Flow	0	0	0	71	131	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	207	136	140	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.4	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	786	918	1011	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	786	918	1011	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	957	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1011	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

November 6, 2023, 7:00 P.M.

23-PCE-0027: A PETITION SEEK APPROVAL OF THE FOLLOWING ITEMS: 1) A MAP AMENDMENT FROM R-1, RESIDENTIAL DETACHED HOUSE 1, TO INP-2, CAMPUS-SCALE INSTITUTIONAL AND PUBLIC DISTRICT AT O'NEILL MIDDLE SCHOOL CAMPUS; 2) INSTITUTIONAL MASTER PLAN FOR O'NEILL MIDDLE SCHOOL CAMPUS; 3) DEDICATION OF RIGHT-OF-WAY ALONG BLODGETT AVENUE. O'NEILL MIDDLE SCHOOL IS LOCATED AT THE SOUTHWEST INTERSECTION OF 59TH STREET AND BLODGETT AVENUE, COMMONLY KNOWN AS 635 59TH STREET, DOWNERS GROVE, IL (PIN: 09-17-400-004). WIGHT & COMPANY, PETITIONER AND DOWNERS GROVE GRADE SCHOOL DISTRICT 58, OWNER

Kevin Russell, District 58 Superintendent, discussed the petition for the zoning map amendment and institutional master plan for O'Neill Middle School. He said O'Neill had less students than the other middle schools and had one less feeder school. He said however, there was more busing, and several small buses for the special education programs. He said they had much more land available and more flexibility.

Amy Tiberi, architect with Wight & Company, explained the proposal was a lot of the same as the other proposal. She said the existing building was in good shape with infrastructure. She discussed the site and landscape improvements, including best management practices through stormwater management, proposal of an outdoor classroom, outdoor PE space, safe paths and bike storage, daylight and energy uses, air quality. She went through the criteria, stating that the current rezoning restriction did not negatively affect the property value and the proposed improvements would not affect property values in any negative way. She said the property was suitable for institutional zoning and the village comprehensive plan called for improvements to the school district. She discussed the institutional master plan requirements, requesting a change in zoning from R-1 to INP-2. She assured there would be no negative causes to health, safety, or general welfare of any person residing or working in the area.

Kyle Buck, engineer with Wight & Company, discussed showed aerial views of the property and discussed setbacks and additions, including the main entrance, gym/storm shelter, kitchen, and classroom addition. He discussed stormwater management and best management practices for infiltration. He said the main addition would be connected to the underground retention via storm sewers. He also discussed an infiltration trench, underground retention, traffic, and bus drive expansions.

Amy Tiber returned to discuss the signage. She stated it did not exceed the Village ordinance and was allowable. She discussed the proposed additions and what they will look like. She said they all met Village Ordinance for height and setback requirements. She also discussed the proposed additions.

Peter Kuhn, construction manager with Bulley & Andrews, discussed transparency with the community. He provided a summary of the construction schedule and expected the overall completions of additions in fall of 2025. He said school would remain active throughout with the anticipation of six graders moving over in August of the 26-27 school year. He stated they would not provide any deliveries during drop off.

Commissioner Dmytryszyn stated Fairmont Avenue got busy after school, and asked them to talk about that, especially with adding more students Kevin Russell said they wanted to design something that took the pressure off of 59th Street. He said they had fewer cars at O'Neill because they had more busing and did not have the same traffic concerns even with the addition or more kids. He said they would have a 5-10 minute period to wait for kids to get into their cars, but all congestion was gone within 10 minutes of the school closing.

Michael Werthmann stated they had a lot more drop-off than pickup and traffic is only there during the 2-3 p.m. time period. He said there were two main factors to mitigate the impact of expansion, which was moving buses off of 59th in the morning and most drop-off is in the northwest lot. He said Fairmount would be a little congested for 10-15 minutes only.

Commissioner Dmytryszyn said he was more worried about stacking on 59th after school. He said the improvements made sense before school. He asked if it was going to be backed up on 59th waiting for buses to turn onto Fairmount. Mr. Werthman stated that 59th was where the buses stacked now, so that would not be changed, but they would have a couple more buses with the addition of the sixth graders. He said the reason they were moving them in the morning was because they could load buses in the afternoon at one time and would only stop traffic for 5-10 minutes, opposed to coming in at different times in the morning.

Commissioner Dmytryszyn asked if they thought about a walking path to connect campus property with the YMCA property for students. Mr. Buck said they could keep walking north on the sidewalk that continued north or use the sidewalk that would be provided to go along the south end of the gym. Commissioner Dmytryszyn stated it was a safety concern to walk through the parking lot. Kevin Russell said they did not want students to walk across any parking lot, so they would have students access the sidewalk toward Blodgett and go down to corner by Fairmont and walk over. He also said they stagger the times, so by the time the middle school was out the Fairmount traffic was already done.

Commissioner Dmytryszyn pointed out that if they were moving west of Fairmount they would not walk all the way to Blodgett. Kevin Russell said students don't always follow what they're told, but that was why they would have supervision and direct student the other way.

Commissioner Dmytryszyn asked is there were any alternatives like having a sidewalk to divert them back. Kevin Russell said they could look into alternatives.

Chairman Rickard opened it up to the public.

Christine Broderick (ph), 63rd and Blodgett resident, stated she was concerned with Blodgett Avenue traffic with Fairmount and O'Neill School, because people would hang out even though there were staggered times. She said she was concerned about a path being cut into Blodgett to

separate the campuses. She stated it was also important to maintain some integrity of the green space.

Mary Sue Daily (ph), Fairmount resident, stated she felt the afternoon was busier in the afternoon than morning. She said she was worried about parking on both sides of Fairmount.

Chairman Rickard asked for the staff report.

Emily Hepworth, Development Planner for Downers Grove, discussed the petition for a map amendment and institutional master plan for O'Neill Middle School. She stated the existing zoning was R-1. She said two public hearing notice signs were posted on the site, notices were provided to all property owners within 250 feet, and the notice was published in the newspaper. She noted staff received four inquiries from the public, asking about information on the project and concern regarding the location of the bus drop-offs. She said the petitioner did hold one neighborhood meeting. She explained the property had been zoned residential since operation and would be rezoned to INP-2. Ms. Hepworth stated the petitioner was required to develop an institutional master plan, requiring an interior site and transitional site area, with associated regulations. She stated District 58 proposed four new additions, including a main entrance, gym/storm shelter, kitchen, and classrooms addition, a parking lot expansion, access point proposal, and stormwater improvements. She discussed traffic and circulation improvements. She stated staff finds all criteria had been met and recommended approval of the request.

Commissioner Dmytryszyn asked how close the bus lane that would be extended to Blodgett and 59th. Ms. Hepworth said it appeared there was enough spacing from the crosswalk.

Chairman Rickard recalled the petitioner up to address any comments or questions and provide any closing statements.

Kevin Russell said one of the biggest improvements was they had a main entrance identity crisis and the architects had done a nice job to have it facing Fairmount. He said they tried to listen to the neighbors about traffic, but they wanted to utilize Fairmount Avenue because there were no homes there. He also said the only traffic they would be allowing from the middle school to come down are the buses, and all parents would be dropping off their children through Fairmount Avenue. He stated that in any places where cars and buses would be in the same spot, they would hold the buses until a majority of the cars cleared out.

Kyle Buck added the configuration was about the same as the existing, but they were moving it to the east for buses to have room to slide onto 59th Street.

Commissioner Frankovic said in regards to the issue with the crossing where cars were transporting in and out, was there a possibility of creating a crosswalk to give people an alternate. Kevin Russell said they could certainly look into that, but wanted to check with the Park District because they shared that space. He said he was worried about water backup they get there, but also said they could look at that as an alternative.

Chairman Rickard said maybe one of the conditions of the motion could be a consideration of that without being definitive.

Commissioner Dmytryszyn agreed that was a good suggestion. He said the traffic was tricky, and they had done a good job to solve something that would not be perfect. He said they wanted to make sure children were safe as they cross the intersection. Kevin Russell assured the Commission they did have a designated crossing guard.

Commissioner Toth said the standards had been met and the circulation path was a benefit and restricted traffic that flowed through the community. He said he was in support.

Commissioner K. Patel agreed standards had been met and was in support.

Chairman Rickard said the standards were met and liked the idea of the fourth condition of considering an additional path.

Commissioner Frankovic stated she appreciated them trying to keep the green space as much as possible in that area.

BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, COMMISSIONER BOYLE MADE A MOTION THAT FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR THE ZONING MAP AMENDMENT AND INSTITUTIONAL MASTER PLAN AS REQUIRED 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-0027, SUBJECT TO THE CONDITIONS 1 THROUGH 3 IN THE STAFF REPORT, AND ADDITIONALLY EVALUATE AN ADDITIONAL CONNECTION TO THE PEDESTRIAN PATH AT THE SOUTHWEST CORNER TIED TO THE EXISTING PEDESTRIAN PATH OF THE SUBJECT PROPERTY.

SECOND BY COMMISSIONER DMYTRYSZYN

ROLL CALL:

AYE: BOYLE, DMYTRYSZYN, FRANKOVIC, K. PATEL, V. PATEL, TOTH, ROCHE, CHAIRMAN RICKARD

NAY: NONE

MOTION APPROVED. VOTE: 8-0

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)